



APPENDIX Q: PUBLIC INVOLVEMENT, OUTREACH MATERIALS, COMMENTS AND RESPONSES

Prepared for:



Prepared by:



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YOU ARE INVITED!

Provide YOUR input on planned improvements to the I-526 and Long Point Road interchange

What can you expect to see?

- Concepts being evaluated to improve this interchange
- Project schedule, including potential right-of-way acquisition and construction
- How and when traffic noise will be evaluated



Public Information Meeting

August 2, 2022 | 5 - 7 pm | R. L. Jones Center

MEETING DETAILS

Informal, Drop-in Meeting

R. L. JONES CENTER

August 2, 2022 | 5 - 7 pm

391 Egypt Road Mount Pleasant, SC

Traductor estará disponible.



View ALL materials & comment online
Material disponible en ingles y español
July 26 - September 1, 2022

We value your input!

info@526LowcountryCorridor.com

www.526LCCLongPoint.com

SCDOT Project Manager: Joy Riley

**PROPOSED I-526 @ Long Point Road Interchange
Improvements Project–
Mount Pleasant, Charleston County, SC**

Public Information Meeting

Public Information Meeting:

Tuesday, August 2, 2022, drop-in from 5:00 and 7:00 p.m. at the RL Jones Center, 391 Egypt Road, Mount Pleasant, SC 29464. Meeting will be conducted as an open house with no formal presentation. South Carolina Department of Transportation representatives will be available to answer questions. ALL information will also be available online at www.526LCCLongPoint.com beginning July 26, 2022. Official public comment period ends September 1, 2022.

Project Overview:

The purpose of the proposed I-526 @ Long Point Road Interchange Improvements project is to improve the operations of the I-526/Long Point Road interchange and I-526 mainline and reduce operational conflicts between port-related and local traffic.

Meeting Purpose:

The purpose of the meeting is to explain how YOUR input has been used to inform the concepts development and screening process, ask for your input on the Range of Alternatives, outline the next steps in the project development process, and gather information on historic or cultural resources and any potential impacts. Conceptual roadway improvements, draft purpose & need, current & future traffic conditions will be discussed. Property owners and business owners in or near the project area are urged to attend.

Comments:

Comments will be accepted through September 1, 2022. All formal comments received during the comment period will be considered and responded to if requested and will be included in the project record.

Comments can be submitted in the following ways:

- Submit comments online at the project website in the comment form and survey: www.526LCCLongPoint.com
- Mail comments to Joy Riley, SC Department of Transportation, Post Office Box 191 955 Park Street, Columbia, SC 29202-0191
- Email your comments to info@526LowcountryCorridor.com
- Fill out a comment card and drop it in the comment box during the in-person meeting.

Contact/Access:

Additional information concerning the project may be obtained online at www.526LCCLongPoint.com or by contacting Project Manager Joy Riley at info@526LowcountryCorridor.com or 843.258.1135. Persons with disabilities who may require special accommodations should contact Ms. Betty Gray at 803-737-1395. A Spanish translator will be available at the meeting. Un traductor de español estará disponible en la reunión.



EMAIL BLASTS

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Asked & Answered: Project FAQs are Updated!
I-526 @ Long Point Road Interchange Improvements Project

Thank you to those who participated during the I-526 @ Long Point Road Interchange Improvements public information meeting comment period open from July 26 to September 2, 2022. We greatly appreciate your interest in this project.

During the comment period, we received over [500 comments](#). As a result, we have compiled a list of [Frequently Asked Questions \(FAQs\)](#). We encourage you to review our updated FAQs from the Public Information Meeting online and share these with your friends, neighbors, and colleagues.

Thank you for your interest in the I-526 @ Long Point Road Interchange Improvements project. If you should have any further questions, please contact me directly at info@526LowcountryCorridor.com, call or text the project hotline (843.258.1135), or visit our Community Office (5627 Rivers Avenue, North Charleston – Gas Lite Square; CARTA Route 10).

[View the Frequently Asked Questions](#)

I-526 Lowcountry Corridor Project Manager
JOY RILEY, PE, PMP, CPM, DBIA

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You're Invited.
**Participate in the
I-526/Long Point Road Interchange Project
Stakeholder Group**



On behalf of the South Carolina Department of Transportation (SCDOT), I would like to invite you to participate as a community organization in the invitation-only stakeholder group for the I-526/Long Point Road Interchange project. The purpose of the proposed project is to improve the I-526/Long Point Road interchange to reduce congestion, address interchange deficiencies, and improve operations on the I-526 corridor located between the Wando River and Hobcaw Creek.

Stakeholders include local residents, businesses, and community leaders who share their experiences and perspectives to help shape the project. We rely on them to share project updates with their respective communities. As an

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first hybrid meeting scheduled for June 14, 2022 at 10am at Charleston Chamber of Commerce and on Microsoft Teams ([RSVP](#)). *We respectfully ask that you do not share meeting invitation information as space is limited. This group is by invitation only and we ask that you have one dedicated person represent your community organization in these meetings. A public meeting will be held later this summer to engage the community at large.*

These stakeholder meetings will provide a forum to provide you with updates on the project's process and also solicit your feedback during key project milestones. This feedback will be used to help refine proposed improvements as well as direct community outreach methods.

Further, it is our hope you will keep your respective communities abreast of project progress and encourage participation at the critical moments requiring public input – during our formal public comment periods. Our first Public Information Meeting (and comment period) will occur later this summer.

Thank you, in advance, for your active participation in this regionally significant project. If you would like to participate in this group, please respond to this letter by emailing info@526LowcountryCorridor.com or calling 843.972.4550 by June 13, 2022. If you are unable to participate but have someone you think would better represent your respective community's interest, please advise by June 13, 2022.



I-526 Lowcountry Corridor Project Manager

JOY RILEY, PE, PMP, CPM

South Carolina Department of Transportation

[RSVP TO JUNE MEETING](#)

NOTICE:

To join the meeting on June 14, 2022 meeting virtually, click the link or call in using the number

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screenshared, so using the link is encouraged.

**Microsoft Teams meeting
Join on your computer or mobile app**

[Click here to join the meeting](#)

Or call in (audio only)

[+1 857-327-8948,,732840124#](#) **United States, Boston**

[\(844\) 566-5330,,732840124#](#) **United States (Toll-free)**

Phone Conference ID: 732 840 124#

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I-526 Lowcountry Corridor Project
SC Department of Transportation
Community Office
5627 Rivers Avenue (Gas Lite Square)
North Charleston, SC 29406

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The Public Meeting is Live! **I-526 @ Long Point Road Interchange Improvements Project**

Today, I'm pleased to announce the launch of the [I-526 @ Long Point Road Interchange Improvements project Public Information Meeting!](#) View information [online](#) or participate at our in-person open house meeting on August 2nd. We're seeking YOUR input on the potential interchange improvements.

During the I-526 Lowcountry Corridor EAST PEL study, we heard from the community about the concerns about conflicts between trucks and cars. This project is being designed to address those concerns – improve the operations of the I-526/Long Point Road interchange and I-526 mainline and reduce conflicts between port-related and local traffic.

In-person Open House Meeting

**Tuesday, August 2nd | 5-7 PM | R. L. Jones Center | 391 Egypt Road,
Mount Pleasant, SC**

Thank you for your interest in the I-526 @ Long Point Road Interchange Improvements project.



Joy Riley

I-526 Lowcountry Corridor Project Manager

JOY RILEY, PE, PMP, CPM, DBIA

SCDOT

Phone: 803.737.1346

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View Materials Online

View the meeting [online](#) now!



Take the Survey

Share your experiences online through September 1, 2022.



Comment

[Comment online](#), [email](#), attend the meeting, or mail a letter by September 1, 2022!

[View the Public Information Meeting!](#)



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Final Reminder: Comment Period Ends September 1st

I-526 @ Long Point Road Interchange Improvements Project

REMINDER: the public comment period for the I-526 @ Long Point Road Interchange Improvements project ends on September 1st. Give your input on the proposed options by September 1st in order for your feedback to be incorporated into the final project design.

Survey

Complete the [project survey](#)

Website

Submit a comment directly through the [project website](#)

Email

info@526lowcountrycorridor.com

Need to review the proposed options before submitting your feedback? All public information materials are available [online!](#)

Thank you for your interest in the I-526 @ Long Point Road Interchange Improvements project!



I-526 Lowcountry Corridor Project Manager
JOY RILEY, PE, PMP, CPM, DBIA

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Phone: 803.737.1346
Email: info@526lowcountrycorridor.com



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***You're Invited: Public Information Meeting
TOMORROW***

I-526 @ Long Point Road Interchange Improvements Project

REMINDER: Please join us for our **in-person open house public information meeting on the I-526 @ Long Point Road Interchange Improvements project tomorrow, August 2nd**. This meeting will give you a chance to view the range of alternatives for the project, ask questions about next steps in the project development process, and give your input on possible improvements.

In-person Open House Meeting

**Tuesday, August 2nd | 5-7 PM | R. L. Jones Center | 391 Egypt Road,
Mount Pleasant, SC**

If you can't make the in-person meeting, all public information materials are also available [online!](#)

Thank you for your interest in the I-526 @ Long Point Road Interchange Improvements project.



Joy Riley

I-526 Lowcountry Corridor Project Manager
JOY RILEY, PE, PMP, CPM, DBIA
SCDOT

Phone: 803.737.1346

Email: info@526lowcountrycorridor.com

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You're Invited!
Stakeholders' Preview for the
I-526 @ Long Point Road Interchange
Improvements Project Public Information
Meeting

As a stakeholder for the [I-526 @ Long Point Road Interchange Improvements project](#), you are invited to participate in the August 2nd public information meeting early from 4-5 PM before the general public arrives at 5 PM. Stop by the R.L. Jones Center beginning at 4 PM to preview materials, meet the SCDOT project team, ask questions, and provide feedback on possible improvement options. View information [online](#) or participate at our in-person open house meeting on August 2nd.

In-person Open House Meeting

Tuesday, August 2nd | | R. L. Jones Center | 391 Egypt Road, Mount

Pleasant, SC

4-5 PM – *Stakeholders' Preview*

5-7 PM – *General Public*

Thank you for your involvement in the I-526 @ Long Point Road Interchange Improvements project. We hope to see you at 4 PM on August 2nd!

I-526 Lowcountry Corridor Project Manager
JOY RILEY, PE, PMP, CPM, DBIA

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View the meeting [online](#) now!



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You're Invited!
Virtual Stakeholder Meeting for the
I-526 @ Long Point Road Interchange
Improvements Project

Please join us **virtually** for the next **I-526 @ Long Point Road Interchange Improvements Stakeholder Meeting on Tuesday, November 29th from 10-11:30 AM**. Please note, this is not a public meeting, and this message is only intended for project stakeholders. We appreciate your cooperation in not sharing this meeting invitation.

In this meeting, we will provide updates on progress that is being made on the I-526 @ Long Point Road Interchange Improvements project ahead of the anticipated spring 2023 public hearing. Updates will include:

- Summer 2022 public information meeting summary
- Alternative analysis update
- Reasonable alternative refinements
- Preliminary noise analysis
- Next steps in the project development process

Virtual Stakeholder Meeting

Tuesday, November 29, 2022 | 10-11:30 AM | RSVP for the Teams meeting [here](#).

Thank you for your involvement in the I-526 @ Long Point Road Interchange Improvements project. We hope to see you virtually at 10 AM on November

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Joy Riley

I-526 Lowcountry Corridor Project Manager

JOY RILEY, PE, PMP, CPM, DBIA
SCDOT

Phone: 803.737.1346

Email: info@526lowcountrycorridor.com

RSVP

Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 228 954 977 438

Passcode: hQv3Zf

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STAKEHOLDER OUTREACH

Prepared for:



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STAKEHOLDER MEETING

Date: June 14, 2022

Time: 10:00 am – 11:30 am

Location: Hybrid Meeting - Virtual Teams Meeting and in-person at the Charleston Metro Chamber of Commerce

Attendees:

Name	Affiliation	In-Person/ Virtual
Chris Fraser	Avison Young	Virtual
Kathryn Basha	BCDCOG	Virtual
Keith Stanley	The Boeing Company	Virtual
James Lynch	Charleston County School District	Virtual
Steve L. Thigpen	Charleston County	Virtual
Scott Barhight	Charleston Metro Chamber of Commerce	Virtual
Katie Zimmerman	Charleston Moves	In-Person
Andrew Powell	C. H. Powell Company	Virtual
Bradley Punch	Cooper's Landing HOA	Virtual
Hubner Team	Hubner Manufacturing Cooperation	Virtual
Jamie DuMont	IFFGD at Riverside Center	Virtual
Tony Poston	Palmetto Christian Academy	Virtual
Stuart Whiteside	Seamon Whiteside	In-Person
SCW	<i>Unknown</i>	Virtual
Shane Belcher	FHWA	Virtual
Yolanda Morris	FHWA	Virtual
Joy Riley	SCDOT	In-Person
Syrees Oliver	SCDOT	In-Person

Katelyn Lisznyai	SCDOT	In-Person
Silas Christie	SCDOT	In-Person
Grayson Murray	SCDOT	In-Person
Rick Day	Stantec	In-Person
Hannah Clements	Stantec	Virtual
Mattese Lecque	Maximum Consulting	Virtual
Amy Livingston	CDM Smith	In-Person
Jenny Humphreys	CDM Smith	In-Person
Mark Lester	CDM Smith	In-Person
Victoria Wornom	CDM Smith	In-Person

Meeting Objectives:

- *WEST Project Updates*
 - *What has changed in the Environmental Justice Community Mitigation Plan?*
- *EAST Study Updates*
 - *Finalization of the PEL Study*
 - *Introduce the I-526/Long Point Road Interchange Project*

Agenda:

1. Welcome
2. Presentation
 - a. I-526 LCC WEST Overview
 - b. Updates to the Environmental Justice Community Mitigation Plan
 - i. Mitigation Implementation Schedule
 - ii. Focused Community Outreach
 - iii. Enhanced Right-of-Way Services
 - iv. Enhanced Relocation Mitigation Assistance
 - v. Affordable Housing for Residential Displacements
 - vi. First-Time Homebuyer Program
 - vii. Community Recreational Amenities
 - viii. Educational and Employment Opportunities
 - ix. Small Business Development Program
 - x. Mitigation Barriers
 - xi. Community Enhancement Initiatives
 - xii. Community Air Quality Monitoring Program

- c. I-526 LCC EAST Overview
 - i. Fall 2021 Public Information Meeting Summary
 - ii. Alternative Screening/New Alternative: 3A
 - iii. PEL and NEPA Process Schedule
 - d. I-526/Long Point Road Interchange Project Overview
 - i. I-526/Long Point Road Interchange Project Schedule
 - ii. Anticipated Public Information Meeting
3. Wrap-up

WEST Questions:

1. Bradley Punch - Are mitigation barriers installed before the project or does SCDOT wait until after the project is complete?
 - a. Joy Riley – Installing mitigation barriers before construction is not a possibility in every area. In this particular area, SCDOT is not building them before construction due to right-of-way. There are apartments and homes 20-30 feet from the interstate bridge, so if mitigation walls were installed early, we would have to take *more* homes in order to have enough space to do mobilization activities during construction. Instead of constructing the walls early, we opted to do air quality monitoring.
 - b. Bradley Punch – It sounds like timing is determined case-by-case. Could there be an opportunity to install barriers in areas where it would not affect construction?
 - c. Joy Riley – For the I-526/Long Point Road Interchange project, there could be an opportunity to construct the walls first. However, that would not be our preference anywhere where we would need to take additional homes first.
2. Katie Zimmerman – How will the CIEP happen? What is the process?
 - a. Joy Riley – It is basically an enhancement project on steroids and will have to go through the NEPA process. SCDOT will begin NEPA next year if we do not have litigation on the project, and it will be finished in the next 5 years. As part of the process, we also have to make sure everything connects to the LCRT and has appropriate connections and crosswalks. NEPA will include public input.
 - b. Katie Zimmerman – Can that effort be coordinated with the conversations we have been having about the river crossings?
 - c. Joy Riley – Absolutely, that will be incorporated as part of the plan and coordinated with local municipalities and the BCDCOG.

EAST Questions:

3. Bradley Punch – Regarding Alternative 3A, are other alternatives still being evaluated? Or is Alternative 3A the confirmed solution?
 - a. Joy Riley – This is a planning study, so we are looking at a very high level. None of these alternatives are the preferred solution yet. We need to do further studies and

refinement. This is the starting point, but there is a lot of work to be done as we look for the best solution.

I-526/Long Point Road Interchange Questions:

4. Andrew Powell – What is the timing for breaking ground on the Long Point Road Interchange project?
 - a. Joy Riley – SCDOT anticipates going to construction in 2024.
5. Scott Barhight – It looks like the General Assembly will approve dollars for the Port’s Barge Program. Will this study consider the Barge Program?
 - a. Jenny Humphreys – Yes, we have been in conversation with the Ports Authority. In addition to the Barge Program, we have talked to them about operations and terminal improvements.
6. Andrew Powell – There are many businesses that will be affected by eminent domain, especially if you are adding truck access on the east side of I-526 going directly into the Wando Welch Terminal. How soon will you be making those decisions and talking with companies to discuss the future and the right-of-way/relocation process?
 - a. Joy Riley – We are currently in the middle of the traffic analysis for each alternative. In August we will be showing the Range of Alternatives. We are evaluating how each performs while looking at the relocations of homes and businesses. There will be further minimization of right-of-way. This December, [at the public hearing] we will be showing the Recommended Preferred Alternative that we intend to advance forward. At that time, I think it is appropriate to start talking. If we meet now, we will have to tell you that we really do not know which alternative will rise to the top. There are drastic differences between the alternatives, so December makes sense to start discussing. The initial footprint is always larger because we have not designed embankments, drainage, etc., but as we move through the process, we minimize the number of homes and businesses affected. We also must consider other impacts, such as quality of life, and invite you to comment on that. Our Community Office at Gas Light Square will have information on the I-526/Long Point Road Interchange project, and I am in the office multiple days a week, if you would like to discuss. We are anticipating design-build procurement in 2023 and hope to enter into a design-build contract by the end of December 2023.
 - b. Andrew Powell – I am the owner of the company and building. We were the second building built on this road. The exit for the truck interchange is coming through our parking lot. On the other side of me is Hubner Manufacturing. This is a huge concern for us from a business perspective. It is not as simple as giving us six months to move, as breaking ground can take a very long time.
 - c. Joy Riley – Right now, lines are still moving rapidly, but I am happy to talk with you about the relocation process and benefits. We are trying to figure out ways to impact as few businesses as possible.



LOWCOUNTRY CORRIDOR

*June 2022 Stakeholder Meeting
Joy Riley, PE, PMP, DBIA SCDOT*



U.S. Department of Transportation
Federal Highway Administration





WEST Updates

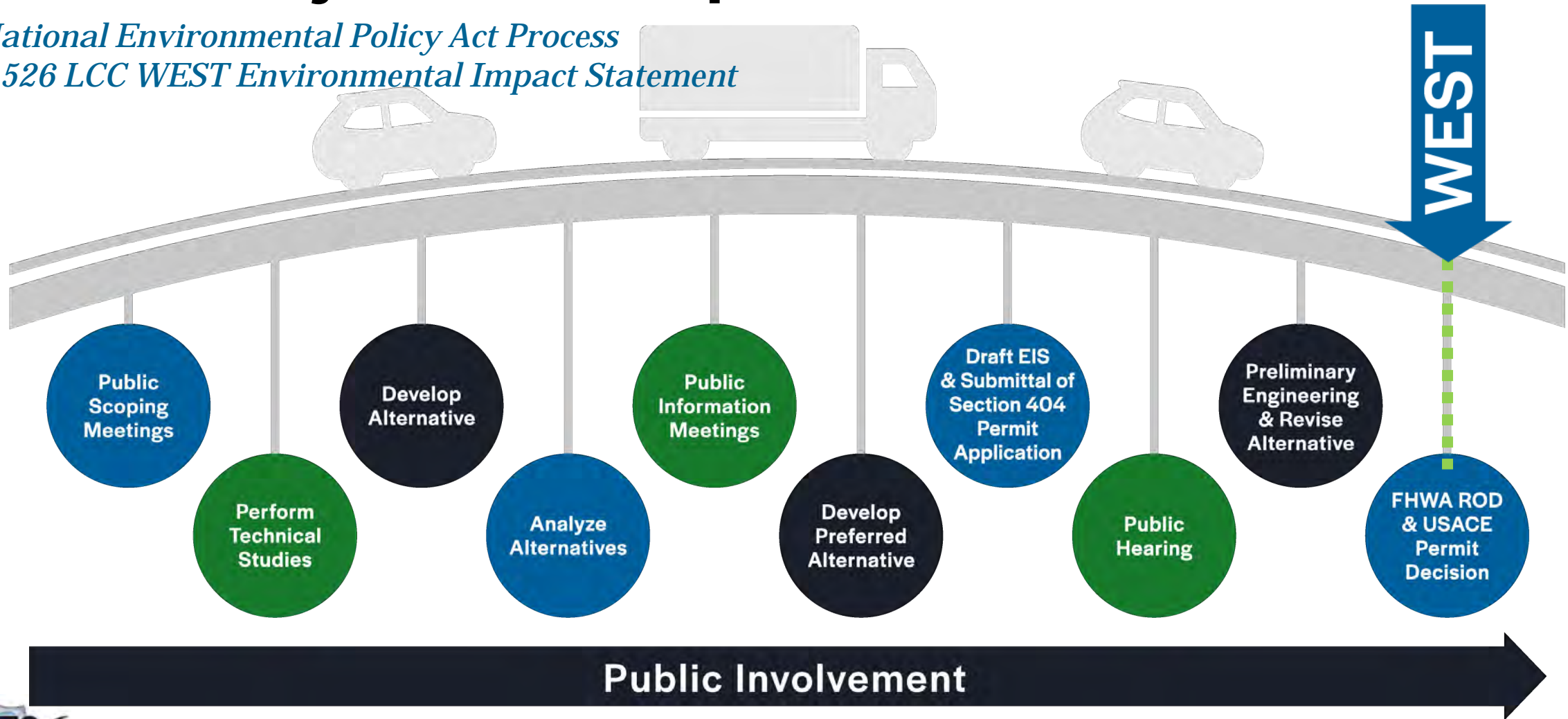
An Environmental Impact Statement



South Carolina Department of Transportation

NEPA Project Development Process

*National Environmental Policy Act Process
I-526 LCC WEST Environmental Impact Statement*



Community Mitigation Plan

Effectively mitigate direct, indirect, and cumulative (recurring) impacts on EJ communities by **establishing relationships, building trust, and gathering feedback that will inform decisions** on mitigative measures and other aspects of project development



Additional Changes Coming Soon

- Coordination ongoing with FHWA
- Additional items being considered to increase benefits
- Geared towards increasing the **quality of life** of the community residents and providing opportunities to increase their **generational wealth**
- Community Meetings this Summer to reveal revised mitigation plan

YOUR
comments
made a
difference!

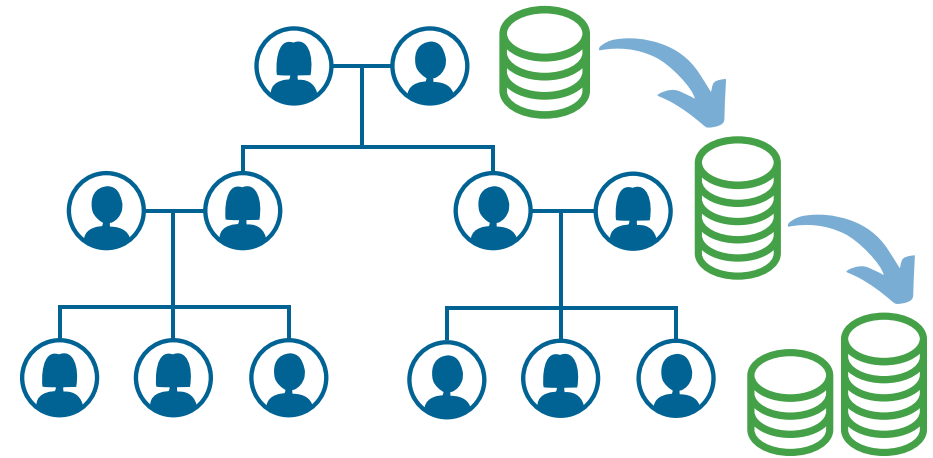
What is Generational Wealth?

Generational wealth allows parents to give their children more options in life by passing down assets like cash, stocks, and property.

Generational wealth also includes the passing down of:



Passing wealth from a previous generation to the next, benefitting the next generation



ADVANCE MITIGATION IMPLEMENTATION SCHEDULE

PROPOSED
SCHEDULE

Mitigation Schedule is based on approval of environmental documentation without legal challenge; subject to change

DESIGN 2021-2027

RIGHT-OF-WAY 2023-2027

CONSTRUCTION 2028-2038



Community History Preservation Study (2021 - 2027)



Focused Community Outreach (2019 - 2038)



Affordable Housing (2022 - 2027)



Enhanced Right-of-Way Services (2022 - 2027)



Education, Employment & Economic Opportunities (2023 - 2038)



Community Infrastructure Improvements (2023 - 2038)

Community Mitigation Implementation Schedule

NEW

Community Mitigation Schedule Commitment

Will implement all community mitigation **PRIOR** to interstate construction, except:

- Mitigation Barriers – *would expand the footprint of the project and result in additional ROW impacts*
- Railroad Crossing Upgrades in Highland Terrace
- Pedestrian Bridge over Railroad – requires railroad approval and flagging operations; may not be feasible prior to interstate construction



Subject to Change

Focused Community Outreach

Community Advisory Council (CAC)

Continue to support CAC through publishing of the FEIS/ROD:

- Facilitating regularly scheduled monthly meetings
- Providing logistical and administrative support, as needed.

Project Oversight Committee (POC)

Assist in creating a POC to ensure adherence to commitments in the Final Mitigation Plan:

- Coordinate with technical staff
- Serve as a liaison between the communities and project staff

Organizational Training

Provide organizational training for CAC & community members interested in creating a community advocacy organization



Subject to Change

Focused Community Outreach

Community Office

- Maintained through project development, final design & right-of-way phases
- Office Manager, Community Liaisons/Outreach Specialists & Right-of-Way Specialists
- Meeting space for CAC, POC & other stakeholders



Community Resource Guide & Community Workshops

Help sustain livability within affected EJ neighborhoods by increasing residents' access to resources:

- Food Insecurities
- Health & Wellness
- Home Repair
- Financial Assistance
- Minority-owned Businesses
- Referral agencies

Subject to Change

Enhanced Right-of-Way Services

Enhanced Advisory Services

- SCDOT ROW Liaison
- Provide advisory services to resident
- Home Buyer Assistance
- Section 8 Coordination
- Affordable Housing Coordination
- Transportation for viewing replacement properties
- Conflict Resolution

NEW

Acquisition Fairness Program

- Independent Appraisals Paid by SCDOT for second opinion of value
- Owners may be eligible for additional Mitigation Payments to address property values impacted by previous public acquisitions or zoning changes.

Subject to Change

Enhanced Relocation Mitigation Assistance

NEW

Enhanced Relocation Mitigation Assistance

SCDOT will offer **additional supplemental rental mitigation payments** based on income and rent for up to **an additional 18 months** (in addition to 42 months provided under the Uniform Act)

Example Scenario to demonstrate this change:

Average Rent (2 BR apartment) w/ Utilities = \$1967 /month

Average incomes in EJ Communities (per census data) = \$20,695 per year

30% of income for affordable housing costs for this individual = **\$517**

Calculation of monthly rent supplement = \$1967 - \$517 = **\$1450**

42 months of supplemental rents = \$60,884

60 months of supplemental rents = \$86,977

**Actual rent supplements based on each individual's specific income & rent*

Subject to Change

Affordable Housing for Residential Displacements

UPDATE

Affordable Housing

- Partner with the SC State Housing, Finance & Development Authority to **BUILD** 100 new affordable housing units as close to the impacted communities as possible
- Partner with a local non-profit to implement a Single-Family Affordable Replacement Housing Program on 20 **45 residential lots**
- **Have direct access to transit & convenient access to the proposed Lowcountry Bus Rapid Transit System**
- **Developments in compliance with LCRT Transit-Oriented development given priority**
- **Relocated residents will get priority, remaining units available to other residents in the EJ Communities**



Subject to Change

To be completed prior to the start of construction of the I-526 LCC WEST improvements

First-Time Homebuyer Program

Financial Literacy & First-Time Homebuyer Counseling

- Financial literacy & first-time homebuyer counseling to displaced residents
- Partnerships with local organizations like Trident Urban League
- Assist residents in securing residential loans & transitioning from renters to homeowners
- ***Counseling will occur in group & individual classes; start in 2022***

NEW

First-Time Homebuyer Grant Program

SCDOT will partner with an agency to administer financial grants for down payment assistance for first time homebuyers



Subject to Change

To be completed prior to the start of construction of the I-526 LCC WEST improvements

Community Recreational Amenities

UPDATE

Community Center Facilities and Amenities

Partner with the City of North Charleston to fund the construction of **one replacement community center, two pocket parks**, and associated infrastructure that could potentially include:

- Flexible space/classrooms
- Basketball courts
- Wi-Fi & internet access
- Audio/visual equipment
- **Emergency generators & refrigerators (NEW)**
- **Solar Power (NEW)**
- Well-lit facility access
- Shared-use path
- Multiple pedestrian access points
- Crosswalks/traffic calming
- Walkways, user-friendly common space
- Directional signs
- Community garden
- Educational wetland
- Covered shelters/grills
- Mural in the community center
- Parking for the community center near trail entrances

Subject to Change



To be completed prior to the start of construction of the I-526 LCC WEST improvements

Community Recreational Amenities



Programs and Activities

Partner with North Charleston: develop programs, services, & arrangements for long-term operation/maintenance of replacement community center & amenities

- Priority given to the 4 EJ communities
- City will encourage 4 EJ communities to apply for jobs at replacement community center
- Potential programs and activities could include:
 - Senior/youth-focused programs & activities
 - Yearly calendar of community center events focusing on community cohesion
 - Access to educational and financial resources for community advocacy and self-advocacy
 - A community garden as educational program & mitigation for the food desert
 - Maintenance of stormwater detention for educational purposes during summer programs

Subject to Change

To be completed prior to the start of construction of the I-526 LCC WEST improvements



Stop & Pause for Questions

Educational & Employment Opportunities

Expanded all programs to be available throughout right-of-way & construction phases!

UPDATE

College Aid Initiative

- Increased fund to **\$500,000** (from \$100,000)
- CAC will develop the criteria for eligibility
- SCDOT will distribute the funds

UPDATE

Summer Transportation Institute Program

- Skill-building program to create awareness & expose high school students to transportation careers
- **Priority to students from Impacted Communities for up to 50% of the slots/year**

Pre-Employment Training

- Provide training & job readiness skills to individuals from impacted EJ communities

UPDATE

School-to-Work Program

- Partner with organizations to develop school-to-work employment programs in construction, engineering & transportation
- Internship program funded by SCDOT for **20 internships** (increased from 10) to high school students, college students and young adults up to age 25 from the impacted EJ neighborhoods (during ROW) *Subject to Change*

Internships start this summer!

UPDATE

Summer 2022 School to Work Opportunities

- Intern at Community Office & assist with outreach
- Internship at SCDOT Charleston office to learn about construction & maintenance careers
- Summer Transportation Institute held at Benedict College; EJ community residents will be prioritized but program open to all students
- CDL Training continues to be available for those 18+

Priority will be given to residents of Ferndale, Highland Terrace, Joppa Way, Liberty Park, and Russelldale. However, residents from all neighborhoods identified in the I-526 Environmental Justice (EJ) analysis report are eligible to participate.

Subject to Change



Contact the
I-526 LCC Community Office
Today to Learn More!
843.258.1135
info@526Lowcountrycorridor.com

INTERESTED IN A SUMMER INTERNSHIP?

The following PAID transportation-focused internships are available through the South Carolina Department of Transportation (SCDOT) in Charleston, SC for those 16+:

- **I-526 Lowcountry Corridor Community Office Internship**
- **SCDOT Charleston Office Internship**

OTHER TRAINING OPPORTUNITIES:

- **Summer Transportation Institute (STI)**
A 4-week program this summer to introduce high school students to careers in the transportation industry. Learn how to apply today (843.258.1135)! Must have a minimum 2.5 grade point average on a 4.0 scale.
- **CDL Training (18-)**
Both a CDL Permit Preparation Class and CDL Full License Program will be offered.



Training and internships sponsored by the South Carolina Department of Transportation and the Federal Highway Administration.

Apply Today!

Educational & Employment Opportunities

Expanded all programs to be available throughout the right of way and construction phases!

NEW

Careers in Transportation Education Program

- Provide awareness, skill building & expose students & young adults to transportation careers
- Transportation Technology Education

Priority will be given to residents of Ferndale, Highland Terrace, Joppa Way, Liberty Park, and Russelldale. However, residents from all neighborhoods identified in the I-526 Environmental Justice (EJ) analysis report are eligible to participate.

CAREER PATHS IN TRANSPORTATION

4-YEAR OR MORE COLLEGE DEGREE AND/OR EQUIVALENT EXPERIENCE

Transportation, Storage & Distribution Manager	Logistician
\$46.77	\$35.22

1-2 YEAR COLLEGE DEGREE

Bus & Truck, Mechanic & Diesel Engine Specialist	Auto Service Tech/Mechanic	Police, Fire, & Ambulance Dispatcher
\$25.36	\$21.18	\$27.70

HIGH SCHOOL DIPLOMA OR GED AND/OR EXPERIENCE/ ON-THE-JOB-TRAINING

First-Line Transportation Supervisor	Industrial Truck or Tractor Operator	Cargo & Freight Agent
\$29.29	\$21.15	\$23.73
Light Truck or Delivery Driver	Dispatcher	Laborer & Freight, Stock & Material Mover
\$18.75	\$22.45	\$16.96

LESS THAN 2 MONTHS CREDENTIAL/ LICENSURE

Heavy & Tractor Trailer Truck Driver	Bus Driver Transit & Intercity
\$23.84	\$18.71

WHY CHOOSE A CAREER IN TRANSPORTATION?

Transportation is an essential industry. The transport and logistics industry is one that cannot be replaced by technology, and in fact may even be enriched by it — all forms of technology must be produced and transported, and you could be the person behind that. There are abundant opportunities. Earn a great income!

These jobs are in demand in Minnesota and these are Central Minnesota Median wages. Data collected from Department of Employment and Economic Development.

Provided for you by the Minnesota Rural Career Counseling Coordinators (RCCC) team.

Powered by CareerForce. It's your state of success.

View career information for Transportation occupations: www.careeronestop.org/litesearch.aspx?keyword=transportation

Subject to Change

Small Business Development Program

NEW

Small Business Development Program

- Bring awareness to generational wealth benefits of entrepreneurship
- Partner with organizations and other disadvantaged business enterprises to develop and deliver an educational program that empowers those interested in learning more about starting a small business enterprise
- Awareness to small business resources and orientation to the benefits and programs offered
- Information sessions & recruitment opportunities to work on the I-526 LCC projects



Disadvantaged Business Enterprise (DBE) Certification

Our DBE Certification is recognized by 27 partners in SC!



Small Business Enterprise (SBE) Certification

Our SBE Certification increases your opportunities for contracts in the transportation industry in SC.

Subject to Change

Mitigation Barriers

UPDATE

Mitigation Barriers

- Highland Terrace and Liberty Park: Along the eastbound and westbound sides of I-26 and I-526 and Remount Road interchanges
- Liberty Park: Along westbound side of I-526 between the Rivers Avenue and I-26 interchanges
- **Russelldale and Ferndale: Along eastbound side of I-526 from I-26 interchange to east of CSX railroad tracks**
- **Camps: Along the eastbound side of I-526 and the eastbound exit ramp at the Montague Interchange**

Subject to Change



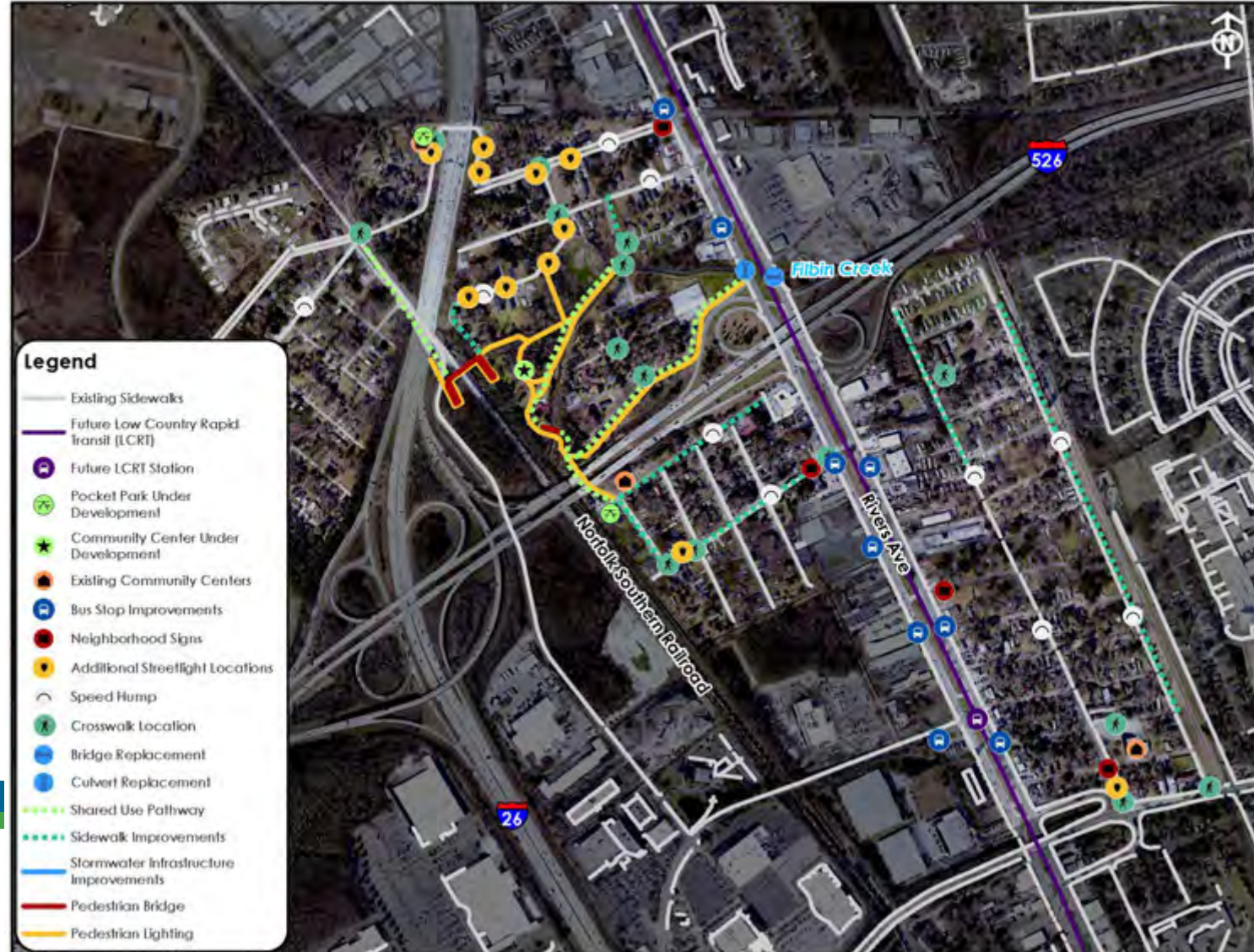
Community Enhancement Initiatives

Community Infrastructure Enhancement Plan (CIEP)

Improvements to:

- Bike/Pedestrian Connectivity & Safety
- Bus Shelter Amenities
- Pedestrian Lighting
- Traffic Calming Measures
- Stormwater Infrastructure
- Landscaping and Aesthetics
- Railroad Crossing Upgrades
- Pedestrian Bridges

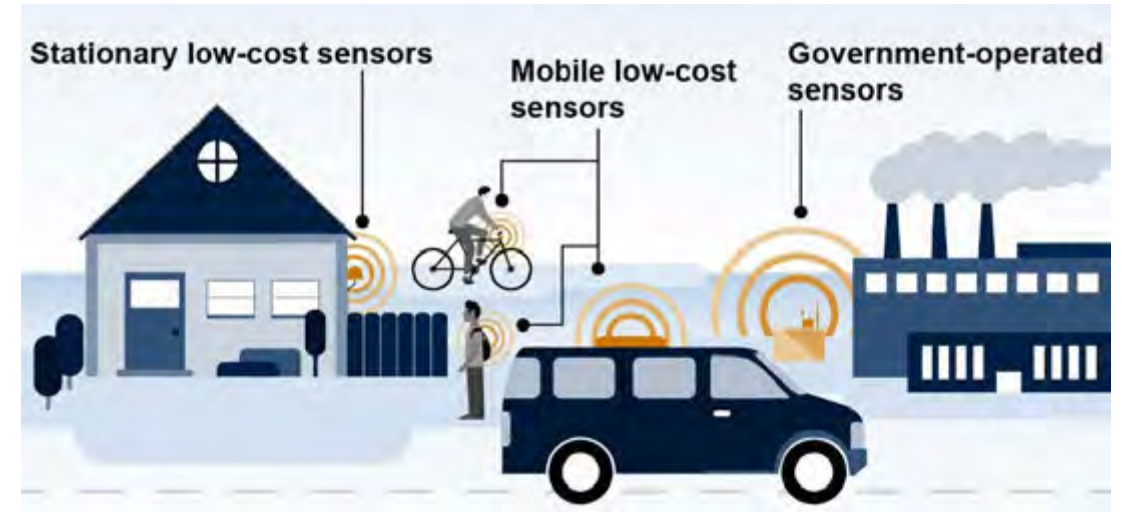
Subject to Change



NEW

Community Air Quality Monitoring Program

- Fund the purchase/installation of Particulate Matter 2.5 Sensors
- Sensors placed in all 4 impacted EJ communities
- Sensors provide real-time data online
- Sensors in place during construction
- SCDOT will develop an implementation plan and a response plan for elevated levels



Subject to Change

Larger Community Office?

Gas Lite Square
5605 Rivers Avenue
North Charleston

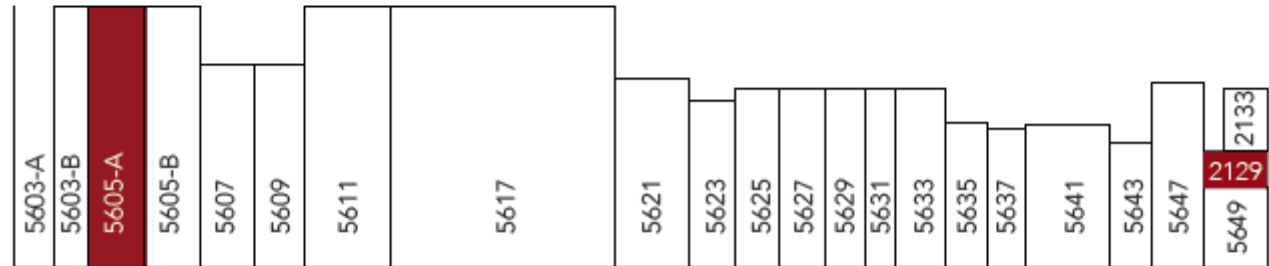
NEW

- Larger Space
- Same Convenient Location
- 2-3 Bathrooms
- More Offices
- Larger Meeting Space

Gas Lite Square Shopping Center

5601 Rivers Avenue, North Charleston, SC 29406

**RETAIL SPACE
FOR LEASE**



SUITE TENANTS

5603-A	Charleston Imaging	5621	Dolphin Dental Group	5637	All Nails
5603-B	Kasada Beauty Supply	5623	Oriental Cuisine	5641	West Marine
5605-A	AVAILABLE - 4,130 SF	5625	Cora Physical Therapy	5643	Gas Lite Liquors
5605-B	LaundroLab	5627	SCDOT	5647	Ginza Sushi
5607	Salon Zoë	5629	Seafood Pot	5649	Boost
5609	Geico	5631	Blades	2129	AVAILABLE - 570 SF
5611	Alamo	5633	Spine Pain Center	2133	Enterprise
5617	Home Decor Outlets	5635	Americash Cash Loans		



Stop & Pause for Questions



EAST Updates

A Planning & Environmental Linkages Study



I-526 LCC EAST Study Area

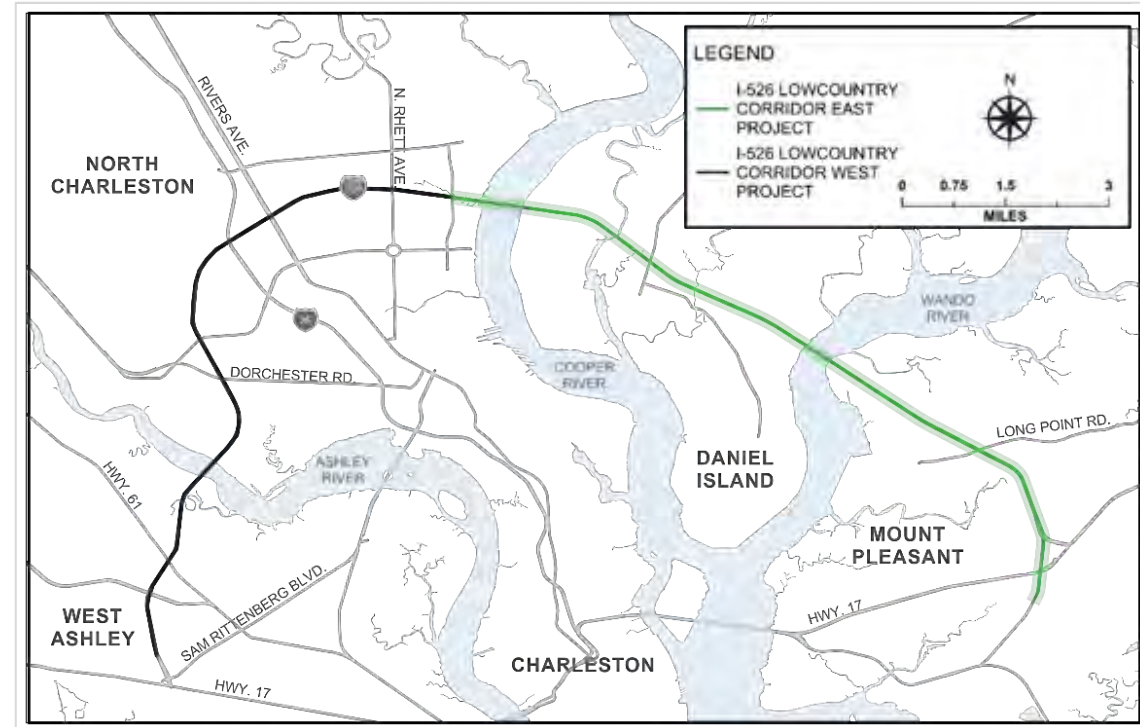
Virginia Avenue to US 17

10 
total miles

5 
miles elevated structure

5 
interchanges

2 
major bridges over navigational channels
–Don Holt Bridge & Wando River Bridges



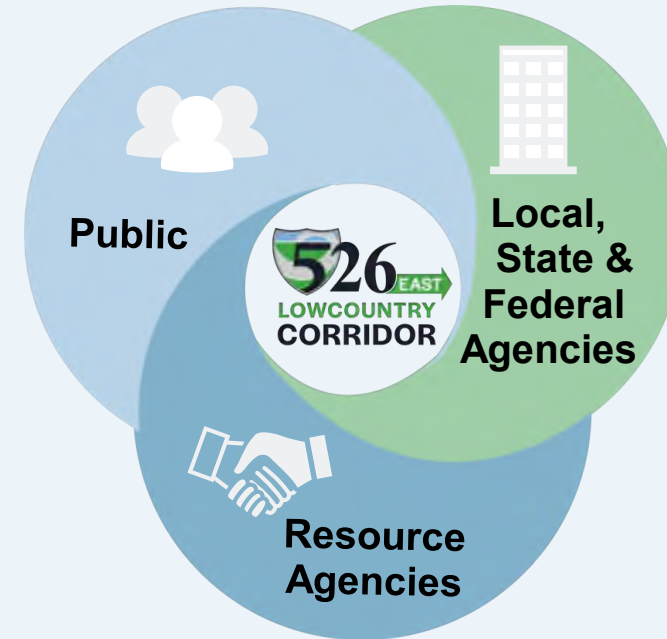
What is a PEL?

- 1 Tool for **creating efficiency** in transportation development
- 2 Considers **environment, community & economy**
- 3 **Collaborative & integrated** approach to decision-making

What are the Benefits of including a PEL Study in the project development process?

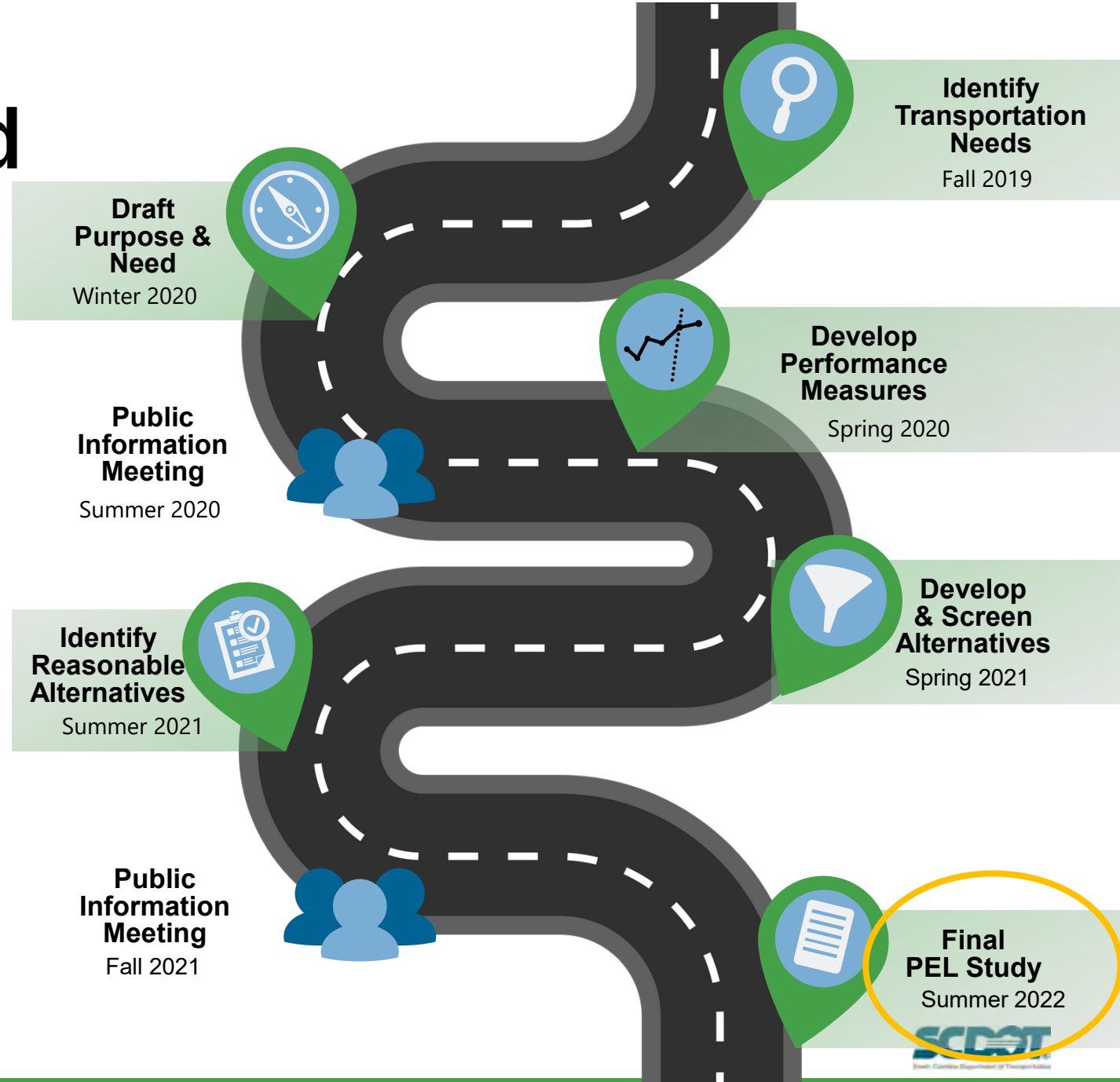


Who Participates?



PEL Study Completed Milestones

- PEL Initiation (FHWA Concurrence)
March 23, 2020
- MetroQuest Survey
May 14 - August 15, 2020
- Public Information Meeting (Online)
July 15 - August 15, 2020
- Purpose & Need (FHWA Concurrence)
February 18, 2021
- Concepts Development & Preliminary Screening
April/May 2021
- Public Information Meeting
October 26 & 27, 2021



Project Purpose

The purpose for transportation improvements along this corridor is to **improve travel time reliability & reduce congestion** along I-526 from Virginia Avenue in North Charleston to US 17 in Mount Pleasant.

Project Goals

-  **Compatibility:** Align with local land use plans & projects
-  **Demand:** Accommodate increased numbers of vehicles
-  **Seismic:** Design any new roads or bridges with new earthquake standards
-  **Connectivity:** Improve connections with local ports, railway facilities, and transit
-  **Safety:** Reduce traffic-related crashes
-  **Multimodal:** Enhance movement through the corridor including other modes such as carpool, transit, walk, or bike
-  **Technology:** Accommodate future transportation technologies for vehicles, system monitoring, driver information, and traffic operations

Identified Needs

Mobility

This is a busy corridor supporting a large number of people, goods, and services. The key issues are:



Traffic congestion from high traffic volumes & limited capacity



Over Capacity Roadways



Unreliable Travel Times



Congestion-Related Crashes

Roadway Deficiencies

The current roads, bridges and interchange ramps are not designed to handle the current or future traffic demands. The key issues are:



Shoulder Widths



On & Off Ramp Lengths



Tightly Curved Ramps



Public Meeting Summary



**Official Comment Period
October 11 - December 1, 2021**

How People Participated



Project Website

526LowcountryCorridor.com/eastvpim2021
Live, October 11, 2021

The Public Information Meeting webpage contained all the materials you would have seen at the in-person meeting.

A mailed public information meeting packet was available by request by calling 843.258.1135 or emailing info@526LowcountryCorridor.com.



In-person Public Meetings

Tuesday, October 26, 2021 5-7 PM

R. L. Jones Center
391 Egypt Road, Mount Pleasant, SC

Wednesday, October 27, 2021 5-7 PM

Felix C. Davis Community Center
4800 Park Circle, North Charleston, SC
CARTA Routes 13 & 104

Spanish translation services were available at all meetings.

How People Commented



Project Website

526LowcountryCorridor.com

Fill out a comment form on the project website.



Project Hotline

843.258.1135 (Call Us)

Press "2" to leave a verbal comment. Comments will be limited to 2 minutes.



Project Email

info@526LowcountryCorridor.com



Mail

Joy Riley, PE, PMP, CPM, DBIA
SC Department of Transportation
Post Office Box 191
955 Park Street, Room 401
Columbia, SC 29202-0191

Comments Received

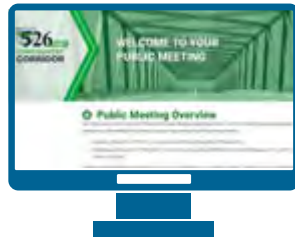
Public Information Meeting 2: Fall 2021

234 In-person Attendees

6,939 Web Visitors

558 Total Comments

Official Comment Period:
October 11 – December 1, 2021



Project Website

404



Emails &
Letters

87



Written
Comments

5



Voicemails

15

Public Information Meeting 2: Public Input

Public Information Meeting: Fall 2021



Top comments and concerns:

45%

Concerned with **Traffic**, including **Truck Traffic**



23%

Support **Separate Truck Access** to the Wando Port



22%

Concerned with **Safety**



20%

Concerned with **Neighborhood Impacts**



I-526 EAST PEL Public Comments



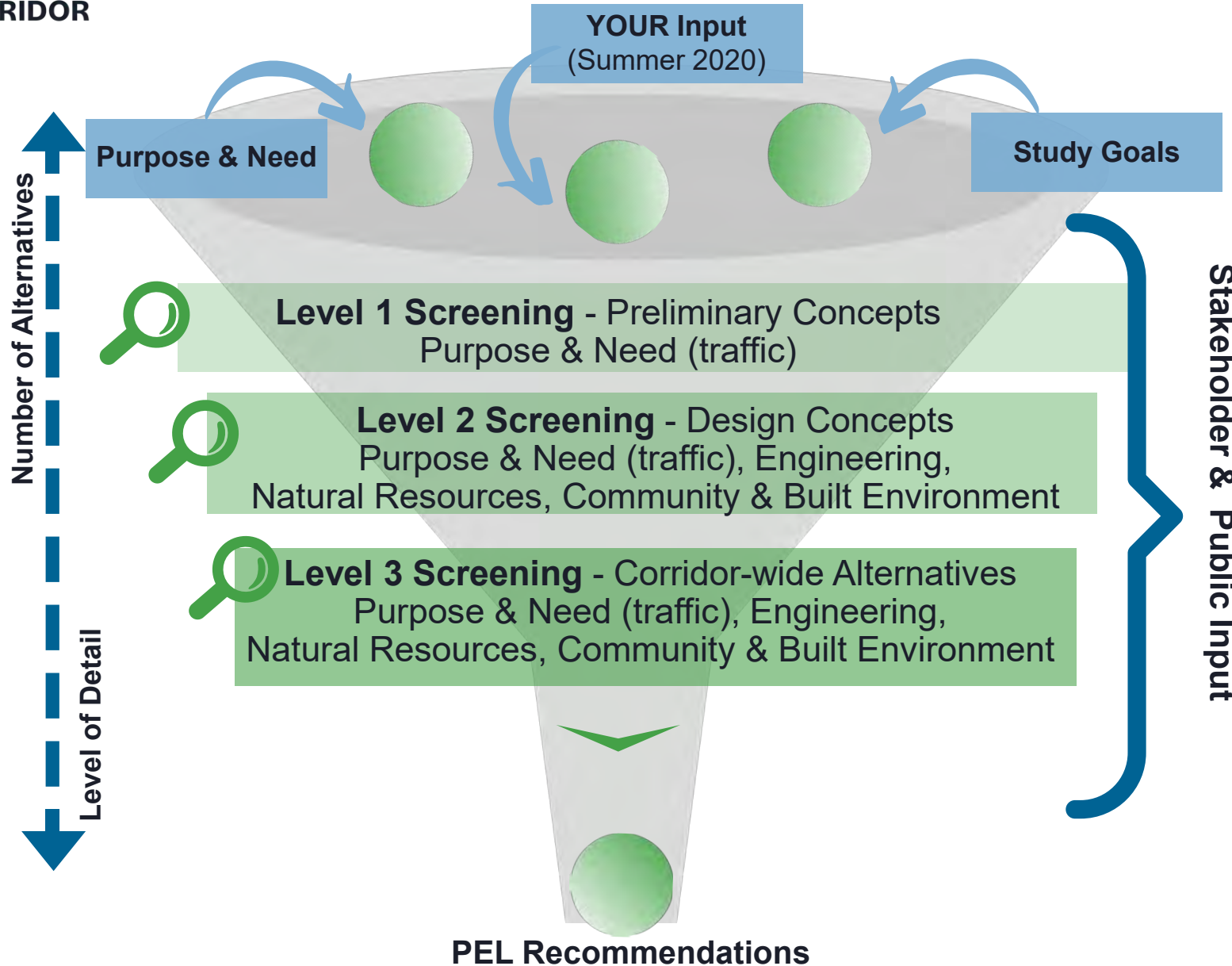
Specifically Support Separate Truck Access



Where are we now?



Alternatives Concepts Screening Process



How were the alternative concepts evaluated?

The project team evaluated the alternatives through a three-step screening process to identify the reasonable alternatives that are presented today.

Each level of screening included a more detailed analysis of the alternatives. As the process progressed, poorly performing alternatives were removed from further review.

The resulting alternatives are proposed to be carried forward into the NEPA process.

Your comments made a difference!

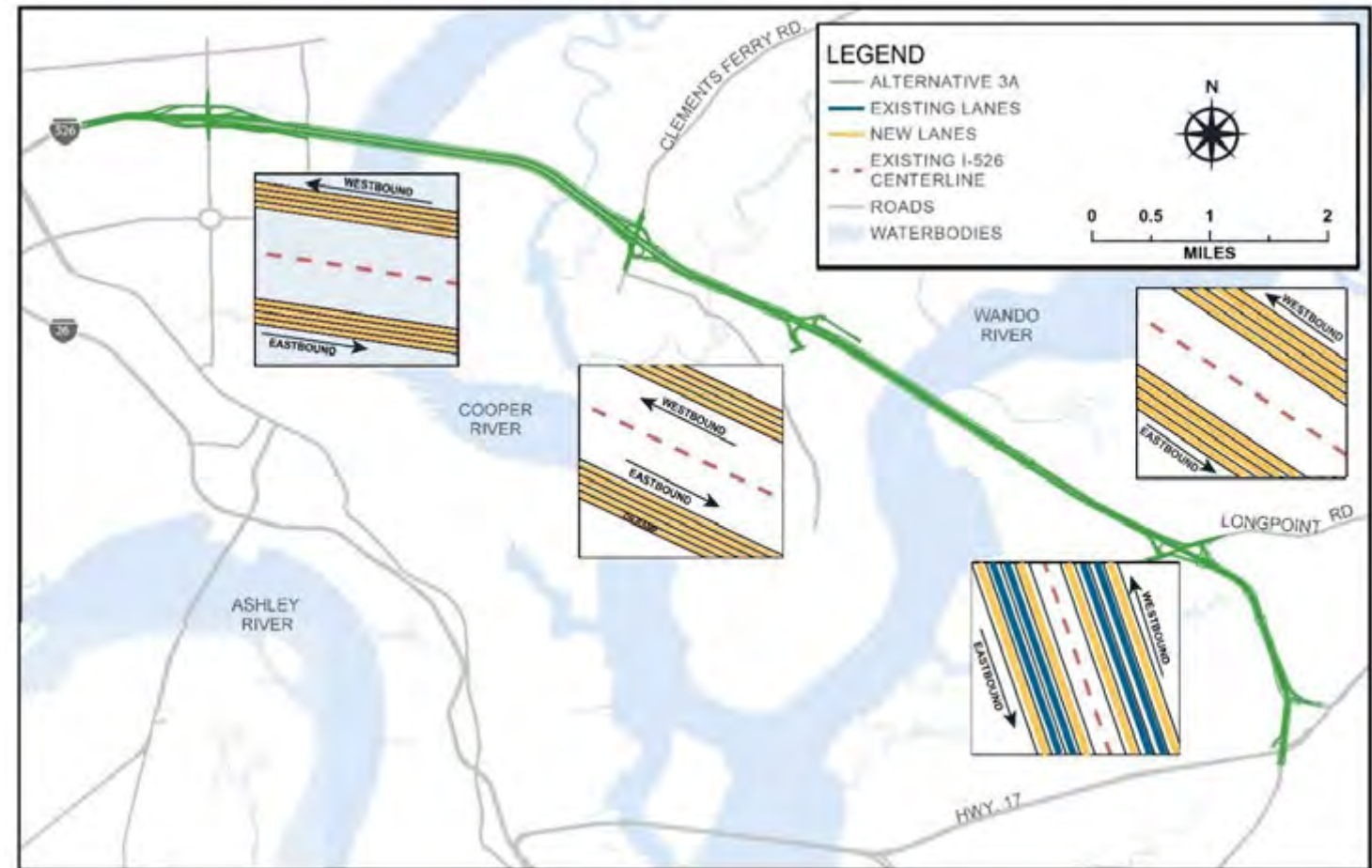
We heard your concerns!

After the public information meeting, the project team evaluated additional options to improve the operational issues and reduce environmental and community impacts between the Wando River and Long Point Road.

As a result, the team developed an additional alternative.

New Alternative: Alternative 3A

- Replace Don Holt bridge with 2 new 4-lane bridges on either side of the existing bridge
- Replace Wando bridges with 2 new parallel 2-lane bridges, remove existing bridges, then widen newly built bridges to 4 lanes



PEL & NEPA Process



PUBLIC & AGENCY INVOLVEMENT

Planning & Environmental Linkages Study (PEL)

- Planning studies
- Existing conditions analysis
- Future forecasts
- Study goals
- Purpose & need
- Range of alternatives and screened reasonable alternatives
- Cost estimates and Implementation plan

1.5 - 2.5 Years



NEPA

- Level of NEPA analysis: Categorical Exclusion, Environmental Assessment, or Environmental Impact Statement
- Confirm/refine purpose & need
- Detailed environmental studies
- Refine alternatives
- Explore mitigation and commitments
- Prepare decision document

1 - 2 Years

Project Implementation

- Final design
- Right-of-way acquisition
- Permitting
- Mitigation and commitments
- Construction

Maintenance Operations

- Maintenance of roadway and right-of-way



Stop & Pause for Questions



I-526/Long Point Road Interchange Project

An Environmental Assessment (EA)

Why are improvements needed?



Traffic-related congestion on I-526



Population & economic growth

- Residential & Commercial expansions, Port growth



Interchange deficiencies



Public comment & concerns

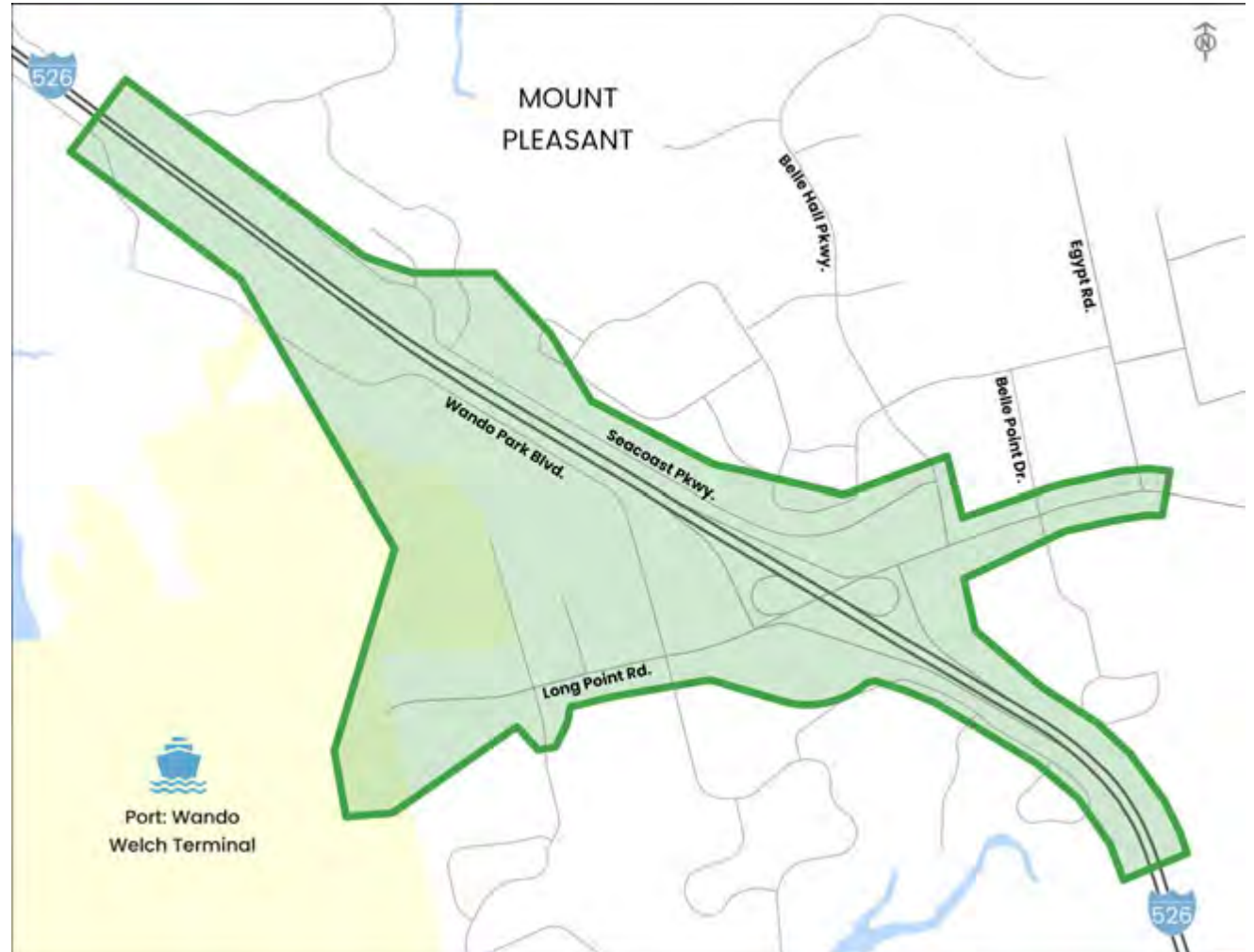
Long Point Road Interchange Deficiencies

Existing interchange ramps have geometric deficiencies that do not accommodate existing & future traffic volumes & contribute to inadequate mobility and travel times.

- Inadequate shoulder widths
- Insufficient acceleration/deceleration ramp lengths
- Tightly curved ramps

Long Point Road Interchange Study Area

- 2 miles along I-526
- 1.5 miles along Long Point Road
- Existing interchange: Partial cloverleaf
- 3 water crossings
 - Tributary to Rathall Creek
 - Tributary to Hobcaw Creek
 - Hobcaw Creek
- SCPA Wando Welch Terminal



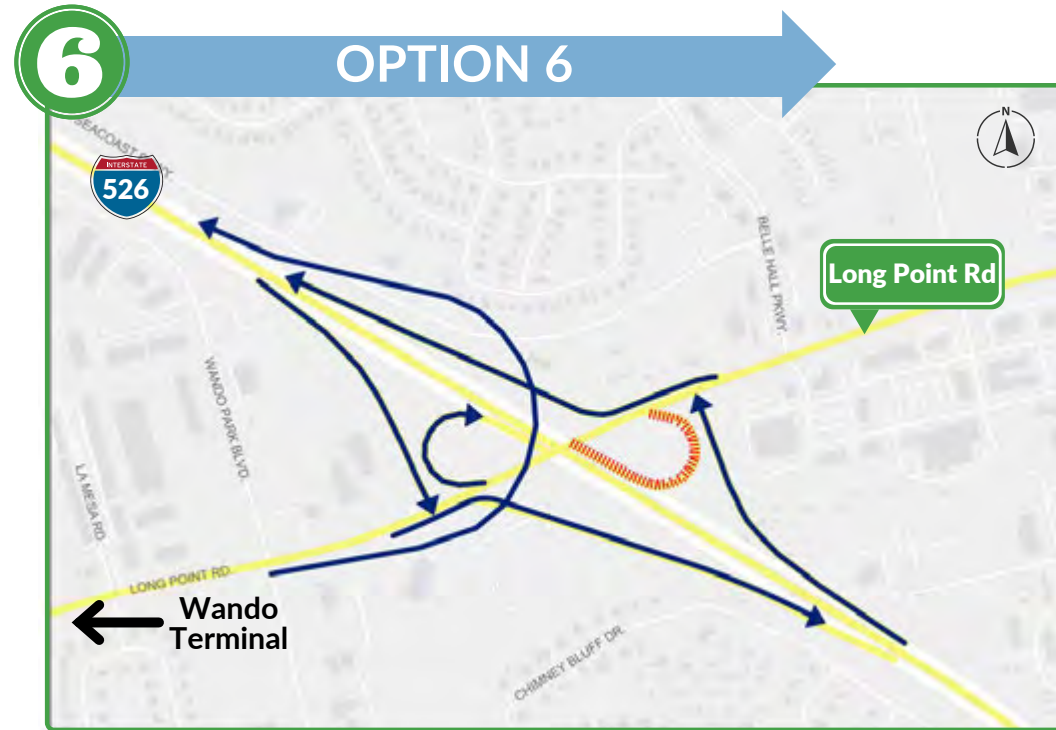
Preliminary Interchange Concepts

Shown at the Public Information Meeting 2: Fall 2021



Two New Interchange Concepts

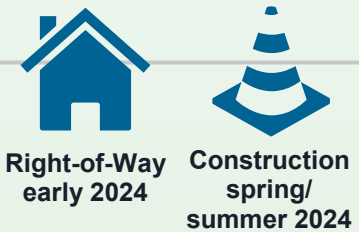
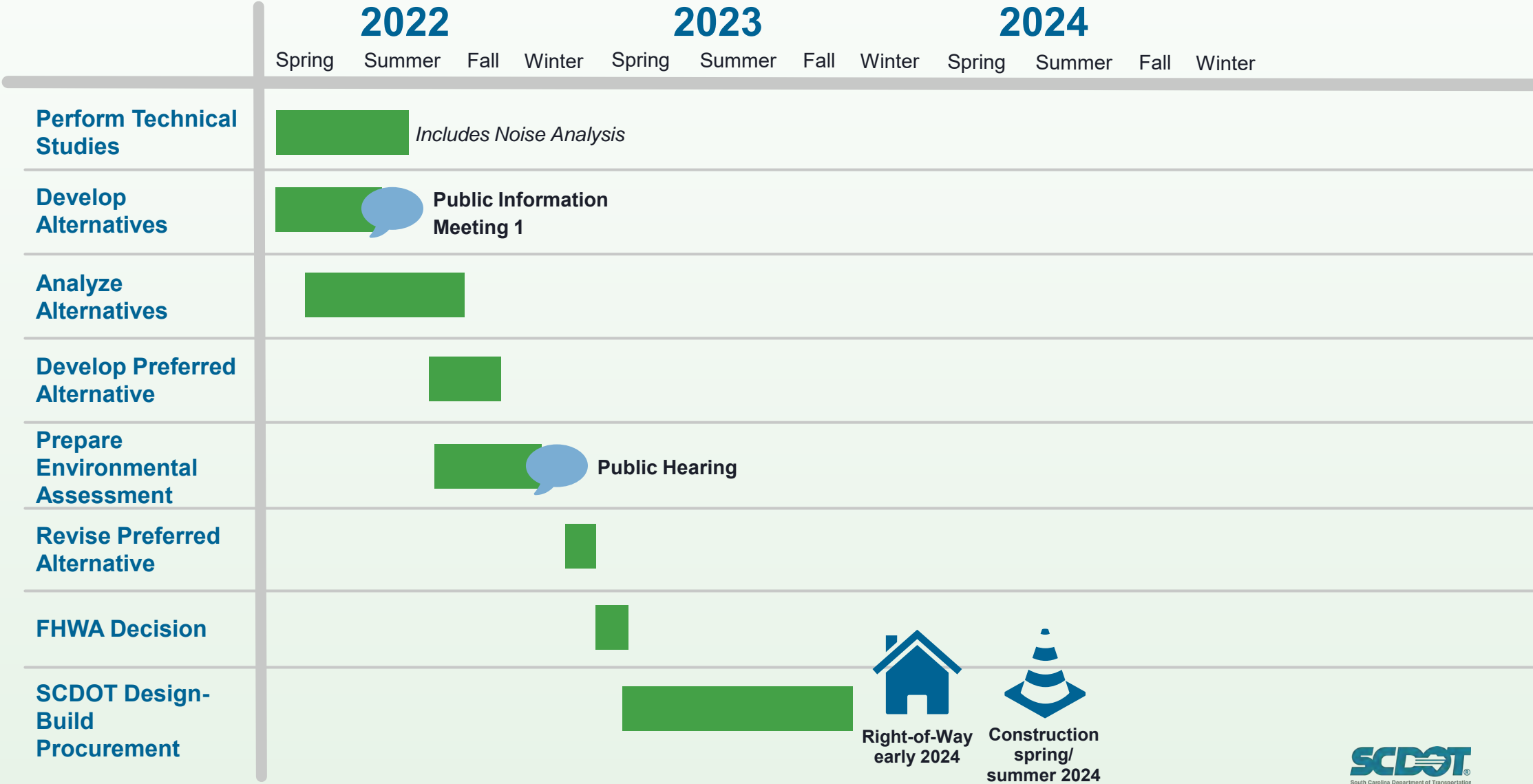
As of June 2022



Legend:

- ← Existing
- ← Option
- ▬ Removal

Proposed Project Schedule



Anticipated Public Information Meeting



In-person Public Meeting Thursday, August 2, 2022

R. L. Jones Center
391 Egypt Road, Mount Pleasant, SC



What can you expect to see?

- How the PEL is transitioning to NEPA
- Traffic/truck growth in the study area
- Range of alternatives and screening process
- Where we are in the right-of-way and noise processes



Stop & Pause for Questions

Contact Information



www.526LowcountryCorridor.com



www.facebook.com/526Corridor



@526Corridor



info@526LowcountryCorridor.com



Community Office:
5627 Rivers Avenue | North Charleston, SC 29406



843.258.1135 (call or text)



Joy Riley, PE, PMP, DBIA
SCDOT
Project Manager





526 **EXIT 28**
LONG POINT ROAD
INTERCHANGE
LOWCOUNTRY CORRIDOR

Stakeholder Meeting
November 29, 2022

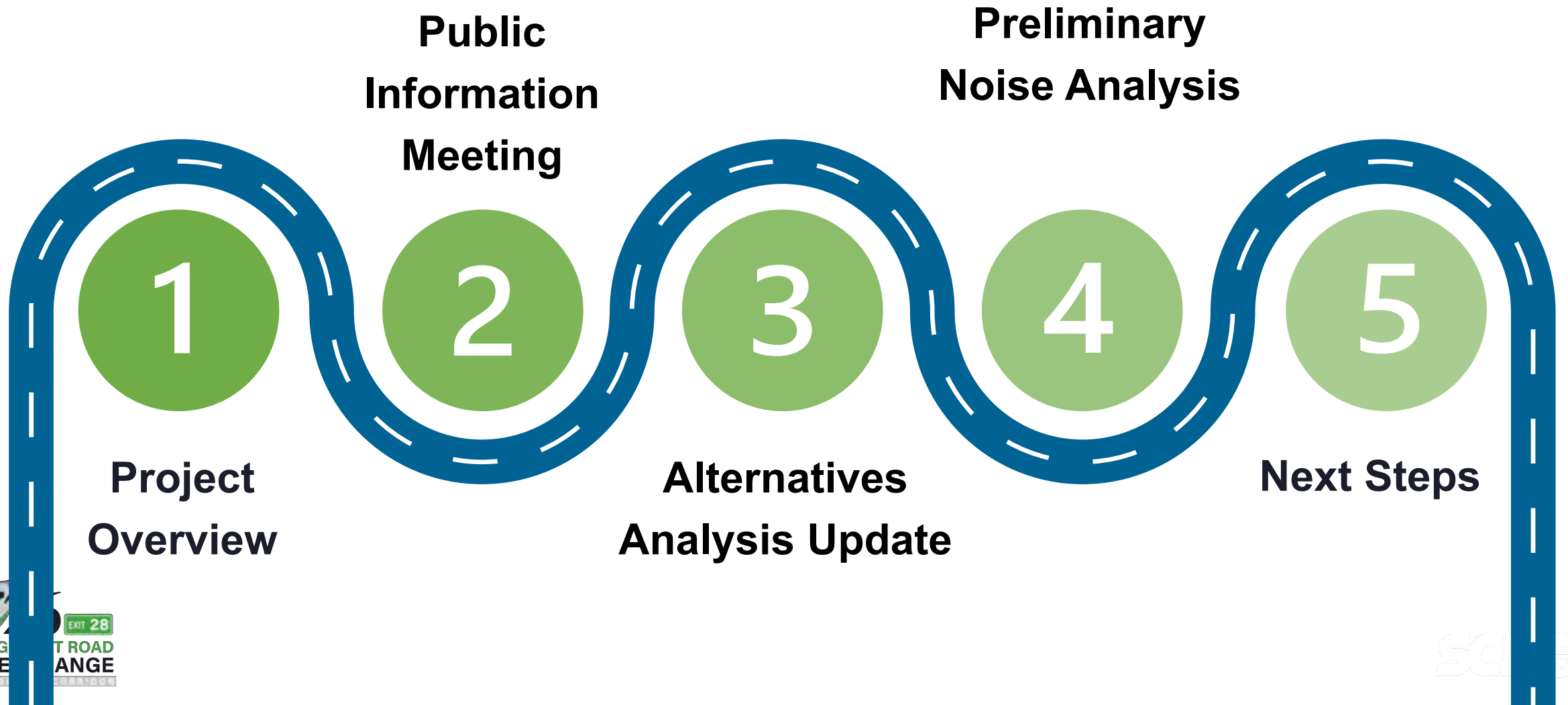
Joy Riley, PE, PMP, DBIA SCDOT



U.S. Department of Transportation
Federal Highway Administration



Agenda





Project Overview

I-526 @ Long Point Road Interchange Improvements



Draft Purpose & Need

Project Purpose

- Improve the operations of the I-526 and Long Point Road Interchange and the I-526 mainline
- Reduce operational conflicts between port-related and local traffic

Project Need



Interchange deficiencies



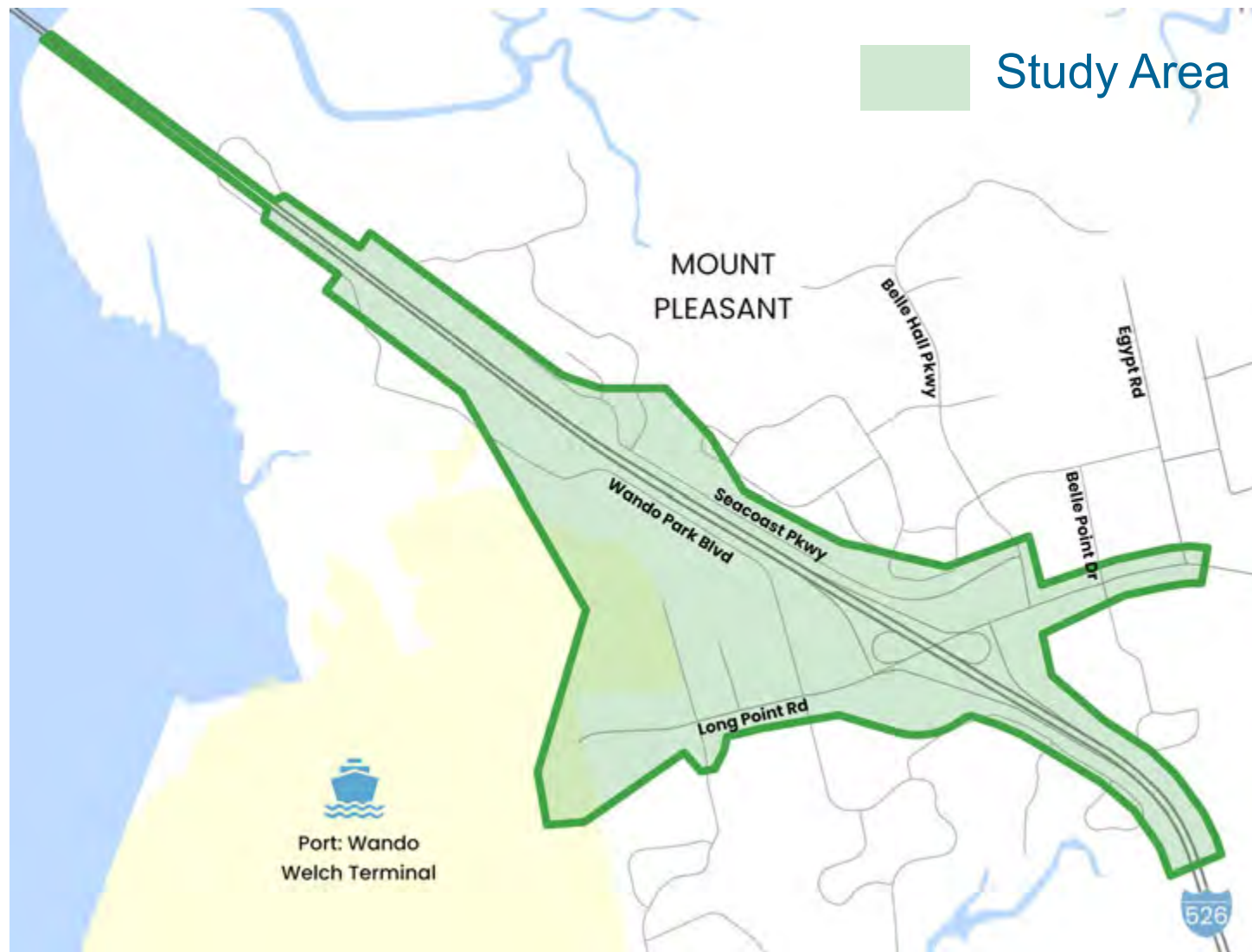
Traffic-related congestion on I-526 and within the interchange



Population & economic growth



Public comment & concerns





Public Meeting Overview

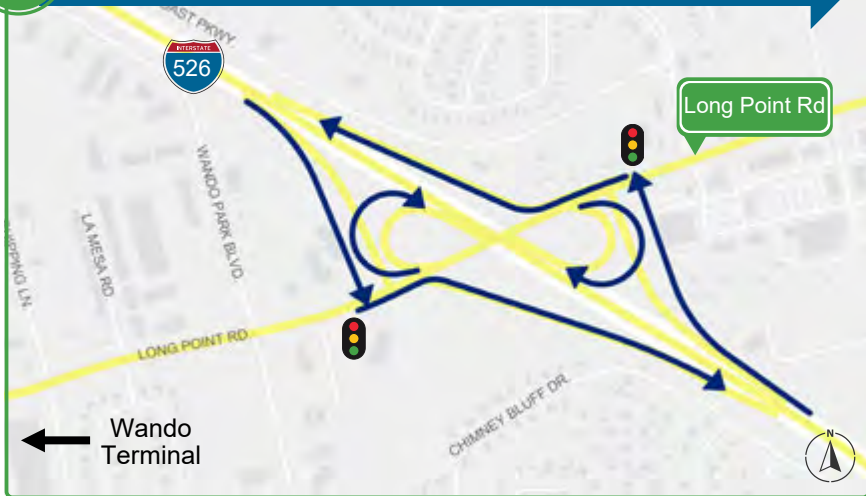
I-526 @ Long Point Road Interchange Improvements



Range of Alternatives

1

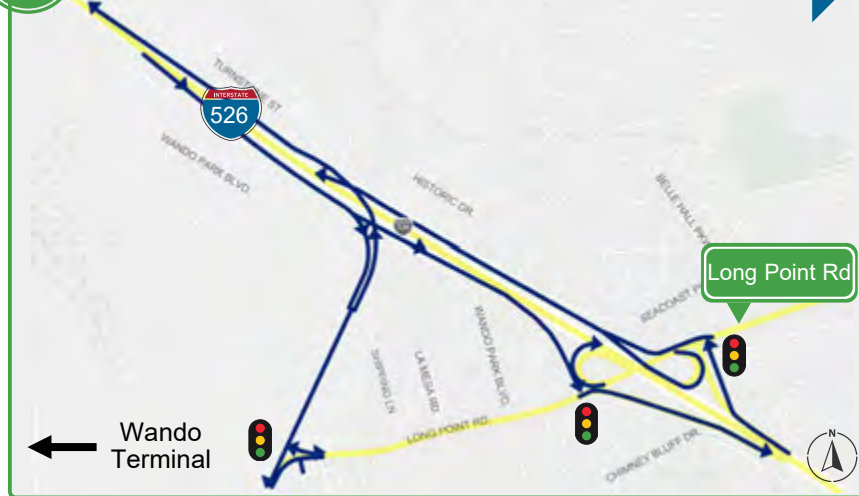
Alternative 1: Improved Existing Ramps



Based on initial traffic studies, the ability of Alternative 1 to meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic shows additional studies are required.

2

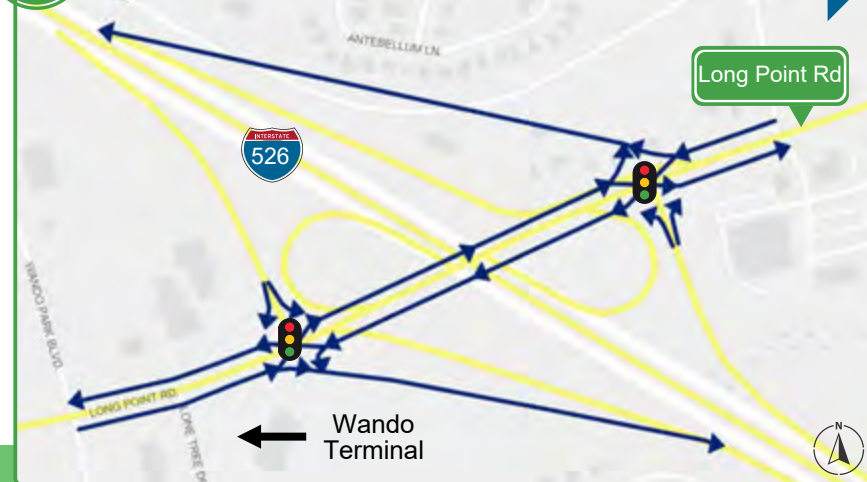
Alternative 2: New Port Access Ramps with Improved Existing Ramps



Based on initial traffic studies, the ability of Alternative 2 to meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic shows favorable results.

3

Alternative 3: Diverging Diamond Interchange (DDI)



Based on initial traffic studies, the ability of Alternative 3 to meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic shows additional studies are required.

Legend:

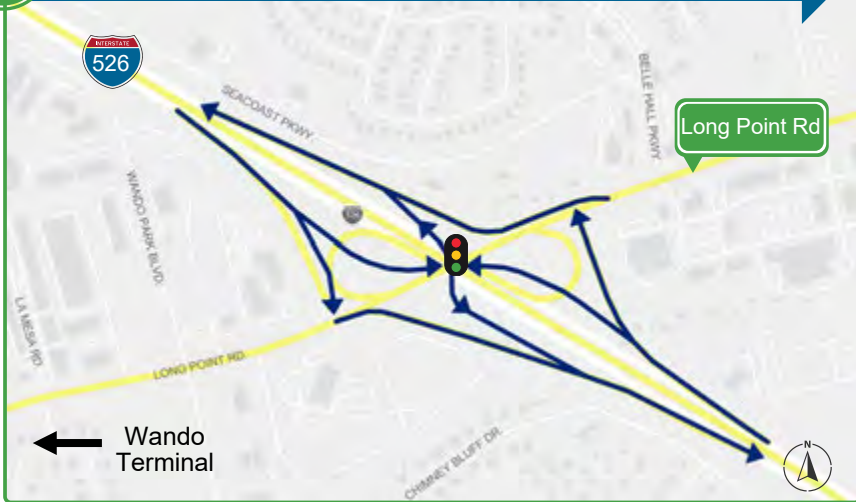
- Existing
- Option

Alternatives are conceptual and subject to change

Range of Alternatives

4

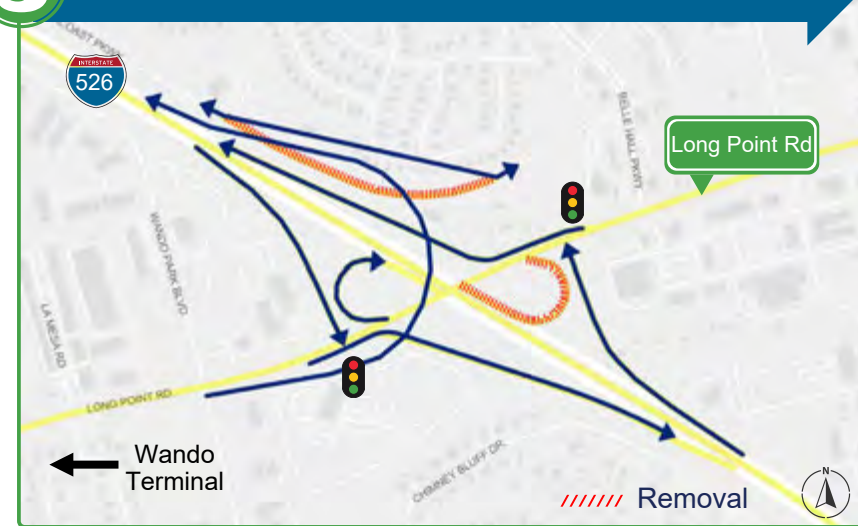
Alternative 4: Single Point Urban Interchange (SPUI)



Based on initial traffic studies, Alternative 4 does not appear to meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic.

5

Alternative 5: Flyover



Based on initial traffic studies, Alternative 5 does not appear to meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic.

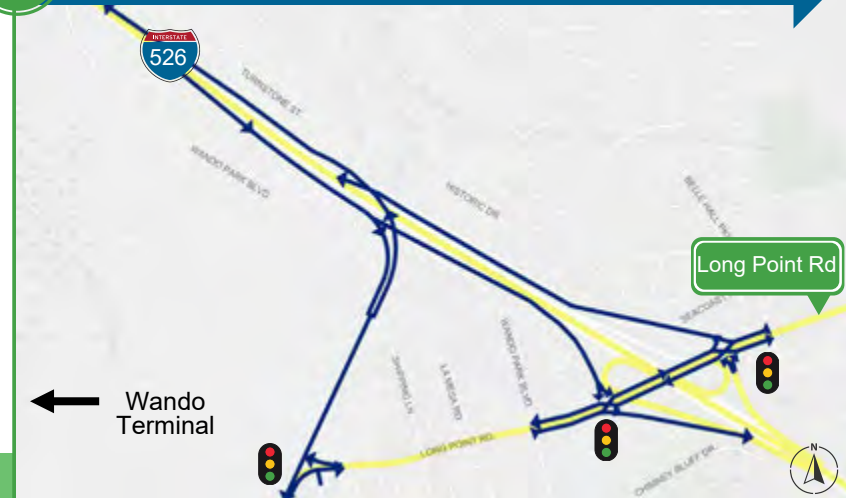
Legend:

- Existing
- Option
- Removal

Alternatives are conceptual and subject to change

6

Alternative 6: New Port Access Ramps with Diverging Diamond Interchange (DDI)



Based on initial traffic studies, the ability of Alternative 6 to meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic shows favorable results.



What We Heard

I-526 @ Long Point Road Interchange Improvements



Meeting Summary

Official comment period:
July 26 - September 2, 2022

In-person meeting:
August 2, 2022, 4-7 PM

Stakeholder preview: 4-5 PM | General public meeting: 5-7 PM
R. L. Jones Center | 391 Egypt Road, Mount Pleasant, SC

301
In-person Attendees

5,285
Web Visitors

Comment types:

Website Comments
316

Emails & Letters
174

Written Comments
48

538
Comments
Total*

*From 405 commenters. Includes 48 duplicate comments

Top comments and concerns:

51% Concerned with Traffic

38% Concerned with Safety, before or after project completion

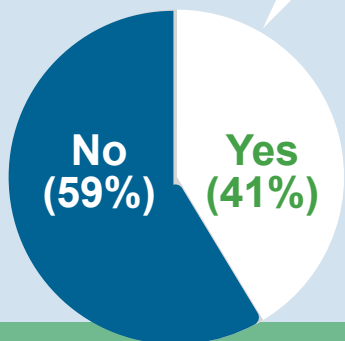
37% Concerned with Removal of Left Turn onto Belle Hall Parkway

37% Concerned with Noise Impacts

36% Concerned with Truck Traffic

29% Concerned with Neighborhood Impacts

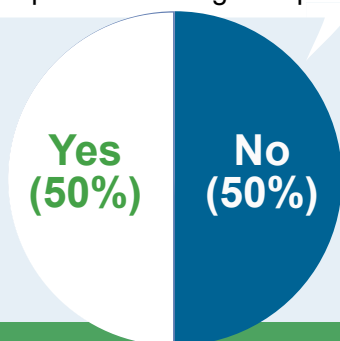
Supports New Port Ramps



35% of commenters mentioned Alternative 2

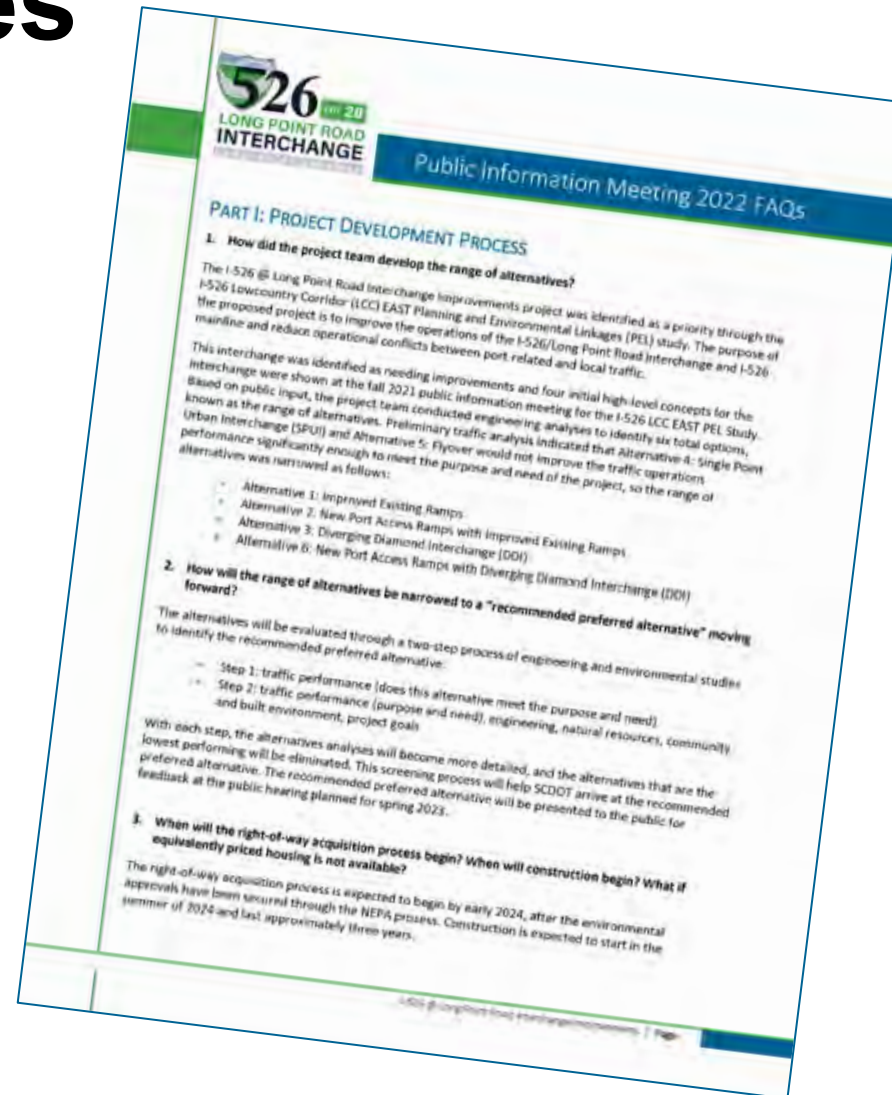
Of the four alternatives, Alternative 2 received the most support and the most opposition

Supports Alternative 2:
New Port Access Ramps with Improved Existing Ramps



Comment Responses

- Each commenter has received an individual response
- All commenters received an FAQ document the first week in November
- Responses distributed by email and mail



538
Comments

Website Comments

316 

Emails & Letters

174 

Written Comments

48 



Alternatives Analysis Update

I-526 @ Long Point Road Interchange Improvements



Screening Process

How are the alternatives (options) evaluated?



Stakeholder
and Public
Input

1

Step 1 Evaluation

Purpose and Need (Traffic Analysis)

2

Step 2 Evaluation

Purpose and Need (Traffic Analysis), Engineering, Natural Resources, Community and Built Environment, Project Goals

3

Step 3 Evaluation

Purpose and Need (Traffic Analysis), Engineering, Natural Resources, Community and Built Environment, Project Goals

Preliminary Alternatives



Range of Alternatives



Reasonable
Alternatives

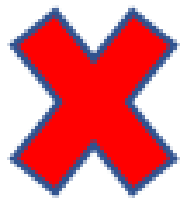


Recommended
Preferred Alternative **SCDOT**
South Carolina Department of Transportation

The team evaluates the alternatives through a **three-step process** to identify the **Recommended Preferred Alternative**. Greater detail in analysis comes with each level of evaluation. At the same time, the total number of alternatives will go down as those that are lowest performing are eliminated.

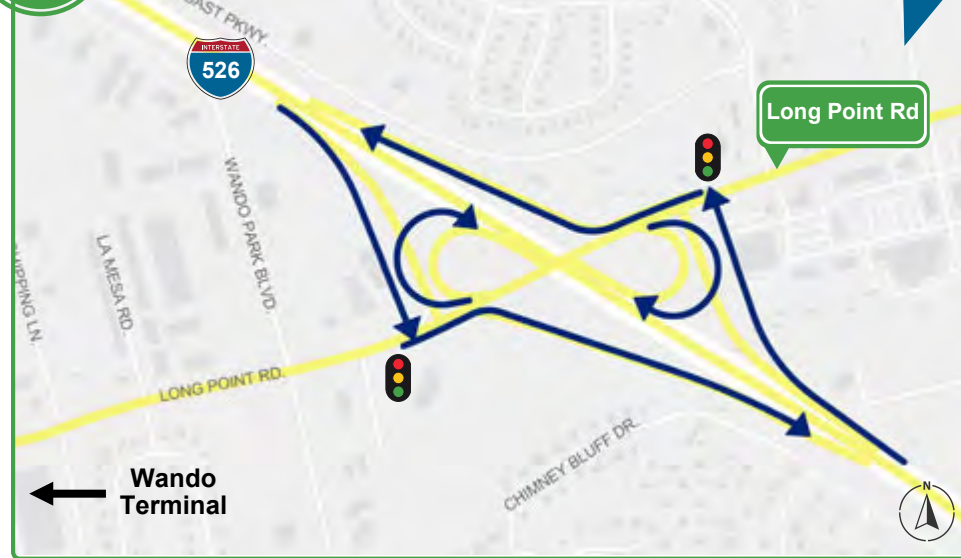
Alternatives Removed During the Tier 2 Analysis

Not Reasonable



1

Alternative 1: Improved Existing Ramps



Operational Improvements



- ✗ Unacceptable ramp queuing onto I-526
- ✗ Unacceptable LOS for ramp termini signal operations

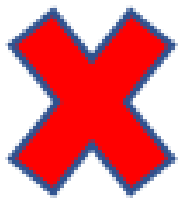
Reduced Operational Conflicts



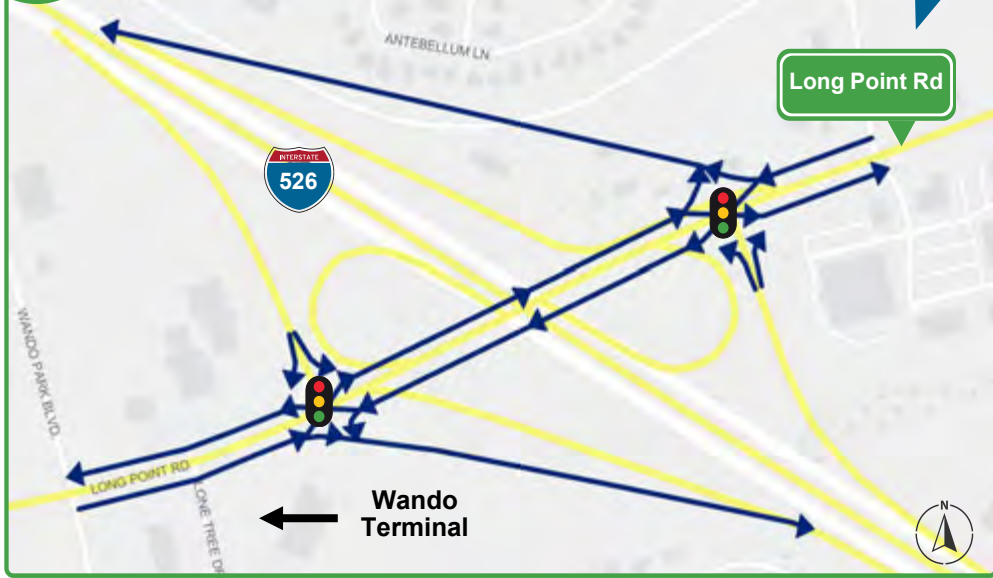
- ✗ Fails to reduce % of trucks on LPR
- ✗ No reduction in trucks on ramp to LPR or I-526 WB loop ramp
- ✗ No change in key conflict points

Alternatives Removed During the Tier-2 Analysis

Not Reasonable



3 Alternative 3: Diverging Diamond Interchange (DDI)



Operational Improvements



- ✗ Unacceptable ramp queuing onto I-526
- ✗ Unacceptable LOS for ramp termini signal operations

Reduced Operational Conflicts



- ✗ Fails to reduce % of trucks on LPR
- ✗ Undesirable reduction in trucks on ramp to LPR or I-526 WB loop ramp
- ✗ Increase in key conflict points

Alternatives Removed During the Tier 2 Analysis

Not Reasonable



6 Alternative 6: New Port Access Ramps with Diverging Diamond Interchange (DDI)



Operational Improvements



- ✗ Undesirable reduction for ramp queuing onto CD Road
- ✗ Unacceptable LOS for ramp termini signal operations

Reduced Operational Conflicts



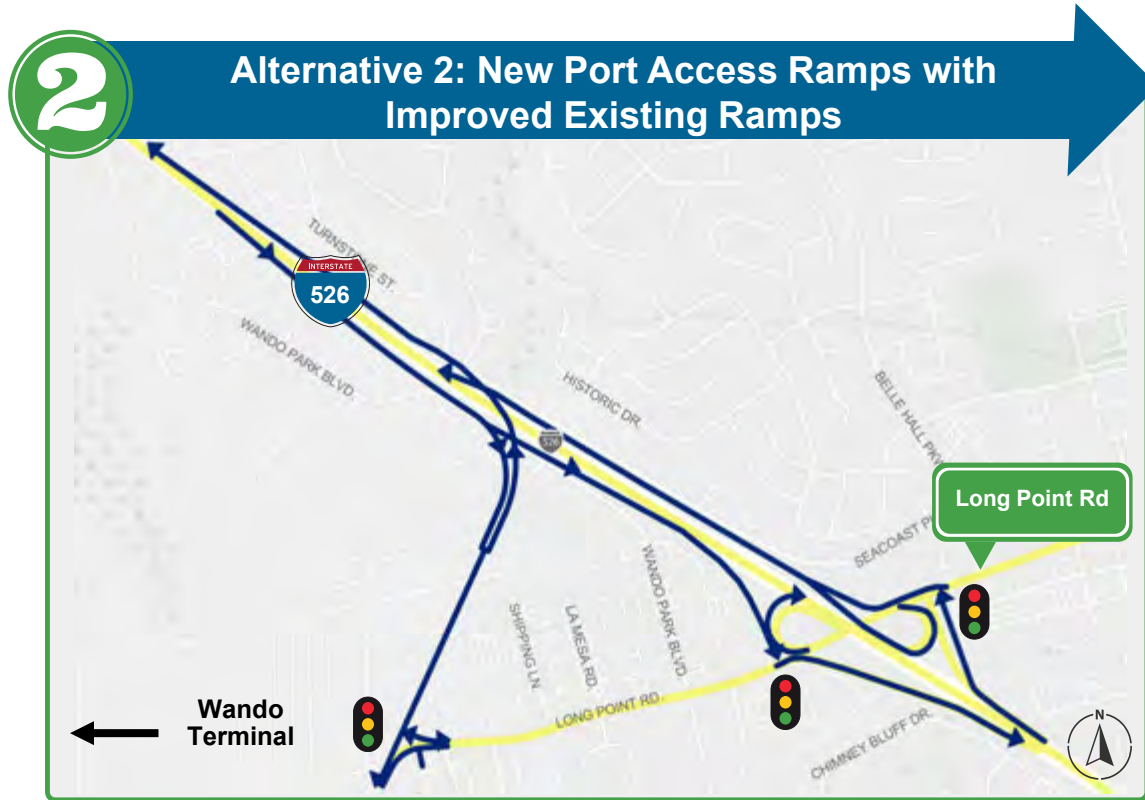
Shows improvements compared to No Build for all metrics

Does not meet both parts of the purpose and need for Long Point Road interchange

Alternatives that meet the Purpose and Need

Alternatives	Improves Traffic Operations	Reduces Conflicts (Port VS Local)	Meets the purpose and need
Alternative 1: Improved Existing Ramps	No	No	No
Alternative 2: New Port Access Ramps with Improved Existing Ramps	Yes	Yes	Yes
Alternative 3: Diverging Diamond Interchange (DDI)	No	No	No
Alternative 4: Single Point Urban Interchange (SPUI)	No	No	No
Alternative 5: Flyover	No	No	No
Alternative 6: New Port Access Ramps with Diverging Diamond Interchange (DDI)	No	Yes	No

Reasonable Alternative Refinements



Potential Changes to Alternative 2 (Reasonable Alt)

Based on Agency & Public Comments

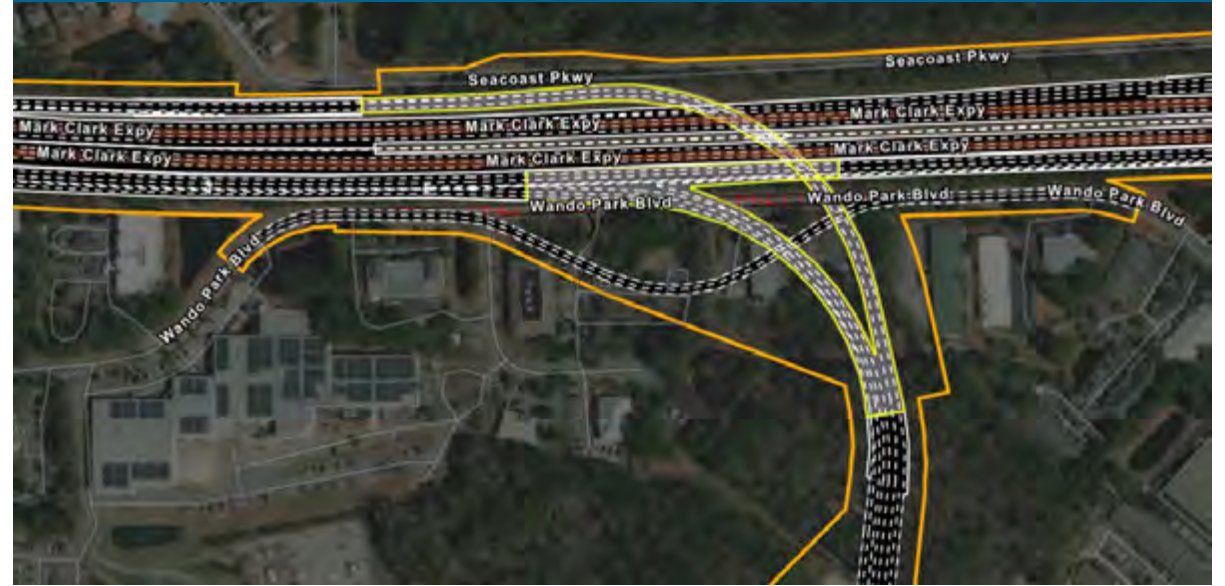
- Shifting New Truck Ramps east away from Tidal Walk and Grassy Creek.
- Evaluating Left Turn on Long Point Road to Belle Hall Road.
- Incorporation of Shipping Lane.
- Shifting Long Point Road away from the Snowden School Site.

Reasonable Alternative Refinements – Seacoast Parkway

Alternative 2 at Seacoast Parkway: As shown at the 2022 Public Information Meeting



Alternative 2 at Seacoast Parkway: Refined to reduce impacts as of November 2022

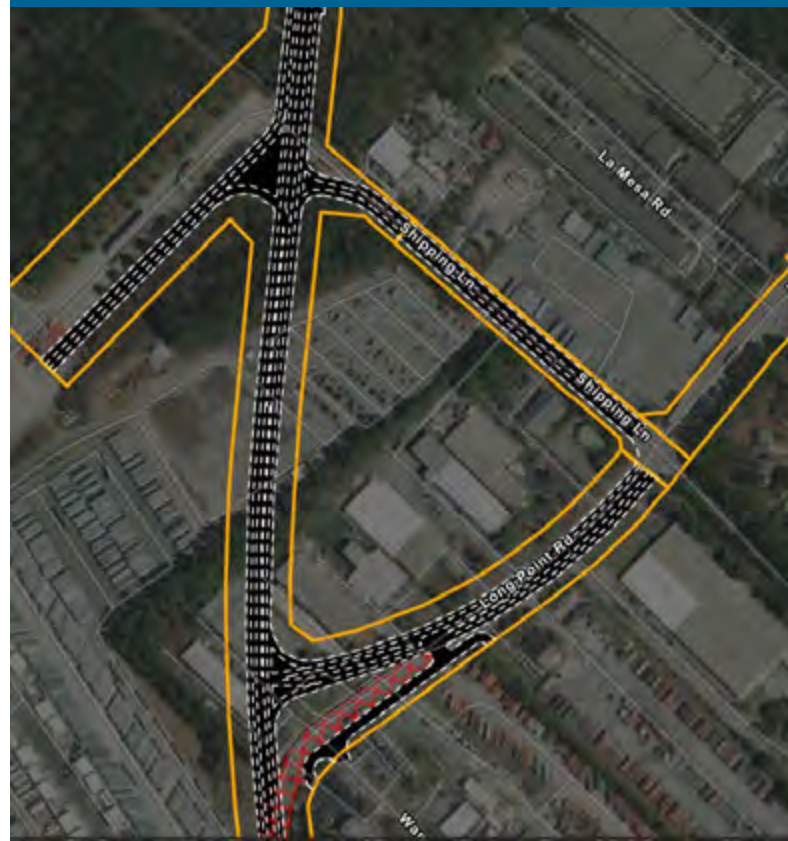


Reasonable Alternative Refinements – Shipping Lane/Back Gate

Alternative 2 at Shipping Lane/Back Gate:
As shown at the 2022 PIM



Alternative 2 at Shipping Lane/Back Gate:
Refined as of November 2022



Reasonable Alternative Impacts

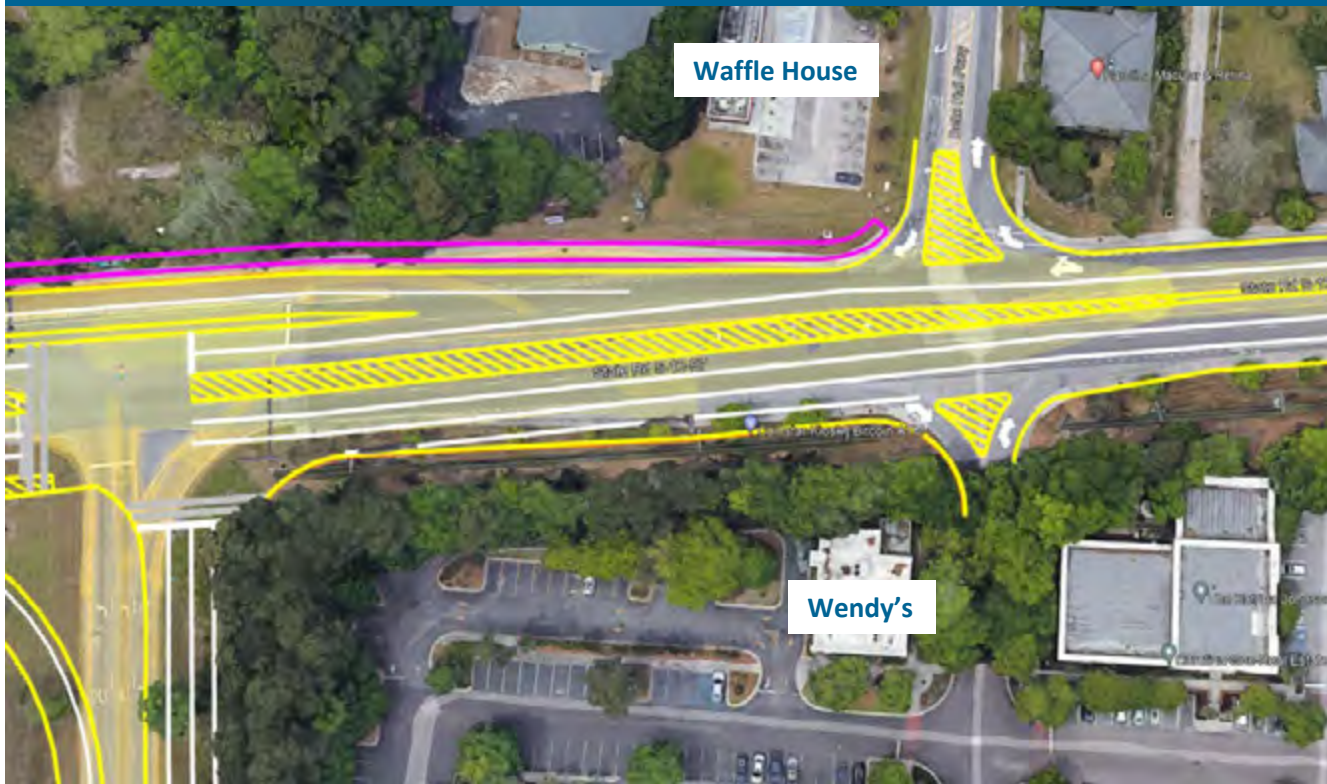


*Alternative 2 (Reasonable Alternative)
Potential Impacts Matrix*

Resource	Description	Build Alternative 2
Meets Purpose and Need	Improves Traffic Operation	Yes
	Reduces Conflicts (Port VS Local)	Yes
Meets Projects Goals	Yes/No	Yes
Right of Way Required	Acreage	28.5
Right-of-Way Impacts	Parcels (# tracks)	98
	Residential	0
	Businesses	9 commercial buildings; 1 cell tower; 45 Businesses
	Church	1
	Outbuildings	2

Belle Hall Left Turn Restrictions

Alternative 2 at Belle Hall Parkway



- Necessary to comply with current design standards and maintain acceptable interstate ramp operations
- High crash rate along Long Point Road, especially north of I-526
- Highest number of crashes at Belle Hall Parkway intersection despite lowest volume of side street traffic and fewest number of turning conflicts

Belle Hall Parkway Left Turn Restrictions

37% of PIM comments received expressed concerns about loss of left turns at Belle Hall Parkway



- Currently working with the Town of Mount Pleasant to evaluate potential solutions that:
 - Would not negatively impact the interstate ramp operations
 - Allow a safe turning operation
- Must consider the crash history at this location and include safety analysis in the evaluations

Belle Hall Parkway – Access Options

Evaluated 8 potential options to provide access to Belle Hall Parkway:

- 2 base scenarios (remove and keep left turn)
- 3 options to remove left turn to Belle Hall Parkway with Long Point Road Improvements
- 2 citizen proposals to keep left turn to Belle Hall Parkway
- 2 other options tested (not feasible)

After meeting with the Town of Mount Pleasant, 3 potential options have been identified for further evaluation.



Preliminary Noise Analysis

I-526 @ Long Point Road Interchange Improvements



Noise Evaluation Process

Monitor Existing Noise



Model Noise



Modeling potential noise impacts on sensitive areas now that one reasonable alternative has been determined

Identify Noise Impacts

Very detailed model to include all anticipated traffic flows at the anticipated heights



Consider Noise Reduction Measures

Results available Spring 2023 at Public Hearing



What might a noise wall look like?

Existing conditions at Seacoast Parkway and Shoals Drive



Potential noise wall at Seacoast Parkway and Shoals Drive



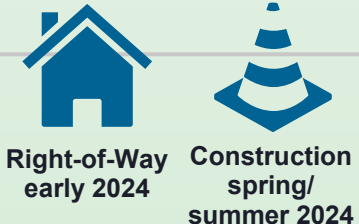
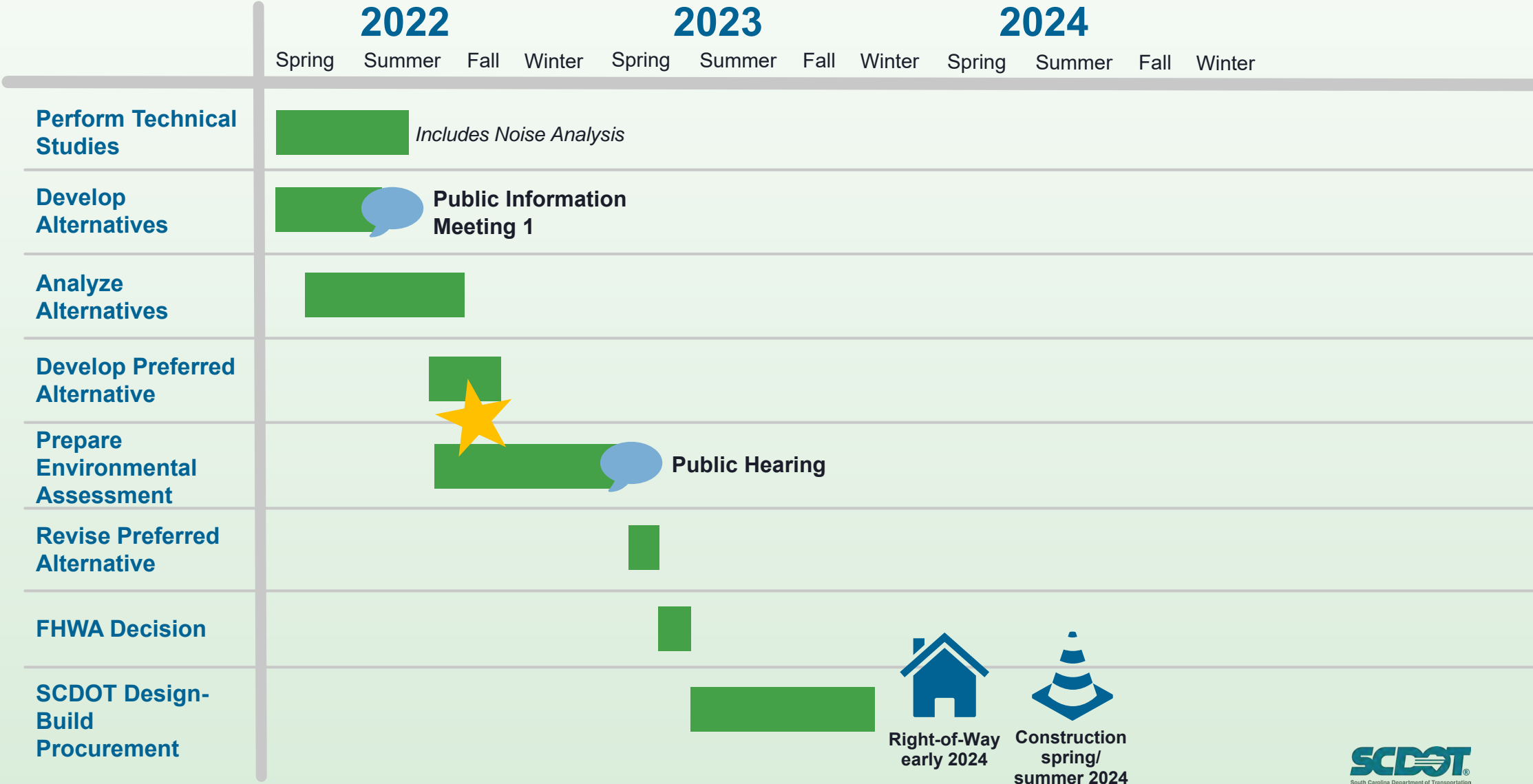


Next Steps

I-526 @ Long Point Road Interchange Improvements



Proposed Project Schedule



Anticipated Public Hearing



In-person Public Hearing Tentative: March 14, 2023

- Informal, open-house portion
- Formal presentation and verbal comment session



What can you expect to see?

- Alternative Analysis Screening Process
- Traffic Analysis
- Completed Noise Analysis – where barriers are warranted
- Recommended Preferred Alternative
- Potential Right-of-Way Impacts

Anticipated Public Hearing

How to make your voice heard



Project Website

www.526LCCLongPoint.com
ALL meeting materials will be available in-person and online

Email

info@526LowcountryCorridor.com



In-Person Public Hearing

View materials and fill out a written comment form

Mail

Attention: Joy Riley
Post Office Box 191
955 Park Street
Columbia, SC 29202-0191



In-person Public Hearing Verbal Comment Session

There will be a short presentation followed by a listening session. Provide a 2-minute verbal comment. *Advanced registration will be required.*



Stop & Pause for Questions

Contact Information



www.526LCCLongPoint.com



www.facebook.com/526Corridor



@526Corridor



info@526LowcountryCorridor.com



Community Office:
5627 Rivers Avenue | North Charleston, SC 29406



843.258.1135 (call or text)



Joy Riley, PE, PMP, DBIA
SCDOT
Project Manager



First Name	Last Name	Title	Type	Organization	Street Address	City, State	Zip Code	Phone	Email Address	Notes	Blue indicates a generic company email address
Lori	Fitzgerald		Church	Seacoast Church - Mount Pleasant	750 Long Point Rd	Mount Pleasant, SC	29464	(843) 881-2100	LoriFitzgerald@seacoast.org		Removed
			Church	Christ Church Presbyterian	486 Wando Park Blvd	Mount Pleasant, SC	29464	(854) 227-5558	office@christchurchcharleston.org		Updated
			Church	East Cooper Baptist Church	361 Egypt Rd	Mount Pleasant, SC	29464	(843) 856-3222	info@eastcooperbaptist.com		
Mike	Cooke	Pastor	Church	Life Community Church	547 Long Point Rd #105	Mount Pleasant, SC	29464	(843) 754-9361	mikecookecc@gmail.com		
Jennifer	Maxwell	President-Elect	Business	Mount Pleasant Chamber of Commerce	P.O. Box 1635	Mount Pleasant, SC	29464		jennifer.maxwell@rainesco.com		
			HOA/Neighborhood	Snowden Community Civic Association	485 William Ladson Rd	Mount Pleasant, SC	29464	(843) 593-3054	Snowdencca@gmail.com		
Kevin	Conklin	Principal	School	Belle Hall Elementary School	385 Egypt Rd	Mount Pleasant, SC	29464	(843) 849-2841	kevin_conklin@charleston.k12.sc.us		
Tony	Poston	Director of Campus Security and Safety	School	Palmetto Christian Academy	361 Egypt Rd	Mount Pleasant, SC	29464	(843) 881-9967/ (843) 442-0121	jposton@palmettochristianacademy.org		
			HOA/Neighborhood	Belle Hall Luxury Apartments	1600 Belle Point Dr	Mount Pleasant, SC	29464	(833) 253-8701			
			HOA/Neighborhood	Avana Long Point Road	100 Eighty Oak Ave	Mount Pleasant, SC	29464	(843) 905-2644			
			HOA/Neighborhood	Bridlewood HOA	Bridlewood Dr	Mount Pleasant, SC	29464				
			HOA/Neighborhood	Candlewood HOA	Candlewood Dr	Mount Pleasant, SC	29464				
Bradley	Punch	President	HOA/Neighborhood	Cooper's Landing HOA	Hidden Bridge Dr	Mount Pleasant, SC	29464		cooperslandinghoa@gmail.com		
			HOA/Neighborhood	Etiwan Pointe Apartments/Townhomes	Etiwan Pointe Dr	Mount Pleasant, SC	29464	(843) 795-8484	etiwanpointecondo.sc@fsresidential.com	Property Manager	
			HOA/Neighborhood	Glen Erin HOA	Glen Erin Dr	Mount Pleasant, SC	29464				
			HOA/Neighborhood	Grassy Creek HOA	Shoals Dr	Mount Pleasant, SC	29464	(843) 751-4027	Lashea.dubois@gold-crown.com		
			HOA/Neighborhood	Hidden Cove HOA	350 Hook Ln	Mount Pleasant, SC	29464				
Windee	Little	Association Manager	HOA/Neighborhood	Hobcaw Creek Plantation HOA	501 Hobcaw Bluff Dr	Mount Pleasant, SC	29464	(846) 566-3370	windee.little@spartinaam.com		
			HOA/Neighborhood	Landings Run HOA	Landings Run	Mount Pleasant, SC	29464		Landingsrun@gmail.com		
			HOA/Neighborhood	Marsh Pointe Townhomes	102 Etiwan Pointe Dr	Mount Pleasant, SC	29464	(843) 856-6556	aplus@apluspm.com		
			HOA/Neighborhood	Moultrie Park HOA	501 Bramson Ct	Mount Pleasant, SC	29464	(843) 284-8652			
Trey	King	Property Manager	HOA/Neighborhood	Oak Park HOA	Long Oak Park Dr	Mount Pleasant, SC	29464	(843) 352-9922	trey@rdnmanagement.com		
Mary	Wilson	Property Manager	HOA/Neighborhood	One Belle Hall Apartments	1600 Belle Point Dr	Mount Pleasant, SC	29464	(843) 266-3909	mwilson@ravenelassociates.com		
Kelli	Baker	Property Manager	HOA/Neighborhood	Rice Bay at Belle Hall Plantation	455 Antebellum Ln	Mount Pleasant, SC	29464	(888) 898-4406	Kbaker@trustscs.com		
Kelli	Baker	Property Manager	HOA/Neighborhood	The Veranda at Belle Hall Plantation	455 Antebellum Ln	Mount Pleasant, SC	29464	(888) 898-4406	Kbaker@trustscs.com		
Kelli	Baker	Property Manager	HOA/Neighborhood	The Preserve at Belle Hall Apartments	1600 Belle Point Dr	Mount Pleasant, SC	29464	(888) 898-4406	Kbaker@trustscs.com		
			HOA/Neighborhood	Tidal Walk HOA	475 Turnstone St	Mount Pleasant, SC	29464				
Lisa	Landy	Property Manager	HOA/Neighborhood	Windward Long Point Apartments	335 Stonewall Ct	Mount Pleasant, SC	29464	(843) 881-5459	lisa@charlestonpms.com		
Kedric	Chamberlin	Captain	Civic	Mt. Pleasant Fire Department, Station 2	667 Paul Foster Rd	Mount Pleasant, SC	29464	(843) 849-2771	kchamberlin@tompsc.com		
Patrick	Russell	Executive Vice President	Business	Belle Hall Shopping Center	600 Long Point Rd	Mount Pleasant, SC	29464	(704) 295-4006	russell@aacusa.com		
Jennifer	Massey	Store Manager	Business	J and K Home Furnishings at Belle Hall Shopping Center	600 Long Point Rd	Mount Pleasant, SC	29464	(843) 800-4015	jennifer.massey@jkhomesfurnishings.com		
			Business	Wendy's at Belle Hall Shopping Center	596 Long Point Rd	Mount Pleasant, SC	29464	(843) 971-9895			
			Business	Carolina One Realty at Belle Hall Shopping Center	628 Long Point Rd	Mount Pleasant, SC	29464	(843) 884-1622			
			Business	Dog and Duck at Belle Hall Shopping Center	624 Long Point Rd Unit A	Mount Pleasant, SC	29464	(843) 881-3056	dogduckmtp@yahoo.com		
			Business	Bach to Rock at Belle Hall Shopping Center	624 Long Point Rd Unit-D	Mount Pleasant, SC	29464	(843) 972-8512	mountpleasant@bachtorock.com		
			Business	The Little Gym of Charleston-Mt Pleasant at Belle Hall Shopping Center	624-E Long Point Rd	Mount Pleasant, SC	29464	(843) 881-8988	tlgcharlestonmtpleasantsc@thelittlegym.com		
Amanda	Rosen	Owner	Business	Butterfly Consignments at Belle Hall Shopping Center	624-H Long Point Rd	Mount Pleasant, SC	29464	(843) 884-8577			
			Business	Code Ninjas at Belle Hall Shopping Center	624-I Long Point Rd	Mount Pleasant, SC	29464	(843) 352-8090			
			Business	Wonder Works at Belle Hall Shopping Center	624-L Long Point Rd	Mount Pleasant, SC	29464	(843) 849-6757	magic@wonderworkstoys.com		
			Business	South State Bank at Belle Hall Shopping Center	632 Long Point Rd	Mount Pleasant, SC	29464	(843) 856-5703			
Ceciel	Rooker	President	Business	IFFGD at Riverside Center	537 Long Point Rd Suite 101	Mount Pleasant, SC	29464		ctrooker@iffgd.org		
Jamie	DuMont	Director of Operations	Business	IFFGD at Riverside Center	537 Long Point Rd Suite 101	Mount Pleasant, SC	29464	(843) 819 9629	jmdumont@iffgd.org		
J Bruce	King	President	Business	J Bruce King, PLS, LLC at Riverside Center	537 Long Point Rd Suite 102	Mount Pleasant, SC	29464	(843) 323-1549	bruce@jblklandsurveying.com		
			Business	The Roberts CPA Firm at Riverside Center	537 Long Point Rd Suite 103	Mount Pleasant, SC	29464	(843) 388-8601			
Elaine	Ferira	Administrative Manager	Business	Ferira, Ainsworth and Company, LLC at Riverside Center	537 Long Point Rd Suite 104	Mount Pleasant, SC	29464	(843) 722-7676	Elaine.Ferira@ContractorCPA.NET		
			Business	Alfred Williams and Company at Riverside Center	537 Long Point Rd Suite 105	Mount Pleasant, SC	29464	(843) 654-4106			
			Business	Mallory Alexander International Logistics at Riverside Center	537 Long Point Rd Suite 201	Mount Pleasant, SC	29464	(843) 654-9830			
Chuck	Lattif	President	Business	Coastal Premier Homes, LLC at Riverside Center	537 Long Point Rd Suite 202	Mount Pleasant, SC	29464	(843) 226-3334	Clattif@arhomes.com		
			Business	Strong Building System at Riverside Center	537 Long Point Rd Suite 203	Mount Pleasant, SC	29464	(800) 952-5997	adam@strongbuildingsystems.com		
			Business	Consolidated Chassis Management, LLC at Riverside Center	537 Long Point Rd Suite 204 and 205	Mount Pleasant, SC	29464	(843) 881-8513			
			Business	Atria Mount Pleasant (retirement community)	601 Solana Way	Mount Pleasant, SC	29464	(843) 800-2323	accessibility@atriaseniorliving.com		
Michelle	Mikell	Human Resources Generalist and Sales & Marketing Analyst	Business	Hubner Manufacturing Corporation	450 Wando Park Blvd	Mount Pleasant, SC	29464	(843)-849-9404	michelle.mikell@hubner-usa.com		
Stuart	Whiteside	Principal-In-Charge	Business	Seamon Whiteside at Long Point Center	501 Wando Park Blvd #200	Mount Pleasant, SC	29464	(843) 884-1667	swhiteside@seamonwhiteside.com		
			Business	Sky Zone Trampoline Park	411 Wando Park Blvd	Mount Pleasant, SC	29464	(843) 588-5777			
			Business	The Pooch Palace	493 Long Point Rd	Mount Pleasant, SC	29464	(843) 216-6529	poochpalacecharleston@gmail.com		
			Business	Carolina Macula & Retina	613 Long Point Rd #201	Mount Pleasant, SC	29464	(843) 724-3456	general@carolinamacular.com		
			Business	Skipper Law Firm, LLC	613 Long Point Rd Suite No.100	Mount Pleasant, SC	29464	(843) 723-7177	chris@skipperlawfirm.com		
G. Rutledge	DuRant	Partner	Business	Riesen DuRant Attorneys at Law	613 Long Point Rd #100	Mount Pleasant, SC	29464	(843) 800-0809	rutledge@riesendurant.com		
			Business	Portside Automotive	454 Shipping Ln	Mount Pleasant, SC	29464	(843) 375-2702			
			Business	Top Shelf	454 Shipping Ln	Mount Pleasant, SC	29464	(843) 971-4152			
			Business	Paw Plaza Hotel	367 Wando Pl Dr	Mount Pleasant, SC	29464	(843) 884-3339			
			Business	Waffle House	609 Long Point Rd	Mount Pleasant, SC	29464	(843) 856-9599			
Ronald	Cooper	President/Owner	Business	B W Mitchum Trucking	549 Long Point Rd	Mount Pleasant, SC	29464		bwmtc@bellsouth.net		
			Business	Germain Dermatology	612 Seacoast Pkwy	Mount Pleasant, SC	29464	(843) 881-4440			
			Business	Westbrook Brewing	510 Ridge Rd	Mount Pleasant, SC	29464	(843) 654-9114			
Andrew	Powell		Business	Powell Global Supply Services/ Tandem Global Logistic	478 Wando Park Blvd	Mount Pleasant, SC	29464	(843) 856-2461	ahpowell@chpowell.com		
			Business	The Sawgrass	475 Long Point Rd	Mount Pleasant, SC	29464	(843) 881-5029			
			Business	Q4 Launch at Wando Commons	498 Wando Park Blvd Suite 100	Mount Pleasant, SC	29464	(843) 800-0833	info@Q4Launch.com		
			Business	Synergy Homecare at Wando Commons	498 Wando Park Blvd Suite 200	Mount Pleasant, SC	29464	(843) 936-2982			
			Business	Seres Engineering and Services, LLC at Wando Commons	498 Wando Park Blvd #600	Mount Pleasant, SC	29464	(843) 216-8531			
			Business	XPO Logistics	472 Long Point Rd	Mount Pleasant, SC	29464	(844) 742-5976			
Randall	Pagenkopf	Owner	Business	Pediatric Dentistry	495 Wando Park Blvd #100	Mount Pleasant, SC	29464	(843) 971-6221	smilesbyrandy@gmail.com		
			Business	Compass Vision Care	495 Wando Park Blvd #101	Mount Pleasant, SC	29464	(843) 225-1168			
			Business	Universal Intermodal Service	510 Wando Ln	Mount Pleasant, SC	29464	(843) 881-0144			
			Business	Palmetto City Ballet	494 Wando Park Blvd A	Mount Pleasant, SC	29464	(843) 864-4809	info@palmettocityballet.org		
			Business	Bottom Line Digital Communications	494 Wando Park Blvd ste c	Mount Pleasant, SC	29464	(843) 216-9904	marketing@bottomlinedc.com		
			Business	L'Athene	494 Wando Park Blvd B	Mount Pleasant, SC	29464	(843) 881-7673			
			Business	FAME - Fine Arts of Music Entertainment	757 Long Point Rd Suite D	Mount Pleasant, SC	29464	(843) 619-7464			
Megan	Molten	Owner	Business	Megan Molten at Long Point Commerce Center	543 Long Point Rd Suite 103	Mount Pleasant, SC	29464	(843) 936-2137	HELLO@MEGANMOLTEN.COM		
Terry	Weeks	President	Business	The Cornerstone Company at Long Point Commerce Center	543 Long Point Rd Suite 101	Mount Pleasant, SC	29464	(843) 849-7760	tbw@thecornerstonecompany.net		
			Business	Moore Martin Real Estate Valuation Services, LLC at Long Point Commerce Center	543 Long Point Rd Suite 204	Mount Pleasant, SC	29464	(843) 881-0454	Info@Moore-Martin.com		
			Business	Henry Schein at Long Point Commerce Center	543 Long Point Rd Suite 104	Mount Pleasant, SC	29464	(843) 971-5156			
			Business	DHI Mortgage at Long Point Center	503 Wando Park Blvd	Mount Pleasant, SC	29464				
Micheal	Scalpatto	Financial Advisor	Business	Prudential at Long Point Center	502 Wando Park Blvd	Mount Pleasant, SC	29464	(843) 884-6277	michael.scalpatto@prudential.com		
			Business	Willson, Jones, Carter and Baxley, PA at Portside Center	421 Wando Park Blvd #100	Mount Pleasant, SC	29464				
			Business	WJC and B Mediation Center at Portside Center	421 Wando Park Blvd #130	Mount Pleasant, SC	29464				

			Business	Atlantic Coast Advisory Group at Portside Center	421 Wando Park Blvd #140	Mount Pleasant, SC	29464	(843) 881-4909	jps@atlanticcoastadvisorygroup.com		
			Business	Compass Financial at Portside Center	421 Wando Park Blvd #140	Mount Pleasant, SC	29464				
			Business	Total Beverage Solutions at Portside Center	421 Wando Park Blvd #200	Mount Pleasant, SC	29464	(843) 881-0761			
			Business	CDM Smith, Inc at Portside Center	421 Wando Park Blvd #210	Mount Pleasant, SC	29464	(843) 972-4542			
			Business	Toll Brothers at Portside Center	421 Wando Park Blvd #220 and 230	Mount Pleasant, SC	29464	(843) 388-8483			
Mark	Neumeyer	CEO	Business	Jear Logistics	498 Wando Park Blvd Suite 1000	Mount Pleasant, SC	29464		maneumey@jearlogistics.com		
Kevin	Rogers	Principal	Business	WRS Inc.	550 Long Point Rd	Mount Pleasant, SC	29464	(843) 654-7872	krogers@wrsrealty.com		
Kenneth	Herbert		Business	Curd Multiplastics	476 Long Point Rd	Mount Pleasant, SC	29464	(843) 881-0323	kherbert@protonmail.com		
			Business	Blue Flame Propane	473 Shipping Ln	Mount Pleasant, SC	29464	(843) 884-2017			
			Business	Possums Landscape Pest Control	481 Long Point Rd	Mount Pleasant, SC	29464	(843) 971-9601	possumseast@possumsupply.com		
			Business	Diagnostics & Labs	570 Long Point Rd	Mount Pleasant, SC	29464	(843) 881-9678			
			Business	Bio Script	462 Wando Park Blvd Suite A	Mount Pleasant, SC	29464	(855) 375-1650	rich@lloydsoccer.com		
Richard	Llyod	Stakeholder	Business	Llyod's Soccer	462 Wando Park Blvd Suite E	Mount Pleasant, SC	29464	(843) 856-0031			
Beverly	Hutchinson	Executive Director	Business	Dee Norton Child Advocacy Center	677 Long Point Rd	Mount Pleasant, SC	29464	(843) 720-3600	info@deenortoncenter.org		
			Business	A Touch Opioid Rehab	625 Belle Hal Pkwy	Mount Pleasant, SC	29464	(843) 733-5932			
			Business	Sherwin Williams	483 Long Point Rd	Mount Pleasant, SC	29464	(843) 856-0889			
Kenneth	Passarella	President	Business	Passarella & Associates	363 Wando Pl Dr #200	Mount Pleasant, SC	29464	(239) 274-0067	kenp@passarella.net		
			Business	Foundation Fit	517 Wando Ln	Mount Pleasant, SC	29464	(843) 603-5403			
			Business	Summit Worx	490 Wando Park Blvd	Mount Pleasant, SC	29464	(843) 352-9010	info@summitworx.com		
Susan	Breland		Business	Tapio School of Dance	455 Long Point Rd #A	Mount Pleasant, SC	29464	(843) 884-9579	susan@tapioschool.com		2 Representatives, Steve Breland
			Business	Palmetto Environmental Solutions	455 Long Point Rd Ste J	Mount Pleasant, SC	29464	(843) 310-0110	admin@palmettoenvironmentalsolutions.com		
			Business	Palmetto State Steel	443 Long Point Rd	Mount Pleasant, SC	29464	(843) 971-8802			
Bobby	Houck		Business	Blue Dogs/ Kennel Mgmt Co LLC					bobby@bluedogs.com		
Mike	Hedgepath		Business	Southeastern Freight Lines					mike.hedgepath@sefl.com		
ADDED FROM I-526 LCC Stakeholder List											
James W	Lynch	Executive Director of Transportation for CCSD	School	Charleston County School District					james_lynch@charleston.k12.sc.us		
Kristin	Graziano	Sheriff	Elected Official	Charleston County Sheriff's Department	3691 Leeds Avenue	Charleston, SC	29405		kgraziano@charlestoncounty.org		
Will	Haynie	Mayor	Elected Official	Town of Mount Pleasant	100 Ann Edwards Lane	Mt Pleasant, SC	29464		whaynie@tompsc.com		
Carl	Ritchie	Council Member	Elected Official	Town of Mount Pleasant	103 Ann Edwards Lane	Mt Pleasant, SC	29464		critchie@tompsc.com		
John	Iacofano	Council Member	Elected Official	Town of Mount Pleasant	103 Ann Edwards Lane	Mt Pleasant, SC	29464		jiacofano@tompsc.com		
Gary	Santos	Council Member	Elected Official	Town of Mount Pleasant	103 Ann Edwards Lane	Mt Pleasant, SC	29464		gsantos@tompsc.com		
Guang	Ming Whitley	Council Member	Elected Official	Town of Mount Pleasant	103 Ann Edwards Lane	Mt Pleasant, SC	29464		councilclick@tompsc.com		
Howard	Chapman	Council Member	Elected Official	Town of Mount Pleasant	100 Ann Edwards Lane	Mt. Pleasant, SC	29464		hchapman@tompsc.com		
Brenda	Corley	Council Member	Elected Official	Town of Mount Pleasant	100 Ann Edwards Lane	Mt. Pleasant, SC	29464		bcorley@tompsc.com		
Laura	Hyatt	Council Member	Elected Official	Town of Mount Pleasant	100 Ann Edwards Lane	Mt. Pleasant, SC	29464		lhyatt@tompsc.com		
Jake	Rambo	Council Member	Elected Official	Town of Mount Pleasant	100 Ann Edwards Lane	Mt. Pleasant, SC	29464		jrambo@tompsc.com		
Larry	Grooms	Senator	Elected Official	SC Senate District 37		Columbia, SC	29202		LarryGrooms@scsenate.gov		
William	Cogswell, Jr	Representative	Elected Official	SC State House District 110		Columbia, SC	29202		WilliamCogswell@schouse.gov		Remove
Tom	Hartnett	Representative	Elected Official	SC State House District 110					Hartnettfor110@gmail.com		Updated based on 2022 elections; Email will need to be updated when he takes office
Joe	Bustos	Representative	Elected Official	SC State House District 112		Columbia, SC	29202		JoeBustos@schouse.gov		
Patrick	Russell	Executive VP- Retail Leasing	Business	American Asset Corporation (Belle Hall Shopping Center)	600 Long Point Rd	Mount Pleasant, SC	29464	704.295.4000	prussell@aacusa.com		
Ronald	Cooper	President/Owner	Business	B.W. Mitchum Trucking	549 Long Point Road	Mt. Pleasant, SC	29464		bwmtc@bellsouth.net		
Kathryn	Basha	Planning Director	Government	BCDCOG	5790 Casper Padgett Way	North Charleston, SC	29405		kathrynb@bcdcog.com		
Ronald E.	Mitchum	Executive Director	Government	Berkeley-Charleston-Dorchester Council of Governments	1362 McMillan Avenue # 100	North Charleston, SC	29405		ronm@bcdcog.com		
Jeff	Burns	Planning & Operations Manager	Government	Charleston Area Regional Transportation Authority	36 John Street	Charleston, SC	29403		jburns@ridecarta.com		
									publicinfo@charlestoncounty.org;		
Bill	Tuten	County Administrator	Government	Charleston County	4045 Bridge View Drive	North Charleston, SC	29405		BTuten@charlestoncounty.org		
Steve	Thigpen	Director Public Works	Government	Charleston County	4045 Bridge View Drive	North Charleston, SC	29405		sthigpen@charlestoncounty.org		
Steven	Dykes	Executive Director	Government	Charleston County Economic Development Department	4922 O'Hear Ave, Suite 201	North Charleston, SC	29405		sdynes@charlestoncounty.org		
Ben	Almquist	Director	Government	Emergency Management	8500 Palmetto Commerce Pkwy	North Charleston, SC	29456		almquist@charleston-sc.gov		
Kevin	Bowie	Executive Director	Government	Charleston County Parks and Recreation	861 Riverland Drive	Charleston, SC	29412		kbowie@ccprc.com		
Sean	Hughes	Director of Operational Planning	School	Charleston County School District	75 Calhoun Street	Charleston, SC	29401		sean_hughes@ccsdschools.com		Remove
Angela	Barnette	Director of Planning and Real Estate	School	Charleston County School District	3999 Bridge View Drive	North Charleston, SC	29405		angela_barnette@charleston.k12.sc.us		
Donald	Kennedy	Superintendent	School	Charleston County School District	75 Calhoun Street	Charleston, SC	29401		superintendent@charleston.k12.sc.us		
Bryan	Derreberry	President & CEO	Business	Charleston Metro Chamber of Commerce	4922 O'Hear Ave, Suite 101	North Charleston, SC	29405		bderreberry@charlestonchamber.org		
Scott	Barhight	SVP Government Relations	Business	Charleston Metro Chamber of Commerce	4922 O'Hear Ave, Suite 101	North Charleston, SC	29405		sbarhight@charlestonchamber.org		
George	Ramsey	Senior Director Legislative Relations	Business	Charleston Metro Chamber of Commerce	4922 O'Hear Ave, Suite 101	North Charleston, SC	29405		gramsey@charlestonchamber.org		
Katie	Zimmerman	Executive Director	Non-profit	Charleston Moves	1630 Meeting Street, Suite 105	Charleston, SC	29405		katie@charlestonmoves.org		
David	Ginn	President & CEO	Business	Charleston Regional Development Alliance	4401 Belle Oaks Drive, Suite 420	North Charleston, SC	29405		dginn@crda.org		
Michael	McEachen	Chief Strategy Officer	Healthcare	East Cooper Medical Center	2000 Hospital Drive	Mt Pleasant, SC	29464		michael.mceachen@tenethealth.com		
Emily O.	Lawton	Division Administrator, SC Division	Government	Federal Highway Administration	1835 Assembly Street, Suite 1270	Columbia, SC	29201		emily.lawton@dot.gov		
Keith	Johnson	Owner	Business	H&J Trucking, Inc.	4278 Wilbur Street	Charleston, SC	29405		Keith@handjtrucking.com		
Anna	Dassing	Principal	School	Lucy G. Beckham High School	1560 Mathis Ferry Rd.	Mt Pleasant, SC	29464		anna_dassing@charleston.k12.sc.us		
Patrick	Cawley	CEO	Healthcare	Medical University of South Carolina (MUSC) Health East Cooper	1600 Midtown Avenue	Mt Pleasant, SC	29464		cawleypj@musc.edu		
Michael	Cochran	President	Business	Mount Pleasant Chamber of Commerce	P.O. Box 1635	Mt Pleasant, SC	29465		michael@mountpleasantchamber.org		
William	Barnes	Deputy Chief	Government	Mount Pleasant Fire Department, Station 7	926 Bowman Road	Mt Pleasant, SC	29464		wbarnes@tompsc.com		
							29201-				
Harry M.	Lightsey III	Secretary of Commerce	Government	SC Department of Commerce	1201 Main Street, Suite 1600	Columbia, SC	3200		hlightsey@sccommerce.com		
Michelle	McCollum	President and CEO	Government	SC National Heritage Corridors	208 Archdale Drive	Aiken, SC	29803		michelle@scnhc.com		
Barbara	Melvin	President & CEO	Port	SC Ports Authority	199 Ports Authority Drive	Mount Pleasant, SC	29464		bmelvin@scspa.com		
Stevenson	Kemp, Jr., P.E.	Facility Operations and Maintenance	Port	SC Ports Authority	200 Ports Authority Drive	Mount Pleasant, SC	29464		skemp@scspa.com		
Rick	Todd	President & CEO	Business	SC Trucking Association	2425 Devine Street	Columbia, SC	29205		ricktodd@sctrucking.org		
John	Fishburne	Commissioner	Government	SCDOT District 6	PO Box 191	Columbia, SC	29202		FishburneJB@scdot.org		
Daniel	Head	Regional Director	Government	Sen. Graham's Office	531 Johnnie Dodds Blvd Suite 202	Mount Pleasant, SC	29466		Daniel_Head@Jgraham.senate.gov		
Christiane	Farrell	Assistant Town Administrator	Government	Town of Mount Pleasant	103 Ann Edwards Lane	Mt Pleasant, SC	29464		cfarrell@tompsc.com		
Liz	Boyles	Principal Planner	Government	Town of Mount Pleasant	102 Ann Edwards Lane	Mt Pleasant, SC	29464		eboyles@tompsc.com		

Michele	Reed	Director of Planning	Government	Town of Mount Pleasant	103 Ann Edwards Lane	Mt Pleasant, SC	29464	mcanon@tompsc.com
Brad	Morrison	Transportation Department Director	Government	Town of Mount Pleasant	103 Ann Edwards Lane	Mt Pleasant, SC	29464	bmorrison@tompsc.com
Steve	Gergick	Director	Government	Town of Mount Pleasant (Recreation Department)	100 Ann Edwards Lane	Mt Pleasant, SC	29464	sgergick@tompsc.com
Mike	Jeresaty	President	School	Trident Academy	1455 Wakendaw Rd	Mt Pleasant, SC	29464	mieresaty@ralstonhealthgroup.com
Adam								
Michael	Silbiger, MD	Chief of Staff	Healthcare	Vibra Hospital of Charleston	1200 Hospital Dr.	Mt Pleasant, SC	29464	info@vibrahealthcare.com
Tommy	Ballas	Property Manager	HOA/Neighborhood	Wando Crossing	1500 N Hwy 17	Mt Pleasant, SC	29464	tballas@sitecenters.com
Megan	Moody	Store Manager	Business	Nordstrom Rack Bowman Place	1110 Bowman Rd.	Mt Pleasant, SC	29464	megan.e.moody@nordstrom.com
Nicole	Rana	Store Manager	Business	Walmart Supercenter	1481 N Hwy 17	Mt Pleasant, SC	29464	nmrana_s00632.us@wal-mart.com
Jason	Crowley		Non-profit	Coastal Conservation League				jasonc@scccl.org
ADDITIONS as of 11/11/2022								
Herb	Sass	County Council	Government	Charleston County Council District 1	413 Hobcaw Drive	Mt Pleasant, SC	29464	hsass@charlestoncounty.org
Mark	Smith	State House Representative - District 99	Government	State House of Representativea	327A Blatt Building	Columbia, SC	29201	marksmith@schouse.gov
Hampton	Lee	General Manager, Commercial Systems and Support	Port	SC Ports Authority	199 Ports Authority Drive	Mount Pleasant, SC	29464	hlee@scspa.com
Jordi	Yarborough	Vice President, Statewide Stakeholder and Local Government En	Port	SC Ports Authority	199 Ports Authority Drive	Mount Pleasant, SC	29464	843-579-4468 jyarborough@scspa.com
Kelsi	Brewer	Director, Corporate Communications and Community Giving	Port	SC Ports Authority	199 Ports Authority Drive	Mount Pleasant, SC	29464	kbrewer@scspacom
Liz	Crumley	Corporate Communications Manager	Port	SC Ports Authority	199 Ports Authority Drive	Mount Pleasant, SC	29464	314-494-9106 lcrumley@scspa.com
Angie	Anderson	Neighborhood Representative/Leader	HOA/Neighborhood	Tidal Walk HOA		Mount Pleasant, SC	29464	505-977-8522 angieanderson@ernesthealth.com
Craig	Anthony	Neighborhood Representative/Leader	HOA/Neighborhood	Grassy Creek HOA	396 Tidal Reef Circle			843-270-1011 mcraiganthony@gmail.com
Daniel	Senden	Neighborhood Representative/Leader	HOA/Neighborhood	Grassy Creek/Tidal Walk HOA	300 Shoals Drive	Mount Pleasant, SC	29464	danielsenden@hotmail.com
Eric	DeMoura	Town Administrator	Government	Town of Mount Pleasant	100 Ann Edwards Lane	Mt Pleasant, SC	29464	edemoura@tompsc.com
Mark	Arnold	Police Chief	Government	Town of Mount Pleasant	100 Ann Edwards Lane	Mt Pleasant, SC	29464	marnold@tompsc.com
Mike	Mixon	Fire Chief	Government	Town of Mount Pleasant	100 Ann Edwards Lane	Mt Pleasant, SC	29464	mmixon@tompsc.com
Kevin	Mitchell	Engineering and Environmental Deputy Director	Government	Town of Mount Pleasant	100 Ann Edwards Lane	Mt Pleasant, SC	29464	kmitchell@tompsc.com
Matt	Brady	Economic Development Manager	Government	Town of Mount Pleasant	100 Ann Edwards Lane	Mt Pleasant, SC	29464	mbrady@tompsc.com

June 2, 2022

RE: I-526/Long Point Road Interchange Project Stakeholder Invitation

Attention Business Owner:

On behalf of the South Carolina Department of Transportation (SCDOT), I would like to invite you to participate as a business leader in the invitation-only stakeholder group for the I-526/Long Point Road Interchange project. The purpose of the proposed project is to improve the I-526/Long Point Road interchange to reduce congestion, address interchange deficiencies, and improve operations on the I-526 corridor located between the Wando River and Hobcaw Creek.

Stakeholders include local residents, businesses, and community leaders who share their experiences and perspectives to help shape the project. We rely on them to share project updates with their respective communities. As an identified stakeholder, you are invited to attend quarterly meetings throughout the project (anticipated to take place between now and early 2023), with the first hybrid meeting scheduled for June 14, 2022 at 10am at Charleston Chamber of Commerce and on Microsoft Teams. *We respectfully ask that you do not share meeting invitation information as space is limited and this group is by invitation only. A public meeting will be held later this summer to engage the community at large.*

These stakeholder meetings will provide a forum to provide you with updates on the project's process and also solicit your feedback during key project milestones. This feedback will be used to help refine proposed improvements as well as direct community outreach methods.

Further, it is our hope you will keep your respective communities abreast of project progress and encourage participation at the critical moments requiring public input – during our formal public comment periods. Our first Public Information Meeting (and comment period) will occur later this summer.

Thank you, in advance, for your active participation in this regionally significant project. If you would like to participate in this group, please respond to this letter by emailing info@526LowcountryCorridor.com or calling 843.972.4550 by June 13, 2022. If you are unable to participate but have someone you think would better represent your respective community's interest, please advise by June 13, 2022.

Sincerely,



Joy Riley, P.E., PMP, CPM, DBIA
SCDOT Alternative Delivery Project Manager
South Carolina Department of Transportation





PUBLIC INFORMATION MEETING MATERIALS

Prepared for:

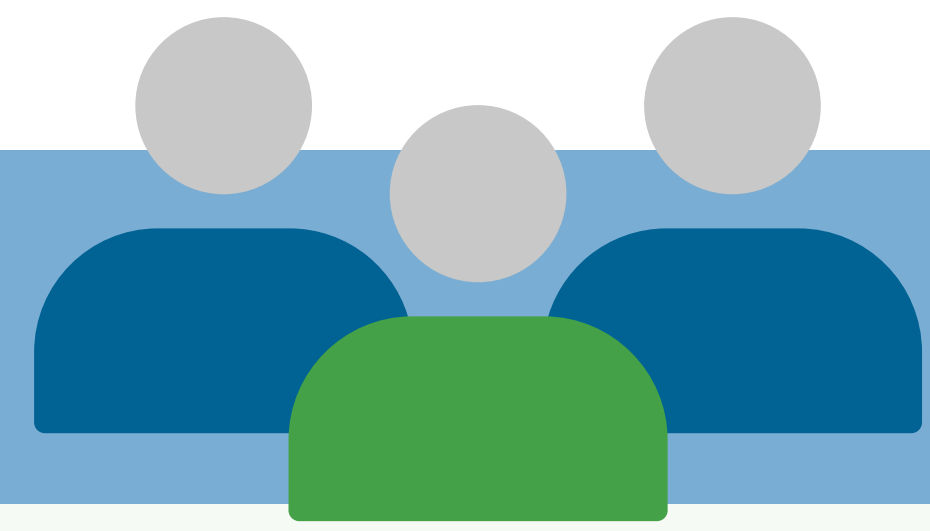


Prepared by:



Moving into the NEPA Process

What happens now that the I-526 LCC EAST PEL is complete?



PUBLIC & AGENCY INVOLVEMENT

Planning & Environmental Linkages Study (PEL)

Fall 2019- Summer 2022

- Planning studies
- Existing conditions analysis
- Future forecasts
- Study goals
- Purpose & need
- Identification of reasonable alternatives
- Cost estimates and Implementation Plan

National Environmental Policy Act (NEPA)

Summer 2022 - Spring 2023

- Level of NEPA analysis determined
- Confirm/refine the purpose & need
- Refine alternatives
- Detailed environmental studies & noise analysis
- Explore mitigation & commitments
- Prepare decision document

Project Implementation

Spring 2023 - Summer 2024

- Final design
- Right-of-way acquisition
- Permitting
- Mitigation commitments
- Construction

Maintenance Operations

Ongoing

- Maintenance of roadway and right-of-way

Resulting Projects

✓ I-526 @ Long Point Road Interchange Improvements *(funded)*

I-526 Mainline Improvements (Virginia Avenue to U.S. Highway 17 in Mount Pleasant) *(not yet funded)*

Project Purpose

- **Improve the operations** of the I-526 and Long Point Road Interchange and the I-526 mainline
- **Reduce operational conflicts** between port-related and local traffic

Project Need



Interchange deficiencies



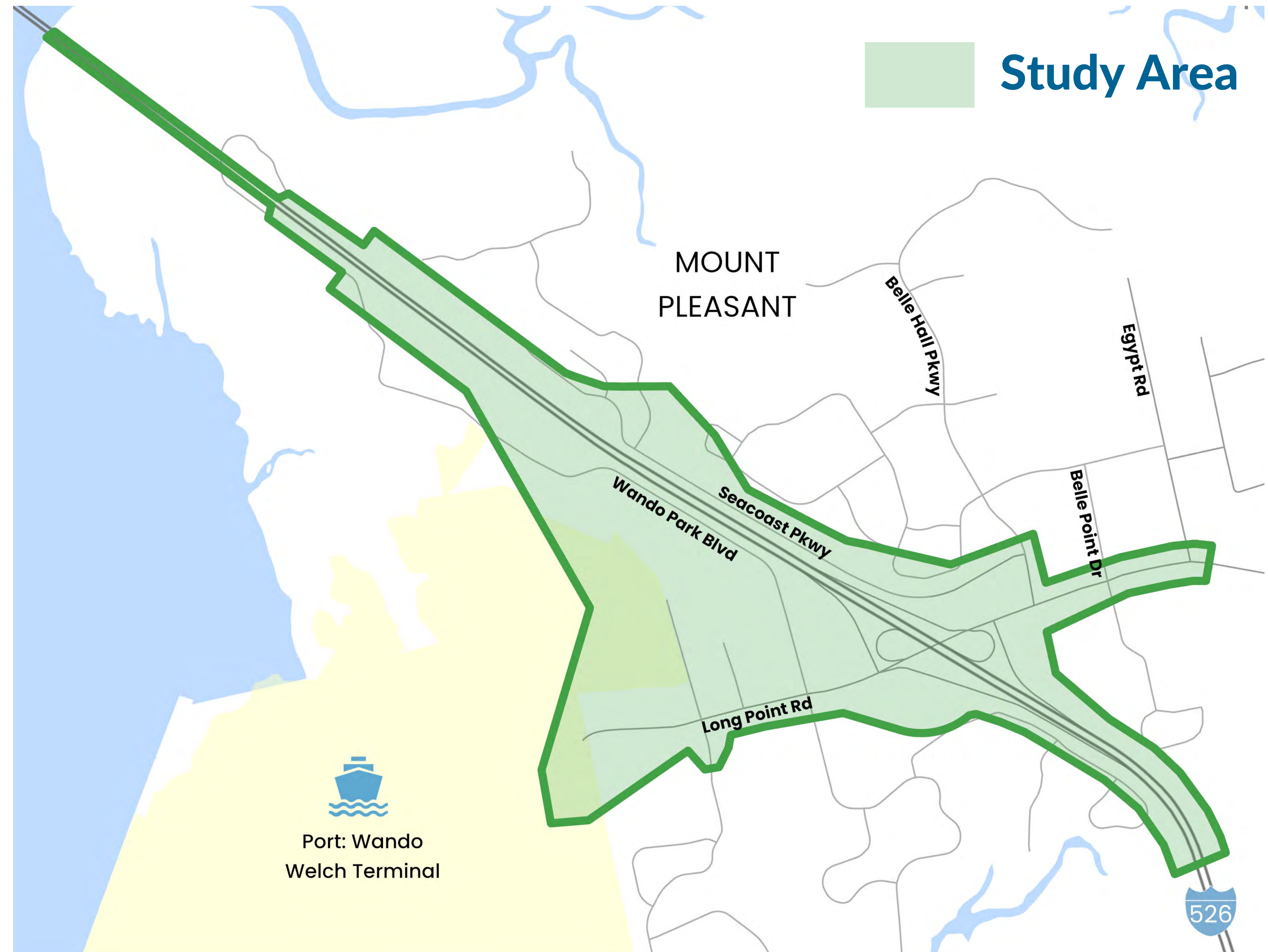
Traffic-related congestion on I-526 and within the interchange



Population & economic growth

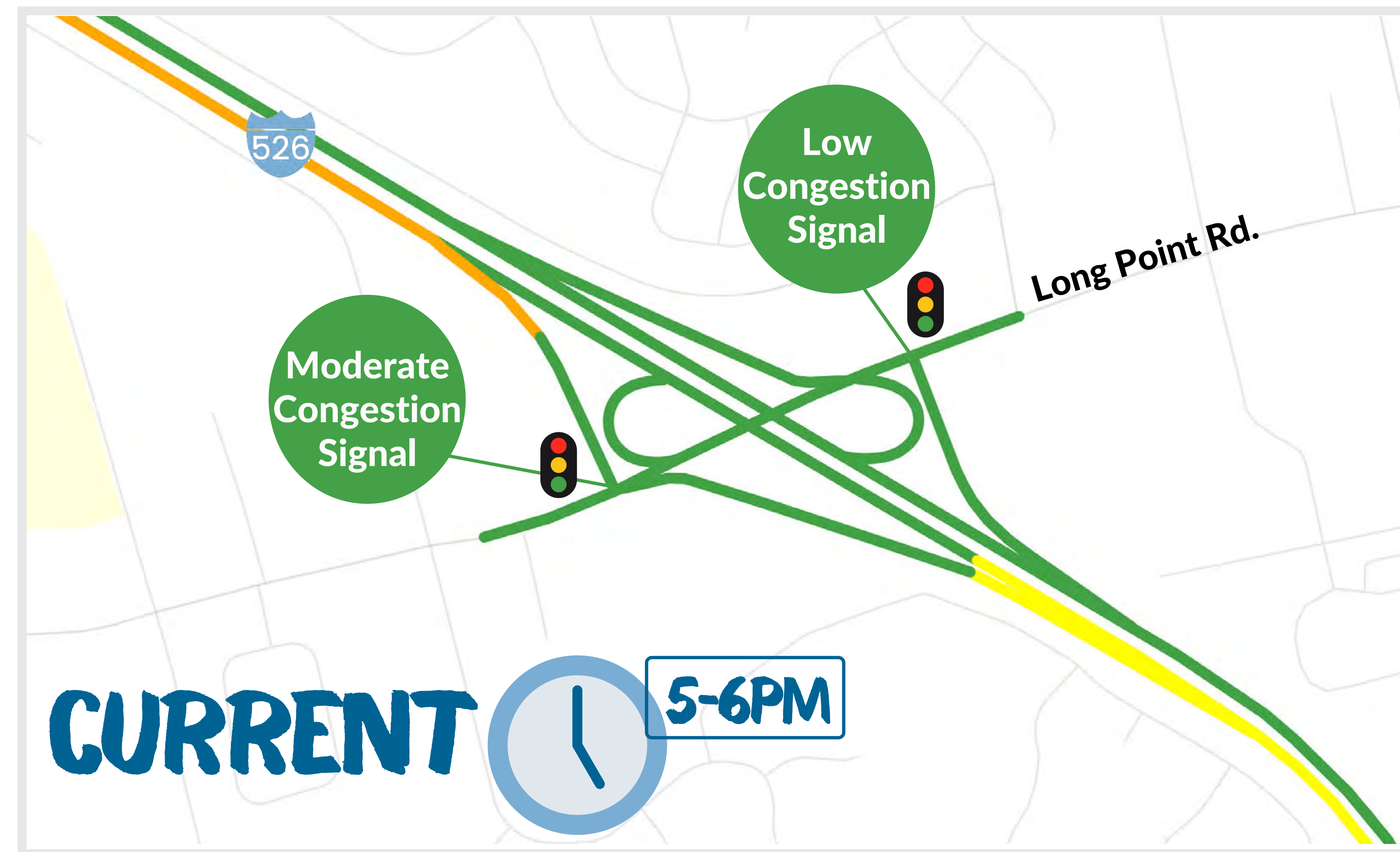
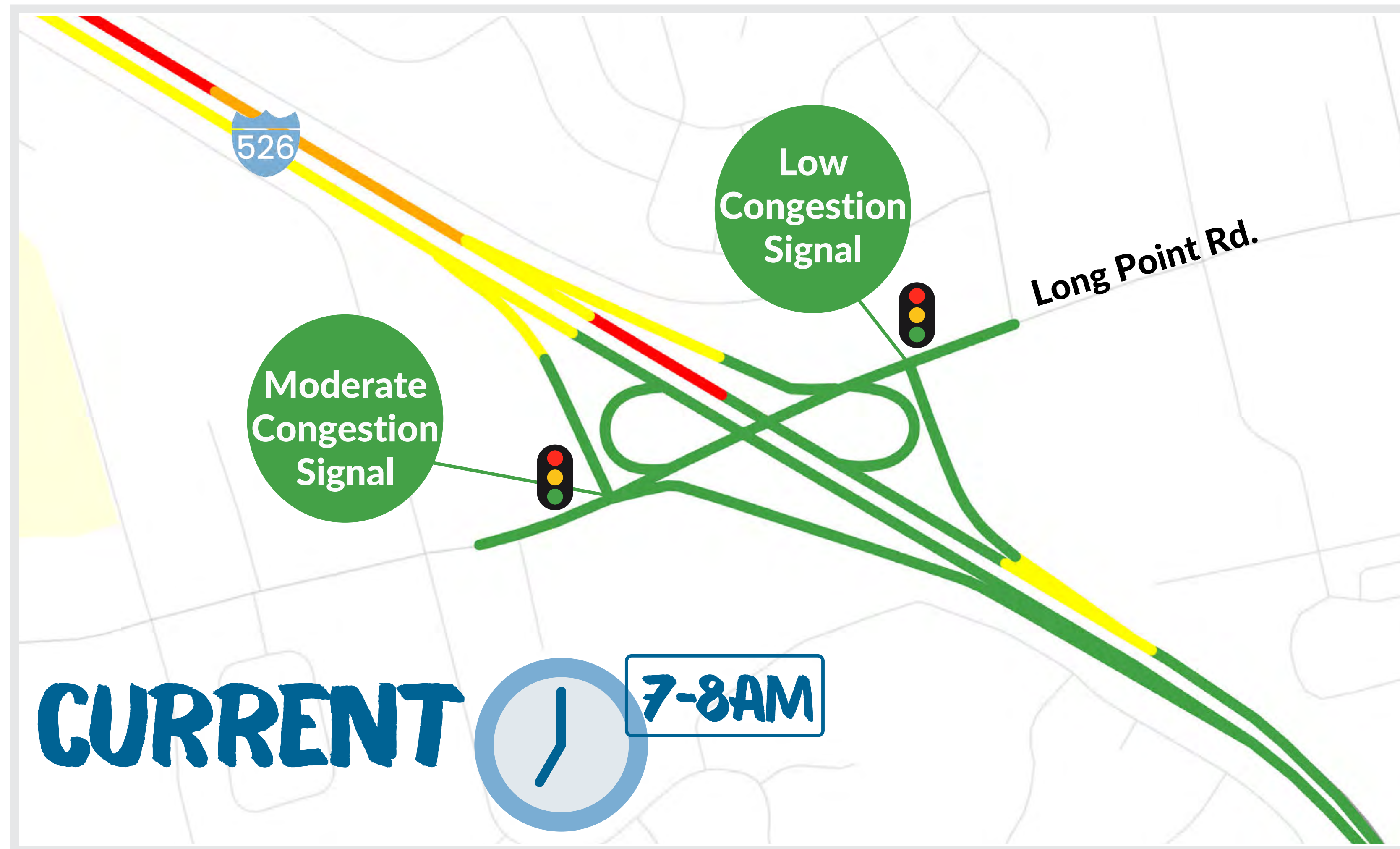


Public comment & concerns

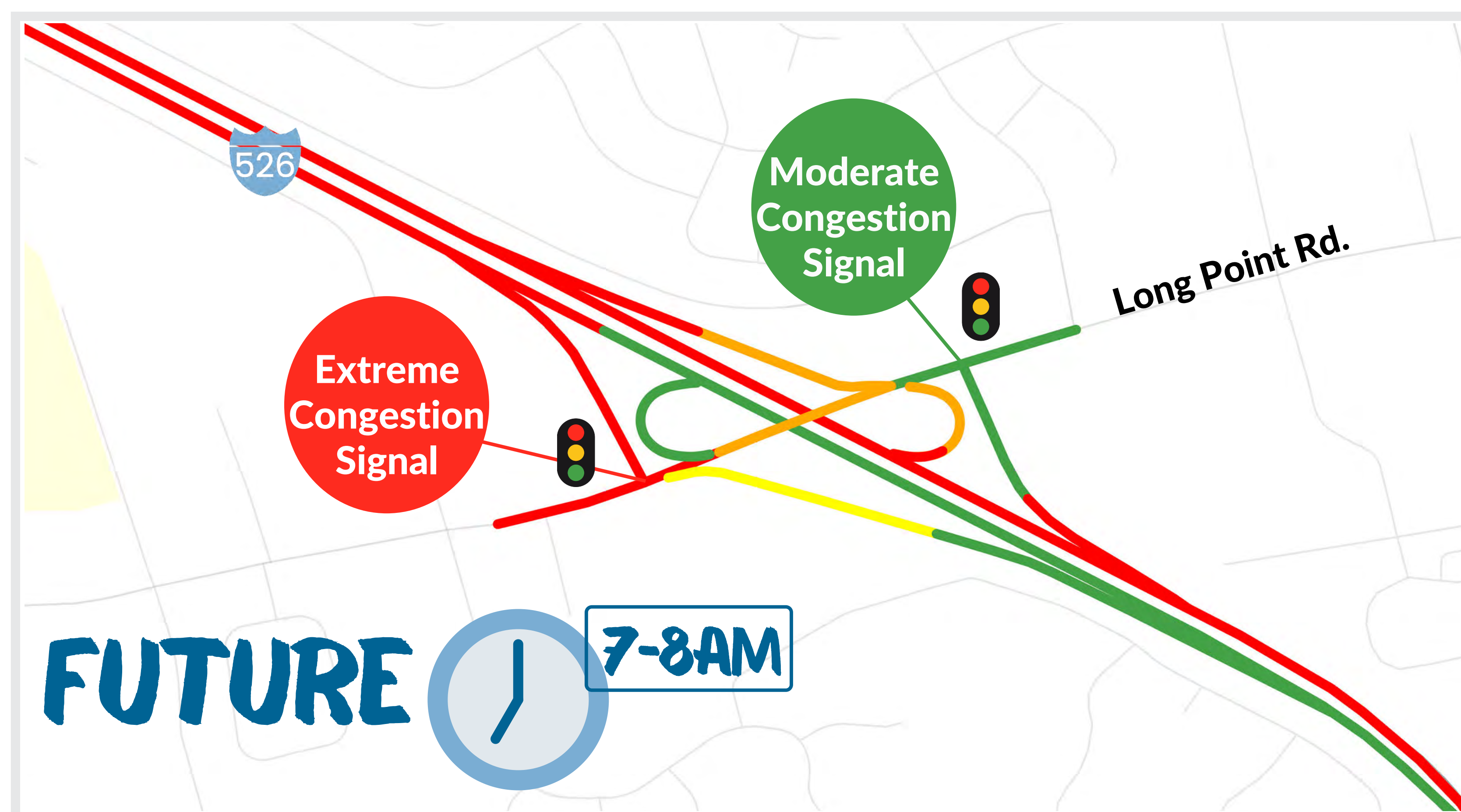


What may traffic be like if no improvements are made?

2022 "No Build" Conditions

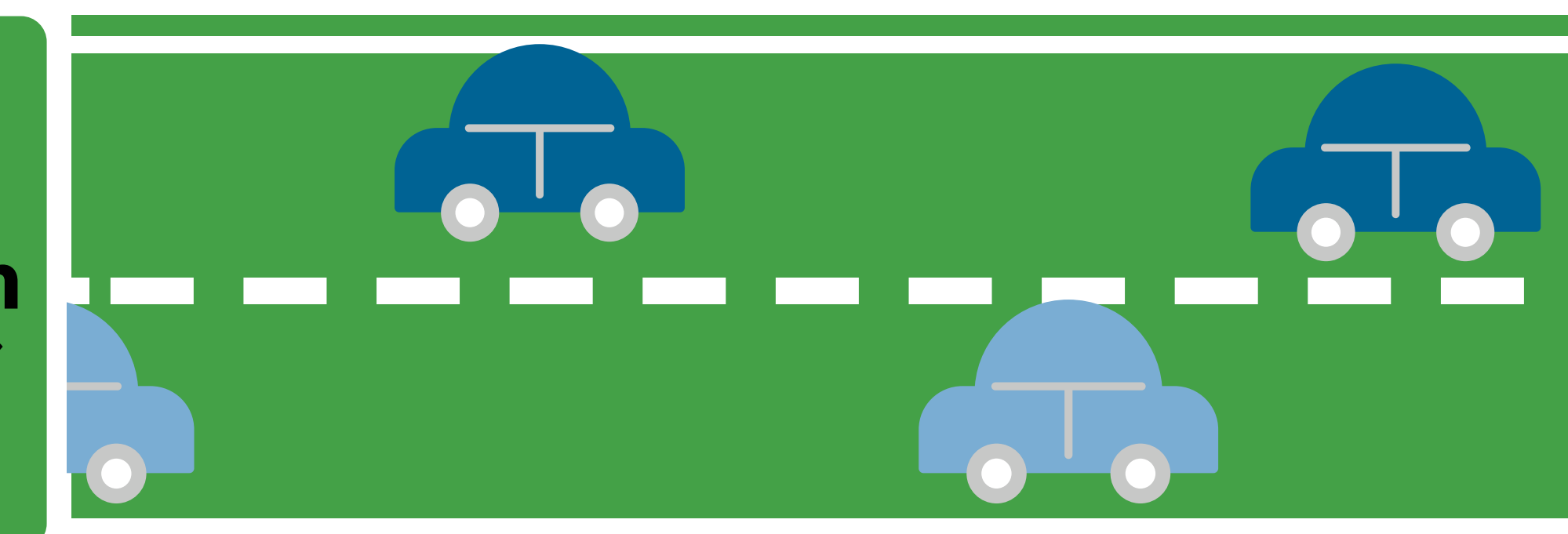


2050 "No Build" Conditions

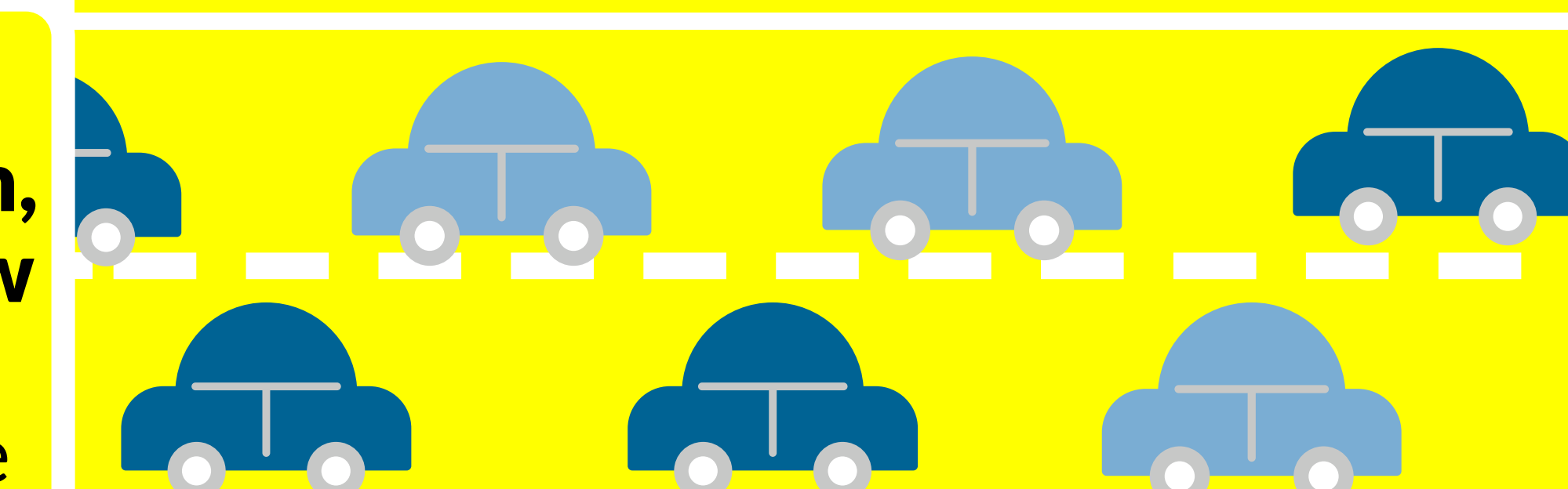


Level of Service (LOS) is used to measure traffic operations and congestion. It is estimated differently for freeways, intersections, local roads, and ramps. LOS is measured on a scale of A (low congestion) to F (extreme congestion) as illustrated below.

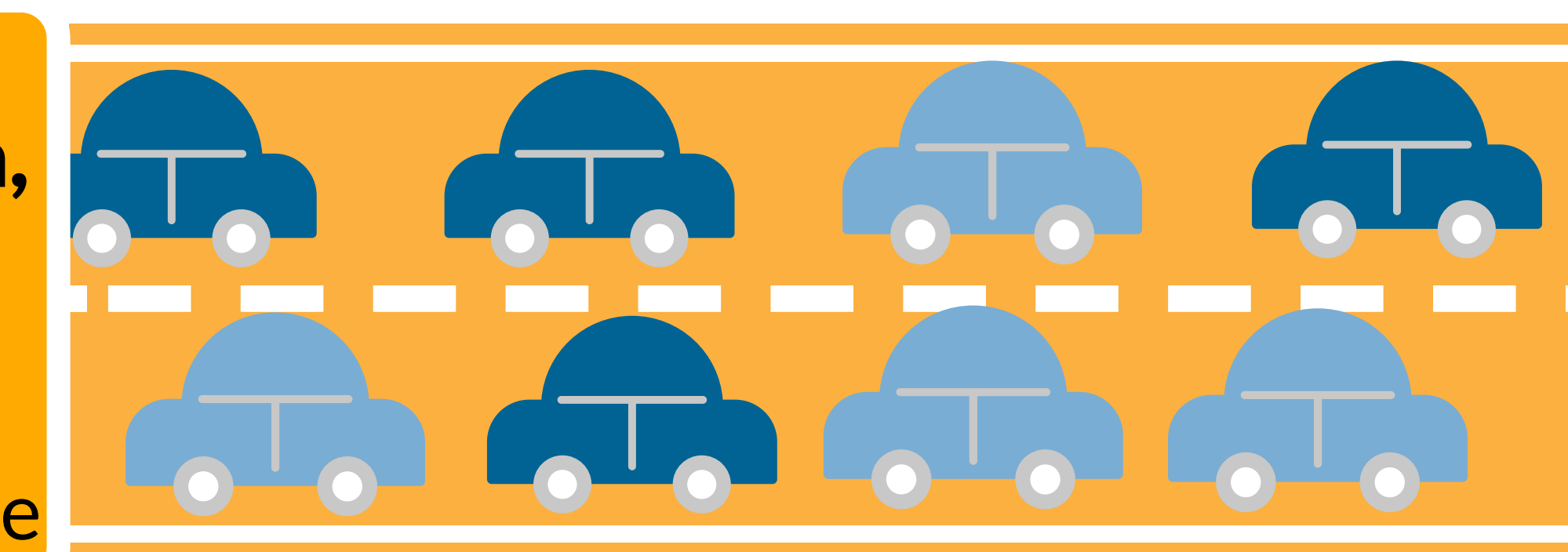
Low to Moderate Congestion
 LOS A, B, C
 Desired



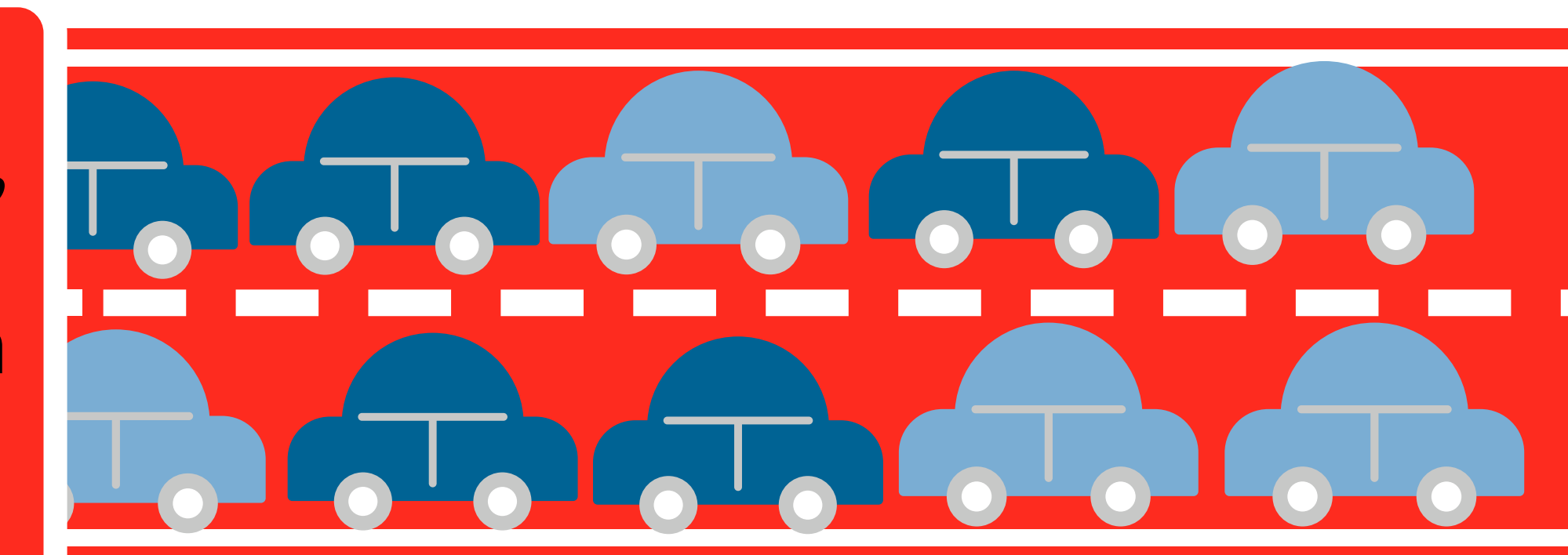
High Congestion, Stable Flow
 LOS D
 Acceptable



Very High Congestion, Unstable Flow
 LOS E
 Unacceptable



Extreme Congestion, Flow Breakdown
 LOS F
 Failure



Anticipated Traffic Growth

How do we anticipate today's traffic changing in 2050?

We may see **13,000 more truck trips** per day traveling on I-526 west of the Long Point Road interchange by 2050. While 14% of all vehicles on I-526 at the Wando River in 2022 are trucks, it is anticipated that number **would grow to 19%** in 2050. Meanwhile, the percentage of vehicles that are trucks would stay consistent at Hungry Neck Boulevard.

66%
 increase in
 AADT
 expected by
2050

Annual Average Daily Traffic (AADT) is the total traffic volume passing a point or segment of a highway facility in both directions for a year divided by 365 days



I-526 @ THE WANDO RIVER



Annual Average Daily Trucks
 2022: 10,500 trucks or 14%
 2050: 24,000 trucks or 19%



Annual Average Daily Automobiles
 2022: 64,700 automobiles or 86%
 2050: 100,900 automobiles or 81%

MOUNT PLEASANT

Currently, up to 12,000 truck trips occur at this interchange daily.

128%
 increase in truck volume on I-526 expected by 2050

Currently, up to 6,000 to 7,000 truck trips occur on Long Point Road daily.

Port: Wando Welch Terminal

I-526 @ HUNGRY NECK BOULEVARD



Annual Average Daily Trucks
 2022: 2,500 trucks or 4%
 2050: 3,900 trucks or 4%



Annual Average Daily Automobiles
 2022: 59,400 automobiles or 96%
 2050: 92,600 automobiles or 96%

Hungry Neck Blvd

How are the alternatives (options) evaluated?



Stakeholder
and
Public Input

1

Step 1 Evaluation

Purpose and Need (Traffic Analysis)

2

Step 2 Evaluation

Purpose and Need (Traffic Analysis), Engineering,
Natural Resources, Community and Built Environment,
Project Goals

Range of Alternatives



Reasonable
Alternatives

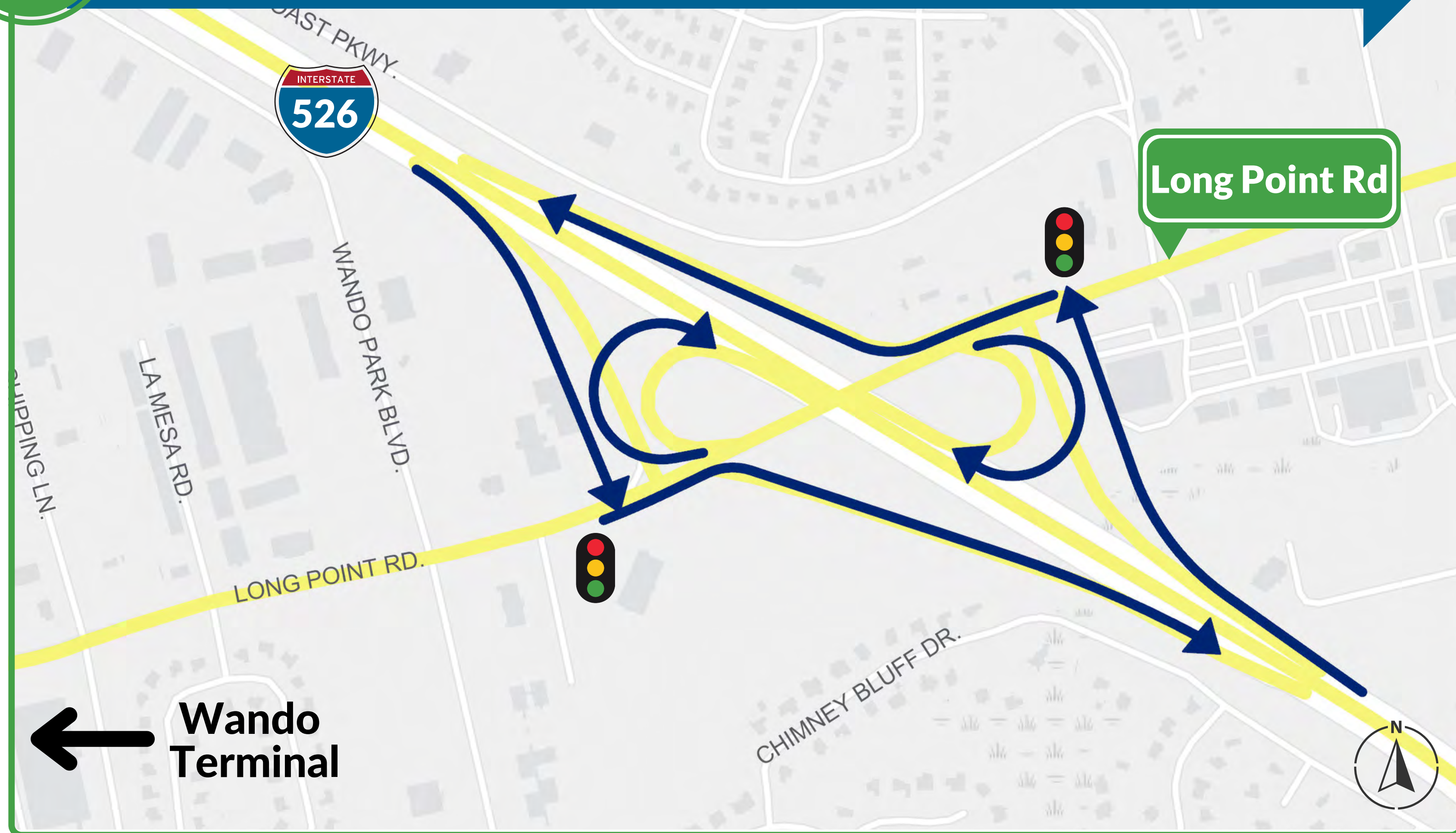


Recommended
Preferred Alternative

The team evaluates the alternatives through a **two-step process** to identify the **Recommended Preferred Alternative**. Greater detail in analysis comes with each level of evaluation. At the same time, the total number of alternatives will go down as those that are lowest performing are eliminated.

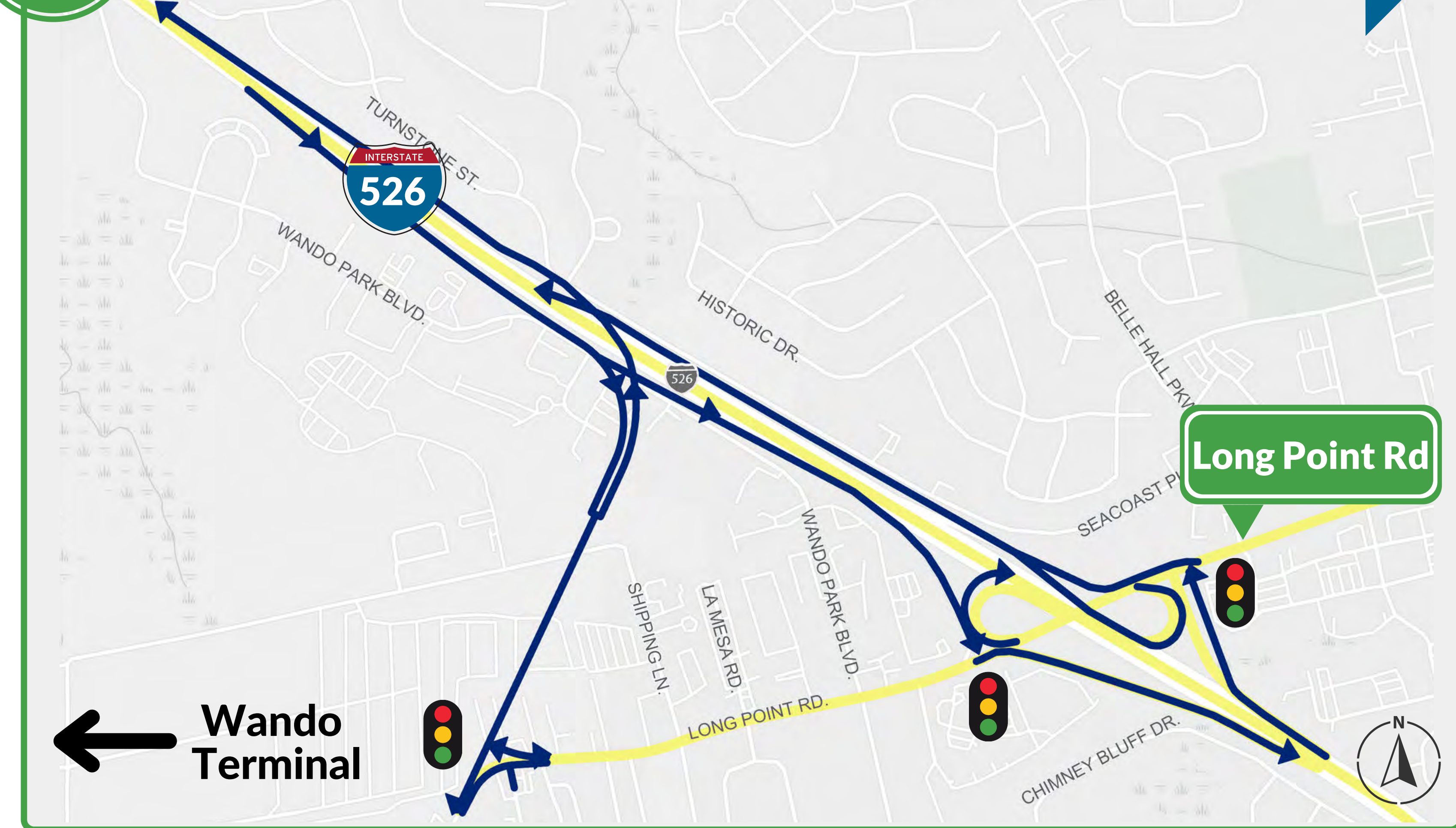
Range of Alternatives

1 Alternative 1: Improved Existing Ramps



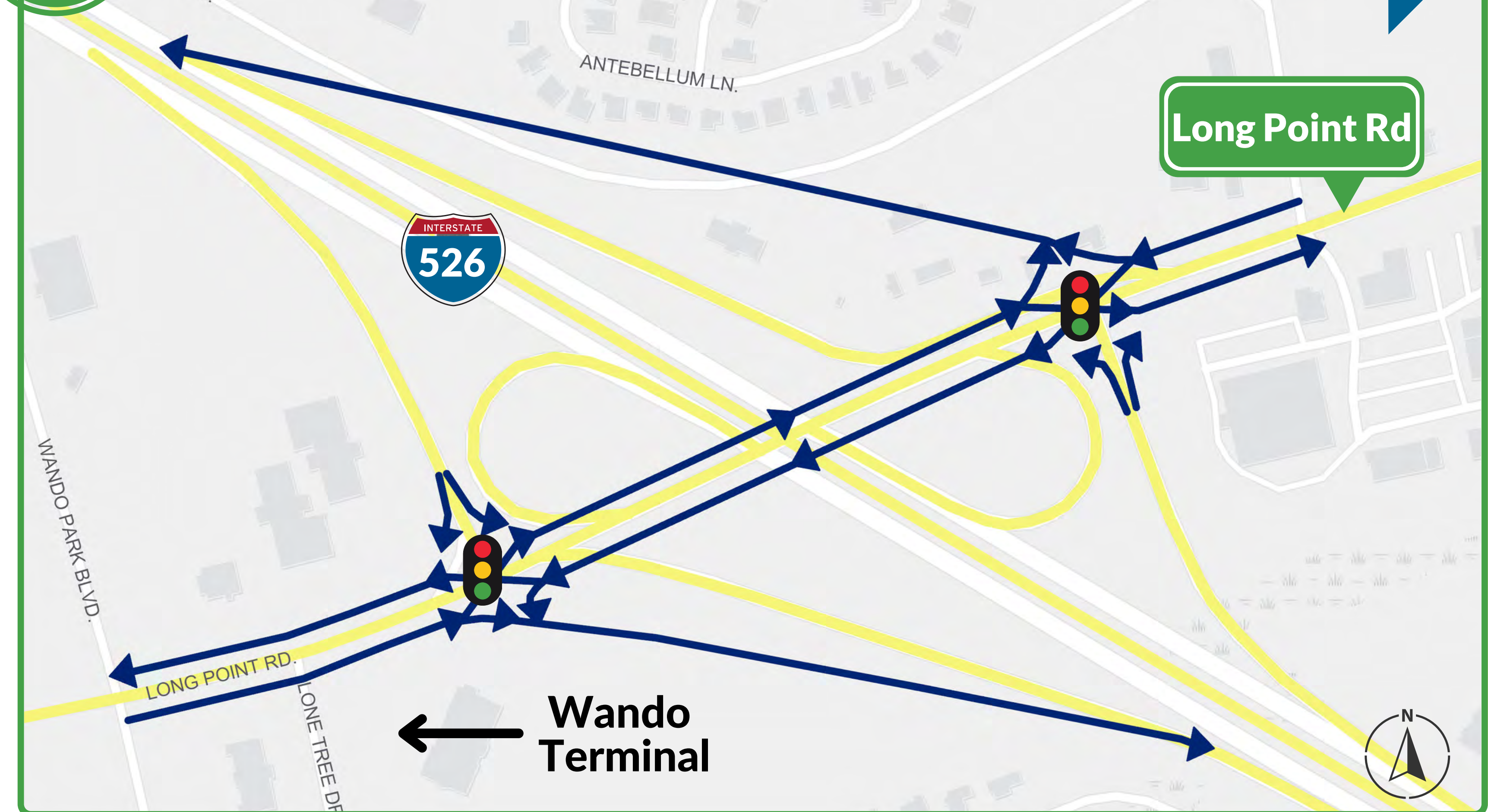
Based on initial traffic studies, the ability of Alternative 1 to meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic **shows additional studies are required.**

2 Alternative 2: New Port Access Ramps with Improved Existing Ramps



Based on initial traffic studies, the ability of Alternative 2 to meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic **shows favorable results.**

3 Alternative 3: Diverging Diamond Interchange (DDI)



Based on initial traffic studies, the ability of Alternative 3 to meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic **shows additional studies are required.**

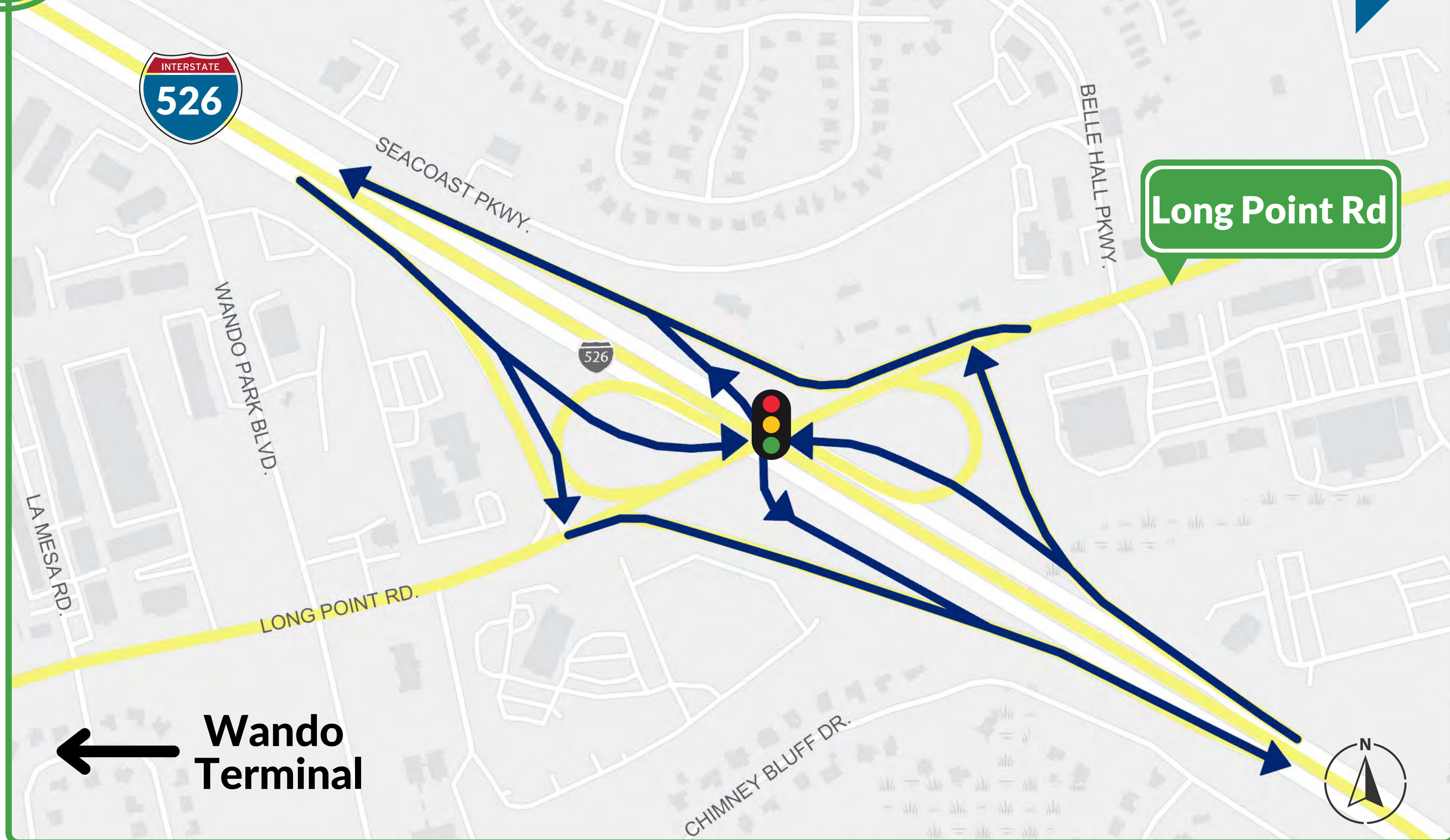
Legend:

- Existing
- Option

Alternatives are conceptual and subject to change

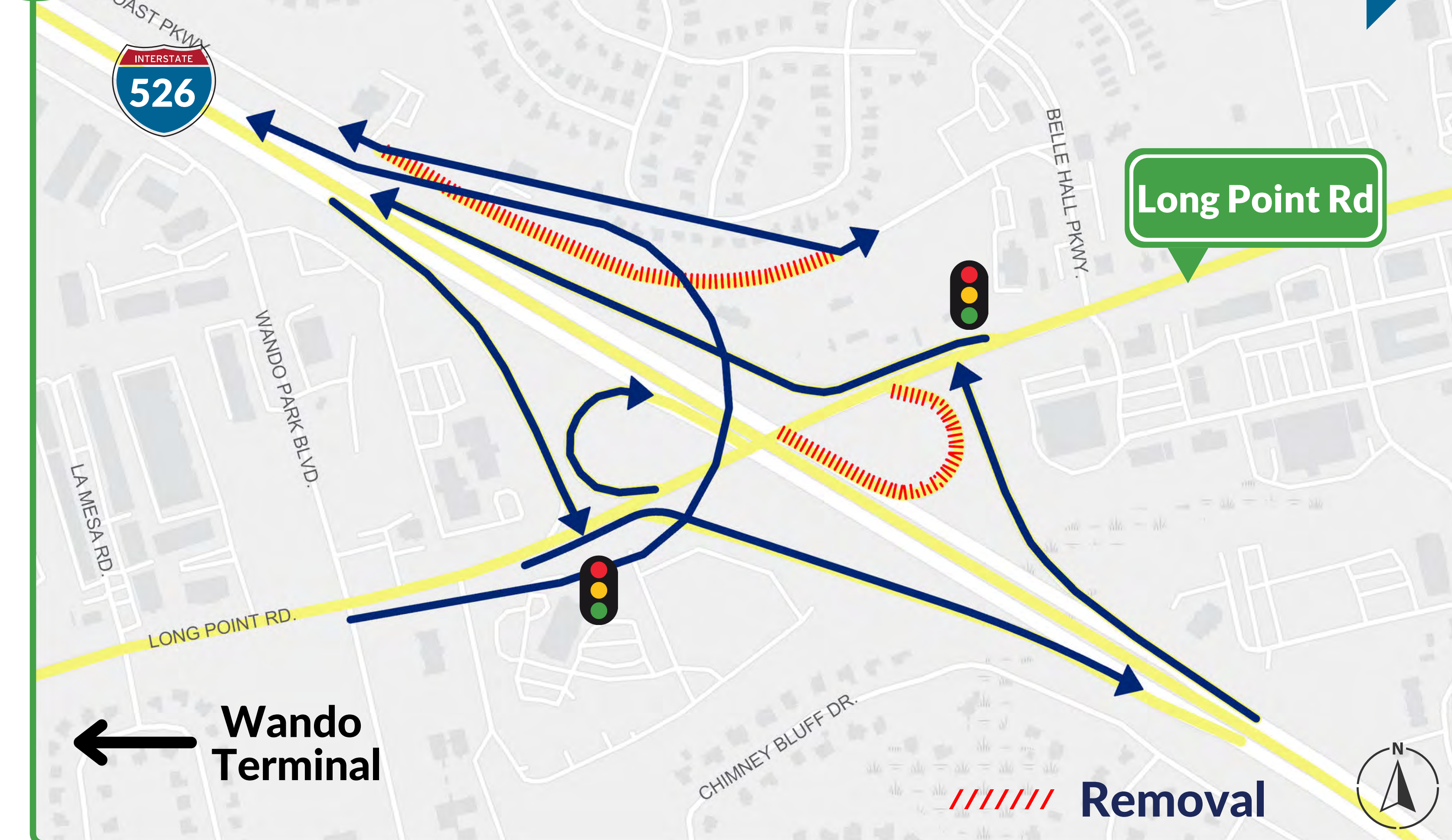
Range of Alternatives

4 Alternative 4: Single Point Urban Interchange (SPUI)



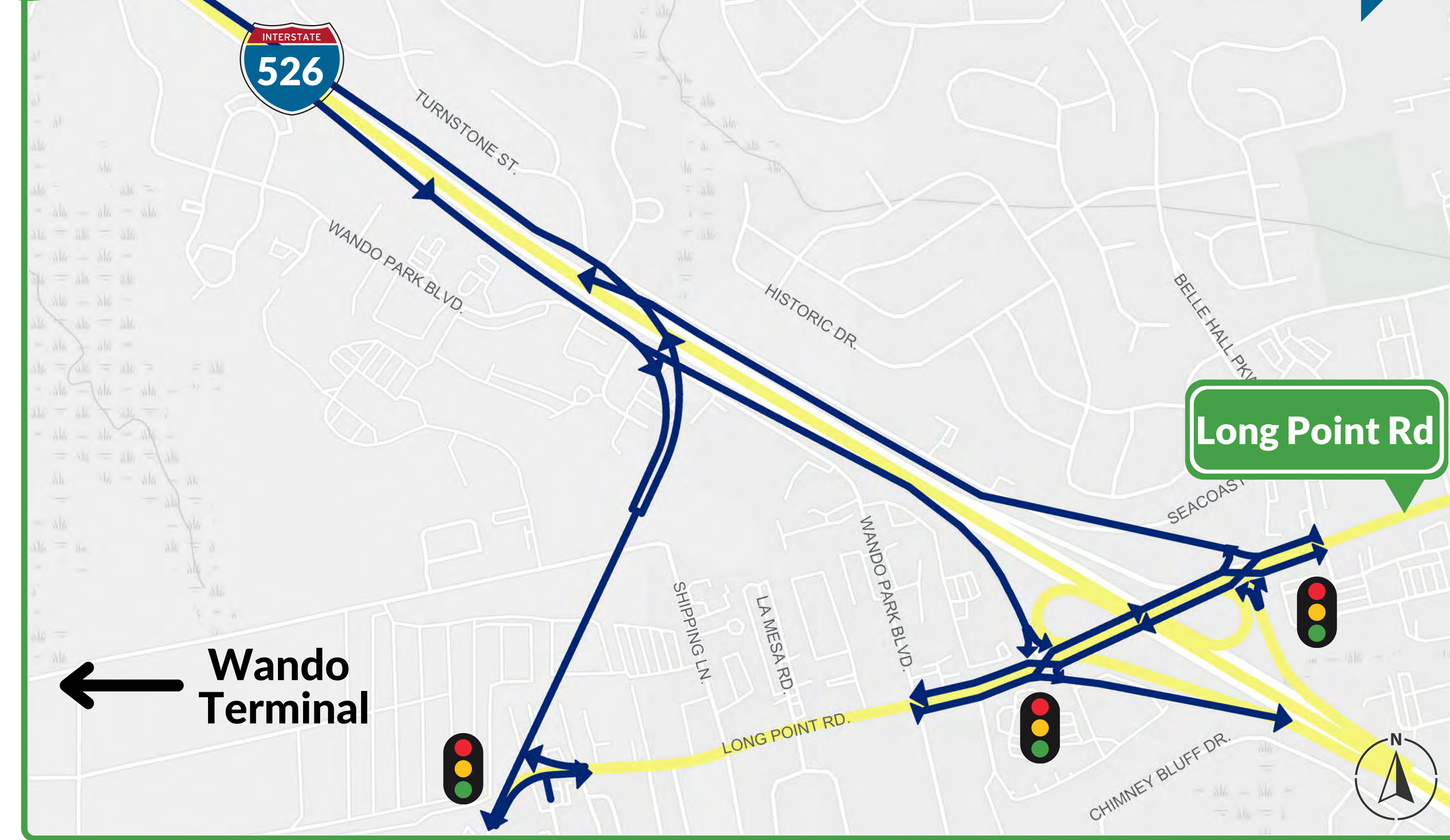
Based on initial traffic studies, Alternative 4 does not appear to meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic.

5 Alternative 5: Flyover



Based on initial traffic studies, Alternative 5 does not appear to meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic.

6 Alternative 6: New Port Access Ramps with Diverging Diamond Interchange (DDI)



Based on initial traffic studies, the ability of Alternative 6 to meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic shows favorable results.

Legend:

- Existing
- Option
- Removal

Alternatives are conceptual and subject to change

Noise Evaluation Process

Federal regulations require SCDOT to conduct noise studies and consider the impacts of a highway expansion project on nearby residents when a project is developed with federal funds. Below describes the process SCDOT uses to determine the reasonableness and feasibility of constructing noise walls.

Monitor Existing Noise

- SCDOT takes field measurements within the project corridor to validate existing noise levels



Model Noise Change

- Complex computer modeling predicts expected noise levels once the road is built or modified and traffic changes



Identify Noise Impacts

- SCDOT identifies existing and future noise impacts within the project corridor

What is a noise impact?

Noise is defined as unwanted or excessive sounds. Highway traffic noise sources include tires on pavement, as well as vehicle engines and exhaust systems. Noise impacts are defined by the amount of interference the sound levels have with everyday human activity.



Consider Noise Reduction Measures

- SCDOT evaluates noise reduction measures, such as noise barriers, for every property where a noise impact was identified



After the technical evaluation, SCDOT also considers the following questions:

- Would a noise wall reduce the noise enough to justify its construction?
- Is a noise wall technically feasible? Could it be constructed?
- How many people would hear a difference in noise?
- Do a majority of property owners and tenants who would receive a predicted noise-level reduction because of construction of a noise wall actually want the wall?

When will noise analysis begin, and when will I be notified?

Noise analysis is currently underway for the project, but the results will not be ready until the Public Hearing anticipated to be held late 2022/early 2023. If noise mitigation is determined reasonable and feasible, potential benefactors will receive a letter and ballot.

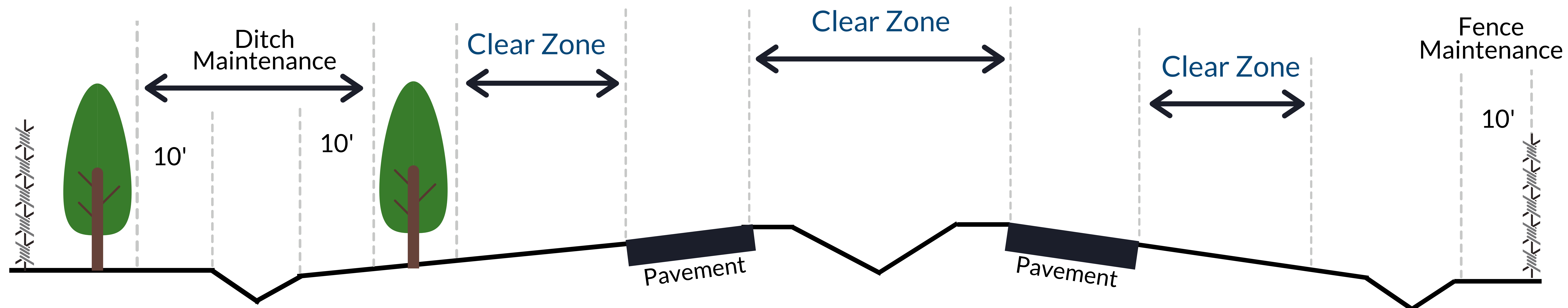
Vegetative Maintenance

Why does SCDOT perform vegetative management?

- ▶ Cutting and maintaining vegetation in Clear Zones improves safety
- ▶ Clear Zones along the pavement edges provide motorists with a safe recovery area should they depart the roadway
- ▶ To improve ditch drainage and access to ditch line and fencing for maintenance

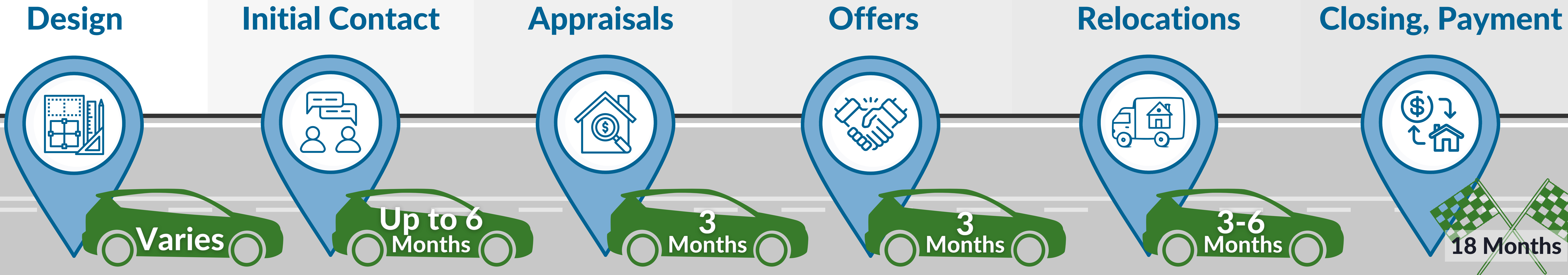


Brush Management for Interstate Routes



Typical Right-of-Way Process

All right-of-way processes follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.



Engineers create the initial project layout and potentially affected properties are identified.

Changes are made to the design based on input from the public.

FHWA approves the design, and the parcels needed are finalized.

Property owners or heirs are identified and contacted.

The right-of-way agent discusses the project and explains the right-of-way process.

An independent appraiser assesses fair-market value to determine just compensation.

Owner is invited to be present during the appraisal inspection.

An acquisition agent will meet and discuss the offer of just compensation and provide the owner with a copy of the final appraisal report and written offer.

The agent and owner will negotiate the offer to reach a settlement.

A relocation agent will work with displacees to determine all benefits they are eligible to receive. The agents will provide the displacee with a written benefits package.

The agent will educate and assist the displacee to obtain all possible assistance and provide information on comparable housing.

SCDOT sets goal for all relocations to be complete prior to project construction.

Property is transferred and SCDOT pays property owners and displacees.

If an agreement cannot be reached, acquisition may occur through eminent domain.

As of August 2022. Every situation is unique. Times shown above are average times for an average project. For additional details, please visit or call our community office: 843.258.1135.

Objetivo de la Reunión

- Explicar cómo se utilizó SU aportación en el estudio EAST del Corredor Lowcountry (LCC) de la I-526 para acelerar este proyecto
- Pedir su opinión sobre el proyecto de propósito y necesidad y las posibles mejoras
- Resumir los próximos pasos en el proceso de desarrollo del proyecto
- Recopilar información sobre los recursos históricos o culturales y otros impactos potenciales

Martes, 2 de agosto de 2022, de 5 a 7 PM
 R. L. Jones Center
 391 Egypt Road, Mount Pleasant, SC



Responda a nuestra encuesta antes del 1 de septiembre.

www.526LCCLongPoint.com

Resumen del Proyecto

En 2022, el Departamento de Transporte de Carolina del Sur (SCDOT) completó un Estudio de Planificación y Enlaces Ambientales (PEL) para la I-526 LCC EAST, desde Virginia Avenue en North Charleston hasta la US 17 en Mount Pleasant. El estudio PEL identificó los problemas de transporte existentes y proyectados dentro del corredor a través del análisis y la participación del público y las partes interesadas. Los resultados del estudio establecieron una visión para guiar la futura toma de decisiones sobre el transporte en el corredor. Una vez que se comprendieron mejor las necesidades, se identificaron las posibles mejoras. Una de ellas es el proyecto de mejora del enlace de la I-526 con Long Point Road. Tras el análisis y las aportaciones del público, el proyecto del enlace de la I-526 @ Long Point Road está siendo sometido al proceso de la Ley Nacional de Política Medioambiental (NEPA), una revisión federal del entorno natural y humano.

Propósito del Proyecto

El objetivo del proyecto propuesto es **mejorar las operaciones** del enlace I-526/Long Point Road y la línea principal de la I-526 y **reducir los conflictos operativos entre el tráfico portuario y el local.**



Objetivos del proyecto

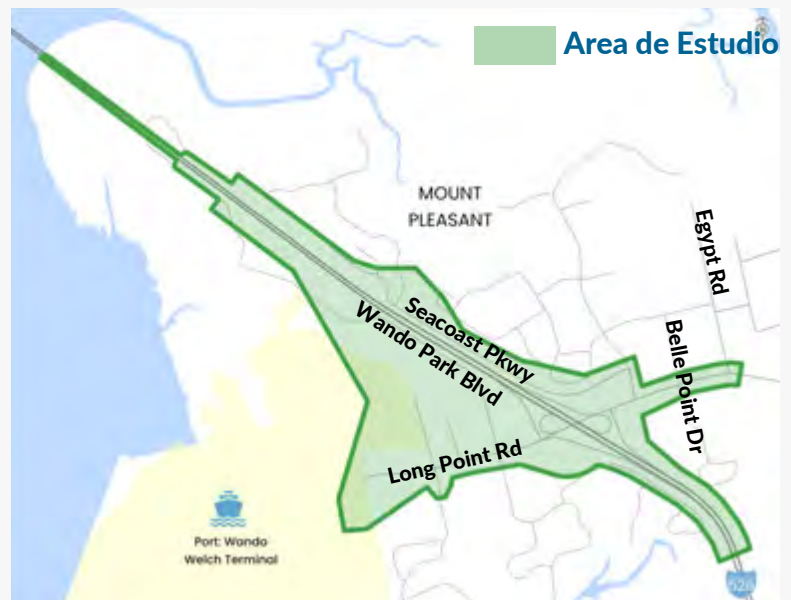
Los siguientes objetivos se identificaron en el PEL de la I-526 LCC EAST y se perfeccionaron en base a sus aportaciones y al propósito del proyecto de mejora del enlace.



Compatibilidad: Alineación con los planes y proyectos locales de utilización del suelo



Multimodalidad: Mejorar la circulación a través del corredor incluyendo otros modos como el coche compartido, el transporte público, los desplazamientos a pie o en bicicleta

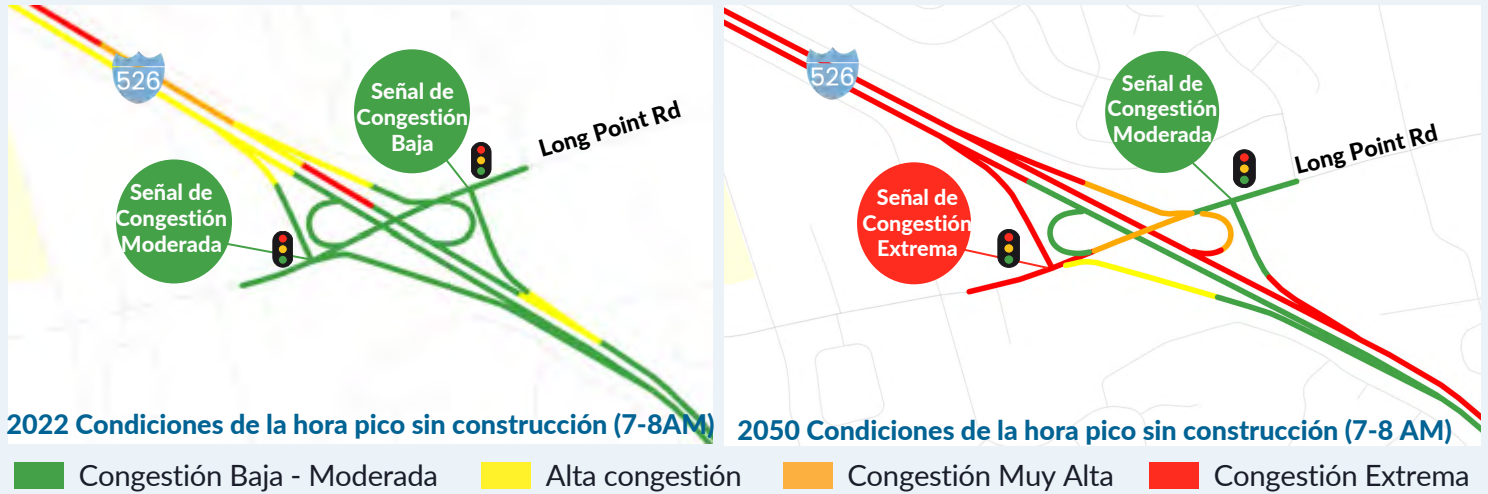


¿Por qué es necesario este proyecto?

El intercambiador I-526/Long Point Road proporciona acceso a hogares, negocios, escuelas, parques, restaurantes, instalaciones comerciales e industriales a lo largo de Long Point Road. El intercambiador proporciona acceso a la terminal Wando Welch del puerto de SC, que sirve como centro de distribución de mercancías del puerto a todo el sureste de Estados Unidos. La necesidad del proyecto queda demostrada por el creciente tráfico de automóviles y camiones en la I-526 y Long Point Road, las deficiencias existentes en el enlace y los conflictos operativos entre coches y camiones en Long Point Road y la I-526.

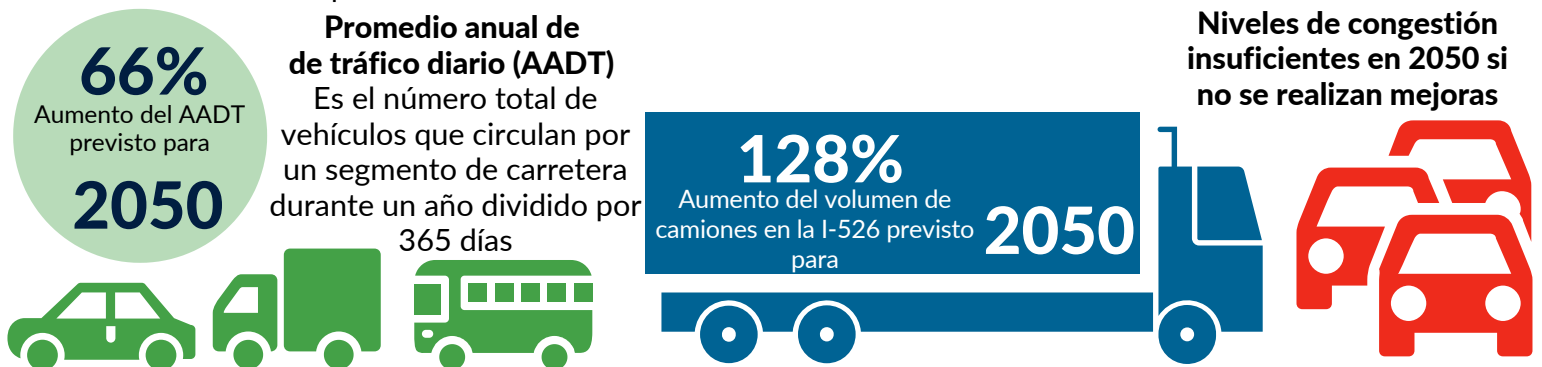
¿Cómo puede ser el tráfico si no se realizan mejoras?

Se espera que el tráfico aumente y dé lugar a un nivel extremo de congestión (piense en tráfico de parachoques a parachoques) en gran parte del intercambiador para 2050, si no se realizan mejoras.



¿Qué dicen los datos sobre la necesidad?

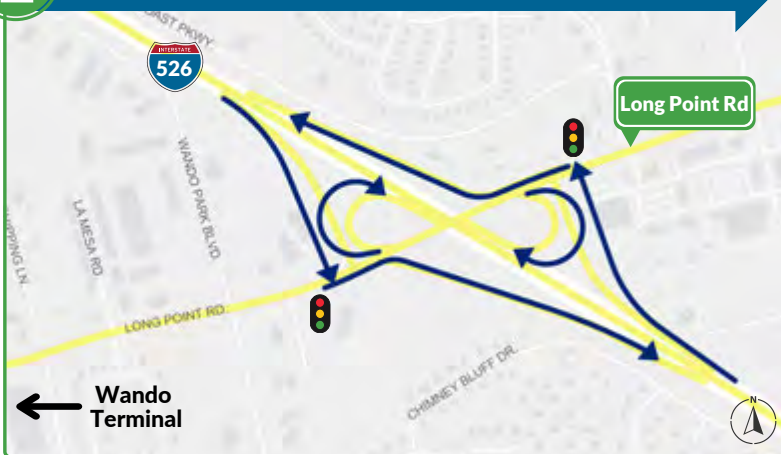
Los datos confirman la preocupación por la creciente congestión en el intercambiador. ¿Por qué? Se prevé que el número medio diario de vehículos que atraviesan el intercambiador crezca un 66% de aquí a 2050. Si bien se prevé un aumento de todos los tipos de vehículos, el número de camiones que circulan por la I-526 con destino al intercambiador crecerá probablemente a un ritmo más rápido, aumentando el porcentaje de vehículos que utilizan el corredor que serán camiones. Se prevén 13.000 viajes más de camiones al día en la I-526 al oeste del enlace de Long Point Road para el año 2050. El intercambiador existente no está diseñado para manejar este volumen de vehículos, especialmente con esta mezcla de camiones pesados.



¿Cuáles son las posibles opciones de mejora?

Las alternativas son conceptuales y están sujetas a cambios

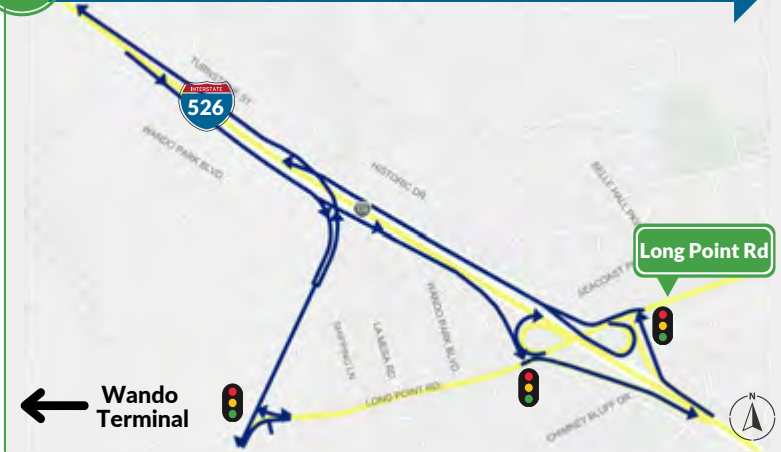
1 Alternativa 1: Mejora de las rampas existentes



La Alternativa 1 mejoraría las rampas existentes. Se trata de una versión más grande del enlace existente, que abordaría las preocupaciones mediante la construcción de rampas de acceso más grandes para permitir un aumento de la velocidad para mejorar la incorporación a la I-526 para todos los vehículos y ser compatible con la ampliación prevista de la I-526. También se realizarían mejoras en la rampa de salida hacia el este.

Basándose en los estudios de tráfico iniciales, la capacidad de la alternativa 1 para cumplir con el propósito y la necesidad de mejorar las operaciones para reducir los conflictos entre el tráfico portuario y el local muestran que son necesarios estudios adicionales.

2 Alternativa 2: Nuevas rampas de acceso al puerto con rampas existentes mejoradas



La Alternativa 2 proporcionaría un nuevo acceso a Long Point Road para el tráfico relacionado con el puerto, además de mejorar las rampas existentes. Se utilizarían carreteras Colectoras-Distribuidoras (CD) para ayudar a separar el tráfico relacionado con el puerto y el local. Esta alternativa es compatible con la ampliación prevista de la I-526.

Según los estudios de tráfico iniciales, la capacidad de la alternativa 2 para satisfacer el propósito y la necesidad de mejorar las operaciones para reducir los conflictos entre el tráfico portuario y el local muestra resultados favorables.

3 Alternativa 3: Intercambio de diamantes divergentes (DDI)



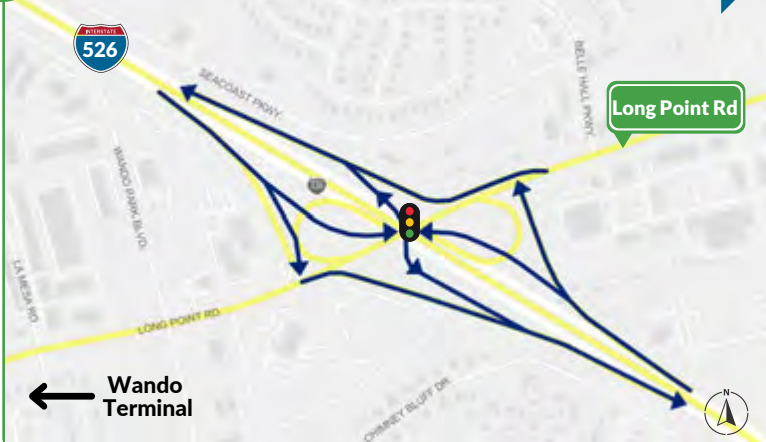
La Alternativa 3 sustituiría el actual enlace por un Enlace de Diamante Divergente (DDI). Un DDI eliminaría los giros a la izquierda a través de los carriles de tráfico en sentido contrario en cada una de las intersecciones dentro del intercambiador, desplazando los movimientos de paso al lado izquierdo de la carretera. Esta alternativa es compatible con la ampliación prevista de la I-526.

Según los estudios de tráfico iniciales, la capacidad de la alternativa 3 para satisfacer el propósito y la necesidad de mejorar las operaciones y reducir los conflictos entre el tráfico portuario y el local muestra que se requieren estudios adicionales.

¿Cuáles son las posibles opciones de mejora?

Las alternativas son conceptuales y están sujetas a cambios

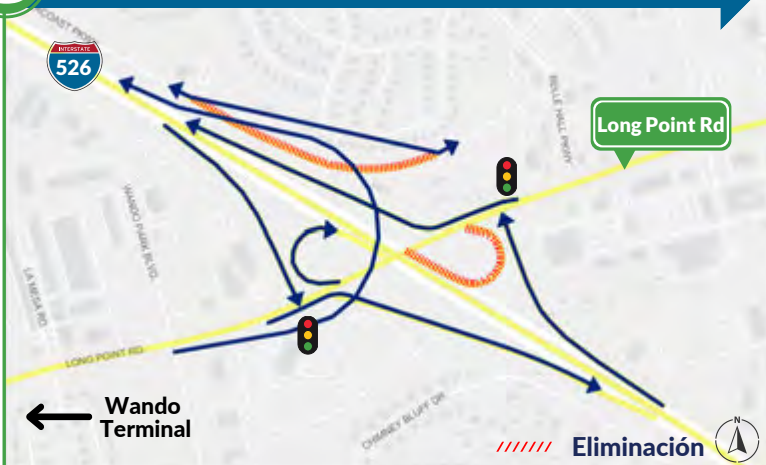
4 Alternativa 4: Intercambio Urbano de un solo Punto (SPUI)



La Alternativa 4 sustituiría el actual intercambiador por un Intercambio Urbano de Punto Único (SPUI). El SPUI crearía una única intersección señalizada bajo la I-526. Esto permite la eliminación de las dos señales existentes. Esta alternativa es compatible con la ampliación prevista de la I-526.

Según los estudios de tráfico iniciales, la alternativa 4 no parece cumplir el propósito y la necesidad de mejorar las operaciones y reducir los conflictos entre el tráfico portuario y el local.

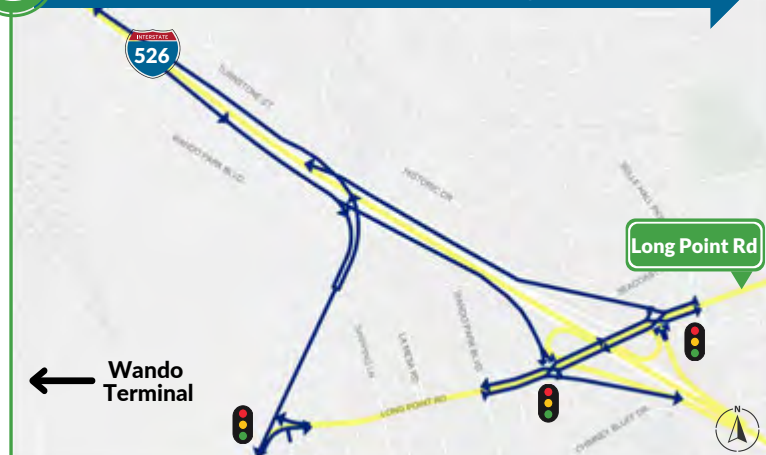
5 Alternativa 5: Paso Elevado



La Alternativa 5 reemplazaría la actual rampa de bucle hacia la I-526 en dirección oeste por una rampa de paso elevado. Todas las demás rampas se mantendrían en su misma ubicación. La rampa de paso elevado requeriría la realineación de un segmento de Seacoast Parkway. Esta alternativa requeriría trabajos adicionales para ser compatible con la ampliación prevista de la I-526.

Según los estudios de tráfico iniciales, la alternativa 5 no parece cumplir el propósito y la necesidad de mejorar las operaciones y reducir los conflictos entre el tráfico portuario y el local.

6 Alternativa 6: Nuevas Rampas de acceso al puerto con Intercambiador de Diamante Divergente (DDI)



Alternative 6 would provide new access to Long Point Road for port-related traffic along with a Diverging Diamond Interchange (DDI). Collector-Distributor roads would be used to help separate port-related and local traffic. This alternative is compatible with the planned widening of I-526.

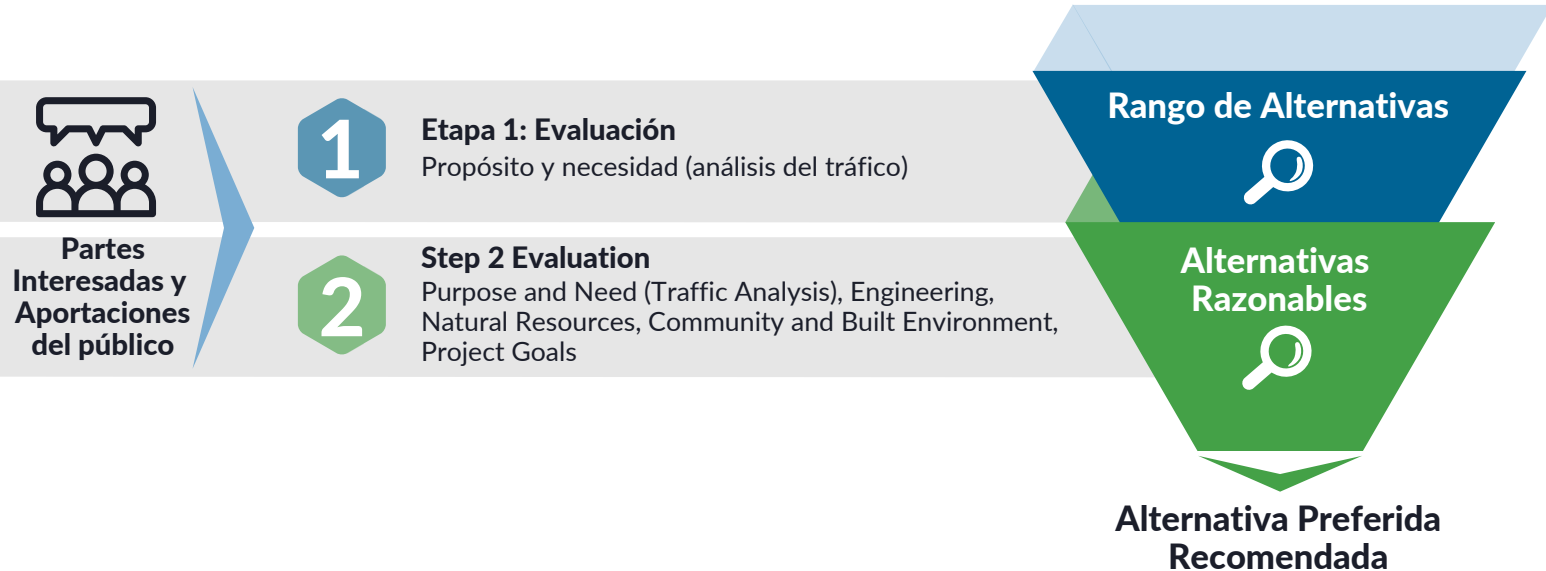
Según los estudios de tráfico iniciales, la capacidad de la alternativa 6 para satisfacer el propósito y la necesidad de mejorar las operaciones y reducir los conflictos entre el tráfico portuario y el local muestra resultados favorables.

¿Cómo se comparan las posibles opciones de mejora?

Alternativa	Potencial para satisfacer el propósito y la necesidad
Alternativa 1: Trébol Parcial Mejorado	Probable
Alternativa 2: Nuevas Rampas de Acceso al Puerto con Trébol Parcial Mejorado	Si
Alternativa 3: Intercambio de Diamantes Divergentes Divergente (DDI)	Probable
Alternativa 4: Intercambio Urbano de un Punto (SPUI)	No
Alternativa 5: Paso elevado	No
Alternativa 6: Nuevas Rampas de Acceso al Puerto con Intercambio de Diamante Divergente (DDI)	Si

¿Cómo se evalúan las posibles mejoras?

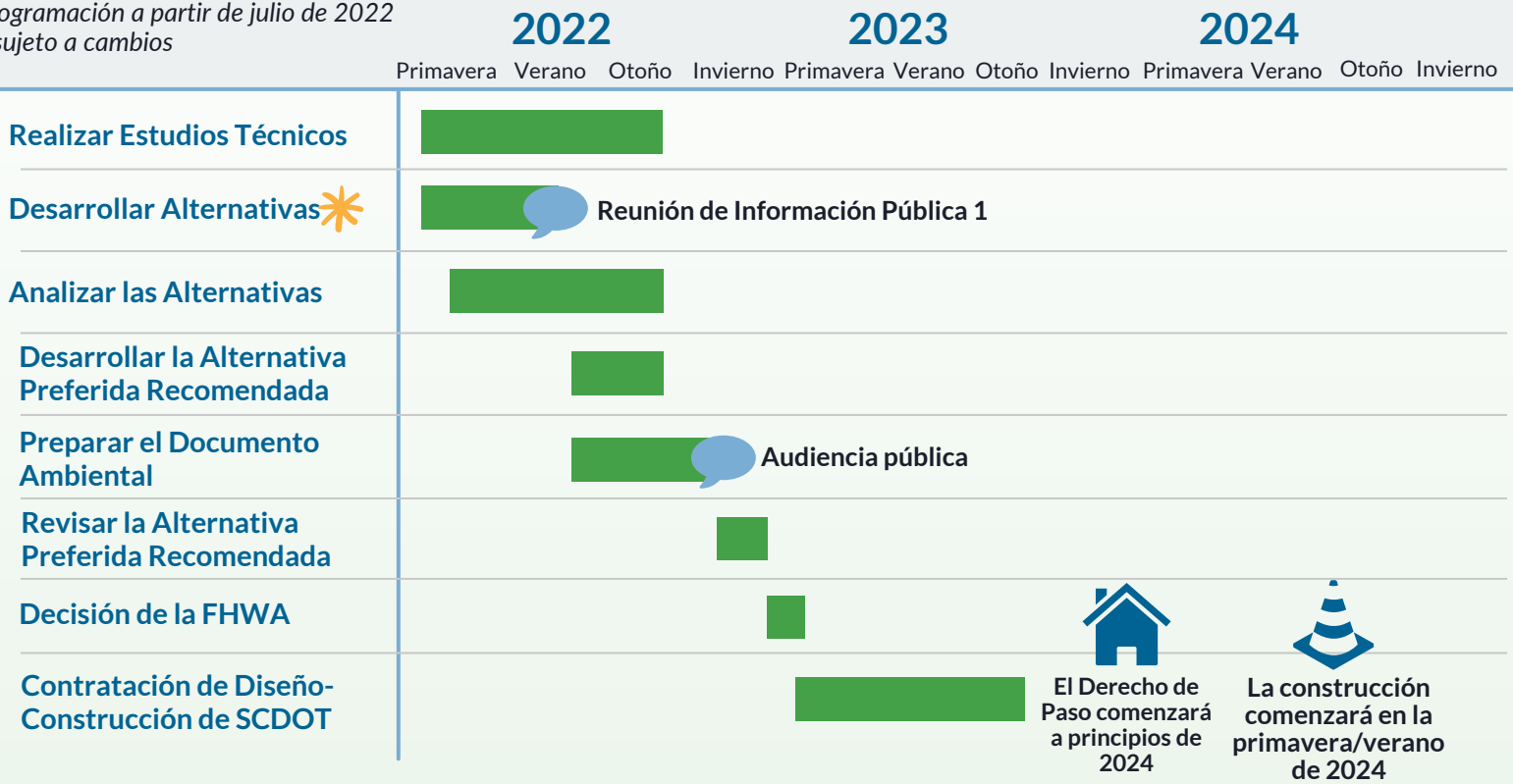
El equipo evalúa las alternativas a través de un proceso de dos pasos para identificar la alternativa preferida recomendada. Con cada nivel de evaluación se obtiene un mayor detalle en el análisis. Al mismo tiempo, el número total de alternativas se reducirá a medida que se eliminen las de menor rendimiento.



¿Qué pasa después?

Se han iniciado los estudios técnicos iniciales sobre el uso del suelo, los recursos naturales, los recursos culturales e históricos, los materiales peligrosos, las mediciones de ruido de referencia y la modelización del tráfico para las condiciones existentes. Después de esta reunión de información pública, el equipo del proyecto evaluará todos los comentarios y perfeccionará estas alternativas. La alternativa preferida se presentará en la audiencia pública a finales de 2022 o principios de 2023.

Programación a partir de julio de 2022 y sujeto a cambios



¿Cuándo tendré noticias sobre el derecho de paso y el ruido?



Derecho de Paso

El proceso oficial de adquisición del derecho de paso (ROW) no suele comenzar hasta que se completa el proceso de revisión ambiental federal (NEPA) y la Administración Federal de Carreteras emite una decisión. Si se selecciona una alternativa de construcción, lo que significa que habría que construir algo nuevo, SCDOT desarrollaría los planes finales de derecho de paso y comenzarían las actividades de adquisición.



Ruido

Actualmente se está realizando un análisis del ruido para el proyecto, pero los resultados no estarán listos hasta la audiencia pública que se prevé celebrar a finales de 2022 o principios de 2023. Si se determina que la mitigación del ruido, como las barreras acústicas, es razonable y factible, los posibles beneficiarios recibirán información adicional.

Más información: www.526LCCLongPoint.com/FAQS

Cómo Participar

Sitio Web del Proyecto

www.526LCCLongPoint.com

En directo, 26 de julio de 2022

La página web de la Reunión de Información Pública contiene todo el material que verá en la reunión presencial. Material disponible en inglés y español.

Se puede solicitar una copia por correo del folleto de la reunión de información pública llamando al 843.258.1135 o enviando un correo electrónico a info@526LowcountryCorridor.com.

Cómo Hacer Comentarios

Una aportación significativa es nuestra prioridad número uno. A continuación encontrará las formas de hacer oír su voz en los registros oficiales del proyecto.

Página Web del Proyecto y Encuesta

www.526LCCLongPoint.com

Rellene nuestra encuesta y/o un formulario de comentarios en el sitio web del proyecto.

En Persona

En la Reunión de Información Pública

Los formularios de comentarios en papel estarán disponibles para que los utilice allí o los lleve consigo para enviarlos por correo más tarde.



Reuniones Públicas en Persona

Martes, 2 de agosto de 2022, de 5 a 7 PM

R. L. Jones Center

391 Egypt Road, Mount Pleasant, SC

. Traductor estará disponible.



Correo Electrónico del Proyecto

info@526LowcountryCorridor.com



Correo

Joy Riley, PE, PMP, CPM, DBIA
SC Department of Transportation
Post Office Box 191
955 Park Street
Columbia, SC 29202-0191

Todas las observaciones formales recibidas durante el periodo de comentarios se evaluarán y se incluirán en el expediente del proyecto. Toda la información facilitada se publicará y estará sujeta a la Ley de Libertad de Información.



Queremos Conocer su Opinión!



SCDOT Project Manager
Joy Riley, PE, DBIA, PMP, CPM

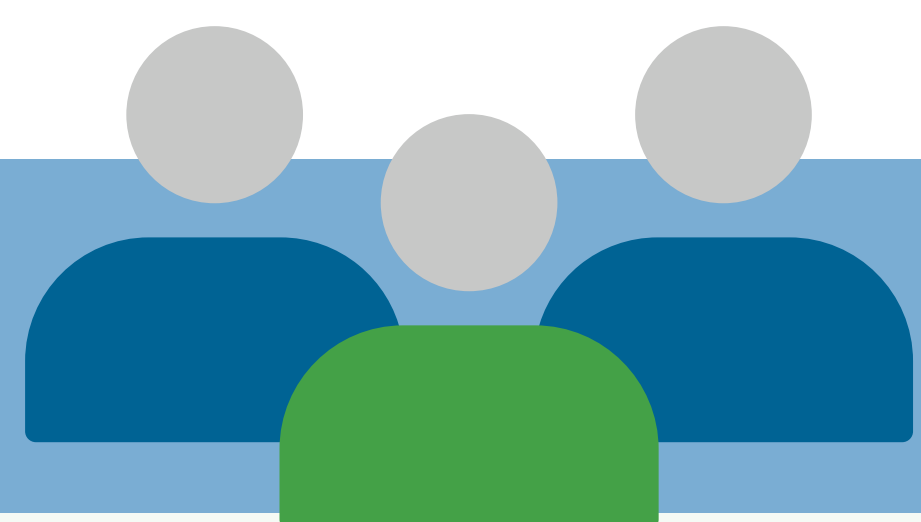
info@526LowcountryCorridor.com

843.258.1135 (Llamada/Mensaje)

  @526Corridor

Cumplimiento del Título VI: SCDOT cumple con todos los requisitos establecidos por los reglamentos federales emitidos por el Departamento de Transporte de los Estados Unidos en virtud del Título VI de la Ley de Derechos Civiles de 1964, con sus modificaciones. Toda persona que considere que ha sido discriminada por motivos de raza, color, religión, sexo, edad, discapacidad o origen nacional en el marco de un programa que recibe ayuda federal tiene derecho a presentar una queja ante SCDOT. La queja deberá presentarse ante el Coordinador de Cumplimiento del Programa del Título VI, en la Oficina de Desarrollo Empresarial y Programas Especiales, 955 Park Street, Suite 117, Columbia, SC 29202 o en el 803.737.5095. La queja debe presentarse a más tardar 180 días después de la fecha del supuesto acto de discriminación. Deberá exponer de la forma más completa posible los hechos y circunstancias del incidente y deberá estar firmada por la persona que presenta la queja.

¿Qué sucede ahora que el I-526 LCC EAST PEL está completo?



PARTICIPACIÓN DEL PÚBLICO Y DE LA AGENCIA

Estudio de planificación y vínculos ambientales (PEL)

Otoño 2019- Verano 2022

- Estudios de planificación
- Análisis de condiciones existentes
- Previsiones futuras
- Objetivos del estudio
- Propósito y necesidad
- Identificación de alternativas razonables
- Estimaciones de costos y plan de implementación

Ley Nacional de Política Ambiental (NEPA)

Verano 2022 - Primavera 2023

- Nivel de análisis NEPA determinado
- Confirmar/refinar el propósito y necesidad
- Refinar alternativas
- Estudios ambientales detallados y análisis de ruido
- Explorar la mitigación y los compromisos
- Preparar documento de decisión

Implementación del Proyecto

Primavera 2023 - Verano 2024

- Diseño final
- Adquisición de derecho de paso
- Permisos
- Compromisos de mitigación
- Construcción

Operaciones de Mantenimiento

En curso

- Mantenimiento de vías y derecho de paso

Proyectos Resultantes

✓ Mejoras en el intercambio de I-526/Long Point Road (financiado)

Mejoras en la calle principal de la I-526 (Virginia Avenue hasta U.S. Highway 17 en Mount Pleasant) (aún no financiado)

Propósito del Proyecto

- **Mejorar la operaciones** en el intercambio de la I-526 con Long Point Road y la calle principal de la I-526
- **Reducir los conflictos operativos** entre el tráfico portuario y local

Necesidad del Proyecto



Deficiencias de intercambio



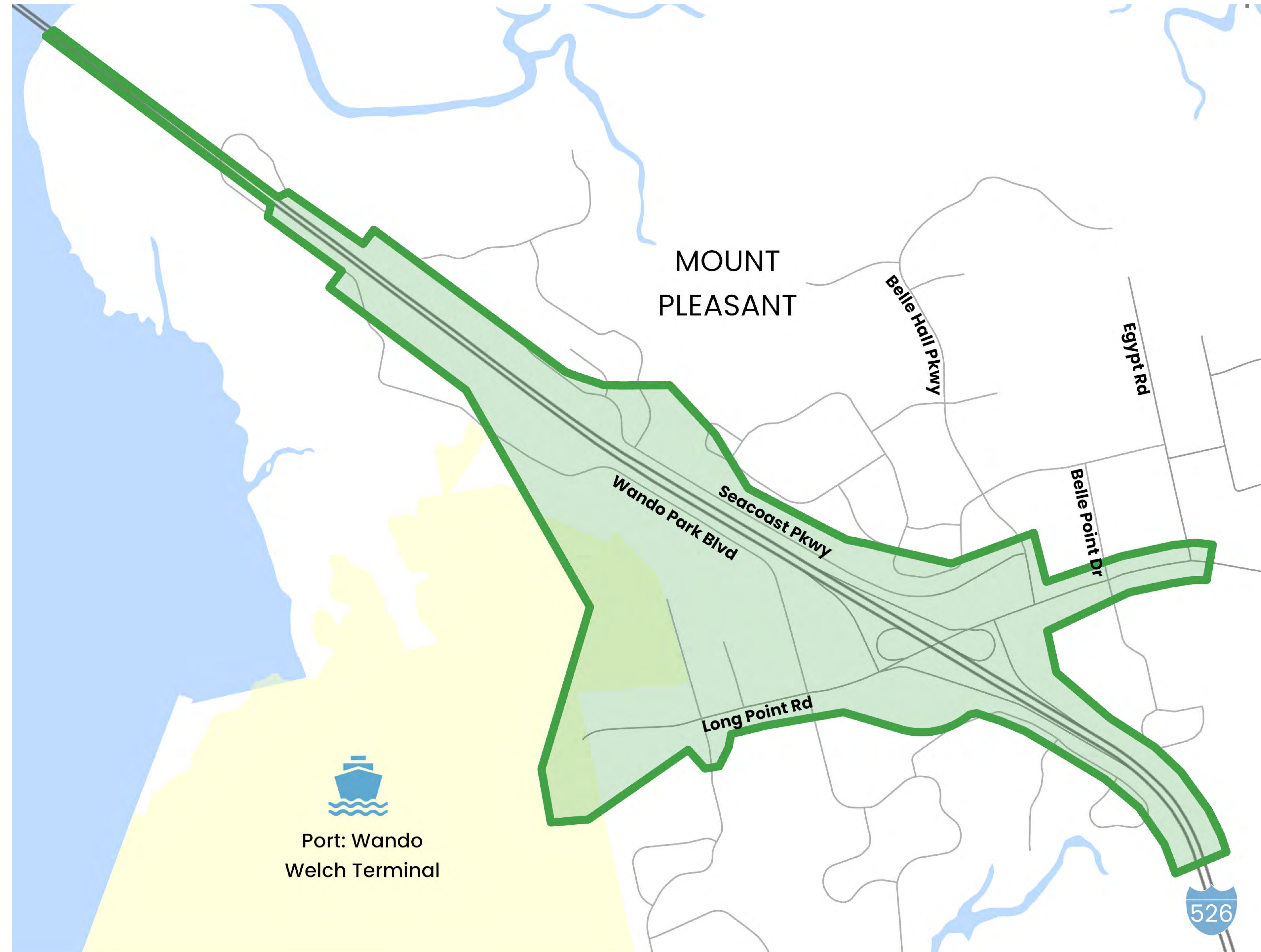
Congestión relacionada con el tráfico en la I-526 y dentro del intercambio



Crecimiento de la población y economía

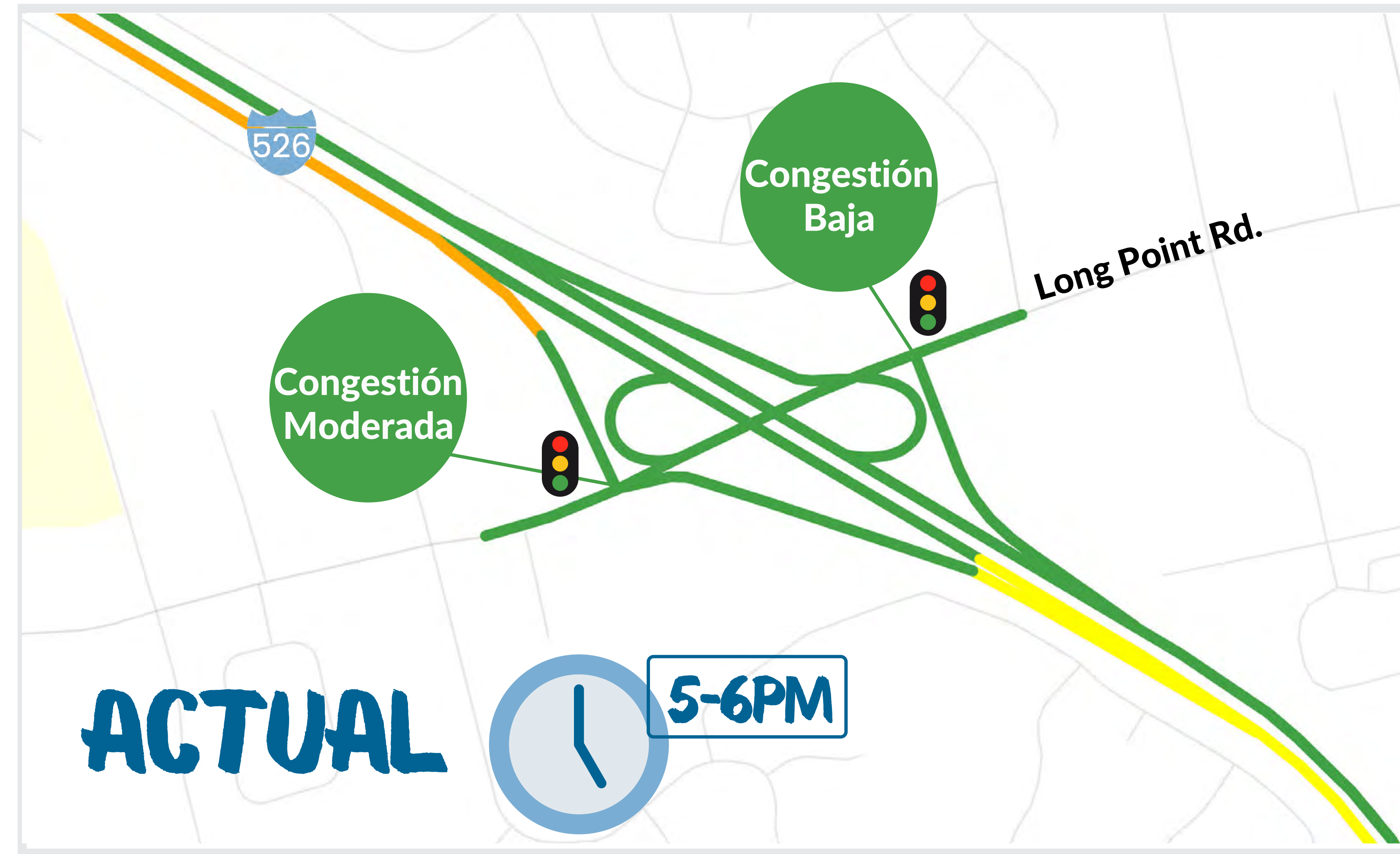
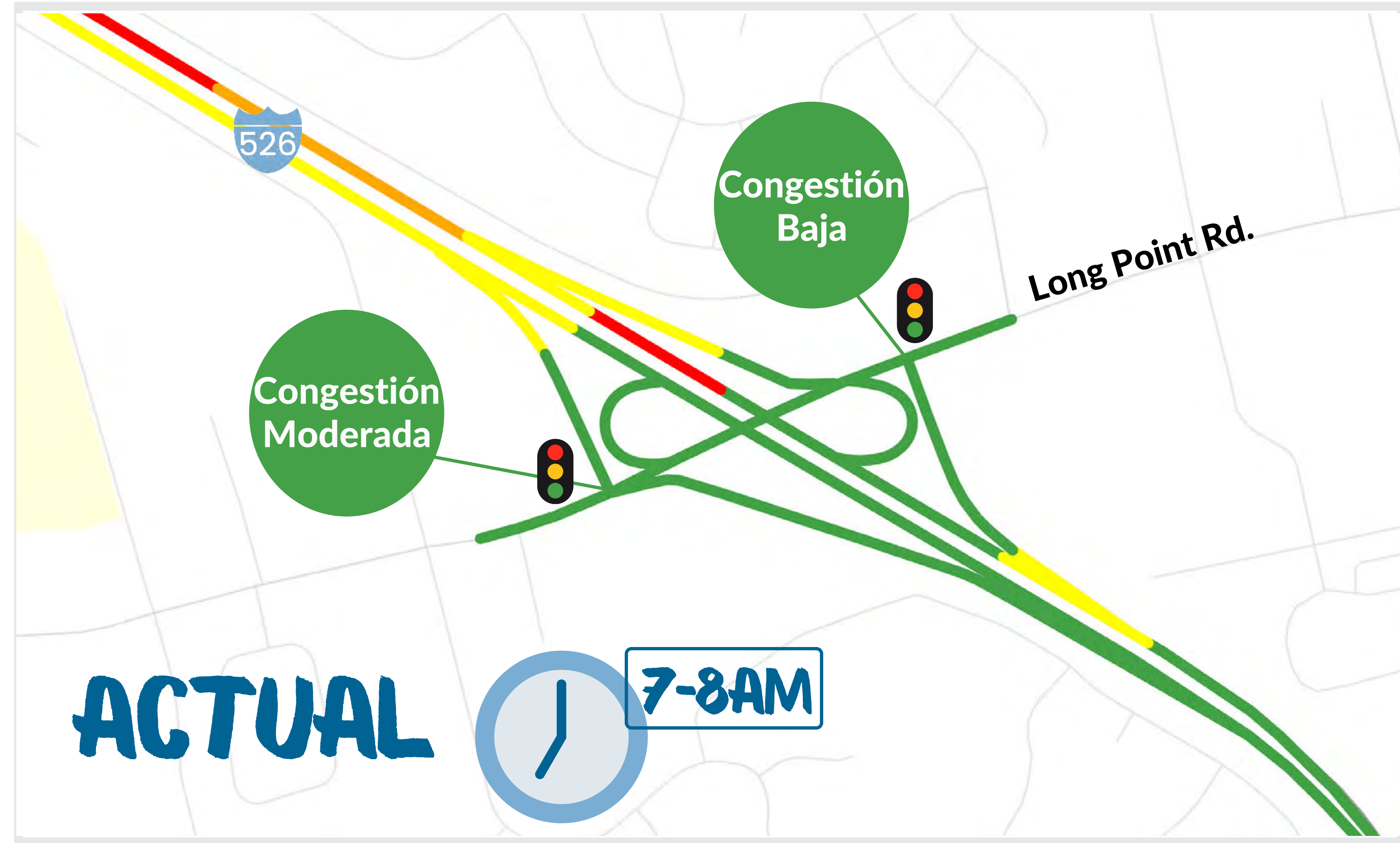


Comentarios e inquietudes del público

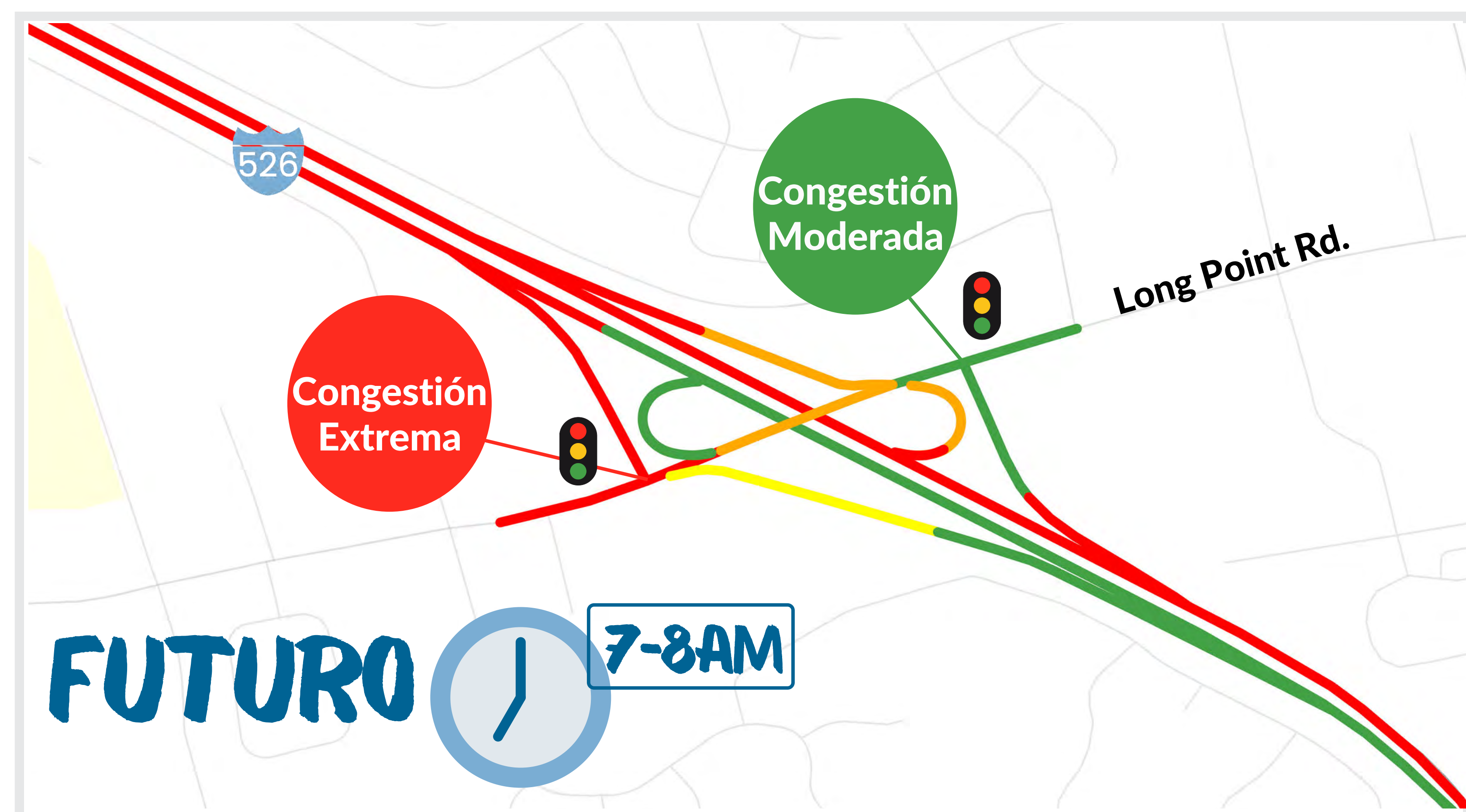


¿Cómo será el tráfico si no se realizan mejoras?

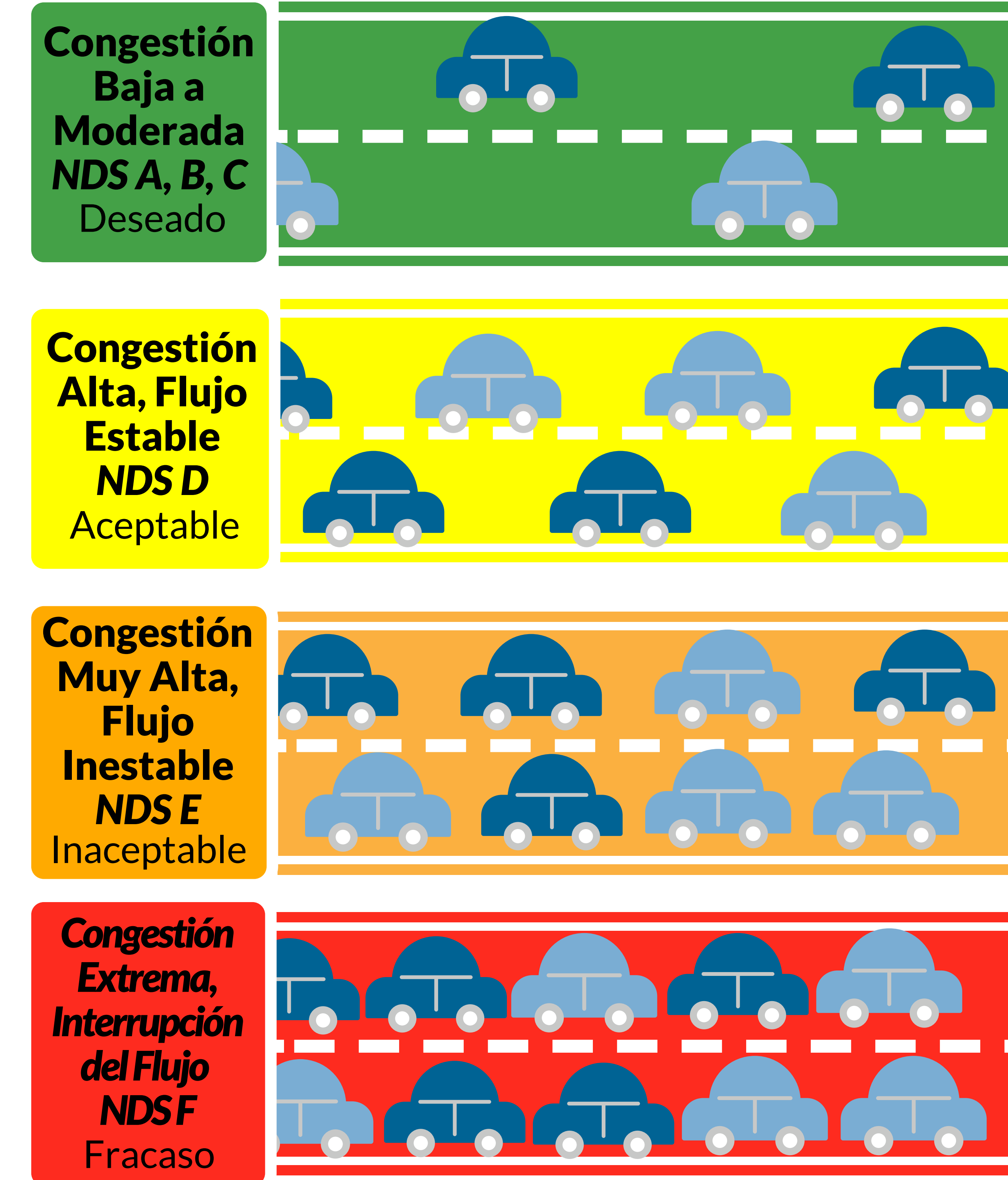
2022 Condiciones sin construcción



2050 Condiciones sin construcción



El Nivel de Servicio (NDS) se utiliza para medir las operaciones de tráfico y la congestión. Se estima de manera diferente para autopistas, intersecciones, caminos locales y rampas. NDS se mide en una escala de A (congestión baja) a F (congestión extrema) como ilustrado a continuación.



Crecimiento de Tráfico Anticipado

¿Cómo anticipamos que el tráfico de hoy cambiará en 2050?

Es posible que veamos **13,000 camiones más** por día viajando por el cruce de la I-526 y Long Point Road. Actualmente, 14% de todos los vehículos en la I-526 en el río Wando en el 2022 son camiones pero se anticipa que ese número **crecerá al 19%** en el 2050. Mientras tanto, el porcentaje de vehículos que son camiones se mantendría constante en Hungry Neck Boulevard.

66%
 aumento en
 PATD
 esperado para
2050

Promedio Anual de Tráfico Diario (PATD) es el volumen de tráfico total que pasa por un punto o segmento de una autopista en ambas direcciones durante un año dividido por 365 días



I-526 @ EL RÍO WANDO



Promedio Anual de Camiones Diarios
 2022: 10,500 camiones o 14%
 2050: 24,000 camiones o 19%



Promedio Anual de Automóviles Diarios
 2022: 64,700 automóviles o 86%
 2050: 100,900 automóviles o 81%

MOUNT PLEASANT

Actualmente, hasta 12,000 viajes de camiones ocurren diariamente en este intercambio.

128%
 aumento en el
 volumen de camiones
 esperado para 2050

Actualmente, hasta 6,000 o 7,000 viajes de camiones ocurren diariamente en Long Point Road.



Currently, up to 12,000 truck trips occur at this interchange daily.

Puerto: Terminal Wando Welch

I-526 @ HUNGRY NECK BOULEVARD



Promedio Anual de Camiones Diarios
 2022: 2,500 camiones o 4%
 2050: 3,900 camiones o 4%



Promedio Anual de Automóviles Diarios
 2022: 59,400 automóviles o 96%
 2050: 92,600 automóviles o 96%

Hungry Neck Blvd

¿Cómo se evalúan las alternativas?



Aportes del
Accionista y el
Público

1

Evaluación de nivel 1
Propósito y necesidad

2

Evaluación de nivel 2
Inmersión más profunda: Propósito y necesidad, Ingeniería,
Recursos naturales, Comunidad y entorno construido,
Objetivos del proyecto

El equipo evalúa las alternativas a través de un **proceso de dos pasos** para identificar una **Alternativa Preferida Recomendada**. Mayor detalle en el análisis viene con cada nivel de evaluación. Al mismo tiempo, el número total de alternativas disminuirá a medida que se eliminen las de menor rendimiento.

Rango de Alternativas



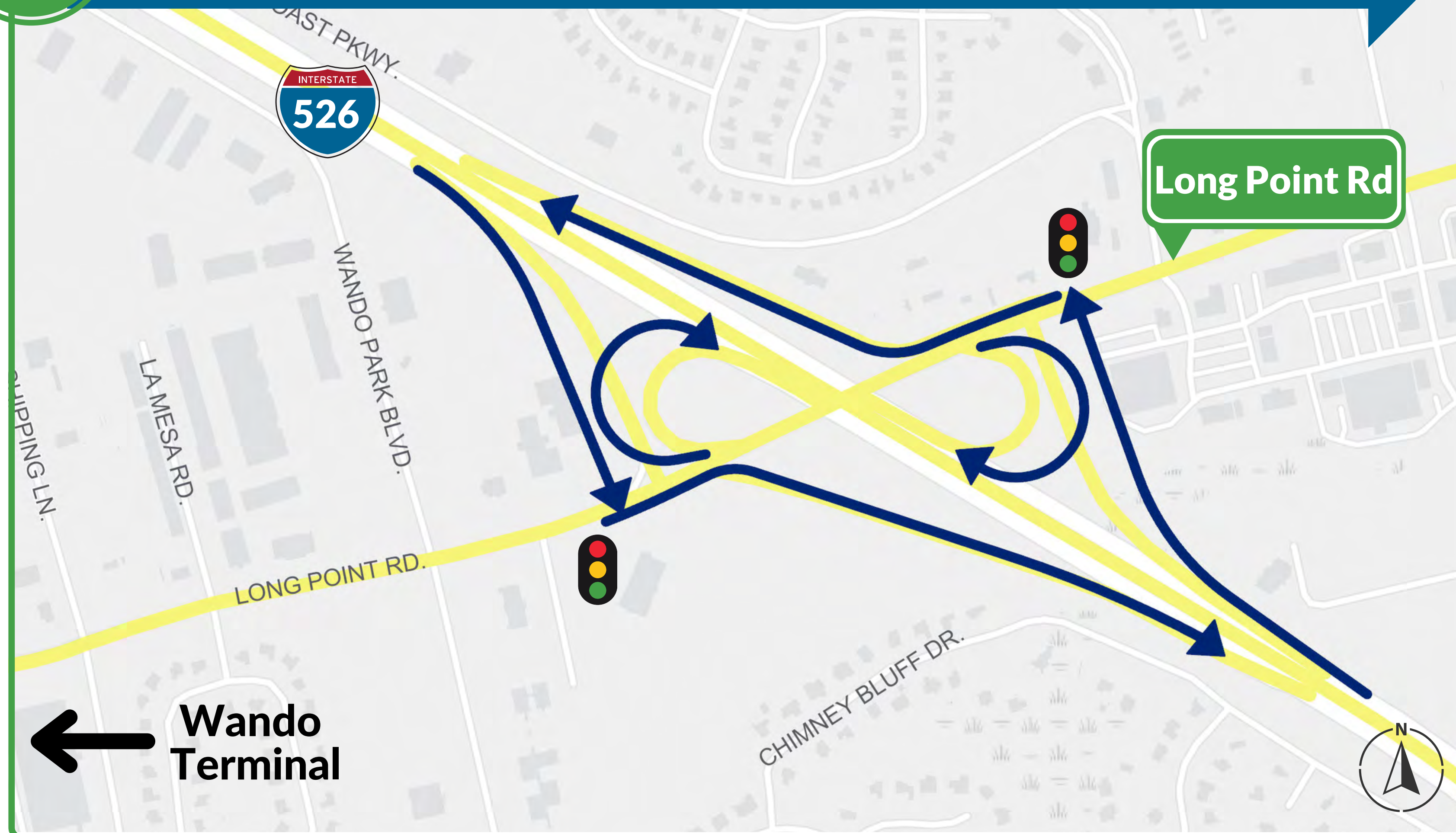
Alternativas Razonables



**Alternativa Preferida
Recomendada**

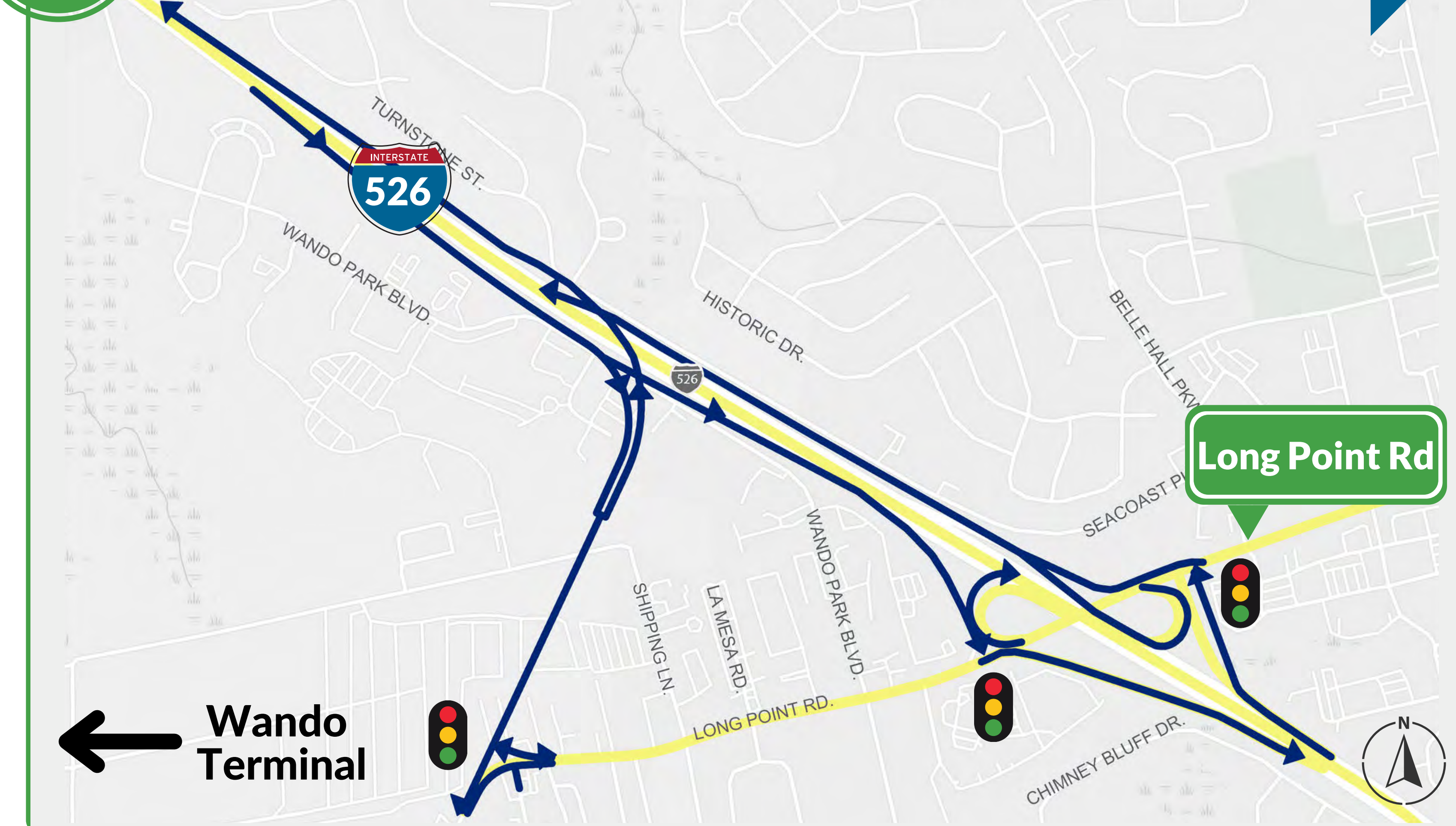
Rango de Alternativas

1 Alternativa 1: Mejora de las rampas existentes



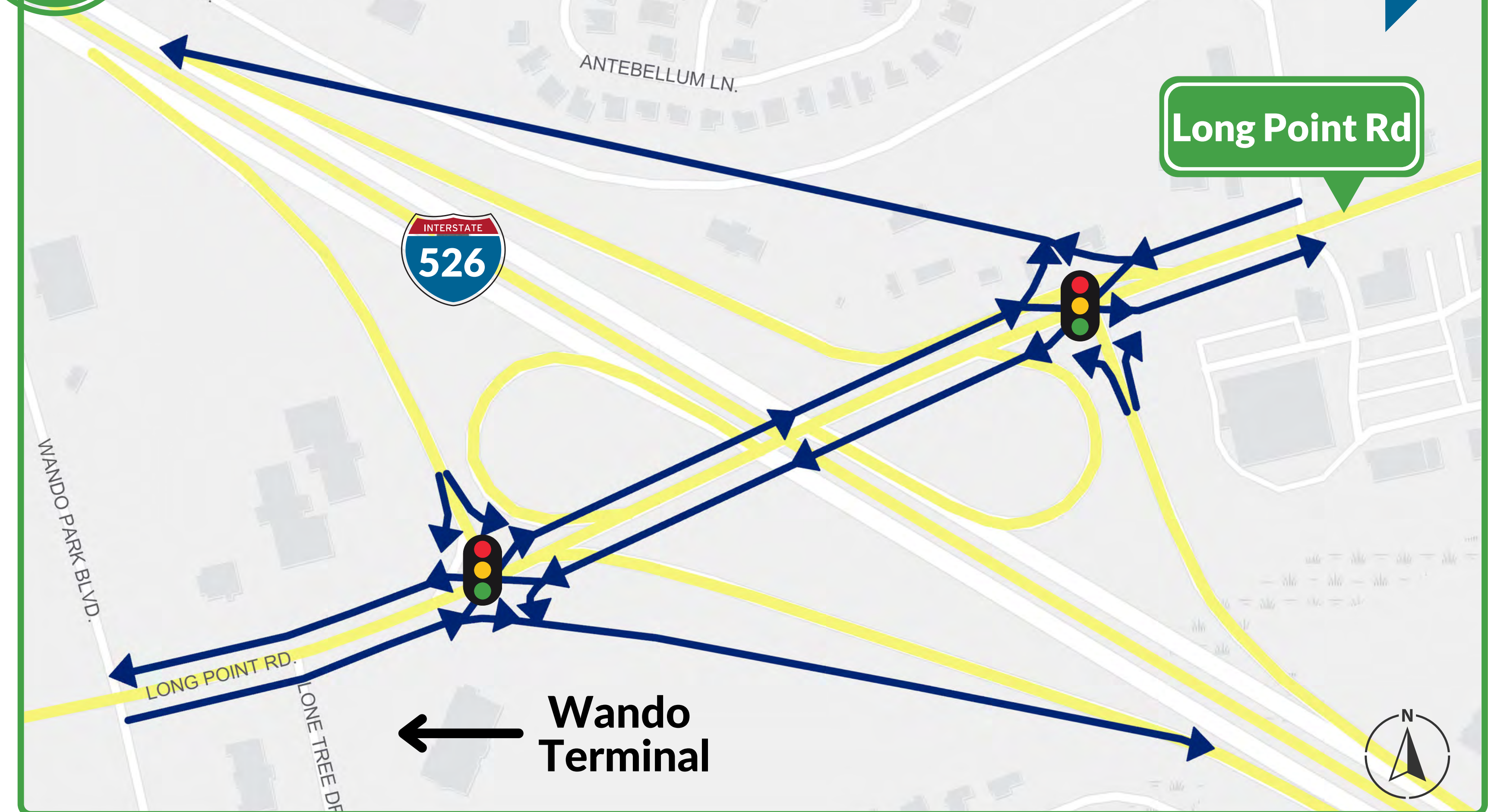
Sobre la base de los estudios de tráfico iniciales, la capacidad de la alternativa 1 para satisfacer el propósito y la necesidad de mejorar las operaciones y reducir los conflictos entre el tráfico portuario y el local muestra que se requieren estudios adicionales.

2 Alternativa 2: Nuevas rampas de acceso al puerto con rampas existentes mejoradas



Sobre la base de los estudios de tráfico iniciales, la capacidad de la alternativa 2 para satisfacer el propósito y la necesidad de mejorar las operaciones y reducir los conflictos entre el tráfico portuario y el local muestra resultados favorables.

3 Alternativa 3: Intercambio de diamantes divergentes (DDI)



Sobre la base de los estudios de tráfico iniciales, la capacidad de la alternativa 3 para cumplir con el propósito y la necesidad de mejorar las operaciones y reducir los conflictos entre el tráfico portuario y local muestra que se requieren estudios adicionales.

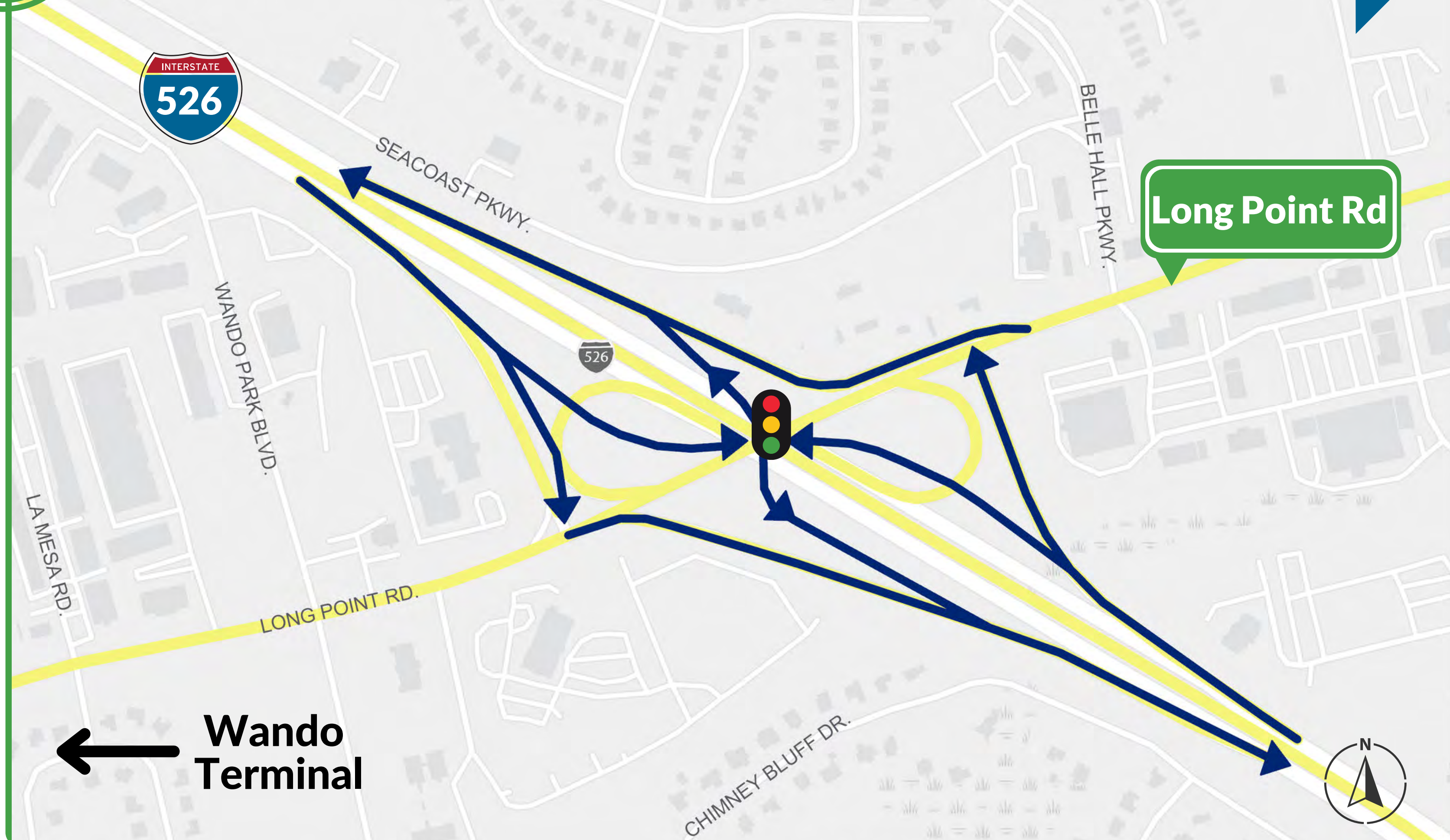
Leyenda:

- Existente
- Opción

Las alternativas son conceptuales y están sujetas a cambios

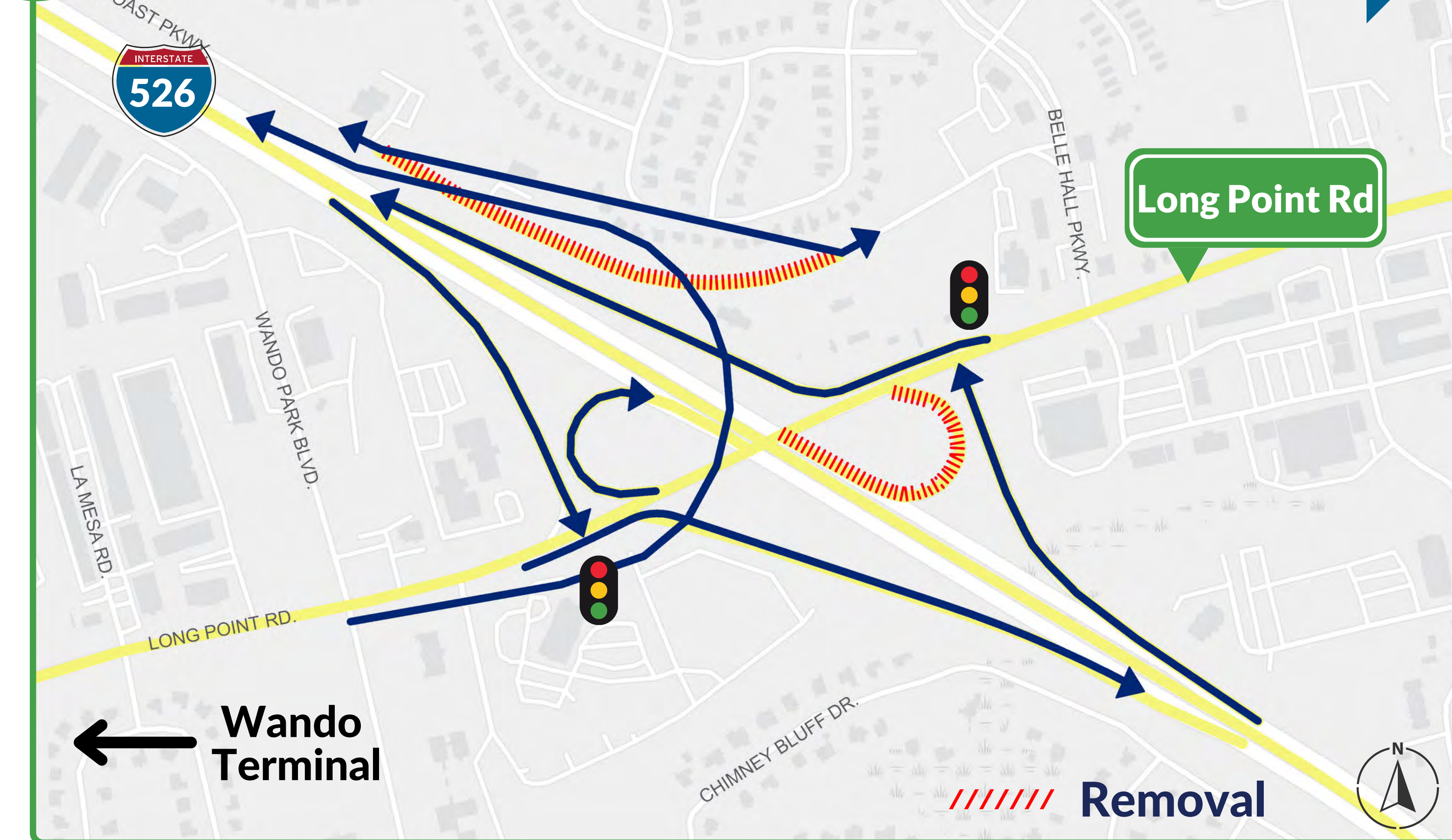
Rango de Alternativas

4 Alternativa 4: Intercambio urbano de un solo punto (SPUI)



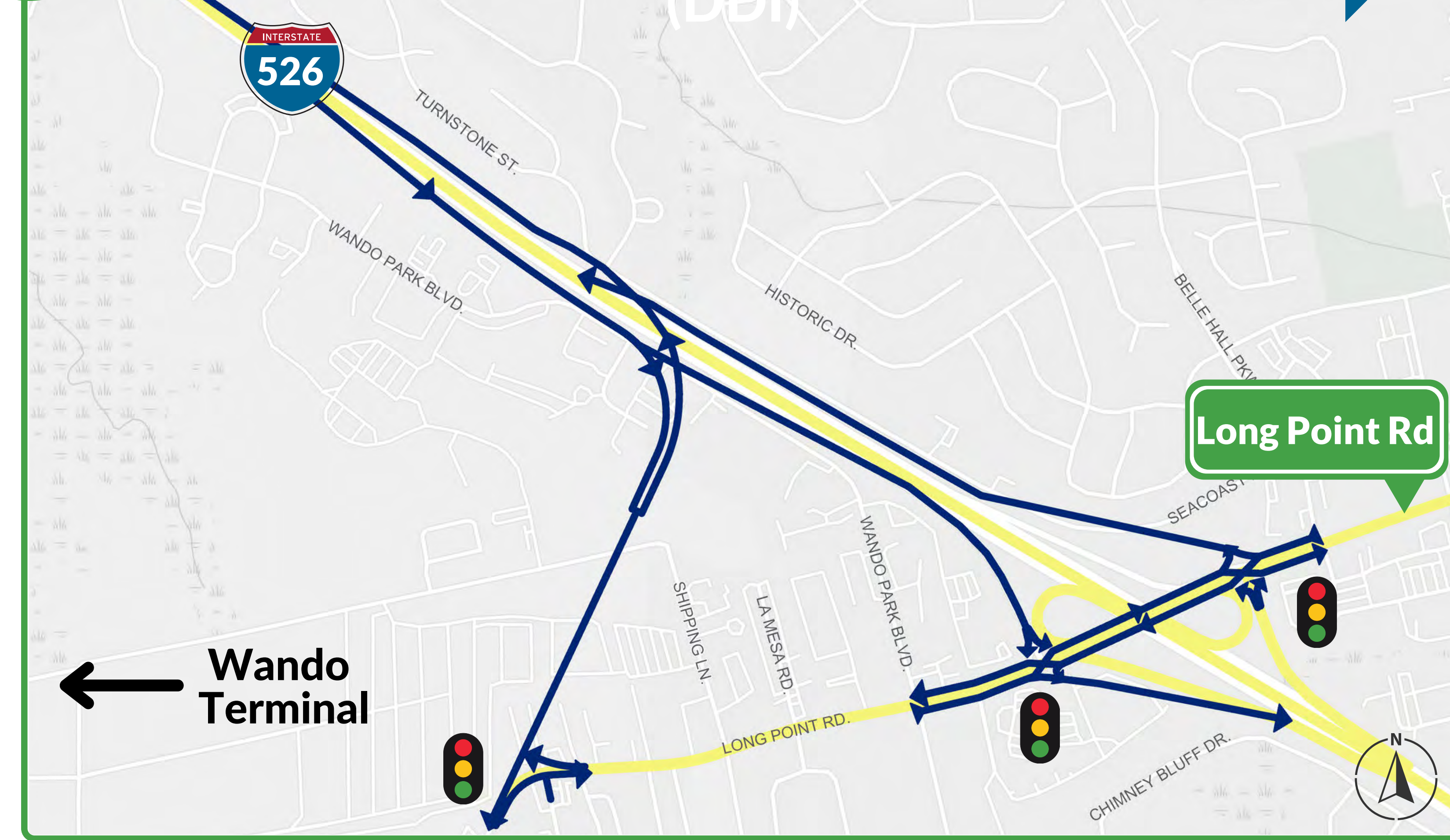
Sobre la base de los estudios de tráfico iniciales, la alternativa 4 no parece cumplir el propósito y la necesidad de mejorar las operaciones y reducir los conflictos entre el tráfico portuario y el local.

5 Alternativa 5: Paso elevado



Sobre la base de los estudios de tráfico iniciales, la alternativa 5 no parece cumplir el propósito y la necesidad de mejorar las operaciones y reducir los conflictos entre el tráfico portuario y el local.

6 Alternativa 6: Nuevas rampas de acceso al puerto con intercambiador de diamante divergente



Sobre la base de los estudios de tráfico iniciales, la capacidad de la alternativa 6 para satisfacer el propósito y la necesidad de mejorar las operaciones y reducir los conflictos entre el tráfico portuario y el local muestra resultados favorables.

Legend:

- Existente
- Opción
- Remover

Las alternativas son conceptuales y están sujetas a cambios

Las regulaciones federales exigen que SCDOT realice estudios de ruido y considere los impactos de un proyecto de expansión de carreteras en los residentes cercanos cuando un proyecto se desarrolla con fondos federales. A continuación se describe el proceso que utiliza el SCDOT para determinar la razonabilidad y viabilidad de la construcción de muros acústicos.

Monitorear el Ruido

Existente

SCDOT toma medidas en el campo dentro del corredor del proyecto para validar los niveles de ruido existentes



Modelo del Cambio de Ruido

Una Modelación compleja de computadora predice los niveles de ruido esperados una vez que se construye o modifica la carretera y cambia el tráfico



Identificar Impactos de Ruido

SCDOT identifica impactos de ruido existentes y futuros dentro del corredor del proyecto

¿Qué es un impacto de ruido?

El ruido se define como sonidos no deseados o excesivos. Las fuentes de ruido del tráfico en las carreteras incluyen llantas en el pavimento, así como motores y sistemas de escape de vehículos. Los impactos de ruido se definen por la cantidad de interferencia que tienen los niveles de sonido con la actividad humana diaria



Considerar Medidas de Reducción de Ruido

SCDOT evalúa las medidas de reducción de ruido, como barreras acústicas, para cada propiedad donde se identificó un impacto de ruido



¿Cuándo comenzará el análisis de ruido y cuándo se me avisará?

Actualmente se está realizando un análisis de ruido para el proyecto, pero los resultados no estarán listos hasta la audiencia pública anticipada para fines de 2022 o principios de 2023. Si se determina que la mitigación del ruido es razonable y factible, los posibles beneficiarios recibirán una carta y una boleta.

Después de la evaluación técnica, SCDOT también considera las siguientes preguntas:

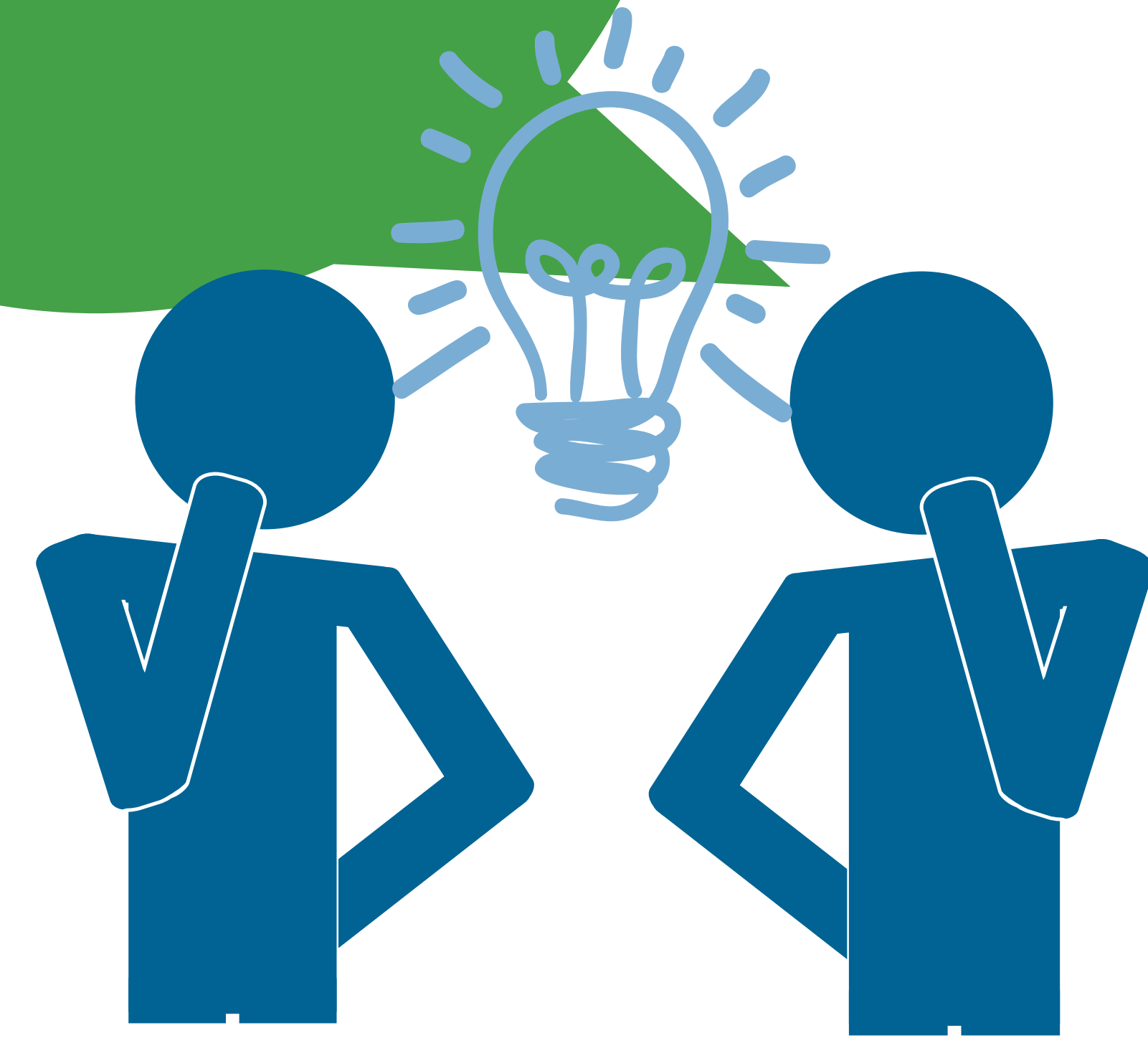
- ¿Un muro acústico reduciría el ruido lo suficiente como para justificar la construcción?
- ¿Es técnicamente factible un muro acústico? ¿Se podría construir?
- ¿Cuántas personas escucharían una diferencia en el ruido?
- ¿La mayoría de los propietarios e inquilinos que recibirían una prevista de reducción del nivel de ruido debido a la construcción de un muro acústico realmente quieren el muro?

Mantenimiento Vegetativo

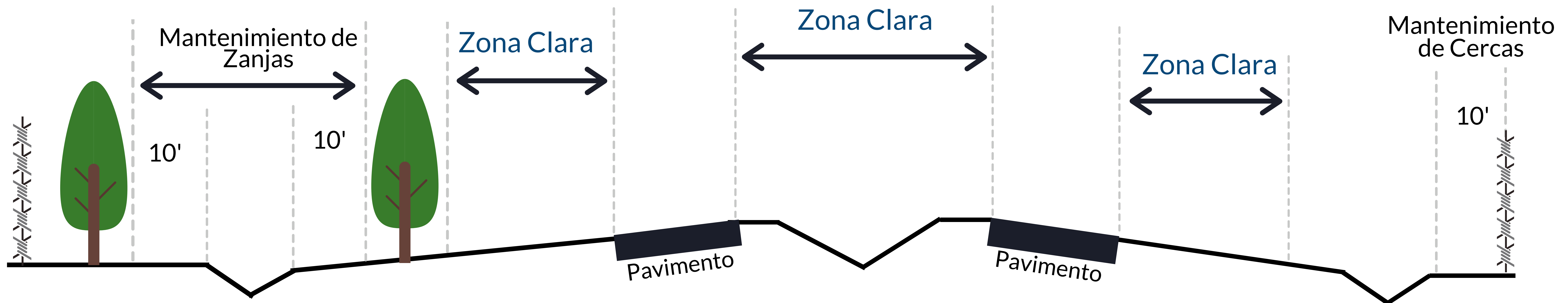
¿Por qué SCDOT realiza el mantenimiento vegetativo?

- ▶ Cortar y mantener la vegetación en Zonas Clara para mejorar la seguridad
- ▶ Zonas Claras a lo largo de los bordes del pavimento proporciona a los automovilistas un área de recuperación segura en caso de que se salgan de la carretera
- ▶ Mejorar el drenaje de zanjas, el acceso a la línea de zanjas y cercas para mantenimiento

¿Sabías?
La mayoría de los choques fatales en SC involucraron contacto con un objeto fijo

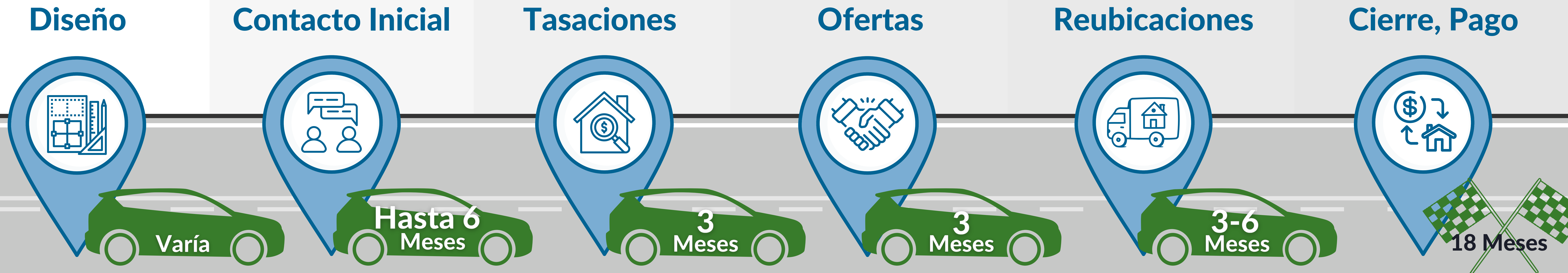


Gestión de la Vegetación para Rutas Interestatales



Proceso Típico de Derecho de Paso

Todos los procesos de derecho de paso siguen la Ley de Políticas de Adquisición de Bienes Inmuebles y Asistencia de Reubicación Uniforme de 1970.



Los ingenieros crean el diseño inicial del proyecto y se identifican las propiedades potencialmente afectadas.

Se realizan cambios en el diseño basado en las aportaciones del público.

FHWA aprueba el diseño y se finalizan las parcelas necesarias.

Los propietarios o herederos son identificados y contactados.

El agente de derecho de paso discute el proyecto y explica el proceso de derecho de paso.

Un tasador independiente evalúa el valor justo de mercado para determinar una compensación justa.

Se invita al propietario a estar presente durante la inspección de tasación.

Un agente de adquisiciones se reunirá y discutirá la oferta de compensación justa y le proporcionará al propietario una copia del informe de tasación final y la oferta por escrito.

El agente y el propietario negociarán la oferta para llegar a un acuerdo.

Un agente de reubicación trabajará con los desplazados para determinar todos los beneficios para los que son elegibles. Los agentes proporcionarán al desplazado un paquete de beneficios por escrito.

El agente educará y ayudará al desplazado a obtener toda la asistencia posible y proveerá información sobre viviendas comparables.

SCDOT establece objetivos para que todas la reubicaciones se completen antes de la construcción del proyecto

La propiedad se transfiere y SCDOT paga a los propietarios y desplazados.

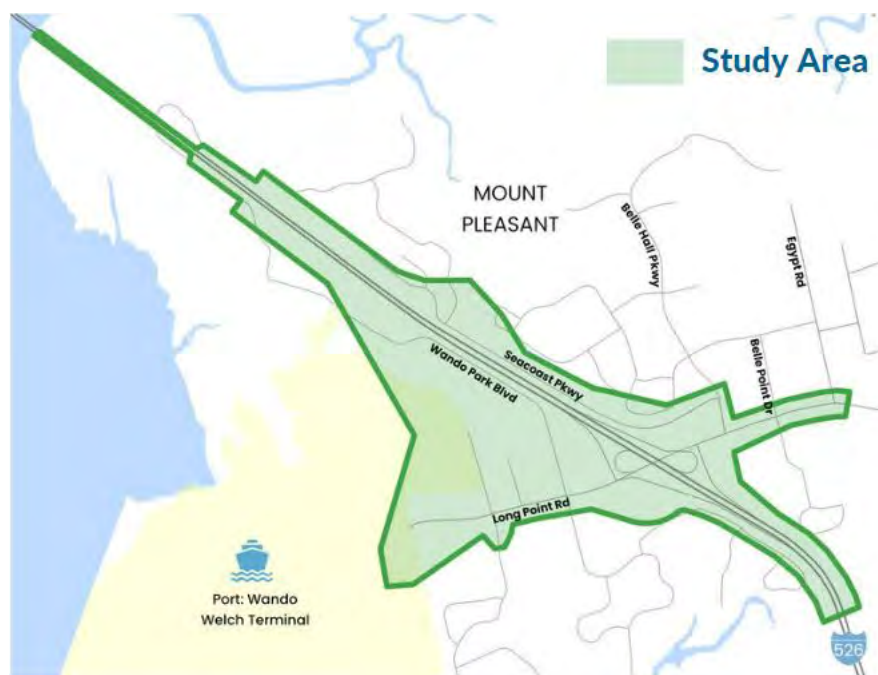
Si no se puede llegar a un acuerdo, la adquisición puede ocurrir a través del dominio eminente.

Desde agosto 2022. Cada situación es única. Los tiempos que se muestran arriba son tiempos promedios para un proyecto promedio. Para obtener detalles adicionales, visite o llame a nuestra oficina comunitaria: 843.258.1135.

1.0 PUBLIC INFORMATION MEETING SUMMARY

The public comment period associated with the public information meeting (PIM) for the I-526 @ Long Point Road Interchange Improvements project located in Mount Pleasant, South Carolina was open from July 26 to September 2, 2022. Materials were made available to the public in a variety of methods including on the project website (www.526lclongpoint.com/), in-person at the PIM, and by USPS, upon request. Additionally, the public could engage and ask questions of the project team by calling the project hotline (843.258.1135), emailing the project email address (info@526LowcountryCorridor.com), or attending the PIM on August 2, 2022. Between July 26 and September 2, 2022, the official comment period, the landing page for the public information meeting materials had 5,284 views. On August 2, 2022, 301 people attended the in-person meeting located at the R.L. Jones Center in Mount Pleasant. A total of 538 comments were received during the formal comment period.

Figure 1 I-526 @ Long Point Road Interchange Improvements Project Study Area



2.0 PUBLIC INFORMATION MEETING

The in-person PIM for the I-526 @ Long Point Road Interchange Improvements project was held on August 2, 2022 at the R.L. Jones Center in Mount Pleasant. Additionally, all PIM materials were available online (www.526lcclongpoint.com/public-meeting-2022).

The goals of the PIM were to educate the public on the project's background (including its purpose and need), present the range of alternatives, explain how the alternatives will be refined moving forward, and describe how public input informs the project development process. SCDOT wanted to gather feedback on the materials presented, specifically the current alternatives and information on any resources in the study area, including historic or cultural resources. The boards and handouts used for the PIM were available in both English and Spanish. English/Spanish translators were available on site to help guide Spanish-speakers through the materials.

2.1 IN-PERSON MEETING CONTENT AND FORMAT

Project stakeholders were invited to attend the meeting at starting at 4 p.m., and the general public was invited to attend from 5-7 p.m. The purpose of this schedule was to provide stakeholders a preview of materials with additional time to talk to project team members and also space out the meeting attendance to allow everyone a better opportunity to engage the project team individually.

In-person materials included static boards and roll plots. The layout included sign-in tables at the entrance of the gym, static boards arranged around the perimeter of the gym, and roll plots of the alternatives located in the center of the gym. The boards/stations around the perimeter of the gym included:

1. Moving from the PEL to NEPA Process
2. Draft Purpose & Need
3. Anticipated Traffic Growth (two boards)
4. Screening Process
5. Range of Alternatives (two boards showing six alternatives)
6. Noise Evaluation Process
7. Vegetative Maintenance
8. Typical Right-of-Way Process

The alternatives displayed on the roll plots were:

1. Alternative 1A: Improved Existing Ramps
2. Alternative 2: New Port Access Ramps with Improved Existing Ramps
3. Alternative 3: Diverging Diamond Interchange (DDI)
4. Alternative 6: New Port Access Ramps with Diverging Diamond Interchange (DDI)

2.2 ONLINE MEETING CONTENT AND FORMAT

To accompany the in-person meeting, an online public meeting, consisting of a website of all the materials and ways to comment, was available 'on demand' throughout the comment period (July 26 – September 2, 2022) and will remain on the project website (www.526lclongpoint.com/) for the duration of the project development process. The online format allowed the public to view materials and participate on their own schedule. The materials were divided into six main sections: Project Background, Growing Traffic Congestion Concerns, Potential Improvements to Address Project Need, Understanding Traffic Noise Impacts, Right-of-Way Process, and Next Steps and How to Comment. All materials were available online in both English and Spanish.

Figure 2 I-526 @ Long Point Road Interchange Improvements Online Public Meeting¹

PUBLIC INFORMATION MEETING

View materials and provide your input from July 26 - September 1, 2022!

Public Meeting Overview

A public information meeting will be held for the I-526 @ Long Point Road Interchange Improvements project on Tuesday, **August 2, 2022 from 5 - 7 pm** at the **R.L. Jones Center** (391 Egypt Rd, Mt Pleasant, SC).

The purpose of this public information meeting is to:

- Explain how YOUR input in the I-526 LOC EAST study was used to accelerate this project
- Ask for your input on the purpose and need and the range of alternatives
- Outline the next steps in the project development process
- Gather information on historic or cultural resources and any potential impacts

All materials that will be presented at the in-person meeting will be available on this website beginning July 26.

HANDOUT **COMMENT** **SURVEY** Español

Project Background

¹ www.526lclongpoint.com/public-meeting-2022 accessed on September 12, 2022.

3.0 PIM ADVERTISEMENT

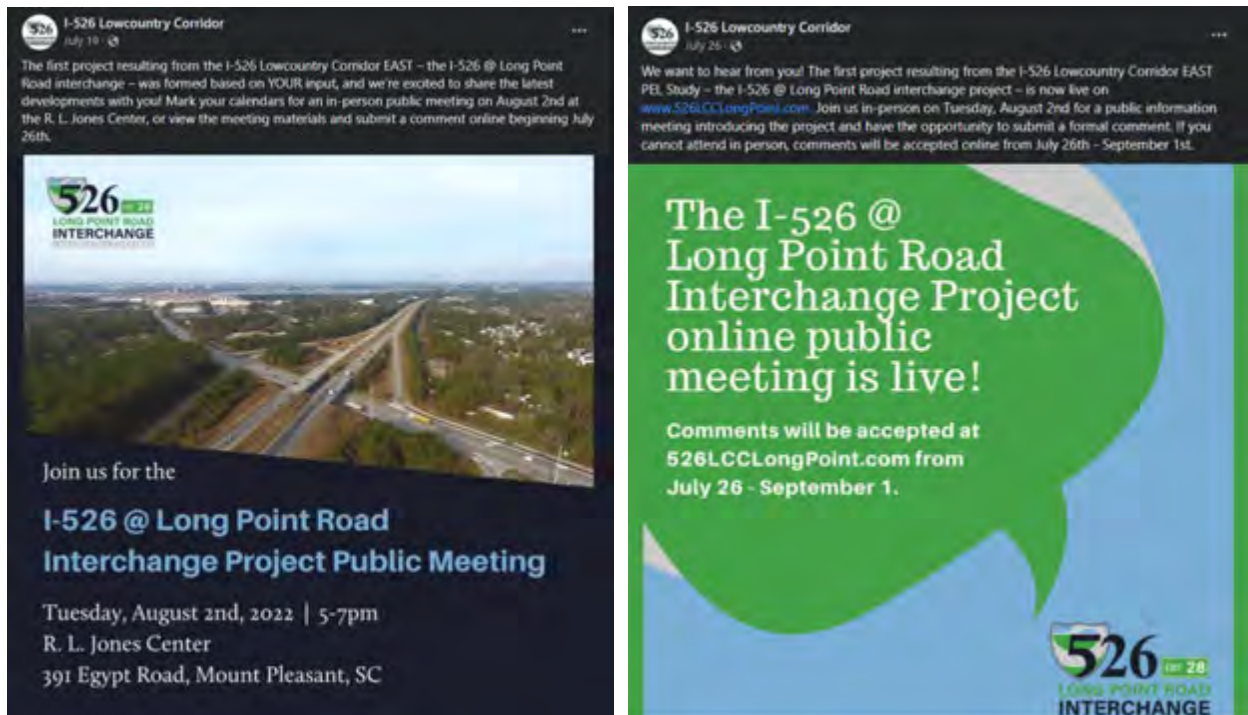
Multiple types of advertisement, both traditional and non-traditional, were used to publicize the PIM. These methods are outlined below.

3.1 ADVERTISING METHODS

Paid Social Media

Paid social media was used to drive traffic to the online and in-person meetings. The project team created social media ads using the project's Facebook account to reach the target audience of residents, businesses, and commuters using the I-526 Lowcountry Corridor Facebook page. **Figure 3** shows two of the project's paid Facebook advertisements designed to drive users to the project website. Additionally, the project team posted organic posts on the project's Facebook and Twitter accounts to encourage participation.

Figure 3 Paid Social Media Posts



Eblast

An eblast is an email message that goes out to a group of people in mass, simultaneously. In this case, the I-526 @ Long Point Road Interchange Improvements project has a joint mailing list of interested parties with the I-526 LCC projects. Individuals may subscribe to receive email updates for these projects. Additionally, the I-526 @ Long Point Road Interchange Improvements project has a separate list of local stakeholders which is used to inform them of stakeholder-only events.

- July 26, 2022: An eblast announcing the PIM (online and in-person) was sent to 2,448 recipients.
- July 26, 2022: An eblast announcing the PIM (online and in-person) and invitation to participate early at the in-person meeting was sent to 289 stakeholders.
- August 1, 2022: An eblast reminding interested parties about the in-person PIM was sent to 2,441 recipients.
- August 31, 2022: An eblast reminding interested parties about the end of the comment period (September 1, 2022) was sent to 2,554 recipients.

Postcards

The project team mailed postcards to approximately 5,500 addresses within the focused outreach area to arrive at mailboxes around July 26, 2022.

Figure 4 Front and Back of Postcard Mailer



Press Release/Media Day

SCDOT's Communications Office distributed a press release with the launch of the online PIM on July 26, 2022. Additionally, a media event was hosted on August 24, 2022 at the I-526 LCC Community Office to brief media on the project and allow them to ask questions of the SCDOT project manager. The following media outlets attended the media event:

- *ABC News 4*
- *Live 5 News*
- *News 2*
- *The Post and Courier*

Newspaper Advertisements

The project team placed advertisements in local area newspapers to notify people about the PIM. Advertisements were placed in the following newspapers:

- *The Post and Courier* on July 18, 2022 (83,483 readers) – traditional legal public notice in English with accommodations note in Spanish
- *El Informador* on August 17, 2022 (minority-focused newspaper) (32,000 readers) – display advertisement in Spanish
- *The Moultrie News* on July 27, 2022 (35,600 readers) – display advertisement in English

Figure 5 Newspaper Display Advertisement

I-526 @ Long Point Road Interchange Improvements
An I-526 Lowcountry Corridor EAST Project
Public Information Meeting
Engagement Guide

How to Participate

Project Website
www.526LCCLongPoint.com
Live July 26, 2022
The Public Information Meeting webpage contains all the materials you would see at the in-person meeting.
Material disponible en inglés y español.

In-person Public Meetings
Tuesday, August 2, 2022 5-7 PM
R. L. Jones Center
391 Egypt Road, Mount Pleasant, SC
Spanish translation services available.
Traductor estafé disponible.

A mailed copy of the public information meeting handout may be requested by calling 803.737.1346 or emailing info@526LowcountryCorridor.com

How to Comment

Meaningful input is our number one priority. Below are the ways to make your voice heard in the official project records.

Project Website & Survey
www.526LCCLongPoint.com
Fill out our survey and/or a comment form on the project website.

Project Email
info@526LowcountryCorridor.com

Mail
Joy Riley, PE, PMP, CPM, DBIA
SC Department of Transportation
Post Office Box 191
955 Park Street
Columbia, SC 29202-0191

In-person
At the Public Information Meeting
Paper comment forms will be available for you to use there or take with you to mail later.

All formal comments received during the comment period will be evaluated and included in the project record. All information provided will be published and subject to disclosure under the Freedom of Information Act.

We want to hear from you!

SCDOT Project Manager
Joy Riley, PE, DBIA, PMP, CPM
info@526LowcountryCorridor.com | 803.737.1346 | @526Corridor

Official Comment Period
July 26 - September 1, 2022

SCDOT

Town of Mount Pleasant Digital Displays

The Town of Mount Pleasant shared a version of the PIM engagement flyer on their digital signage throughout the Town leading up to the PIM. Digital signage is located in community centers and Town facilities.

Figure 6 Town of Mount Pleasant Digital Signage



I-526 @ Long Point Road Interchange Improvements
An I-526 Lowcountry Corridor EAST Project
Public Information Meeting

Engagement Guide

How to Participate

 **Project Website**
www.526LCCLongPoint.com
Open July 26, 2022
The Public Information Meeting webpage contains all the materials you would use at the in-person meeting. Material accessible in english and spanish.

 **In-person Public Meetings**
Tuesday, August 2, 2022 5-7 PM
R. L. Jones Center
291 Egypt Road, Mount Pleasant, SC
Spanish translation services available.
Tradao for estard disponible.

A mailed copy of the public information meeting handout may be requested by calling 843.258.1135 or emailing info@526LowcountryCorridor.com.

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SCDOT Project Manager
Joy Riley, PE, DBIA, PMP, CPM
info@526LowcountryCorridor.com | 803.737.1346 |   @526Corridor

Official Comment Period
July 26 - September 1, 2022




4.0 PARTICIPANTS

4.1 IN-PERSON PUBLIC INFORMATION MEETING ATTENDEES

Date/Time: August 2, 2022, 4:00 – 7:00 p.m.

Location: R.L. Jones Center (391 Egypt Rd, Mt Pleasant, SC 29464)

Attendees: 301

In-person Demographics

The project team collected demographic data on meeting attendees through an optional survey. 43 attendees completed the survey.

52.5% of survey respondents reported their total household income is \$118,000 or greater. 15% of respondents reported their total household income is between \$94,000 and \$117,999, and another 15% of respondents reported their total household income is between \$70,000 and \$93,999.

10% of respondents reported they have a disability. No respondents requested special accommodations for this meeting.

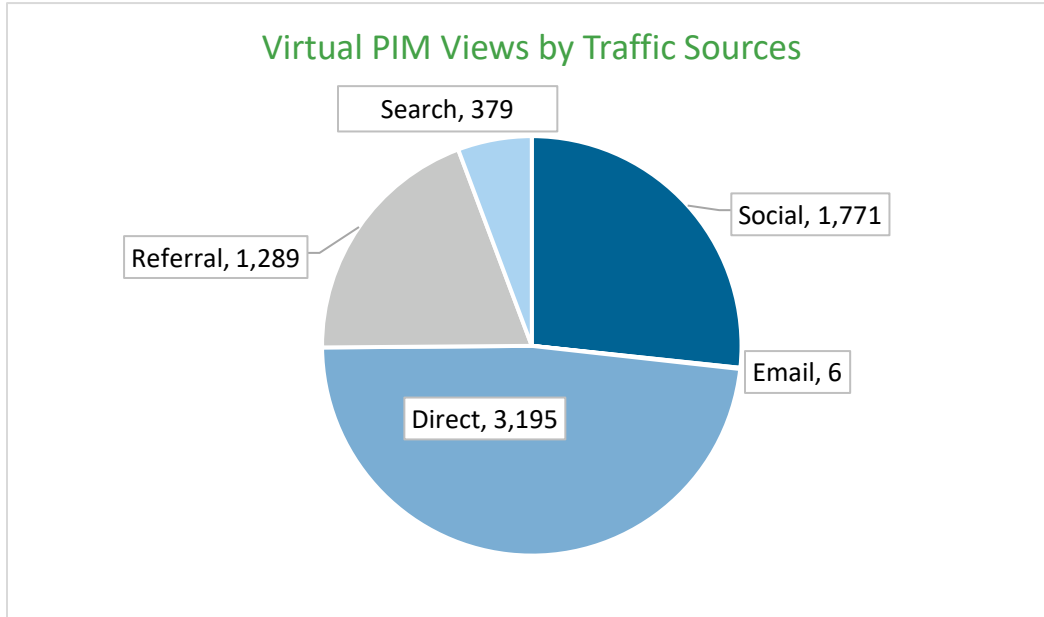
87.8% of respondents reported that they are white, 9.8% Black/African American, and 2.4% another race/ethnicity.

21.3% of respondents reported hearing about the meeting through the postcard mailing. 13.3% of respondents reported hearing about the meeting through Facebook, and 12% reported hearing about the event through the internet.

4.2 WEBSITE ANALYTICS

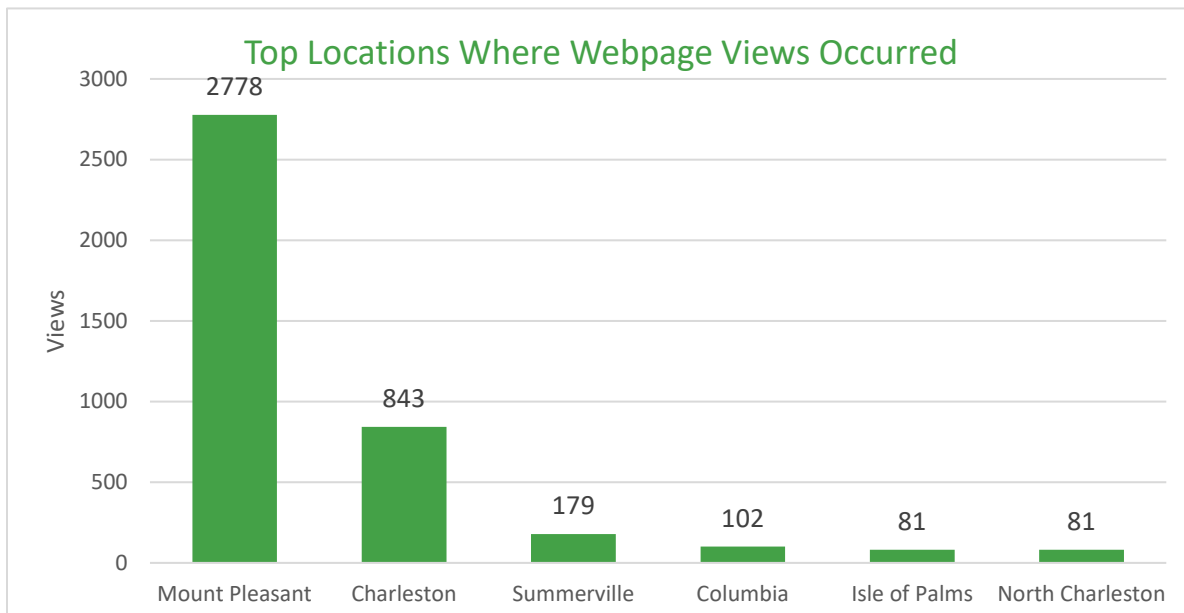
There were 5,284 views on the PIM webpage during the public comment period, for an average of four minutes 11 seconds. Website analytics show direct traffic was one of the top drivers to the website, followed by social media, then referrals. Direct traffic refers to people who typed in the website address directly to get to the site instead of clicking a link from somewhere else. This data has been derived from Squarespace analytics, rather than self-selection, meaning people coming to the website did not self-identify how they arrived.

Figure 7 Virtual Public Information Meeting Traffic Sources



Geographically, 99% of total website viewers were located in the United States. 67% of total viewers were located in South Carolina, followed by North Carolina with 11% of viewers. 42% of viewers were located in Mount Pleasant specifically and at least 20% of viewers were located elsewhere in the Lowcountry area.

Figure 8 Webpage Views by Location



5.0 COMMENTS

A total of 535 comments were received during the formal comment period (July 26 through September 2, 2022). Of those, 48 were duplicate comments. Duplicate comments are comments that were made by the same person at least twice and are verbatim. Duplicate comments are counted toward the total number of comments made, but their sentiments and themes were only tallied once.

There were multiple ways to submit comments: through the website (the virtual PIM webpage or I-526 Lowcountry Corridor general contact page), email to info@526LowcountryCorridor.com, or mail to Joy Riley, SC Department of Transportation, Post Office Box 191, 955 Park Street, Columbia, SC 29202-0191. Comments received include:

- 309 online comments through the virtual PIM webpage
- 164 email comments*
- 48 in-person comments
- 7 online comments through the main project contact webpage
- 6 stakeholder comments
- 3 mail comments
- 1 agency comment

**Includes one phone call to SCDOT that was transcribed and emailed*

The top six themes for comments or concerns received during the public comment period were:

1. Traffic Concerns (51.4%)
2. Safety Concerns (37.9%)
3. Concerns with the Removal of Left Turn onto Belle Hall Parkway (37.4%)
4. Noise Concerns (37.0%)
5. Truck Traffic Concerns (36.4%)
6. Neighborhood Impacts (Property Values) (29.0%)

Alternative 2 is the alternative for which the most support was voiced as well as the most opposition. 17.5% of respondents explicitly stated that they supported the alternative, while 17.7% explicitly stated their opposition to Alternative 2. 19.3% of respondents stated that they supported the creation of new port access ramps, and 27.9% of respondents said that they did not support the addition of new port access ramp (these respondents may or may not have written a specific alternative but did explicitly state their support or lack of support to port access ramps).

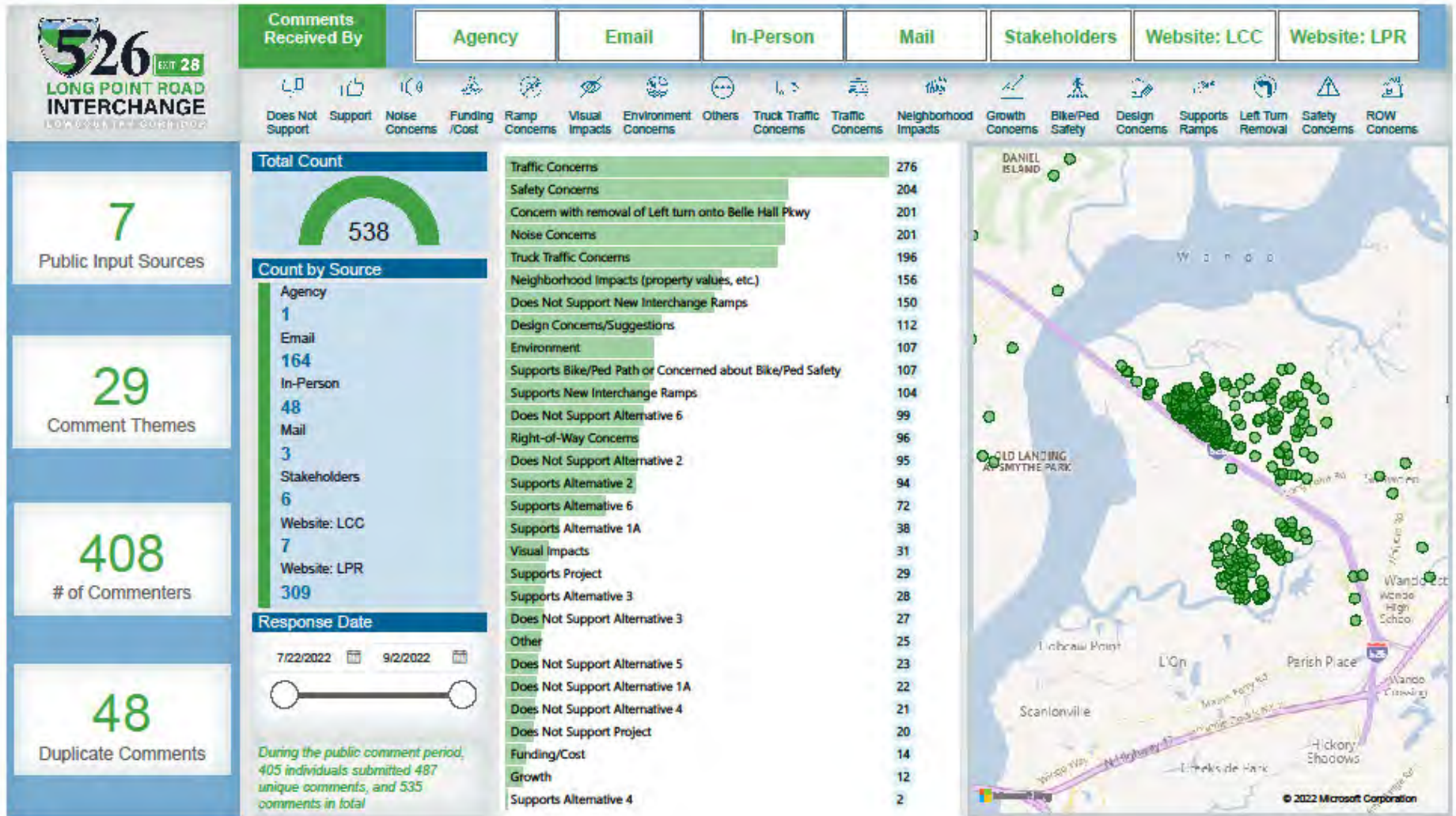
Traffic, safety, noise, and truck traffic concerns were all frequently noted. Traffic and truck traffic concerns included comments noting current traffic on I-526 and Long Point Road as well as concerns of neighborhood traffic that may result from this project. Most noise comments were related to present and future noise concerns in communities adjacent to the I-526 corridor in Mount Pleasant. Safety concerns included both comments on current truck versus car conflicts on Long Point Road and concerns

of safety issues that may result from this project, such as increased car versus pedestrian conflicts and debris from new ramps falling into residential neighborhoods.

Concerns with the removal of the existing left turn onto Belle Hall Parkway and neighborhood impacts were voiced primarily by residents of the neighborhoods to the northeast of the interchange. Their concerns include that the new port access ramp alternatives could negatively impact the traffic patterns and livability of their neighborhoods.

Fewer residents of the neighborhoods to the west of the interchange commented, but those who did were generally supportive of the project and the new port access ramp concepts. Many reported having safety concerns about conflicts between port-bound trucks and cars on Long Point Road.

Figure 9 Public Information Meeting Comment Summary Infographic



6.0 METROQUEST SURVEY

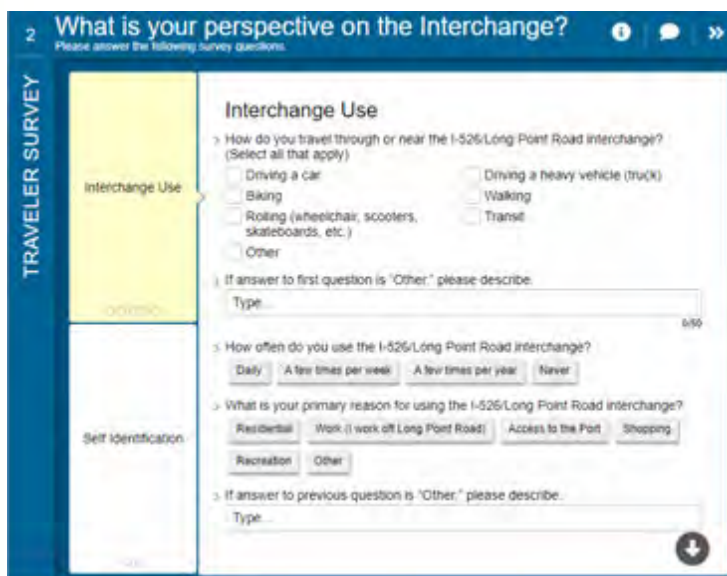
A MetroQuest survey collected public input on the I-526 @ Long Point Road Interchange Improvements project from July 26 through September 9, 2022. The survey was available in both English and Spanish; 744 people completed the survey in English, and one person completed it in Spanish.

The MetroQuest survey included five screens. Screen 1 provided participants an overview of the project, Screens 2-4 invited participants to voice their concerns and priorities for the I-526/Long Point Road interchange with a variety of different question formats, and Screen 5 collected optional demographic information from participants.



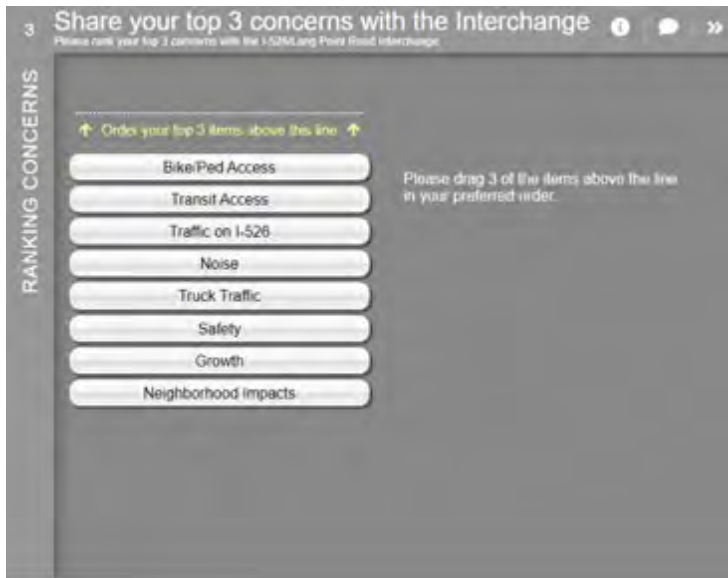
Screen 1 – About this Project

- Project overview and study area map



Screen 2 – Traveler Survey

- Interchange Use
 - How do you travel through or near the I-526/Long Point Road Interchange? (Select all that apply)
 - How often do you use the I-526/Long Point Road interchange? (Multiple choice)
 - What is your primary reason for using the I-526/Long Point Road interchange? (Multiple choice)
- Self-Identification
 - What best describes you? (Select all that apply)



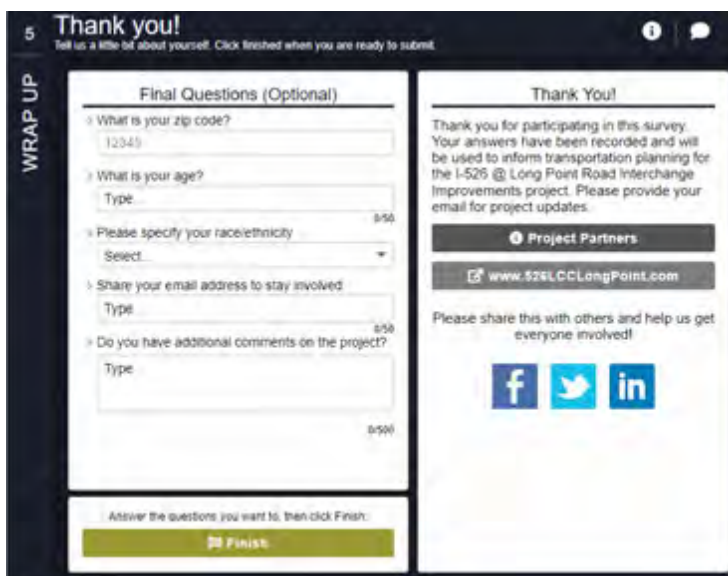
Screen 3 – Ranking Concerns

- Please rank your top 3 concerns with the I-526/Long Point Road Interchange



Screen 4 – Map Your Concerns

- Please drop at least 3 map markers (to indicate your transportation concerns in the study area)

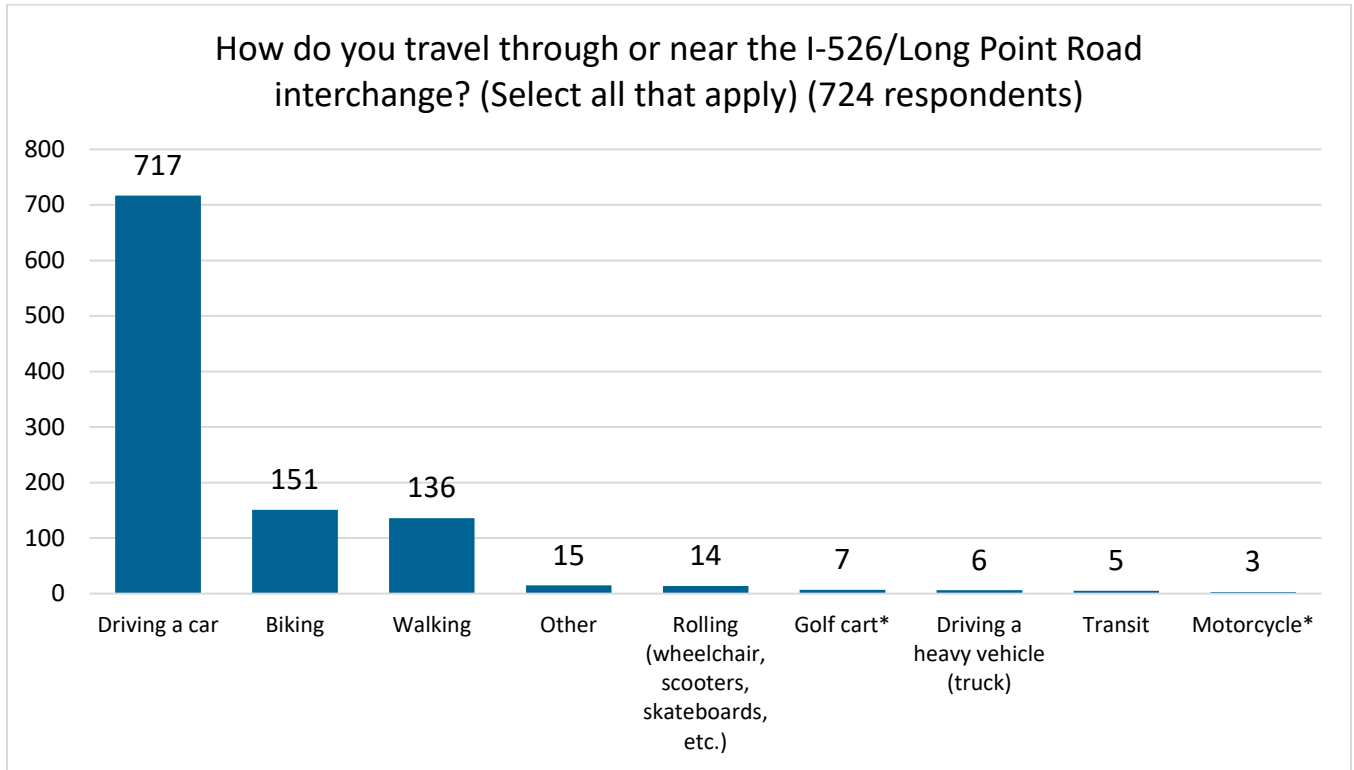


Screen 5 – Wrap Up

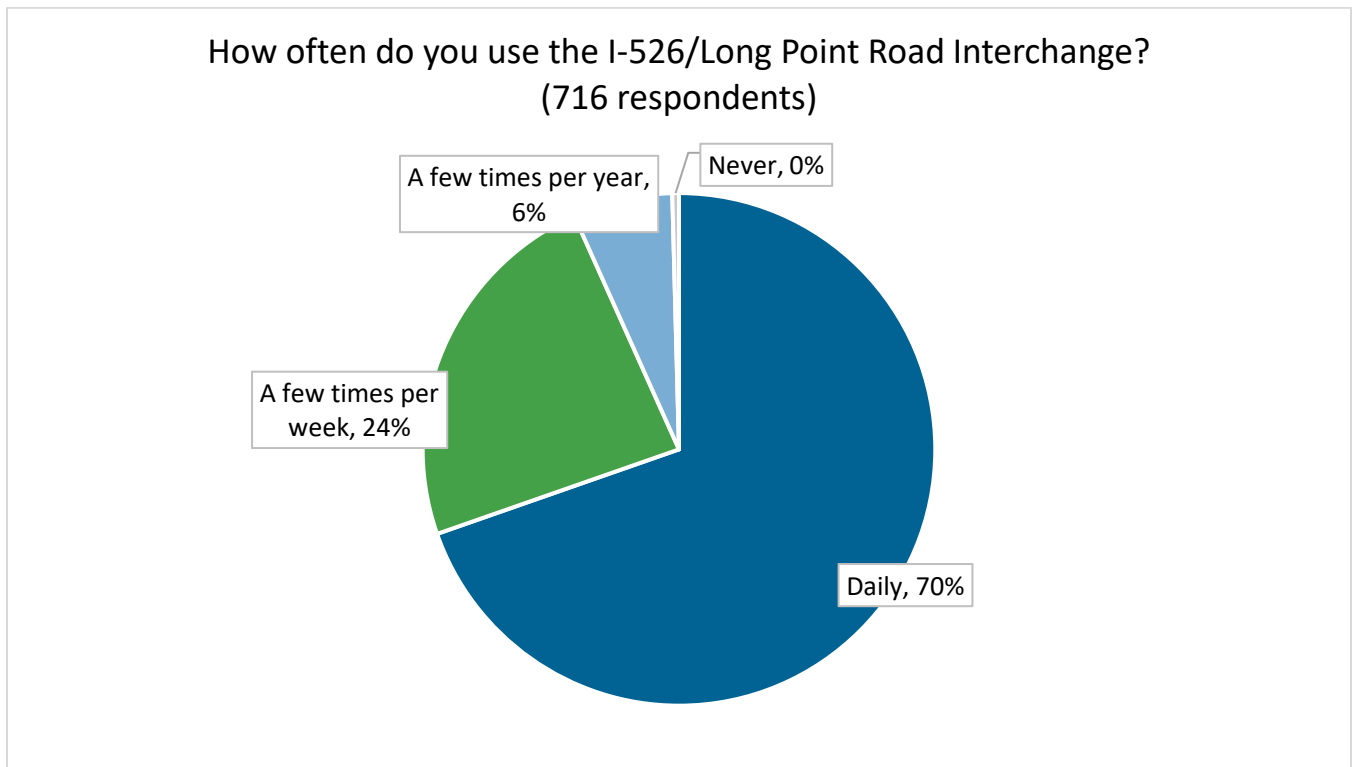
- Final Questions (Optional)
 - What is your zip code?
 - What is your age?
 - Please specify your race/ethnicity
 - Share your email address to stay involved
 - Do you have additional comments on the project?

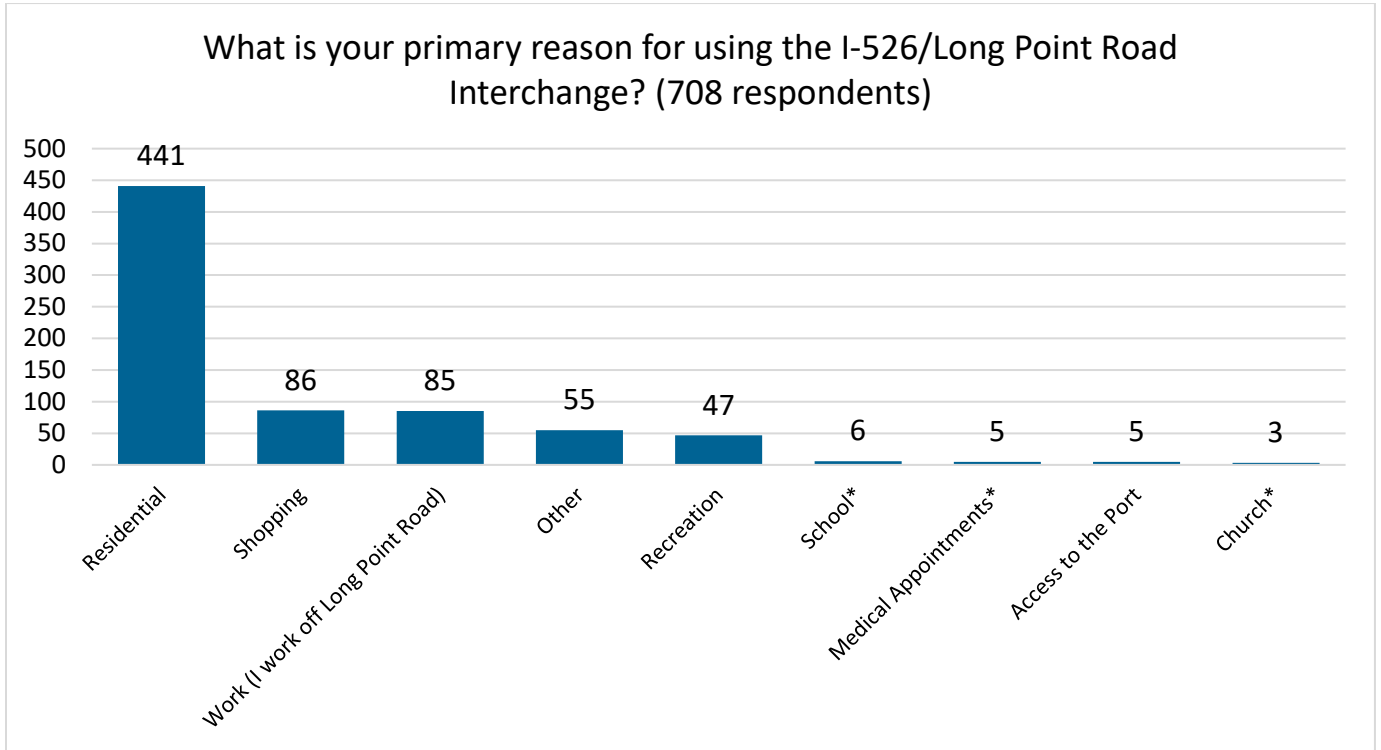
The following charts provide a summary of responses.

6.1 SCREEN 2 – TRAVELER SURVEY

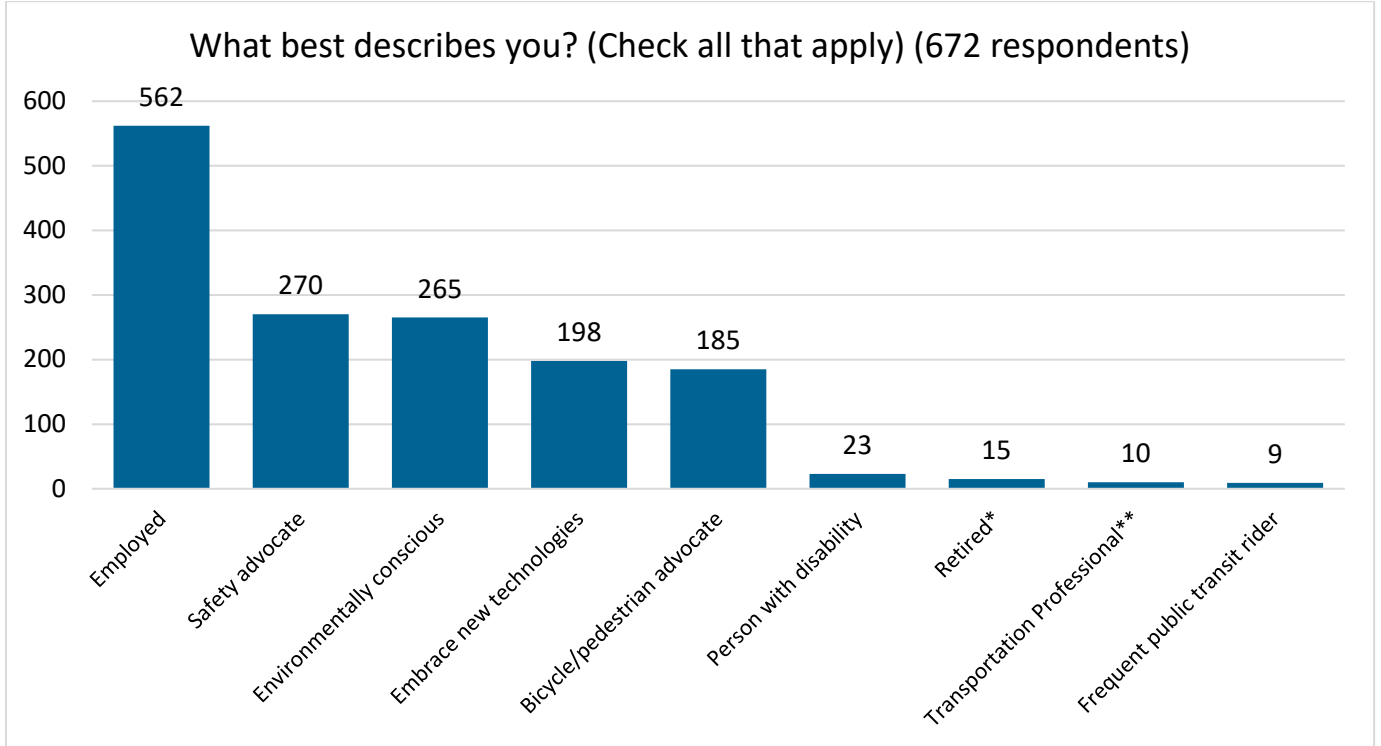


*Response was written in by people who selected "Other."





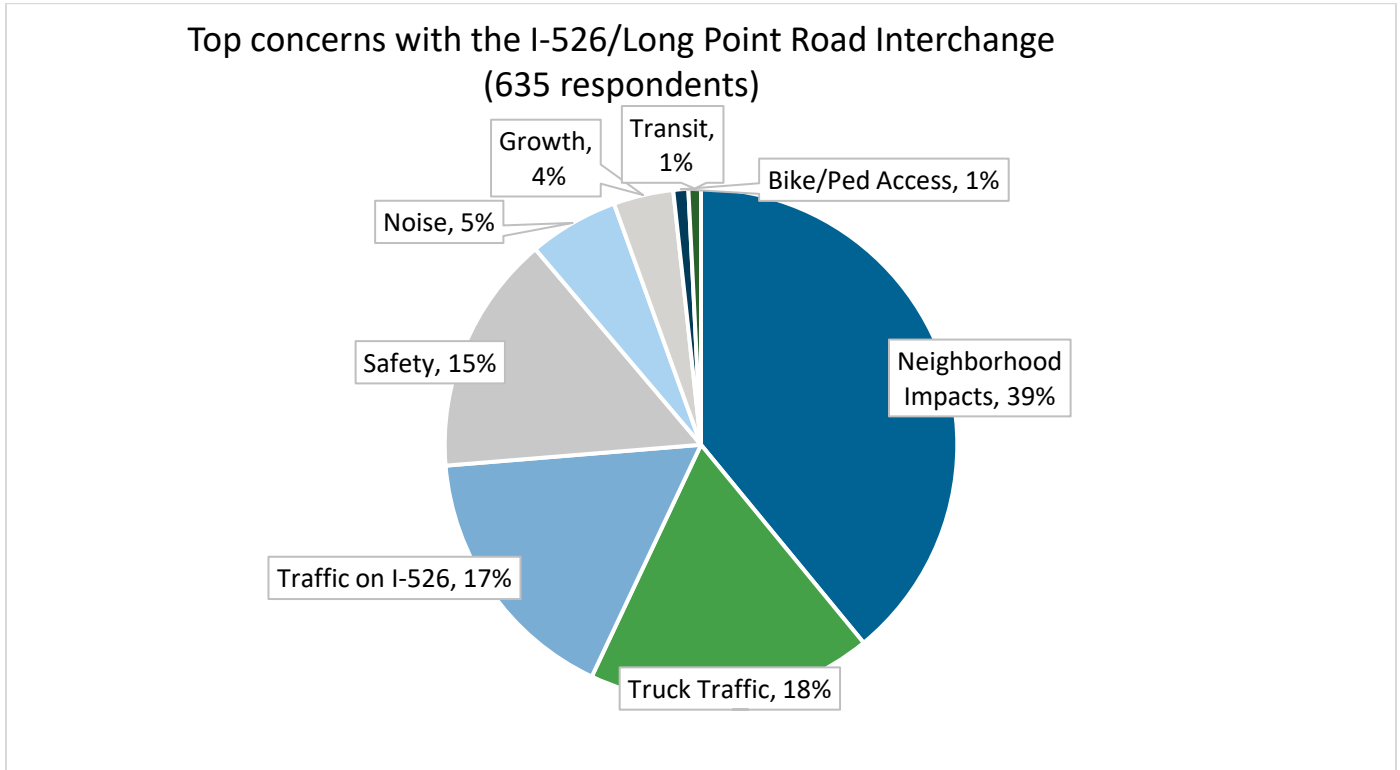
*Response was written in by people who selected “Other.”



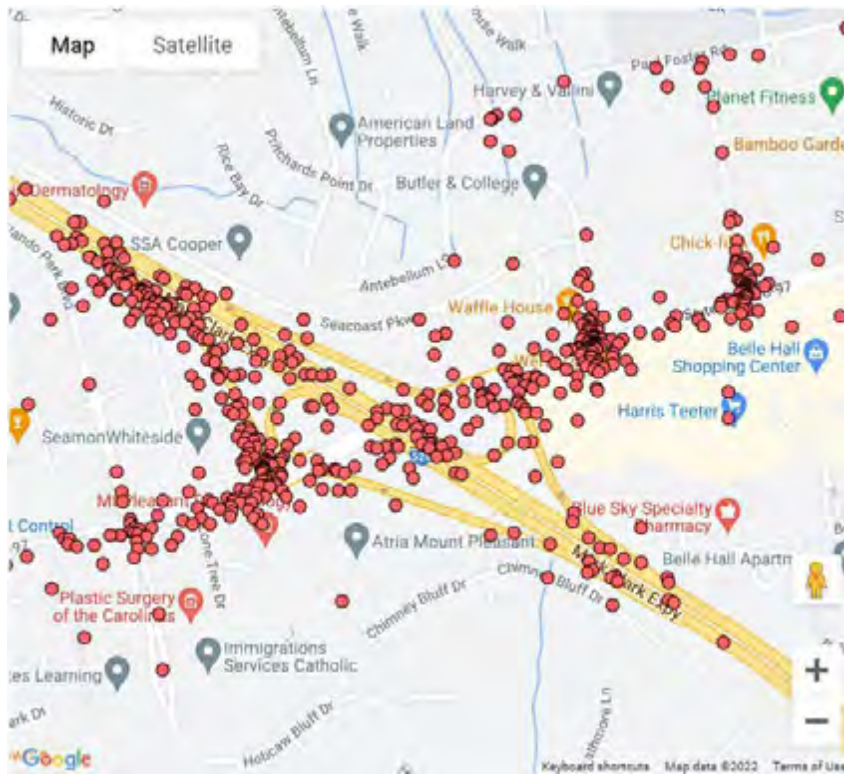
*Response was written in.

**Full title on survey was “Commercial truck driver, Shipper, Transportation Professional”

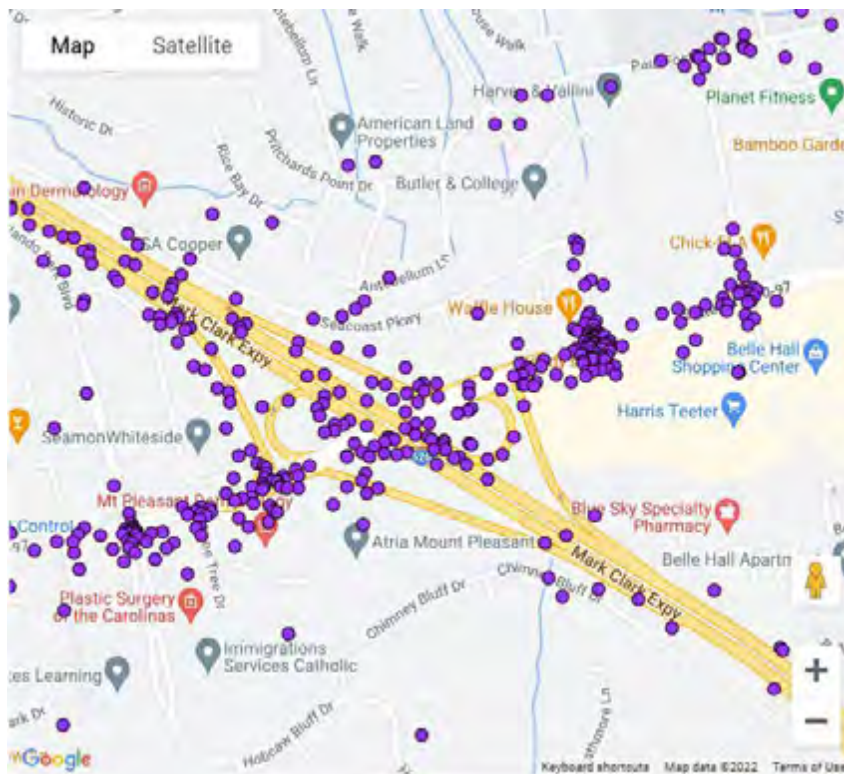
6.2 SCREEN 3 – RANKING CONCERNS



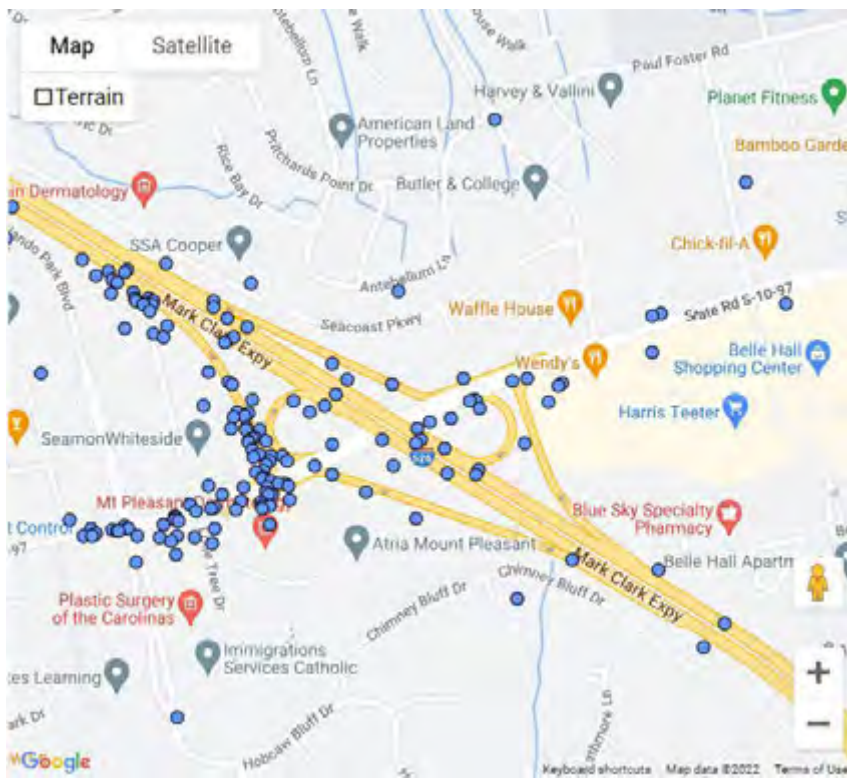
6.3 SCREEN 4 – MAP YOUR CONCERNS



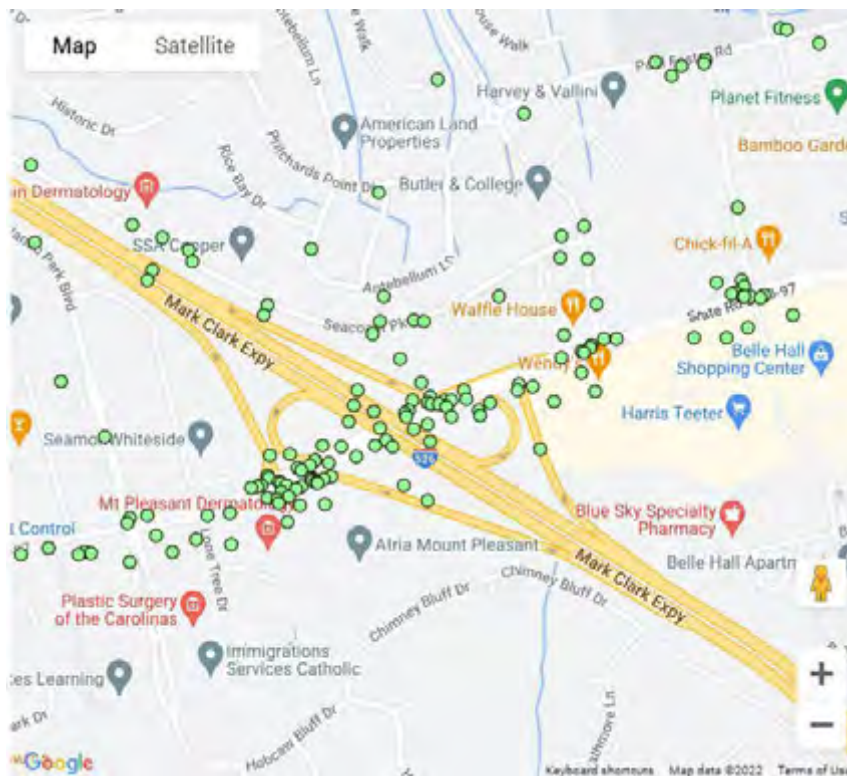
Congestion Concerns



Safety Concerns



Freight Concerns



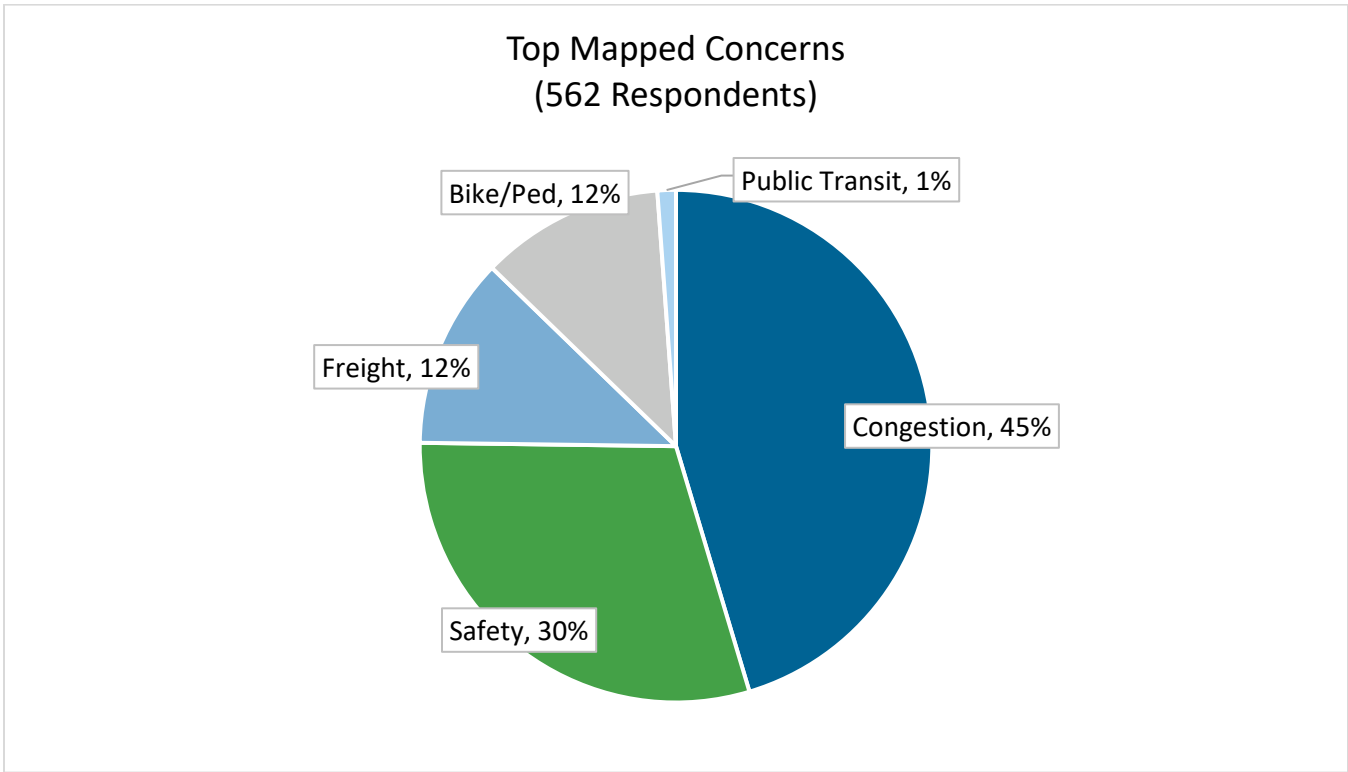
Bike/Ped Concerns



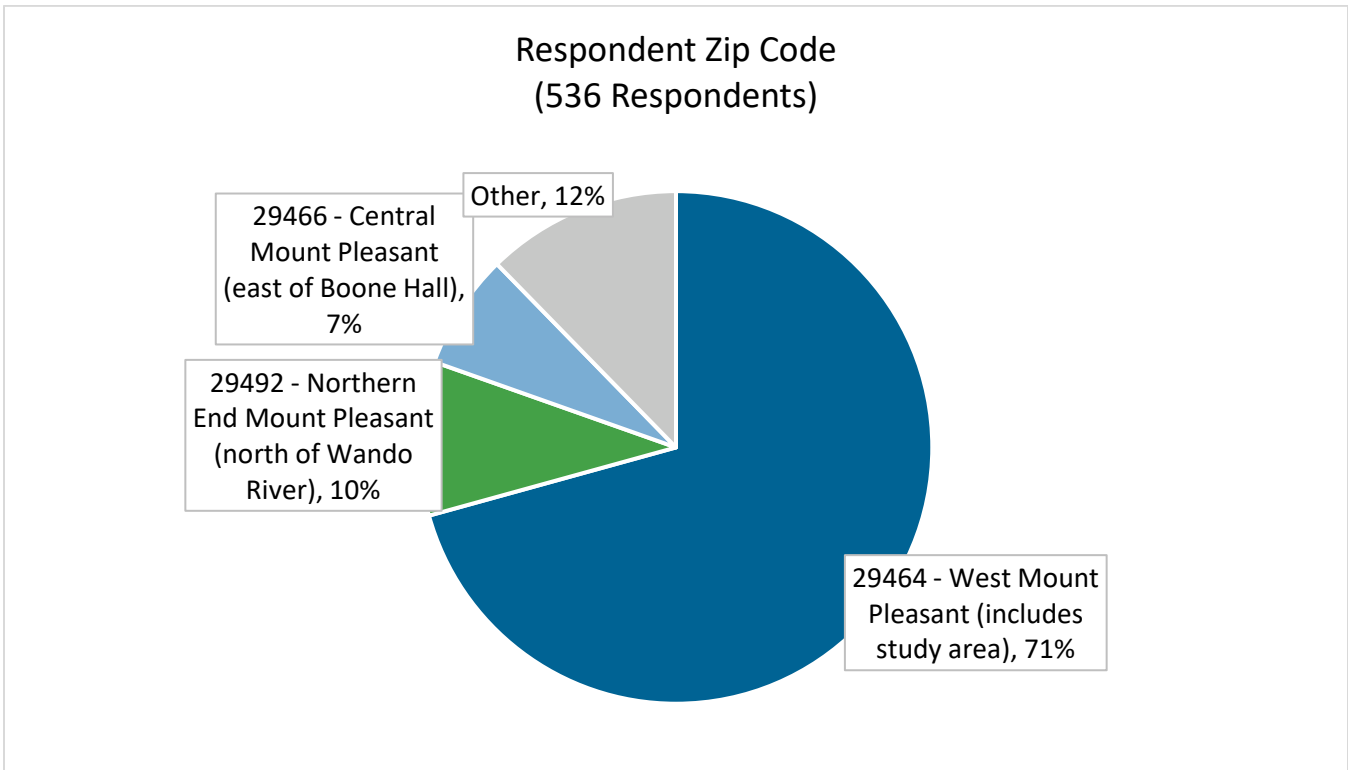
Transit Concerns



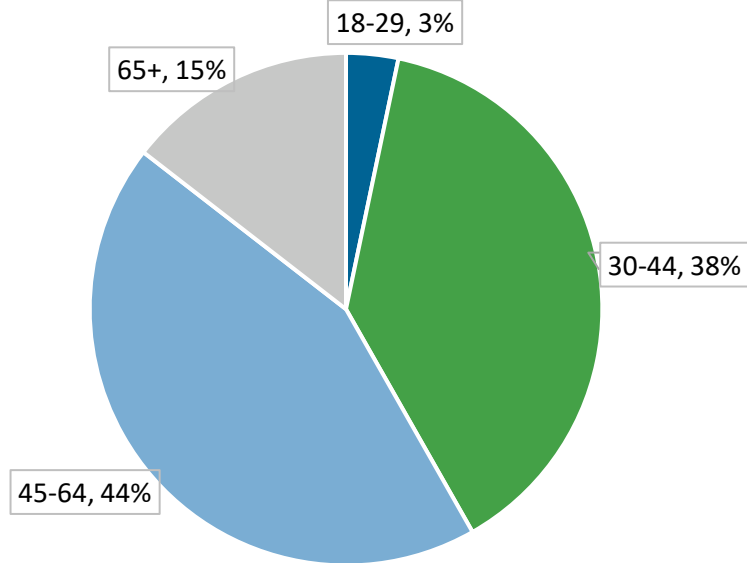
Other Concerns



6.4 SCREEN 5 – WRAP UP (OPTIONAL DEMOGRAPHIC QUESTIONS)



What is your age? (517 Respondents)



Race/Ethnicity (492 Respondents)

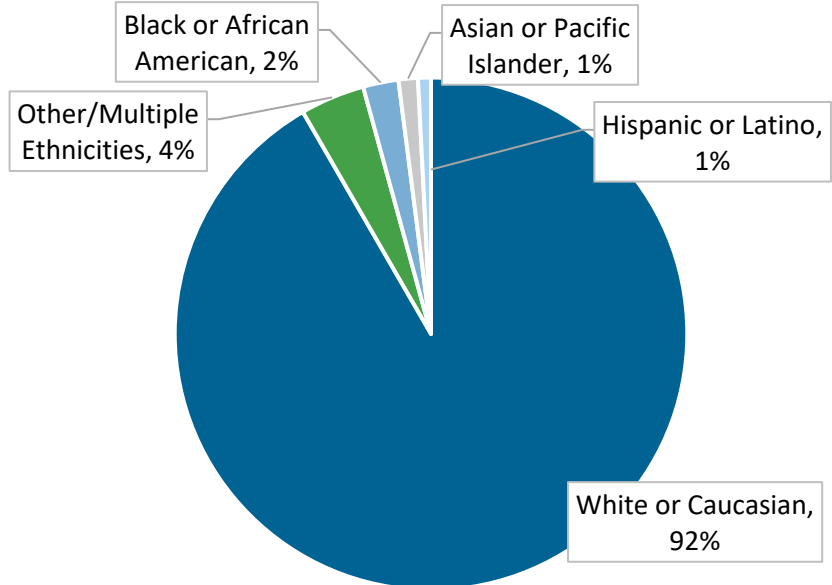
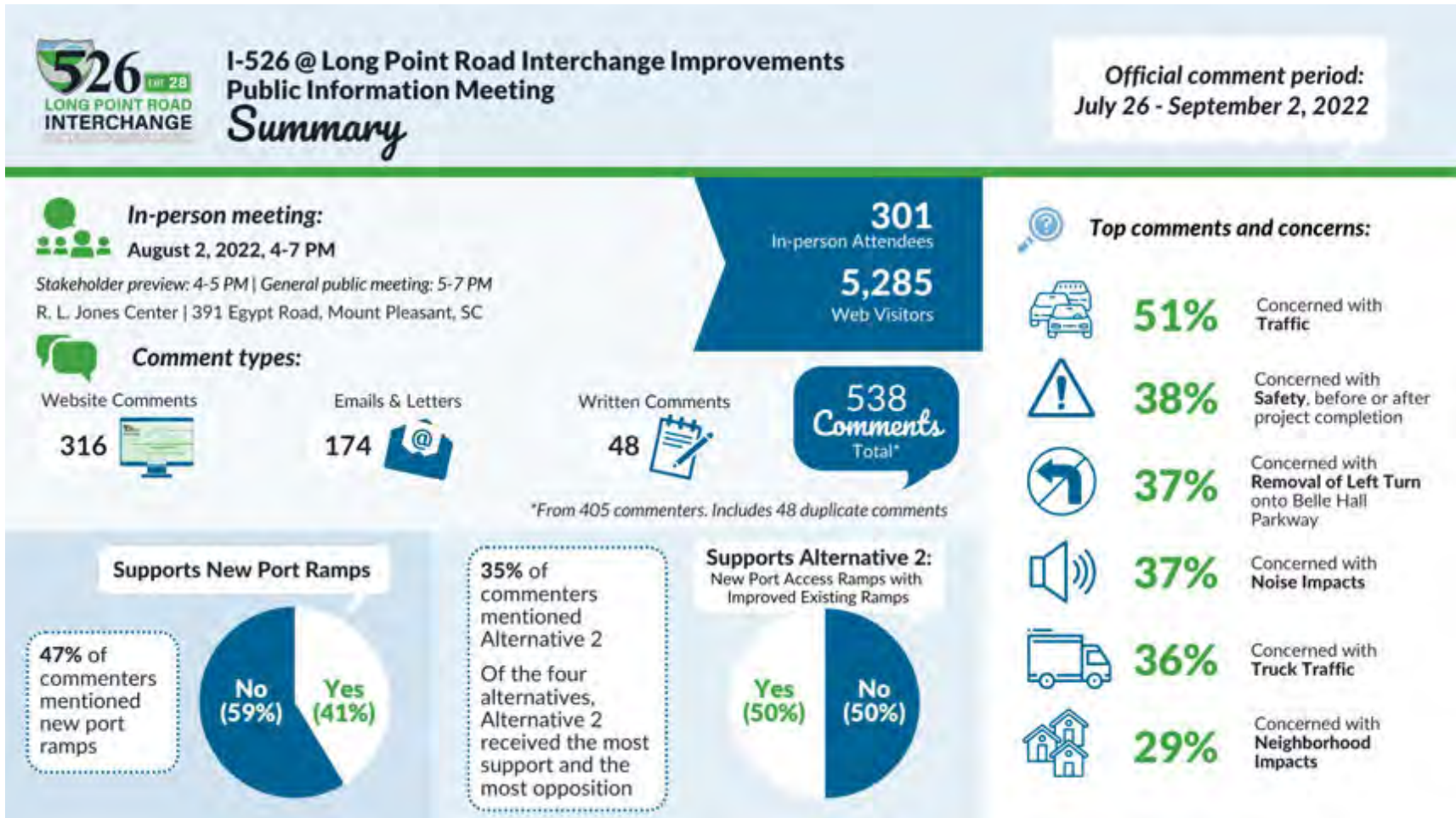


Figure 10 Public Information Meeting Summary Infographic



I-526 @ Long Point Road Interchange Improvements

Public Information Meeting

Official comment period July 26 - September 1, 2022

Meeting Purpose

- Explain how YOUR input in the I-526 Lowcountry Corridor (LCC) EAST study was used to accelerate this project
- Ask for your input on the draft purpose and need and the potential improvements
- Outline the next steps in the project development process
- Gather information on historic or cultural resources and other potential impacts

Tuesday, August 2, 2022, 5-7 PM
 R. L. Jones Center
 391 Egypt Road, Mount Pleasant, SC



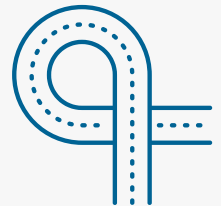
Take our survey by September 1!
www.526LCCLongPoint.com

Project Overview

In 2022, the South Carolina Department of Transportation (SCDOT) completed a Planning & Environmental Linkages (PEL) Study for I-526 LCC EAST, from Virginia Avenue in North Charleston to US 17 in Mount Pleasant. The PEL study identified existing and projected transportation issues within the corridor through analysis and public and stakeholder engagement. The results of the study established a vision to guide future transportation decision-making in the corridor. After the needs were better understood, potential improvements were identified. One such improvement is the I-526 @ Long Point Road Interchange Improvements project. Carrying forward the analysis and public input, the I-526 @ Long Point Road Interchange project is now going through the National Environmental Policy Act (NEPA) process, a federal review of the natural and human environment.

Draft Project Purpose

The purpose of the proposed project is to **improve the operations** of the I-526/Long Point Road interchange and I-526 mainline and **reduce operational conflicts between port-related and local traffic.**



Draft Project Goals

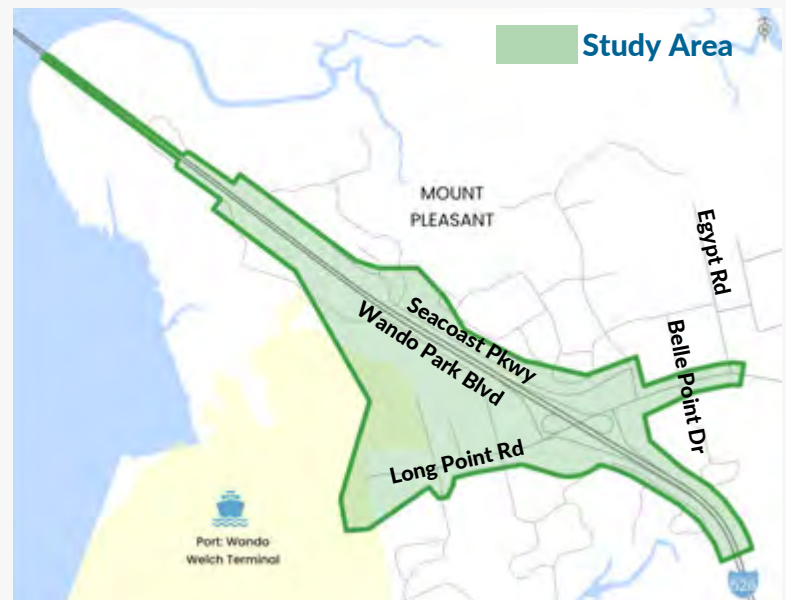
The following goals were identified in the I-526 LCC EAST PEL and have been refined based on your input and the purpose of the interchange improvements project.



Compatibility: Align with local land use plans and projects



Multimodal: Enhance movement through the corridor including other modes such as carpool, transit, walk, or bike

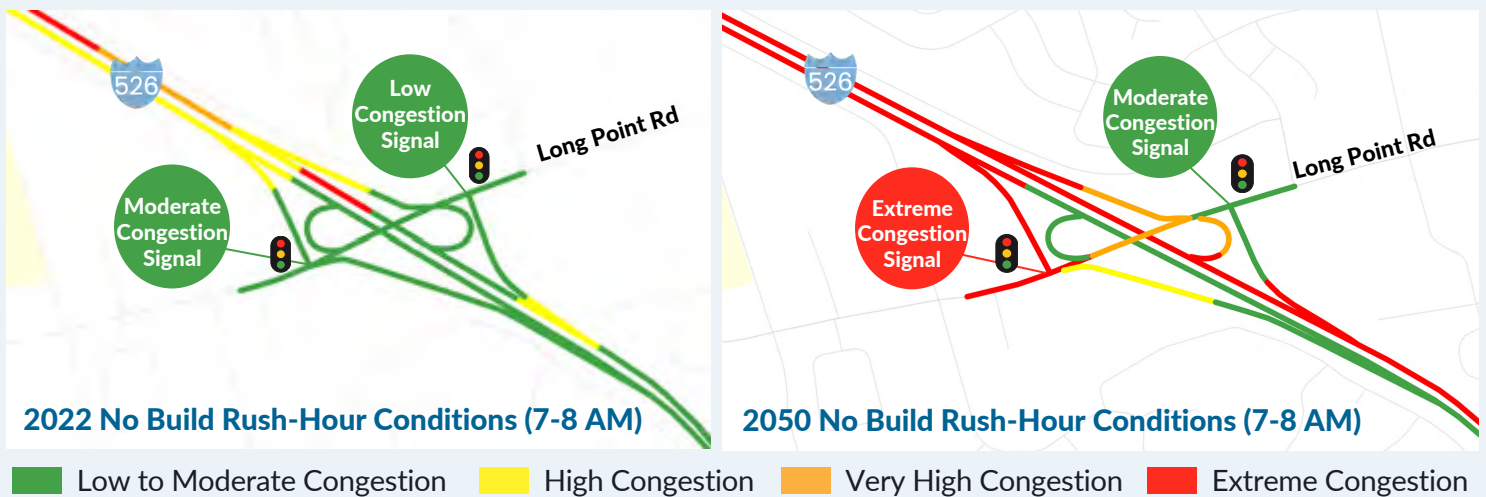


Why is this project needed?

The I-526/Long Point Road interchange provides access to homes, businesses, schools, parks, restaurants, and commercial and industrial facilities along Long Point Road. The interchange provides access to SC Port's Wando Welch Terminal which serves as a hub for the distribution of freight from the Port throughout the southeast United States. The need for the project is demonstrated by the growing automobile and truck traffic on I-526 and Long Point Road, the existing interchange deficiencies, and the operational conflicts between cars and trucks on Long Point Road and I-526.

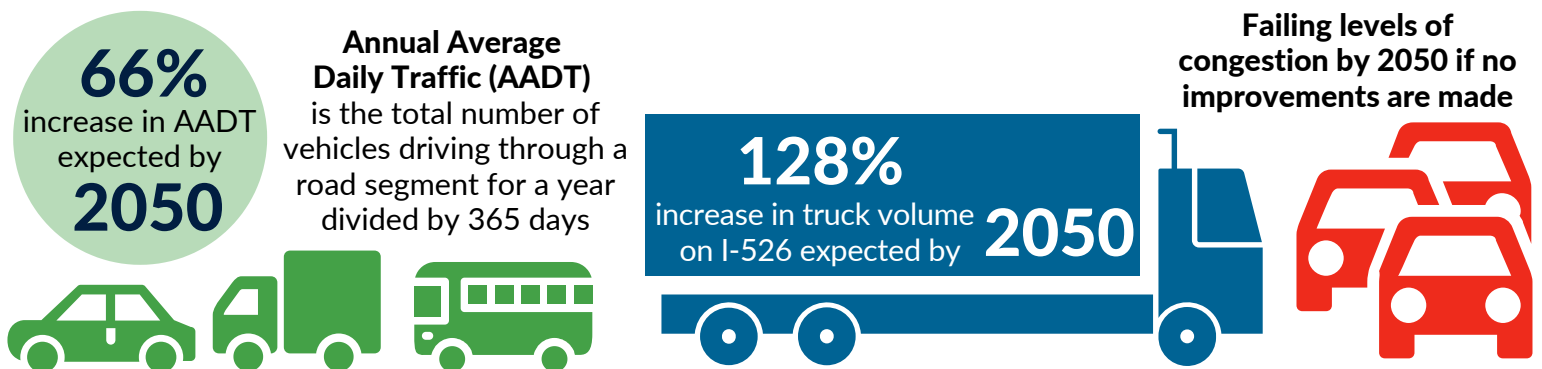
What may traffic be like if no improvements are made?

Traffic is expected to increase and result in an extreme level of congestion (think bumper-to-bumper traffic) throughout much of the interchange by 2050, if no improvements are made.



What does the data say about the need?

The data confirms concerns about growing congestion at the interchange. Why? The average daily number of vehicles driving through the interchange is expected to grow 66% by 2050. While all types of vehicles are expected to increase, the number of trucks on I-526 bound for the interchange will likely grow at a faster rate - increasing the percentage of vehicles using the corridor that are trucks. 13,000 more truck trips per day are anticipated on I-526 west of the Long Point Road interchange by 2050. The existing interchange is not designed to handle this volume of vehicles, especially with this mix of heavy-duty trucks.



What are the potential improvement options?

Alternatives are conceptual and may change



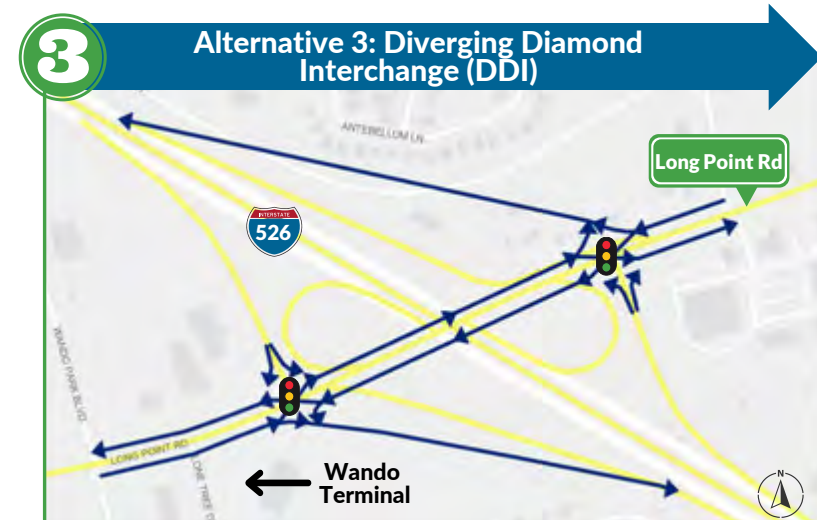
Alternative 1 would improve the existing ramps. A larger version of the existing interchange, it would address concerns by constructing larger loop ramps to allow for increased speeds to improve merging onto I-526 for all vehicles and be compatible with the planned widening of I-526. Improvements to the eastbound off-ramp would also be made.

Based on initial traffic studies, the ability of **Alternative 1** to meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic shows additional studies are required.



Alternative 2 would provide new access to Long Point Road for port-related traffic along with improving the existing ramps. Collector-Distributor (CD) roads would be used to help separate port-related and local traffic. This alternative is compatible with the planned widening of I-526.

Based on initial traffic studies, the ability of **Alternative 2** to meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic shows favorable results.

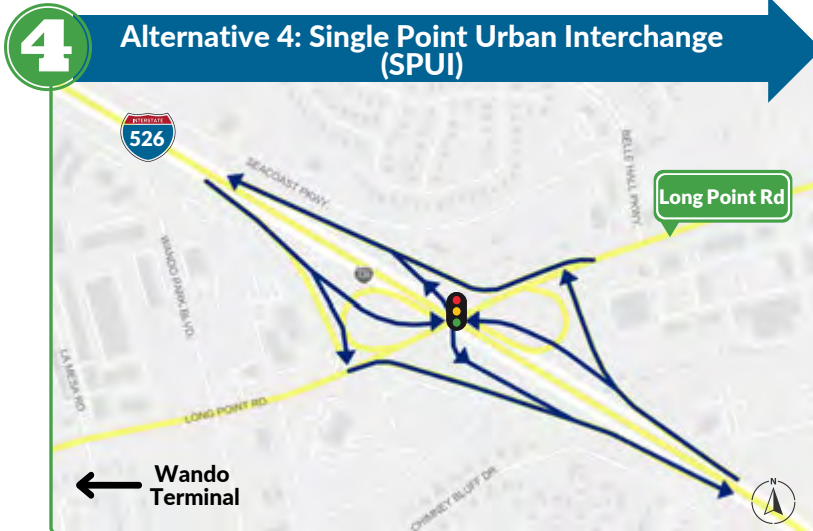


Alternative 3 would replace the existing interchange with a Diverging Diamond Interchange (DDI). A DDI would remove left turns across oncoming lanes of traffic at each of the intersections within the interchange. This is done by shifting vehicles passing through to the left-hand side of the road. This alternative is compatible with the planned widening of I-526.

Based on initial traffic studies, the ability of **Alternative 3** to meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic shows additional studies are required.

What are the potential improvement options?

Alternatives are conceptual and may change



Alternative 4 would replace the existing interchange with a Single Point Urban Interchange (SPUI). The SPUI would create a single signalized intersection underneath I-526. This would allow the elimination of the two existing signals. This alternative is compatible with the planned widening of I-526.

Based on initial traffic studies, Alternative 4 does not appear to meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic.



Alternative 5 would replace the existing loop ramp to westbound I-526 with a flyover ramp. All other ramps would remain in their same location. The flyover ramp would require a realignment of a segment of Seacoast Parkway. This alternative would require additional work to be compatible with the planned widening of I-526.

Based on initial traffic studies, Alternative 5 does not appear to meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic.



Alternative 6 would provide new access to Long Point Road for port-related traffic along with a Diverging Diamond Interchange (DDI). Collector-Distributor roads would be used to help separate port-related and local traffic. This alternative is compatible with the planned widening of I-526.

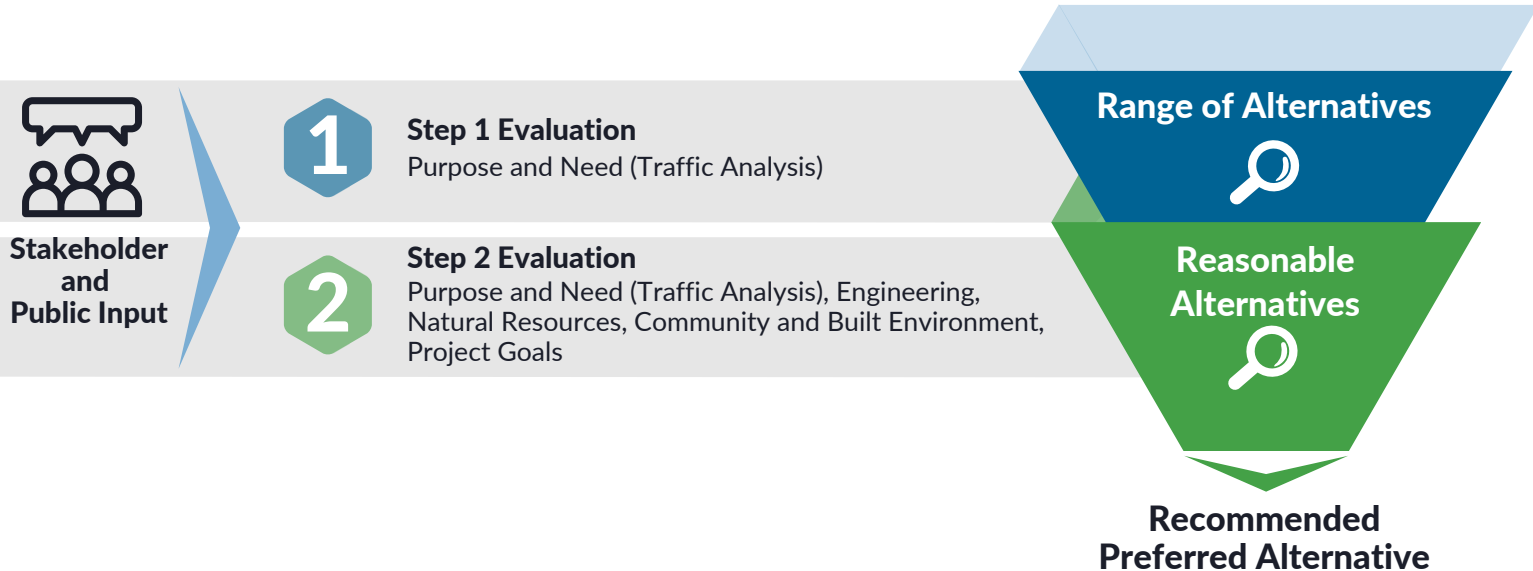
Based on initial traffic studies, the ability of Alternative 6 to meet the purpose and need of improving operations and reducing conflicts between port-related and local traffic shows favorable results.

How do the potential improvement options compare?

Alternative	Potential to meet purpose and need
Alternative 1: Improved Existing Ramps	Probable
Alternative 2: New Port Access Ramps with Improved Existing Ramps	Yes
Alternative 3: Diverging Diamond Interchange (DDI)	Probable
Alternative 4: Single Point Urban Interchange (SPUI)	No
Alternative 5: Flyover	No
Alternative 6: New Port Access Ramps with Diverging Diamond Interchange (DDI)	Yes

How are the potential improvements evaluated?

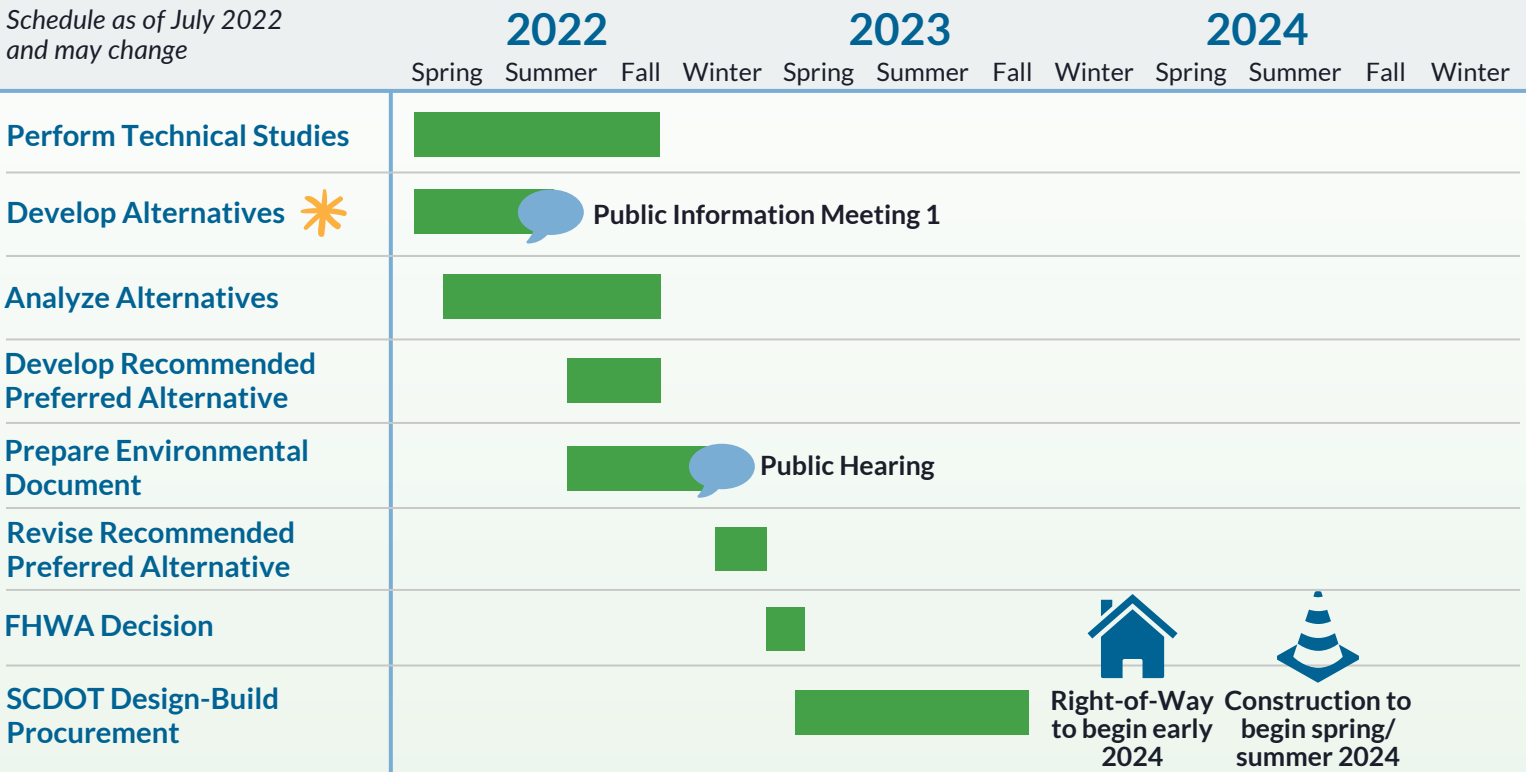
The team will evaluate the alternatives through a two-step process to identify the recommended preferred alternative. Greater detail in analysis will come with each level of evaluation. At the same time, the total number of alternatives will go down as those that are lowest performing are eliminated.



What happens next?

Initial technical studies have begun on land use, natural resources, cultural and historical resources, hazardous materials, baseline noise measurements, and traffic modeling for existing conditions. After this public information meeting, the project team will evaluate all comments and refine these alternatives. The recommended preferred alternative will be presented at the public hearing in late 2022/early 2023.

Schedule as of July 2022
and may change



When will I hear about right-of-way and noise?



The official right-of-way (ROW) acquisition process does not typically start until the federal environmental review process (NEPA) is completed, and the Federal Highway Administration issues a decision. If a build alternative is selected, meaning something new would need to be constructed, SCDOT would develop final ROW plans and acquisition activities would begin.



Noise analysis is currently underway for the project, but the results will not be ready until the public hearing anticipated to be held in late 2022/early 2023. If noise mitigation, such as noise barriers, is determined to be reasonable and feasible, potential beneficiaries would receive additional information.

Learn More: www.526LCCLongPoint.com/FAQS

Notes

How to Participate

Project Website

www.526LCCLongPoint.com

Live, July 26, 2022

The Public Information Meeting webpage contains all the materials you would see at the in-person meeting. Material disponible en ingles y español.

A mailed copy of the public information meeting handout may be requested by calling 803.737.1346 or emailing info@526LowcountryCorridor.com.

How to Comment

Meaningful input is our number one priority. Below are the ways to make your voice heard in the official project records. Comment by September 1, 2022!

Project Website & Survey

www.526LCCLongPoint.com

Fill out our survey and/or a comment form on the project website.

In-person

At the Public Information Meeting

Paper comment forms will be available for you to use there or take with you to mail later.

In-person Public Meetings

Tuesday, August 2, 2022 5-7 PM

R. L. Jones Center

391 Egypt Road, Mount Pleasant, SC

Spanish translation services available.

Traductor estará disponible.

Official Comment Period

July 26 - September 1, 2022

Project Email

info@526LowcountryCorridor.com

Mail

Joy Riley, PE, PMP, CPM, DBIA
SC Department of Transportation
Post Office Box 191
955 Park Street
Columbia, SC 29202-0191

All formal comments received during the comment period will be evaluated and included in the project record. All information provided will be published and subject to disclosure under the Freedom of Information Act.



We want to hear from you!



SCDOT Project Manager
Joy Riley, PE, DBIA, PMP, CPM

info@526LowcountryCorridor.com

803.737.1346

  @526Corridor

Title VI compliance: SCDOT complies with all requirements set forth by Federal regulations issued by the U.S. Department of Transportation under the Title VI of the Civil Rights Act of 1964, as amended. Any persons who believe that he or she has been discriminated against because of race, color, religion, sex, age, handicap or disability, or nation origin under a program receiving federal aid has the right to file a complaint with SCDOT. The complaint shall be filed with the Title VI Program Compliance Coordinator, at the Office of Business Development & Special programs, 955 Park Street, Suite 117, Columbia, SC 29202 or at 803.737.5095. The complaint should be submitted no later than 180 days after the date of the alleged act of discrimination. It should outline as completely as possible the facts and circumstances of the incident and should be signed by the person making the complaint.

Frequently Used Transportation Planning Terms

SCDOT – The South Carolina Department of Transportation (SCDOT) is responsible for building and maintaining South Carolina’s transportation network so all citizens can travel safely and reliably.

▶ **Built Environment** – All aspects of the landscape that are human-made, including buildings, homes, and roads.

▶ **Cultural Resources** – Historic sites, buildings, or artifacts present in the study area.

▶ **Feasibility** – In transportation planning, feasibility refers to determining if a project or element of a project could be successful and if it should move forward. Sometimes, a project or a noise wall is determined to be “not feasible” if it could not be constructed because of some physical characteristic. A feasibility study may be conducted to assess the practicality of a proposed project.

▶ **Geometrics Deficiencies** – This refers to a problem with the actual shape of the roadway, ramp, or bridge that can have a negative impact on traffic or roadway safety. Standards for designing a road may be different if the way the road was anticipated to be used changes, such as increased numbers of vehicles using an interchange. Also, state and federal roadway standards often change over time. These deficiencies are often addressed to modernize a road, ramp or bridge to meet the current needs of a community.

▶ **Interchange Deficiencies** – An interchange is where an interstate connects with another local or state road. Similar to geometric deficiencies, these refer to ways in which an interchange is not meeting the current needs of a community. These tend to have a negative impact on traffic or roadway safety.

LCC – "Lowcountry Corridor" refers to a family of projects along existing I-526, from south of Paul Cantrell Boulevard in West Ashley to south of U.S. 17 in Mount Pleasant. The corridor is split into two distinct projects: I-526 LCC EAST, which refers to all portions of the corridor east of Virginia Avenue, and I-526 LCC WEST, which refers to all portions of the corridor west of Virginia Avenue. The Mark Clark Extension project is a separate and distinct project which would extend existing I-526 to connect West Ashley with James and Johns Islands.

▶ **Mainline Improvements** – Improvements made to the main portion of a highway or road, as opposed to improvements made to an interchange or intersection.

▶ **Mitigation Commitments** – SCDOT makes every effort to avoid or minimize impacts to communities and the environment. Public involvement plays an important role in helping SCDOT understand the impacts to communities. This is the first step to avoiding and minimizing impacts - if the impact is not known or understood, then SCDOT cannot try to avoid or minimize that impact. However, sometimes negative effects are unavoidable, so actions to reduce or lessen the burden of the identified impacts are taken. When this happens, SCDOT includes a guarantee (or commitment) in the environmental document that these benefits will be provided to the community.

▶ **Multimodal** – Refers to accommodations made for the many types of transportation, including walking, biking, driving, and public transit.




National Environmental Policy Act (NEPA) – Established the environmental review and decision-making process all agencies must follow before building transportation projects that use federal funding. NEPA requires agencies using federal funds to consider the potential impacts of their proposed transportation improvements to communities and nature before any final decisions are made. Public involvement is a key part of the NEPA process—providing an opportunity for interested and affected people to become aware of proposed improvements and have their comments considered. This process is undertaken to avoid, lessen or offset potential impacts to communities and nature.

▶ **NEPA Decision Document** – A decision document is a short public document that records a federal agency’s “decision” on a proposed project. This is the last NEPA document FHWA signs in the NEPA process and has different names depending on the type of environmental review conducted.

▶ **Natural Resources** – Elements of the natural world, like plants, animals, and water, present in the study area.

▶ **No Build** – The alternative (or option) in which no action is taken, or no new transportation infrastructure is constructed. The “do-nothing” option.

 **Noise Analysis** – SCDOT studies the expected impact of traffic noise on surrounding communities as part of the NEPA environmental review process. If the anticipated noise increase is more than the level defined by SCDOT policy, possible ways to reduce the noise are explored (noise reduction measures), such as noise walls and earth berms (raised slope made of dirt).

▶ **PEL Study** – A Planning and Environmental Linkages (PEL) study is an initial effort to understand the environmental, community, and economic goals and challenges early in the transportation planning process. This process includes input from the public as well as other local, state, and federal agencies. The information, analysis, and products developed during a PEL study can then be used to help form the basis of the environmental review process, NEPA.

▶ **Permitting** – Permits are legal documents that are issued by other agencies (federal, state, and local) that allow for a specific action to happen (like crossing federal lands or impacting waters of the United States). Before issuing a permit, the agency must evaluate the reasonably foreseeable environmental effects if they do indeed issue the permit. Permitting is typically done after the NEPA process, when a decision has been made as to which transportation improvement is going to happen and the impacts to the environment and communities are better understood.

▶ **Recommended Preferred Alternative** – Typically, projects start with many potential ways to improve a roadway. These options, called “alternatives,” are compared against a set of criteria. Generally, the criteria measure how any given option would impact the environment (e.g., wetlands) or the community (e.g., home relocations). Alternatives are often refined throughout the process based on public, stakeholder, and agency input as well as traffic and engineering analysis. The alternative that best performs against the agreed upon metrics and balances public and agency input becomes the “Recommended Preferred Alternative.”

▶ **Right-of-Way Acquisition** – When SCDOT builds or improves roads and bridges, we often have to purchase property, known as right-of-way, or ROW. SCDOT has uniform practices for conducting property acquisitions, providing relocation assistance, and preparing appraisals. This means that regardless of who you are, your rights are guaranteed, and the policies are applied equally. SCDOT follows the Uniform Relocation Assistance & Real Property Acquisitions Policies Act of 1970, which protects property owners’ rights and ensures everyone is treated fairly and equitably during this process. Right-of-way acquisition typically occurs after a project’s design has been finalized.





FAQ, AS PROVIDED WITH PUBLIC RESPONSE LETTERS

Prepared for:



Prepared by:



PART I: PROJECT DEVELOPMENT PROCESS

1. How did the project team develop the range of alternatives?

The I-526 @ Long Point Road Interchange Improvements project was identified as a priority through the I-526 Lowcountry Corridor (LCC) EAST Planning and Environmental Linkages (PEL) study. The purpose of the proposed project is to improve the operations of the I-526/Long Point Road interchange and I-526 mainline and reduce operational conflicts between port-related and local traffic.

This interchange was identified as needing improvements, and four initial high-level concepts for the interchange were shown at the fall 2021 public information meeting for the I-526 LCC EAST PEL Study. Based on public input, the project team conducted engineering analyses to identify six total options, known as the range of alternatives. Preliminary traffic analysis indicated that Alternative 4: Single Point Urban Interchange (SPUI) and Alternative 5: Flyover would not improve the traffic operations performance significantly enough to meet the purpose and need of the project, so the range of alternatives was narrowed as follows:

- Alternative 1: Improved Existing Ramps
- Alternative 2: New Port Access Ramps with Improved Existing Ramps
- Alternative 3: Diverging Diamond Interchange (DDI)
- Alternative 6: New Port Access Ramps with Diverging Diamond Interchange (DDI)

2. How will the range of alternatives be narrowed to a “recommended preferred alternative” moving forward?

The alternatives will be evaluated through a two-step process of engineering and environmental studies to identify the recommended preferred alternative:

- Step 1: traffic performance (does this alternative meet the purpose and need?)
- Step 2: traffic performance (purpose and need), engineering, natural resources, community and built environment, project goals

With each step, the alternatives analyses will become more detailed, and the alternatives that are the lowest performing will be eliminated. This screening process will help SCDOT arrive at the recommended preferred alternative. The recommended preferred alternative will be presented to the public for feedback at the public hearing planned for spring 2023.

3. When will the right-of-way acquisition process begin? When will construction begin? What if equivalently priced housing is not available?

The right-of-way acquisition process is expected to begin by early 2024, after the environmental approvals have been secured through the NEPA process. Construction is expected to start in the summer of 2024 and last approximately three years.

The official right-of-way acquisition process does not typically start until the NEPA process is completed and a NEPA decision has been issued by the Federal Highway Administration, who oversees the project.

For this project, the right-of-way process is projected to begin in early 2024. Once right-of-way design plans are finalized, acquisition activities would begin.

SCDOT follows the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. On highway projects in South Carolina that require relocations, SCDOT makes a survey of the residential households to be relocated and the available housing in the area. The right-of-way agent informs you in writing of the specific comparable replacement housing, the sales prices or rent used as the basis for establishing the upper limit of the replacement housing payment, and the basis for that determination.

If the comparable replacement housing available on the market is priced higher (property appraised value or rent), the homeowner may be eligible for supplemental benefits for a period of time to cover this price differential, including increased mortgage interest costs and eligible incidental expenses (such as closing costs). For more information on the right-of-way process, visit the SCDOT website: <https://www.scdot.org/business/pdf/rightofway/Relocation.pdf>

4. Will environmental impacts be considered as part of the project study process?

The National Environmental Policy Act (NEPA) requires federal agencies, like the Federal Highway Administration (FHWA), to consider the impacts of their decisions on the natural environment and to include the public in the decision-making process. An Environmental Assessment (EA) is being prepared for the I-526 @ Long Point Road Interchange Improvements project. The EA will outline the development process of the proposed project, identify reasonable alternatives, analyze the potential environmental impacts resulting from the reasonable alternatives, and demonstrate compliance with other applicable environmental laws and executive orders. The results of all engineering and environmental studies, including all environmental impacts, will be published within the EA. The draft EA will be available to the public for review during the public hearing and corresponding comment period.

5. Why is increased truck traffic projected on Long Point Road?

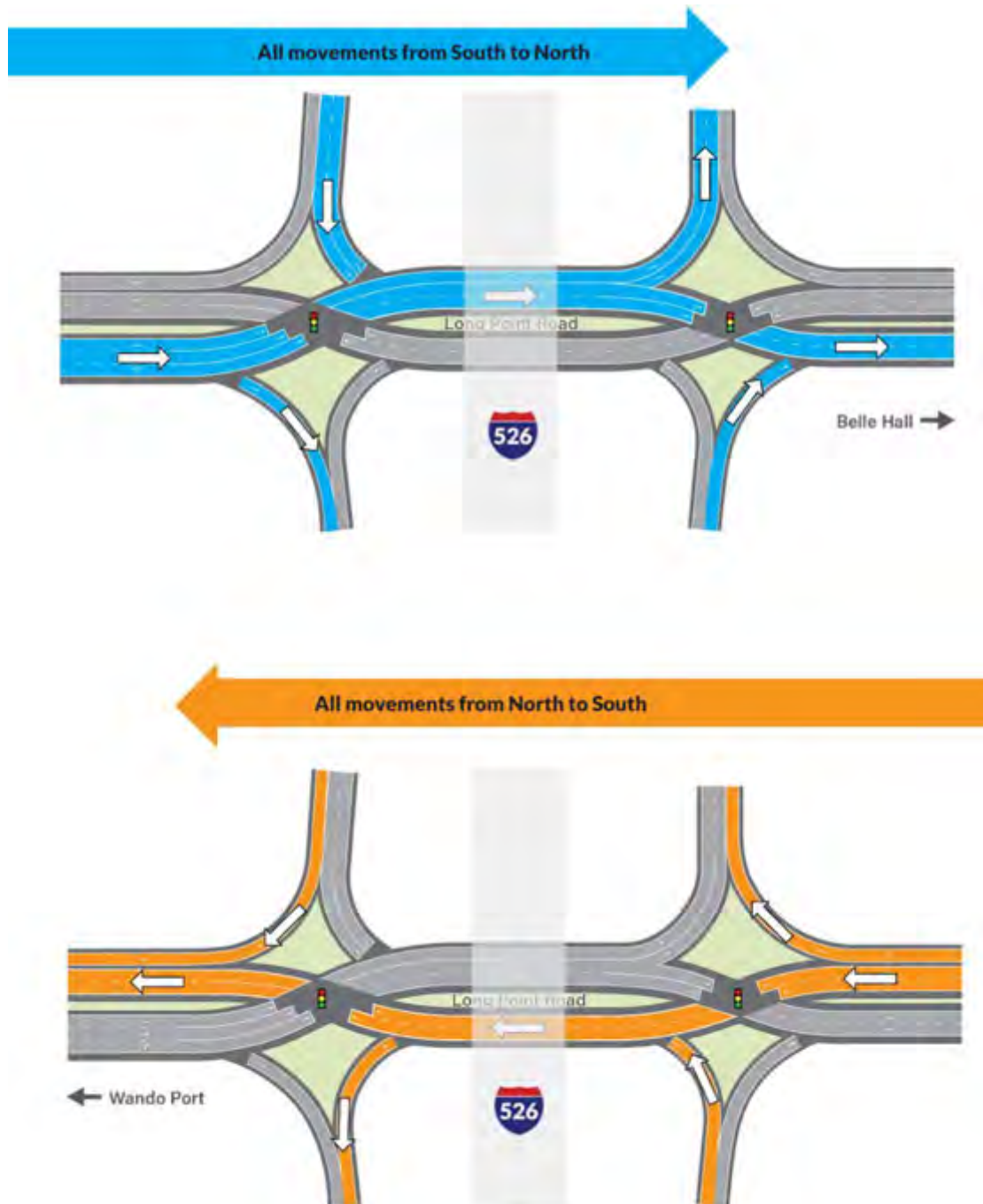
The average daily number of vehicles, including cars and commercial vehicles, driving through the I-526/Long Point Road interchange is expected to grow 66% by 2050. 13,000 more truck trips per day are anticipated on I-526 west of the Long Point Road interchange by 2050. A portion of the increased truck traffic on Long Point Road is associated with growth at the Wando Welch Terminal traffic. Other increased truck trips in the area may be attributed to population growth and increases in home deliveries and ecommerce.

The SC Ports freight forecasts consider the opening of other facilities in the region (including the new Leatherman facilities) and the types of cargo served by each facility (rail, truck containers, bulk materials, etc). Considering all these factors, the 30-year growth at the Wando Welch Terminal assumes continued growth to approximately 2027, a shift of some truck traffic to the Leatherman facility in 2028, and then continued growth at Wando Welch through approximately 2039. From 2039 to 2050, the Port's planned capacity is reached, and truck operations continue at a constant level through 2050. This growth, coupled with shifts in delivery patterns, are included in the truck forecasts used in this project for the 2050 design year. The existing interchange cannot handle this volume or mix of vehicles.

SC Ports continues to monitor and optimize operational performance of the Wando Welch Terminal and modifies operations to accommodate the demand for freight movements. With the introduction of barge service and near-dock rail service in North Charleston, some diversion of cargo ships will occur, reducing the growth of port-related truck traffic in this project area.

6. What is a Diverging Diamond Interchange (DDI) and how does it work?

Alternatives 3 and 6 propose constructing a diverging diamond interchange (DDI). A DDI allows free-flowing turns when entering and exiting an interstate, eliminating the left turn against oncoming traffic, and limiting the number of traffic signal phases so vehicles do not have to wait as long. The graphics below demonstrate how vehicle movements would work for those traveling from south to north and north to south. A typical DDI has the two signals as shown. However, due to the traffic volumes and high number of turn movements being processed at Long Point Road, these proposed DDI improvements would actually be composed of five signals. Three of them work together at the left (southern signal) and two at the right (northern signal).



PART II: POTENTIAL NEIGHBORHOOD IMPACTS

1. Why is the left turn from Long Point Road to Belle Hall Parkway removed in all alternatives? Have you considered how this would impact traffic on Belle Point Drive, Paul Foster Road, and surrounding neighborhood roads?

The existing left turn at Belle Hall Parkway, and its proximity to the I-526 interstate ramps, does not meet current SCDOT or FHWA access standards. These standards are in place to prevent access to local roads from being too close to the interchange, potentially causing a backup of vehicles and other delays that impact flow at the interchange and onto the interstate. For this reason, we showed removing the left turn as the worst-case scenario at the public information meeting. SCDOT heard the public's concerns and will continue to work on potential ways to mitigate those concerns as the designs are refined. In addition to operational impacts to the interstate, SCDOT must also consider whether allowing the left turn to remain would result in unsafe conditions for the users of the roadway. As traffic continues to grow on Long Point Road, there will be fewer gaps that would allow this left-turning operation to be made safely.

2. Why do the proposed new port access ramps come so close to the Tidal Walk neighborhood? Could trucks enter at another point or use the left lane instead?

The designs presented at the public information meeting were conceptual and still subject to change as the designs are refined. The new access ramps are being designed to accommodate the planned widening of I-526 and must conform to the design standards set by FHWA and SCDOT for interstate facilities. Based on comments and feedback received during the public comment period, the design of the proposed port ramps is being refined, where feasible, to avoid or minimize potential residential relocations and community impacts.

The designs presented do not have trucks entering at another point or using the left lane to enter. Doing so would require high volumes of trucks to shift across multiple lanes of traffic to reach the truck climbing lane across the Wando River bridge. This would create multiple lane changes for the trucks, and would also result in having the trucks, the slower vehicles, in the far-left lane. This would also require more land for future widening. In the future widening of I-526, trucks will be restricted from using the inside left lane as is traditional practice on Interstate freeways where there are three or more lanes in each direction. Aligning the new access ramps on the Interstate in the inside left lane would degrade the future operational strategies for I-526 and would not be compatible with Interstate system truck restrictions.

3. Which homes would be impacted by the new port access ramps? Would the Tidal Walk neighborhood amenities, like the pool and playground, be impacted?

The designs presented at the public information meeting are conceptual and still subject to change as the designs are refined. The concepts shown at the public information meeting would potentially result in relocations for the first two homes in the Tidal Creek neighborhood but would not impact the neighborhood pool or playground. Based on comments and feedback received during the public comment period, the design of the proposed new access ramps is being refined, where feasible, to avoid or minimize the potential residential relocations and community impacts.

4. Is SCDOT evaluating the potential effects from increased debris, exhaust pollution, and light pollution?

SCDOT heard concerns about the potential for debris from large trucks to create a safety hazard in adjacent communities and along Seacoast Parkway. We also heard your concerns about the potential for increased exhaust and light pollution from trucks. During the alternatives analysis, the project team compares each improvement concept, weighing the potential benefits and impacts of each to arrive at the recommended option, the recommended preferred alternative.

As jobs, population, and ecommerce deliveries grow in the region, more vehicles are expected to use this interchange. As traffic congestion increases, so does the likelihood that you may spend more time sitting in traffic, with your vehicle idling. Vehicle idling releases several air pollutants that can be harmful to our air quality. The proposed improvements to the I-526/Long Point Road interchange are designed to keep vehicles moving safely, reducing the anticipated amount of time sitting in traffic. The project team will also take into consideration the increases to engine emission standards included in the EPA's national control programs that are projected to reduce vehicle emissions dramatically by 2050.

SCDOT will evaluate how the proposed improvements could result in changes to the current views and how new street lighting, sign lighting, headlights, and other potential light sources may differ from what it is today. SCDOT will continue to work to minimize the potential impacts to the environment and communities as the design is refined. The results of all environmental studies will be published in the draft EA and available to the public for review during the public hearing and associated comment period.

5. Will runoff from the new ramps impact community retention ponds? What are the plans for wetland and flooding mitigation in the area?

SCDOT is responsible for stormwater runoff on state-maintained roads and bridges. The new ramps would be designed to collect stormwater in accordance with SCDOT's Stormwater Quality Design Manual. During the alternatives analysis, SCDOT will compare each reasonable alternative to weigh the benefits and impacts to identify the recommended preferred alternative. The designs presented at the public information meeting were conceptual and will likely change as they are further refined. SCDOT works to minimize impacts to the environment and communities as the designs are refined. While SCDOT will first work to avoid and minimize impacts to wetlands, any anticipated, unavoidable impacts would require a permit from the U.S. Army Corps of Engineers in addition to mitigation to offset those unavoidable negative impacts. The results of all environmental studies, including environmental impacts, will be published within the EA. The draft EA will be available to the public for review during the public hearing and corresponding comment period.

6. What are the plans for noise mitigation in the corridor?

A noise analysis is currently underway, and the results will be ready at the public hearing planned for spring 2023. If noise mitigation, such as noise barriers, is determined to be reasonable and feasible, potential beneficiaries would receive additional information. As part of the detailed noise analysis, SCDOT considers the following questions:

- **What are the current conditions?** The project team will collect data and establish a baseline for existing conditions currently experienced in the corridor. All project alternatives will be compared with the amount of noise currently experienced.
- **What are the projected future conditions?** Noise abatement is based upon projected traffic volumes in a future year, typically 20-30 years after construction is anticipated to begin. This is done to ensure that additional traffic volume, which could generate additional noise impacts, will be considered.

- **Will a noise wall reduce the noise enough to justify its construction?** Sometimes, a noise wall will not reduce the noise enough to be considered reasonable and/or feasible.
- **Is a noise wall technically feasible?** Every road is different, many factors are considered such as topography, safety, drainage, utilities, maintenance of the wall, and whether driveways and side road access will be impacted.
- **How many people will hear a difference in noise?** Is that number high enough to justify the cost?
- **Do property owners and tenants who would hear a reduction in highway noise if a noise wall were constructed want the wall?** Public preference for or against a wall is obtained through a balloting process after a noise wall is determined to be technically feasible.

7. What are the plans for incorporating the Complete Streets Policy to facilitate bike, pedestrian and transit in this project?

The complete streets policy requires SCDOT to work with the local transportation planning partners and transit providers to identify and include walking, bicycling, and transit needs as part of their regional visioning plans. Once SCDOT identifies the recommended preferred alternative for this project, the design can be better refined to incorporate upgraded or new bike, pedestrian, and transit accommodations that align with local plans. Where logical connections to existing facilities such as sidewalks or bike lanes exist, SCDOT will construct the planned improvements within the project area. If there are no existing connections or a logical location to safely end the bicycle, pedestrian, or transit facilities within the project area, then SCDOT will ensure drainage, shoulder, and roadway design could accommodate these additional features in the future. This strategy would allow future complete streets projects to easily make this connection on the existing roadway footprint without major modifications.



GENERAL COMMENT LETTER AND PUBLIC COMMENTS AND RESPONSES TABLE

Prepared for:



Prepared by:





«AddressBlock»

Re: Public Information Meeting Comment Response for I-526 @ Long Point Road Interchange Improvements

«GreetingLine»

Thank you for responding during the I-526 @ Long Point Road Interchange Improvements project public information meeting comment period open from July 26, 2022 to September 2, 2022. We greatly appreciate your interest in this project.

As you know, the South Carolina Department of Transportation (SCDOT) is conducting this project to improve the operations of the I-526/Long Point Road interchange and I-526 mainline and to reduce operational conflicts between port-related and local traffic. This project resulted from the I-526 Lowcountry Corridor (LCC) EAST Planning & Environmental Linkages (PEL) study, completed in July 2022. The need for the project is demonstrated by the growing traffic on I-526 and Long Point Road, the existing interchange deficiencies, and the multiple concerns communicated by the public during the I-526 LCC EAST PEL study.

Your interest in the I-526 @ Long Point Road Interchange Improvements project is valued, and SCDOT assures you that all suggestions, objections, and concerns are carefully considered. Your comments have been made part of the official record.

Throughout the public comment period, we received 538 comments. As a result, we have compiled a list of Frequently Asked Questions. We encourage you to review the attached document and share these with your friends, neighbors, and colleagues. If you should have any further questions, please visit the project website www.526LCCLongPoint.com, email me directly at info@526LowcountryCorridor.com, call or text the project hotline (843.258.1135), or visit our Community Office (5627 Rivers Avenue, North Charleston – Gas Lite Square; CARTA Route 10).

Sincerely,

Joy Riley, P.E., PMP, CPM, DBIA
SCDOT Alternative Delivery Project Manager
South Carolina Department of Transportation

I-526 @ Long Point Road Interchange Improvements Project
 Public Information Meeting 1: Summer 2022
 Agency Comments

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E169	9/2/2022	Maggie	Jamison	jamisonm@dnr.sc.gov	PO Box 12559	Charleston	SC	29422	<p>The SCDNR understands that the South Carolina Departments of Transportation and Federal Highway Administration (FHWA) have started the project development, environmental and engineering studies for the proposed Long Point Road Interchange Improvements in Mount Pleasant, South Carolina, and are soliciting input from participating agencies concerning the potential social, economic, and environmental benefits and impacts of the proposed project. The stated purpose of the proposed project is to improve the operations of the I-526/Long Point Road interchange and I-526 mainline and reduce operational conflicts between port[1]related and local traffic. The need for the project is demonstrated by the growing automobile and truck traffic on I-526 and Long Point Road, the existing interchange deficiencies, and operational conflicts between cars and trucks on Long Point Road and I-526. As an agency mandated to protect and conserve the natural resources of this state. The proposed project has the potential to impact important coastal wetlands and other natural resources; thus, the SCDNR is interested in participating in an environmental review process that affords the highest level of environmental protection possible. The project study area includes heavily impacted areas as well as important coastal habitats including freshwater wetlands, 1% annual flood plains (Figure 1), and intertidal marsh. These areas provide valuable habitat for fish and wildlife and are essential in maintaining water quality in adjoining water bodies. According to SCDNR data, there are currently no records of threatened and endangered species or species of conservation concern in the project area. Please keep in mind that this information is derived from existing databases, and do not assume that it is complete. Areas not yet inventoried by SCDNR biologists may contain significant species or communities. The selection of alternatives to be considered in the NEPA review of this project should be based on a clear and justifiable project purpose and need, with careful consideration given to avoiding and minimizing impacts to important natural resources. Both the direct and indirect impacts of each alternative should be fully evaluated. In most cases, construction on new alignment represents the most environmentally damaging alternative in meeting project objectives and should be considered only after all other options are exhausted. It is important to consider all possible alternatives prior to designing for new roadway construction. The SCDNR recognizes the difficulty in balancing transportation needs with environmental protection, especially in the high growth, coastal areas. The SCDNR appreciates the opportunity to provide input in the early stages of this project and will be available for future input. If you have any questions regarding these comments, please contact me at JamisonM@dnr.sc.gov or 843.953.9003.</p>	General Letter and FAQ Document	Email	10/31/2022

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E1	7/26/2022	Dan	McGraw	dan.mcgraw42@gmail.com		Mount Pleasant	SC		Several of the proposals appear favorable especially those with inclusion of a port access ramp from 526. I would ask the reader to please consider inclusion of a turn lane from long point road onto Belle Hall Parkway (when driving away from the port, a left turn lane onto BH Pkwy). There are hundreds of homes down this road and whether there is a designated turn lane or not, people are going to be turning there however it will be more orderly if a turn lane exists as it does now.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. We will continue to evaluate ways to improve the design of the intersection at Belle Hall Parkway as we develop this project and should have more detailed intersection analysis and design elements once we select a recommended preferred alternative later this year. The removal of the left turn is a potential worst case intersection alternative due to its close proximity to the interchange ramps. We will continue to consider public concerns and evaluate intersection options as the design is further developed. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/1/2022
E2	7/26/2022	Fred	Palm	fredpalm2301@gmail.com					In your presentation can you have an introductory explanation of the diamond design vs. the alternatives. What they do/ benefits and don't do/ weaknesses.	This is a public information meeting and will be a drop in style, so there will be no formal presentation. I think one of the news outlets did report the story in a way that made it sound like we were doing a formal presentation, so I apologize for the confusion. We do have a diagram that explains the Diverging Diamond Interchange type here: https://static1.squarespace.com/static/629645d2ddcfdb487568ad7d/t/62e0412d24ee89274012406c/1658863917656/DDI+Cheat+Sheet+cv1+2022+07+19.pdf There are also some really good YouTube videos out there that provide some descriptions and operational explanations for various interchange types. Typically your standard diamond and cloverleaf interchanges are for lower volume interchanges. Interchange types like the Diverging Diamond or the Single Point Urban Interchange models are for higher traffic volumes with a large number of left turns that need to be processed in each signal cycle. The Long Point Road Interchange has about 1100 left turns (going toward Mt Pleasant from the I-526 Long Point Road Exit) in the peak hour. That number is expected to increase to about 1800 in the design year of 2050. Thus, many of these interchange models for improvements are types that are great at processing a large number of left turns. Please let me know if you have any questions or concerns. I would encourage you to attend the in person meeting on August 2nd, as we will have our traffic engineers that are working on this project there to answer any of your more detailed questions on the interchange types and their operational differences. Thank you for your interest in the I-526 Lowcountry Corridor Project / Long Point Road Interchange Improvement.	Email	7/27/2022
E3	7/26/2022	Andrea	Sullivan	danielislandneighborhood@gmail.com					Hello Joy! I'm the Daniel Island Neighborhood Association President. I would like to be added to your distribution list. Jane Baker has forwarded me emails about the EA and the Stakeholders' Preview: I-526 @ Long Point Road Interchange Improvements Public Meeting. Thank you! Andrea	Good Afternoon Andrea - Thank you for reaching out and we will get you added to the stakeholder group.	Email	7/27/2022
E4	7/27/2022	James	Robertson	jrobertson@sreadvisors.com					The best option to re-plan the Longpoint road intersection with I-526 is Option 2 or 3. YOU MUST SEPARATE THE PORT TRUCK TRAFFIC FROM REGULAR 4 WHEEL VEHICLES.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/1/2022
E5	7/27/2022	Martha	Ferrell	marthadferrell@gmail.com	400 Island Park Drive	Daniel Island	SC	29492	If SC Ports Authority would prohibit 1/2 of Wando Welch truck volume and force the other 1/2 to use the UNUSED/ EMPTY Hugh Leatherman Terminal. Hugh Leatherman Terminal even has it's own entrance, etc. Maybe the new CEO will implement this easy fix. Barging from Wando Welch to Hugh Leatherman doesn't relieve any 1-526 Eastbound or Westbound.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. The SC Ports Authority was funded for development of a barge and railroad enhancement project which is in progress to utilize barges between port terminals to reduce truck trips between terminals and enhance access to rail connections at both terminals. Barging between the Port terminals does reduce truck trips by connecting the access to rail imports and exports at the Wando Terminal. More information on this barge/rail project can be obtained by contacting the SC Ports Authority. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/1/2022

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E6	7/27/2022	David	Winkler	dwinkler.charleston@gmail.com					I will be out of town for the meeting, but wanted to provide some observations. 1. The additional truck lane on the two 526 bridges (Don Holt and Mark Clark) create more problems than they solve. On busy days, which are more frequent, three lanes of traffic are required to merge into two lanes on the downward segment of each bridge. This is a challenge for cars, but an even greater challenge for 18-wheelers. The flow of traffic would improve if the bridges maintained only two lanes, and closed the additional truck lane. It's a waste of good concrete, but it's better than creating a bottleneck! 2. It is not uncommon to see 18-wheelers jockeying for position by driving in the left lane when heading east to the Longpoint exit. This creates a bottleneck for both lanes as they attempt to move to the right exit lane closer to Longpoint. I recommend mandating truck traffic in the right lane only from the I26 to Longpoint to eliminate this bottleneck. It will require signage and police monitoring until it becomes a habit. The Interstate 10 in Louisiana that is elevated for 20 miles over the Atchafalaya Basin mandates trucks in right lane only. So if it can be done in that 20-mile stretch, it can certainly be done here. And since I10 is a Federal interstate, precedence has already been established to receive Federal approval for this change. 3. A third lane for exiting eastbound on Longpoint would go a long way to solving congestion. There is ample distance and expansion space from the road signage that indicates 1-mile to Longpoint. This would have the added benefit of opening the left lane to through traffic on 526. To the extent the exit lane could be truck only, with a closer dropoff at the terminal would be even better. But don't let the excellent get in the way of good. A third lane is a must now! We cannot study it for the next 10 years. Let's start solving what we can with these incremental steps.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. We are investigating the potential option to extend the new ramps to the truck climbing lanes on the Wando River Bridge with the proposed interchange improvement project. However, additional design and safety analysis is required before we can definitively decide to include this extension of the ramp developments to this point on the bridges. We anticipate that we will be able to provide more details on this aspect of the project at the public hearing when we have more refined alternatives for selection of the recommended preferred alternative. This connection, if feasible, will greatly enhance the efficiency and operations of the truck climbing lanes and approaches to the Long Point Road Interchange. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/1/2022
E7	7/27/2022	Marty	Blanchard	blanchardmarty@yahoo.com					Suggestions to reduce congestion at 526/Long Point road. 1. Move containers by barge rather than truck. 2. Move volume to Leatherman terminal. Big investment in this terminal time to utilize it.	General Letter and FAQ Document	Email	
E8	7/27/2022	Tanya	Gapic	tgapic@luxotticaretail.com					Hi Joy - I hope all is well. I received the proposed plan that includes the 6 potential options for the Longpoint road project. I live in the Tidal Walk neighborhood and initially there was discussion about the houses on Red Knot lane (which is where I live) being torn down to expand the roads. It's unclear to me in the 6 options if this is still being a considered scenario. Any insights you can offer are greatly appreciated.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are being carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. Give me a call at 803-737-1346 if you want to discuss this alternatives development process in more detail. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/1/2022
E10	7/28/2022	Marty	Blanchard	blanchardmarty@yahoo.com					1.Reduce the truck trips to the Wando terminal by using barges. 2.Utilize the Leatherman terminal. By the SPA published information the Leatherman terminal will handle 2.4 million TEUs. Total volume of for all Charleston ports in 2021 was 2.75 million TEUs. Once again you don't have a capacity problem you have a utilization problem. I see way too much waste that has to be fixed before spending more to "fix" traffic.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. The SC Ports Authority was funded for development of a barge and railroad enhancement project which is in progress to utilize barges between port terminals to reduce truck trips between terminals and enhance access to rail connections at both terminals. More information on this project can be obtained by contacting the SC Ports Authority. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/1/2022
E11	7/31/2022	Drew	Werner	drew.werner.1@gmail.com					I am in favor of Alternative 2. We need dedicated on and off ramps for the trucks that allow for a decent separation and enough time for the residential traffic to be able to get over into the left hand lanes to allow for the trucks to get on 526 without slowing traffic down. Widening of 526 (2 lanes to 4 lanes) will also help. I believe Alternative 6 will cause more congestion on Longpoint Road because people will have to wait additional time for the lights to let them turn left to enter 526 Westbound coming from the port side of Longpoint Rd.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/1/2022
E12	8/1/2022	Cheryl	Hair	cherylhair@att.net					To Whom It May Concern: I would appreciate you forwarding me a copy of the public information meeting handout for the Long Point Corridor. Please send to: Cherylhair@att.net	Good morning, Please find a copy of the I-526 @ Long Point Road Interchange Improvements project handout attached. Additionally, this handout and all public information meeting materials can be found online at www.526clongpoint.com/public-meeting-2022 . Thank you for your interest in this project, The I-526 Lowcountry Corridor project team	Email	8/2/2022

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E13	8/3/2022	Mark	Haebig	markhaebig@yahoo.com		Daniel Island	SC		After attending your information session yesterday in Mt. Pleasant, here are a couple of quick fixes to help with the traffic flow at 526 and Long Point Road: 1. Replace the sign that has been missing for months at the bottom of the ramp existing off 526E and Long Point. The sign said something to the effect - keep moving - merge later. Rookie truck drivers often sit at the bottom of the ramp and stop traffic. 2. Add a temporary extra lane of roadway next to the existing ramp leading to the SPA. There appears to be plenty of room to add a lane and only have to relocate a utility pole or two. This could be accomplished in 1 month, not three or more years.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/3/2022
E14	8/2/2022	Brandon	Bowen	brandon@bowenwealth.com					Good evening. I was unable to make the meeting tonight but would love to express my concern of the need for the left turn off of Long point Road onto Belle Hall Parkway. I live back in the Hibben section of Belle Hall and also have my financial advisory practice (Bowen Wealth) in the suites off Branson Court. We have a lot of first time clients trying to find our office and they can easily turn there at the waste house and then find our office 100 yards behind there as they turn by the Moultrie park sign. If we had to route them through the congestion that builds at the Chick-fil-a light and make four left turns into our office, I fear that could frustrate them and potentially lose business. Like I said I make that left turn off Long point Road numerous times during the day as I come off 526 and it is never backed up more than 5 to 7 vehicles for more than 30 minutes between 5:30 PM and 6 PM. I think the biggest congestion to consider is for the trucks as they come eastbound and exit onto Long point Road heading to the port, and as trucks leave the port circling around onto 526 westbound. Thank you for your consideration!	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/3/2022
E15	8/2/2022	Mike	Pullen	mike.pullen.11@gmail.com	241 River Oak Drive	Mount Pleasant	SC	29464	SCDOT Team, I would like to first thank you for taking the time to have an open meeting to allow residents to get questions answered and express concerns. I understand that this is a potentially challenging and intrusive project to the surrounding neighborhoods and there are multiple facets that must be considered in generating the most appropriate plan. I would first like to express gratitude and appreciation to the SCDOT representatives who were at the public meeting as they were kind, receptive, and knowledgeable. I would also like to express the following concerns/comments as well as potential suggestions. I would also acknowledge my personal bias/disclosure which is that I live in Grassy Creek Neighborhood and formerly lived in Tidal Walk. First, I would highly support and request further study of alternative 1 and alternative 3. Alternative 1 which involves improving the existing ramps appears overwhelming the least intrusive to the existing neighborhoods. While it does not eliminate truck traffic on Long Point Road, which I understand was a posed issue from the Hobcaw/Port Side neighborhoods), it also does not disrupt or remove the entrance to their neighborhoods or potentially require house relocation (based on the maps). Alternative 3 similarly appears, based on the schematics, to have minimal to no impact on the existing neighborhoods as it is an improvement within the current ramp region of the road. Unless there is further expansion for either of these alternatives not pictured which would impact the Seacoast or Port side neighborhoods, these options appear to have the least impact. Please, I implore you, study these further. I would strongly oppose alternative 2 and 6 in its current form. These plans have a disproportionately large impact on the Grassy Creek and Tidal Walk neighborhoods. First, they would significantly alter and/or destroy our neighborhood entrance. Second, with a ramp overlying that road which is build to carry trucks, it would undoubtedly be an overwhelming noise burden to the neighborhood. It is concerning that these are seen as favorable options when a noise impact study has not been completed. Third, it appears from the design that the first two houses in the tidal walk neighborhood would be at serious risk – this was mixed in terms of responses from those at the meeting of whether those houses would survive. These are the only options that appear to place residences at risk of the options. Fourth, they remove the capacity of the neighborhood to aesthetically shield itself from 526 and the ramps with trees, but rather we would likely be viewing highway/ramp/sound wall. Finally, I would have concern with elimination of the trees/grass/entrance pond that there would be potential increased risk for flooding with heavy rain/hurricanes in the neighborhood. If options 1 and 3 are implausible, I would suggest an alternative – having the trucks/cars enter the highway on the left lane for those heading north (currently the central portion of the road). This is commonplace in other parts of the country and other major cities and suburban areas. This would eliminate the need to encroach on the neighborhoods and allow continuity with 526 expansion. Obviously I am not a highway/civil engineer so please forgive me if there is an obvious reason this would not work, but it seems intuitive that it would appear to solve several concerns with this plan in its current form as well as allow decreased truck traffic on Long Point (all parties seem to win). I do think noise would likely still be an issue, but noise will likely increase with the expansion of 526. Moreover, it appears it would allow the preservation of the tree barrier. Please re-evaluate and do not accept the current forms of alternatives 2 and 6 as they seem to unilaterally benefit the Hobcaw and business side and are detrimental to the Seacoast side of Long Point. Next, I would draw attention to the elimination of the ability to turn left from long point onto Belle Hall Parkway. This is a highly used turn for those of the Belle Hall, Tidal Walk, and Grassy Creek neighborhoods. Removing this turn would place all of the turn traffic on Belle Point Drive, right next to Chick Fil A. This is a road that does frequently have traffic across it. Furthermore, it would seem intuitive that in order to accommodate for this traffic, either additional left turn lanes or left turn time would be required which would lead to further back-ups down Long Point away from the port. When addressed at individuals at the meeting, the responses indicated that this has not been considered in the planning. Finally, I would propose a final possible option which does not appear to have been explored (from discussion at the meeting it has not). I do not know if this would be environmentally possible, but creating a port exit directly from 526 prior to any of the neighborhoods as an extension of the bridge to the water side of the port would eliminate all neighborhood impacts and remove all truck traffic from Long Point road. I do not know if this would be possible, however, it seems like it would be the most intuitive solution to reduce any residential or business impact. This would break off of 526 prior to reaching the Wando Park Blvd neighborhood and travel over water/etc to the port. It sounds like the current plans for expansion already include additional bridges, etc, so if this is an option, it would seemingly be favorable to all of the Long Point neighborhoods. Very Respectfully, Mike Pullen 241 River Oak Drive, Mount Pleasant SC 29464	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. We will investigate all of your suggestions and provide more information later this year as the project is developed in more detail. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/3/2022
E16	8/3/2022	Daniel	Nussbaum	dnussbaum@zmanfishing.com		Mount Pleasant	SC		Hello, I am writing today because I am deeply concerned about what I have seen and heard regarding plans for reconfiguration of the I-526/Long Point Road interchange. I am a resident of the Grassy Creek Subdivision, and it appears to me that Alternative 2 is currently the preferred alternative despite the fact that it negatively impacts the quality of life and property values of my family and my neighbors alike in a very meaningful way. I was not able to attend the meeting last night but wanted to take a moment to voice my concern about this alternative. First and foremost, the prospect of having a raised on ramp over what is currently Seacoast Parkway and the entrance to the Grassy Creek and Tidal Walk neighborhoods should be an absolute last resort. The noise from this raised ramp along with the proximity to homes would drastically reduce the livability for residents of these neighborhoods. The additional noise would be significant and could not be minimized by sound barriers due to the height of the raised ramp, not to mention that this would be extremely unsightly. Property values would undoubtedly be impacted in a detrimental and very material way. Homes would have to be destroyed and residents would be displaced under this alternative and not under others. The drainage pond at the entrance to our neighborhood would have to be reconfigured, and I am very concerned that drainage issues would result. Residents of both neighborhoods use and enjoy the area adjacent to the neighborhood entrances on Seacoast Parkway for recreation, and the ability to do so would be greatly diminished by the addition of a raised roadway. The fact that this alternative seems to be favored appears to be a result of complaints about noise and congestion from residents of the Hobcaw Creek Plantation and Hidden Cove neighborhoods. While their concerns are certainly valid, I would point out that this portion of Long Point Road has been used for trucks entering and exiting the port terminal since these neighborhoods were built. Unlike residents of Grassy Creek and Tidal Walk, residents of the Hobcaw Creek Plantation and Hidden Cove knew exactly what they were getting when they purchased property in these neighborhoods. The noise and inconvenience experienced by residents of Hobcaw Creek Plantation and Hidden Cove pales in comparison to what residents of Grassy Creek and Tidal Walk would experience if Alternative 2 was implemented. The selection of Alternative 2 would demonstrate blatant favoritism towards the interests of Hobcaw Creek Plantation and Hidden Cove residents over those of Grassy Creek and Tidal Walk residents. Moreover, one of the primary objectives of this entire project is to reduce congestion on Long Point Road, but Alternative 2 would actually increase congestion drastically at the entrance of Belle Hall, Grassy Creek, and Tidal Walk subdivisions because under this alternative, the turn lane from Long Point Road onto Belle Hall Parkway would be eliminated. When this turn lane was temporarily closed during the modification of the I-526 on ramp, traffic was a nightmare on Long Point Road. In this respect, Alternative 2 would create as many problems as it would solve with respect to traffic and congestion on Long Point Road. In closing, I would point out that the other alternatives that have been proposed would result in far fewer impacts to residents along the I-526/Long Point Road corridor and would not cause drastic changes in the quality of life and property values that Alternative 2 would cause. I urge you to consider other alternatives that would not impact the quality of life and property values of residents in such a meaningful and material way. Thank you for your consideration. Sincerely, Daniel Nussbaum	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. SCDOT has worked diligently to minimize the impacts to homes in the Tidal Walk community and to the pond on Seacoast Parkway. The current proposed alternatives #2 and #6 only result in 1 home being displaced at the Tidal Walk entrance. The pond is minimally impacted and could be reengineered during the project to remain in place and continue to function as originally designed with very minor modifications. SCDOT would work with the owners of the pond during the Right of Way process to navigate a reasonable solution. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. The removal of the left turn is required to meet interstate control of access standards with every proposed alternative for the interchange project. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/3/2022
E17	8/3/2022	Rewis	Morris	rewismorris@gmail.com	264 Swallowtail Court	Mount Pleasant	SC	29464	Good Afternoon, I would like to first thank you for taking the time to have an open meeting to allow residents to get questions answered and express concerns. I understand that this is a potentially challenging and intrusive project to the surrounding neighborhoods and there are multiple facets that must be considered in generating the most appropriate plan. I would first like to express gratitude and appreciation to the SCDOT representatives who were at the public meeting as they were kind, receptive, and knowledgeable. I would also like to express the following concerns/comments as well as potential suggestions. I would also acknowledge my personal bias/disclosure which is that I live in Tidal Walk. First, I would highly support and request further study of alternative 1 and alternative 3. Alternative 1 which involves improving the existing ramps appears overwhelming the least intrusive to the existing neighborhoods. While it does not eliminate truck traffic on Long Point Road, which I understand was a posed issue from the Hobcaw/Port Side neighborhoods), it also does not disrupt or remove the entrance to their neighborhoods or potentially require house relocation (based on the maps). Alternative 3 similarly appears, based on the schematics, to have minimal to no impact on the existing neighborhoods as it is an improvement within the current ramp region of the road. Unless there is further expansion for either of these alternatives not pictured which would impact the Seacoast or Port side neighborhoods, these options appear to have the least impact. Please, I implore you, study these further. I would strongly oppose alternative 2 and 6 in its current form. These plans have a disproportionately large impact on the Grassy Creek and Tidal Walk neighborhoods. First, they would significantly alter and/or destroy our neighborhood entrance. Second, with a ramp overlying that road which is built to carry trucks, it would undoubtedly be an overwhelming noise burden to the neighborhood. It is concerning that these are seen as favorable options when a noise impact study has not been completed. Third, it appears from the design that the first two houses in the tidal walk neighborhood would be at serious risk – this was mixed in terms of responses from those at the meeting of whether those houses would survive. These are the only options that appear to place residences at risk of the options. Fourth, they remove the capacity of the neighborhood to aesthetically shield itself from 526 and the ramps with trees, but rather we would likely be viewing highway/ramp/sound wall. Finally, I would have concern with elimination of the trees/grass/entrance pond that there would be potential increased risk for flooding with heavy rain/hurricanes in the neighborhood. If options 1 and 3 are implausible, I would suggest an alternative – having the trucks/cars enter the highway on the left lane for those heading north (currently the central portion of the road). This is commonplace in other parts of the country and other major cities and suburban areas. This would eliminate the need to encroach on the neighborhoods and allow continuity with 526 expansion. Obviously I am not a highway/civil engineer so please forgive me if there is an obvious reason this would not work, but it seems intuitive that it would appear to solve several concerns with this plan in its current form as well as allow decreased truck traffic on Long Point (all parties seem to win). I do think noise would likely still be an issue, but noise will likely increase with the expansion of 526. Moreover, it appears it would allow the preservation of the tree barrier. Please re-evaluate and do not accept the current forms of alternatives 2 and 6 as they seem to unilaterally benefit the Hobcaw and business side and are detrimental to the Seacoast side of Long Point. Thank you for your time and consideration.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. SCDOT has worked diligently to minimize the impacts to homes in the Tidal Walk community and to the pond on Seacoast Parkway. The current proposed alternatives #2 and #6 only result in 1 home being displaced at the Tidal Walk entrance. The pond is minimally impacted and could be reengineered during the project to remain in place and continue to function as originally designed with very minor modifications. SCDOT would work with the owners of the pond during the Right of Way process to navigate a reasonable solution. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. The removal of the left turn is required to meet interstate control of access standards with every proposed alternative for the interchange project. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/3/2022

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E18	8/3/2022	Chris	Elliot	christ.elliott@vtl-group.com					Hi Joy, Thank you for taking the time to discuss the Long Point Road Interchange project with me this afternoon. If you could provide any links to the information we discussed that would be great. I will reach back out if I have any further questions. Regards, Chris Elliott	It was a pleasure speaking with you this afternoon. Please find the virtual public information meeting website link below as well as several links to other resources regarding our Right of Way process. Fran Bickley is our Right of Way manager on the I-526 Lowcountry Corridor and I have also copied her on this email so you have her contact information. Meeting Information : https://www.526clongpoint.com/public-meeting-2022 Right of Way Brochure: https://www.scdot.org/business/pdf/rightofway/HighwaysandYou.pdf Right of Way Video: https://www.youtube.com/watch?v=ISDHxjUq5w As I mentioned on the phone, Fran and I are here for any questions you may have. Thank you for reaching out for more information and let me know if you have any additional questions or concerns as they arise.	Email	8/3/2022
E19	8/3/2022	Henry	Delay	julesdelay@hotmail.com	205 River Oak Drive	Mount Pleasant	SC		I attended the Public Information Meeting on Tuesday, August 2nd at the Jones Center. Thank you for putting together all of the information about the different alternatives, as well as what the next steps will be for the project. I spoke with the representatives at the "Noise Display" for quite a while. They were very knowledgeable, and put a lot of us at ease by stating that they are confident that a noise wall will be a part of the 526 improvements due to the fact that the traffic noise is already unacceptable, and will only get worse as more trucks (and cars) use the road in the future. I would like to emphasize to your planning team how important it will be to include a continuous noise-reducing wall all along 526 from Long Point Road to the James B. Edwards (Wando River) Bridge. Our neighborhoods and communities depend on it! Thank you again for keeping us informed through the website and Public Information Meetings. Respectfully, Henry Delay 205 River Oak Dr, Mt Pleasant (Grassy Creek)	Mr. Delay – Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/3/2022
E20	8/4/2022	David	Smith	davidsmith82@gmail.com					Can I please get a copy of the meeting handout from Tuesday's meeting? Thanks	General Letter and FAQ Document	Email	8/4/2022
E21	8/4/2022	Paul	Spies	dps@multiplastics.com					So here is the route that solves all the problems for current and future for all parties. (ignoring politics) Parties--- Town State ports authority Federal highway And the least amount of land to buy And the least amount of displacing folks. Route A--- this is actually Long Point road extension to the new interchange on I26 (also allows for container movement from H Leatherman terminal to Wando terminal & another route to and from Daniel Island and Mt. Pleasant. So the Port was wanting to move barge traffic back and forth -- (no need for that expense and clogging of waterways.) The B option can be used in several ways- Jointly with A --- hits the back gate of port for a truck exit off of Long Point extension. --- or as another connection to Wando Park BLVD Either way the port benefits and should be able to fund some of this. Probably make option A, three lanes both directions and concurrently option B 2 Lanes each direction servicing exits to DI and Mt. P Cost for this option would be drastically less--- Not to discount less miles driven going to I26 When completed, 526 could be repaved/ maintenance as necessary by detouring traffic to the new alternate route. And the final PLUS is construction for years not on 526. Thank you for considering this cost effective alternative.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/4/2022
E22	8/4/2022	Todd	Bulwinkle	todd@tridentcon.com					Hello, I wanted to touch base and provide my support for alternative #2 as recently presented. This option is absolutely the best solution for 99% of the stakeholders and provides the long needed improved safety for the resident of Long Pt Rd. Please continue to push for this Alternative #2 to be approved, permitted, and constructed and let me know if there is anything I can do to help ensure this receives the support needed. Thanks	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/5/2022
E23	8/5/2022	Casey	Hudson	caseyahudson@gmail.com					Hi Joy, Thank you for taking the time to read this as I can imagine you are receiving lots of public feedback after the recent meeting at the Jones Center. Unfortunately I was unable to attend as I did not have childcare for my three young kids. However, I waited until I could talk to several neighbors who did attend and read the presented options before sending my feedback. My family of 5 resides in Grassy Creek. We moved here two years ago from a neighborhood off Mathis Ferry Road, a short few miles away. We love this area, the schools, and the convenience to all Mt. Pleasant and Charleston has to offer. However, I am highly concerned that options 2 and 6 are labeled as "yes" for the potential to meet the purpose and need for the 526 Interchange goals. Options 2 and 6 are detrimental not only to our community, but for our neighbors in Tidal Walk and also Belle Hall. Not to mention the businesses that run along Seacoast Parkway. Options 2 and 6 severely encroach onto our community and homes. In fact, two homes in Tidal Walk would have to be removed in one of these options. We experience noise from the highway already. I am closer to the front, but not directly, and on Shoals Drive. If I am outside I can hear the highway. If I'm inside at night with no other noise, I can hear the highway. I cannot imagine what a new acceleration lane and highway ramps closer to us would mean. This would impact not only our property values, but our quality of life, the sound pollution, and of course the visual impact we'd see coming into and out of the neighborhood. Additionally, lower property values would impact our taxes and affect the monies going into our school system, primarily our elementary school. Furthermore, Options 2 and 6 appear to eliminate the left hand turn onto Belle Hall Parkway from Longpoint Road. This, to be frank, would be a foolish mistake. There are well over 1000 homes between Belle Hall, Grassy Creek, and Tidal Walk. Eliminating this left hand turn would create safety issues for Longpoint from the interchange all the way to Whipple Road. If we were forced to turn left at Belle Pointe Drive, which is the intersection where Chic Fil A is located, it would greatly impact the drive time home and the amount of traffic would significantly increase. Even now, during lunch and dinner hours, Chic Fil A gets so backed up the line is to Longpoint Road. In addition, the way to the Belle Hall Elementary School, Fire Station #502, and the Jones Center would be heavily impacted at certain times in addition to it now being a major roadway for residents. Imagine 1000+ homes, most of which have 2 or more cars being redirected in such a way. To me, it is clear that all options have not been thoroughly evaluated. Much of the feedback that was relayed by attendees of the 08/02 meeting was that this was not done because of time. It is irresponsible to have 6 options for relieving the issues, but narrow to two simply because the others have not been studied. It also does not seem that anyone that is involved in the decision making process has even visited the areas being the most impacted. Around 6 weeks ago, I saw surveyors out on Seacoast and I pulled over to ask if they did residential surveys as we need one for our property. They told me they were unfamiliar with the area and were from Columbia. Yes, they'd have their survey data, but not even being from the Charleston area shows me that the people involved are too far away to really consider the impact this is having on existing communities. Option 1 seems to be the least intrusive of the 6. However, it was not marked as "yes" as it needs more study. It is unacceptable that this option, along with the others, have not yet been studied. Why would anyone have 6 options then choose based on the two that they did study. What if a third option was MORE beneficial. How could you know??!! This is irresponsibility at its finest. I URGE YOU to reconsider the study and selection of other options. Options 2 and 6 are unacceptable to our communities and would be devastating. In short, it appears you're moving any issues from one side of Longpoint Road to the other side and doing more damage in the process. Thank you for your time.	General Letter and FAQ Document	Email	
E24	8/5/2022	Chelsie	Dumenigo	chelsie.dumenigo@gmail.com					Hello, I would like to address a safety concern regarding the proposed changes to the Long Point interchange. As you know, the Seacoast road sided neighborhoods – Belle Hall, Rice Bay, Grassy Creek, and Tidal Walk – are family orientated communities representing more than 1,200 homes and housing Belle Hall Elementary School. Needless to say, this leads to an abundance of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as travelling to and from school on a daily basis. It is my concern that, in their current forms, alternatives 2 and 6 pose potential safety issues to these children. These options significant encroach or demolish into the entrances to the Tidal Walk and Grassy Creek neighborhoods, an interchange frequently passed by children and adults through various modes. They also encroach significantly on seacoast road and the adjacent woods, an area that is also frequently played in by children. These options would significantly diminish the safe distance between these sidewalks and roads and the high-speed highway of 526. Moreover, as this would be a truck route, it not only introduces more proximate traffic, but these would be heavy load vehicles with potential for catastrophic accidents. The proposed options of 1 and 3 do not pose these potential safety concerns to Seacoast and are therefore prime for further study. Other alternatives could include a completely separate exit further north on the 526 bridge that directly goes to the port over water or on-ramp from Long Point which enters in the median/central portion of the road. Secondly, all of the proposed plans appear to eliminate the left turn at the Belle Hall Parkway entrance. This would divert all traffic entering these neighborhoods to Belle Point Drive which would dramatically congest Paul Foster Road and the accompanying round-about. Given the frequency of which these roads are traversed by children, and its proximity to Belle Hall Elementary, this portion of the plans should also be re-evaluated. Thank you for your consideration of these potential serious safety concerns with bringing the highway and on-ramp closer to our children as well as congesting the roads surrounding Belle Hall Elementary School.	General Letter and FAQ Document	Email	
E25	8/6/2022	Ron	Morales	rfmoralesjr@gmail.com	476 Turnstone Street	Mount Pleasant	SC	29464	I am a resident of the Tidal Walk Community, in Mt. Pleasant. This community is next to Belle Hall, and it is located along the north and east side of I-526. We have lived in Tidal Walk since the beginning of its development in late 2015/2016. Although we have endured the extreme high levels of highway noise for years, we have become most concerned about the proposal for the so-called improvement to the Long Point Road exit/interchange. In the six plus years we have lived in the area, we have NEVER had a problem with this interchange getting backed up by trucks. However, we have had issues with the traffic and traffic jams on I-526 itself, but that has typically been further west, especially around the Don Holt Bridge. I travel this road every day, and from my observations, one of the biggest issues on 526 (aside from traffic and accidents) are trucks breaking down, especially on the bridges. The breakdowns typically cause major traffic backups, as I'm sure you know. I believe that making changes to the Long Point Road interchange will not solve trucks breaking down, nor will it lower the volume of traffic/truck traffic on I-526. Unfortunately, at least two of the solutions for the Long Point Rd. Interchange (Alternatives 2 and 6) proposed by the SCDOT would dramatically and directly impact our community of Tidal Walk. These solutions would put a new access road out of the Wando Port, and direct it northward straight at our community, specifically right in front of our home. Although the solution may not actually take our home out, it would most definitely negatively impact its value, not to mention increase the noise even higher than current dB levels, which are already dangerously high (greater than 85-90 dB). Also, this direct road out of Wando would allow trucks to enter I-526 without any hindrance. This may sound ideal, but without any stop signs, lights, curves, etc., a high volume of trucks would enter the highway, adding to congestion and potential safety issues, especially given the highway would still be 2 lanes. There are two other alternatives proposed by SCDOT (1 and 3). In particular, alternative 1 seems to integrate more into the current infrastructure, which would likely be lower cost and lower impact to our community. If solutions 2 and 6 (or some similarities must go through) are what end up being approved, we believe there are several variations that would be much less impactful to Tidal Walk and other homes just north and east of I-526. For example, the on/off ramps of the new access road to the Wando Port could pretty easily be pushed further south, staying further away from Tidal Walk and Palmetto Parkway. A southward shift would mainly impact commercial properties, which in our opinion, is better than impacting people's homes, lives and investments. Finally, we would hope that any solution for this project will be affordable to the taxpayers, increase the quality of our lives in the community, solve the traffic and safety issues, and be as environmentally friendly as possible. We are concerned that this project and the eventual widening of I-526 will have an extremely negative impact on our community and quality of life, not to mention be unsightly. We realize there is no perfect solution, but we believe there are better ones out there that will have the lowest impact to ALL communities involved. I look forward to hearing back from you concerning this issue, and would be happy to continue this discussion in the near future. Thank you for your time, consideration and for your service.	General Letter and FAQ Document	Email	

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E26	8/7/2022	Anita	Christman	christmanj@earthlink.net					I attended the information meeting on Tuesday, and I have a question. Option #2 seems to make the most sense, but if you're directing the trucks off 526 before you get to Longpoint, why do we need to spend the money to change the cloverleaf at 526 and Longpoint? Only the trucks seem to have trouble negotiating those cloverleaf turns. I've lived on Longpoint down towards the terminal for 22 years, and I've never thought they needed adjusting. A couple of my neighbors were asking the same thing after we all attended the meeting. Thanks in advance for your response!	General Letter and FAQ Document	Email	
E27	8/7/2022	Angie	Anderson	angieanderson@ernesthealth.com	396 Tidal Reef Circle	Mount Pleasant	SC	29464	I am requesting that SCDOT further investigate the full impact of the options that they have proposed before making a decision. Impact studies are needed in noise, congestion on the non-port side of Long Point at the interchange and wetland mitigation. These impact studies should include all communities affected, not just 2 of the 5. We expect DOT and the Town of Mount Pleasant to complete due diligence to prevent rushed decisions that may financially devastate any of the impacted neighborhoods. A decision should NOT be made until these impact studies are shared with the public.	General Letter and FAQ Document	Email	
E28	8/7/2022	Jackman	Fralley	jackmanfralley@gmail.com	248 Swallowtail Court	Mount Pleasant	SC	29464	Hello, I'm a resident within the Tidal Walk neighborhood. I'm wondering if there has been a commitment made to erect a sound wall as a result of the upcoming expansion of 526 and the construction of this monstrous elevated truck ramp that will require the entrance to our neighborhood to be demolished? Also, will there be an extended comment period for this project? Most of the neighbors I talk to are unaware of this project. Has there been any study done on the safety of having the truck ramp elevated like this? Many cars travel along the Seacoast Parkway, and if there were to be an accident on an elevated truck ramp that could potentially send large chunks of metal careening of the truck ramp into our neighborhood or onto a car or school bus traveling down Seacoast Parkway. Can the truck on ramp be rerouted to enter 526 West via a new lane within the median? Wouldn't this cost less and decrease the risk of an elevated truck accident? Please advise if you can guarantee a sound wall to our neighborhoods at this time if options 2 or 6 are chosen. Many thanks, Concerned citizen and father of 2	General Letter and FAQ Document	Email	
E29	8/4/2022	Donna	Williams	thigendw@gmail.com	328 Shoals Drive	Mount Pleasant	SC	29464	Hello, My name is Donna Williams. I am a homeowner in Grassy Creek and Belle Hall. While I understand this project is on the fast track, I ask that you please slow down and consider more options or merge a couple of your plans. The "favorable" plans will include removing people from their homes in a neighborhood that was also erected in haste less than 8 years ago. Please consider a further study of option 1, possibly adding a port access road to that plan. Here are a few notable points in no particular order. 1. The options which move the traffic from long point to through or over the Grassy Creek/Tidal walk entrance only move the issue from one side to the other side. The Hobcaw neighborhoods are already infinitely more sheltered from 526 than the Tidal Walk and Grassy Creek and Belle Hall neighborhoods, and this would unilaterally benefit them and be devastating to the neighborhoods/residents who purchased homes farther from the ports. 2. Elimination of the turn at Bell Hall Parkway would make all 1200-1500 residents of the neighborhoods of Grassy Creek, Tidal Walk, and Belle hall turn at a different intersection which often sees backups from Chick Fil A. These homes generally have 2 cars, adding 3,000 vehicles to an already congested area. This will soon need to be expanded if this route is taken, as Belle Hall Elementary school is in the path, creating a safety issue, in addition to Palmetto Christian Academy and East Cooper Baptist Church (all have traffic issues in their own right). I encourage someone to come take pictures here as there seems to be a lack of awareness. It also dramatically increases the driving time to our respective communities. 3. Fast tracking a project just because we have received funding should never occur. This happened with Tidal Walk and the residents are now in danger of losing their homes and community area less than 8 years after it was built. The residents in question had no idea their homes were in jeopardy until they were contacted this week, after the meeting, by a neighbor. With a recession looming and already stressed housing market, I cannot stress enough that the plans to remove homes need to be reconsidered. 4. If you must add a lane, explore the option of it entering the left lane/central as opposed to the right lane to not disrupt the communities of Belle Hall, Grassy Creek, and Tidal Walk. 5. It seems intuitive that if you start taking the entrance to Grassy Creek and Tidal Walk, and start taking houses, the 526 expansion will undoubtedly look to continue picking off neighborhoods. The next on the chopping block would undoubtedly be the ponds in front of each and likely placing the pool at tidal walk either very close to the highway or gone, and would also further jeopardize the fate of red knot and turnstone. 6. If the aim is to off-load truck traffic AND be good for neighborhoods, a completely separate truck ramp/Port ramp that enters the port on the north or water side, exiting the bridge north of the long point exit best serves that purpose, decreases the traffic on long point, and would likely eliminate much of the truck traffic on long point and every neighborhood would win. I am also e-mailing Nancy Mace, Tim Scott, and contacting an attorney. The first home in our neighborhood just sold for \$1M. This same home would be looking at the underside of the new overpass if "favorable options" are chosen. While I realize growth is eminent, I ask to not rush this project and explore option 1, specifically adding a port access road. No homes would be lost and port traffic would improve over and already industrial area.	General Letter and FAQ Document	Email	
E30	8/8/2022	Paul	Spies	dps@multiplastics.com					Proposed elevate 526 east bound--- exit to back gate of port Continue 526 elevation to existing height over Long Point road. This will allow back gate of port to go under 526 into the existing Median for a left hand entrance to 526 west bound. Far less land to acquire and not mess with 526 & long point interchange.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/15/2022
E31	8/8/2022	Anjali	Fehon	anjali.fehon@gmail.com	296 Shoals Drive	Mount Pleasant	SC		To whom it may concern, I am a resident of the Grassy Creek neighborhood and am writing to address the significant concerns with the proposed changes to the truck merge for 526 from the port. It seems as though alternatives that do not detrimentally disrupt our neighborhoods have not been thoroughly researched and we implore that the committee exhausts all options before destroying property value and quality of life in these neighborhoods. Belle Hall, Rice Bay, Grassy Creek and Tidal Walk represent over 1200 homes. This area is also the home of both Belle Hall Elementary and Palmetto Christian Academy. Not only do the alternatives being proposed significantly impact noise, construction and property value in this area - they also pose a significant traffic and safety concern. The Seacoast Road area is frequented by children and families and the traffic to enter these neighborhoods would greatly increase by limiting access to this section. These proposed alternatives move the highway and trucks even closer, encroaching and disrupting these neighborhoods and increasing the threat of catastrophic accidents with heavy load vehicles. Beyond the safety concerns, the Grassy Creek and Tidal Walk neighborhoods would be irreversibly damaged in terms of property value due to increased noise, traffic and unsightly views of the highway that destroy the entrances to these developments. Shifting the problem from one side of Long Point to the other is not a solution. There are many alternatives that do not impact our neighbors that need to be thoroughly researched and the committee should not move to quick action just to save time now that funding is secured. We must consider the neighbors who have built this community in this decision and push for alternatives that do not disrupt established neighborhoods - and increase safety concerns. We ask that those involved in this decision visit these neighborhoods and appreciate the impact these alternatives would have on the quality of life here and do all possible to select alternatives that do not impact residents to this degree. Thank you for your support in protecting our neighborhoods and children	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/15/2022
E32	8/9/2022	Bryan	Thierfelder	bryan.thierfelder@roberthalf.com					Hi - given the sever impact of this proposal on not only my neighborhood (Grassy Creek) but also Tidal Walk, I'd like to request that SCDOT further investigate the full impact of the options proposed before making a decision. Impact studies are needed in noise, congestion on the non-port side of Long Point at the interchange and wetland mitigation. These impact studies should include all communities affected, not just 2 of the 5. I'd hope DOT and the Town of Mount Pleasant to complete due diligence to prevent rushed decisions that may financially devastate any of the impacted neighborhoods. I'm not an expert but have heard numerous alternative options that achieve the goal of lessened traffic without greatly diminishing 2 neighborhoods.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/15/2022
E33	8/9/2022	Bryan	Thierfelder	bryan.thierfelder@roberthalf.com					We have recently reviewed the proposed plans for the Long Point interchange. As noted by the recent public forum, these changes pose multiple potential negative impacts on the Long Point neighborhoods. Moreover, our concern is that despite these changes and the planned future 526 expansion, the core issue would not be addressed. This would likely lead to a need for further expansion leading to further disruption of local families, not to mention additional years to decades of construction. We propose an investigation into an alternative route(s) which would potentially benefit the local towns, the State Port Authority and the Federal highways while requiring the least amount of land acquisition and fewest disruption to residential land. This would include the expansion/extension of Long Point Road into a bridge which traverses the Wando River, through the southern non-residential portion of Daniel Island, and crossing the Cooper River to ultimately join with the Hugh K Leatherman Terminal with access to I-26. An additional road can be created from the back-gate of the Wando port with a bridge over the Wando River to connect on Daniel Island. This serves to help in multiple ways. First, the ports serve to benefit significantly by creating a road connection between the two ports, off-loading traffic on 526 and potentially decreasing the volume needed to travel by barges. Considering this, they may prove to be a source of partial funding. Second, it opens additional traffic options to cross the rivers. This could be of large benefit when accidents or disabled vehicles lead to backups on the Ravenel and Don Holt bridges. Intuitively, this would decrease traffic on 526 by allowing an alternative route and provide a preferred route for trucks. Third, and most critically, it serves to elegantly alleviate the truck traffic and indirectly alleviates the Long Point interchange by allowing a more effective alternative route. This would have only positive impacts on the residential communities. It would decrease truck traffic on Long Point and reduce noise from Long Point and 526 all while not disrupt normal traffic patterns while construction is ongoing. Moreover, it allows a viable alternative to route traffic in the event that the Wando River Bridge required expansion or repairs. Finally, it would allow an additional on-off access point for Daniel Island, which would be beneficial in the event of a hurricane or other natural disaster.	General Letter and FAQ Document	Email	

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E34	8/10/2022	Daniel	Senden	daniel@wsbretail.com	300 Shoals Drive	Mount Pleasant	SC		Some of the options that are being presented for the SCDOT expansion of the Long Point road / 526 interchange will cause unnecessary damage to homeowners, traffic, and schools. Specifically, the fly over bridge proposals that would add a truck bridge that encroaches on Seacoast Parkway and the Tidal Walk and Grassy Creek neighborhoods are unwarranted. The truck traffic has been on a short section of Long Point rd since the opening of the port so why is that changing now? My office is on Wando Park Blvd so I travel with the truck traffic daily. I rarely see accidents and the traffic flows well. Building a truck bridge that pulls truck traffic off Long Point rd only puts that exact truck traffic directly in front of Grassy Creek and Tidal Walk neighborhoods. These are family neighborhoods where children are constantly walking, riding bikes and playing. You're trying to help some neighborhoods on Long Point at the expense of the neighborhoods on Seacoast parkway. Why would you do that? There are other options available to the SCDOT that do not affect our neighborhoods and I strongly encourage the SCDOT to adopt those alternatives that do not cause further damage to these neighborhoods. In addition, all of the proposals from the SCDOT reroute traffic from Belle Halle Parkway to Belle Pointe dr. Routing traffic to over 1,000 homes to one traffic light that already backs up into Long Point Road due to the Chick-Fil-A is a terrible idea. The SCDOT hasn't even studied that area to understand the impacts on Belle Hall Elementary and Palmetto Christian Academy traffic. That traffic would be a nightmare. Belle Point will also have more development in the near future including medical office, gas station and more mixed use. That further development will only cause additional problems once you've forced ALL of the neighborhood traffic to Belle Point. Please consider the other alternatives that do not negatively affect the lives of our neighborhood residents.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526lowcountrycorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/15/2022
E35	8/10/2022	Bradley	Kerr	mcgoldiwr@scdot.org					Option #2 and #6 in my opinion. Port needs its own access road to and from 526.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. Please let us know if you have any further questions or concerns by sending us an email (info@526lowcountrycorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/15/2022
E36	8/10/2022	Kerri	Hicwa	hikwak@gmail.com					I am a resident of the Grassy Creek neighborhood and mother to four children under the age of 11. I would like to address a safety concern regarding the proposed changes to the Long Point interchange. As you know, the Seacoast road sided neighborhoods – Belle Hall, Rice Bay, Grassy Creek, and Tidal Walk – are family oriented communities representing more than 1,200 homes and housing Belle Hall Elementary School. Needless to say, this leads to an abundance of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as travelling to and from school on a daily basis. It is my concern that, in their current forms, alternatives 2 and 6 pose potential safety issues to these children. These options significantly encroach into or demolish the entrances to the Tidal Walk and Grassy Creek neighborhoods, an interchange frequently passed by children and adults through various modes. They also encroach significantly on Seacoast Road and the adjacent woods, an area that is also frequently played in by children. These options would significantly diminish the safe distance between these sidewalks and roads and the high-speed highway of 526. Moreover, as this would be a truck route, it not only introduces more proximate traffic, but these would be heavy load vehicles with potential for catastrophic accidents. The proposed options of 1 and 3 do not pose these potential safety concerns to Seacoast and are therefore prime for further study. Other alternatives could include a completely separate exit further north on the 526 bridge that directly goes to the port over water or on-ramp from Long Point which enters in the median/central portion of 526. Secondly, all of the proposed plans appear to eliminate the left turn at the Belle Hall Parkway entrance. This would divert all traffic entering these neighborhoods to Belle Point Drive which would dramatically congest Paul Foster Road and the accompanying round-about. If you have ever attempted to grab breakfast, lunch or dinner at prime dining times, you would have already experienced the back-up of traffic due to the frequently visited Chick-Fil-A on the corner of Belle Point Drive and Long Point. I could not even imagine how much more traffic there would be if this is where I would need to turn as opposed to the turning at Belle Hall Parkway! The light at the Belle Hall Pkwy and Long Point is often used by local children who ride their bicycles with friends to eat at Chick-fil-a or cross-over into the Belle Hall Shopping center to eat at TCBY, Wendy's, or other establishments. It is already a difficult crossing and with increased traffic I worry about the safety of these children. I would hate for the increased traffic to decrease the ability of the local children to be active and independent by riding their bicycles safely. I also worry about increasing the traffic on Paul Foster as our local fire station is located on this road. Increased traffic can impact the ability for fire trucks to exit the station to respond to emergencies. Given the frequency of which these roads are traversed by children, and its proximity to Belle Hall Elementary and our local fire station, this portion of the plans should also be re-evaluated. Thank you for your consideration of these potential serious safety concerns with bringing the highway and on-ramp closer to our children as well as congesting the roads surrounding Belle Hall Elementary School.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public information meeting. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526lowcountrycorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/15/2022
E37	8/10/2022	Therese	Kristiansen	therese1838@gmail.com					Please tell me specifically what houses in the neighborhoods along Long Point Rd. are in jeopardy if any of the plans are chosen. I understand some homes at Tidal Creek Neighborhood may be taken. I also heard about homes on Antebellum Lane in Belle Hall Plantation... which ones? Are there any others? What about homes on Seacoast Parkway. Thank you.	Good morning and thank you for submitting a question for the I-526 @ Long Point Road Interchange improvements project. We have received your question and will respond next week when the project manager, Joy Riley returns. However, in the meantime, we wanted to make sure you had seen the maps of the proposed reasonable alternatives that were shared at the public information meeting. They are located online here: https://www.526clongpoint.com/public-meeting-2022 . If you scroll down to this section and click on the "view details", maps with the proposed improvements, including potential right-of-way are visible. I did want to point out that at this time, these concepts are preliminary and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. This may help with your questions in the meantime.	Email	8/12/2022

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E38	8/10/2022	Chris	Hensley	chrisahensley@yahoo.com					I am a resident of the Grassy Creek neighborhood. I have several concerns regarding the current proposed plans for the 526 interchange. Although I do believe the traffic caused by the trucks to/from the ports is an issue along some areas of Long Point Road, the current proposed plans will not eliminate this problem, and will rather create other traffic issues that will be a detriment to our communities. With several of the current proposals, the left turn off of Long Point to Belle Hall Parkway will be eliminated. This turn at the Waffle House is access for over 1200 homes within the Tidal Walk, Grassy Creek and Belle Hall communities. The flow of traffic will then be routed to the light at Belle Point Drive and down to Paul Foster. This will increase traffic surrounding Belle Hall Elementary School, RL Jones Recreation Center and the local fire station. The sidewalks along these roads are frequented by children and adults alike to use for walking, running and riding bicycles. I worry the increase traffic flow will decrease the safety of our children and community members. I believe that there are other options that may provide a better solution to the current traffic issues without worsening other areas. Our community would love to meet with SCDOT representatives to propose alternatives to be a part of the solution.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/15/2022
E39	8/11/2022	Matthew	Schaad	matthew.schaad@us.bosch.com					I am writing today to express my opinion on the Long point road interchange. Have you conceded have a train system installed to move cargo outside of the area instead of relying on trucks to do the hulling. It seems to me that would be the safest and best option to get large amounts of cargo out of that area. Wider roads with more lanes only causes more issues. How many of the trucks leave long point road to only cause traffic to back up at the 526-26 interchange? Maybe you should combine the finding for widening both areas to increase rail capacity to move cargo out of Charleston? It would only need to go up to the rail yard in Park Circle before it could be moved onto that rail system. I am not sure what the capacity is for that yard but that has to make more since economically as well as environmentally than putting everything on trucks.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. The SC Ports Authority was funded for development of a barge and railroad enhancement project which is in progress to utilize barges between port terminals to reduce truck trips between terminals and enhance access to rail connections at both terminals. More information on this project can be obtained by contacting the SC Ports Authority. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/15/2022
E40	8/11/2022	Kristin	Schier	kristinschier@hotmail.com					I am writing you as a concerned citizen who lives in Grassy Creek, Mount Pleasant. The recent proposals for the intersection changes and trucking route is simply moving the noise and traffic from hindering Hobcaw and 526 to impacting severely Tidal Walk, Grassy Creek and Belle Hall, approximately 1500 homes. As it is now I listen to highway noise in my house and we endure the traffic along Long point generated by the Belle Hall Shopping/ Chick fil A intersection. Please help us stop the current proposals so that additional options can be heard and studied. First, there should be consideration to making Long Point like the overpass scenario done on I-17 and Bowman so that there is both a shopping / residential traffic scenario and overpass for ongoing traffic that continues north. The current plan to remove our entrance by Waffle House will cause even greater traffic issues at the Belle Hall shopping intersection with all proposed plans. Secondly the truck overpass proposed will have severe impact on the current homes while still creating a bottleneck since there are not additional lanes. Mount Pleasant approved these neighborhoods to be built so we deserve help protecting our neighborhoods. currently multiple he's are threatened with imminent domain. The location will severely impact the road noise issue we already have. Most importantly, our health is at risk as we are concerned about the diesel cloud that we will be breathing in while outside Playing with our kids. A proposal has been developed to completely remove the truck traffic off 526 by creating a bridge out the back of the port and connecting across ports. This would remove construction from an already busy intersection and reroute trucks off the current crowded bridges such as Don Holt. Please help stop the current proposal that does not fix a problem but merely pushes the problem further down the road and on another neighborhood.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meeting. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/15/2022
E41	8/11/2022	Kristin	Schier	kristinschier@hotmail.com					I am writing you as a concerned citizen who lives in Grassy Creek, Mount Pleasant. The recent proposals for the intersection changes and trucking route is simply moving the noise and traffic from hindering Hobcaw and 526 to impacting severely Tidal Walk, Grassy Creek and Belle Hall, approximately 1500 homes. As it is now I listen to highway noise in my house and we endure the traffic along Long point generated by the Belle Hall Shopping/ Chick fil A intersection. Please help us stop the current proposals so that additional options can be heard and studied. First, there should be consideration to making Long Point like the overpass scenario done on I-17 and Bowman so that there is both a shopping / residential traffic scenario and overpass for ongoing traffic that continues north. The current plan to remove our entrance by Waffle House will cause even greater traffic issues at the Belle Hall shopping intersection with all proposed plans. Secondly the truck overpass proposed will have severe impact on the current homes while still creating a bottleneck since there are not additional lanes. Mount Pleasant approved these neighborhoods to be built so we deserve help protecting our neighborhoods. currently multiple he's are threatened with imminent domain. The location will severely impact the road noise issue we already have. Most importantly, our health is at risk as we are concerned about the diesel cloud that we will be breathing in while outside Playing with our kids. A proposal has been developed to completely remove the truck traffic off 526 by creating a bridge out the back of the port and connecting across ports. This would remove construction from an already busy intersection and reroute trucks off the current crowded bridges such as Don Holt. Please help stop the current proposal that does not fix a problem but merely pushes the problem further down the road and on another neighborhood.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meeting. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/15/2022

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E43	8/11/2022	Casey	Hudson	caseyahudson@gmail.com					<p>Hello, I'd like to express an additional concern about the 526 Longpoint Road interchange project and the options that are marked "yes" as meeting the intended purpose and need. I live in the Grassy Creek subdivision and these options would be detrimental to our neighborhood, as well as our neighbors in Tidal Walk. The impact that this has on the quality of life for families and children has grown greater in my mind as we have 3 young children ourselves, all attending Belle Hall Elementary this year (ages 7, 5, and 4). Obviously the options would be an eyesore and may potentially impact property values, but our community is full of children. Children that attend the nearby public elementary school, take classes at the Jones Center, or may even attend the private school Palmetto Christian Academy (PCA). It is not uncommon to see golf carts or families walking or biking down Seacoast Parkway to go to any of these places. We are also able to get to Belle Hall Shopping Center and Chic Fil A without use of a car. In their current forms, options 2 and 6 pose a safety issue for the children and families that run, play, bike on our sidewalks and/or get to school/after school activities. There is also a nearby wooded area that children go through to neighboring Belle Hall. The "yes" options significantly diminish the safe distance between the sidewalks and roads and the high speed highway. It not only introduces more proximate traffic, but heavy load vehicles with the potential for catastrophic accidents. I urge you to consider studying in depth options 1 and 3 as these options do not pose safety concerns to Seacoast Parkway.</p>	<p>Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meeting. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).</p>	Email	8/15/2022
E44	8/11/2022	Nick	Hayes	nickhayes1@att.net					<p>I live off of Seacoast Parkway in the Grassy Creek neighborhood. I have been unable to attend any of the in-person meetings but I have look fairly extensively at the online material. In looking at the two alternatives that appear to be the top choices for the reworking of 526/Longpoint Rd interchange, I just can't help but believe that SCDOT could come up with a plan that would better accommodate the residents and businesses on the north side of the interchange. The plan to build a direct truck ramp in and out of the port does make sense. But it does seem that it could be done without the port exit ramp impacting the Grassy Creek and Tidal Walk neighborhoods. Could the port exit ramp be directed so that the trucks merge into the inside lane of 526 west? If that will not work, why not some kind of combination of a couple of the alternatives that would move the exit ramp from 526 west to Longpoint Rd over far enough to the right to allow more room for tractor trailers to maneuver the up ramp and maybe widen the 526W bridge over Longpoint so that a merge lane can be added. An exit ramp from 526 east to the port could also be added. This plan would take probably 45%+ of the port traffic off Longpoint Rd. If SPA could get the disagreement with the Union resolved at Leatherman Terminal, that could take even more traffic off of 526 and Longpoint Rd. Even I-26. The plan to eliminate the left hand turn from Longpoint onto Belle Hall Parkway will be a disaster. It will be a disaster for the businesses along Belle Hall Parkway and Seacoast Parkway. I will also be a disaster for 1,500-1,600 residents who use that turn to enter their neighborhoods. The plan to move that turn up to Belle Pointe Drive will create a traffic nightmare. Chic-Fil-A is known to block traffic on their side of Belle Halle Drive at lunch and after school. Then Belle Hall Dr dead ends into Paul Foster which is a two-way st with a Fire Station and is regularly utilized by two schools, a church and a child day-care. Hopefully you can see why we are unhappy with what we see a SCDOT's likely plans for this project. We ask that you please hear our voices and listen to our suggestions. We also ask that you please do not further speed this project along without first doing the noise studies, environmental studies and all other due diligence.</p>	<p>Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meeting. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).</p>	Email	8/15/2022
E45	8/11/2022	Sarah	Eargle	sarabeargle@gmail.com					<p>My name is Sarah Eargle and I am a resident of Grassy Creek off of Longpoint Road. My husband and I have three children ages 6, 4, and 2. We love our neighborhood and the community aspect of it. I would like to address a safety concern regarding the proposed changes to the Long Point interchange. As you know, the Seacoast road sided neighborhoods – Belle Hall, Rice Bay, Grassy Creek, and Tidal Walk – are family orientated communities representing more than 1,200 homes and housing Belle Hall Elementary School. Needless to say, this leads to an abundance of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as travelling to and from school on a daily basis. It is my concern that, in their current forms, alternatives 2 and 6 pose potential safety issues to these children. These options significantly encroach or demolish into the entrances to the Tidal Walk and Grassy Creek neighborhoods, an interchange frequently passed by children and adults through various modes. They also encroach significantly on seacoast road and the adjacent woods, an area that is also frequently played in by children. These options would significantly diminish the safe distance between these sidewalks and roads and the high-speed highway of 526. Moreover, as this would be a truck route, it not only introduces more proximate traffic, but these would be heavy load vehicles with potential for catastrophic accidents. The proposed options of 1 and 3 do not pose these potential safety concerns to Seacoast and are therefore prime for further study. Other alternatives could include a completely separate exit further north on the 526 bridge that directly goes to the port over water or on-ramp from Long Point which enters in the median/central portion of the road. Secondly, all of the proposed plans appear to eliminate the left turn at the Belle Hall Parkway entrance. This would divert all traffic entering these neighborhoods to Belle Point Drive which would dramatically congest Paul Foster Road and the accompanying round-about. Given the frequency of which these roads are traversed by children, and its proximity to Belle Hall Elementary, this portion of the plans should also be re-evaluated. Thank you for your consideration of these potential serious safety concerns with bringing the highway and on-ramp closer to our children as well as congesting the roads surrounding Belle Hall Elementary School. Thank you for your consideration on this matter. Thank you for your leadership.</p>	<p>Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. 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E46	8/11/2022	Steve	Skalak	mrclan130@hotmail.com					<p>My name is Robert Skalak and I am a resident of MT Pleasant. After careful study of the 6 proposals presented by SCDOT to address traffic congestion at the Long Point/ I526 interchange, my conclusion is that options #2 and # 6 will have a devastating impact on property values for the Grassy Creek, Tidal Walk, and Belle Hall areas. Please consider other options or modifications to these proposals.</p>	<p>Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meeting. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).</p>	Email	8/15/2022

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E47	8/11/2022	Michael	Shuttleworth	sttuhs@gmail.com					I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. It is our understanding that these safety and traffic issues have not been studied by the SCDOT and we believe proceeding forward without a better understanding of the impact these two options present would cause real damage to these communities, schools, and businesses. Please see below for a more detailed outline of our concerns: Elevated (Flyover) \Truck Bridge Concerns: Taking truck traffic off Long Point Rd and moving it to the front of our community is not an equitable solution. -What is the rationale for placing the elevated bridge in that location that so negatively affects our neighborhoods? There are better locations and better options that should be further studied. -We are very concerned about Diesel Exhaust pollution concerns from the high volume of trucks at the entrance of Grassy Creek and Tidal Walk neighborhoods. -Noise pollution from fast moving trucks merging onto 526W from an elevated bypass (exhaust, air brakes, general road noise) will have a disastrous effect for the entire front half of the Belle Hall neighborhoods plus Grassy Creek and Tidal Walk. Wetlands at the end of Rathall Creek would be affected. These wetlands are a critical part of our neighborhoods. -Acquisition of Grassy Creek HOA property, with the potential for acquisition of Grassy Creek Homes that would be in the right-of way boundaries. -Acquisition of at least two homes in Tidal Walk, with the potential for more due to the right of way boundaries. -What measures will be taken to mitigate flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds/ and retention ponds? -How should residents closest to the new bridge expect to combat light pollution from trucks turning and coming down the ramp? Traffic Concerns that have not been studied: -Closing the Long Point Rd left hand turn access onto Belle Hall Pkwy would severely limit the traffic patterns and greatly increase congestion for multiple neighborhoods containing over 1,000 homes. This would force all traffic entering these neighborhoods to turn left at the intersection of Belle Point and Long Point Rd. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive through line which wraps around off their property on to Belle Point Rd and back to the Long Point intersection. Several more traffic-intensive businesses are expected to be built soon on this road, which will only compound the problem. -Paul Foster Rd already has significant traffic and delays during school drop-offs and pick-ups for Belle Hall Elementary and Palmetto Christian Academy, with traffic often extending back to Belle Hall Parkway, Belle Point Rd, and Egypt Rd. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses to the small Traffic Circle on Belle Hall Pkwy and Paul Foster Road. Paul Foster is already a heavily used corridor due to the 2 schools located on Egypt Rd. -Fire Station #2 on Paul Foster Rd would have limited egress for emergency calls with traffic from all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), two schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and numerous businesses entering on Belle Pointe Dr. and Egypt Rd. each who use Paul Foster as their main artery. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, waiting to get permission to enter the port. With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. Looking forward to the future and the four lane highway on 526, the truck bypass lane position makes it clear that this is just the beginning of the Eminent Domain Plans for the northside of the 526 corridor which include Grassy Creek, Tidal Walk and Etwan neighborhoods. -Dozens of businesses, including many offices and restaurants like Waffle House would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around that small traffic circle.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. 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E48	8/11/2022	Donna	Williams	donna_thippen@hotmail.com					I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. It is our understanding that these safety and traffic issues have not been studied by the SCDOT and we believe proceeding forward without a better understanding of the impact these two options present would cause real damage to these communities, schools, and businesses. Please see below for a more detailed outline of our concerns: Elevated (Flyover) \Truck Bridge Concerns: -Taking truck traffic off Long Point Rd and moving it to the front of our community is not an equitable solution. -What is the rationale for placing the elevated bridge in that location that so negatively affects our neighborhoods? 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With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. Looking forward to the future and the four lane highway on 526, the truck bypass lane position makes it clear that this is just the beginning of the Eminent Domain Plans for the northside of the 526 corridor which include Grassy Creek, Tidal Walk and Etwan neighborhoods. -Dozens of businesses, including many offices and restaurants like Waffle House would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around that small traffic circle. Please reconsider fast tracking this project and study other options.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are being carried forward for more extensive traffic performance modeling which is underway now. 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Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/15/2022

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E50	8/15/2022	Michael	Sutton	msutton186@gmail.com					I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. 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E51	8/14/2022	Sarah	Eargle	saraheargle@gmail.com					I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. 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E52	8/12/2022	Phil	Jordan	phil.jordan7483@gmail.com	373 Shoals Drive	Mount Pleasant	SC	29464	I am writing to express my concerns regarding the proposed changes to the I-526 and Longpoint Road interchange in Mt. Pleasant. I attended the DOT meeting on August 2nd and the proposals I saw do not look attractive. I think the solutions are worse than the problems. I especially do not like proposals #2 and #6 that use the overhead ramp to move port traffic from Longpoint Road to the vicinity of the Grassy Creek and Tidal Walk neighborhood entrance. I think a better option needs to be explored...some concepts would involve merging the port traffic into the left lane (if traveling west). A better option would be to take the port traffic over the Wando and Cooper Rivers independent of 526 and directly to I-26 West. I think this concept would provide significant relief to the traffic on 526. Moving the port traffic to an overhead ramp close the entrance of the two neighborhoods will add unattractive noise, pollution and general ugliness to a thriving residential area. I am also concerned about the impact on the wetlands. Other reasons that I do not like the proposals: 1. Forbidding left hand turns from Longpoint onto Belle Hall Parkway (at the Waffle House) forces all neighborhood traffic to Bell Point Drive. This adds two additional left turns to reach Grassy Creek and Tidal Walk neighborhoods. It also combines commuter traffic and school traffic. The area near the fire station on Paul Foster would change from a neighborhood with walkers and bikers to a heavy traffic area making it unsafe for the children at the two neighborhood schools (BHE and PCA) and the Jones Recreation Center. 2. The character of Longpoint Rd changes from a busy road in a small town to what you would see in a large city. 3. I think the long range predictions for increased traffic are exaggerated...Mt. Pleasant is close to being built out, especially the greater Long Point Road area. Thank you for your consideration and any assistance you can provide to help prevent these proposed changes.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public information meeting. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/15/2022

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E53	8/15/2022	Alexandra	Sutton	avasko187@gmail.com					I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. 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With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. -Looking forward to the future and the four lane highway on 526, the truck bypass lane position makes it clear that this is just the beginning of the Eminent Domain Plans for the northside of the 526 corridor which include Grassy Creek, Tidal Walk and Etivan neighborhoods. -Dozens of businesses, including many offices and restaurants like Waffle House would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around that small traffic circle.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. 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Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/15/2022
E55	8/15/2022	Harriet	Burns						-Grassy Creek and Tidal Walk neighborhoods will be adversely effected by changes of putting a large fly over bridge at the neighborhood entrance -Attended public interest meeting Aug 2nd – no staff at meeting had been to either neighborhood -Traffic will be rerouted to bypass first exit and send to next street near Chick-fil-a where there are two schools and four neighborhoods -Two engineers from neighborhood have drawing suggestions and would like them to be considered -Was told the bridge was occurring because trucks travel Long Point Road. There are no trucks on Long Point Road; they travel on 526	General Letter and FAQ Document	Email	
E56	8/15/2022	Jan	Francis	jan@francisonthelake.com					I would like to address a safety concern regarding the proposed changes to the Long Point interchange. As you know, the Seacoast road sided neighborhoods – Belle Hall, Rice Bay, Grassy Creek, and Tidal Walk – are family orientated communities representing more than 1,200 homes and housing Belle Hall Elementary School. Needless to say, this leads to an abundance of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as travelling to and from school on a daily basis. It is my concern that, in their current forms, alternatives 2 and 6 pose potential safety issues to these children. These options significant encroach or demolish into the entrances to the Tidal Walk and Grassy Creek neighborhoods, an interchange frequently passed by children and adults through various modes. They also encroach significantly on seacoast road and the adjacent woods, an area that is also frequently played in by children. These options would significantly diminish the safe distance between these sidewalks and roads and the high-speed highway of 526. Moreover, as this would be a truck route, it not only introduces more proximate traffic, but these would be heavy load vehicles with potential for catastrophic accidents. The proposed options of 1 and 3 do not pose these potential safety concerns to Seacoast and are therefore prime for further study. Other alternatives could include a completely separate exit further north on the 526 bridge that directly goes to the port over water or on-ramp from Long Point which enters in the median/central portion of 526. Secondly, all of the proposed plans appear to eliminate the left turn at the Belle Hall Parkway entrance. This would divert all traffic entering these neighborhoods to Belle Point Drive which would dramatically congest Paul Foster Road and the accompanying round-about. Given the frequency of which these roads are traversed by children, and its proximity to Belle Hall Elementary, Palmetto Christian Academy, the Jones Center, and Fire Station 502, this portion of the plans should also be re-evaluated. Thank you for your consideration of these potential serious safety concerns with bringing the highway and on-ramp closer to our children as well as congesting the roads surrounding Belle Hall Elementary School.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/15/2022

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E57	8/15/2022	Patrick	Wellspeak	patw@wdk95.com					I am reaching out on behalf of my parents who are elderly and live in Tidal Walk (Turnstone Street) in Mt. Pleasant. They have been made aware of options being discussed for Long Point Road Interchange Improvements. While I was able to download the attached handout it is difficult, from the rudimentary sketch of Alternative 2, to understand precisely what is being proposed. On the surface it looks to me like the truck traffic exiting Wando Terminal towards the airport is being diverted to Seacoast Parkway where it meets Turnstone Street. My parents have heard that this may result in the taking of some properties in Tidal Walk and in any instance it will certainly add to the noise in the community and diminish property values. I would ask if there are more specific taking maps available at this time and if the use of Seacoast Parkway could be an option for passenger vehicles rather than trucks to have less of an impact on their neighborhood. Thanks in advance for any input.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are being carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. More detailed information is available on the project website at https://www.526lowcountrycorridor.com/public-meeting-2022 . And specifically here for the alternative you mention below: https://static1.squarespace.com/static/629645d2ddcfdb487568ad7d/t/62d9a4b2847834d3fcb7e8/1658430648653/ALTERNATIVE+2+DRAFT+6_Labels-compressed.pdf . The flyover does require some additional Right of Way along Seacoast Parkway in order to do some minor modification to the local parallel roadway in order to accommodate the flyover. However, the ramp is not connected to the local road and is separate. The interstate would be separated from the local roadways and communities with a control of access fence or noise wall. We have not completed the noise analysis yet, but will have more information and some renderings to show how this would look from the community's perspective at the future public meetings. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/15/2022
E58	8/15/2022	Thomas	Moyer	moyer.thomasd@gmail.com					The most obvious action is to extend 3 lanes from the wando bridge to long point road.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/15/2022
E59	8/15/2022	Andrea	Abbott	andrea.abbott1@gmail.com					I am writing to express my concern that SCDOT has not fully evaluated options for expanding the port access. The current plans all place truck traffic closer to neighborhoods and disrupt local commerce and worse traffic patterns for residents. There is not a single option that allows trucks to access the port directly and keeps them off of Longpoint. The current options do not lessen the already unbearable traffic noise and they keep the port traffic mixed in with residential traffic. All responses from SCDOT state that you will explore the 3 options further but the three options are all flawed. I oppose all current plans and suggest that you go back to the drawing board. The residents of the surrounding neighborhoods have all come up with better solutions than those posed by SCDOT. I implore you to rethink your proposal and meet with the residents of the community. Instead of taking the easy way out, let's put the time and effort into making sure this plan meets the needs of the port while keeping families safe and actually minimizing the traffic noise and pollutant exposure.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are being carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/16/2022
E60	8/15/2022	Elaine	Bollington	bollingtons@gmail.com					Hello, I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. It is our understanding that these safety and traffic issues have not been studied by the SCDOT and we believe proceeding forward without a better understanding of the impact these two options present would cause real damage to these communities, schools, and businesses. Please see below for a more detailed outline of our concerns: Elevated (Flyover) \Truck Bridge Concerns: -Taking truck traffic off Long Point Rd and moving it to the front of our community is not an equitable solution. -What is the rationale for placing the elevated bridge in that location that so negatively affects our neighborhoods? There are better locations and better options that should be further studied. -We are very concerned about Diesel Exhaust pollution concerns from the high volume of trucks at the entrance of Grassy Creek and Tidal Walk neighborhoods. -Noise pollution from fast moving trucks merging onto 526W from an elevated bypass (exhaust, air brakes, general road noise) will have a disastrous effect for the entire front half of the Belle Hall neighborhoods plus Grassy Creek and Tidal Walk. -Wetlands at the end of Rathall Creek would be affected. These wetlands are a critical part of our neighborhoods. -Acquisition of Grassy Creek HOA property, with the potential for acquisition of Grassy Creek Homes that would be in the right-of-way boundaries. -Acquisition of at least two homes in Tidal Walk, with the potential for more due to the right of way boundaries. -What measures will be taken to mitigate flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds/ and retention ponds? -How should residents closest to the new bridge expect to combat light pollution from trucks turning and coming down the ramp? Traffic Concerns that have not been studied: -Closing the Long Point Rd left hand turn access onto Belle Hall Pkwy would severely limit the traffic patterns and greatly increase congestion for multiple neighborhoods containing over 1,000 homes. This would force all traffic entering these neighborhoods to turn left at the intersection of Belle Point and Long Point Rd. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive through line which wraps around off their property on to Belle Point Rd and back to the Long Point intersection. Several more traffic-intensive businesses are expected to be built soon on this road, which will only compound the problem. -Paul Foster Rd already has significant traffic and delays during school drop-offs and pick-ups for Belle Hall Elementary and Palmetto Christian Academy, with traffic often extending back to Belle Hall Parkway, Belle Point Rd, and Egypt Road. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses to the small Traffic Circle on Belle Hall Pkwy and Paul Foster Road. Paul Foster is already a heavily used corridor due to the 2 schools located on Egypt Rd. -Fire Station #2 on Paul Foster Rd would have limited egress for emergency calls with traffic from all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), two schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and numerous businesses entering on Belle Pointe Dr. and Egypt Rd. each who use Paul Foster as their main artery. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, waiting to get permission to enter the port. With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. -Looking forward to the future and the four lane highway on 526, the truck bypass lane position makes it clear that this is just the beginning of the Eminent Domain Plans for the northside of the 526 corridor which include Grassy Creek, Tidal Walk and Etivan neighborhoods. -Dozens of businesses, including many offices and restaurants like Waffle House would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around that small traffic circle.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. 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Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/16/2022

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E61	8/16/2022	Nathan	Mansell	nathan.mansell@atipt.com					Hey guys, just chiming in to make sure you give some consideration to the businesses on Lone Tree Dr. Right now, it's already difficult for our patients to come from 526, make a right on Long Point, and then turn L onto Lone Tree Dr. Some of these plans would make it impossible for them to even turn down here to get to their appts. There are a lot of busy businesses down here and not having the ability to get down here easily with just cause congestion elsewhere, but particularly down at the intersections by the neighborhoods on the L when headed to the port. There is us (physical therapy), orthopedics, radiology, retina specialists, plastic surgery, and a few other small businesses at the end of Lone Tree, plus lots of other businesses on either side of Lone Tree before you get to us. Lots of traffic and a full parking lot. Please just make sure to consider us ☺ Thank you!	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/16/2022
E62	8/16/2022	Maryanne	Skalak	mskalak28@hotmail.com					I am contacting you regarding my concerns regarding the recently "preferred" proposals for interchange improvements at I-526 and Long Point Road presented at the 8/2/22 community meeting. I have been following this issue since before the first meeting on Leeds Avenue in January 2017. It was my understanding the I-526 improvements would begin at Rivers Avenue and Long Point would be the last section to be completed. The October 2021 meeting presented various proposals, none of which were "preferred" by the SCDOT and no mention of when Long Point improvement would be started. I expressed my concern regarding selecting any flyover bridge proposals due to noise concerns and received confirmation from a SCDOT representative that flyover bridges would/could not have any road noise barrier. I attended the August 2022 meeting only to discover the SCDOT "preferred" improvements were only flyover bridges and it appears SCDOT will be implementing changes sooner than anticipated. One proposal in particular would place the bridge at the entrance to Grassy Creek and Tidal Walk neighborhoods. The noise from this flyover bridge would dramatically increase noise and adversely affect the esthetic value of the homes in both neighborhoods. Prior to a meeting in December 2016 with some of the residents of Tidal Walk and Grassy Creek, a Tidal Walk resident, who is an engineer, conducted an "unofficial" noise test in October 2016. He used a BAFX3370 Decibel Meter to measure road noise from his Tidal Walk home from 10/16/16 through 10/19/16. The Design Noise Level in residential areas for outdoor leisure should be 67 dBA Leq (h) or less. The levels he measured ranged from 79.5 on a Sunday to 93.0 on a Tuesday. I repeat again, these measurements were taken in 2016 and we all know port traffic has dramatically increased. In addition, I have confirmed that left turn from Long Point Road onto Bell Hall Parkway would be eliminated and the 2500+ residential vehicles would be forced to use Bell Point Drive and Egypt Road to access homes in the Grassy Creek, Tidal Walk and Bell Hall subdivisions. The traffic in this area is already congested. There are two schools, Bell Hall Elementary with 700 students and Palmetto Christian Academy with 700 students that that use these roads for morning and afternoons drop offs and pickups during the school year. In addition, the Fire Station/EMS is located off Paul Foster and Jones Recreation Center, ball fields and a day care facility use these roads. Also, access to Bell Hall Shopping Center and Chick-fil-a Restaurant, both off Long Point and Bell Point Drive are already congested and eliminating access to Bell Hall Parkway and changing traffic patterns will force all cars, maintenance vehicles (lawn, pool, painters, handymen, etc) and at times tractor trailers to use Bell Point Drive or Egypt Road. I oppose any flyover bridges for I-526/Long Point and urgently request the city council members, mayor and planning members of the town of Mt. Pleasant, SC, the SCDOT/I-526 Lowcountry Corridor Group and the USDOT review the "preferred" plans and conduct studies to determine the detrimental impact some of these proposals will have on the living standards of the surrounding neighborhoods.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. 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Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022 , or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/16/2022
E63	8/16/2022	Martin	Romero	martyromero@gmail.com					I have lived in Grassy Creek for nearly 7 years and absolutely DO NOT WANT a truck bridge on 526 at Grassy Creek. I also strongly favor FULL TURN ACCESS at Belle Hall Parkway and Long Point Road. I also believe we have exceptionally strong community support for these positions in not only Grassy Creek but also the Tidal Walk and Belle Hall neighborhoods. Thank you for your time and consideration.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022 , or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/16/2022

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E64	8/16/2022	Sarah	Ginthner	sginthner@scfederal.org					<p>Hello. My name is Sara Ginthner and I am a resident of the Grassy Creek neighborhood off Long Point Road and Seacoast Parkway. We built our home about 9 years ago to raise our family and have loved living in this quiet, marsh front neighborhood that represents community at its finest. There are multiple groups of children of all ages that regularly take to the streets and go fishing, biking and exploring throughout the neighborhood. Our house is a revolving door of kids swimming, zip lining, and playing basketball, soccer and football in our yard. I keep a stocked pantry and plenty of popsicles on hand and we love every minute of giving the next generation a safe and life giving childhood. A truck bridge visible from almost our entire neighborhood would significantly change the life of the children and adults that live in here. The pollution in close proximity to our running and biking trail alone would have me worried for our kids wellbeing and the noise would surely drown out the frogs, birds, and beautiful sounds we hear coming from the marsh daily. We are NOT in favor of this disruption to our home and our livelihood. Again, we DO NOT want a truck bridge on 526 at the entrance of Grassy Creek and Tidal Walk. Additionally, the traffic impact of removing the turn access at Long Point Road and Belle Hall Parkway that serves the Belle Hall, Grassy Creek and Tidal Walk neighborhoods is an integral part of our traffic pattern and would cause a severe issues not only for thousands of neighbors, but also for Belle Hall Elementary School, East Cooper Baptist Church, Palmetto Christian Academy, several businesses in the Planet Fitness shopping center, The Jones Recreational Complex, and the list goes on and on. We are already dealing with the effects of some poor civil planning and this would exacerbate the problem exponentially. We DO want to find a solution that works for all of all of our neighbors and do not believe the appropriate due diligence and planning has been done. There are other, more viable options that would work much better for the long point rd. community at large. Thank you for taking the time to consider my position and I look forward to more discussions in the coming weeks. Please help me protect my kids, avoid significant traffic delays and come up with a plan that does not neglect the businesses and residents of our community. Respectfully, Sara Ginthner</p>	<p>Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022, or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).</p>	Email	8/16/2022
E65	8/16/2022	Brendan	Shields	shieldsb614@gmail.co					<p>Good Afternoon! In addition to my comments on the Draft changes to the interchange I wanted to provide comments on the Interchange of Belle Hall Parkway and Longpoint Rd. Any consideration of making this interchange a one way without significant changes else where, meaning no left hand turn from Longpoint Rd. will cause more congestion. If the use of Imminent Domain is being considered, please consider extending the west bound off ramp from I526 to Longpoint. By cutting through these properties, which I believe one has a for sale sign on it, you can create a better option to enter the Tidal Walk and Belle Hall neighborhoods.</p>	<p>Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022, or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).</p>	Email	8/16/2022
E66	8/17/2022	Lewann	Armstrong	lewann.harperarmstrong@gmail.com					<p>My husband and I have been residents of Grassy Creek for the past 13 years. I would like the SCDOT to become aware of some of the safety issues that would arise with their probable choices. We understand that changes are necessary to improve traffic flow. However, we would like there to have been substantial studies of not only traffic flow, but the effects on the neighboring communities especially for the families that reside in them, our wetlands, the noise levels, drainage and runoff into the surrounding communities, increased diesel emissions where families walk, exercise and play. The proposed plans appear to eliminate the left turn at the Belle Hall Parkway entrance. This would divert all traffic entering these neighborhoods to Belle Point Drive which would dramatically congest Paul Foster Road and the accompanying round-about. Given the frequency of which these roads are traversed by children, its proximity to Belle Hall Elementary, and Bell Hall Fire Station #2, this portion of the plans should also be re-evaluated. Please also consider that Bell Hall Fire Station #2 is on Paul Foster Road, and their access to Belle Hall, Rice Bay, Grassy Creek, and Tidal Walk will be encumbered with the increased traffic. Paul Foster Road is one lane in each direction. Traffic backs up to make the left turn at the Chick-Fil-A (Belle Point Dive). When over 1400 families with vehicles and school buses cars are forced to turn at Bell Point Drive, because there is no longer a left turn at Belle Hall Parkway, then ALL the traffic will be forced onto Bell Point Drive (presently one lane in each direction) and then to one laned Paul Foster Road, and then a one laned roundabout. Thank you for your consideration of these potential serious safety concerns with bringing the highway and on-ramp closer to our children as well as congesting the roads surrounding Belle Hall Elementary School.</p>	<p>Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022, or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).</p>	Email	8/18/2022

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E67	8/17/2022	Curtis	Bakle	curtis.bakle@gmail.com					Joy, I hope you are reading this note in continued good health. Thank you for our discussion at the public meeting on the I526 expansion project. I support adding roads to access the port; however, the preferred options do not offer the LEAST impact on the community. Great for trucks to enter and exit the port, but at a price of significant noise, safety, and traffic for everyone else. In my career in the oil and gas industry, we have always looked at several options, including the BACT (best available control technology) for emissions control. I think this is also the same, with noise being the pollution and mitigation of residential impact a plus. Last October, I attended the public meeting and was very excited about the road expansion, and it could not come soon enough to relieve the issues that we have on this end of the interstate. Unfortunately, I could not keep up my excitement when all six options were thrown out, and your team presented another six possibilities. I cannot imagine that all of the previous options were not acceptable. I am one of many people that know how much the port means to the area. When I worked at the BP plant in the Cainhoy community, our business was to send as many as 20 trucks per day to meet our customers' demands in Europe and South America. We were leveraged to be able to compete with our competitors IN Europe as well as our wholly owned plant in Belgium. Truck safety was at the heart of our export business to get the containers to and from the port, and I even completed a few tag-a-long rides to understand what the drivers experienced. However, the preferred options include the entrance ramp back onto the interstate that has the peak of the ramp at the entrance of our subdivision in Grassy Creek. The usual traffic noise today is 60-70dB at my home, and I have no concerns about the noise. By the time a truck reaches our subdivision, it has reached its speed, so there is little impact on the background noise. The preferred option in DOT's plan is to take that same truck, elevate it 17 feet above the tree line, and make it the point that the trucks are in middle gear and FULL THROTTLE. This concentration of trucks at this point will make it unbearable noise for our community. My dosimeter readings over the past three mornings at the closest receptor have resulted in a 70dB average and 90-111dB maximum. This includes the tree lines that separate the highway from Seacoast Parkway. There is a solution here that can be a win-win with minimal impact on our community. The proposal to have the exit ramp into the port is a good option and impacts a few commercial buildings and less, to an extent, the residential community on that side of the interstate. This solves the heavy traffic on the interstate, just like this morning. The entrance ramp back onto the interstate is the change I am proposing. While there is nothing wrong with the current cloverleaf, the proposal needs an additional entrance ramp (another clover leaf or a turn left lane to enter). The entrance back at the Long Point Road keeps the noise in this commercial space. The preferred option will have a view leaving the subdivision that I have attached to this note. If you are available, our community will welcome you for an open discussion with our community.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. 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E68	8/17/2022	Eric	Hughes	eric.s.hughes@gmail.com					Joy Riley I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. It is our understanding that these safety and traffic issues have not been studied by the SCDOT and we believe proceeding forward without a better understanding of the impact these two options presents would cause real damage to these communities, schools, and businesses. Please see below for a more detailed outline of our concerns: Elevated (Flyover) \Truck Bridge Concerns: -Taking truck traffic off Long Point Rd and moving it to the front of our community is not an equitable solution. -What is the rationale for placing the elevated bridge in that location that so negatively affects our neighborhoods? There are better locations and better options that should be further studied. -We are very concerned about Diesel Exhaust pollution concerns from the high volume of trucks at the entrance of Grassy Creek and Tidal Walk neighborhoods. -Noise pollution from fast moving trucks merging onto 526W from an elevated bypass (exhaust, air brakes, general road noise) will have a disastrous effect for the entire front half of the Belle Hall neighborhoods plus Grassy Creek and Tidal Walk. -Wetlands at the end of Rathall Creek would be affected. These wetlands are a critical part of our neighborhoods. -Acquisition of Grassy Creek HOA property, with the potential for acquisition of Grassy Creek Homes that would be in the right-of-way boundaries. -Acquisition of at least two homes in Tidal Walk, with the potential for more due to the right of way boundaries. -What measures will be taken to mitigate flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds/ and retention ponds? -How should residents closest to the new bridge expect to combat light pollution from trucks turning and coming down the ramp? Traffic Concerns that have not been studied: -Closing the Long Point Rd left hand turn access onto Belle Hall Pkwy would severely limit the traffic patterns and greatly increase congestion for multiple neighborhoods containing over 1,000 homes. This would force all traffic entering these neighborhoods to turn left at the intersection of Belle Point and Long Point Rd. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive through line which wraps around off their property on to Belle Point Rd and back to the Long Point intersection. Several more traffic-intensive businesses are expected to be built soon on this road, which will only compound the problem. -Paul Foster Rd already has significant traffic and delays during school drop-offs and pick-ups for Belle Hall Elementary and Palmetto Christian Academy, with traffic often extending back to Belle Hall Parkway, Belle Point Rd, and Egypt Rd. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses to the small Traffic Circle on Belle Hall Pkwy and Paul Foster Road. Paul Foster is already a heavily used corridor due to the 2 schools located on Egypt Rd. -Fire Station #2 on Paul Foster Rd would have limited egress for emergency calls with traffic from all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), two schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and numerous businesses entering on Belle Pointe Dr. and Egypt Rd. each who use Paul Foster as their main artery. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, waiting to get permission to enter the port. With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. -Dozens of businesses, including many offices and restaurants like Waffle House would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around that small traffic circle. Thank you, for your time and attention to this matter. If there is anything you can do to assist with a better outcome it is greatly appreciated.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. 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E69	8/17/2022	Charles	Young	charleston7@comcast.net					I DON'T want a truck bridge on 526 at Grassy Creek. I DO want SCDOT to figure out a full turn access at Long Point Road and Belle Hall Parkway.	General Letter and FAQ Document	Email	8/18/2022
E70	8/18/2022	Jim	Slonecki	slonecki99@aol.com	602 Hobcaw Bluff Drive	Mount Pleasant	SC	29464	I attended your info meeting on August 2 and thank you all for the hard work and alternatives your team presented to remedy the traffic situation on Long Point Road. As a resident of the area near the Long Point Interchange and the Wando terminal, I wholeheartedly agree with the need for some immediate traffic relief. Alternative Number 2 comes closest to what I see as meeting the needs of the Long Point Road traffic congestion. I love the separate entrance and exit for the trucks and port related traffic to 526 from the exit of the port at the beginning of Long Point. However the mods to the existing interchange bear more discussion. In my mind, this interchange can remain unchanged once the port trucks and other traffic are rerouted over the new flyover. Consider my reasons as follows: Your traffic analysis should consider that the Truck traffic comes out of the port in waves as they release them and studying traffic averages and rush hour periods is extremely misleading. Waiting for the light at Hobcaw Bluff Plantation for 3-4 minutes can account for 30-40 outbound tractor trailers passing. Also, can I assume Wando Terminal employees and Port employees will be able to use the new truck flyover entrance and exit to 526? That will further reduce the traffic on the Long Point Interchange. The result should be near zero tractor trailer uses of the Long Point Intersection loop ramps. The entrance loops to 526 are currently designed for 25 mph which are sufficient especially considering the increase in grade and the absence of port trucks and other traffic. Have you studied the separate traffic impact on just the 2 loop ramps of the interchange that would be most effected by the new flyover? Moving the exit ramp from eastbound 526 to the traffic light on Long Point closer to the port is incredibly dangerous, unnecessary and will severely impact safety and the business on Lone Tree Drive as well as the Hobcaw Creek Plantation residents being able to access their entrance. Crossing the 3 lanes of Long Point to make this left turn from the exit ramp is tough enough now. As I understand, the planned movement of the ramp would require the traffic from 526 to Turn in the intersection of Hobcaw Bluff to access numerous Therapy facilities, and medical offices on Lone Tree. The entire neighborhood of Hobcaw Bluff Plantation would refuse that option immediately as would all the business on Lone Tree. A much safer and cost effective option would be to connect the 526 ramp straight thru the light to the parking access behind the front office building on Lone Tree. (Call me at 843 870 0803 if you need further description. This could most likely be a separate project if the entrance ramp is not moved) Not modifying the Interchange would also eliminate moving the westbound acceleration lanes from encroaching on the "trailer park?" area near the Waffle House and the entrance to Grassy Creek subdivision both of which are positive outcomes. If you do not change the interchange, then nothing has to be brought up to new standards until the eventual widening and adding extra lanes to 526 happens. This might eliminate redoing the interchange again for additional changes in the future. Thank you for taking time to read my dissertation. In a nutshell, let's go forward with the new port flyover access from Long Point Road and let's leave the entire Long Point Road intersection alone until the widening of 526 some years down the road. I hope you can incorporate my suggestions and comments and perhaps save some money on this project to use on other more necessary projects	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. 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ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E71	8/18/2022	Jenan	Eichinger	jenaneichinger@gmail.com		Daniel Island			Thank you for considering the improvements at Long Point Road. I really like Options 2 and 6, as they completely separate the Port truck traffic from the local car traffic. I feel that this is a better solution long term. A port as busy as ours should really have it's own dedicated on and off ramp that is semi truck friendly. The diverging diamond interchange for the local cars looks a little confusing at first. But maybe it is easy to navigate in real life. It does eliminate a lot of left turns in front of other cars, which is probably a good thing. And it might replace the super steep, tight curving on ramps that are in use now. I would imagine option 2 costs less and requires less construction time than option 6 though. Both are interesting options to consider for the cars.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022 , or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/18/2022
E72	8/23/2022	Chuxin	Jiang	poketeahouse@gmail.com					I want to add more concern to my previous email. I live in tidal walk at 184 Red knot In side where our backyard is facing the highway. As now condition when a bigger truck drives by if it bounced or driving too fast you could felt the house vibrate for second. Sometimes the truck makes loud noise as driving due to the bounce of the truck which my 2 kids get really scared. If the highway is going to widen it up to 4 lanes which means it's going to be closer to our home, I can't imagine how loud it's going to get plus the vibration it's going to bring to the house. At that point the sound wall doesn't do much work since it's closer to our home. Also please please don't remove the turn at the Waffle House. It's been there for decades and everyone is used to this turn. It's convenient for everyone. Please consider my concern and make the best choice for our communities!	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022 , or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/23/2022
E73	8/23/2022	Heather	Bigley	heatherb53@gmail.com					We live in Grassy Creek and are very concerned about the favored proposals under consideration. We request that SCDOT further investigate the full impact of the options they have proposed before making a decision. Impact studies are needed in noise, congestion on the non-port side of Long Point at the interchange and wetland mitigation. These impact studies should include all communities affected, not just 2 of the 5. We expect DOT and the Town of Mount Pleasant to complete due diligence to prevent rushed decisions that can negatively impact the traffic patterns, congestion and noise, not to mention the negative financial impact to the neighborhoods. I can't imagine the traffic issues if everyone in turning into Belle Hall, Grassy Creek and Tidal Walk are forced to turn left at the light by Chick-fil-a.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022 , or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/24/2022

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E74	8/25/2022	Justin	Turk	justinturk@gmail.com	232 Swallowtail Court	Mount Pleasant	SC	29464	I am providing feedback regarding the proposed long point corridor plans that were highlighted during the recent meetings. I believe the project is needed, however I believe the proposed plans as being the two most viable options are potentially going to destroy the community in which I live. My family and I live in Tidal walk, we have for 6 years. We built this house to be near our family for our kids to go to school with their cousins in Belle Hall, and to join together at seacoast every week. The plans proposed affect both neighborhoods, as well as Grassy Creek. These neighborhoods have been established at this point, and it seems extremely intrusive to transfer the problem from one area and tear apart three neighborhoods to "solve" the problem when other options seem just as viable without being as destructive in nature. The plans to add a flyover to the front of my neighborhood, along with the front of Grassy Creek is completely unacceptable. The noise, safety, property value and traffic nightmare that will result in this I'll thought out action will impact over 1200 households, and thousands of residents in the immediate area. There are other options, there are changes that could be made to those plans that would lessen the impact and turn the plan to susceptible (perhaps shifting the flyover down the road, having a left lane merge for semis vs right...having a sharper corner to align it directly to the merge lane, etc). I don't believe you have exhausted a real evaluation vs just picking the fastest easy way to get the port done with no regard for the taxpaying locals who have made this area their home. With this move not only will you destroy the daily commutes, property value and severely impact the lives of us residents (transiting to school, noise, traffic congestion on longpoint, access to emergency services, etc) but with the property value taking such a drastic hit we will not even be able to move to avoid this massive mistake you're making. It would be nice to be heard, vs providing you a check in the box...disappointed in your teams treatment of local lives in the area. You should be ashamed. I have worked with the DOD for over 30 years, I manage a large group of engineers and subject matter experts throughout the world, and if we ran a project like this we would no longer be employed.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022 , or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/25/2022
E75	8/25/2022	Jamie	Bigley	jbigley48@gmail.com					We live in Grassy Creek and are very concerned about the favored proposals under consideration. We request that SCDOT further investigate the full impact of the options they have proposed before making a decision. Impact studies are needed in noise, congestion on the non-port side of Long Point at the interchange and wetland mitigation. These impact studies should include all communities affected, not just 2 of the 5. We expect DOT and the Town of Mount Pleasant to complete due diligence to prevent rushed decisions that can negatively impact the traffic patterns, congestion and noise, not to mention the negative financial impact to the neighborhoods. I can't imagine the traffic issues if everyone in turning into Belle Hall, Grassy Creek and Tidal Walk are forced to turn left at the light by Chick-fil-a.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022 , or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/25/2022
E76	8/26/2022	Jessica	Cowan	cilwcowan@gmail.com					I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. It is our understanding that these safety and traffic issues have not been studied by the SCDOT and we believe proceeding forward without a better understanding of the impact these two options present would cause real damage to these communities, schools, and businesses. Please see below for a more detailed outline of our concerns: Elevated (Flyover)/Truck Bridge Concerns: Taking truck traffic off Long Point Rd and moving it to the front of our community is not an equitable solution. What is the rationale for placing the elevated bridge in that location that so negatively affects our neighborhoods? There are better locations and better options that should be further studied. We are very concerned about Diesel Exhaust pollution concerns from the high volume of trucks at the entrance of Grassy Creek and Tidal Walk neighborhoods. Noise pollution from fast moving trucks merging onto 526W from an elevated bypass (exhaust, air brakes, general road noise) will have a disastrous effect for the entire front half of the Belle Hall neighborhoods plus Grassy Creek and Tidal Walk. Wetlands at the end of Rathall Creek would be affected. These wetlands are a critical part of our neighborhoods. Acquisition of Grassy Creek HOA property, with the potential for acquisition of Grassy Creek Homes that would be in the right-of way boundaries. Acquisition of at least two homes in Tidal Walk, with the potential for more due to the right of way boundaries. What measures will be taken to mitigate flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds/ and retention ponds? How should residents closest to the new bridge expect to combat light pollution from trucks turning and coming down the ramp? Traffic Concerns that have not been studied: Closing the Long Point Rd left hand turn access onto Belle Hall Pkwy would severely limit the traffic patterns and greatly increase congestion for multiple neighborhoods containing over 1,000 homes. This would force all traffic entering these neighborhoods to turn left at the intersection of Belle Point and Long Point Rd. Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive through line which wraps around off their property on to Belle Point Rd and back to the Long Point intersection. Several more traffic-intensive businesses are expected to be built soon on this road, which will only compound the problem. Paul Foster Rd already has significant traffic and delays during school drop-offs and pick-ups for Belle Hall Elementary and Palmetto Christian Academy, with traffic often extending back to Belle Hall Parkway, Belle Point Rd, and Egypt Road. In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses to the small Traffic Circle on Belle Hall Pkwy and Paul Foster Road. Paul Foster is already a heavily used corridor due to the 2 schools located on Egypt Rd. Fire Station #2 on Paul Foster Rd would have limited egress for emergency calls with traffic from all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), two schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and numerous businesses entering on Belle Pointe Dr. and Egypt Rd. each who use Paul Foster as their main artery. We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic. Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, waiting to get permission to enter the port. With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. Looking forward to the future and the four lane highway on 526, the truck bypass lane position makes it clear that this is just the beginning of the Eminent Domain Plans for the northside of the 526 corridor which include Grassy Creek, Tidal Walk and Etewan neighborhoods. Dozens of businesses, including many offices and restaurants like Waffle House would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around that small traffic circle.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022 , or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/26/2022

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E77	8/26/2022	Giancarlo	Dumenigo	glandumen@gmail.com					I would like to address a safety concern regarding the proposed changes to the Long Point interchange. As you know, the Seacoast road sided neighborhoods – Belle Hall, Rice Bay, Grassy Creek, and Tidal Walk – are family oriented communities representing more than 1,200 homes and housing Belle Hall Elementary School. Needless to say, this leads to an abundance of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as travelling to and from school on a daily basis. It is my concern that, in their current forms, alternatives 2 and 6 pose potential safety issues to these children. These options significantly encroach or demolish into the entrances to the Tidal Walk and Grassy Creek neighborhoods, an interchange frequently passed by children and adults through various modes. They also encroach significantly on seacoast road and the adjacent woods, an area that is also frequently played in by children. These options would significantly diminish the safe distance between these sidewalks and roads and the high-speed highway of 526. Moreover, as this would be a truck route, it not only introduces more proximate traffic, but these would be heavy load vehicles with potential for catastrophic accidents. The proposed options of 1 and 3 do not pose these potential safety concerns to Seacoast and are therefore prime for further study. Other alternatives could include a completely separate exit further north on the 526 bridge that directly goes to the port over water or on-ramp from Long Point which enters in the median/central portion of the road. Secondly, all of the proposed plans appear to eliminate the left turn at the Belle Hall Parkway entrance. This would divert all traffic entering these neighborhoods to Belle Point Drive which would dramatically congest Paul Foster Road and the accompanying round-about. Given the frequency of which these roads are traversed by children, and its proximity to Belle Hall Elementary, this portion of the plans should also be re-evaluated. Thank you for your consideration of these potential serious safety concerns with bringing the highway and on-ramp closer to our children as well as congesting the roads surrounding Belle Hall Elementary School.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022 , or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/26/2022
E78	8/25/2022	Paige	Newton	paigenewton18@yahoo.com					I oppose to the closing of the left hand turn on Belle Hall Parkway. It will increase the traffic at that intersection by 398% between 5 and 6 PM, peak PM hour. It will be Armageddon. I live in grassy Creek and strongly oppose options number two and number six which will impede on our community directly on the port "redistribution" of traffic. Thank you for your time!	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022 , or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/25/2022
E79	8/25/2022	Gail	O'Malley	gomalleysc@gmail.com					I am attaching my comments here since the comment section of the website does not allow for the accents I have. Written. Thank you for allow us to comment. COMMENTS: Here are my comments for the Plans offered at this meeting on Aug. 2, 2022: I agree: The traffic on 526 is heavy and trucks are backed up on the interstate. I live here and work going in both the east and west directions at times. When there is an accident, I am stuck but when there is not, I can usually make it in 20-30 minutes to work. An accident can change the time getting places on any other road I may have to take, (Long Point, Rt. 17, or any other road). Traffic in and out of the port is impacting those that live in the neighborhoods off Long Point. I think that this is worse for those on the eastbound side than those in the Belle Hall area, but both are aware of the big truck traffic. There could, and should, be an extra lane on both sides of 526 to allow trucks easier access on an off and ease congestion at the interchange. Alternative #1 is the only one that makes sense to me in this very rushed, fast fix. It will allow for wider turns (since trucks can't seem to slow down on their own like they do on Rhett and Virginia interchanges) and impact the least number of homes in the area. I am upset about the #2, #3, #4, #5 and #6 plans for the Long Point Exchange because: Adding flyovers and crisscross lane patterns will add to confusion and pose safety issues. Trucks entering in front of the car entrance will only cause more problems on the highway. I have tried to navigate the X patterns in other areas, and they are very confusing with cars driving on the opposite side of the road. School buses, bikes, shoppers, walkers, and offices in the Long Point interchange area would be impacted as well as the citizens and patrons to those areas. Taking out the turn from Long Point into Belle Hall Parkway would cause huge repercussions for school, fire house, and homeowner traffic. At certain times of the day, the entrance to Belle Point Drive is packed due to Chick-Fil-A. Now add all the traffic from all the Belle Hall, Grassy Creek, and Tidalwalk homes and businesses to that. Seacoast Church adds another issue so that not only on work/weekdays is traffic heavy, but also on Sundays. Not much time off. D.R. Horton was permitted by town of Mount Pleasant to build 120+ homes in the now Tidalwalk neighborhood in 2015-2018. There was a lot of money involved in these permits for both parties. Homes were built very quickly and seemed to be way ahead of the original schedule. D. R. Horton is on to building elsewhere and we are stuck with homes in danger of being taken or, minimally, losing value. The Plans to "fast track" the Long Point interchange have left the homeowners and families in shock trying to figure out why. I was told in the spring that the studies, funding, planning, and then construction would take a lot longer. Now, it is not only happening fast, but the news is covering the story so my (and many other's) property values are dropping. Of the plans presented at this meeting, 2 and 6 (the "favorable" ones) will use exit/entrances closer to the Wando bridge which I would think to be a cost concern because the bridges are not safe and will need to be replaced in the near future (I was told that by your office and so thought those would be replaced with the Port entrance and exits as part of that plan) As well, these will put "fly overs" that come all the way into the neighborhoods of Grassy Creek and Tidalwalk and within feet of existing homes. Why do they have to come that far west to enter? Could they not enter BEFORE they get to the homes? There are concerns with speed of entry and exit on 526 but wouldn't widening the road allow a lane for trucks to slow down or speed up? Dropping the speed in this area (the highest on all of 526) would also help with traffic changing lanes, entering, and exiting. Why is the length of 526, E & W, from Daniel Island to the Rt 17N interchange the ONLY section that has a 65 MPH speed limit? (Betting that not many are going 65 there either, more like 70-75) Trucks are on and off at Long Point and Rt.17 but are allowed to go 65 in those areas. Slowing the traffic to 55 would mean safer travel as well as less noise (https://www.nonnoise.org/resource/trans/highway/spnoise.htm#:~:text=Raising%20the%20speed%20of%20an,10%20mph%20increase%20in%20speed) I admit, I have seen one truck overturned getting off of 526E in 6 years. I have also seen, and been involved in, car accidents with traffic coming off in both directions at 65 MPH. Your Project goals state: A Complete Street is safe, and feels safe, for all users. Complete Streets serve pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. The only people these plans seem to be serving is the freight vehicles. Mount Pleasant is a growing community with great schools, access to everything needed and great healthcare, public transportation, and wonderful caring neighborhoods. This project and the plans showing "favorable results" are not favorable to anyone I know or work with here in the communities surrounding the Long Point Interchange. when the downtown port is completed and rail lines upgraded, won't some of the port traffic go in that direction? I was told in January of 2016 that there was a possible plan to widen 526. I was told this by the realtor I was working with and the D.R. Horton salesperson as I toured the model homes. They also said that if that happened there would be a sound wall. Looking back, I did buy my home knowing that there would be noise from the highway, but the impact of this last public meeting and the latest plans tells me they should never have been permitted to build all these homes here with that knowledge. I think that progress is certain and our housing development was part of the progress that made Mount Pleasant one of the "top boomtowns" in the US (https://www.thestate.com/news/state/south-carolina/article255642321.html) but allowing the growth without concern for what happens shortly after that growth, will surely change this image. I hope you will consider the many who live, work, own businesses, and play here in the Long Point area and choose Plan #1 so that we will be a little less impacted. All other plans presented would diminish the safety, access, property value and appeal to this area.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022 , or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/26/2022

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E80	8/8/2022	Craig	Anthony	mcraiganthony@gmail.com					I'm currently on the Grassy Creek HOA board and the past 4-5 days (since the SCDOT meeting) have been filled with angry residents texting me, calling me, begging me to help. We are rallying together with Tidal Walk and Belle Hall to express our concerns in a calm, articulate manner. But make no mistake, emotions are running high and folks are getting restless. We have until Sept 1 to submit feedback to the SCDOT but feel as though it's just a dog and pony show - their minds are made up. Therefore, we really need the support and voices of local, regional, and state officials. Any help from the Mt. Pleasant Town Council would be greatly appreciated. As an 11 year resident of Grassy Creek and 18 year resident of Mount Pleasant, I strongly opposed all SCDOT proposals that include a truck flyover (to merge onto 526 W) in front of Tidal Walk and Grassy Creek. I understand the difficulty with truck traffic on the other side of Long Point Rd toward the port. It's awful for those residents. Some of these issues are due to the port's increased volume from picking up overflow out of Savannah and the dispute with the longshoreman at the Leatherman facility. Also, many of the trucks don't have card access to the port so they park in the median and wait until they can obtain access - blocking entries and exits to businesses and subdivisions. However, SCDOT's proposed solutions simply bring the truck traffic to the other side of 526 and create numerous other problems for residents and businesses. For example, it's proposed that left hand turns from Long Point Rd onto Belle Hall Pkwy will no longer be allowed (Waffle House). This means that all traffic from 526 will be funneled down Belle Point Drive (Chick-Fil-A road which often backs up from the drive-through) and Egypt Road onto Paul Foster. Paul Foster then becomes the main artery for Belle Hall Elementary, Palmetto Christian Academy, East Cooper Baptist Church, Mt. Pleasant Fire Department, Belle Hall Plantation (1000s of homes), Grassy Creek subdivision, Tidal Walk subdivision, and numerous businesses along Belle Hall Pkwy and Seacoast Pkwy. I'm sure some of y'all have been through this area during school drop-off and pick-up - it's a total cluster. Yet SCDOT proposes that we eliminate one of the entry points which would bypass this area. While the residents on the other side of Long Point certainly experience traffic inconveniences, I can't understand how SCDOT concludes that uprooting the entire entry to Grassy Creek, demolishing homes in Tidal Walk, and subjecting three higher-end subdivisions to constant truck noise as they barrel down the flyover with their exhaust stacks 10ft in the air is a fair solution. SCDOT's entire effort is being fast-tracked at the expense of logic. To conclude, I'm a firm believer in proposing solutions instead of simply complaining / moaning / whining. Attached you will find a rough alternative port-to-port concept from the mind of Paul Spies (Grassy Creek HOA President). Paul works at the plastics plant on the other side of Long Point Rd - so he's very aware of the truck problem. In addition to this port-to-port concept, Paul offered another potentially brilliant idea. He proposed that we keep the existing idea of direct roads to the port entrance from 526E and 526W. However, instead of a truck flyover in front of Grassy Creek / Tidal walk he proposed that we elevate a small portion of 526E (just after the trucks exit toward the port) so that the trucks coming from the port can drive UNDER 526E and merge onto 526W from the center median. This would eliminate any destruction to the neighborhoods along Seacoast Pkwy and it would help reduce noise since the trucks will remain at ground level. Thanks so much for your time and consideration. If I endure this kind of grief from residents as a HOA board member I can't imagine what y'all have to endure on a daily basis. It's rough but certainly gives me a new sense of appreciation for those who serve our community.	General Letter and FAQ Document	Email	10/31/2022
E81	8/9/2022	Andrea	Abbott	andrea.abbott1@gmail.com					I am writing this email as a homeowner of 7 years in Mount Pleasant. In the past 7 years I have lived with my two boys in 3 neighborhoods along Longpoint Road: Hobcaw Creek Plantation, Tidal Walk, and Grassy Creek. Each move was designed to be further away from the traffic and port noise of 526 but keeping them in the same school district, Belle Hall. We thought we found our forever home; on the marsh, pool in the back, same school district and zoned for Lucy Beckham. Perfect Mount Pleasant life. Now, however, we are faced with the prospect of newly designed port access that would please tractor trailers even closer to our home exposing us once again to noise and chemical pollution, safety risk from truck accidents, and plunging property values. While the cost of population growth is necessary, it is nauseating that SCDOT has not even considered options that do not impact our neighborhoods and move traffic away from tax paying citizens. Due to their haste, they have failed to do the proper noise studies and when asked simple questions about how traffic will now access Belle Hall (the neighborhood and the school) and what will happen to the already congested Belle Hall Parkway when their proposed new diamond access plan is put in place—they have no answer. I implore you as a representative for the tax paying citizens of this community to listen to us and stop the hurry and haste that SCDOT is acting upon. Call on them to do better. To consider options that does not take tractor trailers over homes where children play and people live. There are many options. Let's not take the easy way, the lazy way, out. Let's do the right thing. The sometimes hard thing.	General Letter and FAQ Document	Email	10/31/2022
E82	8/28/2022	Jason	Quillin	jaquillin@gmail.com					To Whom It May Concern, I am writing to express my concern with some of the proposed plans for the 526 interchange renovation. I have lived in the Tidal Walk Community since 2017 and was excited to be a proud homeowner and resident of Mount Pleasant. This community was the best price point value to meet our first home needs as well as the needs of our growing family. While we made a conscious choice to live close to 526 and were willing to accept some level of noise due to the highway, we have found it very livable. However, with some of the proposed 526 Interchange plans we are greatly concerned that they will impact the quality of life that we have established in our neighborhood for the following reasons: -Increased overall noise, especially with any of the plans to have an overhead on-ramp for heavy grade vehicles at the entrance of the Tidal Walk neighborhood. -Increased traffic/overall congestion on Belle Point Road based on the loss of the left hand turn from Long Point Road onto Belle Hall Parkway. Belle Point Road is frequently backed up due to traffic at Chick-Fil-A, and the street currently has undeveloped land zoned for businesses. The fire station located on Paul Foster Road would certainly be impacted by this rerouting of traffic. With the addition of the traffic circle in front of belle hall, this will cause significant back up and stress for all of the traffic that would be re-routed to Grassy Creek and Tidal Walk. -Plans are only conceptualized at this point, so it's hard to understand the complete impacts on our neighborhoods -The potential for homes and valued neighbors to be lost in Tidal Walk, Grassy Creek and Belle Hall, especially for plans potentially removing the Tidal Walk community Pool and having an overpass on-ramp for heavy grade vehicles. -Concerns that the project is being rushed through with not enough time given for residents to share their concerns or that appropriate impact studies have not been completed -Environmental impacts of this project, including overall noise pollution despite any discussion of walls being build, which likely will not have much impact for the plans showing an overhead on-ramp. -Decreased home values and overall quality of life. -Safety concerns for neighborhood children who walk and bike to school and travel throughout the neighborhoods. -The proposed onramp that is specifically for heavy load vehicles – trucks will decrease speed to merge onto 526, and this proposed merge will be at the current entrance to Grassy Creek/Tidal Walk causing significant impact to the neighborhood. Also, unclear as to why this is needed considering there are no commercial grade vehicles merging on to 526 from the Chik Filet side of Longpoint. That commercial grad traffic merges on to 526 by doing a loop around from the Port side.... -If the aim of this project is to off-load truck traffic to the ports and be good for our neighborhoods, then a completely separate ramp directly to the port best serves that purpose – not rerouting traffic over to the Chik Filet and neighborhood side of Long Point Road -Concern that future projects (Wando Bridge replacement and the widening of 526 to 8 lanes) have not been decided yet – which is another major project that would affect not only our neighborhoods but also years of construction, noise, and traffic headaches -The noise wall would only be 25 foot tall if approved – while the onramp would be about 17 foot tall, so it will likely be ineffective to block that level of traffic. I hope that you take my family and the other community member's concerns into consideration as we all feel this will severely impact the quality of our home lives. Some of these proposed plans would unfairly force us to consider relocating, likely at a reduced value to our homes that we have worked so hard to obtain, and giving up a neighborhood and community that we cherish. Thank you in advance for your time and consideration.	General Letter and FAQ Document	Email	10/31/2022
E83	8/27/2022	Allison	Graham	grammy7494@bellsouth.net					I have major concerns with the proposed plans of 526 that effect the tidal walk/grassy creek neighborhoods. If the aim of this project is to off-load truck traffic to the ports and be good for our neighborhoods, then a completely separate ramp directly to the port best serves that purpose – not rerouting traffic over this way. Here are other concerns: -Increased noise in our neighborhoods -Increased traffic/overall congestion on Belle Point Road based on the loss of the left hand turn from Long Point Road onto Belle Hall Parkway. Belle Point Road is frequently backed up due to traffic at Chick-Fil-A, and the street currently has undeveloped land zoned for businesses. The fire station located on Paul Foster Road would certainly be impacted by this rerouting of traffic. This has to be a major safety and security concern. -The potential for homes and valued neighbors to be lost in Tidal Creek and Belle Hall as well as decrease in hole value. Will we be paid a significant difference? -Concerns that the project is being rushed through with not enough time given for residents to share their concerns or that appropriate impact studies have not been completed -Environmental impacts of this project -Safety concerns for neighborhood children who walk and bike to school and travel throughout the neighborhoods -The proposed onramp that is specifically for heavy load vehicles – trucks will decreasing speed to merge onto 526, and this proposed merge will be at the current entrance to Grassy Creek/Tidal Walk -Concern that the future of the Wando Bridge has not been decided yet – which is another major project that would affect not only our neighborhoods but also years of construction -Concern that future projects (Wando Bridge replacement and the widening of 526 to 8 lanes) have not been decided yet – which is another major project that would affect not only our neighborhoods but also years of construction, noise, and traffic headaches -The noise wall would only be 25 foot tall if approved – while the onramp would be about 17 foot tall.	General Letter and FAQ Document	Email	10/31/2022
E84	8/28/2022	Charles	Young	charleston7@comcast.net					My concerns (summary from the neighborhoods impacted by your alternatives 2 & 6): Safety Concerns with an Elevated, Flyover Truck-Bridge: -Reducing truck traffic off Long Point Road by moving it to the front of Grassy Creek, Tidal Walk and the Belle Hall communities places concentrated and elevated truck traffic much closer to more homes than the solution resolves, causing real, inequitable, and lasting harm for our communities. -Each of the Long Point neighborhoods has a large buffer area that separates Long Point Road truck traffic from their actual homes. Comparatively, these two proposals place this truck traffic right at the front of Grassy Creek, Tidal Walk and Belle Hall homes, with no buffer. -Debris will rain down directly next to this bridge, which is just 5 yards away from the entrances of Grassy Creek and Tidal Walk neighborhoods, imposing health and safety risks to our children and residents that run and bike daily at these entrances and all along Seacoast Parkway. These safety concerns are well documented with thousands of tire pieces and particulates, sections of full tire treads, loose truck parts, and dust and dirt in the air, on the ground, and next to bridges with high speed truck traffic. -Concentrated diesel exhaust pollution increases the potential health risks for everyone living near this bridge, especially children and the immunocompromised in our communities. (Please see attached medical studies below that address this issue.) -The projected flyover truck bridge entrance on to I-526 aims straight down Rathall Creek before turning at the front of Grassy Creek and Tidal Walk entrances and will deliver noise and light pollution from an elevated position right down the creek between the Hibben and Grassy Creek neighborhoods. -The noise pollution, specifically from fast moving trucks merging onto I-526 from an elevated bypass (exhaust, air brakes, and general road noise), will have a disastrous effect for the entire front half of the Belle Hall, Grassy Creek and Tidal Walk neighborhoods. -Wetlands at the end of Rathall Creek are less than 100 yards from the proposed bridge and would certainly be affected. These wetlands overseen by DHEC and the ACoE's are a critical part of our neighborhoods, as well as an additional Conservation Easement that was established by the Audubon Society in conjunction with five other conservation entities, after the Port was established. -Actual Eminent Domain of Grassy Creek HOA property with the logical expectation of future eminent domain and/or Inverse Condemnation of Grassy Creek homes. -Actual Eminent Domain of Tidal Walk HOA property, their Amenities Center and pool, and two homes, and the potential inverse Condemnation of other homes. -Mitigants for flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds and retention ponds. Traffic Concerns: -Closing the Long Point Road left-hand turn access onto Belle Hall Pkwy would severely disrupt the traffic patterns and greatly increase congestion. The four neighborhoods contain 1,180 homes, 77,800 SF of business and retail space, two schools with 1480 combined students, ECBC Church and Fire House #2. Using the ITE standard trips per day for Single Family Residences at 10.83 trips plus the ITE standard for Office Space at 11.61 equates to a combined total of 13,779 trips per day. The plan to have all access to and from these properties, business and schools on an already congested Belle Point Dr and Paul Foster Road (both 2 lane roads), defies logic. -Fire Station #2 on Paul Foster Rd would have significantly limited egress for emergency calls with this proposal as all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), both schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and the numerous businesses entering on Belle Pointe Dr. and Egypt Rd. must use Paul Foster. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive through line which wraps around their property on to Belle Point Rd and back to the Long Point intersection. The owner confirmed they do 2,000 sales a day out of this location. The problem exists without mention of plans for several more traffic-intensive businesses which are soon expected to be built on this road, only exponentially compounding the problem. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, while awaiting permission to enter the port. With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it would be impossible to enter Belle Point Rd. several times a day. Currently the only way to do so when Chick-Fil-A backs up is to turn into and egress through the opposite direction lane around the line of traffic. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses around a single small Traffic Circle at the intersection of Belle Hall Pkwy and Paul Foster Rd. Paul Foster is already a heavily used corridor due to the two schools located on Egypt Rd. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, parks and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic on Paul Foster. -This issue is compounded on Sundays when the two biggest churches in Mount Pleasant are holding services, Seacoast and East Cooper Baptist are both located a block away. -Dozens of businesses, including many offices and restaurants like Waffle House would be greatly and negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around the single small traffic circle. I vehemently oppose all options which include a flyover bridge placed at the front of, or next to our neighborhoods for the reasons we've outlined above. The health risks, traffic concerns and quality of life issues far outweigh any and all proposed "positives" of the flyover bridge. We support our Port and we support the SCDOT in finding a solution that works best for the entire community that surrounds it.	General Letter and FAQ Document	Email	10/31/2022
E85	8/29/2022	Allison	Graham	grammy7494@bellsouth.net	191 Red Knot Lane				I recently saw Joy Riley on the news say you all have received 150 comments in regards to the 526 expansion. That sounds like a PR bluff to me and confirms our fear that our voices are not being heard or the comments are not being tracked in an organization fashion. There is absolutely no way there has only been 150 comments.	General Letter and FAQ Document	Email	10/31/2022
E86	8/29/2022	Tori	Lewis	torilewis@gmail.com					As a resident of Belle Hall Plantation, I am writing to request that any changes or "improvements" to 526 at Long Point Road not change our access into and out of Belle Hall. PLEASE do not take away our entrance via Belle Hall Parkway. We already have enough to deal with having an elementary school, a private school, a Chick Fil A, and a shopping center in our immediate vicinity. Traffic backs up into the Long Point intersection every day at lunch from Chick Fil A alone. If Belle Point Drive becomes our only option to enter the neighborhood, we might as well move away now. If they restrict our access to Belle Hall Parkway, it will be virtually impossible to enter or exit Belle Hall neighborhood during school drop-off times at Belle Hall Elementary. It already blocks up traffic all the way down Paul Foster, particularly when it rains and the kids who usually walk or bike to school have to be driven.	General Letter and FAQ Document	Email	10/31/2022
E87	8/29/2022	Amy	Holladay	amysholl1123@yahoo.com	804 Tupelo Bay Drive	Mount Pleasant	SC	29464	Good Morning: I am a long time resident, homeowner and parent of three children located in the Belle Hall subdivision off of Long Point road. After reviewing the proposed 526 changes and attending the information session, there are some concerns that I have in the proposed changes to the intersection at Long Point Road. While I agree that something needs to be done to mitigate truck traffic to and from the ports, I am concerned with the proposals that eliminates entry into the Belle Hall Subdivision and routes all traffic down Belle Point Drive. Belle Point Drive, Egypt Road and Paul Foster Roads are all subsidiary roads and the amount of children going to and from school and walking in the neighborhood are voluminous. There are two large schools off of Paul Foster and Egypt road along with a very busy fast food restaurant in the area. I think eliminating and entry point and adding additional traffic down these neighborhood roads would be detrimental to the lives of those living and attending school in the neighborhood. I would like to make sure the children and neighborhood are protected from additional yet unnecessary traffic caused by a re-route. I ask you as a concerned parent to please consider the neighboring neighborhoods and the affect these changes will have on us. I do look forward to seeing additional planning options that the 526 planning committee comes up with, as I feel that there is a good solution for all residents and the port. Thank you for your time and consideration.	General Letter and FAQ Document	Email	10/31/2022
E88	8/29/2022	Larry	Wellspeak	larrywellspeak@gmail.com	345 Turnstone Street	Mount Pleasant	SC	29464	Respectfully,0 My wife and I moved to a new home in Tidal Walk, Mount Pleasant from Connecticut five years ago. We did this with the thought that we could spend our final years in comfort and enjoy the town of Mount Pleasant. We hope that you can find a solution to the traffic problems without disrupting this little subdivision of Tidal Walk. If the proposed redirection of truck traffic removes part of our subdivision, we will be subject to extreme traffic noise and traffic congestion. We are concerned about the children who walk to the local elementary school. With all this traffic they would be in danger. I am close to ninety years of age and my wife is eighty-one. We would like to spend our remaining years peacefully here. Our homes will probably decrease in value if this proposal comes to fruition and, even if we are compensated for the decrease in value, it will be difficult for homeowners to sell. We urge you to find a different way to improve the truck traffic problem.	General Letter and FAQ Document	Email	10/31/2022

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E89	8/29/2022	Amy	Holladay	amysholl1123@yahoo.com	804 Tupelo Bay Drive	Mount Pleasant	SC	29464	I am a long time resident, homeowner and parent of three children located in the Belle Hall subdivision off of Long Point road. After reviewing the proposed 526 changes and attending the information session, there are some concerns that I have in the proposed changes to the intersection at Long Point Road. While I agree that something needs to be done to mitigate truck traffic to and from the ports, I am concerned with the proposals that eliminates entry into the Belle Hall Subdivision and routes all traffic down Belle Point Drive. Belle Point Drive, Egypt Road and Paul Foster Roads are all subsidiary roads and the amount of children going to and from school and walking in the neighborhood are voluminous. There are two large schools off of Paul Foster and Egypt road along with a very busy fast food restaurant in the area. I think eliminating and entry point and adding additional traffic down these neighborhood roads would be detrimental to the lives of those living and attending school in the neighborhood. I would like to make sure the children and neighborhood are protected from additional yet unnecessary traffic caused by a re-route. I ask you as a concerned parent to please consider the neighboring neighborhoods and the affect these changes will have on us. I do look forward to seeing additional planning options that the 526 planning committee comes up with, as I feel that there is a good solution for all residents and the port.	General Letter and FAQ Document	Email	10/31/2022
E90	8/29/2022	Gregory	Perron	gaperron@gmail.com					I am very concerned about the proposed 526/Longpoint interchange project. I purchased a house in Belle Hall Plantation this summer. I was not aware that an interchange project was ongoing. Frankly, if I had realized that there was a likely proposal to eliminate the left hand turn onto Belle Hall Parkway, I WOULD NOT HAVE PURCHASED MY HOME. I guarantee that my home price will be impacted. I commute from Rifle Range/Ben Sawyer. When I exit 526 at Longpoint, I immediately turn left onto Belle Hall Parkway. If either proposal 2 or 6 proceeds without modification, then a left hand turn onto Belle Point Parkway will be "a disaster." This stoplight at Belle Point Parkway is already extremely congested with the shopping center, Harris Teeter, challenging 3 way stops to exit that center. On the other corner, the Chick Fil A had a tremendous amount of traffic. Absent Belle Hall Parkway access from Longpoint, there will be tremendous congestion with two schools in the neighborhood, pedestrian traffic, and residential traffic. The light at Egypt Road is even worse - with existing traffic, I frequently need to wait 4 or 5 lights to turn left from Egypt onto Long Point Road, and there are delays to turn left off of long point road into these neighborhoods. If plans are not modified, then the intersections at Belle Hall Point and Egypt road will also need to be completely revised. To sum up - this plan has unacceptable neighborhood traffic impact. I would not have moved to Belle Hall Plantation had I been aware. My home value will suffer. My daily commute (based on existing traffic, not including additional growth) - will increase. I urge you to modify plans to allow access to Belle Hall Parkway from Longpoint.	General Letter and FAQ Document	Email	10/31/2022
E91	8/29/2022	Angie	Anderson	angieanderson@ernesthealth.com					Good afternoon, As we have learned much about the SCDOT process and appreciate your task at hand, we want to implore that you separate and study the traffic patterns in these ways: Long Point congestion by eliminating the left turn at Belle Hall Pkwy: this only pushes the back-up to roads that are not able to handle the additional traffic this creates. (see numerous comments regarding the specifics of this) Traffic entering Mount Pleasant by exiting 526 E at Long Point Rd: the majority of the back-up is caused by semi-trucks entering the port. The proposed flyover ramp to the Shipping Lane Port Entrance alleviates this and is supported. Traffic exiting Mount Pleasant via the Long Point ramp onto 526 West: the majority of the back-up is caused by cars on the non-port side of Long Point. The proposed flyover ramp from the port to 526 does nothing to address this and the plan only looks at solutions on the port-side of Long Point. I continue to be vehemently opposed to the flyover that impacts the neighborhoods of Grassy Creek, Tidal Walk and Belle Hall. It seems a waste of tax-payer money to solely focus on semi-truck traffic in and out of the Port. If the flyover ramp to enter the Port reduces congestion of this Long Point Road exit ramp, it seems to make more sense to evaluate the result of this prior to adding an exit flyover as well. The following factors could improve/reduce traffic leaving the Wando Terminal Port: The re-opening of the Leatherman Terminal. 2 Billion dollars have already been spent to update this terminal that is now idle due to a lawsuit that will eventually be settled. Initiation of barge delivery of containers to the Leatherman Terminal. No information has been provided of when this will begin and how it will reduce truck traffic to/from the Wando Terminal. Wando Terminal procedures to stagger the hours of operation to reduce peak hours of traffic. This may include the addition of a "parking/waiting" area for trucks leaving the terminal. The above factors may completely eliminate the need for a flyover ramp from the Port to 526. It would save tax-payer money and eliminate the threat of eminent domain and indirect condemnation to 3 large neighborhoods. I respectfully request that SCDOT evaluate the results of adding the flyover to the Port prior to initiating a 2nd flyover from the Port. Most sincerely, Angie Anderson	General Letter and FAQ Document	Email	10/31/2022
E92	8/29/2022	Jan	Francis	jan@francisonthelake.com					I am appalled that SCDOT would put forth both Alternative 2 and 6 as a solution to the truck problem. It poses a danger to residents and businesses up and down Long Point. It is clear that the port needs help, but this is the most disruptive and unsightly possibility. Some of the negative ramifications include: -lack of traffic options along Long Point Road -Danger to school children and Fire station operation -Excess noise pollution and diesel pollution is residential neighborhoods -Loss of HOA property -Loss of residential homes -Wetlands disruption/destruction -Flooding/drainage and runoff concerns -Please do the homework necessary to fix this well. These fast tracked problematic "solutions" will have a disastrous effect to the communities and businesses.	General Letter and FAQ Document	Email	10/31/2022
E93	8/29/2022	Rewis	Morris	rewismorris@gmail.com	264 Swallowtail Court	Mount Pleasant	SC	29464	I would like to first thank you for taking the time to have an open meeting to allow residents to get questions answered and express concerns. I understand that this is a potentially challenging and intrusive project to the surrounding neighborhoods and there are multiple facets that must be considered in generating the most appropriate plan. I would first like to express gratitude and appreciation to the SCDOT representatives who were at the public meeting as they were kind, receptive, and knowledgeable. I would also like to express the following concerns/comments as well as potential suggestions. I would also acknowledge my personal bias/disclosure which is that I live in Tidal Walk. First, I would highly support and request further study of alternative 1 and alternative 3. Alternative 1 which involves improving the existing ramps appears overwhelming the least intrusive to the existing neighborhoods. While it does not eliminate truck traffic on Long Point Road, which I understand was a posed issue from the Hobcaw/Port Side neighborhoods, it also does not disrupt or remove the entrance to their neighborhoods or potentially require house relocation (based on the maps). Alternative 3 similarly appears, based on the schematics, to have minimal to no impact on the existing neighborhoods as it is an improvement within the current ramp region of the road. Unless there is further expansion for either of these alternatives not pictured which would impact the Seacoast or Port side neighborhoods, these options appear to have the least impact. Please, I implore you, study these further. I would strongly oppose alternative 2 and 6 in its current form. These plans have a disproportionately large impact on the Grassy Creek and Tidal Walk neighborhoods. First, they would significantly alter and/or destroy our neighborhood entrance. Second, with a ramp overlying that road which is built to carry trucks, it would undoubtedly be an overwhelming noise burden to the neighborhood. It is concerning that these are seen as favorable options when a noise impact study has not been completed. Third, it appears from the design that the first two houses in the tidal walk neighborhood would be at serious risk - this was mixed in terms of responses from those at the meeting of whether those houses would survive. These are the only options that appear to place residences at risk of the options. Fourth, they remove the capacity of the neighborhood to aesthetically shield itself from 526 and the ramps with trees, but rather we would likely be viewing highway/ramp/sound wall. Finally, I would have concern with elimination of the trees/grass/entrance pond that there would be potential increased risk for flooding with heavy rain/hurricanes in the neighborhood. If options 1 and 3 are implausible, I would suggest an alternative - having the trucks/cars enter the highway on the left lane for those heading north (currently the central portion of the road). This is commonplace in other parts of the country and other major cities and suburban areas. This would eliminate the need to encroach on the neighborhoods and allow continuity with 526 expansion. Obviously I am not a highway/civil engineer so please forgive me if there is an obvious reason this would not work, but it seems intuitive that it would appear to solve several concerns with this plan in its current form as well as allow decreased truck traffic on Long Point (all parties seem to win). I do think noise would likely still be an issue, but noise will likely increase with the expansion of 526. Moreover, it appears it would allow the preservation of the tree barrier. Please re-evaluate and do not accept the current forms of alternatives 2 and 6 as they seem to unilaterally benefit the Hobcaw and business side and are detrimental to the Seacoast side of Long Point.	General Letter and FAQ Document	Email	10/31/2022
E94	8/29/2022	Ryan	Newton	rynewton7@yahoo.com					We, as a family, strongly oppose the exclusion of the left turn onto Belle Hall Parkway from Longpoint Road with the I-526 improvements. The traffic congestion during peak hours will far exceed the recommended rates of traffic. Also, we vehemently oppose options two and six of the improvement plans that will impede on the Grassy Creek and Tidal Walk neighborhoods with the overpass bridges. These will cut into the neighborhoods and result in excessive noise and potentially prove to be unsafe for those walking or exercising throughout the neighborhoods or down Seacoast Parkway. We currently live in Grassy Creek subdivision and are available for any questions. Thank you! Good afternoon! I hope you are doing well. I wanted to send a quick note to share my views regarding the new options being proposed for truck access onto 526. My family and I live in the Grassy Creek subdivision off of Long Point Rd. in Mount Pleasant. We adamantly oppose the two new options that include building a new truck bridge in front of the Grassy Creek neighborhood. There is already a tremendous amount of noise from 526! The noise echoes throughout our neighborhood and at times even scares our pets and children. The construction of a new bridge at the entrance of Grassy Creek would make the situation exponentially worse and cause irreparable damage. Furthermore, two of the proposed plans include restrictions on traffic directions and access onto Long Point Rd. It is extremely important that we have full turn access at Long Point Rd and Belle Hall Parkway. In addition to the unavoidable traffic headaches that would be associated with the turning restrictions, the number of additional cars being forced onto Paul Foster Rd would further exacerbate my existing safety concerns. The children that attend Belle Hall elementary and PCA deserve to be able to travel to and from school safely! We owe it to them and the older kids that live in the neighborhoods off Long Point Rd. Please let me know if you have any questions or if you need any additional feedback.	General Letter and FAQ Document	Email	10/31/2022
E95	8/29/2022	Randy	Friedberg	rfriedberg@opextechnologies.com					I am writing as a concerned home owner in the Tidal Walk Subdivision. I know of the plans to upgrade the Long Point Road exit due to excessive Port traffic. My wife and I went to the open house to discuss our concerns and were not given any information that was useful (more like a runaround). We are extremely dissatisfied with the options that we are seeing on the Internet and wish to raise our concerns. Currently there are over 700 children at Belle Hall Elementary and another 700 at Lowcountry Christian Academy that will be affected by the current decisions. Also no other schools in the area would be able to absorb that kind of influx of children in their schools as they are already at or close to capacity. In addition our neighborhood would be losing at least the first 2 houses and our amenity center (where our pool resides). This is not acceptable and people need to think about the human factor in all of this. It seems to me that the decisions will be made by those who benefit the most (I won't name the companies) but we all know who they are. This would put a strain on the local businesses who thrive because of communities like Grassy Creek, Tidal Walk and Belle Hall. Reducing the footprint for any of these communities is unfathomable. There are so many other solutions that could happen that would drastically reduce those affected. The one that no one is talking about is building a bridge from the North Charleston Port to the Mount Pleasant Port. There is a need for another bridge in Charleston and this would solve that need and alleviate traffic on I526 and Long Point Road. Please think about the people being affected during the decision making process. With Interest Rates and the price of houses only going up in the greater Charleston area there would not be anywhere for some to go. Do the right thing so that we can all watch our kids grow up in great neighborhoods and communities.	General Letter and FAQ Document	Email	10/31/2022
E96	8/29/2022	Sean	Barnes	barnestsean@gmail.com					Hello! I am emailing today because I'm deeply concerned about the plans I've seen for the expansion project. As a single mom to 3 kids, I was elated to purchase a home in the close knit, family community of Tidal Walk last summer. I live right beside the community pool and clubhouse, with 526 directly behind my property. It's already extremely noisy due to traffic behind my house. I was promised a sound wall was coming "soon", so I went ahead with the purchase of my home. Imagine my dismay to learn of this project and the added noise. There's a huge possibility the small buffer between my house and the interstate will be removed completely. I can't imagine how we'll be able to sleep or have a conversation outside, as it's already almost intolerable. The noise decibels are already way over the limit that would require a sound wall, and I can't believe something hasn't been don't about it already. Also, the provided plans could mean the removal of our community pool, playground, and some houses. This would be devastating to our community. As a single mom, I would be in a real bind if forced to sale my property with the increasing interest rates and elevated home prices. However, I can't fathom staying here with an interchange being built directly behind my house. This is extremely anxiety producing. Also, how will this affect traffic to Belle Hall Elementary? What happens to traffic if it's all diverted from Belle Hall parkway? I fully understand the need for a better interchange the importance of diverting port traffic to make for smoother travel. I can appreciate the complaints of neighborhoods like Hobcaw, and their need for this to happen. I'm not at all against progress. However, I feel like this has been rushed and will severely negatively impact the communities of Tidal Walk, Grassy Creek, and Belle Hall. Is there not a better solution? Because the ones provided seem to unfairly hurt our communities. Thanks for your consideration!	General Letter and FAQ Document	Email	10/31/2022
E97	8/29/2022	Ashley	Vaughan	advauvg@icloud.com					I am writing to express concern with the proposed plans for the 526 interchange renovation. Since moving to Tidal Walk in 2016, I've enjoyed the convenient location and extremely family friendly neighborhood with great amenities...found at what is an extremely affordable price in our crazy real estate market. Despite the close proximity to 526, we accepted the level of noise due to the highway, finding it consummate with the family climate alongside false builder promises to create a more dense sound barrier of trees. My young family uses the pool (seasonally) and park (also seasonally) daily, sometimes multiple times a day. The proposed changes severely diminish livability with: -increased overall noise, especially with any of the plans to have an overhead on-ramp for heavy grade vehicles at the entrance of the Tidal Walk neighborhood. -increased traffic/overall congestion on Belle Point Road based on the loss of the left hand turn from Long Point Road onto Belle Hall Parkway. Belle Point Road is frequently backed up due to traffic at Chick-Fil-A, and the street currently has undeveloped land zoned for businesses. The fire station located on Paul Foster Road would certainly be impacted by this rerouting of traffic. With the addition of the traffic circle in front of belle hall, this will cause significant back up and stress for all of the traffic that would be re-routed to Grassy Creek and Tidal Walk. -Plans are only conceptualized at this point, so it's hard to understand the complete impacts on our neighborhoods -The potential for homes and valued neighbors to be lost in Tidal Walk, Grassy Creek and Belle Hall, especially for plans potentially removing the Tidal Walk community Pool and having an overpass on-ramp for heavy grade vehicles. -Concerns that the project is being rushed through with not enough time given for residents to share their concerns or that appropriate impact studies have not been completed -Environmental impacts of this project, including overall noise pollution despite any discussion of walls being built, which likely will not have much impact for the plans showing an overhead on-ramp. -Decreased home values and overall quality of life. -Safety concerns for neighborhood children who walk and bike to school and travel throughout the neighborhoods. -The proposed onramp that is specifically for heavy load vehicles -trucks will decrease speed to merge onto 526, and this proposed merge will be at the current entrance to Grassy Creek/Tidal Walk causing significant impact to he neighborhood. Also, unclear as to why this is needed considering there are no commercial grade vehicles merging on to 526 from the Chik Filet side of Longpoint. That commercial grad traffic merges on to 526 by doing a loop around from the Port side.... If the aim of this project is to off-load truck traffic to the ports and be good for our neighborhoods, then a completely separate ramp directly to the port best serves that purpose - not rerouting traffic over to the Chik Filet and neighborhood side of Long Point Road -Concern that future projects (Wando Bridge replacement and the widening of 526 to 8 lanes) have not been decided yet - which is another major project that would affect not only our neighborhoods but also years of construction, noise, and traffic headaches -The noise wall would only be 25 foot tall if approved - while the onramp would be about 17 foot tall, so it will likely be ineffective to block that level of traffic. -I hope that you take my family and the other community member's concerns into consideration as we all feel this will severely impact the quality of our home lives. Some of these proposed plans would unfairly force us to consider relocating, likely at a reduced value to our homes that we have worked so hard to obtain, and giving up a neighborhood and community that we cherish. Thank you in advance for your time and consideration.	General Letter and FAQ Document	Email	10/31/2022
E98	8/29/2022	Robert	Madore	robert.j.madore					I am opposed to the flyover truck bridge on Seacoast as well as eliminating the Belle Hall Parkway entrance off Long Point. We have lived in Grassy Creek for 9 years and it is a wonderful neighborhood. There has to be another solution for our residents than to impose upon the entrance to our neighborhood.	General Letter and FAQ Document	Email	10/31/2022
E99	8/29/2022	Emilie	Jeter	emiliejeter@gmail.com	209 River Oak Drive	Mount Pleasant	SC	29464		General Letter and FAQ Document	Email	10/31/2022

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E100	8/30/2022	Stephanie	Lyerly	slyerly@gmail.com	353 Turnstone Street	Mount Pleasant	SC	29464	I am writing to express my family's ardent objections to the current Long Point interchange proposals. I have been a homeowner in Tidal Walk for the past five years and have recently become aware of these SCDOT proposals which could, among other things, put an overpass for 18 wheelers into our neighborhood, remove our community pool and clubhouse, remove some of our neighbors' homes, and remove a vital entry into our neighborhood from Long Point road. These proposed changes will affect the safety and wellbeing of our neighborhood and would be very detrimental to our community. No Overpass. Putting an overpass for 18 wheelers into our neighborhood is not safe and not fair. Our neighborhood and Grassy Creek have many young kids in it. It's part of the reason we chose this neighborhood because we have two young kids ourselves. We want them to be able to run around the neighborhood and play with their friends freely and safely. We love this neighborhood and putting an overpass for huge trucks through it will ruin it. I moved here five years ago from a big city so that we could raise our children in the suburbs without the traffic and noise of city living. And now SCDOT is proposing putting semi-trucks literally through our neighborhood. This would propose safety concerns for all of us. What if a truck's brakes failed, or its cargo fell off and over the side of the overpass where our kids may be roaming? The SCDOT should not be putting an overpass like this right next to a neighborhood full of kids. And the noise, congestion and pollution from these trucks would be unbearable. Even if the SCDOT builds a 25 foot sound wall, the proposed overpass is 17 feet tall and with trucks on top of that, it would be higher than the sound wall thereby not stopping the traffic noise from affecting our neighborhood. We beg you to please not ruin the safety, beauty and serenity of our neighborhood with this horrible overpass. Increased congestion on Belle Hall Pkwy. There are around 1,500 homes between Tidal Walk, Grassy Creek and Belle Hall and only two main entries/exits onto Long Point for those neighborhoods. One is at Belle Hall Pkwy and Long Point, and the other is Belle Point Rd and Long Point. These two entries/exits are already very busy due to the sheer number of residents coming and going from these neighborhoods. In addition, Belle Hall Elementary, Palmetto Christian Academy and Christ Kids Academy are very close to Belle Point Rd which adds even more traffic to this area during arrival and dismissal times. The intersection of Belle Point Rd and Long Point also serves as an entry into Bell Hall Shopping Center which is a high traffic area. And there is a very busy Chick Fil A on Belle Point Rd, with traffic often backing up to Long Point during lunch hours due to people trying to frequent that restaurant. Removing the Belle Hall Pkwy entrance from Long Point will redirect all of the traffic to Belle Point Rd which will cause traffic congestion and delays for the residents of our neighborhoods and a very inconvenient way for us to get to our homes. The Mount Pleasant rec center is right past Belle Point Rd on Paul Foster Road and Bell Hall Elementary is right next to the rec center. Kids walk and ride their bikes around that area all the time. The SCDOT is proposing sending traffic from (i) these neighborhoods, (ii) the rec center, (iii) Bell Hall Elementary, (iv) Chick Fil A (and any other future businesses that may be built behind the undeveloped area behind Chick Fil A, and (v) the businesses along Belle Hall Pkwy and Seacoast Pkwy. This will send many more cars through areas populated with children, and when people are rushing to get somewhere, this can cause accidents. It will also cause massive traffic for this area. Not to mention the fact that there is a fire station at Belle Point Rd and Paul Foster, and these traffic delays could interfere with firetrucks trying to get to fires. The SCDOT's proposal may reduce traffic in one area, but it will increase traffic in another. Has the SCDOT thoroughly researched this impact and the long-term effects? And how does the SCDOT propose to fix that issue if these proposals go through? Are there plans to give us another entry into our neighborhoods or are there plans to improve the congestion that will occur at the intersection of Belle Point Rd and Long Point if this proceeds? Loss of our property value. The effect of these proposals on our home values would be devastating. Who would want to live in a neighborhood where you can see and hear 18 wheelers all day and night? Who would want to stay here? But if we wanted to move, who would give us a fair price for our homes? And if we lose our community pool, that will be an automatic hit to our property values. And how could we afford to buy an equivalent home elsewhere since the housing market has soared the past five years and it has become so much more expensive to buy a home in Mount Pleasant? A real estate agent has advised us that it would cost us 50-75% more than what we paid 5 years ago to buy our same house in a different area, and now mortgage rates are almost double what they were then. These changes would have a severe impact on our home values, and for those who felt forced to move because of these changes, many could not because they could not afford another home in the area. While the State would be required to pay any homeowners who lost their home as a result of these proposals, the State would not compensate the rest of us for the hit to our home value. This is simply not fair. And for the record, the State should never have allowed DR Horton to build the Tidal Walk neighborhood if it knew there were near-term plans to deal with Long Point, 526 traffic and the Wando bridge which could have such negative impacts on our neighborhood. Fix the real issue with 526 congestion. The extreme congestion of 526 and 26 that happens every day will not be fixed by these proposals. We will still have traffic backed up over the Wando bridge because all of these trucks and cars will still be commuting on the same roads. Rather than use tax dollars to put a temporary bandaid on a much bigger issue, why aren't these funds being applied towards fixing the more widespread traffic issues on 526 and 26? We need to get all of the truck traffic off of the Wando bridge and 526, period. There should be another bridge exclusively for trucks that goes directly into the ports. This would eliminate a huge portion of the traffic on 526 and the Wando bridge which would eliminate the Long Point exit issues and probably eliminate the need to expand 526. And if we had an exclusive bridge just for trucks, we could charge tolls so that the shipping companies, not SC residents, are paying for the new port access bridge and its ongoing maintenance, as they should be. Why aren't the shipping companies, which make so much profit from using our roads, being forced to pay for more of these costs? And why should our neighborhoods have to bear the negative consequences of shipping companies? I wanted to express my opposition to a fly over style bridge at the area close to the Shoals drive entrance. This would create concentrated truck noise in full throttle at entrance ramp which would be right in front of our homes in grassy creek subdivision. Currently, Seacoast Parkway is a calm road where everyone exercises and walks and ride bikes with their children. Children also use this as a way to connect to other neighborhoods such as Belle Hall and to reach the nearby shopping center. This safe, calm passage would be no more. Please look at other options that do not disrupt the safety and peace of these neighborhoods.	General Letter and FAQ Document	Email	10/31/2022
E101	8/30/2022	Sophie	Ellis	sophieellis77@hotmail.com					As someone who lives in Belle Hall Plantation, has a child at Belle Hall Elementary, and has an office on Wando Park Blvd, I am more than aware that the port traffic is an issue and needs to be addressed. However the options that have been proposed seem to address one issue while creating many more issues. Providing trucks with a direct access to the port (and thus exiting 526 before Long Point road) would alleviate a lot of congestion that occurs on 526 as well as Long Point road. This is drawn up in Alt 2. My concerns though are the way the trucks get back on 526W. It would seem that having the trucks enter from the left side of the highway (vs the right side next to Seacoast Pkwy) would have the potential for the least impact to homes and businesses. The other concern with the proposals are the elimination of a left turn into Belle Hall Pkwy. All you have to do is drive on Long Point Road between 526 and Egypt Road to experience the amount of cars and particularly cars trying to make a left turn, into Belle Hall, Belle Point, Belle Point Shopping center & Egypt Road. These turns all create back ups and to eliminate one of those would only exacerbate the issue. Belle Point, Egypt Road and Paul Foster cannot handle the amount of cars that would then be forced onto these roads every single day. It additionally creates heavier traffic in the vicinity of a school as well as a fire station - both of which create a safety concern. Please seriously consider the impact of these changes to residents and businesses on both sides of 526. Yes, traffic to the port needs improvement but not to the detriment of everyone that lives in this area.	General Letter and FAQ Document	Email	10/31/2022
E102	8/30/2022	Lindsay	Waters	waters.lindsayd@gmail.com	444 Jardinere Walk				I can only imagine the flood of comments you're receiving and I'm sorry for any neighbors who may not have been kind. We're scared and that fear might overshadow our awareness that you're just a person doing your job. I do want to add my voice to the worry that this will have huge safety concerns for kids who go to Belle Hall - not only because of the impact on traffic, but huge trucks driving over our bus stop. My house is right behind the two homes that are slated for destruction under imminent domain. I'm the first house in Grassy Creek. As a single mom of three girls I was lucky to adopt, currently fighting Stage 3 cancer, losing our home either due to construction or to loss of value is devastating. It means no college, no cancer treatment, no sense of safety in the first home my kids have ever felt safe in. Losing the left turn off Longpoint also impacts many businesses and adds too much traffic to the roads behind Chick Fil A. There is a fire station on that road, which is another concern. I hope something can be done that doesn't threaten the livelihood, safety, and future of my neighbors and my family.	General Letter and FAQ Document	Email	10/31/2022
E103	8/30/2022	Joy	Turner	manditajoy@gmail.com	385 Shoals Drive				I am a homeowner in Grassy Creek since 2013 and wanted to express my concerns about some of the proposed plans to change the 526 interchange and to eliminate the bell Halle/long point rd left turn. I have looked at all of the plans and while I understand there is a need for improvement, building a bridge at the entrance of our neighborhood would be very detrimental for multiple reasons. I have lived here since 2013, please just imagine your community with a bridge with continuous truck traffic at the entrance of your community. It will affect the daily lives of all of the residents here and seems to just shift the long point traffic problem to our side, not resolving it. Please consider other options that do not have such an impact on residential communities. Also, taking the left turn away at the long point/Belle hall intersection will cause a massive increase in traffic. There are thousands of residents that use that turn multiple times daily, shifting it to the light will be chaotic. We already have a Chick-fil-A there that causes traffic to back up. A reworking of the current Belle Hall/longpoint intersection is needed, not an elimination. Please consider how many people are being affected by this and continue to investigate plans that will have minimal impact on our homes and our lives. Thank you.	General Letter and FAQ Document	Email	10/31/2022
E104	8/30/2022	Lindsey	Johnson	lindscjohnson@gmail.com	272 Marsh Ibis Trail				I live in Tidalwalk with my wife and 2 kids. We are one of the homes towards the entrance and some of the options given to adjust the front of our neighborhood would drastically effect our home, family, children's play area, neighbors, etc. I have been meeting with Jesse Ginthner who lives in Grassy Creek. He has been putting together a tremendous amount of info as to how this will effect all of our neighborhoods. I hope a plan that will not do any harm to our neighborhood can be figured out.	General Letter and FAQ Document	Email	10/31/2022
E105	8/30/2022	Chip	Parker	chip@eventumsales.com					I am extremely concerned by the proposed plans for changes to Long Point Road and Bell Hall Parkway in Mt Pleasant. If SCDOT takes away the left turn into the main entrance to neighborhoods Belle Hall, Tidal Walk and Grassy Creek, almost 2000 homes, the impact will be catastrophic. They are considering routing all traffic for these neighborhoods down Bell Point and Egypt Roads and routing PORT TRAFFIC / 18 wheelers through the front of these neighborhoods. Routing 18 wheelers past the front of our neighborhoods and blocking traffic for the fire department, schools, churches and numerous small businesses is an unbelievably horrible plan!!! Currently Bell Point and Egypt Road are the main routes for the FIRE STATION. There is also a Chic-Fil-A on Bell Point that already backs up traffic. SCDOT plan will put people at risk because the fire department will not be able to respond to emergencies in a timely manner due to backed up traffic. There are also two schools, the Mt. Pleasant Rec Department, a large church and numerous small businesses that will be negatively impacted if SCDOT is allowed to take away the left turn onto Belle Hall Parkway and route port traffic through the front of these neighborhoods. This will be a disaster for this entire area if it is allowed to proceed.	General Letter and FAQ Document	Email	10/31/2022
E106	8/30/2022	Kristie	Buxton	kristiebbuxton@gmail.com					Plans 2 and 6 should be off the table! The 526 road noise is intolerable now. Building a fly over will only make it worse. Plans 3 and 4 are better of what is offered. We really think just adding an off lane on the eastbound side would be the best bet and it's all that's needed.	General Letter and FAQ Document	Email	10/31/2022
E107	8/30/2022	Gail	Phelps	sbwsbs@aol.com	326 Turnstone Street	Mount Pleasant	SC	29464	We are residents of Grassy Creek at 283 Shoals Dr 29464. We have sent email to multiple contacts on the 526 project that could impact our neighborhood and the adjact neighborhoods. We are only one family but, we do not want an onramp/truck overpass in front of our neighborhood(s). The eyesore, the traffic noise, vibrations, school, and fire disruptions will be unbearable. That said, we do want a solution to Full Turn access at Long Point Rd and Bell Hall Pkwy. We will be at the meeting on 9/6.	General Letter and FAQ Document	Email	10/31/2022
E108	8/30/2022	Debby and Jerry	Marindin	jmarindin@gmail.com	283 Shoals Drive	Mount Pleasant	SC	29464	My name is Gus Katsanevakis and I am a resident of Grassy Creek. I wanted to write to express my concerns for the development that is being fast tracked without regards to the effects on residents on Long Point Road. I understand that the port is getting busier by the day. I think anyone that watches the news understands that global commerce is in a rough stretch right now and moving goods between ports is a large part of the problem. But we should not be trying to improve the state's commerce at the expense of LOCAL residents. That is who you guys are serving - the LOCAL residents. I know that SCDOT has big plans. I doubt SCDOT really cares about the residents of Grassy Creek, Tidal Walk, and Belle Hall. They are thinking that the port needs to expand and that we somehow need to move goods better and faster. Is the only solution here to destroy 3 neighborhoods with 1500 homes? There are lots of concerns here, but I am most concerned for my children. This is a fairly quiet community that is safe - and a great spot for raising kids. What is going to happen when there is a highway practically on top of our neighborhood - and this highway ends up closing off one of the entrances to our neighborhood? My kids are not going to be able to sleep because of the air brakes that are RIDICULOUSLY loud (why are we not regulating noise from trucks, by the way?) because they are 500 feet away, they are going to be breathing in diesel exhaust from the countless trucks, and worst of all, forget letting them ride their bikes to school or Chill Fil A - that will be too dangerous. There will be cars from 1500 homes trying to get out of Belle Point Dr. and Egypt Road, and they will all be going around one ONE LANE traffic circle. It is going to be like they are on a main road, not in a neighborhood. Forget what this will do to our neighborhood in terms of noise. I am not even thinking about that (as I type, I hear the air brakes roaring in the background). I am most concerned for the safety of my kids. And what happens if elderly folks in any of the neighborhoods have a heart attack at 7am, while there are 800 students at Belle Hall and 800 more students at PCA trying to get to school from just two roads? Forget getting an ambulance by. Or if someone's house is on fire - there is a fire station on Paul Foster - but that fire truck will not be getting out in time because there will be 1000 cars on the road. Please try to think of the families that would be impacted and less about the commerce. The entire port employs 11,000 or so people throughout the city. Will expanding the port have a big impact on the number of jobs? DO WE NEED MORE PEOPLE? Please represent the people that live here. You CAN block this. Please help us out and think of the safety of our kids.	General Letter and FAQ Document	Email	10/31/2022

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E110	8/30/2022	Patti	Sachs	pattisbert51@gmail.com					I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. It is our understanding that these safety and traffic issues have not been studied by the SCDOT and we believe proceeding forward without a better understanding of the impact these two options present would cause real damage to these communities, schools, and businesses. Please see below for a more detailed outline of our concerns: Elevated (Flyover) Truck Bridge Concerns: -Taking truck traffic off Long Point Rd and moving it to the front of our community is not an equitable solution. -What is the rationale for placing the elevated bridge in that location that so negatively affects our neighborhoods? There are better locations and better options that should be further studied. -We are very concerned about Diesel Exhaust pollution concerns from the high volume of trucks at the entrance of Grassy Creek and Tidal Walk neighborhoods. -Noise pollution from fast moving trucks merging onto 526W from an elevated bypass (exhaust, air brakes, general road noise) will have a disastrous effect for the entire front half of the Belle Hall neighborhoods plus Grassy Creek and Tidal Walk. -Wetlands at the end of Rathall Creek would be affected. These wetlands are a critical part of our neighborhoods. -Acquisition of Grassy Creek HOA property, with the potential for acquisition of Grassy Creek Homes that would be in the right-of way boundaries. -Acquisition of at least two homes in Tidal Walk, with the potential for more due to the right of way boundaries. -What measures will be taken to mitigate flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds/ and retention ponds? -How should residents closest to the new bridge expect to combat light pollution from trucks turning and coming down the ramp? Traffic Concerns that have not been studied: -Closing the Long Point Rd left hand turn access onto Belle Hall Pkwy would severely limit the traffic patterns and greatly increase congestion for multiple neighborhoods containing over 1,000 homes. This would force all traffic entering these neighborhoods to turn left at the intersection of Belle Point and Long Point Rd. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive through line which wraps around off their property on to Belle Point Rd and back to the Long Point intersection. Several more traffic-intensive businesses are expected to be built soon on this road, which will only compound the problem. -Paul Foster Rd already has significant traffic and delays during school drop-offs and pick-ups for Belle Hall Elementary and Palmetto Christian Academy, with traffic often extending back to Belle Hall Parkway, Belle Point Rd, and Egypt Rd. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses to the small Traffic Circle on Belle Hall Pkwy and Paul Foster Road. Paul Foster is already a heavily used corridor due to the 2 schools located on Egypt Rd. -Fire Station #2 on Paul Foster Rd would have limited egress for emergency calls with traffic from all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), two schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and numerous businesses entering on Belle Pointe Dr. and Egypt Rd. each who use Paul Foster as their main artery. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, waiting to get permission to enter the port. With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. -Looking forward to the future and the four lane highway on 526, the truck bypass lane position makes it clear that this is just the beginning of the Eminent Domain Plans for the northside of the 526 corridor which include Grassy Creek, Tidal Walk and Etivan neighborhoods. -Dozens of businesses, including many offices and restaurants like Waffle House would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around that small traffic circle. Please reconsider fast tracking this project and study other options.	General Letter and FAQ Document	Email	10/31/2022
E111	8/31/2022	Darren	Goldwater	darrengoldwater@yahoo.com					I'm writing with concerns regarding the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements. In particular, options 2 and 6 are of extreme concern. These would severely impact the Grassy Creek, Tidal Walk, Belle Hall and Moultrie communities in numerous ways. Safety: A primary concern. Eliminating the left turn from Long Point Road onto Belle Hall Parkway cuts off the primary artery to access these communities containing over 1,000 homes and families. In the event of an emergency, when seconds can separate life and death, eliminating access via the left turn will force vehicles down Belle Point Drive. As it stands today, Belle Point Drive is already plagued with traffic issues of its own, multiple times per day backing up beyond the light at Long Point Road. Paul Foster Road already has significant congestion issues as well, including but not limited to, school drop off and pick up at Belle Hall Elementary and Palmetto Christian Academy, with traffic often extending back to Belle Hall Parkway, Belle Point Road and Egypt Road. Fire Station #2 on Paul Foster Road already deals with traffic concerns because of the details written out above in addition to everyday traffic concerns at Chick Fil A. Increasing congestion further delays the life-saving capabilities of Fire Station #2 to the impacted communities being discussed AND OTHERS. Additionally, hundreds of wildlife species WILL BE DISPLACED including a FEDERALLY PROTECTED Bald Eagle (picture attached from Seacoast Parkway, January 2022). Noise issues will undoubtedly force already declining property value to further decline. I strongly implore the committee to utilize additional studies and resources in order to fully comprehend the impact of its decisions on the safety and well-being of thousands of families suddenly facing potentially life-altering actions of others.	General Letter and FAQ Document	Email	10/31/2022
E112	8/31/2022	Paul	Spies	dps@multiplastics.com					Seacoast Parkway and Wando park Blvd. could also be connected under the 526 overpass. This will alleviate more traffic on long point road. Good Morning Mr. Demoura, I wanted to copy you on another option sent to DOT to keep the height of bridges to a minimum. Also to relieve traffic on long point road. Here is an attempt to show the start of elevating both lanes of 526 where the red and yellow lines begin(top center of map.) The red line is an elevated exit off of 526 to clear Wando Park Blvd. The yellow line would show ground level entrance ramp to west bound 526(under elevated 526) Both of these routes could be used by cars or trucks to and from Long Point road via shipping lane. Also, from the front and rear gate of the port. Logistically this plan will prevent back ups during construction phases. The center median could be installed as elevated roadway for detours of both east and west bound 526 before other work would begin. Again , we want to give optional route to relieve the amount of traffic at the 526 & Long point interchange. Just making that intersection bigger does not accomplish anything. Traffic from Wando park road could access seacoast parkway via the same underpass on 526 alleviating more traffic on long point road.	General Letter and FAQ Document	Email	10/31/2022
E113	8/31/2022	Tom	Ashbaugh	tom.ashbaugh@gmail.com	286 River Oak Drive	Mount Pleasant	SC	29464	Good morning, I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. Yes, you have probably received emails from some of my friends and neighbors that include these or similar comments, yet I can assure you that I am personally impacted and have taken the time to fully research the issues and possible solutions, to the best of my ability. We know that the people's power is reflected by how many get personally involved. Our efforts are coordinated to help show you and the others that are directly responsible that we need to be heard and that we expect you to listen. Thank you for taking our concerns seriously as we, together, search for the best solutions. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. It is our understanding that these safety and traffic issues have not been studied by the SCDOT and we believe proceeding forward without a better understanding of the impact these two options present would cause real damage to these communities, schools, and businesses. Please see below for a more detailed outline of our concerns: Elevated (Flyover) Truck Bridge Concerns: -Taking truck traffic off Long Point Rd and moving it to the front of our community is not an equitable solution. -What is the rationale for placing the elevated bridge in that location that so negatively affects our neighborhoods? There are better locations and better options that should be further studied. -We are very concerned about Diesel Exhaust pollution concerns from the high volume of trucks at the entrance of Grassy Creek and Tidal Walk neighborhoods. -Noise pollution from fast moving trucks merging onto 526W from an elevated bypass (exhaust, air brakes, general road noise) will have a disastrous effect for the entire front half of the Belle Hall neighborhoods plus Grassy Creek and Tidal Walk. -Wetlands at the end of Rathall Creek would be affected. These wetlands are a critical part of our neighborhoods. -Acquisition of Grassy Creek HOA property, with the potential for acquisition of Grassy Creek Homes that would be in the right-of way boundaries. -Acquisition of at least two homes in Tidal Walk, with the potential for more due to the right of way boundaries. -What measures will be taken to mitigate flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds/and retention ponds? -How should residents closest to the new bridge expect to combat light pollution from trucks turning and coming down the ramp? Traffic Concerns that have not been studied: -Closing the Long Point Rd left hand turn access onto Belle Hall Pkwy would severely limit the traffic patterns and greatly increase congestion for multiple neighborhoods containing over 1,000 homes. This would force all traffic entering these neighborhoods to turn left at the intersection of Belle Point and Long Point Rd. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive through line which wraps around off their property on to Belle Point Rd and back to the Long Point intersection. Several more traffic-intensive businesses are expected to be built soon on this road, which will only compound the problem. -Paul Foster Rd already has significant traffic and delays during school drop-offs and pick-ups for Belle Hall Elementary and Palmetto Christian Academy, with traffic often extending back to Belle Hall Parkway, Belle Point Rd, and Egypt Road. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses to the small Traffic Circle on Belle Hall Pkwy and Paul Foster Road. Paul Foster is already a heavily used corridor due to the 2 schools located on Egypt Rd. -Fire Station #2 on Paul Foster Rd would have limited egress for emergency calls with traffic from all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), two schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and numerous businesses entering on Belle Pointe Dr. and Egypt Rd. each who use Paul Foster as their main artery. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, waiting to get permission to enter the port. With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. -Looking forward to the future and the four lane highway on 526, the truck bypass lane position makes it clear that this is just the beginning of the Eminent Domain Plans for the North side of the 526 corridor which include Grassy Creek, Tidal Walk and Etivan neighborhoods. -Dozens of businesses, including many offices and restaurants like Waffle House would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around that small traffic circle.	General Letter and FAQ Document	Email	10/31/2022
E114	8/31/2022	Jan	Francis	jan@francisonthelake.com					I would like to address a safety concern regarding the proposed changes to the Long Point interchange. As you know, the Seacoast road sided neighborhoods – Belle Hall Rice Bay, Grassy Creek, and Tidal Walk – are family orientated communities representing more than 1,200 homes and housing Belle Hall Elementary School (700 students), Palmetto Christian Academy (700 students), Fire Station 502, and the Jones Center/Playing fields. Needless to say, this leads to an abundance of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as traveling to and from school on a daily basis. It is my concern that, in their current forms, alternatives 2 and 6 pose potential safety issues to these children. These options significant encroach or demolish into the entrances to the Tidal Walk and Grassy Creek neighborhoods, an interchange frequently passed by children and adults through various modes. They also encroach significantly on seacoast road and the adjacent woods, an area that is also frequently played in by children. These options would significantly diminish the safe distance between these sidewalks and roads and the high-speed highway of 526. Moreover, as this would be a truck route, it not only introduces more proximate traffic, but these would be heavy load vehicles with potential for catastrophic accidents. The proposed options of 1 and 3 do not pose these potential safety concerns to Seacoast and are therefore prime for further study. Other alternatives could include a completely separate exit further north on the 526 bridge that directly goes to the port over water or on-ramp from Long Point which enters in the median/central portion of 526. Secondly, all of the proposed plans appear to eliminate the left turn at the Belle Hall Parkway entrance. This would divert all traffic entering these neighborhoods to Belle Point Drive (with the Chick-Fil-A often backed up onto that street and Longpoint Dr) and Egypt Road, which would dramatically congest Paul Foster Road and the accompanying round-about. Given the frequency of which these roads are traversed by children, and its proximity to Belle Hall Elementary, Palmetto Christian Academy, the Jones Center, and Fire Station 502, this portion of the plans should also be re-evaluated. Thank you for your consideration of these potential serious safety concerns with bringing the highway and on-ramp closer to our children as well as congesting the roads surrounding the Fire Station, 2 schools, and the Jones Center.	General Letter and FAQ Document	Email	10/31/2022

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E115	8/31/2022	Dan	Stana	danielstana@gmail.com	368 Turnstone Street				I write you today to express my extreme concerns with near all of the proposed plans for the I-526 Interchange at Long Point Road. Undoubtedly, this is a very difficult project with complexities beyond what can be presented, however this process also has not had the transparency and the foresight that is required for this type of strategic and economically important decision that has day-to-day living and the very housing of dozens of families. My family and I bought a home in the Tidal Walk community in 2016. Prior to this land being utilized for housing, it was owned by the Seacoast Church. If the state of South Carolina has long known about this project and the impacts it would have on this community, it was not prudent, much less just, to allow families to build and live in the homes they envisioned for their families-- particularly if the State of South Carolina knew this land would then be taken utilizing eminent domain. This uproots families, destroys communities, and adds to further frustration with this state's inability to have any level of forward-thinking infrastructure planning. My wife and I bought in this community in 2016. This is our first home. Where we have made our family, have lived our lives, raised our children, and even barely left due to the pandemic. When we bought here, we accepted the level of some noise on account of 526, but it has continually been made worse with time, as SCDOT has undertaken unnecessary efforts to reduce tree/brush growth that protected our community from a great deal of noise and also assisted with flood management. But these proposed plans, nearly all of them, only further my concerns about this process, these plans, and how our voices are being heard... Nearly all of the plans lead to the fracturing of the community that Tidal Walk, Belle Hall, and Grassy Creek have built. Further, how all of these plans make the north side of I-526 pay for the issues on the south side of I-526 is beyond me... If neighborhoods closer to the port have issues with port traffic, why is our side of I-526 left having to pay for those issues? This does not make sense and has yet to be explained. While I am incredibly passionate about ensuring the sanctity of my community, there are a great deal of concerns/issues/risks that are clearly under-represented or not being taken into consideration: impact to new and long standing communities alike with increased overall noise-- particularly for the plans involving an overhead on-ramp for heavy grade vehicles at the entrance to the Tidal Walk and Grassy Creek communities. The current noise already meets criteria for a noise abatement/sound wall per Federal Highway Administration guidance, yet that has been unaddressed in 6 years, further showing that SCDOT does not show care for neighbors unless they plan to inflict further harm upon them. The proposed sound wall could only be 25 feet tall and there are proposals for 17 foot on/off ramps. 25 feet would be woefully inept at handling the noise resulting from these ramps. Further, the sound wall would be constructed after project completion, leaving tax paying residents with even more noise all the while making their very homes near unliveable. Impact on emergency services with the fire station located off of Paul Foster Road. Chick-Fil-A traffic causes Belle Point Road to become very congested nearly all hours of the day. Reducing egress/ingress for this vital public service is clearly not being considered. Impact on Belle Hall Elementary school traffic, buses, and community continuity. Students would potentially no longer be able to walk, bike, easily commute to and from this core community feature. This area's accessibility is already difficult and is only further hampered by the plans to eliminate the left turn onto Belle Hall Parkway. Impact on the recreation center and associated traffic. This is a pillar of our community and clearly has not been considered in the planning process. Valued members of the community being forced to move on account of these plans. Several of the homes that would be lost were recently sold to new owners who were not ever made aware of the plans for their new homes being consumed by highway expansion/re-routing. Tidal Walk is losing its community center, pool, and playground. Our very homes are affected, but so too is their value in terms of the amenities that our communities offer and that we, as residents, pay for. Under some plans, our pool would be beneath an overpass... that is unacceptable. Imagine kids and their health & safety in that scenario. This project is rushed and is not adequately taking community concerns to heart. During a recent press event, the project manager cited only 150 public comments. Our community alone has sent many more than that. Clearly our voices are not being heard... or worse, deliberately ignored. Environmental & flood management. This area is already a flood zone and added infrastructure will only put further strain on this area and even add further flood management concerns to the existing issues along I-526, on Long Point Road, and each impacted neighborhood or commercial area. Increased concerns over future projects such as the widening/new construction of a bridge over the Wando River... if this project is how that project is to be run, I have little confidence in the transparency and planning that another major infrastructure project will have. Again, I understand there are complexities involved in a project such as this, but it has become abundantly clear that our concerns, voices, and risks raised are going unnoticed, or worse, ignored. How the issues of the Port-side of Long Point became the issues of the non-Port-side of Long Point is beyond me... If a dedicated heavy-grade vehicle lane/lanes are needed, that does not need to impact the Tidal Walk side of the highway if it is to service the port. SCPorts routinely champions their financial figures, yet residents have to pay for the commercial improvements with their homes, their land, their very livelihood. I implore you to reconsider all aspects of this project, what the issues are, and who is impacted most by them. Making those without issue pay with the cost of their very homes and community seems not only unjust, but cruel. I sincerely hope that you take my family's and my community's concerns into consideration and planning for revising the proposed plans. Our lives, our homes, our families are at stake-- fracturing communities and forcing relocating, all at reduced value and return on investment to families that have done nothing wrong.	General Letter and FAQ Document	Email	10/31/2022
E116	8/31/2022	Eleanor	Kaldon	ekaldon@comcast.net					I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am passionately opposed to Alternatives 2 & 6 because both plans call for the construction of a 40ft high, elevated truck bridge to be placed nearly on top of the communities of Grassy Creek, Tidal Walk, Belle Hall, and Moultrie. Together, we are 1,180 homes and an elevated truck bridge in this location will cause real, lasting, and inequitable harm to our residents. We stand in full support of our SC Ports and understand the economic importance of the Wando Terminal in our community, but we believe a better solution exists. In fact, we have come up with several that deserve consideration. And while we appreciate the complexity of the issue at hand, "favored" options 2 & 6, which reduce truck traffic off Long Point Road and from in front of those neighborhoods, do so at the expense of concentrating it and placing it at the front of ours. We believe a solution exists to benefit all neighborhoods near the Port, by reducing truck traffic off Long Point Road, and expediting truck access to/from our Port, all without the undue burden these options place on our neighborhoods. Additionally, all of the current SCDOT proposals include eliminating the current left-hand turn from Long Point Road onto Belle Hall Parkway. This is a critical entry artery for our four neighborhoods and dozens of local businesses. Removing it would cause significant traffic issues for the thousands of residents that use it daily and we believe that a lighted intersection is the best long-term solution for traffic and safety. Please see below for a more detailed outline of our safety and traffic concerns. Safety Concerns with an Elevated, Flyover Truck Bridge -Reducing truck traffic off Long Point Road by moving it to the front of Grassy Creek, Tidal Walk, and the Belle Hall communities places concentrated and elevated truck traffic much closer to more homes than the solution resolves, causing real, inequitable, and lasting harm for our communities. -Each of the Long Point neighborhoods has a large buffer area that separates Long Point Road truck traffic from their actual homes. Comparatively, these two proposals place this truck traffic right at the front of Grassy Creek, Tidal Walk, and Belle Hall homes, with no buffer. -Debris will rain down directly next to this bridge, which is just 5 yards away from the entrances of Grassy Creek and Tidal Walk neighborhoods, imposing health and safety risks to our children and residents that run and bike daily at these entrances and all along Seacoast Parkway. These safety concerns are well documented with thousands of tire pieces and particulates, sections of full tire treads, loose truck parts, and dust and dirt in the air, on the ground, and next to bridges with high-speed truck traffic. -Concentrated diesel exhaust pollution increases the potential health risks for everyone living near this bridge, especially children and the immunocompromised in our communities. (Please see attached medical studies below that address this issue.) -The projected flyover truck bridge entrance onto I-526 aims straight down Rathall Creek before turning at the front of Grassy Creek and Tidal walk entrances and will deliver noise and light pollution from an elevated position right down the creek between the Hibben and Grassy Creek neighborhoods. -The noise pollution, specifically from fast-moving trucks merging onto I-526 from an elevated bypass (exhaust, air brakes, and general road noise), will have a disastrous effect for the entire front half of the Belle Hall, Grassy Creek, and Tidal Walk neighborhoods. -Wetlands at the end of Rathall Creek are less than 100 yards from the proposed bridge and would certainly be affected. These wetlands overseen by DHEC and the Army Corp. of Engineers are a critical part of our neighborhoods, as well as an additional Conservation Easement that was established by the Audubon Society in conjunction with five other conservation entities after the Port was established. -Actual Eminent Domain of Grassy Creek HOA property with the logical expectation of future eminent domain or Inverse Condemnation of Grassy Creek homes. Actual Eminent Domain of Tidal Walk HOA property, their Amenities Center and pool, and two homes, and the potential inverse Condemnation of other homes. -Mitigants for flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds and retention ponds. Traffic Concerns: -Closing the Long Point Road left-hand turn access onto Belle Hall Pkwy would severely disrupt the traffic patterns and greatly increase congestion. The four neighborhoods contain 1,188 homes, 125,000+ SF of office, retail space, two schools with 1480 combined students, ECBC Church, and Fire House #2. The ITE for trip standards (attached) will illustrate the failure of this plan as a viable alternative. The plan to have all access to and from these properties, businesses, and schools on an already congested Belle Point Dr and Paul Foster Road (both 2 lane roads), defies logic. - Fire Station #2 on Paul Foster Rd would have significantly limited egress for emergency calls with this proposal as all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), both schools (BelleHall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and the numerous businesses entering on Belle Pointe Dr. and Egypt Rd. must use Paul Foster. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive-through line which wraps around their property onto Belle Point Rd and back to the Long Point intersection. The owner confirmed they do 2,000 sales a day out of this location. The problem exists without mention of plans for several more traffic-intensive businesses which are soon expected to be built on this road, only exponentially compounding the problem. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, while awaiting permission to enter the port. With the backup at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it would be impossible to enter Belle Point Rd. several times a day. Currently, the only way to do so when Chick-Fil-A backs up is to turn into and egress through the opposite direction lane around the line of traffic. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses around a single small Traffic Circle at the intersection of Belle Hall Pkwy and Paul Foster Rd. Paul Foster is already a heavily used corridor due to the two schools located on Egypt Rd. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, parks, and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic on Paul Foster. -This issue is compounded on Sundays when the two biggest churches in Mount Pleasant are I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. It will affect our neighborhood Tidal Walk and the ones adjacent to them and change residential life irrevocably. These neighborhoods are lively, kids riding bikes outside, people going for walks, walking their dogs not only within the neighborhood but also on Seacoast Parkway. I am absolutely and passionately opposed to the alternatives 2 & 6 because both plans call for the construction of a 40ft high, elevated truck bridge to be placed nearly on top of the communities of Grassy Creek, Tidal Walk, Belle Hall, and Moultrie. Together, we are 1,180 homes and an elevated truck bridge in this location will cause real, lasting, and inequitable harm to our residents. Our kids won't ride their bikes to their school (BHE) anymore or play outside if exposed to trucks rumbling right next to them. Debris will rain down directly next to this bridge, which is just 5 yards away from the entrances of Grassy Creek and Tidal Walk neighborhoods, imposing health and safety risks to our children and residents that run and bike daily at these entrances and all along Seacoast Parkway. Concentrated diesel exhaust pollution increases the potential health risks for everyone living near this bridge, especially children and the immunocompromised in our communities. We build our home here only a few years ago. These plans will affect Tidal Walk HOA property, our Amenities Center and pool, and the potential inverse condemnation of other homes. The substantive, monetary and intangible values that were the reasons for as building here will be destroyed and any proposals of how to keep the status quo or reimburse owners are so far unanswered. We stand in full support of our SC Ports and understand the economic importance of the Wando Terminal in our community, but we believe a better solution exists. In fact, we have come up with several that deserve consideration. And while we appreciate the complexity of the issue at hand, "favored" options 2 & 6, which reduce truck traffic off Long Point Road and from in front of those neighborhoods, do so at the expense of concentrating it and placing it at the front of ours! Each of the Long Point neighborhoods has a large buffer area that separates Long Point Road truck traffic from their actual homes. Comparatively, these two proposals place this truck traffic right at the front of Grassy Creek, Tidal Walk, and Belle Hall homes, with no buffer. We believe a solution exists to benefit all neighborhoods near the Port, by reducing truck traffic off Long Point Road, and expediting truck access to and from our Port, all without the undue burden these options place on our neighborhoods. I vehemently oppose all options which include a flyover bridge and will do anything to keep our neighborhood a safe and peaceful place to live in.	General Letter and FAQ Document	Email	10/31/2022
E117	8/31/2022	Lisa	Rokahr	lisa@rokahr.net					I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. It will affect our neighborhood Tidal Walk and the ones adjacent to them and change residential life irrevocably. These neighborhoods are lively, kids riding bikes outside, people going for walks, walking their dogs not only within the neighborhood but also on Seacoast Parkway. I am absolutely and passionately opposed to the alternatives 2 & 6 because both plans call for the construction of a 40ft high, elevated truck bridge to be placed nearly on top of the communities of Grassy Creek, Tidal Walk, Belle Hall, and Moultrie. Together, we are 1,180 homes and an elevated truck bridge in this location will cause real, lasting, and inequitable harm to our residents. Our kids won't ride their bikes to their school (BHE) anymore or play outside if exposed to trucks rumbling right next to them. Debris will rain down directly next to this bridge, which is just 5 yards away from the entrances of Grassy Creek and Tidal Walk neighborhoods, imposing health and safety risks to our children and residents that run and bike daily at these entrances and all along Seacoast Parkway. Concentrated diesel exhaust pollution increases the potential health risks for everyone living near this bridge, especially children and the immunocompromised in our communities. We build our home here only a few years ago. These plans will affect Tidal Walk HOA property, our Amenities Center and pool, and the potential inverse condemnation of other homes. The substantive, monetary and intangible values that were the reasons for as building here will be destroyed and any proposals of how to keep the status quo or reimburse owners are so far unanswered. We stand in full support of our SC Ports and understand the economic importance of the Wando Terminal in our community, but we believe a better solution exists. In fact, we have come up with several that deserve consideration. And while we appreciate the complexity of the issue at hand, "favored" options 2 & 6, which reduce truck traffic off Long Point Road and from in front of those neighborhoods, do so at the expense of concentrating it and placing it at the front of ours! Each of the Long Point neighborhoods has a large buffer area that separates Long Point Road truck traffic from their actual homes. Comparatively, these two proposals place this truck traffic right at the front of Grassy Creek, Tidal Walk, and Belle Hall homes, with no buffer. We believe a solution exists to benefit all neighborhoods near the Port, by reducing truck traffic off Long Point Road, and expediting truck access to and from our Port, all without the undue burden these options place on our neighborhoods. I vehemently oppose all options which include a flyover bridge and will do anything to keep our neighborhood a safe and peaceful place to live in.	General Letter and FAQ Document	Email	10/31/2022
E118	8/31/2022	Annemarie	Sipkes Donato	asdonato@aol.com					As a residence of Mount pleasant and in Hidden Cove I urge you to make the entrance to the port for trucks a separate ramp off 526. I have lived with severe congestion on longpoint road, dangerous fast driving by trucks and inability to enter longpoint road or 526 due to traffic stops as a result of accidents. This congestion of trucks on a Mount Pleasant road is dangerous and requires a safer solution for all drivers. The noise and congestion are also important to consider.	General Letter and FAQ Document	Email	10/31/2022
E119	8/31/2022	Beverly	Thacker	bevandearthacker@gmail.com		Mount Pleasant	SC	29464	Written by Mike Pullen. His comments represents my thoughts. Beverly Thacker Tidal Walk 227 Killdeer Court Mt.Pleasant, SC 29464 I would like to address a safety concern regarding the proposed changes to the Long Point interchange. As you know, the Seacoast road sided neighborhoods - Belle Hall, Rice Bay, Grassy Creek, and Tidal Walk - are family orientated communities representing more than 1,200 homes and housing Belle Hall Elementary School. Needless to say, this leads to an abundance of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as travelling to and from school on a daily basis. It is my concern that, in their current forms, alternatives 2 and 6 pose potential safety issues to these children. These options significant encroach or demolish into the entrances to the Tidal Walk and Grassy Creek neighborhoods, an interchange frequently passed by children and adults through various modes. They also encroach significantly on seacoast road and the adjacent woods, an area that is also frequently played in by children. These options would significantly diminish the safe distance between these sidewalks and roads and the high-speed highway of 526. Moreover, as this would be a truck route, it not only introduces more proximate traffic, but these would be heavy load vehicles with potential for catastrophic accidents. The proposed options of 1 and 3 do not pose these potential safety concerns to Seacoast and are therefore prime for further study. Other alternatives could include a completely separate exit further north on the 526 bridge that directly goes to the port over water or on-ramp from Long Point which enters in the median/central portion of the road. Secondly, all of the proposed plans appear to eliminate the left turn at the Belle Hall Parkway entrance. This would divert all traffic entering these neighborhoods to Belle Point Drive which would dramatically congest Paul Foster Road and the accompanying round-about. Given the frequency of which these roads are traversed by children, and its proximity to Belle Hall Elementary, this portion of the plans should also be re-evaluated. Thank you for your consideration of these potential serious safety concerns with bringing the highway and on-ramp closer to our children as well as congesting the roads surrounding Belle Hall Elementary School.	General Letter and FAQ Document	Email	10/31/2022

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E120	8/31/2022	Jim	Slonecki	slonecki99@aol.com		Mount Pleasant	SC		I have commented in the past but wanted to reiterate my concerns with modifying the 526/Long point interchange. I have spoken with several doctors with high volume offices on Lone Tree drive. They are all concerned that access to Lone Tree from 526 will be modified to an extremely unsafe situation. Blocking their left turn access will force traffic to U-Turn at Hobcaw Bluff Drive traffic Light or worse force traffic into Hobcaw Plantation to complete a U-Turn. Both routes are EXTREMELY UNDESIRABLE. Please keep this in mind when designing. A more direct solution would be to route 526 ramp to Lone Tree traffic straight at the 526 exit ramp onto a new road into the area between the nursing home and the office building. No U-Turns required. Just extend the ramp across Long Point.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are being carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway and Lone Tree Drive violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022 , or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	9/6/2022
E121	8/31/2022	Jim	Klecha	klutch117@gmail.com		Mount Pleasant	SC		In reviewing the various options presented by DOT I cannot help but be concerned by the 'flyover' proposed to allow Port truck traffic to enter 525 westbound. It would seem that the ramp up to a height needed to cross over 526 traffic lanes would be such that trucks will have to strain at low gear to reach the top before returning to the interstate. Such truck activity will create a great deal of engine noise and diesel exhaust pollution adjacent to residential neighborhoods. A possible alternative, not in DOT's presentation, could be called a 'flyunder'. If the traffic lanes of 526 were raised to allow Port traffic to pass under the interstate rather than over, some of the noise and pollution could be alleviated. It would seem that 526 could be elevated as it already is at Longpoint Rd. Basically just another overpass.	General Letter and FAQ Document	Email	10/31/2022
E122	8/31/2022	Kim	Kletcha	klutch117@gmail.com					Port truck traffic often comes to a complete standstill and blocks access to Longpoint Rd eastbound lanes and exit ramp. On Wed 8/30/2022 at 11AM traffic was backed up from Daniel Island to Longpoint Rd for hours due to the Port issues. Please consider in your plans, that even with a new off ramp for Post traffic, there will be many times where the Port's Entry processing is having problems. When this happens, truck traffic will continue to block the right lane of 526 while trucks wait to exit the highway. If DOT designs an additional shoulder that trucks can idle in then they would not have to block the traffic lanes as happened this Wednesday.	General Letter and FAQ Document	Email	10/31/2022
E123	8/31/2022	Amy	Slaughter	amy.slaughter843@gmail.com					The only comment needed is drive 526 from Daniel Island to Long Point Rd today yourself. I'm appalled to hear of project delays for YEARS. Traffic backed up and standstill for miles. Twice today I've spent 45 minutes going 3 miles to get across the beige and past the port traffic. The Longpoint Rd interchange and port traffic is abysmal. Drive this stretch yourself daily for a few days to see how you think waiting will help.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are being carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022 , or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	9/6/2022
E124	8/31/2022	Jim	Klecha	klutch117@gmail.com	Tea House Lane	Mount Pleasant	SC		Alternative designs presented by DOT show that the current left turn from Longpoint Rd. onto Belle Hall Parkway (at Waffle House) is to be eliminated. Please conduct traffic studies at this intersection, specifically traffic performing a left turn. Traffic studies need to be conducted at Belle Point Dr.stoptlight during school opening and closing hours and noonday traffic. This intersection is already failing during peak traffic hours and will be overwhelmed if the left turn at Belle Hall Parkway is eliminated.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are being carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022 , or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	9/6/2022
E125	8/31/2022	Theresa	Smith	theresa.smith1968@comcast.net					Hello, I am a resident of Grassy Creek and wish to voice a negative opinion on the proposed changes to 526 in the Long point area. I attended the meeting DOT held August 3 and observed that the presentations were not well laid out or even understood by the presenters. The purpose appears to provide a solution for only the port. Where are the studies which even indicate improvement of this nature is required? Why cannot the extensions be made on the eastern side of 526 which would impact mostly port owned real estate? Has anyone ever considered adding one extra lane to the right side exit ramp (exit 28)of eastbound 526? Was this ever studied? Also, the addition of a traffic light opposite the residential neighborhoods close to the port to assist in entering and exiting? This could be governed by a trip. These two ideas would save the taxpayer multiple millions of dollar and not so adversely affect multiple residential homes and small business. I respectfully request that alternate, less costly, less destructive proposals be considered than any of those proposed to date. By adopting any of the existing proposals, we may be causing many more problems than we currently have. Theresa Smith	General Letter and FAQ Document	Email	10/31/2022

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E126	8/31/2022	Harmon	Lewis	saintlewis17@gmail.com					<p>Good afternoon, I am a 24-year veteran of the United States Air Force, and returned to South Carolina upon retirement from active duty in 2019 to raise our middle school and high school daughters, purchasing our home in Tidal Walk neighborhood 3 years ago. I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am passionately opposed to Alternatives 2 & 6 because both plans call for the construction of a 40-foot high, elevated truck bridge to be placed nearly on top of the communities of Grassy Creek, Tidal Walk, Belle Hall, and Moultrie. Together, we are 1,180 homes and an elevated truck bridge in this location will cause real, lasting, and inequitable harm to our residents. We stand in full support of our SC Ports and understand the economic importance of the Wando Terminal in our community, but we believe a better solution exists. In fact, we have come up with several that deserve consideration. And while we appreciate the complexity of the issue at hand, "favored" options 2 & 6, which reduce truck traffic off Long Point Road and from in front of those neighborhoods, do so at the expense of concentrating it and placing it at the front of ours. We believe a solution exists to benefit all neighborhoods near the Port, by reducing truck traffic off Long Point Road, and expediting truck access to/from our Port, all without the undue burden these options place on our neighborhoods. Additionally, all of the current SCDOT proposals include eliminating the current left-hand turn from Long Point Road onto Belle Hall Parkway. This is a critical entry artery for our four neighborhoods and dozens of local businesses. Removing it would cause significant traffic issues for the thousands of residents that use it daily and we believe that a lighted intersection is the best long-term solution for traffic and safety. Please see below for a more detailed outline of our safety and traffic concerns. Safety Concerns with an Elevated, Flyover Truck Bridge: Reducing truck traffic off Long Point Road by moving it to the front of Grassy Creek, Tidal Walk, and the Belle Hall communities places concentrated and elevated truck traffic much closer to more homes than the solution resolves, causing real, inequitable, and lasting harm for our communities. Each of the Long Point neighborhoods has a large buffer area that separates Long Point Road truck traffic from their actual homes. Comparatively, these two proposals place this truck traffic right at the front of Grassy Creek, Tidal Walk, and Belle Hall homes, with no buffer. Hazardous debris will rain down directly next to this bridge, which is just 5 yards away from the entrances of Grassy Creek and Tidal Walk neighborhoods, imposing health and safety risks to our children and residents that play, run and bike daily at these entrances and all along Seacoast Parkway. These safety concerns are well documented with thousands of tire pieces and particulates, sections of full tire treads, loose truck parts, and dust and dirt in the air, on the ground, and next to bridges with high-speed truck traffic. It would be unethical to knowingly approve of an option that initiates these daily hazards to our residents. Concentrated diesel exhaust pollution increases the potential health risks for everyone living near this bridge, especially children and the immunocompromised in our communities. I am especially concerned as 2 members of my family have immune-compromised diseases. (Please see attached medical studies below that address this issue.) The projected flyover truck bridge entrance onto I-526 aims straight down Rathall Creek before turning at the front of Grassy Creek and Tidal walk entrances and will deliver noise and light pollution from an elevated position right down the creek front half of the Belle Hall, Grassy Creek, and Tidal Walk neighborhoods. Wetlands at the end of Rathall Creek are less than 100 yards from the proposed bridge and would certainly be affected. These wetlands overseen by DHEC and the Army Corp. of Engineers are a critical part of our neighborhoods, as well as an additional Conservation Easement that was established by the Audubon Society in conjunction with five other conservation entities after the Port was established. Actual Eminent Domain of Grassy Creek HOA property with the logical expectation of future eminent domain or Inverse Condemnation of Grassy Creek homes. Actual Eminent Domain of Tidal Walk HOA property, their Amenities Center and pool, and two homes, and the potential Inverse Condemnation of other homes. Mitigants for flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds and retention ponds. Traffic Concerns: Closing the Long Point Road left-hand turn access onto Belle Hall Pkwy would severely disrupt the traffic patterns and greatly increase congestion. The four neighborhoods contain 1,188 homes, 125,000+ SF of office, retail space, two schools with 1480 combined students (Palmetto Christian Academy and Belle Hall Elementary), ECBC Church, and Fire House #2. The ITE for trip standards (attached) will illustrate the failure of this plan as a viable alternative. The plan to have all access to and from these properties, businesses, and schools on an already congested Belle Point Dr and Paul Foster Road (both 2 lane roads), defies logic. Fire Station #2 on Paul Foster Rd would have significantly limited egress for emergency calls with this proposal as all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), both schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and the numerous businesses entering on Belle Pointe Dr. and Egypt Rd. must use Paul Foster. Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive-through line which wraps around their property onto Belle Point Rd and back to the Long Point intersection. The owner confirmed they do 2,000 sales a day out of this location. The problem exists without mention of plans for several more traffic-intensive businesses which are soon expected to be built on this road, only exponentially compounding the problem. Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, while awaiting permission to enter the port. With the backup at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it would be impossible to enter Belle Point Rd. several times a day. Currently, the only way to do so when Chick-Fil-A backs up is to turn into and egress through the opposite direction lane around the line of traffic. In addition, the SCDOT plan would route inbound and outbound vehicles from all four</p>	<p>Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. 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During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022, or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).</p>	Email	9/6/2022
E127	8/31/2022	Lewann	Armstrong	lewann.harperarmstrong@gmail.com					<p>Good afternoon, My husband and I have been residents of Grassy Creek for the past 13 years. I would like the SCDOT to become aware of some of the safety issues that would arise with their probable choices. We understand that changes are necessary to improve traffic flow. However, we would like there to have been substantial studies of not only traffic flow, but the effects on the neighboring communities especially for the families that reside in them, our wetlands, the noise levels, drainage and runoff into the surrounding communities, increased diesel emissions where families walk, exercise and play. The proposed plans appear to eliminate the left turn at the Belle Hall Parkway entrance. This would divert all traffic entering these neighborhoods to Belle Point Drive which would dramatically congest Paul Foster Road and the accompanying round-about. Given the frequency of which these roads are traversed by children, its proximity to Belle Hall Elementary, and Bell Hall Fire Station #2, this portion of the plans should also be re-evaluated. Please also consider that Bell Hall Fire Station #2 is on Paul Foster Road, and their access to Belle Hall, Rice Bay, Grassy Creek, and Tidal Walk will be encumbered with the increased traffic. Paul Foster Road is one lane in each direction. Traffic backs up to make the left turn at the Chick-Fil-A (Belle Point Dive). When over 1400 families with vehicles and school buses cars are forced to turn at Bell Point Drive, because there is no longer a left turn at Belle Hall Parkway, then ALL the traffic will be forced onto Bell Point Drive (presently one lane in each direction) and then to one laned Paul Foster Road, and then a one laned roundabout. Thank you for your consideration of these potential serious safety concerns with bringing the highway and on-ramp closer to our children as well as congesting the roads surrounding Belle Hall Elementary School. Respectfully, Lewann and Milton Armstrong</p>	<p>Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are being carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022, or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).</p>	Email	9/6/2022
E128	8/31/2022	Jordan	Sandlin	jordan@hwexhibits.com					<p>Our office is on Wando Park Blvd right off Long Point Rd and the I-526 interchange. There are many office parks in this area near the Wando Terminal of the SPA, so we are accustomed to dealing with tractor trailers/trucks daily. However, truck drivers heading into the port routinely cause wrecks and dangerous driving conditions for citizens. We have dealt with increased traffic in this area and must sit through multiple traffic lights to get out of our office park due to tractor trailers blocking the lanes to access the I-526 on ramp towards I-26. I've also witnessed multiple near misses as truck drivers routinely run the red traffic signal at Wando Park Blvd & Long Point Rd. I support separate truck access to the port terminal.</p>	<p>Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are being carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022, or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).</p>	Email	9/6/2022

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E129	8/31/2022	Bruce	Dovey	wbdovey@gmail.com					<p>I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am passionately opposed to Alternatives 2 & 6 because both plans call for the construction of a 40ft high, elevated truck bridge to be placed nearly on top of the communities of Grassy Creek, Tidal Walk, Belle Hall, and Moultrie. Together, we are 1,180 homes and an elevated truck bridge in this location will cause real, lasting, and inequitable harm to our residents. We stand in full support of our SC Ports and understand the economic importance of the Wando Terminal in our community, but we believe a better solution exists. In fact, we have come up with several that deserve consideration. And while we appreciate the complexity of the issue at hand, "favored" options 2 & 6, which reduce truck traffic off Long Point Road and from in front of those neighborhoods, do so at the expense of concentrating it and placing it at the front of ours. We believe a solution exists to benefit all neighborhoods near the Port, by reducing truck traffic off Long Point Road, and expediting truck access to/from our Port, all without the undue burden these options place on our neighborhoods. Additionally, all of the current SCDOT proposals include eliminating the current left-hand turn from Long Point Road onto Belle Hall Parkway. This is a critical entry artery for our four neighborhoods and dozens of local businesses. Removing it would cause significant traffic issues for the thousands of residents that use it daily and we believe that a lighted intersection is the best long-term solution for traffic and safety. Please see below for a more detailed outline of our safety and traffic concerns. Safety Concerns with an Elevated, Flyover Truck Bridge: -Reducing truck traffic off Long Point Road by moving it to the front of Grassy Creek, Tidal Walk, and the Belle Hall communities places concentrated and elevated truck traffic much closer to more homes than the solution resolves, causing real, inequitable, and lasting harm for our communities. -Each of the Long Point neighborhoods has a large buffer area that separates Long Point Road truck traffic from their actual homes. Comparatively, these two proposals place this truck traffic right at the front of Grassy Creek, Tidal Walk, and Belle Hall homes, with no buffer. -Debris will rain down directly next to this bridge, which is just 5 yards away from the entrances of Grassy Creek and Tidal Walk neighborhoods, imposing health and safety risks to our children and residents that run and bike daily at these entrances and all along Seacoast Parkway. These safety concerns are well documented with thousands of tire pieces and particulates, sections of full tire treads, loose truck parts, and dust and dirt in the air, on the ground, and next to bridges with high-speed truck traffic. Concentrated diesel exhaust pollution increases the potential health risks for everyone living near this bridge, especially children and the immunocompromised in our communities. (Please see attached medical studies below that address this issue.) -The projected flyover truck bridge entrance onto I-526 aims straight down Rathall Creek before turning at the front of Grassy Creek and Tidal walk entrances and will deliver noise and light pollution from an elevated position right down the creek between the Hibben and Grassy Creek neighborhoods. -The noise pollution, specifically from fast-moving trucks merging onto I-526 from an elevated bypass (exhaust, air brakes, and general road noise), will have a disastrous effect for the entire front half of the Belle Hall, Grassy Creek, and Tidal Walk neighborhoods. -Wetlands at the end of Rathall Creek are less than 100 yards from the proposed bridge and would certainly be affected. These wetlands overseen by DHEC and the Army Corp. of Engineers are a critical part of our neighborhoods, as well as an additional Conservation Easement that was established by the Audubon Society in conjunction with five other conservation entities after the Port was established. -Actual Eminent Domain of Grassy Creek HOA property with the logical expectation of future eminent domain or Inverse Condemnation of Grassy Creek homes. -Actual Eminent Domain of Tidal Walk HOA property, their Amenities Center and pool, and two homes, and the potential inverse Condemnation of other homes. -Mitigants for flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds and retention ponds. Traffic Concerns: -Closing the Long Point Road left-hand turn access onto Belle Hall Pkwy would severely disrupt the traffic patterns and greatly increase congestion. The four neighborhoods contain 1,188 homes, 125,000+ SF of office, retail space, two schools with 1480 combined students, ECBC Church, and Fire House #2. The ITE Health Liu, N. M., & Grigg, J. (2018, May 24). Diesel, children, and respiratory disease. BMJ pediatrics open. Retrieved August 11, 2022, from https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5976105/ Vliet, P. van, Knappe, M., Hartog, J. de, Janssen, N., Harssema, H., & Brunekreef, B. (2002, May 25). Motor vehicle exhaust and chronic respiratory symptoms in children living near freeways. Environmental Research. Retrieved August 11, 2022, from https://www.sciencedirect.com/science/article/abs/pii/S0013935197937579</p>	<p>Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. 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Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022, or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).</p>	Email	9/6/2022
E130	8/31/2022	Crystal	Weinberg	weinbert@gmail.com					<p>I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am strongly opposed to Alternatives 2 & 6, as both plans call for the construction of an elevated truck bridge to be placed in extremely close proximity to the communities of Grassy Creek, Tidal Walk, Belle Hall, and Moultrie. Together, the aforementioned neighborhoods house 1,000+ homes and an elevated truck bridge in this location will cause a tremendous and disproportionate harm to the residents and their home values. Our family fully supports SC Ports and understands the economic importance of the Wando Terminal in our community, but we believe better solutions exist. While we appreciate the complexity of the issue at hand, favored options 2 & 6, which reduce truck traffic off Long Point Road, do so at the expense of concentrating the traffic and placing it at the front of the above neighborhoods. Additionally, all of the current SCDOT proposals include eliminating the current left-hand turn from Long Point Road onto Belle Hall Parkway. I urge the team to consider that this is a critical entry artery for our neighborhoods and dozens of local businesses. Removing it would cause significant traffic issues for the multitude of residents that use it daily and we believe that the creation of a lighted intersection is the best long-term solution for traffic and safety. Please see below for a more detailed outline of our safety and traffic concerns Safety Concerns with an Elevated, Flyover Truck Bridge: -Each of the Long Point neighborhoods has a large buffer area that separates Long Point Road truck traffic from their actual homes. 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E131	8/31/2022	Brandon	Weil	jagsto26@gmail.com					<p>I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am strongly opposed to Alternatives 2 & 6, as both plans call for the construction of an elevated truck bridge to be placed in extremely close proximity to the communities of Grassy Creek, Tidal Walk, Belle Hall, and Moultrie. Together, the aforementioned neighborhoods house 1,000+ homes and an elevated truck bridge in this location will cause a tremendous and disproportionate harm to the residents and their home values. Our family fully supports SC Ports and understands the economic importance of the Wando Terminal in our community, but we believe better solutions exist. 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ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E132	8/31/2022	Brian	Westerling	bwesterling@earthlink.net					I am a resident of the Tidal Walk neighborhood. I completely understand the need to expand and improve the access to the port, the freeway, and the neighborhoods but feel that there are a lot of unexplored impacts. First and foremost is the access to and from the Belle Hall, Grassy Creek, and Tidal Walk neighborhoods. Proposed alterations to the traffic patterns do not seem to take into account the severe congestion that already exist with early morning and late evening traffic near the Waffle House, anywhere on Paul Foster and Egypt Road during school drop off and pick up hours, and then near the Chick Fil A during lunch and dinner time. Rerouting traffic to fewer roads during congested times does not improve traffic at all. I'm also concerned with the possible impact to the Tidal Walk pool and pool house. I haven't seen a plan that impacts these amenities, but several residents who attended the community meeting and comment at the Jones Center say they were told that one of the options put these on the chopping block. The pool and pool house are heavily used by the residents and were a significant attraction to the neighborhood when residents purchased their homes. They should be saved at all costs. Finally, I'm concerned about the impacts the freeway will have to traffic transiting Long Point from the 17. The road is already heavily congested as it is. A new on-ramp and a wider freeway will bring more traffic to the surrounding area. I don't get the impression that SCDOT, the county, or the city have planned adequately for the increased traffic that these improvements will surely bring. I believe that many of the other concerns like noise and safety can be successfully mitigated with sound barriers and walls. Thank you for your time and consideration.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are being carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022 , or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	9/6/2022
E133	8/31/2022	Candi	Beckham	candicane56@yahoo.com					I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am passionately opposed to Alternatives 2 & 6 because both plans call for the construction of a 40ft high, elevated truck bridge to be placed nearly on top of the communities of Grassy Creek, Tidal Walk, Belle Hall, and Moultrie. Together, we are 1,180 homes and an elevated truck bridge in this location will cause real, lasting, and inequitable harm to our residents. We stand in full support of our SC Ports and understand the economic importance of the Wando Terminal in our community, but we believe a better solution exists. In fact, we have come up with several that deserve consideration. And while we appreciate the complexity of the issue at hand, "favored" options 2 & 6, which reduce truck traffic off Long Point Road and from in front of those neighborhoods, do so at the expense of concentrating it and placing it at the front of ours. We believe a solution exists to benefit all neighborhoods near the Port, by reducing truck traffic off Long Point Road, and expediting truck access to/from our Port, all without the undue burden these options place on our neighborhoods. Additionally, all of the current SCDOT proposals include eliminating the current left-hand turn from Long Point Road onto Belle Hall Parkway. This is a critical entry artery for our four neighborhoods and dozens of local businesses. Removing it would cause significant traffic issues for the thousands of residents that use it daily and we believe that a lighted intersection is the best long-term solution for traffic and safety. Please see below for a more detailed outline of our safety and traffic concerns. Safety Concerns with an Elevated, Flyover Truck Bridge: -Reducing truck traffic off Long Point Road by moving it to the front of Grassy Creek, Tidal Walk, and the Belle Hall communities places concentrated and elevated truck traffic much closer to more homes than the solution resolves, causing real, inequitable, and lasting harm for our communities. -Each of the Long Point neighborhoods has a large buffer area that separates Long Point Road truck traffic from their actual homes. Comparatively, these two proposals place this truck traffic right at the front of Grassy Creek, Tidal Walk, and Belle Hall homes, with no buffer. -Debris will rain down directly next to this bridge, which is just 5 yards away from the entrances of Grassy Creek and Tidal Walk neighborhoods, imposing health and safety risks to our children and residents that run and bike daily at these entrances and all along Seacoast Parkway. 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(Please see attached medical studies below that address this issue.) -The projected flyover truck bridge entrance onto I-526 aims straight down Rathall Creek before turning at the front of Grassy Creek and Tidal walk entrances and will deliver noise and light pollution from an elevated position right down the creek between the Hibben and Grassy Creek neighborhoods. -The noise pollution, specifically from fast-moving trucks merging onto I-526 from an elevated bypass (exhaust, air brakes, and general road noise), will have a disastrous effect for the entire front half of the Belle Hall, Grassy Creek, and Tidal Walk neighborhoods. -Wetlands at the end of Rathall Creek are less than 100 yards from the proposed bridge and would certainly be affected. These wetlands overseen by DHEC and the Army Corp. of Engineers are a critical part of our neighborhoods, as well as an additional Conservation Easement that was established by the Audubon Society in conjunction with five other conservation entities after the Port was established. -Actual Eminent Domain of Grassy Creek HOA property with the logical expectation of future eminent domain or Inverse Condemnation of Grassy Creek homes. -Actual Eminent Domain of Tidal Walk HOA property, their Amenities Center and pool, and two homes, and the potential inverse Condemnation of other homes. -Mitigants for flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds and retention ponds. Traffic Concerns: -Closing the Long Point Road left-hand turn access onto Belle Hall Pkwy would severely disrupt the traffic patterns and greatly increase congestion. The four neighborhoods contain 1,188 homes, 125,000+ SF of office, retail space, two schools with 1480 combined students, ECBC Church, and Fire House #2. The ITE for trip standards (attached) will illustrate the failure of this plan as a viable alternative. The plan to have all access to and from these properties, businesses, and schools on an already congested Belle Point Dr and Paul Foster Road (both 2 lane roads), defies logic. - Fire Station #2 on Paul Foster Rd would have significantly limited egress for emergency calls with this proposal as all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), both schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and the numerous businesses entering on Belle Pointe Dr. and Egypt Rd. must use Paul Foster. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive-through line which wraps around their property onto Belle Point Rd and back to the Long Point intersection. The owner confirmed they do 2,000 sales a day out of this location. The problem exists without mention of plans for more traffic-intensive businesses which are soon expected to be built on this road, only exponentially compounding the problem. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, while awaiting permission to enter the port. With the backup at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it would be impossible to enter Belle Point Rd. several times a day. Currently, the only way to do so when Chick-Fil-A backs up is to turn into and egress through the opposite direction lane around the line of traffic. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses around a single small Traffic Circle at the intersection of Belle Hall Pkwy and Paul Foster Rd. Paul Foster is already a heavily used corridor due to the two schools located on Egypt Rd. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, parks, and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic on Paul Foster. -This issue is compounded on Sundays when the two biggest churches in Mount Pleasant are I have looked at the plans online and I definitely have more concerns than understanding of these plans. I do believe that truck traffic needs to be addressed at the Longpoint interchange. But I do not feel as though the other traffic is being thought through in the process. I am full support of having a dedicated additional trucking for exiting Long point Road on 526 eastbound. I would also support an entrance ramp from the port onto 526 eastbound without a stoplight similar to the westbound entrance near the waffle house. As for the other interchanges or ramps I am unsure of the best way of remedy the problem. In the scenarios it appears as though the left-hand turn from Longpoint Road onto Belle Hall Parkway is eliminated. I do not believe that the alternative routes for the owners and residents and of Belle Hall, grassy creek and tidal walk Have been thoroughly thought through. Option one would be to turn onto Belle point Drive. This is not a feasible option at most times of the day. There is not a rhyme or reason as to why traffic backs up at the current left turn at the waffle house it can be 9 AM noon 3 PM on a Monday or Friday or Saturday or Sunday even and there can be 10 cars at the turn in addition they'll be 3 to 5 cars at the left-hand turn light Belle point Road. Now let's add in the fact that the Chick-fil-A drive-through often times backs up on to Long point Road. So now where do all these left-hand turning cars have to go-As this is a single lane in this direction. We have not even seen the development of the other lots at this corner. Very concerning to me is the talk of a gas station or a Starbucks on the opposite corner from Chick-fil-A their entrance would need to be much further down the road in order to accommodate cars turning in to their location and the flow of traffic to the neighborhoods. At the end of Bellepoint Road is a stop sign at Paul Foster. There already has been numerous accidents at this intersection. Now the traffic load will be increased and it is a hard line of vision at the stop sign with many more accidents likely to occur. The turn from Bellpoint Drive on to Paul Foster is also almost impossible to complete When traveling during school pick up and drop off times with having two schools Belle Hall and palmetto Christian academy nearby. Egypt Road is a second option I now have traveled more than a mile out of my way to get to my home. But again the ingress and egress of the two gas stations very close to the intersection makes it a dangerous area. Another blind stop onto the road into Snowden, dealing again trying to cross school traffic coming from PCA and Belle Hall elementary and I rode the tend to have a lot of standing water following a rain. Again I do believe that expansion is needed but I do not believe that the current proposals have looked at the wide picture and the congestion and traffic nightmares that it will create. I believe further study and investigation is needed before any work is completed. The suggestion of a dedicated truck lane to the port from 526 eastbound and a non-stopping on-ramp from the port to 526 eastbound could be completed without any other interruptions to traffic in the area These improvements would help alleviate some of the headaches the increase truckload creates.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. 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ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E135	8/31/2022	Heather	Bigley	heatherb53@gmail.com	269 River Oak Drive				<p>I vehemently oppose the options TWO AND SIX proposed by SCDOT for the expansion of 526 West at Long Point Road. There are other plans and options that have less of an impact on safety, traffic, health, wildlife that need to be part of the plans. And we deserve to be heard. This isn't about NIMBY - it's NIABY (NOT IN ANYONE'S BACKYARD) — as the proposed expansion options 2 and 6 are of extreme concern and residents of the Long Point Road Area impacted are given only two "SCDOT-favorable" options —being considered truthfully by the state transportation department, South Carolina Ports, and Federal Department of Transportation (as SCDOT will receive funds from the federal government to complete the expansion) —with plans to demolish family homes, endanger the safety of children in a school zone, expose children & neighbors to dangerous levels of noise, unleash dastardly amounts of traffic, hinder emergency services from reaching neighbors in an expedited time frame, and deplete our ecosystem of wildlife and endangered species that surround the Grassy Creek, Tidal Walk, Belle Hall and Moultrie Park communities. Here's a list of my concerns I hope you will consider: -Belle Point Drive, originally created for Mount Pleasant Fire Station on Paul Foster Road, has now turned into a miniature raceway with the building of Chick-Fil-A, which already impacts traffic and the surrounding schools. -Speaking of surrounding schools, to alleviate the restaurant's traffic on Paul Foster Road near Belle Hall Elementary, an additional side road was built onto the grounds next to the Jones Recreation Center, partially funded by Chick-Fil-A -which has made minimal impact to the neighborhood because no matter what, the traffic created by this restaurant is more than one terrible accident waiting to happen and can't be defeated with a small side road to placate parents and teachers. -The proposed options 2 and 6 require the removal of the left turn lane onto Belle Hall Parkway, permanently sending traffic of more than 1400+ homes down a poorly-planned Belle Point Drive and Egypt Road, which is a corridor to one of Mount Pleasant's most historic African-American neighborhoods, Snowden. Sending traffic down these two streets in both directions will impact the fire department and emergency services' efforts to get to residents in the area and even to the areas off Long Point Road near the port. Another less disastrous option needs to be explored and utilized. The safety of our neighbors is our number one concern and should be the number one concern for SCDOT - right now, it looks as if the safety of their cargo is much more important than the safety of the taxpayers. SC Ports' Hugh K. Leatherman Terminal opened in March 2021 and is not being utilized to capacity due to contractual issues with the SC Ports and unions with only currently ONE shipping company with some balls that isn't afraid to use that terminal even when threatened with lawsuits - Mr. Leatherman fought for our state until his death in his 90s and he would be rolling over in his grave to see how CYA culture is diminishing his impact on ways to ease access imports and exports. More shipping companies should be able to use that terminal without fear or intimidation. -Safety encompasses more than just a yellow vest - it's about children that will not be able to get to school safely, ride bikes nor be able to walk outside of their homes safely due to the noise decibel levels that are already out of control. Safety will decrease due to the increase of MVAs that will most definitely occur once you have 1400+ homes with two cars per home arriving and exiting daily - 2800+ cars down two small roads. This doesn't factor in small businesses in the area nor touch on the 18-wheeler trucks that populate the road. -Safety is about NOT demolishing homes to sell a three story flyover at the entrance to two neighborhoods because the proposed flyover plan appeases the SC Port instead of ...once again...the taxpaying residents in the area being affected. -Safety is about NOT continuing to sell or build homes/buildings in the proposed area without knowledge/full disclosure to the potential buyers and sellers - one of our neighbors at the front of Tidal Walk just bought their home after renting on Daniel Island, they have two children that go to local schools and now, they're facing an imminent domain eviction if one of these options is approved. There's other commercial land recently for sale on Seacoast Parkway, and I hope the realtors have the integrity to let potential buyers know of the Pandora's Box that will be unleashed on Seacoast Parkway and its surrounding areas once construction begins. Buyer Beware 100%. -Sadly, the safety concerns are plentiful but have been met with deaf ears and brush-off tactics that are flooding the area — even before the NEPA is completed and construction begins. The aspect of evacuation routes during a hurricane in the area --if one of these options is approved -- could be deadly. I implore you to rethink the options 2 and 6. We've embraced the port for decades and have lived amongst it since the days Long Point Road only had the Waffle House on the road — for the truckers — and now, even that establishment will be impacted.</p>	<p>Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. 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E136	8/31/2022	Kerri	Hicwa	hicswak@gmail.com					<p>I am a resident of the Grassy Creek neighborhood located off of Long Point. I truly feel that the current proposed plans are not going to be a successful solution to the traffic caused by the trucks/port. I highly encourage you to continue to study other alternatives that will support long term growth rather than a quick bandaid. I am definitely against the flyover that is proposed at the entrance of Grassy Creek and Tidal Walk.</p>	<p>Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are being carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022 , or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).</p>	Email	9/6/2022
E137	8/31/2022	Jered	Wilkerson	jerwilkerson@gmail.com					<p>I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am passionately opposed to Alternatives 2 & 6 because both plans call for the construction of a 40ft high, elevated truck bridge to be placed nearly on top of the communities of Grassy Creek, Tidal Walk, Belle Hall, and Moultrie. Together, we are 1,180 homes and an elevated truck bridge in this location will cause real, lasting, and inequitable harm to our residents. We stand in full support of our SC Ports and understand the economic importance of the Wando Terminal in our community, but we believe a better solution exists. In fact, we have come up with several that deserve consideration. And while we appreciate the complexity of the issue at hand, "favored" options 2 & 6, which reduce truck traffic off Long Point Road and from in front of those neighborhoods, do so at the expense of concentrating it and placing it at the front of ours. We believe a solution exists to benefit all neighborhoods near the Port, by reducing truck traffic off Long Point Road, and expediting truck access to/from our Port, all without the undue burden these options place on our neighborhoods. Additionally, all of the current SCDOT proposals include eliminating the current left-hand turn from Long Point Road onto Belle Hall Parkway. This is a critical entry artery for our four neighborhoods and dozens of local businesses. Removing it would cause significant traffic issues for the thousands of residents that use it daily and we believe that a lighted intersection is the best long-term solution for traffic and safety. Please see below for a more detailed outline of our safety and traffic concerns. Safety Concerns with an Elevated, Flyover Truck Bridge: -Reducing truck traffic off Long Point Road by moving it to the front of Grassy Creek, Tidal Walk, and the Belle Hall communities places concentrated and elevated truck traffic much closer to more homes than the solution resolves, causing real, inequitable, and lasting harm for our communities. -Each of the Long Point neighborhoods has a large buffer area that separates Long Point Road truck traffic from their actual homes. Comparatively, these two proposals place this truck traffic right at the front of Grassy Creek, Tidal Walk, and Belle Hall homes, with no buffer. -Debris will rain down directly next to this bridge, which is just 5 yards away from the entrances of Grassy Creek and Tidal Walk neighborhoods, imposing health and safety risks to our children and residents that run and bike daily at these entrances and all along Seacoast Parkway. These safety concerns are well documented with thousands of tire pieces and particulates, sections of full tire treads, loose truck parts, and dust and dirt in the air, on the ground, and next to bridges with high-speed truck traffic. -Concentrated diesel exhaust pollution increases the potential health risks for everyone living near this bridge, especially children and the immunocompromised in our communities. (Please see attached medical studies below that address this issue.) -The projected flyover truck bridge entrance onto I-526 aims straight down Rathall Creek before turning at the front of Grassy Creek and Tidal walk entrances and will deliver noise and light pollution from an elevated position right down the creek between the Hibben and Grassy Creek neighborhoods. -The noise pollution, specifically from fast-moving trucks merging onto I-526 from an elevated bypass (exhaust, air brakes, and general road noise), will have a disastrous effect for the entire front half of the Belle Hall, Grassy Creek, and Tidal Walk neighborhoods. -Wetlands at the end of Rathall Creek are less than 100 yards from the proposed bridge and would certainly be affected. These wetlands overseen by DHEC and the Army Corp. of Engineers are a critical part of our neighborhoods, as well as an additional Conservation Easement that was established by the Audubon Society in conjunction with five other conservation entities after the Port was established. -Actual Eminent Domain of Grassy Creek HOA property with the logical expectation of future eminent domain or Inverse Condemnation of Grassy Creek homes.</p> <ul style="list-style-type: none"> • Actual Eminent Domain of Tidal Walk HOA property, their Amenities Center and pool, and two homes, and the potential inverse Condemnation of other homes. • Mitigants for flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds and retention ponds. <p>Traffic Concerns:</p> <ul style="list-style-type: none"> • Closing the Long Point Road left-hand turn access onto Belle Hall Pkwy would severely disrupt the traffic patterns and greatly increase congestion. The four neighborhoods contain 1,188 homes, 125,000+ SF of office, retail space, two schools with 1480 combined students, ECBC Church, and Fire House #2. The ITE for trip standards (attached) will illustrate the failure of this plan as a viable alternative. The plan to have all access to and from these properties, businesses, and schools on an already congested Belle Point Dr and Paul Foster Road (both 2 lane roads), defies logic. • Fire Station #2 on Paul Foster Rd would have significantly limited egress for emergency calls with this proposal as all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), both schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and the numerous businesses entering on Belle Pointe Dr. and Egypt Rd. must use Paul Foster. • Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive-through line which wraps around their property onto Belle Point Rd and back to the Long Point intersection. The owner confirmed they do 2,000 sales a day out of this location. The problem exists without mention of plans for essential goods traffic, including businesses, which are requested to be built on this road, and consequently congesting the roadway. 	<p>Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. 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E138	8/31/2022	Beth Ann	Holbrook	bethannholbrook@gmail.com					<p>Hello team- I'm writing to express my concerns with all 6 options presented to the Long Point Interchange project. I've been living in Belle Hall since 2007, and I just don't see how these options are beneficial to drivers on 526 and residents of Mount Pleasant. It really feels like the big winner in all of this is the ports - minimum disruption to their side of Long Point. All options would affect the communities of Belle Hall, Tidal Walk, Moultrie Park and/or Grassy Creek in order to fix the problem that the ports have created. If anything, they should be the ones that are absorbing this influx of traffic on their side of the interstate. There is certainly a way for all of us to peacefully coexist without causing all of the damage that is currently being proposed. These are some of my current concerns - although it is hard to ultimately comment on conceptualized drawings/plans: Homes in Belle Hall, Grassy Creek, Moultrie Park, and Tidal Walk would absolutely be affected through increased noise, traffic congestion created from rerouting left hand turns onto Belle Hall Parkway (side note - some representatives at the event on 8/2 stated that we would lose that entrance ALTOGETHER) and the subsequent back up of Belle Point Drive (and that road still has vacant parcels of land), the potential for reduced home values, and the safety of children and anyone walking or biking in the neighborhoods. The options really give the impression that these problems are just being offloaded to the other side of Long Point without any regard to how it would affect us. I have not seen or heard of any attempt to meet with us, the ones that are the most impacted, or offer to work with us when developing these plans. I did notice that local businesses were present at a meeting earlier in the summer, so that makes it feel like their voices are more important to this project. The noise as it stands TODAY is an absolute issue (the sound wall should be built RIGHT NOW), and the potential to add a flyover/ramp/elevated truck bridge running parallel to our neighborhoods that semi trucks with a container full of goods would be not only dangerous but again, only increase the noise level. It's my understanding that one of the options with the flyover/ramp, the trucks would be slowing down in order to merge onto 526. This seems not only dangerous, would significantly increase the noise level, be a contributor to poor air quality, and the potential for light pollution. The fact that noise studies are still being completed now and didn't factor into any of the options is alarming. Unfortunately I don't see a sound wall helping in this flyover scenario. As so many of us work from our homes nowadays, I also can't imagine the noise that would come from the construction of this project. Don't forget to tack on the planned widening of 526 and any construction on the new Wando Bridge. This feels like the next 20 years of our lives we will be living next to ongoing construction. This would be so impactful to our quality of life and needs to be taken into consideration. Traffic congestion on Belle Point Drive - as it currently stands, this road still has undeveloped land that is zoned for businesses. The Chick-Fil-A is already a traffic nightmare during lunch, and diverting more traffic to this area. We get a breather on Sunday when they are closed, but then we have two churches that add to the traffic jam. These churches already require police assistance to assist with rerouting traffic on Long Point Road every Sunday. This whole area behind Waffle House is basically tucked away in a little nook. We only have a few ways to get in and out of these neighborhoods. The proximity of this expansion to 2 schools, 2 churches, a daycare, the Town of Mt. Pleasant recreation center and ballfields, our fire station (Station #2), and multiple businesses would create chaos. We are overdeveloped and there really isn't room for anything major changes.</p> <p>The fact that this is being pushed through so quickly right now is disheartening, and no one has given us a good reason why all of a sudden this project has been fast tracked. It seems that the most important project right now would be to tackle the Wando Bridge. Since the new bridge will have to go either side of the existing bridge, it seems to me that the best thing to do is figure out the future of that project before tackling this one. If the bridge is ultimately closer to the port side, that seems to me like an easier way to divert traffic. If the port traffic is causing a big portion of the issues, common sense says that they should absorb the routing of traffic over that way. Why isn't an option presented where an exit goes straight over to the port from 526? There are businesses and homes there, too, but no option really is on the table that affects them. Is port land available to be accessed through Eminent Domain? I'm also really concerned about any environmental impacts this may have on our area - to the wetlands, wildlife, etc. It does sound like the Wando port traffic is significantly increased as the Leatherman port is not currently operating. This would certainly alleviate traffic altogether in Mt. Pleasant. The ports need to be held accountable for the disruptions that keep happening. I certainly invite you all to come over to my house and stand in my yard to see the impacts this would create on our neighborhoods. I'd not only like to protect my investment, but also my quality of life.</p>	<p>Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. 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E139	8/31/2022	Stephanie	Tafel	stephanie.tafel@gmail.com					<p>To Whom It May Concern, I write you today to express my extreme concerns with near all of the proposed plans for the I-526 Interchange at Long Point Road. Undoubtedly, this is a very difficult project with complexities beyond what can be presented, however this process also has not had the transparency and the foresight that is required for this type of strategic and economically important decision that has day-to-day living and the very housing of dozens of families. My family and I bought a home in the Tidal Walk community in 2016. Prior to this land being utilized for housing, it was owned by the Seacoast Church. If the state of South Carolina has long known about this project and the impacts it would have on this community, it was not prudent, much less just, to allow families to build and live in the homes they envisioned for their families- particularly if the State of South Carolina knew this land would then be taken utilizing eminent domain. This uproots families, destroys communities, and adds to further frustration with this state's inability to have any level of forward-thinking infrastructure planning. My wife and I bought in this community in 2016. This is our first home. Where we have made our family, have lived our lives, raised our children, and even barely left due to the pandemic. When we bought here, we accepted the level of some noise on account of 526, but it has continually been made worse with time, as SCDOT has undertaken unnecessary efforts to reduce tree/brush growth that protected our community from a great deal of noise and also assisted with flood management. But these proposed plans, nearly all of them, only further my concerns about this process, these plans, and how our voices are being heard... Nearly all of the plans lead to the fracturing of the community that Tidal Walk, Belle Hall, and Grassy Creek have built. Further, how all of these plans make the north side of I-526 pay for the issues on the south side of I-526 is beyond me... If neighborhoods closer to the port have issues with port traffic, why is our side of I-526 left having to pay for those issues? This does not make sense and has yet to be explained. While I am incredibly passionate about ensuring the sanctity of my community, there are a great deal of concerns/issues/risks that are clearly under-represented or not being taken into consideration: Impact to new and long standing communities alike with increased overall noise- particularly for the plans involving an overhead on-ramp for heavy grade vehicles at the entrance to the Tidal Walk and Grassy Creek communities. The current noise already meets criteria for a noise abatement/sound wall per Federal Highway Administration guidance, yet that has been unaddressed in 6+years, further showing that SCDOT does not show care for neighbors unless they plan to inflict further harm upon them. The proposed sound wall could only be 25 feet tall and there are proposals for 17 foot on/off ramps. 25 feet would be woefully inept at handling the noise resulting from these ramps. Further, the sound wall would be constructed after project completion, leaving tax paying residents with even more noise all the while making their very homes near unlivable. Impact on emergency services with the fire station located off of Paul Foster Road. Chick-Fil-A traffic causes Belle Point Road to become very congested nearly all hours of the day. Reducing egress/ingress for this vital public service is clearly not being considered. Impact on Belle Hall Elementary school traffic, buses, and community continuity. Students would potentially no longer be able to walk, bike, easily commute to and from this core community feature. This area's accessibility is already difficult and is only further hampered by the plans to eliminate the left turn onto Belle Hall Parkway. Impact on the recreation center and associated traffic. This is a pillar of our community and clearly has not been considered in the planning process. Valued members of the community being forced to move on account of these plans. Several of the homes that would be lost were recently sold to new owners who were not ever made aware of the plans for their new homes being consumed by highway expansion/re-routing. Tidal Walk is losing its community center, pool, and playground. Our very homes are affected, but so too is their value in terms of the amenities that our communities offer and that we, as residents, pay for. Under some plans, our pool would be beneath an overpass... that is unacceptable. Imagine kids and their health & safety in that scenario. This project is rushed and is not adequately taking community concerns to heart. During a recent press event, the project manager cited only 150 public comments. Our community alone has sent many more than that. Clearly our voices are not being heard... or worse, deliberately ignored. Environmental & flood management. This area is already a flood zone and added infrastructure will only put further strain on this area and even add further flood management concerns to the existing issues along I-526, on Long Point Road, and each impacted neighborhood or commercial area. Increased concerns over future projects such as the widening/new construction of a bridge over the Wando River... if this project is how that project is to be run, I have little confidence in the transparency and planning that another major infrastructure project will have. Again, I understand there are complexities involved in a project such as this, but it has become abundantly clear that our concerns, voices, and risks raised are going unnoticed, or worse, ignored. How the issues of the Port-side of Long Point became the issues of the non-Port-side of Long Point is beyond me... If a dedicated heavy-grade vehicle lane/lanes are needed, that does not need to impact the Tidal Walk side of the highway if it is to service the port. SCDOT routinely champions their financial figures, yet residents have to pay for the commercial improvements with their homes, their land, their very livelihood. I implore you to reconsider all aspects of this project, what the issues are, and who is impacted most by them. Making those without issue pay with the cost of their very homes and community seems not only unjust, but cruel. I sincerely hope that you take my family's and my community's concerns into consideration and planning for revising the proposed plans. Our lives, our homes, our families are at stake- fracturing communities and forcing relocating, all reduced value and return on investment to families that have done nothing wrong.</p>	<p>Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. 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E140	8/31/2022	Sara	Parker	sarabparker@gmail.com					<p>Hello, While the need for improved traffic flow and this project in general is very much needed but the impact it has on where people live should be a top factor of consideration. Putting a flyover and eliminating the entrances to Tidal Walk and Grassy creek would negatively impact enough variables that it should be a viable course of action in this project. That drastically effect my kid's ability to safely play outside at home and in (including ability to access) surrounding neighborhoods. The noise level from 526 is already louder than acceptable and a flyover would increase the volume in such a way that it would be a nuisance to residents and wildlife of the area. Yes, I am concerned about the financial impact it will take on what my us and I have worked so hard to achieve. However, equally if not more importantly, is the impact it would have on our daily lives. Basically any solution presented wo a flyover would be celebrated and received well by residents affected by this project.</p>	<p>Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are being carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022, or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).</p>	Email	9/6/2022
E141	9/1/2022	Melissa	Martin	melissa@theexchange					<p>Hello. The survey link is not working, FYI</p>	<p>Good morning. Thank you for bringing this to our attention. The survey time zone seemed to have been set incorrectly. Please use this link to fill out the survey instead. We apologize for this inconvenience.</p>	Email	9/1/2022

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E142	8/31/2022	Jamie	Taylor	jamie.e.taylor1984@gmail.com					<p>Hello Joy My name is Jamie Taylor, VP of the HOA in the Tidal Walk Community in Mount Pleasant SC I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am passionately opposed to Alternatives 2 & 6 because both plans call for the construction of a 40ft high, elevated truck bridge to be placed nearly on top of the communities of Grassy Creek, Tidal Walk, Belle Hall, and Moultrie. Together, we are 1,180 homes and an elevated truck bridge in this location will cause real, lasting, and inequitable harm to our residents. We stand in full support of our SC Ports and understand the economic importance of the Wando Terminal in our community, but we believe a better solution exists. In fact, we have come up with several that deserve consideration. And while we appreciate the complexity of the issue at hand, "favored" options 2 & 6, which reduce truck traffic off Long Point Road and from in front of those neighborhoods, do so at the expense of concentrating it and placing it at the front of ours. We believe a solution exists to benefit all neighborhoods near the Port, by reducing truck traffic off Long Point Road, and expediting truck access to/from our Port, all without the undue burden these options place on our neighborhoods. Additionally, all of the current SCDOT proposals include eliminating the current left-hand turn from Long Point Road onto Belle Hall Parkway. This is a critical entry artery for our four neighborhoods and dozens of local businesses. Removing it would cause significant traffic issues for the thousands of residents that use it daily and we believe that a lighted intersection is the best long-term solution for traffic and safety. Please see below for a more detailed outline of our safety and traffic concerns. Safety Concerns with an Elevated, Flyover Truck Bridge: -Reducing truck traffic off Long Point Road by moving it to the front of Grassy Creek, Tidal Walk, and the Belle Hall communities places concentrated and elevated truck traffic much closer to more homes than the solution resolves, causing real, inequitable, and lasting harm for our communities. -Each of the Long Point neighborhoods has a large buffer area that separates Long Point Road truck traffic from their actual homes. Comparatively, these two proposals place this truck traffic right at the front of Grassy Creek, Tidal Walk, and Belle Hall homes, with no buffer. -Debris will rain down directly next to this bridge, which is just 5 yards away from the entrances of Grassy Creek and Tidal Walk neighborhoods, imposing health and safety risks to our children and residents that run and bike daily at these entrances and all along Seacoast Parkway. These safety concerns are well documented with thousands of tire pieces and particulates, sections of full tire treads, loose truck parts, and dust and dirt in the air, on the ground, and next to bridges with high-speed truck traffic. -Concentrated diesel exhaust pollution increases the potential health risks for everyone living near this bridge, especially children and the immunocompromised in our communities. (Please see attached medical studies below that address this issue.) -The projected flyover truck bridge entrance onto I-526 aims straight down Rathall Creek before turning at the front of Grassy Creek and Tidal Walk entrances and will deliver noise and light pollution from an elevated position right down the creek between the Hibben and Grassy Creek neighborhoods. -The noise pollution, specifically from fast-moving trucks merging onto I-526 from an elevated bypass (exhaust, air brakes, and general road noise), will have a disastrous effect for the entire front half of the Belle Hall, Grassy Creek, and Tidal Walk neighborhoods. -Wetlands at the end of Rathall Creek are less than 100 yards from the proposed bridge and would certainly be affected. These wetlands overseen by DHEC and the Army Corp. of Engineers are a critical part of our neighborhoods, as well as an additional Conservation Easement that was established by the Audubon Society in conjunction with five other conservation entities after the Port was established. -Actual Eminent Domain of Grassy Creek HOA property with the logical expectation of future eminent domain or Inverse Condemnation of Grassy Creek homes. -Actual Eminent Domain of Tidal Walk HOA property, their Amenities Center and pool, and two homes, and the potential Inverse Condemnation of other homes. -Mitigants for flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds and retention ponds. Traffic Concerns: -Closing the Long Point Road left-hand turn access onto Belle Hall Pkwy would severely disrupt the traffic patterns and greatly increase congestion. The four neighborhoods contain 1,188 homes, 125,000+ SF of office, retail space, two schools with 1480 combined students, ECBC Church, and Fire House #2. The ITE for trip standards (attached) will illustrate the failure of this plan as a viable alternative. The plan to have all access to and from these properties, businesses, and schools on an already congested Belle Point Dr and Paul Foster Road (both 2 lane roads), defies logic. -Fire Station #2 on Paul Foster Rd would have significantly limited egress for emergency calls with this proposal as all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), both schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and the numerous businesses entering on Belle Pointe Dr. and Egypt Rd. must use Paul Foster. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive-through line which wraps around their property onto Belle Pointe Rd and back to the Long Point intersection. The owner confirmed they do 2,000 sales a day out of this location. The problem exists without mention of plans for several more traffic-intensive businesses which are soon expected to be built on this road, only exponentially compounding the problem. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, while awaiting permission to enter the port. With the backup at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it would be impossible to enter Belle Point Rd. several times a day. Currently, the only way to do so when Chick-Fil-A backs up is to turn into and egress through the opposite direction lane around the line of traffic. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses around a single small Traffic Circle at the intersection of Belle Hall Pkwy and Paul Foster Rd. Paul Foster is already a heavily used corridor due to the two schools located on Egypt Rd. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, parks, and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic on Paul Foster. -This issue is</p>	<p>Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are being carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526lowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022, or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).</p>	Email	9/6/2022
E143	9/1/2022	Sharon	Ashburn	sharon@theashburns.net	152 Mossy Oak Way				<p>We are writing to express our concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. We have grave concerns regarding all options and are strongly opposed to Alternatives 2 and 6. Both of these options have unacceptable impacts on our Belle Hall community as well as neighbors in Grassy Creek and Tidal Walk. Eliminating the left turn access to Belle Hall parkway has the potential to significantly impact the response time of emergency vehicles to all three impacted communities as well as the Belle Hall Elementary School and PCA. The additional traffic will also negatively impact the Fire Station to respond to these three neighborhoods and beyond. Please see below for a more detailed outline of the concerns expressed by our neighborhoods. Elevated (Flyover) Truck Bridge Concerns: -Taking truck traffic off Long Point Rd and moving it to the front of our community is not an equitable solution. -What is the rationale for placing the elevated bridge in that location that so negatively affects our neighborhoods? There are better locations and better options that should be further studied. -We are very concerned about Diesel Exhaust pollution concerns from the high volume of trucks at the entrance of Grassy Creek and Tidal Walk neighborhoods. -Noise pollution from fast moving trucks merging onto 526W from an elevated bypass (exhaust, air brakes, general road noise) will have a disastrous effect for the entire front half of the Belle Hall neighborhoods plus Grassy Creek and Tidal Walk. -Wetlands at the end of Rathall Creek would be affected. These wetlands are a critical part of our neighborhoods. -Acquisition of Grassy Creek HOA property, with the potential for acquisition of Grassy Creek Homes that would be in the right-of-way boundaries. Acquisition of at least two homes in Tidal Walk, with the potential for more due to the right of way boundaries. What measures will be taken to mitigate flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds/and retention ponds? -How should residents closest to the new bridge expect to combat light pollution from trucks turning and coming down the ramp? Traffic Concerns that have not been studied: -Closing the Long Point Rd left hand turn access onto Belle Hall Pkwy would severely limit the traffic patterns and greatly increase congestion for multiple neighborhoods containing over 1,000 homes. This would force all traffic entering these neighborhoods to turn left at the intersection of Belle Point and Long Point Rd. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive through line which wraps around off their property on to Belle Point Rd and back to the Long Point intersection. Several more traffic-intensive businesses are expected to be built soon on this road, which will only compound the problem. -Paul Foster Rd already has significant traffic and delays during school drop-offs and pick-ups for Belle Hall Elementary and Palmetto Christian Academy, with traffic often extending back to Belle Hall Parkway, Belle Point Rd, and Egypt Road. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses to the small Traffic Circle on Belle Hall Pkwy and Paul Foster Road. Paul Foster is already a heavily used corridor due to the 2 schools located on Egypt Rd. -Fire Station #2 on Paul Foster Rd would have limited egress for emergency calls with traffic from all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), two schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and numerous businesses entering on Belle Pointe Dr. and Egypt Rd. each who use Paul Foster as their main artery. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, waiting to get permission to enter the port. With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. -Looking forward to the future and the four lane highway on 526, the truck bypass lane position makes it clear that this is just the beginning of the Eminent Domain Plans for the northside of the 526 corridor which include Grassy Creek, Tidal Walk and Etiwan neighborhoods. -Dozens of businesses, including many offices and restaurants like Waffle House would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around that small traffic circle. We strongly request that all plans for the 526 interchange be reconsidered and the existing neighborhood safety and needs be prioritized.</p>	<p>General Letter and FAQ Document</p>	Email	10/31/2022
E144	8/24/2022	Ben	Whatley	brwhatley@gmail.com					<p>My name is Ben Whatley, and I am a resident of 217 River Oak Drive in Mount Pleasant. I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. It is our understanding that these safety and traffic issues have not been studied by the SCDOT and we believe proceeding forward without a better understanding of the impact these two options present would cause real damage to these communities, schools, and businesses. Please see below for a more detailed outline of our concerns: Elevated (Flyover) Truck Bridge Concerns: -Noise pollution from fast moving trucks merging onto 526W from an elevated bypass (exhaust, air brakes, general road noise) will have a disastrous effect for the entire front half of the Belle Hall neighborhoods plus Grassy Creek and Tidal Walk. This project would be a significant nuisance as it drastically increases traffic noise throughout our community. A dedicated truck ramp, with trucks accelerating their engines will generate a significant amount of noise pollution, especially at an elevated height directly adjacent to our neighborhoods. The noise outside of our homes and neighborhoods is already excessively loud. -Taking truck traffic off Long Point Rd and moving it to the front of our community is not an equitable solution. -What is the rationale for placing the elevated bridge in that location that so negatively affects our neighborhoods? There are better locations and better options that should be further studied. -We are very concerned about Diesel Exhaust pollution concerns from the high volume of trucks at the entrance of Grassy Creek and Tidal Walk neighborhoods. -Wetlands at the end of Rathall Creek would be affected. These wetlands are a critical part of our neighborhoods. -Acquisition of Homes that would be in the right-of-way boundaries. -What measures will be taken to mitigate flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds/ and retention ponds? Traffic Concerns that have not been studied: -Closing the Long Point Rd left hand turn access onto Belle Hall Pkwy would severely limit the traffic patterns and greatly increase congestion for multiple neighborhoods containing over 1,000 homes. This would force all traffic entering these neighborhoods to turn left at the intersection of Belle Point and Long Point Rd. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive through line which wraps around off their property on to Belle Point Rd and back to the Long Point intersection. Several more traffic-intensive businesses are expected to be built soon on this road, which will only compound the problem. -Paul Foster Rd already has significant traffic and delays during school drop-offs and pick-ups for Belle Hall Elementary and Palmetto Christian Academy, with traffic often extending back to Belle Hall Parkway, Belle Point Rd, and Egypt Road. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses to the small Traffic Circle on Belle Hall Pkwy and Paul Foster Road. Paul Foster is already a heavily used corridor due to the 2 schools located on Egypt Rd. -Fire Station #2 on Paul Foster Rd would have limited egress for emergency calls with traffic from all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), two schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and numerous businesses entering on Belle Pointe Dr. and Egypt Rd. each who use Paul Foster as their main artery. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, waiting to get permission to enter the port. With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. -Looking forward to the future and the four lane highway on 526, the truck bypass lane position makes it clear that this is just the beginning of the Eminent Domain Plans for the northside of the 526 corridor which include Grassy Creek, Tidal Walk and Etiwan neighborhoods. -Dozens of businesses, including many offices and restaurants would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around that small traffic circle. Thank you for your consideration.</p>	<p>General Letter and FAQ Document</p>	Email	10/31/2022

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E145	8/23/2022	Heather	Bigley	heatherb53@gmail.com	269 River Oak Drive	Mount Pleasant	SC		We live in Grassy Creek and are very concerned about the favored proposals under consideration. We request that SCDOT further investigate the full impact of the options they have proposed before making a decision. Impact studies are needed in noise, congestion on the non-port side of Long Point at the interchange and wetland mitigation. These impact studies should include all communities affected, not just 2 of the 5. We expect DOT and the Town of Mount Pleasant to complete due diligence to prevent rushed decisions that can negatively impact the traffic patterns, congestion and noise, not to mention the negative financial impact to the neighborhood.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are being carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022 , or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	9/6/2022
E146	8/25/2022	Jamie	Bigley	jbigley48@gmail.com					We live in Grassy Creek and are very concerned about the favored proposals under consideration. We request that SCDOT further investigate the full impact of the options they have proposed before making a decision. Impact studies are needed in noise, congestion on the non-port side of Long Point at the interchange and wetland mitigation. These impact studies should include all communities affected, not just 2 of the 5. We expect DOT and the Town of Mount Pleasant to complete due diligence to prevent rushed decisions that can negatively impact the traffic patterns, congestion and noise, not to mention the negative financial impact to the neighborhoods. I can't imagine the traffic issues if everyone in turning into Belle Hall, Grassy Creek and Tidal Walk are forced to turn left at the light by Chick-fil-a.	General Letter and FAQ Document	Email	10/31/2022
E147	8/25/2022	Debbie	Whatley	whatley.deb@gmail.com	970 Tupelo Bay Drive	Mount Pleasant	SC		My name is Debbie Whatley of 970 Tupelo Bay Dr. in Mount Pleasant. I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. It is our understanding that these safety and traffic issues have not been studied by the SCDOT and we believe proceeding forward without a better understanding of the impact these two options present would cause real damage to these communities, schools, and businesses. Please see below for a more detailed outline of our concerns: Elevated (Flyover) \Truck Bridge Concerns: -Noise pollution from fast moving trucks merging onto 526W from an elevated bypass (exhaust, air brakes, general road noise) will have a disastrous effect for the entire front half of the Belle Hall neighborhoods plus Grassy Creek and Tidal Walk. This project would be a significant nuisance as it drastically increases traffic noise throughout our community. A dedicated truck ramp, with trucks accelerating their engines will generate a significant amount of noise pollution, especially at an elevated height directly adjacent to our neighborhoods. The noise outside of our homes and neighborhoods is already excessively loud. -Taking truck traffic off Long Point Rd and moving it to the front of our community is not an equitable solution. -What is the rationale for placing the elevated bridge in that location that so negatively affects our neighborhoods? There are better locations and better options that should be further studied. -We are very concerned about Diesel Exhaust pollution concerns from the high volume of trucks at the entrance of Grassy Creek and Tidal Walk neighborhoods. -Wetlands at the end of Rathall Creek would be affected. These wetlands are a critical part of our neighborhoods. -Acquisition of Homes that would be in the right-of-way boundaries. -What measures will be taken to mitigate flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds/ and retention ponds? -Closing the Long Point Rd left hand turn access onto Belle Hall Pkwy would severely limit the traffic patterns and greatly increase congestion for multiple neighborhoods containing over 1,000 homes. This would force all traffic entering these neighborhoods to turn left at the intersection of Belle Point and Long Point Rd. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive through line which wraps around off their property on to Belle Point Rd and back to the Long Point intersection. Several more traffic-intensive businesses are expected to be built soon on this road, which will only compound the problem. -Paul Foster Rd already has significant traffic and delays during school drop-offs and pick-ups for Belle Hall Elementary and Palmetto Christian Academy, with traffic often extending back to Belle Hall Parkway, Belle Point Rd, and Egypt Road. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses to the small Traffic Circle on Belle Hall Pkwy and Paul Foster Road. Paul Foster is already a heavily used corridor due to the 2 schools located on Egypt Rd. -Fire Station #2 on Paul Foster Rd would have limited egress for emergency calls with traffic from all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), two schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and numerous businesses entering on Belle Pointe Dr. and Egypt Rd. each who use Paul Foster as their main artery. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, waiting to get permission to enter the port. With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. -Looking forward to the future and the four lane highway on 526, the truck bypass lane position makes it clear that this is just the beginning of the Eminent Domain Plans for the northside of the 526 corridor which include Grassy Creek, Tidal Walk and Etwan neighborhoods. -Dozens of businesses, including many offices and restaurants would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around that small traffic circle.	General Letter and FAQ Document	Email	10/31/2022
E148	8/26/2022	Jessica	Cowan	cilwcowan@gmail.com					I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. It is our understanding that these safety and traffic issues have not been studied by the SCDOT and we believe proceeding forward without a better understanding of the impact these two options present would cause real damage to these communities, schools, and businesses. Please see below for a more detailed outline of our concerns: Elevated (Flyover) \Truck Bridge Concerns: -Taking truck traffic off Long Point Rd and moving it to the front of our community is not an equitable solution. -What is the rationale for placing the elevated bridge in that location that so negatively affects our neighborhoods? There are better locations and better options that should be further studied. -We are very concerned about Diesel Exhaust pollution concerns from the high volume of trucks at the entrance of Grassy Creek and Tidal Walk neighborhoods. -Noise pollution from fast moving trucks merging onto 526W from an elevated bypass (exhaust, air brakes, general road noise) will have a disastrous effect for the entire front half of the Belle Hall neighborhoods plus Grassy Creek and Tidal Walk. -Wetlands at the end of Rathall Creek would be affected. These wetlands are a critical part of our neighborhoods. -Acquisition of Grassy Creek HOA property, with the potential for acquisition of Grassy Creek Homes that would be in the right-of-way boundaries. -Acquisition of at least two homes in Tidal Walk, with the potential for more due to the right of way boundaries. -What measures will be taken to mitigate flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds/ and retention ponds? -How should residents closest to the new bridge expect to combat light pollution from trucks turning and coming down the ramp? Traffic Concerns that have not been studied: -Closing the Long Point Rd left hand turn access onto Belle Hall Pkwy would severely limit the traffic patterns and greatly increase congestion for multiple neighborhoods containing over 1,000 homes. 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ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E149	8/15/2022	Elaine	Bollington	bollingtons@gmail.com					I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. 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E150	8/16/2022	Maryanne	Skalak	mskalak28@hotmail.com					I am contacting you regarding my concerns regarding the recently "preferred" proposals for interchange improvements at I-526 and Long Point Road presented at the 8/2/22 community meeting. I have been following this issue since before the first meeting on Leeds Avenue in January 2017. It was my understanding the I-526 improvements would begin at Rivers Avenue and Long Point would be the last section to be completed. The October 2021 meeting presented various proposals, none of which were "preferred" by the SCDOT and no mention of when Long Point improvement would be started. I expressed my concern regarding selecting any flyover bridge proposals due to noise concerns and received confirmation from a SCDOT representative that flyover bridges would/could not have any road noise barrier. I attended the August 2022 meeting only to discover the SCDOT "preferred" improvements were only flyover bridges and it appears SCDOT will be implementing changes sooner than anticipated. One proposal in particular would place the bridge at the entrance to Grassy Creek and Tidal Walk neighborhoods. The noise from this flyover bridge would dramatically increase noise and adversely affect the esthetic value of the homes in both neighborhoods. Prior to a meeting in December 2016 with some of the residents of Tidal Walk and Grassy Creek, a Tidal Walk resident, who is an engineer, conducted an "unofficial" noise test in October 2016. He used a BAFX3370 Decibel Meter to measure road noise from his Tidal Walk home from 10/16/16 through 10/19/16. The Design Noise Level in residential areas for outdoor leisure should be 67 dBA Leq (h) or less. The levels he measured ranged from 79.5 on a Sunday to 93.0 on a Tuesday. I repeat again, these measurements were taken in 2016 and we all know port traffic has dramatically increased. In addition, I have confirmed that left turn from Long Point Road onto Bell Hall Parkway would be eliminated and the 2500+ residential vehicles would be forced to use Bell Point Drive and Egypt Road to access homes in the Grassy Creek, Tidal Walk and Bell Hall subdivisions. The traffic in this area is already congested. There are two schools, Bell Hall Elementary with 700 students and Palmetto Christian Academy with 700 students that that use these roads for morning and afternoons drop offs and pickups during the school year. In addition, the Fire Station/EMS is located off Paul Foster and Jones Recreation Center, ball fields and a day care facility use these roads. Also, access to Bell Hall Shopping Center and Chick-fil-a Restaurant, both off Long Point and Bell Point Drive are already congested and eliminating access to Bell Hall Parkway and changing traffic patterns will force all cars, maintenance vehicles (lawn, pool, painters, handymen, etc) and at times tractor trailers to use Bell Point Drive or Egypt Road. I oppose any flyover bridges for I-526/Long Point and urgently request the city council members, mayor and planning members of the town of Mt. Pleasant, SC, the SCDOT/I-526 Lowcountry Corridor Group and the USDOT review the "preferred" plans and conduct studies to determine the detrimental impact some of these proposals will have on the living standards of the surrounding neighborhoods.	General Letter and FAQ Document	Email	10/31/2022
E151	8/16/2022	Jan	Francis	jan@francisonthelake.com					I would like to address a safety concern regarding the proposed changes to the Long Point interchange. As you know, the Seacoast road sided neighborhoods – Belle Hall Rice Bay, Grassy Creek, and Tidal Walk – are family orientated communities representing more than 1,200 homes and housing Belle Hall Elementary School (700 students), Palmetto Christian Academy (700 students), Fire Station 502, and the Jones Center/Playing fields. Needless to say, this leads to an abundance of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as traveling to and from school on a daily basis. It is my concern that, in their current forms, alternatives 2 and 6 pose potential safety issues to these children. These options significant encroach or demolish into the entrances to the Tidal Walk and Grassy Creek neighborhoods, an interchange frequently passed by children and adults through various modes. They also encroach significantly on seacoast road and the adjacent woods, an area that is also frequently played in by children. These options would significantly diminish the safe distance between these sidewalks and roads and the high-speed highway of 526. Moreover, as this would be a truck route, it not only introduces more proximate traffic, but these would be heavy load vehicles with potential for catastrophic accidents. The proposed options of 1 and 3 do not pose these potential safety concerns to Seacoast and are therefore prime for further study. Other alternatives could include a completely separate exit further north on the 526 bridge that directly goes to the port over water or on-ramp from Long Point which enters in the median/central portion of 526. Secondly, all of the proposed plans appear to eliminate the left turn at the Belle Hall Parkway entrance. This would divert all traffic entering these neighborhoods to Belle Point Drive (with the Chick-Fil-A often backed up onto that street and Longpoint Dr) and Egypt Road, which would dramatically congest Paul Foster Road and the accompanying round-about. Given the frequency of which these roads are traversed by children, and its proximity to Belle Hall Elementary, Palmetto Christian Academy, the Jones Center, and Fire Station 502, this portion of the plans should also be re-evaluated. Thank you for your consideration of these potential serious safety concerns with bringing the highway and on-ramp closer to our children as well as congesting the roads surrounding the Fire Station, 2 schools, and the Jones Center.	General Letter and FAQ Document	Email	10/31/2022
E152	8/17/2022	Lewann	Armstrong	lewann.harperarmstrong@gmail.com					My husband and I have been residents of Grassy Creek for the past 13 years. I would like the SCDOT to become aware of some of the safety issues that would arise with their probable choices. We understand that changes are necessary to improve traffic flow. However, we would like there to have been substantial studies of not only traffic flow, but the effects on the neighboring communities especially for the families that reside in them, our wetlands, the noise levels, drainage and runoff into the surrounding communities, increased diesel emissions where families walk, exercise and play. The proposed plans appear to eliminate the left turn at the Belle Hall Parkway entrance. This would divert all traffic entering these neighborhoods to Belle Point Drive which would dramatically congest Paul Foster Road and the accompanying round-about. Given the frequency of which these roads are traversed by children, its proximity to Belle Hall Elementary, and Bell Hall Fire Station #2, this portion of the plans should also be re-evaluated. Please also consider that Bell Hall Fire Station #2 is on Paul Foster Road, and their access to Belle Hall, Rice Bay, Grassy Creek, and Tidal Walk will be encumbered with the increased traffic. Paul Foster Road is one lane in each direction. Traffic backs up to make the left turn at the Chick-Fil-A (Belle Point Drive). When over 1400 families with vehicles and school buses cars are forced to turn at Bell Point Drive, because there is no longer a left turn at Belle Hall Parkway, then ALL the traffic will be forced onto Bell Point Drive (presently one lane in each direction) and then to one laned Paul Foster Road, and then a one laned roundabout. Thank you for your consideration of these potential serious safety concerns with bringing the highway and on-ramp closer to our children as well as congesting the roads surrounding Belle Hall Elementary School.	General Letter and FAQ Document	Email	10/31/2022
E153	8/17/2022	Eric	Hughes	eric.s.hughes@gmail.com					I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. 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These wetlands are a critical part of our neighborhoods. -Acquisition of Grassy Creek HOA property, with the potential for acquisition of Grassy Creek Homes that would be in the right-of way boundaries. -Acquisition of at least two homes in Tidal Walk, with the potential for more due to the right of way boundaries. -What measures will be taken to mitigate flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds/ and retention ponds? -How should residents closest to the new bridge expect to combat light pollution from trucks turning and coming down the ramp? Traffic Concerns that have not been studied: -Closing the Long Point Rd left hand turn access onto Belle Hall Pkwy would severely limit the traffic patterns and greatly increase congestion for multiple neighborhoods containing over 1,000 homes. 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ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E154	8/19/2022	Randy	Kelly	randykelly365@gmail.com					I usually never express concern on matters of public planning, however my proximity to the I526 project requires me to write this letter of concern. Providing some background of my family, which just moved to Mount Pleasant on July 1st, 2022 - We are from Arlington, VA and our first home was located approximately one mile from The Washington Monument and was approximately 30 feet from Route 50. While living there for 6 years, we went through an acclimation period while beginning our family life cycle, which included an initial phase of becoming "used-to" the sound of traffic on Route 50. At the time, we enjoyed the annual "Rolling Thunder" that came to town on Memorial Day, because it was just two days of non-stop motorcycles which commemorated our fallen soldiers and PoWs. However, over time, the noise and constant movement along Route 50 did eventually wear us down and created anxiety within each member of my family. We lived on an infrastructural artery which produced a dull/constant sound and sight of Washington, DC's traffic. I used to call it the sound of Washington, DC's pulse, for which there was no other option of escaping than a relocation to a more peaceful location (i.e., Mount Pleasant's Grassy Creek neighborhood). In addition to my personal preferences of a peaceful community, my concern of an I526 overpass is also based on my understanding of soundwaves and federal contracting. I am a General-class FCC licensed amateur radio operator (KD4AXY), so I understand soundwave principles. I assert that an I526 bridge/overpass can only increase highway noise. Sound mitigation attempts may help with decibel reduction, however ONLY a "reduction" in sound will be possible with the state's multi-million-dollar investment in overpass sound-reduction; Sound reduction to and extinct [0-dB] level is impossible with an overpass plan because sound waves (like radio waves) are most clear via line of sight [uninterrupted] transmissions. True, sound reduction walls exist if the state deems them necessary, but they are not an absolute and they are likely considered an "optional" and "expensive" addition to an overpass construction. Without my background in federal contract administration and federal agency acquisition case study (UVA-Cert 2020), anyone with a shallow/broad understanding of construction or civil engineering costs would anticipate that the overpass options are clearly the most expensive options of I-526/Longpoint interchange construction. And costs do not stop with the initial capital investment of overpass construction; Bridges are among the country's most expensive maintenance programs, because without regular/expensive maintenance, bridges would cease to exist within a decade. In addition, eminent domain is unfortunately a necessary evil in this country, which I know occurs every day in federal, state, and local municipal governments. This loophole in our "free country" creates sympathy by the country's full body, however the voice of oppression is commonly overlooked because of societal laziness, objective resistance costs, and because of a louder sounding-bell of "public need." I sometimes question how our country can benchmark trillions of dollars in infrastructure improvement, while promoting an agenda of environmental repair - This is a political and philosophical oxymoron as there is always an opposite and equal reaction to every infrastructural "improvement." Thank you for reading my letter if you made it this far down the page! I would appreciate your consideration of my opinion and respect your task at-hand.	General Letter and FAQ Document	Email	10/31/2022
E155	8/11/2022	Michael	Shuttleworth	sttuhs@gmail.com					I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. 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E156	8/11/2022	Donna	Williams	donna_thippen@hotmail.com					I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. 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With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. -Looking forward to the future and the four lane highway on 526, the truck bypass lane position makes it clear that this is just the beginning of the Eminent Domain Plans for the northside of the 526 corridor which include Grassy Creek, Tidal Walk and Etivan neighborhoods. -Dozens of businesses, including many offices and restaurants like Waffle House would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around that small traffic circle. Please reconsider fast tracking this project and study other options.	General Letter and FAQ Document	Email	10/31/2022
E157	8/11/2022	Sarah	Eargle	saraheargle@gmail.com					My name is Sarah Eargle and I am a resident of Grassy Creek off of Longpoint Road. My husband and I have three children ages 6, 4, and 2. We love our neighborhood and the community aspect of it. I would like to address a safety concern regarding the proposed changes to the Long Point interchange. As you know, the Seacoast road sided neighborhoods - Belle Hall, Rice Bay, Grassy Creek, and Tidal Walk - are family orientated communities representing more than 1,200 homes and housing Belle Hall Elementary School. Needless to say, this leads to an abundance of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as travelling to and from school on a daily basis. It is my concern that, in their current forms, alternatives 2 and 6 pose potential safety issues to these children. These options significantly encroach or demolish into the entrances to the Tidal Walk and Grassy Creek neighborhoods, an interchange frequently passed by children and adults through various modes. They also encroach significantly on seacoast road and the adjacent woods, an area that is also frequently played in by children. These options would significantly diminish the safe distance between these sidewalks and roads and the high-speed highway of 526. Moreover, as this would be a truck route, it not only introduces more proximate traffic, but these would be heavy load vehicles with potential for catastrophic accidents. The proposed options of 1 and 3 do not pose these potential safety concerns to Seacoast and are therefore prime for further study. Other alternatives could include a completely separate exit further north on the 526 bridge that directly goes to the port over water or on-ramp from Long Point which enters in the median/central portion of the road. Secondly, all of the proposed plans appear to eliminate the left turn at the Belle Hall Parkway entrance. This would divert all traffic entering these neighborhoods to Belle Point Drive which would dramatically congest Paul Foster Road and the accompanying round-about. Given the frequency of which these roads are traversed by children, and its proximity to Belle Hall Elementary, this portion of the plans should also be re-evaluated. Thank you for your consideration of these potential serious safety concerns with bringing the highway and on-ramp closer to our children as well as congesting the roads surrounding Belle Hall Elementary School. Thank you for your consideration on this matter. Thank you for your leadership.	General Letter and FAQ Document	Email	10/31/2022
E158	8/11/2022	Daniel	Senden	danielsenden@hotmail.com					Some of the options that are being presented for the SCDOT expansion of the Long Point road / 526 interchange will cause unnecessary damage to homeowners, traffic, and schools. Specifically, the fly over bridge proposals that would add a truck bridge that encroaches on Seacoast Parkway and the Tidal Walk and Grassy Creek neighborhoods are ridiculous and unwarranted. These are family neighborhoods where children are constantly walking, riding bikes and playing. Why would the town allow proposals that so negatively affect its tax paying citizens? There are other options available to the SCDOT that do not affect our neighborhoods and the town should be advocating for those alternatives that do NOT include a new truck bridge. In addition, all of the proposals from the SCDOT reroute traffic from Belle Halle Parkway to Belle Pointe dr. They want to route over 1,000 homes worth of traffic to one traffic light that already backs up into Long Point Road due to the Chick-Fil-A? The SCDOT hasn't even studied the area to understand the impacts on Belle Hall Elementary and Palmetto Christian Academy traffic. That traffic would be a nightmare. We would appreciate your help in protecting Mt Pleasant citizens from these unnecessary and damaging proposals.	General Letter and FAQ Document	Email	10/31/2022

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E159	8/8/2022	Kerri	Hicwa	hikswak@gmail.com					I am a resident of the Grassy Creek neighborhood and mother to four children under the age of 11. I would like to address a safety concern regarding the proposed changes to the Long Point interchange. As you know, the Seacoast road sided neighborhoods – Belle Hall, Rice Bay, Grassy Creek, and Tidal Walk – are family oriented communities representing more than 1,200 homes and housing Belle Hall Elementary School. Needless to say, this leads to an abundance of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as travelling to and from school on a daily basis. It is my concern that, in their current forms, alternatives 2 and 6 pose potential safety issues to these children. These options significantly encroach into or demolish the entrances to the Tidal Walk and Grassy Creek neighborhoods, an interchange frequently passed by children and adults through various modes. They also encroach significantly on Seacoast Road and the adjacent woods, an area that is also frequently played in by children. These options would significantly diminish the safe distance between these sidewalks and roads and the high-speed highway of 526. Moreover, as this would be a truck route, it not only introduces more proximate traffic, but these would be heavy load vehicles with potential for catastrophic accidents. The proposed options of 1 and 3 do not pose these potential safety concerns to Seacoast and are therefore prime for further study. Other alternatives could include a completely separate exit further north on the 526 bridge that directly goes to the port over water or on-ramp from Long Point which enters in the median/central portion of 526. Secondly, all of the proposed plans appear to eliminate the left turn at the Belle Hall Parkway entrance. This would divert all traffic entering these neighborhoods to Belle Point Drive which would dramatically congest Paul Foster Road and the accompanying round-about. If you have ever attempted to grab breakfast, lunch or dinner at prime dining times, you would have already experienced the back-up of traffic due to the frequently visited Chick-Fil-A on the corner of Belle Point Drive and Long Point. I could not even imagine how much more traffic there would be if this is where I would need to turn as opposed to the turning at Belle Hall Parkway! The light at the Belle Hall Pkwy and Long Point is often used by local children who ride their bicycles with friends to eat at Chick-fil-a or cross-over into the Belle Hall Shopping center to eat at TCBY, Wendy's, or other establishments. It is already a difficult crossing and with increased traffic I worry about the safety of these children. I would hate for the increased traffic to decrease the ability of the local children to be active and independent by riding their bicycles safely. I also worry about increasing the traffic on Paul Foster as our local fire station is located on this road. Increased traffic can impact the ability for fire trucks to exit the station to respond to emergencies. Given the frequency of which these roads are traversed by children, and its proximity to Belle Hall Elementary and our local fire station, this portion of the plans should also be re-evaluated. Thank you for your consideration of these potential serious safety concerns with bringing the highway and on-ramp closer to our children as well as congesting the roads surrounding Belle Hall Elementary School.	General Letter and FAQ Document	Email	10/31/2022
E160	8/15/2022	Andrea	Abbott	andrea.abbott1@gmail.com					I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. It is our understanding that these safety and traffic issues have not been studied by the SCDOT and we believe proceeding forward without a better understanding of the impact these two options present would cause real damage to these communities, schools, and businesses. Please see below for a more detailed outline of our concerns: Elevated (Flyover) \Truck Bridge Concerns: -Taking truck traffic off Long Point Rd and moving it to the front of our community (Grassy Creek/Tidal Walk) is not an equitable solution. -What is the rationale for placing the elevated bridge in that location that so negatively affects our neighborhoods? There are better locations and better options that should be further studied. -We are very concerned about Diesel Exhaust pollution concerns from the high volume of trucks at the entrance of Grassy Creek and Tidal Walk neighborhoods. -Noise pollution from fast moving trucks merging onto 526W from an elevated bypass (exhaust, air brakes, general road noise) will have a disastrous effect for the entire front half of the Belle Hall neighborhoods plus Grassy Creek and Tidal Walk. -Wetlands at the end of Rathall Creek would be affected. These wetlands are a critical part of our neighborhoods. -Acquisition of Grassy Creek HOA property, with the potential for acquisition of Grassy Creek Homes that would be in the right-of-way boundaries. -Acquisition of at least two homes in Tidal Walk, with the potential for more due to the right of way boundaries. -What measures will be taken to mitigate flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds/and retention ponds? -How should residents closest to the new bridge expect to combat light pollution from trucks turning and coming down the ramp? Traffic Concerns that have not been studied: -Closing the Long Point Rd left hand turn access onto Belle Hall Pkwy would severely limit the traffic patterns and greatly increase congestion for multiple neighborhoods containing over 1,000 homes. This would force all traffic entering these neighborhoods to turn left at the intersection of Belle Point and Long Point Rd. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive through line which wraps around off their property on to Belle Point Rd and back to the Long Point intersection. Several more traffic-intensive businesses are expected to be built soon on this road, which will only compound the problem. -Paul Foster Rd already has significant traffic and delays during school drop-offs and pick-ups for Belle Hall Elementary and Palmetto Christian Academy, with traffic often extending back to Belle Hall Parkway, Belle Point Rd, and Egypt Road. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses to the small Traffic Circle on Belle Hall Pkwy and Paul Foster Road. Paul Foster is already a heavily used corridor due to the 2 schools located on Egypt Rd. -Fire Station #2 on Paul Foster Rd would have limited egress for emergency calls with traffic from all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), two schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and numerous businesses entering on Belle Pointe Dr. and Egypt Rd. each who use Paul Foster as their main artery. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, waiting to get permission to enter the port. With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. -Looking forward to the future and the four lane highway on 526, the truck bypass lane position makes it clear that this is just the beginning of the Eminent Domain Plans for the northside of the 526 corridor which include Grassy Creek, Tidal Walk and Etewan neighborhoods. -Dozens of businesses, including many offices and restaurants like Waffle House would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around that small traffic circle. Thank you for taking time as the Councilman who represents me and my family to hear my concerns and help me stand up against SCDOT.	General Letter and FAQ Document	Email	10/31/2022
E161	8/9/2022	Bryan	Thierfelder	bryan.thierfelder@roberthalf.com					We have recently reviewed the proposed plans for the Long Point interchange. As noted by the recent public forum, these changes pose multiple potential negative impacts on the Long Point neighborhoods. Moreover, our concern is that despite these changes and the planned future 526 expansion, the core issue would not be addressed. This would likely lead to a need for further expansion leading to further disruption of local families, not to mention additional years to decades of construction. We propose an investigation into an alternative route(s) which would potentially benefit the local towns, the State Port Authority and the Federal highways while requiring the least amount of land acquisition and fewest disruption to residential land. This would include the expansion/extension of Long Point Road into a bridge which traverses the Wando River, through the southern non-residential portion of Daniel Island, and crossing the Cooper River to ultimately join with the Hugh K Leatherman Terminal with access to I-26. An additional road can be created from the back-gate of the Wando port with a bridge over the Wando River to connect on Daniel Island. This serves to help in multiple ways. First, the ports serve to benefit significantly by creating a road connection between the two ports, off-loading traffic on 526 and potentially decreasing the volume needed to travel by barges. Considering this, they may prove to be a source of partial funding. Second, it opens additional traffic options to cross the rivers. This could be of large benefit when accidents or disabled vehicles lead to backups on the Ravenel and Don Holt bridges. Intuitively, this would decrease traffic on 526 by allowing an alternative route and provide a preferred route for trucks. Third, and most critically, it serves to elegantly alleviate the truck traffic and indirectly alleviates the Long Point interchange by allowing a more effective alternative route. This would have only positive impacts on the residential communities. It would decrease truck traffic on Long Point and reduce noise from Long Point and 526 all while not disrupt normal traffic patterns while construction is ongoing. Moreover, it allows a viable alternative to route traffic in the event that the Wando River Bridge required expansion or repairs. Finally, it would allow an additional on-off access point for Daniel Island, which would be beneficial in the event of a hurricane or other natural disaster.	General Letter and FAQ Document	Email	10/31/2022
E162	9/1/2022	Catherine	Ussery	catussery@gmail.com					I would like to express that I am opposed to any version of the 526 that would include a flyover truck bridge on Seacoast Parkway as well as eliminating the Belle Hall Parkway entrance off Long Point Road. As a resident of Grassy Neighborhood, we already deal with major congestion issues with multiple neighborhoods, several schools (Palmetto Christian Academy, Palmetto Christian Academy Preschool, Belle Hall Elementary) and RL Jones Recreation Center. There is also a very busy Chick-Fil-A off of Long point in between Egypt Road and Belle Hall Parkway. Because of the many neighborhoods in this area, there are several bus stops picking up and releasing children from Seacoast Parkway and Belle Hall Parkway. I am VERY concerned about traffic and safety issues that would result from a flyover truck bridge and the resulting road and traffic changes of this plan. In addition, the danger of accidents, and debris from trucks falling off of the overpass is a safety concern. Finally, the noise that this potential flyover plan would create for the neighborhoods off of Seacoast Parkway and those in the back of Belle Hall neighborhoods would have a significant negative effect on the quality of life of the residents. I believe there is a better plan to be made than this in order to adjust to growing car and port traffic. This better plan would keep a longer view of the future impacts to the community. Our community really needs a plan that keeps the future in mind, not just reacting to the present difficulties. Thank you so much for considering my objections to this plan.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are being carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022 , or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	9/6/2022

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E163	9/1/2022	Charles	Cuzzell	ccuzzell@gmail.com					I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. It is our understanding that these safety and traffic issues have not been studied by the SCDOT and we believe proceeding forward without a better understanding of the impact these two options present would cause real damage to these communities, schools, and businesses. Please see below for a more detailed outline of our concerns: Elevated (Flyover) \Truck Bridge Concerns: -Taking truck traffic off Long Point Rd and moving it to the front of our community is not an equitable solution. -What is the rationale for placing the elevated bridge in that location that so negatively affects our neighborhoods? There are better locations and better options that should be further studied. -We are very concerned about Diesel Exhaust pollution concerns from the high volume of trucks at the entrance of Grassy Creek and Tidal Walk neighborhoods. -Noise pollution from fast moving trucks merging onto 526W from an elevated bypass (exhaust, air brakes, general road noise) will have a disastrous effect for the entire front half of the Belle Hall neighborhoods plus Grassy Creek and Tidal Walk. -Wetlands at the end of Rathall Creek would be affected. These wetlands are a critical part of our neighborhoods. -Acquisition of Grassy Creek HOA property, with the potential for acquisition of Grassy Creek Homes that would be in the right-of way boundaries. -Acquisition of at least two homes in Tidal Walk, with the potential for more due to the right of way boundaries. -What measures will be taken to mitigate flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds/and retention ponds? -How should residents closest to the new bridge expect to combat light pollution from trucks turning and coming down the ramp? Traffic Concerns that have not been studied: -Closing the Long Point Rd left hand turn access onto Belle Hall Pkwy would severely limit the traffic patterns and greatly increase congestion for multiple neighborhoods containing over 1,000 homes. This would force all traffic entering these neighborhoods to turn left at the intersection of Belle Point and Long Point Rd. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive through line which wraps around off their property on to Belle Point Rd and back to the Long Point intersection. Several more traffic-intensive businesses are expected to be built soon on this road, which will only compound the problem. -Paul Foster Rd already has significant traffic and delays during school drop-offs and pick-ups for Belle Hall Elementary and Palmetto Christian Academy, with traffic often extending back to Belle Hall Parkway, Belle Point Rd, and Egypt Rd. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses to the small Traffic Circle on Belle Hall Pkwy and Paul Foster Road. Paul Foster is already a heavily used corridor due to the 2 schools located on Egypt Rd. -Fire Station #2 on Paul Foster Rd would have limited egress for emergency calls with traffic from all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), two schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and numerous businesses entering on Belle Pointe Dr. and Egypt Rd. each who use Paul Foster as their main artery. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, waiting to get permission to enter the port. With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. -Looking forward to the future and the four lane highway on 526, the truck bypass lane position makes it clear that this is just the beginning of the Eminent Domain Plans for the northside of the 526 corridor which include Grassy Creek, Tidal Walk and Etivan neighborhoods. -Dozens of businesses, including many offices and restaurants like Waffle House would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around that small traffic circle.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are being carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022 , or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	9/6/2022
E164	9/1/2022	Elizabeth	Carlisle	uberubert@gmail.com					I am a resident of Grassy Creek and my family and I are strongly opposed to the current 526/Long Point rd proposals. Please listen to residents and work with us to find alternative solutions.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are being carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022 , or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	9/6/2022
E165	9/1/2022	Mark	Davidson	markdavidson514@gmail.com		Mount Pleasant	SC		Thank you for the opportunity to comment on the proposed alternatives for the Long Point Road Interchange Improvements Project (LPRIP). I appreciate your efforts to reduce Long Point Road congestion and, especially, improve its safety. My comments are as follows: Alternatives 1, 3, 4 and 5: By not eliminating port-related traffic from Long Point Road, the improvements proposed in these alternatives would likely not relieve congestion and safety concerns along Long Point Road, and thus, would only make minimal improvements in regards to reducing port-related and local traffic conflicts. Therefore, these alternatives will likely not meet stated LPRIP goals. Alternatives 2 and 6: These alternatives will likely meet stated goals of the LPRIP. These alternatives would provide for a dedicated and uninterrupted (no traffic signals) road for ingress/egress of port-related traffic to/from the Wando Terminal, which I suspect the port would be in favor of. These alternatives would eliminate nearly all of the current (and likely future) safety concerns and operational conflicts between port-related and local traffic, many of which I have delineated below: (a) By building a dedicated port access ramp, this will eliminate two traffic signals port-related traffic (especially 18 wheel trucks) currently must go through (Wando Park Boulevard/Long Point Road, and I-526 on/off ramps). This will in turn eliminate 18 wheel trucks from having to accelerate from a dead stop (a very slow process for a loaded 18 wheel truck as they must go through numerous low-end gears just to make minimal headway) multiple times while traveling from/to the Wando Terminal on Long Point Road. It is this slow acceleration of port-related traffic that causes much of the congestion currently on Long Point Road. (b) By building a dedicated port access ramp, this will eliminate the two aforementioned traffic signals which port-related traffic must currently stop for, and subsequently accelerate through once the light turns green, which will in turn eliminate a major noise source along Long Point Road (18 wheel truck noise is significant as they accelerate from dead stop through numerous low-end gears to gain speed). (c) By building a dedicated port access ramp, this will eliminate port-related traffic from having to stop at the Wando Park Boulevard/Long Point Road traffic signal as they currently most do, a signal that port-related traffic often "runs" when the light first turns red (due to loaded 18 wheel trucks being difficult to stop, and the fact that it is a slow process to accelerate from a dead stop once the traffic signal turns green). This is currently a major safety concern for local traffic turning either left or right from Wando Park Boulevard onto Long Point Road as the light turns green; as well as for local traffic turning left from Long Point Road onto Hobcaw Bluff Drive. (d) By building a dedicated port access ramp, it would also improve safety for local traffic turning left or right onto Long Point Road from intersecting roads where no traffic signals currently exist. (e) As an added benefit, a dedicated and uninterrupted port road would be better for the environment, as it would eliminate multiple stop and go cycles currently required of 18 wheel trucks traveling on Long Point Road. Regarding concerns of increased noise to neighborhoods adjacent to I-526 West-bound lanes due to alternatives 2 and 6 proposed elevated truck on-ramp: the current road configuration requires port-related traffic leaving the Wando Terminal to be elevated (approximately 17 feet above grade) as they go up the I-526 West on-ramp to get onto I-526 West (again, significant noise is generated as the 18 wheel trucks accelerate through their numerous low-end gears while going up the ramp and merging onto I-526). This on-ramp is already relatively close to these neighborhoods. The alternative 2 and 6 dedicated port road will be elevated essentially the same height as the current on-ramp configuration (albeit closer to said neighborhoods), but it will have the added benefit that port-related traffic will essentially be at a higher, and quieter, speed since the 18 wheel trucks have already shifted through their noisy low-end gears. Additionally, any increased noise to these neighborhoods could be mitigated with noise reduction walls. I have no experience with the diverging diamond interchange in regards to moving vehicles quickly, efficiently and safely through an intersection. So, if SCDOT believes this configuration proposed in alternative 6 for getting local traffic on/off I-526 is better than the configuration presented in Alternative 2, I will defer to your expertise. Thank you again for your efforts to reduce the congestion, and improve the safety, along Long Point Road, and the chance to comment on the proposed alternatives.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are being carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022 , or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	9/6/2022

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E166	9/2/2022	Mia	Kilby	miakilby@gmail.com					<p>I do not support any of the current interchange proposals which are dismissive of current existing residential neighborhoods. Previous changes affecting traffic on Long Point Road have not been well researched or effective related to installation of Tidal Walk neighborhood (destruction of trees, poor water containment and resultant flooding, poor traffic planning), and revision of the on ramp to 526 West. It is becoming very difficult to access the 3 neighborhoods of Grassy Creek, Tidal Walk, and Belle Hall all off of Longpoint Rd near the interstate access due to existing high traffic. This includes obstruction of ready access to the Fire Department and Belle Hall Elementary School. The 3 neighborhoods are currently highly attractive neighborhoods due to safety, neighborhood cohesiveness and low crime, and members are productive and successful Mt Pleasant citizens. Mt Pleasant clearly enjoys high tax revenues from these properties. It is important to make access to and from LongPoint Rd tenable for all the residents and businesses off of Long Point Rd (including for safe evacuation during hurricanes). Taking time to adequately study how proposed solutions directly affects traffic on both sides of the Long Point interchange is necessary for a successful solution. Direct observation and reports from the neighborhoods themselves rather than only overhead satellite views and highway plans is exigent. Impact should also assess safety for residents including pollution from trucks and accidents on the new proposed routes, effect on ability of residents to receive timely EMS, Fire, and Law enforcement response, and maintaining appropriate sound barriers. I understand the Town of Mt Pleasant has a noise ordinance of 60 decibels. The port is important enough to create separate direct exits for trucks from the port without routing it through existing high quality neighborhoods. Thank you for your attention.</p>	<p>Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are being carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. We anticipate that we will hold a public hearing this Winter (December/January timeline) in order to get public input on the alternatives analysis findings and the recommended preferred alternative. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. Please let us know if you have any further questions or concerns by sending us an email (info@526LowcountryCorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website https://www.526clongpoint.com/public-meeting-2022, or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).</p>	Email	9/6/2022

I-526 @ Long Point Road Interchange Improvements Project
 Public Information Meeting 1: Summer 2022
 In-person Comments

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
IP1	8/2/2022	Geoff	Conrad			Mount Pleasant	SC	29464	One can only assumed the SC Ports Authority and Trucking firms have voiced their specific demands and wants. I'm sure SCDOT is paying appropriate attention. I would like to point out the following strategic considerations besides the one-sided needs of the port. -The exchange handles the ever-increasing traffic flows of residents (cars), Long Point Road becoming a major primary road and slated for reworking. There is considerable worker, commercial and Hwy 17 bypass traffic. Grow projections will show tremendous demand on Long Point Road (areas to the East and North along Long Point Road and its feeder roads like Whipple, Belle Hall Parkway and from the Belle Hall Shopping Center. -Do not reengineer the Interchange without taking the big picture in mind of demands of the current and expected growth. The solution finalized needs to spell out in specific details how this project will factor in growth and Long Point improvement plans It's not just the Wando Terminal! -The future of shipping and Wando terminal cannot possibly factor significant growth. The Leatherman Terminal (once the political and labor issues are resolved) will be the preferred growth option for the port. Justifying spending, rail loading vs. trucks and a more industrialized area of business all support this conclusion. Appropriately challenge the assumptions provided by the SC Port Authority. -As a retired diesel and marine industry professional you should assume the ports operations to switch to hybrid trucks and 100% electric commercial vehicles within a 10-15 year period. I know the industry trends, political, environmental, and economic considerations. Understand how future transport can navigate what you engineer and build. Get ahead of the game and plan wisely, could this be the first interchange designed in the state of SC to incorporate specific design features for a Greener SC? -As part of this revamp and project deliverables -Address the entrance to Long Point Road off Belle Hall Parkway (by Waffle House) it's dangerous and often creates situations where frustrated drivers traveling along Long Point speed and cut in and out -Living in Belle Hall Plantation we see peak demands during school hours, morning rush hour and afternoon commute. I'm often a prisoner in my own home based on the silliness of the current Long Point and ext. 28 limitations -Directly opposite of the Waffle House on the Wendy's side (Belle Hall Center) there is a East access land to Long Point Road. Often, I see people making illegal left turns onto West bound Long Point Road (towards 526) or making the correct turn on to Long Point only to cut over to make a illegal U-Turn. Fix the issue of illegal behaviors with design -The onramp to 526 West bound is too long and becomes a drag strip for in a rush drivers trying to "beat the trucks" already on 526 Every day you can hear many vehicles speeding up with accompanying performance noises. It also creates a situation where unsecured trash and debris flies off and creates litter problems and environmental consequences. Half the drag strip and half the trash / noise etc. Create situations where it's not beat the truckers to the next impedence (aka the bridge) -What's the interchange going to have to manage when the Wando Bridge on 526 gets a make over or replacement? -Allow for emergency vehicle access and traffic reversal when the bridge has a wreck. -Plan for noise mitigation and active abatement. If you go higher with overpasses, etc. the noise will carry further. You have considerable numbers of residential homes near the interchange. Share the scoring on noise abatement as part of your weighted selection criteria. -Have an agreed and properly weighted "interchange solution scoring and selection criteria". Communicate it and don't create a vacuum. Thank you for your consideration and voices of the customer.	General Letter and FAQ Document	Letter	10/31/2022
IP2	8/2/2022	Joseph	Nemeth	kamamy@bellsouth.net	610 Island Walke	Mount Pleasant	SC	29464	In all studies, the east side of Long Point Rd access to Belle Hall & Grassy Creek is impeded by a right in west, right out east on Belle Hall Parkway.. e.g. no left turn going east. This would put all incoming traffic on Bell Point Road by the "Chic Filet" This creates a real traffic problem at that intersection, especially during "Chic Filet" breakfast & lunch. Egress & ingress to Belle Hall/Grassy Creek should be addressed in these studies. Long point Road is at full capacity primarily to/from north Mt. Pleasant. For the residents on West Long Point & to relieve the I-526 Long Pt interchange truck backup from N/Chas, alternative 2& 6 are the best. DDI is the 'golden solution' and is best for the long term, but can we afford it?	General Letter and FAQ Document	Email	10/31/2022
IP3	8/2/2022	Raymond	Elish	ravelish1@gmail.com	1954 Trimbleston Place	Mount Pleasant	SC	29464	I support the proposal that creates a separate exit/entrance tot the Port Terminal – Alternative 6. I would like to suggest some immediate improvements to Long Point Road. 1) Elevate the roadway and rebuild the culvert at the creek/marsh crossing near Boone Hall. 2) Widen the roadway from Whipple Road to Hwy 17 by at least 4 feet. Repave.3) Provide city/state street sweeping at all major intersections at least monthly basis.	General Letter and FAQ Document	Email	10/31/2022
IP4	8/2/2022	Janet	Davidson		536 Oak Park Drive	Mount Pleasant	SC	29464	Please do the construction image that includes the new port access ramps with diverging diamond interchange. I have lived off Longpoint Road since 1991. We need less container traffic (trucks) Multiple times a day I have to wait at my entrance to be let out because of traffic.	General Letter and FAQ Document	Letter	10/31/2022
IP5	8/2/2022	Gerard	Davidson	jerrydavid@aol.com	713 Windchime Alley	Mount Pleasant	SC	29464	#6	General Letter and FAQ Document	Email	10/31/2022
IP6	8/2/2022	Kristin	Adams	kristinadams@comcast.net	1557 Strathmore Lane	Mount Pleasant	SC	29464	Live in Neighborhood off Long Point Road 526: Hobcaw Creek Plantation. Greatest Needs: 1. Dedicated truck access ramp off 526 directly to Port! -Semi-trucks run stoplight @ Hobcaw Creek Plantation on an hourly basis. -Need semi+trucks to be removed from Long Point and put on their own road to & from the Port 2. Noise volume from 526 entrance ramp & 526 in Hobcaw Creek Plantation. -Lived for 11+ years at the corner of Chimney Bluff & Strathmore Lane directly next 526 – 526 was extremely loud. -Need noise buffer for Hobcaw Creek Plantation. -Currently, still live in Hobcaw Creek Plantation & our family is concerned about the port truck traffic.	General Letter and FAQ Document	Email	10/31/2022
IP7	8/2/2022	Eric	Ruckel	eric.ruckel@gmail.com	384 Tidal Reef Circle	Mount Pleasant	SC	29464	Noise reduction: #1 and only concern. Especially with opt #2 and opt #6 where the port has a bridge connecting to the 526. Thank you for providing options and growth to our community.	General Letter and FAQ Document	Email	10/31/2022
IP8	8/2/2022	Denis	Bagdonas	d.bagdonas@yahoo.com	197 Slipper Shell Court	Mount Pleasant	SC	29464	1.Options: 3 & 6 propose a DDI interchange. I am concerned about the safety of this type of interchange. Have experienced driving on some in NC and they can be confusing – especially at night – for visitors to the area and intoxicated individuals. There have been incidences of drivers causing accidents & some deaths. 2. More clarification of impact of construction on Wando and Don Holt Bridge.	General Letter and FAQ Document	Email	10/31/2022
IP9	8/2/2022	Camille	Roscigno		132 Slipper Shell Court	Mount Pleasant	SC	29464	-I like the alternative #2. -I would like some form of noise reduction wall.	General Letter and FAQ Document	Letter	10/31/2022
IP10	8/2/2022	Paul	Truluck	truluckp@gmail.com	320 Etiwan Pointe Drive	Mount Pleasant	SC	29464	Noise currently in my driveway is in the high 70s decibels and has spiked at mid-90s. All this is due to cutting vegetation last year. Also when veg. was cut it eliminated a natural safety barrier. The only thing stopping a car or truck from ramming my home is a rusty deer fence. Proposal 6 has the right away extremely close to my home. A noise wall is warranted due to trucks revving up to get up the bridge in a shorter distance – if removed plan 6 eliminates a stretch of road previously used to gain momentum. Additionally when construction begins if a noise wall is not the first item constructed – quality of sleep will be poor with all the lights and loud beeps of equipment backing up and powering up.	General Letter and FAQ Document	Email	10/31/2022
IP11	8/2/2022	Melissa	McCrary	melissaphanson@gmail.com	278 Jardinere Walk	Mount Pleasant	SC	29464	I would like the ability to continue to turn left into Belle Hall Parkway when getting off of the highway. None of the options left that as an alternative. I prefer the least intrusive options for this improvement. I think the clover S squiggle option is confusing and a nightmare. I would like to advocate for a sound wall. The increase in noise and construction and traffic needs a plan to mitigate noise. There are too many homes impacted by this.	General Letter and FAQ Document	Email	10/31/2022
IP12	8/2/2022	Sawyer	Langston	sawyerlangston@gmail.com	1275 Chatfield Street	Mount Pleasant	SC	29464	As a house owner to a home that backs up directly to I-526 the noise already is horrific from traffic. Noise barriers need to be built now! I understand the need for the Long Point Road expansion but past that I do not see the need for widening the rest of the way on I-526 to Chuck Dawley. Please reconsider this need as you are affecting our community greatly from a nice place to live to a commercial town that will lose all appeal.	General Letter and FAQ Document	Email	10/31/2022
IP13	8/2/2022	Jay and Sharon	Bortner		413 Turnstone Street	Mount Pleasant	SC	29464	We prefer Alternative 2 or Alternative 6. I do not want to see Tidal Walk/Grassy Creek subdivisions ruined by this new change to the roads. It will also affect the price of our homes. We do need a buffer wall because the road noise is already to loud.	General Letter and FAQ Document	Letter	10/31/2022
IP14	8/2/2022	Seamus	O'Boyle	soboye57@gmail.com	1545 Strathmore Lane	Mount Pleasant	SC	29464	We prefer Alternative 6 for rearranging the I-526, Long Point Rd, and port traffic. Additionally, we feel strongly that sound reduction barriers need to be constructed along I-526 where the interstate is adjacent to residential areas.	General Letter and FAQ Document	Email	10/31/2022
IP15	8/2/2022	Andrew	Yagecic	andyagecic@gmail.com	148 Historic Drive	Mount Pleasant	SC	29464	Can you take a combination of Alt. 1 ramp merging onto 526 W and the Alt. 2 ramp from 526 to the port?	General Letter and FAQ Document	Email	10/31/2022
IP16	8/2/2022	Andrew	Yagecic	andyagecic@gmail.com	148 Historic Drive	Mount Pleasant	SC	29464	-There needs to be a dedicated lane from Belle Hall Pkwy to 526 West. Congestion on that road is bad, getting worse and will be affected by these changes. -A lot of traffic enters Belle Hall pkwy from Long Point Rd. Most options eliminate that coming from 526. Are you preparing the other entrances for that additional congestion? The Chick Fil A already takes a lot of the available lanes. -Can you move the access lane/ramp from the port to the inside/median lane of 526 W?	General Letter and FAQ Document	Email	10/31/2022
IP17	8/2/2022	Marcel	Prevuznak	marcel@hawkeslearning	129 Historic Drive	Mount Pleasant	SC	29464	My biggest concern is the growth in noise. It is already unacceptable at my home.	General Letter and FAQ Document	Email	10/31/2022
IP18	8/2/2022	John	Hethcox	hethcox@gmail.com	304 Bridgetown Pass	Mount Pleasant	SC	29464	There's no way that the left turn onto Belle Hall Pkwy can be removed. Belle Point/Paul Foster are not built to handle the neighborhood traffic. The Chic-fil-A backs up and blocks Belle Point at peak hours. The school traffic for BH Elementary paralyzes Paul Foster in the mornings. There has to be some better accommodation for the BH neighborhood even if a new light gets put in at BH Pkwy. P.S. In the current situation it is difficult to make a right onto Long Point because cars are accelerating to get on the I-526 W ramp.	General Letter and FAQ Document	Email	10/31/2022
IP19	8/2/2022	Daniel	Garrett		52 Salty Tide Cover	Mount Pleasant	SC	29464	I am highly supportive of Alternative #6. The double diamond design worked great when I lived in central NC and Long Point Road intersection of 526 is a great candidate for this design. We use the interchange daily and the port traffic at Wando Park and Long Point is dense and dangerous. Truckers frequently speed and run the light. An overpass would dramatically improve resident and local traffic safety and would make the overall traffic flow more efficient. We hope that the two pronged solution moves forward based on the significant improvement to local traffic as well as added port efficiency with limited impact to local residents.	General Letter and FAQ Document	Email	10/31/2022
IP20	8/2/2022	Chris	Haviland	chaviland@carolinaone.com	436 Rice Field Cove	Mount Pleasant	SC	29464	We live in Hobcaw Creek Plantation and prefer Alt 6 or Alt 2 with the re-route of the truck traffic from the port directly onto 526. Also- thank you for considering biking and pedestrian thruways.	General Letter and FAQ Document	Email	10/31/2022
IP21	8/2/2022	Barbara	Michel		474 Antebellum Lane	Mount Pleasant	SC	29464	Thank you for holding this meeting. Firstly, I'd like to let it be known that any routing on Ravenel Bridge and 17 would be a disaster. Three years ago taught us that when the Wando was closed. I really like alternatives #2 and #6 they are the best for keeping traffic off our Mt. Pleasant roads and highways. I hope you'll consider either #2 or #6. I thank you.	General Letter and FAQ Document	Letter	10/31/2022

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 In-person Comments

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
IP22	8/2/2022	Stephen	Borders	whoaborders@bellsouth.net	213 Slipper Shell Court	Mount Pleasant	SC	29464	Understand the desperate need for improvements. But very concerned about noise for the remaining homes. Already extremely loud.	General Letter and FAQ Document	Email	10/31/2022
IP23	8/2/2022	Karyn	Borders	kelborders@bellsouth.net	213 Slipper Shell Court	Mount Pleasant	SC	29464	Would sound barrier be constructed (if found feasible/needed) before construction begins. Construction noise will be very disruptive. Plans 2 & 6 are best options.	General Letter and FAQ Document	Email	10/31/2022
IP24	8/2/2022	Janie	Borden		233 Etiwan Pointe Drive	Mount Pleasant	SC	29464	We (as residents of Etiwan Pointe Community) are opposed to option #6 or any similar option with property acquisition/encroachment which impedes upon our neighborhood. Prefer to see options 1a and/or 3 which shift ROW acquisition to the south or east of the proposed options. Etiwan Pointe HOA has homeowners and the rental apartments are more temporary. Noise, buffer removal, encroachment will all affect our quality of life and property values in a negative way.	General Letter and FAQ Document	Letter	10/31/2022
IP25	8/2/2022	Katherine	Young	katheyoung@gmail.com	347 Fern House Walk	Mount Pleasant	SC	29464	First, I appreciate all the information today and the ability to leave comments. I like option 2 – simple – takes care of truck overload for them and us. Put up a noise barrier. No matter what on 526 – the people closest to the highway are living a nightmare night now!! And it will only get worse. Save as many trees and vegetation as you can!	General Letter and FAQ Document	Email	10/31/2022
IP26	8/2/2022	Heather	Keeter		622 Leisure Lane	Mount Pleasant	SC	29464	#2 is best for residents off of Long Point Rd. It gets the trucks off Long Point!!!	General Letter and FAQ Document	Letter	10/31/2022
IP27	8/2/2022	Jonathan	Warren	warreninc@msn.com	622 Bridlewood Lane	Mount Pleasant	SC	29464	First choice: Alternative #6. Second choice: Alternative #2. The new access for port-related traffic is essential. Also, we need sound walls along I-526 to protect the Hobcaw Creek Plantation neighborhood, which is already severely impacted by noise, especially at the Long Point Road to I-526 on-ramp toward Mt. Pleasant. Note: you may also want to relook egress into Belle Hall from Long Point Road as it appears to exacerbate the congestion there on all the plans.	General Letter and FAQ Document	Email	10/31/2022
IP28	8/2/2022	Dennis and Pamela	Hamilton	dennis@hamiltoninnovative.com	622 Bridlewood Lane	Mount Pleasant	SC	29464	Of Long Point exchange options, Alternative 2 is the best. As for noise, it's already too difficult to have conversation or enjoy our backyards right up to 526. Praying for sound wall or other noise barrier.	General Letter and FAQ Document	Email	10/31/2022
IP29	8/2/2022	Alan	Belcher	alan.belcher@gmail.com	180 Red Knot Lane	Mount Pleasant	SC	29464	Thanks for the update on the project. The two "meet the purpose" alternatives (#2 and #6) both seem to help with port traffic. However, my concern is with the entry of trucks westbound leaving the port. The dedicated truck lane will add noise to my backyard, already above healthy levels. More info on sound walls, please. Thanks!	General Letter and FAQ Document	Email	10/31/2022
IP30	8/2/2022	Theresa	Reed		443 Ansley Court	Mount Pleasant	SC	29464	I like option 2.	General Letter and FAQ Document	Letter	10/31/2022
IP31	8/2/2022	Maryanne	Skalak		392 Tidal Reef Circle	Mount Pleasant	SC	29464	First choice: Alternative 1A. Second choice: Alternative 3. No bridge at front of entrance to Grassy Creek subdivision. Traffic noise study is a must and sound barrier wall needs to be added to the plan.	General Letter and FAQ Document	Letter	10/31/2022
IP32	8/2/2022	Melinda	Summer		718 Cotillion Place	Mount Pleasant	SC	29464	-Prefer Alternative 6. -Concerned about the traffic for Belle Hall (subdivision) entering/exiting. -Egypt Road is also a long wait at times for the light!! Suggest the timing of lights be considered for Long Point past Whipple Rd??	General Letter and FAQ Document	Letter	10/31/2022
IP33	8/2/2022	Jill	Barrett	jill.barrett@carolinaone.com	424 Barbadian Way	Mount Pleasant	SC	29464	I would like to be able to see the displacement maps. I am a realtor and need to make sure I know when it's appropriate to disclose information about potential displacement. Thanks!	General Letter and FAQ Document	Email	10/31/2022
IP34	8/2/2022	Noelle	Bermudez		658 Palisades Drive	Mount Pleasant	SC	29464	Prefer Option 2, or Option 6. Having lived in Hobcaw Creek Plantation for over 30 years, I have had more near miss car/to truck accidents than I care to remember. Quality of life, safety, and moving the port traffic will greatly improve the conditions of Long Point Road.	General Letter and FAQ Document	Letter	10/31/2022
IP35	8/2/2022	William	Pullen	wmichaelpullen@gmail.com	241 River Oak Drive	Mount Pleasant	SC	29464	Thank you for the forum. I would make the following comments. 1. Access to Belle Hall/Grassy Creek/Tidal Walk would be negatively effected by removing the turn onto Belle Hall Parkway by Waffle House -> the following street often has a backup with Chick-fil-a. Also, adds commute time. 2. Bridge lanes significantly impact Tidal Walk and Grassy Creek. These would prove poorly cosmetically and likely negatively impact noise. 3. Please further investigate the DDI Alt 3 and Option 1-> least neighborhood intrusive. They are highly effective and do not have a significant neighborhood impact (cosmetic or likely noise). Also, they better appear to utilize the existing ramp area. They appear to seamlessly flow with the planned road expansion.	General Letter and FAQ Document	Email	10/31/2022
IP36	8/2/2022	Anthony	Polichemi		389 Turnstone Street	Mount Pleasant	SC	29464	Build a sound wall before construction starts. Please do not destroy our neighborhood.	General Letter and FAQ Document	Email	10/31/2022
IP37	8/2/2022	Kevin	Karabin	kevinkarabin@hotmail.com	618 Leisure Lane	Mount Pleasant	SC	29464	Prefer option 6 or 2	General Letter and FAQ Document	Email	10/31/2022
IP38	8/2/2022	Patricia	Sanders	plasanders@yahoo.com	661 Hobcaw Bluff Drive	Mount Pleasant	SC	29464	Options 2 & 6 are my preference – both need to address the only entry into Belle Hall next to Chick-fil-A. Traffic will back up badly there. Also at that intersection the traffic coming out of the shopping center needs to change the middle lane from straight only, to either left turn or straight (choice of either). Would only require paint and adjusting the traffic light.	General Letter and FAQ Document	Email	10/31/2022
IP39	8/2/2022	Will	Jenkinson	wjenkinson@carolinaone.com	250 River Oak Drive	Mount Pleasant	SC	29464	1. Can you move the bridge/flyover to middle of 526 instead of outside to lessen the effects of noise. 2. How are you addressing removal of left turn onto Belle Hall Pkwy? Major issues pushing traffic to Belle P.	General Letter and FAQ Document	Email	10/31/2022
IP40	8/2/2022	James	Sheehy		330 Hook Lane	Mount Pleasant	SC	29464	As the traffic exits 526 onto Long Point there now exists 3 lanes heading towards the ports. The inside lane ends before Shipping Ln. I suggest extending the inside lane to the entrance of the port. And restricting all trucks to the inside 2 lanes.	General Letter and FAQ Document	Email	10/31/2022
IP41	8/2/2022	Eleanor	Kaldon	ekaldon@comcast.net	334 Turnstone Street	Mount Pleasant	SC	29464	Very concerned about options 2 & 6 if no sound wall is built. That is crucial to the livability of our community.	General Letter and FAQ Document	Email	10/31/2022
IP42	8/2/2022	Susanne	Dandridge	dandrid@bellsouth.net	1307 Smythe Street	Daniel Island	SC	29492	I would like to see a separate exit for the trucks or a flyover. I would also like to see the trucks remain in the right lane after entry on I-526, rather than causing traffic jams by trying to get one truck ahead of the others for exit on Long Point Road.	General Letter and FAQ Document	Email	10/31/2022
IP43	8/2/2022	Steve	Skalak	steve.skalak@gmail.com	392 Tidal Reef Circle	Mount Pleasant	SC	29462	First choice- Alternative 1, improved existing ramps. Second choice- Alternative 3, diverging diamond interchange (DDI).	General Letter and FAQ Document	Email	10/31/2022
IP44	8/2/2022	John	Tucker	neal7923@aol.com	603 Palisades Drive	Mount Pleasant	SC	29464	We favor Alternative 2	General Letter and FAQ Document	Email	10/31/2022
IP45	8/2/2022	Kathi	McDermott	majk1991@aol.com	192 Sweet Garden Court	Mount Pleasant	SC	29464	I am very against alternative 3 and 5. I live in Belle Hall and the noise from 526 is increasing every year. By encroaching on the subdivision more the noise will increase and my property will be devalued. Also- the property owners who are affected by the purchase of their property should be outraged by these potential solutions. Alternative 2 is more reasonable as that is where the trucks are more of a problem. The alternative that should be used is the one that disrupts less homeowners. I also believe we should be able to vote on this.	General Letter and FAQ Document	Email	10/31/2022
IP46	8/2/2022	Jane	Schuler	mjschuler@yahoo.com	557 Hidden Boulevard	Mount Pleasant	SC	29464	Option 2 or 6- We need a dedicated ramp off the interstate for trucks. Will help with traffic flow and safety.	General Letter and FAQ Document	Email	10/31/2022
IP47	8/2/2022	Robert	Reed		443 Ansley Court	Mount Pleasant	SC	29464	Option 2 seems the best. The ramp coming off 526 to the ports will move the truck traffic better than the other options.	General Letter and FAQ Document	Email	10/31/2022
IP48	8/2/2022	Chris	Keeter	ckeeter622@gmail.com	622 Leisure Lane	Mount Pleasant	SC	29464	I prefer option 6.	General Letter and FAQ Document	Email	10/31/2022

I-526 @ Long Point Road Interchange Improvements Project
 Public Information Meeting 1: Summer 2022
 Mail Comments

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
M1	8/2/2022	Lee	McKenna		422 Turnstone Street	Mount Pleasant	SC	29464	Please build a very large and functional sound wall. Adding bamboo or other vegetation. -Not a fan of the fly-over. -Add a walking/bike parth over to Daniel Is. -build a soundall prior to construction.	General Letter and FAQ Document	Letter	10/31/2022
M2	8/2/2022	Lisa	McKenna		422 Turnstone Street	Mount Pleasant	SC	29464	Need a sound wall... A must!! -No fly over -Add a walking/bike path over to D.I. -Build sound wall first!	General Letter and FAQ Document	Letter	10/31/2022
M3									<p>I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am passionately opposed to Alternatives 2 & 6 because both plans call for the construction of a 40ft high, elevated truck bridge to be placed nearly on top of the communities of Grassy Creek, Tidal Walk, Belle Hall, and Moultrie. Together, we are 1,180 homes and an elevated truck bridge in this location will cause real lasting, and inequitable harm to our residents. We stand in full support of our SC Ports and understand the economic importance of the Wando Terminal in our community, but we believe a better solution exists. In fact, we have come up with several that deserve consideration. And while we appreciate the complexity of the issue at hand, "favored" options 2& 6, which reduce truck traffic off Long Point Road and from in front of those neighborhoods, do so at the expense of concentrating it and placing it at the front of ours. We believe a solution exists to benefit all neighborhoods near the port, by reducing truck traffic off Long Point Road, and expediting truck access to/from our Port, all without the undue burden these options place on our neighborhoods. Additionally, all of the current SCDOT proposals include eliminating the current left-hand turn from Long Point Road onto Belle Hall Parkway. This is a critical entry artery for our four neighborhoods and dozens of local businesses. Removing it would cause significant traffic issues for the thousands of residents that use it daily and we believe that a lighted intersection is the best long-term solution for traffic and safety. Elevated (Flyover) \Truck Bridge Concerns: -Taking truck traffic off Long Point Rd and moving it to the front of our community is not an equitable solution. -What is the rationale for placing the elevated bridge in that location that so negatively affects our neighborhoods? There are better locations and better options that should be further studied. -We are very concerned about Diesel Exhaust pollution concerns from the high volume of trucks at the entrance of Grassy Creek and Tidal Walk neighborhoods. -Noise pollution from fast moving trucks merging onto 526W from an elevated bypass (exhaust, air brakes, general road noise) will have a disastrous effect for the entire front half of the Belle Hall neighborhoods plus Grassy Creek and Tidal Walk. -Wetlands at the end of Rathall Creek would be affected. These wetlands are a critical part of our neighborhoods. -Acquisition of Grassy Creek HOA property, with the potential for acquisition of Grassy Creek Homes that would be in the right-of way boundaries. -Acquisition of at least two homes in Tidal Walk, with the potential for more due to the right of way boundaries. -What measures will be taken to mitigate flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds/and retention ponds? -How should residents closest to the new bridge expect to combat light pollution from trucks turning and coming down the ramp? Traffic Concerns that have not been studied: -Closing the Long Point Rd left hand turn access onto Belle Hall Pkwy would severely limit the traffic patterns and greatly increase congestion for multiple neighborhoods containing over 1,000 homes. This would force all traffic entering these neighborhoods to turn left at the intersection of Belle Point and Long Point Rd. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive through line which wraps around off their property on to Belle Point Rd and back to the Long Point intersection. Several more traffic-intensive businesses are expected to be built soon on this road, which will only compound the problem. - Paul Foster Rd already has significant traffic and delays during school drop-offs and pick-ups for Belle Hall Elementary and Palmetto Christian Academy, with traffic often extending back to Belle Hall Parkway, Belle Point Rd, and Egypt Road. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses to the small Traffic Circle on Belle Hall Pkwy and Paul Foster Road. Paul Foster is already a heavily used corridor due to the 2 schools located on Egypt Rd. -Fire Station #2 on Paul Foster Rd would have limited egress for emergency calls with traffic from all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), two schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and numerous businesses entering on Belle Pointe Dr. and Egypt Rd. each who use Paul Foster as their main artery. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, waiting to get permission to enter the port. With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. -Looking forward to the future and the four lane highway on 526, the truck bypass lane position makes it clear that this is just the beginning of the Eminent Domain Plans for the northside of the 526 corridor which include Grassy Creek, Tidal Walk and Etiwan neighborhoods. -Dozens of businesses, including many offices and restaurants like Waffle House would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around that small traffic circle. In conclusion, the residents of Grassy Creek, Tidal Walk, Belle Hall, and Moultrie neighborhoods, along with our businesses, vehemently oppose all options which include a flyover bridge placed at the front of, or next to our neighborhoods for the reasons we've outlined above. The health risks, traffic concerns, and quality of life issues far outweigh any and all proposed "positives" of the flyover bridge. We support our Port and we support the SCDOT in finding a solution that works best for the entire community that surrounds it!</p>	General Letter and FAQ Document	Letter	10/31/2022

I-526 @ Long Point Road Interchange Improvements Project
 Public Information Meeting 1: Summer 2022
 Stakeholder Comments

ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
E9	7/28/2022	Hampton	Lee	hlee@scspa.com					Good morning. I plan on attending the I-526 Lowcountry Corridor East meetings regarding the I-526 @ Long Point Road Interchange Improvement on August 2nd. I have a question regarding a statement made in the P&C article dated 7/27/2022 by David Wren. The statement is below followed by my question: "Much of the traffic is port-related, with up to 12,000 heavy-duty trucks each day heading to or from the Wando Welch Terminal where the only outlet is Long Point and I-526 is the main thoroughfare for moving cargo to highways headed inland." Can you please tell me the procedure used to arrive at 12,000 trucks? Thanking you in advance for your time.	General Letter and FAQ Document	Email	10/31/2022
E167	9/1/2022	Katie	Zimmerman	katie@charlestonmoves.org	PO Box 30561	Charleston	SC	29417	On behalf of Charleston Moves, thank you for the opportunity to submit comments regarding the South Carolina Department of Transportation's (SCDOT) proposed I-526 @ Long Point Interchange Improvements project. Project goals identified in the I-526 Lowcountry Corridor EAST Planning & Environmental Linkages study (PEL) include: compatibility, defined as "align[ing] with local land use plans and projects," and multimodal, defined as "enhanc[ing] mobility for people and goods through the project area with Complete Streets principles." Further, the project site defines a Complete Street as "safe, and feels safe, for all users. Complete Streets serve pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles." The project site specifically asserts that the interchange improvements are needed, in part, for access to homes, businesses, schools, parks, restaurants, commercial, and industrial facilities along Long Point Road. SCDOT has committed to inclusion of a 14' shared-use path on all I-526 river crossings for both the Lowcountry Corridor EAST and WEST projects. A safe and comfortable bicycle and pedestrian connection from the path that will be constructed over the Wando River to Long Point Road must be part of the Long Point Interchange project. Based on what is presented in the virtual public meeting, no such connection is currently shown. This means there is no planned accommodation for pedestrians, bicyclists, public transportation users, children, older individuals or individuals with disabilities in this proposed project. The shared-use path should be constructed from Daniel Island, on I-526 over the Wando River, and then connect to a newly-constructed path that provides direct access to Long Point Road via Wando Park Boulevard and Etiwan Point Drive, offering direct access to Kearns Park Trail. Should SCDOT determine that it is not feasible to connect the shared-use path over the river to Wando Park Boulevard, then the shared-use path over the river should continue along the other side of I-526, linking to Seacoast Parkway with bike/ped infrastructure extending to Long Point Road. Additionally, a shared-use path should be constructed along Long Point Road from Wando Park Boulevard to Egypt Road, as this is all within the study limits, and provides access to daily needs and destinations. Safe crossings for vulnerable road users should be incorporated wherever the interchange meets Long Point, as well as providing access across Long Point at the proposed traffic signals. All crossings should include, at a minimum, high-visibility crosswalks, pedestrian refuges and signalization. These accommodations will benefit the numerous residents, employees and visitors of the area. Between the mix and density of housing, the Belle Hall shopping center that includes a grocery store and pharmacy, two schools, restaurants and breweries all within the project scope, there is great opportunity to safely shift motor vehicle trips to active forms of transportation. Our comments align with the Town of Mount Pleasant's approved Mount Pleasant Way plan, which also aligns with Walk Bike BCD. Long Point Road is state-owned, which means there should not be issues with including the necessary bike/ped infrastructure along that segment. We recognize that Wando Park Boulevard and Etiwan Point Drive are locally-owned streets. For Alternatives 2 and 6, Wando Park Boulevard and Etiwan Point Drive will be impacted by the interchange project; therefore, we believe it is appropriate for the state to take the lead on multi-modal infrastructure and connections on these streets if either of these alternatives moves forward. Of course, nothing the state does, in any of the alternatives, should preclude the ability for bike/ped infrastructure on these streets. BCDCOG's Regional Transit Framework Plan suggests a commuter bus along I-526 in managed lanes. Specifically, the plan recommends: "Robust express bus service, connecting to key park-and-ride lots in the region, can help meet the travel demands of the corridor without the large price tag of dedicated high capacity transit. Given the level of regional importance of this corridor and the fact that it is an interstate highway the study team recommends that the be considered in future studies of I-526 that may include lane enhancements, bus on shoulder, or high occupancy lanes." This interchange project needs to include examination of any recommended park-and-ride lots that BCDCOG has identified, connecting transit service, and stops. Any planned stops or park-and-rides identified within the study limits for the interchange improvements must be accessible by foot, bicycle and assistive device. Please notify me of any decisions made for this project, and any additional public meetings and input opportunities.	General Letter and FAQ Document	Email	10/31/2022
W306	9/1/2022	Katie	Zimmerman	katie@charlestonmoves.org	PO Box 30561	Charleston	SC	29417	On behalf of Charleston Moves, thank you for the opportunity to submit comments regarding the South Carolina Department of Transportation's (SCDOT) proposed I-526 @ Long Point Interchange Improvements project. Project goals identified in the I-526 Lowcountry Corridor EAST Planning & Environmental Linkages study (PEL) include: compatibility, defined as "align[ing] with local land use plans and projects," and multimodal, defined as "enhanc[ing] mobility for people and goods through the project area with Complete Streets principles." Further, the project site defines a Complete Street as "safe, and feels safe, for all users. Complete Streets serve pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles." The project site specifically asserts that the interchange improvements are needed, in part, for access to homes, businesses, schools, parks, restaurants, commercial, and industrial facilities along Long Point Road. SCDOT has committed to inclusion of a 14' shared-use path on all I-526 river crossings for both the Lowcountry Corridor EAST and WEST projects. A safe and comfortable bicycle and pedestrian connection from the path that will be constructed over the Wando River to Long Point Road must be part of the Long Point Interchange project. Based on what is presented in the virtual public meeting, no such connection is currently shown. This means there is no planned accommodation for pedestrians, bicyclists, public transportation users, children, older individuals or individuals with disabilities in this proposed project. The shared-use path should be constructed from Daniel Island, on I-526 over the Wando River, and then connect to a newly-constructed path that provides direct access to Long Point Road via Wando Park Boulevard and Etiwan Point Drive, offering direct access to Kearns Park Trail. Should SCDOT determine that it is not feasible to connect the shared-use path over the river to Wando Park Boulevard, then the shared-use path over the river should continue along the other side of I-526, linking to Seacoast Parkway with bike/ped infrastructure extending to Long Point Road. Additionally, a shared-use path should be constructed along Long Point Road from Wando Park Boulevard to Egypt Road, as this is all within the study limits, and provides access to daily needs and destinations. Safe crossings for vulnerable road users should be incorporated wherever the interchange meets Long Point, as well as providing access across Long Point at the proposed traffic signals. All crossings should include, at a minimum, high-visibility crosswalks, pedestrian refuges and signalization. These accommodations will benefit the numerous residents, employees and visitors of the area. Between the mix and density of housing, the Belle Hall shopping center that includes a grocery store and pharmacy, two schools, restaurants and breweries all within the project scope, there is great opportunity to safely shift motor vehicle trips to active forms of transportation. Our comments align with the Town of Mount Pleasant's approved Mount Pleasant Way plan, which also aligns with Walk Bike BCD. Long Point Road is state-owned, which means there should not be issues with including the necessary bike/ped infrastructure along that segment. We recognize that Wando Park Boulevard and Etiwan Point Drive are locally-owned streets. For Alternatives 2 and 6, Wando Park Boulevard and Etiwan Point Drive will be impacted by the interchange project; therefore, we believe it is appropriate for the state to take the lead on multi-modal infrastructure and connections on these streets if either of these alternatives moves forward. Of course, nothing the state does, in any of the alternatives, should preclude the ability for bike/ped infrastructure on these streets. BCDCOG's Regional Transit Framework Plan suggests a commuter bus along I-526 in managed lanes. Specifically, the plan recommends: "Robust express bus service, connecting to key park-and-ride lots in the region, can help meet the travel demands of the corridor without the large price tag of dedicated high capacity transit. Given the level of regional importance of this corridor and the fact that it is an interstate highway the study team recommends that the be considered in future studies of I-526 that may include lane enhancements, bus on shoulder, or high occupancy lanes." This interchange project needs to include examination of any recommended park-and-ride lots that BCDCOG has identified, connecting transit service, and stops. Any planned stops or park-and-rides identified within the study limits for the interchange improvements must be accessible by foot, bicycle and assistive device. Please notify me of any decisions made for this project, and any additional public meetings and input opportunities.	Thank you Katie for your comments. We will certainly include additional improvements within this project in compliance with the complete streets policy once we get a recommended preferred alternative and work into more detailed design.	Email	9/6/2022

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ID	Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
									<p>adopted CHATS 2040 Long-Range Transportation Plan (LRTP) supports and encourages a Complete Streets approach in the planning, design, operation and maintenance of the region's transportation network. Roadway improvements should provide for a safe, accessible and well-connected network that balances the needs of all users, including motorists, pedestrians, bicyclists, transit users, emergency vehicles and freight carriers, and promote a more livable community for people of all ages and abilities. The CHATS LRTP is also supplemented by a number of more detailed regional studies and plans that support the area's transportation vision across all modes, and inform its investment priorities to deliver a well-balanced multimodal transportation network for visitors, businesses and residents alike. A. Congestion Management Process – The CHATS Congestion Management Process (CMP) identifies the I-526 East corridor as one of the area's major congested corridors operating at a poor to failing level of service (LOS) and recommends a range of corridor strategies for consideration to address congestion and reliability issues. Corridor strategies include enhanced operations such as improved traffic detection/response, ramp metering, traffic signal prioritization, and other technology-based improvements, and bus-on-shoulder/high-capacity transit operation. B. Transit – The BCD Regional Transit Framework Plan (RTFP) establishes a vision and provides a blueprint for how the region develops a true multimodal transit rich network. The plan identifies a network of High-Capacity Transit (HCT) priority corridors that serve a wide-range of trip needs, connects the region, enhances the quality of life, and supports economic growth and development. Seven (7) promising corridors were identified as a result of the analysis, for further study/development and targeted transit investment to implement the RTFP. Of the seven corridors, two are within SCDOT's interstate system right-of-way: I-26 and I-526. These two corridors are recommended for Express Bus in dedicated lanes, HOV lanes, or bus-on shoulder operation. Consider: Improvement to the I-526 & Long Point Rd interchange should consider future Bus on Shoulder or Express Bus in dedicated lanes on I-526 in its design, to not preclude possible future implementation along mainline I-526 as the I-526 East LLC project is developed. -Park & Ride facilities are an integral part of a well-balanced transportation system offering local commuter traffic and visitors, options to transition from single occupancy vehicles to higher capacity alternative transportation uses, including carpool, vanpool and transit options especially along roadways that have high traffic volumes and serve/connect major population and job centers. The BCD Regional Park & Ride Study identifies critical existing park & ride locations that need improvement as well as future lot locations that support the region's long term transportation vision. Recommended high-capacity transit corridors identified in the BCD Regional Transit Framework Plan (which include the I-526 corridor) as well as ridership data were instrumental in identifying park & ride locations with the highest likelihood for success. I-526 & Long Point Road Interchange Improvement BCDCOG Comments 9/1/2022 Consider: Consider preserving excess right-of-way from potential land acquisition associated with the I-526 & Long Point Rd improvement project for future Park & Ride facility for carpool, vanpool and transit use.</p> <p>C. Pedestrian and Bicycle – WalkBike BCD is the region's pedestrian and bicycle master plan which identifies regional active transportation priorities as well as provides action-oriented guidance for improving walkability and bikeability in local communities. Developed with input from member jurisdictions, advocacy groups, and state and federal partners, the plan identifies a regional network of on- and off street walkways, bikeways, and trails designed for all users regardless of age and ability. The plan identifies a major regional pedestrian/bicycle corridor along Long Point Road and I-526 with local connections to community destinations, commercial/retail and residential uses. -The Town of Mount Pleasant's Mount Pleasant Way Master Plan, identifies a proposed network of connected multi-use paths and sidewalks intended for non-motorized users that will provide safe infrastructure for alternative modes of travel for recreational and commuting purposes. The planned network supports greater community connectivity by linking key facilities such as recreational facilities, parks, schools, neighborhood, commercial and retail areas, etc. The Town's preferred path network provides access and connection to residents and business located to the west of I-526 (in the vicinity of the Long Point interchange) primarily along Wando Park Blvd and Long Point Road. The design of the I-526 interchange at Long Point Rd and its ability to safely accommodate pedestrian and bicycle movements is critical to connecting this section of the Mount Pleasant Way trail system and the adjacent businesses and neighborhoods, to the larger network. -Figure 1: Mount Pleasant Way Preferred/Recommended Trail Network I-526 & Long Point Road Interchange Improvement BCDCOG Comments 9/1/2022 Consider: Inclusion of safe and accessible pedestrian and bicycle facilities into the interchange improvement design which enhances the multimodal movement through the interchange. Alternatives should consider the level of comfort offered to people walking and bicycling along Long Point Rd as well as users' ability to navigate through the interchange safely. If multimodal needs are not thoughtfully integrated into the analysis of alternatives, improvement to the interchange may miss delivering on the local and regional priority of greater community connectivity and removing barriers to equitable access and use of the transportation system. Resources such as the NCHRP Research Report 948 (2021) provides guidance for pedestrian and bicyclist safety at various interchange and intersection alternatives. Recommend elevating "multimodal" from a project goal to a need, to ensure the regional and local priority for improved multimodal options are captured. Suggested "Need & Purpose" statement - "The purposes of the proposed project are to improve the safety and operations of the I-526/Long Point Road interchange and I-526 mainline, and reduce operational conflicts between port-related traffic, local automobile traffic, and local walking and bicycling traffic." D. Alternatives For the interchange alternatives developed and presented: Consider: -The main focus of all build alternatives presented looks at improving operations of traffic movements primarily to and from the freeway. However, traffic operations of surface-street intersections immediately adjacent to the interchange need to be closely evaluated and potential approved as well. -The right-in and right-out concept at the intersection of Belle Hall Parkway and Long Point Road may eliminate existing conflict points but it does not appear to mitigate all unsafe traffic movements. Besides existing issues of traffic queueing, traffic weaving, and traffic blocking at this specific location, absence of dedicated westbound right-turn lane and close-proximity of westbound on-ramp entrance may still contribute to extremely poor traffic dynamics. -Alternative 1A: Access to eastbound on-ramp should be barrier-separated to prevent any eastbound off-ramp traffic headed back on the freeway (unless otherwise it interferes with traffic safety and/or passage of emergency vehicles). The barrier can also potentially allow for unrestricted movement of freeway-bound vehicles from Long Point Road. -Alternative 2: Restricting port-access ramps exclusively to port-bound trucks may be perceived as infeasible but some</p>	General Letter and FAQ Document	Email	10/31/2022
E168	9/2/2022	Sarah	Cox	sarahc@bcdco.com	5790 Casper Padgett Wat	North Charleston	SC	29406				
									<p>Dear Committee Members, I am the Headmaster at Palmetto Christian Academy located at the end of Egypt Road. After reviewing the various potential solutions being evaluated for the I-526/Long Point Road Interchange project, I am concerned that the elimination of the left turn option onto Belle Hall Parkway from Long Point Road will cause substantial congestion and even hazardous conditions for our families. Many families take the Long Point exit off of I-526 and turn left onto Belle Hall Parkway when they come to pick up their children. In addition, visitors to, or residents of the Belle Hall neighborhood turn left onto Belle Hall Parkway. These families will be forced to proceed to Belle Point or Egypt Road which will cause a huge amount of congestion and a potential hazard to families who drive golf carts and children who ride bicycles home from our school, Belle Hall Elementary School, or the Recreation Center, all located on Egypt Road. In addition, this will cause congestion that will affect Snowden Neighborhood residents as they leave their homes and encounter the increased traffic on Egypt Road. We are hoping that another alternative plan that would take this into consideration and that the left turn onto Belle Hall Parkway from Long Point Road will be preserved. Thank you, JD Zubia</p>	General Letter and FAQ Document	Email	10/31/2022
W170	8/28/2022	JD	Zubia	jdzubia@palmettochristianacademy.org	361 Egypt Road	Mount Pleasant	SC	29464				
									<p>My name is Ben Powell, and I am a shareholder and Vice President of CH Powell Company, owner and occupant of our office and warehouse located at 478 Wando Park Blvd. We are a fourth generation family business, founded in 1919, and global logistics services provider. My father, Charles Powell, built and opened our Wando Park Blvd. office as one of the first office buildings in the area. We currently employ 40 team members in our Wando Park Blvd. office, many of whom work in Mt. Pleasant and the surrounding area. Our vision has been to be a leader in shaping international trade and in delivering expert solutions to our clients and the broader international trade community. Our desire remains to live out this vision while residing and operating in the backyard of the Wando Welch Terminal - in the heart of the trade community. The current, preferred design plans include the construction of a new truck exit/interchange whose right of way would encroach upon our property. We urge the SCDOT and project stakeholders to deliver a final recommendation and design plan that would not encroach upon our property and that will allow us to continue operating in our current location while retaining our committed employees. Thank you very much for your consideration. We would be more than happy to meet with project stakeholders so that you can know our location and our company better.</p>	General Letter and FAQ Document	Email	10/31/2022
W289	9/1/2022	Ben	Powell	bpowell@chpowell.com	478 Wando Park Boulevard	Mount Pleasant	SC	29464				

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Website Comments

Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
8/2/2022	Jan	Rivas	janrivas1@gmail.com	324 Bermuda Towne Row	Mount Pleasant	SC	29464	Thank you for holding an informative public information meeting. We were able to better understand all of the options and the purpose behind the project. I think the majority of effected residents will agree that something needs to be done. As a Belle Hall homeowner, I have two specific concerns about all of the plans: 1. Removing the left turn onto Belle Hall Pkwy from eastbound Long Point Rd. This would divert that traffic onto Belle Point Rd. meaning at busy times, travelers would be competing with the Chick-Fil-A drive through line which spills onto Belle Point and Long Point Roads. To avoid that headache, I (and many of my neighbors) believe drivers will make an illegal u-turn on eastbound Long Point in order to then make a right turn onto Belle Hall Pkwy. And 2. The increased left turning traffic will then be making TWO left turns to access the Belle Hall community. It is common knowledge that left turns are more dangerous than right turns. An additional stop sign on Paul Foster would help to ease incidents for those coming from Belle Point. And we all know how well an ALL-WAY stop works! So, would we then be looking at another traffic circle/roundabout? It most definitely could adversely affect property values in Belle Hall and would cause some additional dangerous circumstances for a very busy community of over 1,100 homes. Let's not forget about all the homes along Seacoast Pkwy that also use the same access. They would really be driving all around just to simply get to Seacoast. I would implore all those studying this project to consider the problems caused by removing the left turn onto Belle Hall Pkwy. At the very least, consider a longer turning lane so as not to back up traffic on Long Point, or even another traffic light, if necessary.	General Letter and FAQ Document	Email	10/31/2022
8/2/2022	Marian	Magie	marianmagie@gmail.com	587 Fishermans Bend	Mount Pleasant	SC	29464	Hello, as a resident of Hidden Cove, who used Long Point Road daily, I strongly believe that option 2 & 6 are the safest options. Truck traffic has risen significantly in recent years and is projected to keep increasing and Long Point Road is not safe for the residents pulling in and out of neighborhoods and for using businesses along the road. Truck traffic often backs up in front of our neighborhood and makes it unsafe to turn in and out of. Also, traffic is pulling out from across our neighborhood. Another concern is not feeling safe walking or biking on Long Point Road. I avoid it because of the truck traffic and noise. I think options 2 & 6 are the only ones that address these issues. Thank you.	General Letter and FAQ Document	Email	10/31/2022
8/2/2022	Jenny	Germuth	jennycraig2013@gmail.com	1250 Abercorn Trace	Mount Pleasant	SC	29466	I support a port access road/interchange and diverging diamond concept.	General Letter and FAQ Document	Email	10/31/2022
8/3/2022	Jack	Hoey	jackbhoeyjr@gmail.com	113 Etiwan Pointe Drive	Mount Pleasant	SC	29464	Based on reviewing alternatives on line and at the public meeting last night, I think Alternative 2 is an outstanding solution to the Long Point traffic challenges, now and in the future. It provides better support for the port terminal and I think would ease congestion at the LPR intersection significantly, while minimizing disruption to the homes and businesses along Wando Park Blvd. Really a well-thought-out step that should extend the ability of 526 to handle incoming/outgoing Mt Pleasant traffic for years to come. I also wanted to praise the way the public meeting was organized, staffed and supported last night. There was a large community turnout, but there were ample DOT personnel to answer questions and provide clarification. The DOT people I spoke to were helpful and informative. I would think that those who attended walked away with a positive impression of the planning process and of the alternatives provided for consideration.	General Letter and FAQ Document	Email	10/31/2022
8/3/2022	Jason	Williams	jaywills2004@yahoo.com	328 Shoals Drive	Mount Pleasant	SC	29464	Thanks for listening to our concerns. I strongly oppose alternatives 2 and 6 and request the committee consider alternatives 1 and 3 for further study. The intrusive nature of this proposal on the Grassy Creek and Tidal Walk neighborhoods in its current state are untenable to the residents and need further consideration. Thank you.	General Letter and FAQ Document	Email	10/31/2022
8/3/2022	Mark	Schuler	mshu2@yahoo.com	557 Hidden Boulevard	Mount Pleasant	SC	29464	Long Point Road interchange: Option 6 would be ideal. (Option 2 would be my second choice if 6 cannot be approved) Thank you! Mark	General Letter and FAQ Document	Email	10/31/2022
8/3/2022	James	Morrill	jim_morrill@homesc.com	71 Dalton Street	Charleston	SC	29492	I went to the Long Point session on August 2nd. It was well organized and the people were able to answer questions. I have a few of comments: 1. I think the alternatives having direct truck crossing access to and from the port should be the only ones considered. The others won't work in the long-term so we need to get a great solution now rather than come back in a few years. 2. If I understood right, the main highway will only have 3 lanes in each direction initially but allow for a 4th lane as part of the larger I-526 expansion. This seems short sighted since a 4th lane is going to be built and doing that later around the Long Point exit will only cause travel problems a second time when the lane is added. I suggest making that section of the highway have 4 lanes in each direction when the work is done rather than coming back in a few years. 3. Noise is going to be an issue so I trust noise barriers will be part of the solution. I see there in most states for residential areas whenever I travel. Thanks, Jim	General Letter and FAQ Document	Email	10/31/2022
8/3/2022	Allison	Nussbaum	allison.nussbaum@gmail.com	303 Shoals Drive	Mount Pleasant	SC	29464	To whom it may concern: I live in Grassy Creek subdivision. I bought my home in 2012. My family home's value and way of life will be significantly impacted if an overpass is built, connecting the port directly to 526, coming close to Tidal Walk and Grassy Creek. Imagine going for a run on your favorite morning run path (Seacoast) and seeing trucks blazing overhead. Or, trying to talk to your neighbor outside with the sound of trucks overhead. Not to mention, the plans that incorporate a direct road and overpass from the Port to 526, result in reduction of a retention pond at the front of our neighborhood. The increased flooding will negatively impact the environment and cause nearby flooding. The current designs that involve an overpass, coming close to our neighborhood, are not feasible for livability. All of our home values and current way of life will be impacted for the sake of 2 other neighborhoods that had more vocal HOA's. Please do more research on other options including the cloverleaf. Come meet our neighbors, view our neighborhood. Don't just look at a drawing and assume only 2 houses in Tidal Walk will be impacted. Imagine if this was your house and your friends' houses. Please do more research. Look at the noise and environment impacts. Sincerely, Allison Nussbaum 843-303-0160	General Letter and FAQ Document	Email	10/31/2022
8/3/2022	Nancy	Morris	mitchem@gmail.com	667 Leader Lane	Mount Pleasant	SC	29464	I would like to vote in favor of option six or option two. There needs to be a dedicated onramp for 526.	General Letter and FAQ Document	Email	10/31/2022
8/3/2022	Charles	Young	charleston7@comcast.net	333 Tidal Place Circle	Mount Pleasant	SC	29464	Under all alternatives, the amount of traffic that will now have to use Belle Point Dr for entrance in the communities, schools, churches and emergency services will overload that road. Paul Foster Road will also be overloaded. There needs to be a plan to address this issue for the 1000's of vehicles that will be using that route to get into the communities, schools, churches and emergency services located there.	General Letter and FAQ Document	Email	10/31/2022
8/3/2022	Charles	Young	charleston7@comcast.net	333 Tidal Place Circle	Mount Pleasant	SC	29464	Alternatives 2 & 6 should consider moving the flyover toward the Wando River (James Edwards Bridget) so that the flyover does not impact the entrance to Tidal Walk and Grassy Creek. BY having the truck entrance to I526 west moved closer to the River, you would avoid necessary changes to Seacoast parkway, and it would also eliminate what I expect will be the greatly increased traffic noise in these two communities.	General Letter and FAQ Document	Email	10/31/2022
8/3/2022	Lawrence	Stokes	tlstokes7714@att.net	497 Coaxum Road	Mount Pleasant	SC	29464	The current proposals do seem to address the truck traffic problem at this intersection. It seems that the only thought for this exit was for truck traffic to the Port. Well, it also created more traffic for Longpoint Road (sometimes called I-526 extension) as a short cut to Hwy 17 north. This improved proposal will only compound the existing traffic problem on Longpoint Road. I hope SCDOT could come up with an improve plan to entice vehicular traffic flow to continue down I-526 directly to Hwy 17 north exit. A traffic study should be done for Longpoint Road. I don't think scenic Longpoint Road will last to 2050 without major improvement. And that probably means uprooting/relocating Black family in the Snowden community. Better known as "Business as usual".	General Letter and FAQ Document	Email	10/31/2022
8/3/2022	Wendy	Whitaker	wendywhitaker365@gmail.com	365 Turnstone Street	Mount Pleasant	SC	29464	Is there not a way to keep the trucks on the ground and have cars on the new flyovers to reduce the noise. The noise is deafening as is, let alone going up and down huge bridges. Super loud like under the Ravenel Bridge but that doesn't even get as many trucks. Please for the sake of the neighborhoods Tidal Walk and Grassy Creek, please consider other options than 2 and 6. thank you..	General Letter and FAQ Document	Email	10/31/2022
8/3/2022	Abby	Olson	abby.mcd.olson@gmail.com	619 Fishermans Bend	Mount Pleasant	SC	29464	Option 2	General Letter and FAQ Document	Email	10/31/2022
8/3/2022	Dinah	Owen	dinahowen9@gmail.com	303 Spring Hill Lane	Mount Pleasant	SC	29464	Would like to know how little I 526 with its worrisome bridges and current crazy traffic jams is supposed to cope with a 128% traffic increase? A port terminal of this size seems insane for the area. The quality of life in The Charleston area is being destroyed for greed.	General Letter and FAQ Document	Email	10/31/2022
8/4/2022	Mike	Banks	kmichaelbanks@gmail.com	375 Bridgetown Pass	Mount Pleasant	SC	29464	I'm excited about options 2 and 6 that provide direct access to the ports. I believe that will alleviate much of the traffic concerns. I live in Belle Hall neighborhood so I'm concerned about eliminating ability to enter neighborhood by turning left on Belle Hall Parkway. If that plan remains the intersection of Long Point and BellePoint will need to be widened to account for Chick Fil A traffic backing up into single lane of Belle Point Rd. You'll also need to consider a round about at Belle Point and Paul Foster to accommodate increase in traffic flow turning left onto Paul Foster Rd.	General Letter and FAQ Document	Email	10/31/2022
8/4/2022	Joel	Osborne	osbe@bellsouth.net	683 Fishermans Bend	Mount Pleasant	SC	29464	I live in Hidden Cove and my preferred choices are option 6 then 2. Not having dedicated ramps/road to spa would be a huge mistake.	General Letter and FAQ Document	Email	10/31/2022
8/4/2022	Kate	Wise	gasupraman@yahoo.com	425 Turnstone Street	Mount Pleasant	SC	29464	PLEASE do not reclaim any of the tidal walk neighborhood with this plan. Our family has struggled during Covid as we are self employed and one of the few things that went right for us was the appreciation our house has accumulated. This plan will cause me to potentially lose 100's of thousands of dollars in equity on my house. Do not shift the problem from someone else's neighborhood to ours, it just moves the problem, not fixes...	General Letter and FAQ Document	Email	10/31/2022
8/4/2022	Aly	McCroskey	alygreer@gmail.com	342 Stringer Alley	Mount Pleasant	SC	29464	Hello- I am writing in support of a dedicated off ramp from 526 to the port, instead of trucks continuing to use Longpoint Rd. As someone who lives close to the port, there are many days where we cannot get in and out of our neighborhood without a long wait. It often is dangerous having to turn in the midst of semi trucks who are driving way too fast. It has gotten worse over time as traffic to the port increases.	General Letter and FAQ Document	Email	10/31/2022
8/4/2022	Guy	Tarrant	guytarrant@aol.com	PO Box 28	Charleston	SC	29402	I own the commercial building at 589 Belle Hall Pwy and closing Belle Hall to current access from Longpoint will devalue my property.	General Letter and FAQ Document	Email	10/31/2022
8/4/2022	Paul	Spies	thedoctor@doctorplastic.net	231 Palmetto Bluff	Mount Pleasant	SC	29464	will send email with route to consider. much less costly, and will solve several issues that appear to be unknown to SCDOT.	General Letter and FAQ Document	Email	10/31/2022
8/4/2022	Robert	Williams	willrob2@me.com	734 Goodlet Circle	Charleston	SC	29412	All unsignalized intersections, as well as the entire stretch between Wappoo and Magnolia where the County isn't proposing a single improvement, need to be reassessed through a complete streets lens. This should include upgrading unsignalized intersections with high-visibility crosswalks and adding mid-block HAWK crossings. There have already been a number of bike/ped fatalities throughout the project study area (as recently as October 2021); ignoring large swaths of hostile roadway where people are crossing is unacceptable. Wayfinding to direct people on bikes and foot to the Greenway, Bikeway and future bike/ped bridge needs to be installed throughout the project area. The turning radius at signalized side streets needs to be tightened to facilitate slower motorist maneuvers and greater awareness of vulnerable road users sharing the space. Leading pedestrian intervals and pedestrian refuges need to be installed at all proposed project intersections. Illustrations of proposed refuges at Wappoo and Avondale/Magnolia can be found in Plan West Ashley. Green ladder-style paint needs to be installed through the Wappoo intersection, where high volumes of people are biking between the Bikeway and Greenway. It is inappropriate to guide people on bikes to the crosswalk; they need dedicated, predictable space to travel through the area. Bicycle signals should also be incorporated. Crosswalks need to be added on both ends of Alycia Alley, and over Maple and Avondale where the sidewalks end. Furthermore, the County omitted SkyJark Drive, Ashley Town Centre Drive and Sam Rittenberg Boulevard from the list because they are expecting the Mark Clark Extension to address these intersections.	General Letter and FAQ Document	Email	10/31/2022
8/4/2022	Leila	Morton	leilamorton@aol.com	1661 Lauda Drive	Mount Pleasant	SC	29464	So I see that there are now six options for the Long Point Rd Interchange. I "voted" for option 2 earlier this year, but option 6 is now my favorite. Thank you for considering our input. Leila Morton	General Letter and FAQ Document	Email	10/31/2022
8/4/2022	Natasha	Nelson	natashia.nelson@agentownedrealty.com	247 Palmetto Bluff	Mount Pleasant	SC	29464	Fast tracking an interstate road improvement that impacts the residential neighborhoods property values, quality of life, sound pollution and visual elevated concrete structures is not a responsible decision. I personally attended the community information meeting and found that with all of the designers, engineers etc not one person had actually been to the communities along Seacoast parkway when asked. Because a project has been approved financially should not fast tract a decision that directly changes the residents homes permanently. When representatives from the SCDOT project were asked why has additional research not been done yet the answer was ""time"". If the funding is supporting the Port and the safety between their merging and increasing volume with the local traffic why has a direct access for the port only not been presented. If the goal is to decrease the volume and give them access to 26 why are they not being directed there without the use of 526. What has been looked at giving them truck only access. What consideration has been put into the problem down Belle Point Drive and Paul Foster when all 1200+ residents have now only one way in and out of a cluster during meal times in front of Chick-fil-already backing up the intersection. Constructing a concrete interstate overpass/bridge will diminish what single line tree buffer we already have. The sound is already disturbing and will be worse with the encroachment of the interstate even higher and closer to our neighborhoods. If the SCDOT is researching the future going forward projecting 30 years what do you think the sound level will be then if it hasn't been tested now. How can you assume to know what the sound pollution is going to be once the roadway is lifted 25+ feet in the air over trees. Sound carries. I am a resident of Grassy Creek and previously lived in Oak Park next to the Port. I moved 15 years ago to Grassy Creek because of the noise and congestion of the 18 Wheelers outside Oak Park. Moving the problem from one side of interstate to the other side of the interstate is not resolution.	General Letter and FAQ Document	Email	10/31/2022
8/4/2022	Andrea	Sullivan	danielislandneighborhood@gmail.com	607 S Levitt Court	Charleston	SC	29492	Definitely think the options to have a separate exit for trucks directly to the port should be the highest priority for safety of both local and port traffic. Anything that can reduce the backup on 526 and at the Longpoint exit will improve conditions for everyone.	General Letter and FAQ Document	Email	10/31/2022
8/4/2022	Donna	Williams	thigpendw@gmail.com	328 Shoals Drive	Mount Pleasant	SC	29464	My name is Donna Williams. I am a homeowner in Grassy Creek and Belle Hall. While I understand this project is on the fast track, I ask that you please slow down and consider more options or merge a couple of your plans. The ""favorable"" plans will include removing people from their homes in a neighborhood that was also erected in haste less than 8 years ago. Please consider a further study of option 1, possibly adding a port access road to that plan. Here are a few notable points in no particular order. 1. The options which move the traffic from long point to through or over the Grassy Creek/Tidal walk entrance only move the issue from one side to the other side. The Hobcaw neighborhoods are already infinitely more sheltered from 526 than the Tidal Walk and Grassy Creek and Belle Hall neighborhoods, and this would unilaterally benefit them and be devastating to the neighborhoods/residents who purchased homes farther from the ports. 2. Elimination of the turn at Bell Hall Parkway would make all 1200-1500 residents of the neighborhoods of Grassy Creek, Tidal Walk, and Belle hall turn at a different intersection which often sees backups from Chick Fil A. These homes generally have 2 cars, adding 3,000 vehicles to an already congested area. This will soon need to be expanded if this route is taken, as Belle Hall Elementary school is in the path, creating a safety issue, in addition to Palmetto Christian Academy and East Cooper Baptist Church (all have traffic issues in their own right). I encourage someone to come take pictures here as there seems to be a lack of awareness. It also dramatically increases the driving time to our respective communities. 3. Fast tracking a project just because we have received funding should never occur. This happened with Tidal Walk and the residents are now in danger of losing their homes and community area less than 8 years after it was built. The residents in question had no idea their homes were in jeopardy until they were contacted this week, after the meeting, by a neighbor. With a recession looming and already stressed housing market, I cannot stress enough that the plans to remove homes need to be reconsidered. 4. If you must add a lane, explore the option of it entering the left lane/central as opposed to the right lane to not disrupt the communities of Belle Hall, Grassy Creek, and Tidal Walk. 5. It seems intuitive that if you start taking the entrance to Grassy Creek and Tidal Walk, and start taking houses, the 526 expansion will undoubtedly look to continue picking off neighborhoods. The next on the chopping block would undoubtedly be the ponds in front of each and likely placing the pool at tidal walk either very close to the highway or gone, and would also further jeopardize the fate of red knot and turnstone. 6. If the aim is to off-load truck traffic AND be good for neighborhoods, a completely separate truck ramp/Port ramp that enters the port on the north or water side, exiting the bridge north of the long point exit best serves that purpose, decreases the traffic on long point, and would likely eliminate much of the truck traffic on long point and every neighborhood would win. I am also e-mailing Nancy Mace, Tim Scott, and contacting an attorney. The first home in our neighborhood just sold for \$1M. This same home would be looking at the underside of the new overpass if ""favorable options"" are chosen. While I realize growth is eminent, I ask to not rush this project and explore option 1, specifically adding a port access road. No homes would be lost and port traffic would improve over and already industrial area. Thank you for your time.	General Letter and FAQ Document	Email	10/31/2022

I-526 @ Long Point Road Interchange Improvements Project
Public Information Meeting 1: Summer 2022
Website Comments

Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
8/4/2022	Donna	Williams	donna_thigpen@hotmail.com	332 Rice Bay Drive	Mount Pleasant	SC	29464	My name is Donna Williams. I am a homeowner in Grassy Creek and Belle Hall. While I understand this project is on the fast track, I ask that you please slow down and consider more options or merge a couple of your plans. The ""favorable"" plans will include removing people from their homes in a neighborhood that was also erected in haste less than 8 years ago. Please consider a further study of option 1, possibly adding a port access road to that plan. Here are a few notable points in no particular order. 1. The options which move the traffic from long point to through or over the Grassy Creek/Tidal walk entrance only move the issue from one side to the other side. The Hobcaw neighborhoods are already infinitely more sheltered from 526 than the Tidal Walk and Grassy Creek and Belle Hall neighborhoods, and this would unilaterally benefit them and be devastating to the neighborhoods/residents who purchased homes farther from the ports. 2. Elimination of the turn at Bell Hall Parkway would make all 1200-1500 residents of the neighborhoods of Grassy Creek, Tidal Walk, and Belle Hall turn at a different intersection which often sees backups from Chick Fil A. These homes generally have 2 cars, adding 3,000 vehicles to an already congested area. This will soon need to be expanded if this route is taken, as Belle Hall Elementary school is in the path, creating a safety issue, in addition to Palmetto Christian Academy and East Cooper Baptist Church (all have traffic issues in their own right). I encourage someone to come take pictures here as there seems to be a lack of awareness. It also dramatically increases the driving time to our respective communities. 3. Fast tracking a project just because we have received funding should never occur. This happened with Tidal Walk and the residents are now in danger of losing their homes and community area less than 8 years after it was built. The residents in question had no idea their homes were in jeopardy until they were contacted this week, after the meeting, by a neighbor. With a recession looming and already stressed housing market, I cannot stress enough that the plans to remove homes need to be reconsidered. 4. If you must add a lane, explore the option of it entering the left lane/central as opposed to the right lane to not disrupt the communities of Belle Hall, Grassy Creek, and Tidal Walk. 5. It seems intuitive that if you start taking the entrance to Grassy Creek and Tidal Walk, and start taking houses, the 526 expansion will undoubtedly look to continue picking off neighborhoods. The next on the chopping block would undoubtedly be the ponds in front of each and likely placing the pool at tidal walk either very close to the highway or gone, and would also further jeopardize the fate of red knot and turnstone. 6. If the aim is to off-load truck traffic AND be good for neighborhoods, a completely separate truck ramp/Port ramp that enters the port on the north or water side, exiting the bridge north of the long point exit best serves that purpose, decreases the traffic on long point, and would likely eliminate much of the truck traffic on long point and every neighborhood would win. I am also e-mailing Nancy Mace, Tim Scott, and contacting an attorney. The first home in our neighborhood just sold for \$1M. This same home would be looking at the underside of the new overpass if ""favorable options"" are chosen. While I realize growth is eminent, I ask to not rush this project and explore option 1, specifically adding a port access road. No homes would be lost and port traffic would improve over and already industrial area. Thank you for your time.	General Letter and FAQ Document	Email	10/31/2022
8/5/2022	Stacey	Miller	citytrashgirl@gmail.com	1101 Justice Street	North Charleston	SC	29405	As a resident of North Charleston, I make almost daily trips to Long Point Road. Every trip is traffic nightmare and I'm hoping it can be resolved. Please put me down as an Option 6 supporter. I look forward to smoother trips in the future!	General Letter and FAQ Document	Email	10/31/2022
8/5/2022	George	Ramsey	gramsey77@yahoo.com	921 Law Lane	Mount Pleasant	SC	29464	Anything that makes it better I'm for it. I work in North Charleston and live in Sneec Farm. It's a pain in the ass most days.	General Letter and FAQ Document	Email	10/31/2022
8/5/2022	Michael	Blakeley	moblakeley@bellsouth.net	358 Turnstone Street	Mount Pleasant	SC	29464	In the event this hasn't been mentioned, the alternate designs that funnels residential traffic (that currently turns left off Long Point Road into Belle Hall Parkway) toward the existing stoplight at the Belle Hall Shopping Center intersection will create significant traffic congestion at the stop sign on Paul Foster Road. This will be even more exacerbated during school hours at Belle Hall Elementary School. Paul Foster is presently highly traveled by all residents from Belle Hall Plantation, Grassy Creek and Tidal Walk that have to turn left onto Long Point Road since Belle Hall Parkway only permits a right turn at the Waffle House intersection. Perhaps a Round-About type option (or light) can be considered at the Paul Foster/ Belle Point Drive stop sign juncture. Whatever solution considered in the final analysis that impacts the left turn from Long Point Road should factor in the additional impact of only rerouting traffic down the Belle Point Drive Paul Foster Road corridor. Thank you. Michael Blakeley	General Letter and FAQ Document	Email	10/31/2022
8/5/2022	Wendy	Whitaker	wnedwhitaker365@gmail.com	365 Turnstone Street	Mount Pleasant	SC	29464	I would like to address a safety concern regarding the proposed changes to the Long Point interchange. As you know, the Seacoast road sided neighborhoods – Belle Hall, Rice Bay, Grassy Creek, and Tidal Walk – are family orientated communities representing more than 1,200 homes and housing Belle Hall Elementary School. Needless to say, this leads to an abundance of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as travelling to and from school on a daily basis. It is my concern that, in their current forms, alternatives 2 and 6 pose potential safety issues to these children. These options significant encroach or demolish into the entrances to the Tidal Walk and Grassy Creek neighborhoods, an interchange frequently passed by children and adults through various modes. They also encroach significantly on seacoast road and the adjacent woods, an area that is also frequently played in by children. These options would significantly diminish the safe distance between these sidewalks and roads and the high-speed highway of 526. Moreover, as this would be a truck route, it not only introduces more proximate traffic, but these would be heavy load vehicles with potential for catastrophic accidents. The proposed options of 1 and 3 do not pose these potential safety concerns to Seacoast and are therefore prime for further study. Other alternatives could include a completely separate exit further north on the 526 bridge that directly goes to the port over water or on-ramp from Long Point which enters in the median/central portion of the road. Secondly, all of the proposed plans appear to eliminate the left turn at the Belle Hall Parkway entrance. This would divert all traffic entering these neighborhoods to Belle Point Drive which would dramatically congest Paul Foster Road and the accompanying round-about. Given the frequency of which these roads are traversed by children, and its proximity to Belle Hall Elementary, this portion of the plans should also be re-evaluated. Thank you for your consideration of these potential serious safety concerns with bringing the highway and on-ramp closer to our children as well as congesting the roads surrounding Belle Hall Elementary School.	General Letter and FAQ Document	Email	10/31/2022
8/6/2022	Megan	Hansen	mgoncz@gmail.com	291 Shoals Drive	Mount Pleasant	SC	29464	As a mother of two young children living in Grassy Creek, I would like to address a safety concern regarding the proposed changes to the Long Point interchange. As you know, the Seacoast road sided neighborhoods – Belle Hall, Rice Bay, Grassy Creek, and Tidal Walk – are family orientated communities representing more than 1,200 homes and housing Belle Hall Elementary School. Needless to say, this leads to an abundance of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as travelling to and from school on a daily basis. It is my concern that, in their current forms, alternatives 2 and 6 pose potential safety issues to these children. These options significant encroach or demolish into the entrances to the Tidal Walk and Grassy Creek neighborhoods, an interchange frequently passed by children and adults through various modes. They also encroach significantly on seacoast road and the adjacent woods, an area that is also frequently played in by children. These options would significantly diminish the safe distance between these sidewalks and roads and the high-speed highway of 526. Moreover, as this would be a truck route, it not only introduces more proximate traffic, but these would be heavy load vehicles with potential for catastrophic accidents. The proposed options of 1 and 3 do not pose these potential safety concerns to Seacoast and are therefore prime for further study. Other alternatives could include a completely separate exit further north on the 526 bridge that directly goes to the port over water or on-ramp from Long Point which enters in the median/central portion of 526. Secondly, all of the proposed plans appear to eliminate the left turn at the Belle Hall Parkway entrance. This would divert all traffic entering these neighborhoods to Belle Point Drive which would dramatically congest Paul Foster Road and the accompanying round-about. Given the frequency of which these roads are traversed by children, and its proximity to Belle Hall Elementary, this portion of the plans should also be re-evaluated. Not to mention a direct safety impact for access to emergency services from our local fire department located in that very same area. In addition, alternating traffic flow will affect the accessibility of the small businesses that most, if not all, 1200 residents use frequently for daily goods (grocery, medicines, pet supplies, etc) being able to cross directly into the shopping area. This area ALREADY struggles with traffic and congestion. All of these imposed suggestions would affect our daily living - and that is without even getting into the destruction of our aesthetics and the noise burden (that already exists). We personally have the buffer of tidal walk behind our home and the noise pollution from 526 is still miserable. Adding a bridge with heavy load trucks gearing up to make it up the ramp would overwhelm our entire area. Thank you for your consideration of these potential serious safety and noise concerns with bringing the highway and on-ramp closer to our children as well as congesting the roads surrounding Belle Hall Elementary School.	General Letter and FAQ Document	Email	10/31/2022
8/6/2022	Bruce	Dovey	wbdovey@gmail.com	240 Swallowtail Court	Mount Pleasant	SC	29464	To the Project Committee: I would like to address a safety concern regarding the proposed changes to the Long Point interchange. As you know, the Seacoast Road sided neighborhoods – Belle Hall, Rice Bay, Grassy Creek, and Tidal Walk – are family orientated communities representing more than 1,200 homes and housing Belle Hall Elementary School and Palmetto Christian Academy. Needless to say, this leads to an abundance of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as travelling to and from school on a daily basis. It is my concern that, in their current forms, alternatives #2 and #6 pose potential safety issues to these children. These options significantly encroach or demolish into the entrances to the Tidal Walk and Grassy Creek neighborhoods, an interchange frequently passed by children and adults through various modes. They also encroach significantly on Seacoast Road and the adjacent woods, an area that is also frequently played in by children. These options would significantly diminish the safe distance between these sidewalks and roads and the high-speed highway of 526. Moreover, as this would be a truck route, it not only introduces more proximate traffic, but these would be heavy load vehicles with potential for catastrophic accidents. The proposed options of #1 and #3 do not pose these potential safety concerns to Seacoast and are therefore prime for further study. Other alternatives could include a completely separate exit further north on the 526 bridge that directly goes to the port over water or on-ramp from Long Point which enters in the median/central portion of 526. Secondly, all of the proposed plans appear to eliminate the left turn at the Belle Hall Parkway entrance. This would divert all traffic entering these neighborhoods to Belle Point Drive which would dramatically congest Paul Foster Road and the accompanying round-about. Given the frequency of which these roads are traversed by children, and its proximity to Belle Hall Elementary, this portion of the plans should also be re-evaluated. Thank you for your consideration of these potential serious safety concerns with bringing the highway and on-ramp closer to our children as well as congesting the roads surrounding Belle Hall Elementary School. Bruce Dovey	General Letter and FAQ Document	Email	10/31/2022
8/6/2022	Kathy	Dovey	wbdovey@gmail.com	240 Swallowtail Court	Mount Pleasant	SC	29464	To the Project Committee: I would like to first thank you for taking the time to have an open meeting to allow residents to get questions answered and express concerns. I understand that this is a potentially challenging and intrusive project to the surrounding neighborhoods and there are multiple facets that must be considered in generating the most appropriate plan. I would first like to express gratitude and appreciation to the SCDOT representatives who were at the public meeting as they were kind, receptive, and knowledgeable. I would also like to express the following concerns/comments as well as potential suggestions. I would also acknowledge my personal bias/disclosure which is that I live in Tidal Walk Neighborhood. First, I would highly support and request further study of alternative 1 and alternative 3. Alternative 1 which involves improving the existing ramps appears overwhelming the least intrusive to the existing neighborhoods. While it does not eliminate truck traffic on Long Point Road, which I understand was a posed issue from the Hobcaw/Port Side neighborhoods, it also does not disrupt or remove the entrance to their neighborhoods or potentially require house relocation (based on the maps). Alternative 3 similarly appears, based on the schematics, to have minimal to no impact on the existing neighborhoods as it is an improvement within the current ramp region of the road. Unless there is further expansion for either of these alternatives not pictured which would impact the Seacoast or Port side neighborhoods, these options appear to have the least impact. Please, I implore you, study these further. I would strongly oppose alternative 2 and 6 in its current form. These plans have a disproportionately large impact on the Grassy Creek and Tidal Walk neighborhoods. First, they would significantly alter and/or destroy our neighborhood entrance. Second, with a ramp overlying that road which is built to carry trucks, it would undoubtedly be an overwhelming noise burden to the neighborhood. It is concerning that these are seen as favorable options when a noise impact study has not been completed. Third, it appears from the design that the first two houses in the Tidal Walk neighborhood would be at serious risk – this was mixed in terms of responses from those at the meeting of whether those houses would survive. These are the only options that appear to place residences at risk of the options. Fourth, they remove the capacity of the neighborhood to aesthetically shield itself from 526 and the ramps with trees, but rather we would likely be viewing the highway/ramp/sound wall. Finally, I would have concern with elimination of the trees/grass/entrance pond that there would be potential increased risk for flooding with heavy rain/hurricanes in the neighborhood. If options 1 and 3 are implausible, I would suggest an alternative – having the trucks/cars enter the highway on the left lane for those heading north (currently the central portion of the road). This is commonplace in other parts of the country and other major cities and suburban areas. This would eliminate the need to encroach on the neighborhoods and allow continuity with 526 expansion. Obviously I am not a highway/civil engineer so please forgive me if there is an obvious reason this would not work, but it seems intuitive that it would appear to solve several concerns with this plan in its current form as well as allow decreased truck traffic on Long Point (all parties seem to win). I do think noise would likely still be an issue, but noise will likely increase with the expansion of 526. Moreover, it appears it would allow the preservation of the tree barrier. Please re-evaluate and do not accept the current forms of alternatives 2 and 6 as they seem to unilaterally benefit the Hobcaw and business side and are detrimental to the Seacoast side of Long Point. Next, I would draw attention to the elimination of the ability to turn left from Long Point onto Belle Hall Parkway. This is a highly used turn for those of the Belle Hall, Tidal Walk, and Grassy Creek neighborhoods. Removing this turn would place all of the turn traffic on Belle Point Drive, right next to Chick Fil A. This is a road that does frequently have traffic across it. Furthermore, it would seem intuitive that in order to accommodate for this traffic, either additional left turn lanes or left turn time would be required which would lead to further back-ups down Long Point away from the port. When addressed to committee representatives at the meeting, the responses indicated that this has not been considered in the planning. Lastly, I would propose a final possible option which does not appear to have been explored (from discussion at the meeting it has not). I do not know if this would be environmentally possible, but creating a port exit directly from 526 prior to any of the neighborhoods as an extension of the bridge to the water side of the port would eliminate all neighborhood impacts and remove all truck traffic from Long Point road. I do not know if this would be possible, however, it seems like it would be the most intuitive solution to reduce any residential or business impact. This would break off of 526 prior to reaching the Wando Park Blvd neighborhood and travel over water/etc to the port. It sounds like the current plans for expansion already include additional bridges, etc, so if this is an option, it would seemingly be favorable to all of the Long Point neighborhoods. Thank you for your consideration. Kathy Dovey	General Letter and FAQ Document	Email	10/31/2022
8/6/2022	Jane	Schuler	mjschuler@yahoo.com	557 Hidden Boulevard	Mount Pleasant	SC	29464	I attended the meeting August 2. For traffic and safety concerns, I think Option 6 is the best option for the Longpoint interchange. It gives trucks much needed access to the port and addresses traffic flow on Longpoint. Bikers and pedestrians will also be able to cross the busy intersection safely.	General Letter and FAQ Document	Email	10/31/2022

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Website Comments

Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
8/6/2022	Ronald	Morales	rjmoralesjr@gmail.com	476 Turnstone Street	Mount Pleasant	SC	29464	We are residents of the Tidal Walk Community, in Mt. Pleasant. This community is next to Belle Hall, and it is located along the north and east side of I-526. We have lived in Tidal Walk since the beginning of its development in late 2015/2016. Although we have endured the extreme high levels of highway noise for years, we have become most concerned about the proposal for the so-called improvement to the Long Point Road exit/interchange. In the six plus years we have lived in the area, we have NEVER had a problem with this interchange getting backed up by trucks. However, we have had issues with the traffic and traffic jams on I-526 itself, but that has typically been further west, especially around the Don Holt Bridge. I travel this road every day, and from my observations, one of the biggest issues on 526 (aside from traffic and accidents) are trucks breaking down, especially on the bridges. The breakdowns typically cause major traffic backups, as I'm sure you know. I believe that making changes to the Long Point Road interchange will not solve trucks breaking down, nor will it lower the volume of traffic/truck traffic on I-526. Unfortunately, at least two of the solutions for the Long Point Rd. interchange (Alternatives 2 and 6) proposed by the SCDOT would dramatically and directly impact our community of Tidal Walk. These solutions would put a new access road out of the Wando Port, and direct it northward straight at our community, specifically right in front of our home. Although the solution may not actually take our home out, it would most definitely negatively impact its value, not to mention increase the noise even higher than current dB levels, which are already dangerously high (greater than 85-90 dB). Also, this direct road out of Wando would allow trucks to enter I-526 without any hindrance. This may sound ideal, but without any stop signs, lights, curves, etc., a high volume of trucks would enter the highway, adding to congestion and potential safety issues, especially given the highway would still be 2 lanes. There are two other alternatives proposed by SCDOT (1 and 3). In particular, alternative 1 seems to integrate more into the current infrastructure, which would likely be lower cost and lower impact to our community. If solutions 2 and 6 (or some similarities must go through) are what end up being approved, we believe there are several variations that would be much less impactful to Tidal Walk and other homes just north and east of I-526. For example, the on/off ramps of the new access road to the Wando Port could pretty easily be pushed further south, staying further away from Tidal Walk and Palmetto Parkway. A southward shift would mainly impact commercial properties, which in our opinion, is better than impacting people's homes, lives and investments. Finally, we would hope that any solution for this project will be affordable to the taxpayers, increase the quality of our lives in the community, solve the traffic and safety issues, and be as environmentally friendly as possible. We are concerned that this project and the eventual widening of I-526 will have an extremely negative impact on our community and quality of life, not to mention be unsightly. We realize there is no perfect solution, but we believe there are better ones out there that will have the lowest impact to ALL communities involved. Thank you for your time and consideration.	General Letter and FAQ Document	Email	10/31/2022
8/6/2022	Maggie	Ray	ray4as@live.com	345 Bridgetown Pass	Mount Pleasant	SC	29464	Of the existing plans, option 2 with new port access ramps and improved existing ramps seems to impact the fewest number of people. Options 1 and 3 would be a disaster for homes and businesses off Long Point and there are already significant traffic issues there.	General Letter and FAQ Document	Email	10/31/2022
8/6/2022	Melissa	Thierfelder	mbritt1117@gmail.com	364 Tidal Terrace Court	Mount Pleasant	SC	29464	Fast tracking an interstate road improvement that impacts the residential neighborhoods property values, quality of life, sound pollution and visual elevated concrete structures is not a responsible decision. Because a project has been approved financially should not fast track a decision that directly changes the residents homes permanently. When representatives from the SCDOT project were asked why has additional research not been done yet the answer was ""time"". If the funding is supporting the Port and the safety between their merging and increasing volume with the local traffic why has a direct access for the port only not been presented. If the goal is to decrease the volume and give them access to 26 why are they not being directed there without the use of 526. What has been looked at giving them truck only access. What consideration has been put into the problem down Belle Point Drive and Paul Foster when all 1200+ residents have now only one way in and out of a cluster during meal times in front of Chick-fil-already backing up the intersection. Constructing a concrete interstate overpass/bridge will diminish what single line tree buffer we already have. The sound is already disturbing and will be worse with the encroachment of the interstate even higher and closer to our neighborhoods. If the SCDOT is researching the future going forward projecting 30 years what do you think the sound level will be then if it hasn't been tested now. How can you assume to know what the sound pollution is going to be once the roadway is lifted 25+ feet in the air over trees. Sound carries. I am a resident of Grassy Creek. I moved 15 years ago to Grassy Creek because of the noise and congestion of the 18 Wheelers outside Oak Park. Moving the problem from one side of interstate to the other My comment on the 526LCCLongpoint.com Fast tracking an interstate road improvement that impacts the residential neighborhoods property values, quality of life, sound pollution and visual elevated concrete structures is not a responsible decision. I personally attended the community information meeting and found that with all of the designers, engineers etc not one person had actually been to the communities along Seacoast parkway when asked. Because a project has been approved financially should not fast track a decision that directly changes the residents homes permanently. When representatives from the SCDOT project were asked why has additional research not been done yet the answer was ""time"". If the funding is supporting the Port and the safety between their merging and increasing volume with the local traffic why has a direct access for the port only not been presented. If the goal is to decrease the volume and give them access to 26 why are they not being directed there without the use of 526. What has been looked at giving them truck only access. What consideration has been put into the problem down Belle Point Drive and Paul Foster when all 1200+ residents have now only one way in and out of a cluster during meal times in front of Chick-fil-already backing up the intersection. Constructing a concrete interstate overpass/bridge will diminish what single line tree buffer we already have. The sound is already disturbing and will be worse with the encroachment of the interstate even higher and closer to our neighborhoods. If the SCDOT is researching the future going forward projecting 30 years what do you think the sound level will be then if it hasn't been tested now. How can you assume to know what the sound pollution is going to be once the roadway is lifted 25+ feet in the air over trees. Sound carries. I am a resident of Grassy Creek and previously lived in Oak Park next to the Port. Moving the problem from one side of interstate to the other side of the interstate is not resolution. Our community is over stressed with these projected plans and many tears have been shed. We urge you to consider further options that aren't a direct detrimental effect to our neighborhood and property values.	General Letter and FAQ Document	Email	10/31/2022
8/7/2022	Chuxin	Jiang	jmay520@hotmail.com	184 Red Knot Lane	Mount Pleasant	SC	29464	Hi I currently live at tidal walk on red knot in side. Our back yard is facing the highway. I know it's not going to stay at plan 1 but plan 2 and 6 are probably the choice. But problem is if the plan is set for plan 2 or 6, the highway will get closer to our back yard which will cause the noise louder. I felt like at this point the sound wall doesn't much help. This is our first home purchase I just hope this work won't destroy our home. I just hope there is no work done and just put up a sound wall. Thank you for your time for reading my comment!	General Letter and FAQ Document	Email	10/31/2022
8/7/2022	Erik	Hansen	ejhansen21@gmail.com	291 Shoals Drive	Mount Pleasant	SC	29464	To whom it may concern, I want to thank you for the opportunity to comment on the upcoming/planned Longpoint/526 interchange project. While I agree changes need to be made, I have significant concern about the 2 options that seem to be most favorable by the planning committee with the truck flyover ramp. Notably, I live in the Grassy Creek community so my neighborhood and the Tidal Walk neighborhood stand to be the most impacted, with the most to lose, with this project. I wanted to raise a few concerns and then maybe a couple other alternatives that I think should be evaluated. My main concern is with the safety of having a truck flyover so close to residential property. It was only a week and a half ago when a tractor trailer truck drove off of an elevated interstate in Atlanta, through a sound barrier, and landed in a residential back yard. I included the link to the article here: https://www.wsbtv.com/news/local/dekalb-county/truck-driver-recovering-after-driving-rig-off-i-20-through-barrier-into-backyard/EWWJFAOEBBEMRLLYLIMG5E64GQ/ . With the current projected flyover, trucks will be accelerating towards our neighborhood, and I believe it is just a matter of time until a similar event would occur here in our community. While only the driver was injured in this event, future events could have devastating consequences. Seacoast Parkway is also heavily used for biking, running, walking, and other outdoor recreation. These activities, including potential safety concerns from injury as well as air quality, would be exceedingly impacted with the current plans. Another concern is with noise generation and the aesthetics of a flyover at the entrance of our neighborhood having a significant impact on the value of our neighborhood. We decided to invest in our property as it is on the residential side of 526 off of Longpoint, and the current favored plans would disproportionately impact us and make our residential side much more industrial. Finally, the plans as I see it would have a potential environmental impact requiring removal of trees that currently act as a barrier from 526 as well as potentially impact our retention pond which could lead to flooding concerns. I implore you to fully evaluate all of these concerns prior to making your final decision. I would like to offer some potential solutions that I think would be helpful to improve congestion while not compromising individual safety or quality of life. An option that is currently no presented would be for the trucks to enter on the left side of 526. That would allow the flyover to come into the median instead of into our neighborhood. While I understand the plan to expand 526, I believe there is enough room on the right side of 526 toward the residential side to expand a lane. From a safety standpoint, having a 3rd lane towards our neighborhood would be much better than a truck flyover. I believe this would still accomplish all of your goals. I am not an engineer so I'm not sure if there was a reason why this was not included to begin with but I think it should be explored. Additionally, I think if the current interchange is improved, that should also accomplish the goals. Would dedicated exit only lanes that are outside of the stoplight, similar to the onramp onto 526 from waffle house, to allow constant flow of the truck traffic improve the congestion on Longpoint as well as the backlog of trucks getting off of 526? This would only need to be addressed for the 2 exits for the trucks coming from and going to the port. This would be economical as likely the most cost effective as well as the least disruptive to residential communities. As stakeholders, I do appreciate the opportunity to comment and I hope that my suggestions are investigated and my concerns are noted. Thank you again, Erik Hansen	General Letter and FAQ Document	Email	10/31/2022
8/7/2022	Judy	Hammett	hammettmj@bellsouth.net	687 Boat Landing Aly	Mount Pleasant	SC	29464	I attended the information meeting last week and would like to commend you for providing very thorough. The staff were very knowledgeable of the issues in this intersection of 526 and the Long Point Rd area. Based on a thorough review of the options presented, it appears that option 6 is the best for truck vs car traffic in the area, safety of car drivers and riders, and walkers, bicycles. This option addresses the port, the neighborhoods on Long Point Rd and surrounding areas, and businesses in the area.	General Letter and FAQ Document	Email	10/31/2022
8/7/2022	Jean	Campbell	ascequus@msn.com	128 Brailsford Street	Daniel Island	SC	29492	Alternatives 2 and 6/are the best. The sooner you get the trucks off 526 the better. They currently run all 3 lanes up the bridge and use both all the way to Longpoint Road and also do the same on the bridge heading west. I've had the chance to see how fast the trucks were going during low traffic times more than once. There were open lanes and I speeded up to catch up and see how fast the truck was going. 85 mph was the speed. The day they need to stop is the day someone in their way is killed. They run both lanes heading to Long point Road and when they try to get in to the right lane that is full they are very aggressive and will run over you if you don't let them in as you are sitting waiting to get off in the backed up traffic. In the meantime the left traffic lane is at a standstill or moving very slowly. The eastbound traffic is constantly backed up. Getting anywhere on 526 Eastbound is a constant problem you never know how long it will take with the Port Traffic trying to get to Long Point Road as besides both lanes being blocked there are lots of wrecks which makes a bad problem worse. Truthfully I never head east without checking out Waze before I get on 526 believe there is no point in pulling onto 526 and sitting amped burning up gas.	General Letter and FAQ Document	Email	10/31/2022
8/7/2022	Jackman	Frailey	jackmanfrailey@gmail.com	248 Swallowtail Court	Mount Pleasant	SC	29464	To whom it may concern, as a resident of mount pleasant that lives in the Tidal Walk neighborhood, I am strongly opposed to options 2 and 6 proposed by this study. One of the main reasons we live in this neighborhood is access to the shared pool at the mouth of our neighborhood. Since this project would likely either result in the demolition of our pool or make the pool unsafe to swim in, I strongly suggest that either options 1 or 3 be given further consideration or study. I propose that the truck lane enter 526 West via a new lane within the existing median. Beyond the pool, I am also concerned for the safety of the many children that often traverse the entrance to our neighborhood on their way to school or to play with their friends. If there is an accident on the proposed elevated truck entrance to the highway this could potentially send chunks of metal flying down into the children below or onto cars simply entering either neighborhood. The noise and truck exhaust being brought closer to our communities is also a cause for concern. I must also say I strongly disagree with this project as apparently eliminate the left turn onto belle hall parkway from Longpoint. This would mean all of the cars that constantly turn left there to access all the neighborhoods would be forced to turn down Belle Pointe road which is already often congested due to Chick Fil-A traffic. This road is also often used by the Mount Pleasant Fire Department as there is a Fire station very close by. Please reconsider this project altogether or at least implement either options 1 or 3. Also, I find that fast-tracking this project to allow for only one or two months comment period of the residents affected prior to closure is quite unethical and unfair. You are talking about making a very large impact on our neighborhoods, at the very least you could wait for everyone to become aware of your intentions. I strongly disapprove of the proposed solutions and I will work as hard as I can to dissuade those with control over the project from moving forward.	General Letter and FAQ Document	Email	10/31/2022
8/7/2022	Sean	Barnes	barnestsean@gmail.com	160 Red Knot Lane	Mount Pleasant	SC	29464	We are deeply concerned with this project as it directly affects our neighborhood and the future of our children. We did see a great alternative to the proposed options. Building a new bridge from the North Charleston Port to the Mt. Pleasant port (only allowing trucks on it) seems to be a great option and will preserve our neighborhood and allow our kids to grow up in a stable environment. This needs to be top priority and additional studies are needed before a decision is made. Sean Barnes	General Letter and FAQ Document	Email	10/31/2022
8/7/2022	Andrea	Abbot	andrea_abbott1@gmail.com	298 River Oak Drive	Mount Pleasant	SC	29464	I am very concerned with the rapid action and lack of due diligence being put into this project. Despite noise complaints for 5+ years by residents of the Tidal Walk community, SCDOT has done nothing. Now your proposal seeks to put port truck traffic even closer to the neighborhood without performing noise studies or fully pursuing options to take traffic directly to and from the port instead of directing the traffic closer to neighborhoods and seizing property from homeowners. The agenda being pushed by SCDOT is self serving and takes an easy way out instead of prioritizing the very tax payers who fund these roads to begin with. I refuse to sit idly by while SCDOT does a significant injustice to the tax payers who own homes in Tidal Walk, Grassy Creek and Belle Hall. Do better!	General Letter and FAQ Document	Email	10/31/2022
8/8/2022	Mark	Andrews	mda00ct@gmail.com	31 Iron Bottom Lane	Charleston	SC	29492	The only other thing I would suggest is widening I-526 Southbound / Eastbound between the end of the Wando Bridge into Mt Pleasant and the proposed Long Point changes. This would give traffic more room to maneuver and would avoid the consolidation congestion that invariably occurs at the base of the bridge when traffic goes from 3 lanes to 2. It is also compatible with the proposed widening of I-526. Perhaps it is already under consideration, but wasn't obvious from the descriptions in the PIM.	General Letter and FAQ Document	Email	10/31/2022
8/8/2022	Kim	Cochran	cochrankimm@gmail.com	381 Shoals Drive	Mount Pleasant	SC	29464	Has anyone from the expansion committee visited the affected neighborhoods in person? If not, it is imperative that you see the communities in person and stand at the intersection of Seacoast Parkway and Shoals Drive to envision the nightmare of an overpass that encroaches on the neighborhood. Grassy Creek is a quiet upscale community at the end of Seacoast Parkway. Within the last couple of years, nearly all of the vegetation between Seacoast Pkwy and 526 has been cut so that we already have a very exposed community entrance and extremely loud traffic near to the front of the neighborhood. I live in one of the first houses, and it is especially loud and disturbing when tractor trailers (such as the ones that would drive the potential flyover bridge) downshift/gear down. If the ramp is descending near where the bridge passes over Grassy Creek and Tidal Walk, it will destroy the property values of the entire communities. Option 1 to expand the existing ramps makes the most sense and creates the least negative impact.	General Letter and FAQ Document	Email	10/31/2022
8/8/2022	Cara	Roy	cmclai@gmail.com	1747 River Front Drive	Charleston	SC	29407	We live in West Ashley but frequently visit friends in a neighborhood off Long Point Rd. The traffic on Long Point near the Port is extremely backed up and dangerous! Please use option 6 for the interchange solution.. Thank you! Cara	General Letter and FAQ Document	Email	10/31/2022
8/8/2022	Chelsie	Dumenigo	chelsie.dumenigo@gmail.com	346 Turnstone Street	Mount Pleasant	SC	29464	I'd like the request further impact studies on the proposed options that would devastate the Long Point neighborhood community. We do not accept the idea of adding more noise, traffic and safety concerns to the area. Better planning options that do not damage established neighborhoods should be presented.	General Letter and FAQ Document	Email	10/31/2022

I-526 @ Long Point Road Interchange Improvements Project
Public Information Meeting 1: Summer 2022
Website Comments

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8/8/2022	Allison	Madore	allisonmadore@gmail.com	341 Turnstone Street	Mount Pleasant	SC	29464	I have safety concerns regarding the proposed changes to the Long Point interchange specifically with options 2+6. 1. Safety: Many families in the Belle hall, Tidal Walk, and Grassy creek neighborhoods use Seacoast rd for recreation and biking to/from elementary school. Alternatives 2&6 make this unsafe. 2. Removing Tidal walk community pool (or placing a truck on-ramp next to it) significantly diminishes the property value of the remaining 120 homes. The payout for loss of home value to these homes would be significant. 3. Removing the lefthand turn into Belle hall parkway will cause an additional backup of traffic on Paul Foster rd around the elementary school and rec center (an area highly populated with children and families). 4. Choosing to re-route the traffic away from the Hidden cove/Hobcaw creek neighborhoods should not mean demolishing part of the tidal walk neighborhood and disrupting 1200 homes on the other side of 526. 5. More studies need to be completed on the other options, including highway noise pollution. 6. The residents in the Tidal Walk, Grassy creek, and Belle hall neighborhood will not standby to watch their homes values decrease and their quality of life diminish just so the other neighborhoods don't have to deal with the port congestion.	General Letter and FAQ Document	Email	10/31/2022
8/8/2022	Allison	Ripley	grammy7494@bellsouth.net	191 Red Knot Lane	Mount Pleasant	SC	29464	Hello- I am very displeased with the potential of the changes happening in front of Tidal Walk/Grassy creek/and the non-port side of Long Point Road. It seems to me you're proposals just move traffic issues from one side to the other. Getting rid of the turn by Waffle House would be disastrous. The traffic jams that this would cause are unfathomable and put all of Long Point at a safety risk as the fire station would be in the middle of traffic jams daily. I feel these options are very one sided and have not been very well thought out. The noise levels are also a huge concern. Lastly, there is a plan out there that would avoid any community impact. It is to run bridges from the Leatherman Terminal to the Wando Terminal entrance and exit gates. On the Leatherman side, the bridge would tie in to 26 (the new highways) and on the Wando side they would tie into Longpoint Rd. I hope this option is brought to the table. We do not approve of the current proposals and see them as a huge risk on many levels.	General Letter and FAQ Document	Email	10/31/2022
8/8/2022	Angie	Anderson	angieanderson@ernesthealth.com	396 Tidal Reed Circle	Mount Pleasant	SC	29464	I am a very concerned homeowner in Grassy Creek where the proposed semi overpass is proposed. I attended the meeting on Aug. 2nd. There have been no impact studies shared on the proposed plans including noise, wetlands, or traffic/safety on the non-port side of Long Point. These impact studies should include all communities affected, not just 2 of the 5 on the port side of Long Point. We expect DOT and the Town of Mount Pleasant to complete due diligence to prevent rushed decisions that may financially devastate any of the impacted neighborhoods. There are other suggestions to mitigate the port issues, however, no one at the meeting was able to speak of these options. We DESERVE answers before a choice is pushed through in December!	General Letter and FAQ Document	Email	10/31/2022
8/9/2022	Andrea	Abbott	andrea.abbott1@gmail.com	298 River Oak Drive	Mount Pleasant	SC	29464	I am asking that the committee strongly consider options that do not bring the trailer traffic closer to Tidal Walk and Grassy Creek. Moving the issue from one side of Longpoint to the other does not address the congestion and safety and noise. Dedicated roads that go to and from the port and do not mix with Longpoint traffic must be considered.	General Letter and FAQ Document	Email	10/31/2022
8/9/2022	Bryan	Thierfelder	thierfelder11@gmail.com	364 Tidal Terrace Court	Mount Pleasant	SC	29464	We have recently reviewed the proposed plans for the Long Point interchange. As noted by the recent public forum, these changes pose multiple potential negative impacts on the Long Point neighborhoods. Moreover, our concern is that despite these changes and the planned future 526 expansion, the core issue would not be addressed. This would likely lead to a need for further expansion leading to further disruption of local families, not to mention additional years to decades of construction. We propose an investigation into an alternative route(s) which would potentially benefit the local towns, the State Port Authority and the Federal highways while requiring the least amount of land acquisition and fewest disruption to residential land. This would include the expansion/extension of Long Point Road into a bridge which traverses the Wando River, through the southern non-residential portion of Daniel Island, and crossing the Cooper River to ultimately join with the Hugh K Leatherman Terminal with access to I-26. An additional road can be created from the back-gate of the Wando port with a bridge over the Wando River to connect on Daniel Island. This serves to help in multiple ways. First, the ports serve to benefit significantly by creating a road connection between the two ports, off-loading traffic on 526 and potentially decreasing the volume needed to travel by barges. Considering this, they may prove to be a source of partial funding. Second, it opens additional traffic options to cross the rivers. This could be of large benefit when accidents or disabled vehicles lead to backups on the Ravenel and Don Holt bridges. Intuitively, this would decrease traffic on 526 by allowing an alternative route and provide a preferred route for trucks. Third, and most critically, it serves to elegantly alleviate the truck traffic and indirectly alleviates the Long Point interchange by allowing a more effective alternative route. This would have only positive impacts on the residential communities. It would decrease truck traffic on Long Point and reduce noise from Long Point and 526 all while not disrupt normal traffic patterns while construction is ongoing. Moreover, it allows a viable alternative to route traffic in the event that the Wando River Bridge required expansion or repairs. Finally, it would allow an additional on-off access point for Daniel Island, which would be beneficial in the event of a hurricane or other natural disaster.	General Letter and FAQ Document	Email	10/31/2022
8/9/2022	Karen	Cookson	kcCookson@comcast.net	310 River Oak Drive	Mount Pleasant	SC	29464	Current proposed design options prohibit access to the neighborhoods of Grassy Creek, Tidal Walk and Belle Hall at the intersection near the Waffle House onto Belle Hall Drive. All incoming traffic for over 1200 homes will have to be rerouted to Belle Station at the Chick-fil-A which already has a traffic jam at various times of the day. Incoming traffic will then have to use Paul Foster Road and the very small round-about as well. Please review the negative impact these designs will have on access to our neighborhoods. Thank you!	General Letter and FAQ Document	Email	10/31/2022
8/9/2022	Curtis	Bakle	curtis.bakle@gmail.com	388 Tidal Reef Circle	Mount Pleasant	SC	29464	I did not like the rushing of these options to the public comment. We did not see any of these options just 10 months ago. I know that I was told that feedback from 2021 went into the new ones. Well, I see you scraped every single one of them. The elevated entrance of the two neighborhoods should not even be considered as they create an unacceptable safety risk and noise pollution. The truck will be at full throttle in front of these homes. The exit ramp to the port is a good idea and gets the trucks incremental impact only to commercial property. Please complete the DDI or double entrance ramp to keep the full throttle noise with a safe distance.	General Letter and FAQ Document	Email	10/31/2022
8/9/2022	David	Dawson	david_l_dawson@yahoo.com	3117 Treadwell Street	Mount Pleasant	SC	29466	The option getting the trucks off of 526 onto a longer exit and into Wando Terminal the fastest is the best option for reducing the dangers of all the backup currently happening on 526 at the Long Point exit. The problem is exacerbated by the inconsiderate drivers who stay in the left lane and try to crowd into the right lane to exit at the last moment. This often brings the left lane of 526 to a crawl or even stopped. It would have been best for Mount Pleasant if the Ports Authority had stuck with their original promise and kept all the trucks off 526 to begin with by barging the containers.	General Letter and FAQ Document	Email	10/31/2022
8/10/2022	Daniel	Senden	danielsenden@hotmail.com	300 Shoals Drive	Mount Pleasant	SC	29464	Some of the options that are being presented for the SCDOT expansion of the Long Point road / 526 interchange will cause unnecessary damage to homeowners, traffic, and schools. Specifically, the fly over bridge proposals that would add a truck bridge that encroaches on Seacoast Parkway and the Tidal Walk and Grassy Creek neighborhoods are ridiculous and unwarranted. These are family neighborhoods where children are constantly walking, riding bikes and playing. There are other options available to the SCDOT that do not affect our neighborhoods and do NOT include a new truck bridge. In addition, all of the proposals from the SCDOT reroute traffic from Belle Halle Parkway to Belle Pointe dr. Routing over 1,000 homes worth of traffic to one traffic light that already backs up into Long Point Road due to the Chick-Fil-A? The SCDOT hasn't even studied the area to understand the impacts on Belle Hall Elementary and Palmetto Christian Academy traffic. That traffic would be a nightmare.	General Letter and FAQ Document	Email	10/31/2022
8/11/2022	Robert	Witherspoon	mwither713@aol.com	508 Willow Branch Way	Mount Pleasant	SC	29464	The SCDOT needs to further study this area and the affects of their proposals on the citizens.	General Letter and FAQ Document	Email	10/31/2022
8/11/2022	Mary	Witherspoon	mwither713@aol.com	508 Willow Branch Way	Mount Pleasant	SC	29464	I would like to share my position, Alternative 2 is my choice for the improvement to I-526 Truck Ramp. Thank YOU Robert M. Witherspoon III	General Letter and FAQ Document	Email	10/31/2022
8/11/2022	Kristin	Schier	kristinschier@hotmail.com	208 River Oak Drive	Mount Pleasant	SC	29464	I support Alternative 2 concerning a new Truck route to the SPA.	General Letter and FAQ Document	Email	10/31/2022
8/11/2022	Kristin	Schier	kristinschier@hotmail.com	208 River Oak Drive	Mount Pleasant	SC	29464	STOP 526 Proposals 2&6!!! I am writing you as a concerned citizen who lives in Grassy Creek, Mount Pleasant. The recent proposals for the intersection changes and trucking route is simply moving the noise and traffic from hindering Hobcaw and 526 to impacting severely Tidal Walk, Grassy Creek and Belle Hall, approximately 1500 homes. As it is now I listen to highway noise in my house and we endure the traffic along Long point generated by the Belle Hall Shopping/ Chick fil A intersection. Please help us stop the current proposals so that additional options can be heard and studied. First, there should be consideration to making Long Point like the overpass scenario done on I-17 and Bowman so that there is both a shopping / residential traffic scenario and overpass for ongoing traffic that continues north. The current plan to remove our entrance by Waffle House will cause even greater traffic issues at the Belle Hall shopping intersection with all proposed plans. Secondly the truck overpass proposed will have severe impact on the current homes while still creating a bottleneck since there are not additional lanes. Mount Pleasant approved these neighborhoods to be built so we deserve help protecting our neighborhoods. currently multiple he's are threatened with imminent domain. The location will severely impact the road noise issue we already have. Most importantly, our health is at risk as we are concerned about the diesel cloud that we will be breathing in while outside Playing with our kids. A proposal has been developed to completely remove the truck traffic off 526 by creating a bridge out the back of the port and connecting across ports. This would remove construction from an already busy intersection and reroute trucks off the current crowded bridges such as Don Holt. Please help stop the current proposal that does not fix a problem but merely pushes the problem further down the road and on another neighborhood.	General Letter and FAQ Document	Email	8/15/2022
8/11/2022	Casey	Hudson	caseyahudson@gmail.com	352 Shoals Drive	Mount Pleasant	SC	29464	Hello, I'd like to express my concern about the 526 Longpoint Road Interchange project and the options that are marked "yes" as meeting the intended purpose and need. I live in the Grassy Creek subdivision and these options would be detrimental to our neighborhood, as well as our neighbors in Tidal Walk. One of my biggest concerns is the impact that this has on the quality of life for families and children. Obviously the options would be an eyesore and may potentially impact property values, but our community is full of children. Children that attend the nearby public elementary school, take classes at the Jones Center, or may even attend the private school Palmetto Christian Academy (PCA). It is not uncommon to see golf carts or families walking or biking down Seacoast Parkway to go to any of these places. We are also able to get to Belle Hall Shopping Center and Chic Fil A without use of a car. In their current forms, options 2 and 6 pose a safety issue for the children and families that run, play, bike on our sidewalks and/or get to school/after school activities. There is also a nearby wooded area that children go through to neighboring Belle Hall. The "yes" options significantly diminish the safe distance between the sidewalks and roads and the high speed highway. It not only introduces more proximate traffic, but heavy load vehicles with the potential for catastrophic accidents. I urge you to consider studying in depth options 1 and 3 as these options do not pose safety concerns to Seacoast Parkway. Additionally, I'd like to point out that all proposed plans appear to eliminate the left hand turn at Belle Hall Parkway. Diverting the traffic to Belle Point Drive would contest Paul Foster Road and the nearby roundabout. Again, these roads are traveled frequently by all the aforementioned communities in general, but also to/from school. This includes the Fire Station No. 502, which wasn't mentioned before but is in the same location as the schools/recreation center. This portion of the plan definitely needs to be reconsidered as it would impact approximately 1200 homes in the Grassy Creek, Tidal Walk, and Belle Hall neighborhoods. Thank you for your time.	General Letter and FAQ Document	Email	10/31/2022
8/11/2022	Andy	Rosenbaum	mtpfolks@comcast.net	193 Tidal Currents Lane	Mount Pleasant	SC	29464	I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. It is our understanding that these safety and traffic issues have not been studied by the SCDOT and we believe proceeding forward without a better understanding of the impact these two options present would cause real damage to these communities, schools, and businesses.	General Letter and FAQ Document	Email	10/31/2022

I-526 @ Long Point Road Interchange Improvements Project
Public Information Meeting 1: Summer 2022
Website Comments

Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
8/11/2022	Rob	Liszt	montevinodrive@gmail.com	254 River Oak Drive	Mount Pleasant	SC	29464	<p>Hello, I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. It is our understanding that these safety and traffic issues have not been studied by the SCDOT and we believe proceeding forward without a better understanding of the impact these two options present would cause real damage to these communities, schools, and businesses. Please see below for a more detailed outline of our concerns: Elevated (Flyover) \Truck Bridge Concerns: -Taking truck traffic off Long Point Rd and moving it to the front of our community is not an equitable solution. -What is the rationale for placing the elevated bridge in that location that so negatively affects our neighborhoods? There are better locations and better options that should be further studied. -We are very concerned about Diesel Exhaust pollution concerns from the high volume of trucks at the entrance of Grassy Creek and Tidal Walk neighborhoods. - Noise pollution from fast moving trucks merging onto 526W from an elevated bypass (exhaust, air brakes, general road noise) will have a disastrous effect for the entire front half of the Belle Hall neighborhoods plus Grassy Creek and Tidal Walk. - Wetlands at the end of Rathall Creek would be affected. These wetlands are a critical part of our neighborhoods. -Acquisition of Grassy Creek HOA property, with the potential for acquisition of Grassy Creek Homes that would be in the right-of way boundaries. -Acquisition of at least two homes in Tidal Walk, with the potential for more due to the right of way boundaries. -What measures will be taken to mitigate flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds/ and retention ponds? -How should residents closest to the new bridge expect to combat light pollution from trucks turning and coming down the ramp? Traffic Concerns that have not been studied: -Closing the Long Point Rd left hand turn access onto Belle Hall Pkwy would severely limit the traffic patterns and greatly increase congestion for multiple neighborhoods containing over 1,000 homes. This would force all traffic entering these neighborhoods to turn left at the intersection of Belle Point and Long Point Rd. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive through line which wraps around off their property on to Belle Point Rd and back to the Long Point intersection. Several more traffic-intensive businesses are expected to be built soon on this road, which will only compound the problem. -Paul Foster Rd already has significant traffic and delays during school drop-offs and pick-ups for Belle Hall Elementary and Palmetto Christian Academy, with traffic often extending back to Belle Hall Parkway, Belle Point Rd, and Egypt Road. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses to the small Traffic Circle on Belle Hall Pkwy and Paul Foster Road. Paul Foster is already a heavily used corridor due to the 2 schools located on Egypt Rd. -Fire Station #2 on Paul Foster Rd would have limited egress for emergency calls with traffic from all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), two schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and numerous businesses entering on Belle Pointe Dr. and Egypt Rd. each who use Paul Foster as their main artery. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, waiting to get permission to enter the port. With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. -Looking forward to the future and the four lane highway on 526, the truck bypass lane position makes it clear that this is just the beginning of the Eminent Domain Plans for the northside of the 526 corridor which include Grassy Creek, Tidal Walk and Etivan neighborhoods. -Dozens of businesses, including many offices and restaurants like Waffle House would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point And back around that small traffic circle</p>	General Letter and FAQ Document	Email	10/31/2022
8/11/2022	Vanessa	Pederson	vkped@juno.com	313 Hook Lane	Mount Pleasant	SC	29464	<p>My husband and I live in Hidden Cove, close to the port on Long Point Road. We are both in favor of either Alternative 2 or 6, because of the inclusion in those plans of a new port access ramp, which would decrease the number of trucks on Long Point Road. Those 2 alternatives also include changes to the Long Point Rd/I-526 interchange. At this point, we're unsure which plan would be preferable in regards to that intersection. The DDI configuration in alternative 6 looks confusing, though when put into practice, it may not be. No matter which plan for that intersection is chosen, we are definitely in favor of the new port access ramp. Great idea!</p>	General Letter and FAQ Document	Email	10/31/2022
8/11/2022	Michael	Shuttlesworth	sttuhs@gmail.com	368 Tidal Terrace Court	Mount Pleasant	SC	29464	<p>I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. The main areas of concern: -moving all the truck traffic to the front of our neighborhood -view of an overpass from our neighborhood -noise pollution increase (which is already very bad). The air brakes from the trucks is incredibly disruptive. -impact on our wetlands and creek -flooding, drainage, runoff from modifications and potential pollution issues -light pollution -disruption from construction -impact to our housing prices WE DO NOT AGREE WITH THESE PROPOSALS AND THE WAY THEY HAVE BEEN EXPEDITED TO COMPLETE. I WOULD LIKE TO SEE MORE PROPOSALS THAT DO NOT DISRUPT ALREADY WELL ESTABLISHED NEIGHBORHOODS. THERE IS VERY STRONG OPPOSITION TO THIS FROM MANY OTHERS AND WE WILL CONTINUE TO FIGHT AGAINST SUCH A DRASTIC INFRINGEMENT OF OUR HOMES AND NEIGHBORHOODS.</p>	General Letter and FAQ Document	Email	10/31/2022
8/11/2022	Donna	Williams	thigpendw@gmail.com	328 Shoals Drive	Mount Pleasant	SC	29464	<p>Please reconsider option 1 with an exit farther up 526, directly to the ports, that will not impede Belle Hall Pkwy. I am opposed to alternative 2 and 6 specifically. Come to Chik-fil-A on any day during lunch and you will easily see why. That road will immediately need expansion.</p>	General Letter and FAQ Document	Email	10/31/2022
8/12/2022	Kim	Cochran	cochrakimm@gmail.com	381 Shoals Drive	Mount Pleasant	SC	29464	<p>As a Grassy Creek homeowner, I'm extremely concerned about the impacts particularly of the truck ramp overpass proposed in 2 and 6 of the plans. Noise is already an issue and an overpass with semi trucks braking and descending over our neighborhood entrance is unthinkable. Safety is a paramount concern--for our children to walk and bike in Grassy Creek and Tidal Walk. Access for emergency vehicles that would be rerouted to Paul Foster instead of being able to turn left from Long Point onto Belle Hall Parkway. The environmental impact of the project's encroaching on our neighborhood entrance and the wetlands... And the Leatherman Terminal was just completed at a cost of over \$2 billion and is underutilized due to a labor dispute. Our 526/Long Point/Belle Hall neighborhoods cannot take the brunt of the stall of that very viable terminal that already has infrastructure and railway access. We beg the SCDOT to do further investigation and to not fast-track any of the proposals, but especially those with the new truck overpasses.</p>	General Letter and FAQ Document	Email	10/31/2022
8/12/2022	Daniel	Senden	danielsenden@hotmail.com	300 Shoals Drive	Mount Pleasant	SC	29464	<p>I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. It is our understanding that these safety and traffic issues have not been studied by the SCDOT and we believe proceeding forward without a better understanding of the impact these two options present would cause real damage to these communities, schools, and businesses. Please see below for a more detailed outline of our concerns: Elevated (Flyover) \Truck Bridge Concerns: -Taking truck traffic off Long Point Rd and moving it to the front of our community is not an equitable solution. -What is the rationale for placing the elevated bridge in that location that so negatively affects our neighborhoods? There are better locations and better options that should be further studied. -We are very concerned about Diesel Exhaust pollution concerns from the high volume of trucks at the entrance of Grassy Creek and Tidal Walk neighborhoods. - Noise pollution from fast moving trucks merging onto 526W from an elevated bypass (exhaust, air brakes, general road noise) will have a disastrous effect for the entire front half of the Belle Hall neighborhoods plus Grassy Creek and Tidal Walk. - Wetlands at the end of Rathall Creek would be affected. These wetlands are a critical part of our neighborhoods. -Acquisition of Grassy Creek HOA property, with the potential for acquisition of Grassy Creek Homes that would be in the right-of way boundaries. -Acquisition of at least two homes in Tidal Walk, with the potential for more due to the right of way boundaries. -What measures will be taken to mitigate flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds/ and retention ponds? -How should residents closest to the new bridge expect to combat light pollution from trucks turning and coming down the ramp? Traffic Concerns that have not been studied: -Closing the Long Point Rd left hand turn access onto Belle Hall Pkwy would severely limit the traffic patterns and greatly increase congestion for multiple neighborhoods containing over 1,000 homes. This would force all traffic entering these neighborhoods to turn left at the intersection of Belle Point and Long Point Rd. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive through line which wraps around off their property on to Belle Point Rd and back to the Long Point intersection. Several more traffic-intensive businesses are expected to be built soon on this road, which will only compound the problem. -Paul Foster Rd already has significant traffic and delays during school drop-offs and pick-ups for Belle Hall Elementary and Palmetto Christian Academy, with traffic often extending back to Belle Hall Parkway, Belle Point Rd, and Egypt Road. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses to the small Traffic Circle on Belle Hall Pkwy and Paul Foster Road. Paul Foster is already a heavily used corridor due to the 2 schools located on Egypt Rd. -Fire Station #2 on Paul Foster Rd would have limited egress for emergency calls with traffic from all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), two schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and numerous businesses entering on Belle Pointe Dr. and Egypt Rd. each who use Paul Foster as their main artery. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, waiting to get permission to enter the port. With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. -Looking forward to the future and the four lane highway on 526, the truck bypass lane position makes it clear that this is just the beginning of the Eminent Domain Plans for the northside of the 526 corridor which include Grassy Creek, Tidal Walk and Etivan neighborhoods. -Dozens of businesses, including many offices and restaurants like Waffle House would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around that small traffic circle. Please reconsider fast tracking this project and study other options.</p>	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are being carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative.	Email	8/15/2022
8/12/2022	Chris	Clark	percist@gmail.com	3036 Evening Drive Tide	Hanahan	SC	29410	<p>I hope you will consider the needs of people on bicycles, people walking, and other vulnerable users. The neighborhoods on the river side of 526 including Hobcaw and others will be further isolated from the rest of Mt Pleasant with the current alternatives. The diverging diamond designs especially do not provide easy, safe, and convient options for vulnerable users to cross busy roads. Incorporating features such as crosswalks and bicycle lanes will not only provide access via modes other than cars - thereby providing an option for congestion reduction - but also encourage better safety compliance among drivers and a reduction in overall traffic crashes and violent incidents.</p>	General Letter and FAQ Document	Email	10/31/2022

I-526 @ Long Point Road Interchange Improvements Project
Public Information Meeting 1: Summer 2022
Website Comments

Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
									Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative.	Email	8/15/2022
8/12/2022	Phillip	Jordan	phil_jordan7483@gmail.com	373 Shoals Drive	Mount Pleasant	SC	29464	I am writing to express my concerns regarding the proposed changes to the I-526 and Longpoint Road interchange in Mt. Pleasant. I attended the DOT meeting on August 2nd and the proposals I saw do not look attractive. I think the solutions are worse than the problems. I especially do not like proposals #2 and #6 that use the overhead ramp to move port traffic from Longpoint Road to the vicinity of the Grassy Creek and Tidal Walk neighborhood entrance. I think a better option needs to be explored...some concepts would involve merging the port traffic into the left lane (if traveling west). A better option would be to take the port traffic over the Wando and Cooper Rivers independent of 526 and directly to I-26 West. I think this concept would provide significant relief to the traffic on 526. Moving the port traffic to an overhead ramp close the entrance of the two neighborhoods will add unattractive noise, pollution and general ugliness to a thriving residential area. I am also concerned about the impact on the wetlands. Other reasons that I do not like the proposals: 1. Forbidding left hand turns from Longpoint onto Belle Hall Parkway (at the Waffle House) forces all neighborhood traffic to Bell Point Drive. This adds two additional left turns to reach Grassy Creek and Tidal Walk neighborhoods. It also combines commuter traffic and school traffic. The area near the fire station on Paul Foster would change from a neighborhood with walkers and bikers to a heavy traffic area making it unsafe for the children at the two neighborhood schools (BHE and PCA) and the Jones Recreation Center. 2. The character of Longpoint Rd changes from a busy road in a small town to what you would see in a large city. 3. I think the long range predictions for increased traffic are exaggerated...Mt. Pleasant is close to being built out, especially the greater Long Point Road area. Thank you for your consideration and any assistance you can provide to help prevent these proposed changes.			
8/13/2022	Jason	Andrews	j_andrews@outlook.com	229 Swallowtail Court	Mount Pleasant	SC	29464	This extension will directly affect our neighborhood and the noise from Trucks and Cars moving closer will be a major issue. There is also a concern about the traffic being unable to turn left onto Belle Hall Parkway from Long Point Road, this could cause many issues further on long point road. I am also VERY concerned about the construction phase, how will this affect foundations in the neighborhood? with a new Bridge on-ramp there will undoubtedly be pile driving very close to our neighborhood.	General Letter and FAQ Document	Email	10/31/2022
8/13/2022	Elena	Lawson	eespelin23@yahoo.com	276 Mossy Oak Way	Mount Pleasant	SC	29464	I live in the Belle Hall Plantation neighborhood off of LongPoint Rd and this proposed plan will be a disaster. We have over 1000 houses in the neighborhood, a school, a forestation and traffic that is already a problem. You want to take out one of our access roads out of the neighborhood without considering all the people you will be effecting.This is outrageous and all about the \$. That's all Charleston is turning into now and it's disgusting. Listen to the people you will impact. Find another plan!!! I have concern about the noise on the elevated entrance ramp to 526. It will be too much noise with the concentration of trucks at full throttle trying to enter the highway and gearing up for the Wando bridge. There is no way to mitigate that elevated noise. As is well known, prolonged noise exposure can cause health effects. Safety. Also concerned that other options have not been fully vetted. The Hugh Leatherman project worked in that area, but there were no residences to affect. There has to be an option that accommodates all and limits impacts on all as well. Such as off ramp on to the port, with an alternative to get back on. Right now the traffic backs up to Don Holt Bridge and beyond is the interchange of 526 to 26. The ramp at the entrance of Grassy Creek would be a detrimental change to the area, as well as the people. In addition, the mental anguish and health strain you are putting us through. Have to give up our homes, our home values, or move. We already lost potential sale value on our home to the tune of \$200k with the realtor we are working with. PLEASE reconsider and take a look at alternatives.	General Letter and FAQ Document	Email	10/31/2022
8/13/2022	Sofia	Barbosa	sofiabarbosa25@gmail.com	388 Tidal Reef Circle	Mount Pleasant	SC	29464	The idea of removing the left turn from Long Point onto Belle Hall Blvd is a horrible idea. The amount of traffic routed onto the road by ChicFila (which already backs up at lunchtime) and on to Egypt Rd will be horrific and very dangerous. This will have major impacts and safety issues for the fire station, Belle Hall Elementary, the Jones Center and PCA. You will be putting children at risk and potentially slowing emergency response from the fire department.	General Letter and FAQ Document	Email	10/31/2022
8/13/2022	Kristie	Buxton	kristiebuxton@gmail.com	312 Bermuda Towne Row	Mount Pleasant	SC	29464	We are deeply concerned with the proposed Long Point Road options. There are approximately 700 kids that go to Belle Hall Elementary, and another 700 kids at Palmetto Christian Academy. The traffic flowing through Egypt Road would not be able to keep up with all of the kids and Emergency Vehicles going through it. We would love all of our kids the ability to play and do events like the kids triathlon that Grassy Creek and Tidal Walk did today. Please come up with a different solution like putting in another bridge from the North Charleston port to the Mount Pleasant Port (trucks only).	General Letter and FAQ Document	Email	10/31/2022
8/13/2022	Sean	Barnes	barnestsean@yahoo.com	160 Red Knot Lane	Mount Pleasant	SC	29464	I am writing in support of Alternative 2 in the Long Point Road Interchange. Foremost among the reasons why I support Alternative 2 is (of all the alternatives provided) it is 1 of only 2 alternatives that will successfully complete the SCDOT stated purpose and need. I do not believe we should waste taxpayer dollars on anything we do not believe will succeed in what we set out to accomplish. I believe success in Alternative 2 is linked to completely removing port related, industrial traffic from what has become a thriving residential and retail area found on the other side of the interstate. Alternative 2 has the ability to eradicate the truck traffic we see today along side pedestrians, bicycles, and golf carts by eliminating the left turn onto Belle Hall Parkway. I have seen trucks run over underground utilities and road signage at the (recently installed) traffic circle on Belle Hall Parkway at Paul Foster. I have seen trucks park overnight on the shoulder of Paul Foster Road. This driver was actually having a work out and a shower at Planet Fitness. I have seen trucks park in the medians of both Belle Point Drive and Belle Hall Parkway. These drivers are actually dining inside at the Waffle House and Chick-Fil-A. With the Port Access Road (provided by Alternative 2) the trucks have the convenience provided by avoiding Longpoint Road altogether. Mount Pleasant could then take steps to limit truck traffic presently found on the other side of the interstate in a (largely) residential area. I should add that I do not possess discontent for our commercial drivers as I am a commercial driver myself. I just realize there are some areas my rig does not belong for safety reasons. I believe the aforementioned locations are some of those places. Alternative 2 does not include a diverging diamond (as in other alternatives) which I believe will confuse tourists destined for Boone Hall Plantation. You may find this observation a bit peculiar (as did I) but I have witnessed their confusion from the interstate exit all the way to the entrance of Boone Hall Plantation. The significance of this tourism is exhibited daily by the amount of out of state license tags found on Longpoint Road that eventually enter the Plantation. I see this occurrence almost daily on routine trips to stores like Costco or Home Depot. Finally, I believe one of the added benefits of Alternative 2 is the dedicated access road removes noise pollution from a significant amount of the effected residential area.	General Letter and FAQ Document	Email	10/31/2022
8/14/2022	Grady	Sanders	gradysanders@yahoo.com	549 Antebellum Lane	Mount Pleasant	SC	29464	I travel on 526 all the time and use exit 28 Long point exit to get to and from my jobs. Something does need to be done to ease traffic from all the daily traffic to Port traffic because it gets horrible and anything that will improve it in my mind I agree with.	General Letter and FAQ Document	Email	10/31/2022
8/14/2022	Jonathan	Guay	jguay648@gmail.com	2314 United Drive	Huger	SC	29450	I am Grassy Creek resident. I am very concerned about this project. Firstly - it feels like the SCDOT is trying to rush this through - public comment period of 4 weeks during the peak vacation/travel season of August is just too short. I am requesting that you extend this period...at least until the end of Sept 2022. Secondly - while I was unable to attend the public meeting (traveling outside of SC that week), I understand from other attendees that SCDOT officials have not even visited the Grassy Creek/Tidal entrance area that will be destroyed by what seems to be already the chosen option. How on earth can this be the case ?? Thirdly - if the option to have the direct truck on/off ramp is the chosen option, why can the on ramp not enter from the left (ie allowing the overpass to enter the central median). Its perfectly common for on ramps around the country to enter from the left. Fourth - I am very concerned about the plan to remove the left turn from Long Point road into Belle Hall Parkway. This will redirect a lot of traffic to the Chick-fil-A turning (which is more congested) and of more concern....direct the BH, GC and TW traffic to a very narrow / tight junction to get into the respective neighborhoods. Again, this doesn't seem to have been reviewed in any detail. Fifth - I see no discussion of noise abatement. It is already noisy (depending on time of year/wind direction) - the ramps proposed will add considerably to this and of course so too will the eventual 8 lanes on 526. I feel this needs to be addressed up front. Thank you for your consideration.	General Letter and FAQ Document	Email	10/31/2022
8/14/2022	Jeremy	Bollington	jeremy.bollington@gmail.com	239 Palmetto Bluff	Mount Pleasant	SC	29464		Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative.	Email	10/31/2022
8/14/2022	Sarah	Eargle	saraheargle@gmail.com	230 Palmetto Bluff	Mount Pleasant	SC	29464	Hello, I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. It is our understanding that these safety and traffic issues have not been studied by the SCDOT and we believe proceeding forward without a better understanding of the impact these two options present would cause real damage to these communities, schools, and businesses. Please see below for a more detailed outline of our concerns: Elevated (Flyover) \Truck Bridge Concerns: -Taking truck traffic off Long Point Rd and moving it to the front of our community is not an equitable solution. -What is the rationale for placing the elevated bridge in that location that so negatively affects our neighborhoods? There are better locations and better options that should be further studied. -We are very concerned about Diesel Exhaust pollution concerns from the high volume of trucks at the entrance of Grassy Creek and Tidal Walk neighborhoods. - Noise pollution from fast moving trucks merging onto 526W from an elevated bypass (exhaust, air brakes, general road noise) will have a disastrous effect for the entire front half of the Belle Hall neighborhoods plus Grassy Creek and Tidal Walk. - Wetlands at the end of Rathall Creek would be affected. These wetlands are a critical part of our neighborhoods. -Acquisition of Grassy Creek HOA property, with the potential for acquisition of Grassy Creek Homes that would be in the right-of way boundaries. -Acquisition of at least two homes in Tidal Walk, with the potential for more due to the right of way boundaries. -What measures will be taken to mitigate flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds/ and retention ponds? -How should residents closest to the new bridge expect to combat light pollution from trucks turning and coming down the ramp? Traffic Concerns that have not been studied: -Closing the Long Point Rd left hand turn access onto Belle Hall Pkwy would severely limit the traffic patterns and greatly increase congestion for multiple neighborhoods containing over 1,000 homes. This would force all traffic entering these neighborhoods to turn left at the intersection of Belle Point and Long Point Rd. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive through line which wraps around off their property on to Belle Point Rd and back to the Long Point intersection. Several more traffic-intensive businesses are expected to be built soon on this road, which will only compound the problem. -Paul Foster Rd already has significant traffic and delays during school drop-offs and pick-ups for Belle Hall Elementary and Palmetto Christian Academy, with traffic often extending back to Belle Hall Parkway, Belle Point Rd, and Egypt Road. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses to the small Traffic Circle on Belle Hall Pkwy and Paul Foster Road. 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With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. -Looking forward to the future and the four lane highway on 526, the truck bypass lane position makes it clear that this is just the beginning of the Eminent Domain Plans for the northside of the 526 corridor which include Grassy Creek, Tidal Walk and Etiwan neighborhoods. -Dozens of businesses, including many offices and restaurants like Waffle House would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around that small traffic circle.			
8/14/2022	Sarah	Eargle	saraheargle@gmail.com	230 Palmetto Bluff	Mount Pleasant	SC	29464		Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are bring carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative.	Email	8/15/2022

I-526 @ Long Point Road Interchange Improvements Project
Public Information Meeting 1: Summer 2022
Website Comments

Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
8/14/2022	Kathy	Dovey	kmdovey@yahoo.com	240 Swallowtail Court	Mount Pleasant	SC	29464	Please complete the noise and pollution studies before moving forward on any alternative. This is imperative to the homes that could be terribly impacted by 18 wheelers entering a flyover at the entrances of Grassy Creek and Tidal walk. Such a disaster to our neighborhoods both noise/pollution and visually. Such a shame to even have alternatives drawn up close to homes destroying property values. Also, the impact of Longpoint Road with traffic and no left turn onto Belle Hall Parkway will back traffic up and create sitting traffic.	General Letter and FAQ Document	Email	10/31/2022
8/14/2022	Stephanie	Ballabio	sballabio@gmail.com	548 Palm Crossing Street	Daniel Island	SC	29494	Based on the options that are presented for 526, options #2 and #3 look like the best approach to alleviate the traffic buildup to the docks. I'd like to see it be an exclusive exit only lane for the trucks with a hard barrier and no way for a truck to cut in at the last minute and hold up traffic in the left lane (what currently happens). I'd also like to propose that the left lane on 526 be exclusively for cars unless there is an accident/breakdown. Trucks are going way too fast and don't belong in the left lane anyways. Thanks for allowing neighborhood input!	General Letter and FAQ Document	Email	10/31/2022
8/14/2022	Paige	Newton	paigenewton18@gmail.com	316 Tidal Place Circle	Mount Pleasant	SC	29464	With the proposed options of the 526 Long Point Interchange, the LEFT TURN from Long Point Road onto Belle Hall Parkway will be ELIMINATED. This will cause major traffic! IMAGINE all neighborhood traffic entering on Belle Point Drive or Egypt Road...this doesn't include the school traffic, traffic from Chick Fila and of course the emergency access for the fire station on Paul Foster. Please rethink this.	General Letter and FAQ Document	Email	10/31/2022
8/15/2022	Michael	Sutton	msutton186@gmail.com	365 Shoals Drive	Mount Pleasant	SC	29464	I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. 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8/15/2022	Alexandra	Sutton	avasko187@gmail.com	365 Shoals Drive	Mount Pleasant	SC	29464	I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. 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Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative.	Email	8/15/2022
8/15/2022	Casey	Warfield	casey.warfield@gmail.com	662 Palisades Drive 260 Seven Farms Drive	Mount Pleasant	SC	29464	Alternatives 2 and 6 that have the dedicated truck lanes on and off I-526 separate from the existing interchange are preferred as it keeps the heavy truck traffic separated from the neighborhoods, passenger car traffic, and pedestrian / bike traffic from a safety stand point. The separation also keeps the noise levels down from the residential homes. Other noise mitigation measures such as sound walls adjacent to the neighborhoods would be desired as well. Thank you for your consideration!	General Letter and FAQ Document	Email	10/31/2022
8/15/2022	Rhett	Price	rhett.price@indysoft.com	Unit 203	Daniel Island	SC	29492	I oppose proposals 2 and 6 of the SCDOT's plan to add truck flyovers next to existing neighborhoods on Seacoast Pkwy. My son lives in Grassy Creek. I also oppose the closure of the left turn lane onto Belle Hall Parkway from Long Point Road. This presents safety hazards and additional traffic back up in school zones and impedes access by emergency services. These proposals require additional investigation before any expansion plans are set.	General Letter and FAQ Document	Email	10/31/2022
8/15/2022	Brenna	Haugaard	bhaugaard337@gmail.com	2918 Alabama Drive	North Charleston	SC	29405	As someone who used to live in Grassy Creek and currently drives back and forth there for work, I oppose proposals 2 and 6 of the SCDOT's plan to add truck flyovers adjacent to existing neighborhoods on Seacoast Pkwy. I also oppose the closure of the left turn lane onto Belle Hall Parkway from Long Point Road. This presents safety hazards and additional traffic back-up in school zones and impedes access by emergency services. These proposals require additional investigation before any expansion plans are set.	General Letter and FAQ Document	Email	10/31/2022

I-526 @ Long Point Road Interchange Improvements Project
Public Information Meeting 1: Summer 2022
Website Comments

Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
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With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. -Looking forward to the future and the four lane highway on 526, the truck bypass lane position makes it clear that this is just the beginning of the Eminent Domain Plans for the northside of the 526 corridor which include Grassy Creek, Tidal Walk and Etiwan neighborhoods. -Dozens of businesses, including many offices and restaurants like Waffle House would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around that small traffic circle.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are being carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative.	Email	8/16/2022
8/16/2022	Thomas	Price	thomasprice42@gmail.com	381 Shoals Drive	Mount Pleasant	SC	29464	I oppose building truck overpasses near and over the entrances of the communities of Grassy Creek and Tidal Walk. This will cause lots of safety hazards, including the likelihood of many more wrecks, difficulty of emergency vehicles to access the area, noise pollution (which we already have), displacement of wildlife and destruction of wetlands. I also believe we have to keep the left turn lane accessible from Long Point onto Belle Hall Parkway, making all cars go around Paul Foster to leave all Belle Hall neighborhoods is insane. There is huge amount of chick fil a traffic already on Belle Point. Eliminating the left turn would compromise businesses, Belle Hall Elementary and the fire station as well as all of the 1200 homes' residents. Please thoroughly investigate these options before making any decisions. We need more than 30 days to comment on new proposals that include these massive changes.	General Letter and FAQ Document	Email	10/31/2022
8/16/2022	Maryanne	Skalak	mskalak28@hotmail.com	392 Tidal Reef Circle	Mount Pleasant	SC	29464	I am opposed to any flyover bridge for I-526 expansion. I have expressed my concern at prior meeting and surveys. Those proposals would negatively impact the Grassy Creek & Tidal Walk neighborhoods. It would be an eyesore and impact neighborhoods values & tremendously increase noise and air pollution. In addition eliminating left turn off Long Point to Belle Hall Parkway would create congestion and safety concerns to access the three neighborhoods (Grassy Creek, Tidal Walk & Bell Hall); the two schools, Bell Hall Elementary (700 students) & Palmetto Christian Academy (700 students), Jones Rec Center and the Fire/EMS Station. In addition, congestion on Bell Pt Dr would dramatically increase on an already congested road due to Bell Hall Shopping Center & Chick fa La Restaurant.	General Letter and FAQ Document	Email	10/31/2022
8/16/2022	Eleanor	Kaldon	ekaldon@comcast.net	334 Turnstone Street	Mount Pleasant	SC	29464	This project needs to be taken off of the fast track - it is being rushed - all options need to be explored as well as different solutions. The concern in the area around Longpoint and 526 is around noise, safety, and increased traffic. Closing off the turn at the Waffle House is not a viable option. This will drive increased traffic to the next intersection which will drastically increase traffic around Bell Hall Elementary. This road houses a Chic Filet that already sees a lot of traffic and causes a bit of a backup. It will be a nightmare at school day opening and dismissal. Additionally many children currently ride bikes and walk to the school. Their safety would be in jeopardy with the additional traffic. Also there is a roundabout at the entry to Bell Hall community that cannot sustain additional traffic. I do not believe large trucks could successfully navigate it. I do not believe this has been looked at. Additionally there are homes and potentially amenities that will be destroyed in the Tidal Walk Community. It is outrageous if this is done without complete evaluation of all options. The bottom line is that the brakes need to be put on this project and all options evaluated.	General Letter and FAQ Document	Email	10/31/2022
8/16/2022	McKenzie	Solomons	mckenzieolomons@yahoo.com	232 Killdeer Court	Mount Pleasant	SC	29464	I live in the Tidal Walk neighborhood and have seen the most likely alternate being 2 or 6. Although I hate the thought of losing homes in our neighborhood, my biggest concerns are noise and losing the left turn access to Belle Hall Parkway. What is going to be your plan for the noise created by the heavy trucks on a flyover in conjunction with the normal traffic noise? Will sound barrier walls be placed on the flyover as well as at ground level? both of which I feel are necessary. And if we lose the ability to turn left at Belle Hall Parkway, that puts between 1500-2000 homes being serviced by one road Belle Point Drive and turning left onto Paul Foster. What improvements do you plan on making to those two roads in order to accommodate all of the additional traffic that will be on those roads? Also what improvements will you make to that intersection to now accommodate everyone coming off of 526 and going into those neighborhoods now having to use that one turn? That is a lot of traffic in close proximity to two schools, which makes it difficult to pick up or drop kids off at school not to mention the buses trying to get out as well. Please send me a response with your plans to improve the intersection and those roads as well as what your plan is to address the additional noise created by the flyover. Thanks, McKenzie	General Letter and FAQ Document	Email	10/31/2022
8/16/2022	Brendan	Shields	shieldsb641@gmail.com	119 Revolution Drive	Mount Pleasant	SC	29464	Good Afternoon! Options 1, 2, and 6 seem reasonable. Options 2 and 6 seem to be best for the port, however the flyover and extra lanes will impact the Tidal Walk Neighborhood negatively and need to be fully examined for all forms of pollution(sound, visual, etc...). There are options to mitigate the citizens concerns.	General Letter and FAQ Document	Email	10/31/2022
8/17/2022	Josiah	Williams	josiahwilliamsiii@gmail.com	511 Hickory Cove	Mount Pleasant	SC	29464	We built our home here in Hobcaw Creek Plantation in 1988, the third house built in the entire subdivision. We had comparatively low volumes of traffic at that time. It has obviously increased dramatically since then, especially with the advent of the Wando Terminal. We have always been strong supporters of our shipping and trucking industries and are still. However, the truck traffic has increased to the point that there have been several traffic accidents as well as close calls. While we empathize with the concerns of the subdivisions on the north side of 526 at the proposed interchange we feel that the safety of our developments on Longpoint Road far outweigh those concerns.	General Letter and FAQ Document	Email	10/31/2022
8/17/2022	Merrielee	Waters	merrielee_waters@yahoo.com	771 Long Point Road	Mount Pleasant	SC	29464	The options for 526 that will dump traffic onto Long Point Road, and prevent everyone in the communities off Long Point Road from ingress and regress to their property which will hinder their enjoyment of life. Long Point is already used as a thru way for traffic going to the port and interstate. The people in the Snowden Community have a difficult time getting out of the community. This will further restrict another community of color. While I feel that the port traffic needs to be diverted to not come on LP Road, the rest of this project will destroy lives. My family will not be able make a left turn out of their driveway! My family has been there for several generations at 635 Long Point Road and other connecting properties.	General Letter and FAQ Document	Email	10/31/2022
8/18/2022	Melissa	Thierfelder	mbritt1117@gmail.com	364 Tidal Terrace Court	Mount Pleasant	SC	29464	As a resident of Grassy Creek, my family greatly opposes the current plans that are proposed for the truck extension via longpoint road. You are only taking the problem off of the interstate and dumping it on even smaller roads with far more day to day stop and go traffic. Putting a fly over bridge at the front of our neighborhood poses so many issues to include noise, pollution, drainage issues, and child safety just to name a few. With so many resident traveling in and out of Grassy Creek, Tidal Walk and Belle Hall, taking away the left hand turn into our neighborhoods will be detrimental for traffic flow and all businesses along that strip. Have you personally driven down long point and or Paul foster during school arrival and dismissal for Belle Hall and PCA?! How about Chick fil a during breakfast, lunch and dinner? You already can't even make the turn during those rush hours due to traffic but you want to route ALL 1200+ residents through that 1 short road? These plans should be studied further and not fast-tracked; there has to be a better option.	General Letter and FAQ Document	Email	10/31/2022

I-526 @ Long Point Road Interchange Improvements Project
Public Information Meeting 1: Summer 2022
Website Comments

Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
8/19/2022	Randall	Kelly	randall_kelly@hotmail.com	349 Shoals Drive	Mount Pleasant	SC	29464	Good afternoon, I usually never express concern on matters of public planning, however my proximity to the I526 project requires me to write this letter of concern. Providing some background of my family, which just moved to Mount Pleasant on July 1st, 2022 - We are from Arlington, VA and our first home was located approximately one mile from The Washington Monument. Our first home was approximately 30 feet from Route 50. While living there for 6 years, we went through an acclimation period while beginning our family life cycle, which included an initial phase of becoming 'used-to' the sound of traffic on Route 50. At the time, we enjoyed the annual "Rolling Thunder" that came to town on Memorial Day, because it was just two days of non-stop motorcycles commemorated our fallen soldiers and PoW's. However, over time, the noise and constant movement along Route 50 did eventually wear us down and created anxiety within each member of my family. We lived on an infrastructural artery which produced a dull/constant sound and sight of Washington, DC's traffic. I used to call it the sound of Washington, DC's pulse, for which there was no other option of escaping than a relocation to a more peaceful location (i.e., Mount Pleasant's Grassy Creek neighborhood). In addition to my personal preferences of a peaceful community, my concern of an I526 overpass is also based on my understanding of soundwaves and federal contracting. I am a General-class FCC licensed amateur radio operator (KD4AXY), so I understand soundwave principles. I assert that an I526 bridge/overpass can only increase highway noise. Sound mitigation attempts may help with decibel reduction, however ONLY a 'reduction' in sound will be possible with the state's multi-million dollar investment in overpass sound-reduction; Sound reduction to and extinct 0-db level is impossible with an overpass plan because sound waves (like radio waves) are most clear via line of sight [uninterrupted] transmissions. True, sound reduction walls exist if the state deems them necessary, but they are not an absolute and they are likely considered an "optional" and "expensive" addition to an overpass construction. Without my background in federal contract administration and federal agency acquisition case study (UVA-Cert 2020), anyone with a shallow/broad understanding of construction or civil engineering costs would anticipate that the overpass options are clearly the most expensive options of I-526/Longpoint interchange construction. And costs do not stop with the initial capital investment of overpass construction; Bridges are among the country's most expensive maintenance programs, because without regular/expensive maintenance, bridges would cease to exist within a decade. In addition, eminent domain is unfortunately a necessary evil in this country, which I know occurs every day in federal, state, and local municipal governments. This loophole in our "free country" creates sympathy by the country's full body, however the voice of oppression is commonly overlooked because societal laziness, objective resistance costs, and because of a louder sounding-bell of "public need." I sometimes question how our country can benchmark trillions of dollars in infrastructure improvement, while promoting an agenda of environmental repair - This is a political and philosophical oxymoron as there is always an opposite and equal reaction to every infrastructural "improvement." Thank you for reading my letter if you made it this far down the page! I would appreciate your consideration of my opinion and respect your task at hand. Sincerely, Randy Kelly	General Letter and FAQ Document	Email	10/31/2022
8/19/2022	Therese	Kristiansen	therese1838@gmail.com	241 Mossy Oak Way	Mount Pleasant	SC	29464	Designs 1 and 3, which are probable at this point, need to be eliminated, Any design that moves the interstate closer to neighborhoods must be stopped. Design 3 is ridiculous in that it moves the roads practically into the backyards of homes. Drop the designs.	General Letter and FAQ Document	Email	10/31/2022
8/20/2022	Roger	Habbestad	rodgerfan_rbh@gmail.com	183 Sweet Garden Court	Mount Pleasant	SC	29464	Thank you for the opportunity to give feedback to your options provided in the public meeting held August 2. We are 6-year residents of Bell Hall Plantation. Of the options presented to us during the August 2 meeting, we prefer either options 2 or 6, but leaning towards option 2. The most IMPORTANT thing to us is the separation of the truck traffic and the local traffic, and we feel the most cost-effective option would be option 2. With that said, we have been discussing a possible alternative to handle the south-bound traffic on Long Point Rd (the traffic going towards the port). Our idea is this: -Close off the Bell Hall Parkway at Long Point Rd. (at the Waffle House) -Designate the right lane on Long Point, somewhere between Bell Point Parkway and Bell Hall Parkway, as entrance to I526 ONLY (for both east-bound and west-bound traffic) -the west-bound traffic would access I526 as they currently do and the east-bound traffic would continue under I526 and clover-leaf to access I-526. The east-bound traffic would also have a 'continuous' green arrow (like the current west-bound traffic has) to bypass the traffic light at the current I-526 off ramp. -There would be a 'lane barrier' (like exists today to separate Long Point traffic from the I526 west-bound traffic) for the east-bound traffic which would enforce the I526 ONLY designation for that traffic lane. Why are we proposing this, even though we are Bell Hall Plantation residents? Whenever we are at the Bell Hall Parkway intersection at Long Point, we seem to always have a challenge to enter Long Point Rd. Invariably, there are drivers on the inside lane trying to 'get ahead' of others when accessing the I526 west-bound entrance ramp and when we are trying to go east-bound, again, there are drivers on the inside lane always trying to 'get ahead' of others to get onto that entrance ramp. This causes some drivers to be 'very cautious' when trying to access Long Point, causing quite a backup on Bell Hall Parkway. We have also seen drivers making a LEFT turn from Bell Hall Parkway, even though it designated RIGHT turn only, also causing backups and confusion. In addition, if we exit I526 west-bound at Long Point Rd, we usually have to play 'frogger' to get into the left-hand turn lane to turn onto Bell Hall Parkway. If the access to Bell Hall Parkway is closed at Long Point Rd., it would be safer to access Long Point Rd from Bell Point Parkway, especially since we would have a traffic light working for us, and for us to get back to our neighborhood, we would have a couple of blocks to get to the left-hand turn lane to safely turn down Bell Point Parkway. With that, we think there may be a need to improve the Bell Point Parkway intersection to Long Point Rd., especially with the Chick-fil-A traffic. With that traffic, maybe an expansion of the road to accommodate for Chick-fil-A traffic only, or help them acquire additional property down Bell Point Parkway so they can expand their parking and move their entrance for their drive-thru down toward Paul Foster Rd. Thanks for listening.	General Letter and FAQ Document	Email	10/31/2022
8/20/2022	Chen	Chen	joseyiliu603@hotmail.com	172 Red Knot Lane	Mount Pleasant	SC	29464	Hi, I'm a resident of Tidal Walk. I have heard about the I-526 project and have some concerns about it. Our family have lived in this neighborhood for four years. The noise of traffic on the highway has always been a part of our concern. Now, when they add more lane to the highway the noise will get louder and louder even they build a sound wall. When the truck drove past the highway, we could feel the house shaking slightly. I can't imagine how it will be like when they adding more lanes. Now, we are not only worried about noise, but also about safety. All of the plans appear to eliminate the left turn at Belle Hall Parkway entrance. This would make all traffics entering these neighborhoods to Belle Point Drive which would greatly increase the traffic on Paul Foster Road. These would cause safety concerns about all the children going to school. Thank you for your consideration of these safety concerns with bringing highway closer to our family and our neighbor school.	General Letter and FAQ Document	Email	10/31/2022
8/22/2022	Tiffany	Senden	twsenden@gmail.com	300 Shoals Drive	Mount Pleasant	SC	29464	Hello, I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. It is our understanding that these safety and traffic issues have not been studied by the SCDOT and we believe proceeding forward without a better understanding of the impact these two options present would cause real damage to these communities, schools, and businesses. Please see below for a more detailed outline of our concerns: Elevated (Flyover) \Truck Bridge Concerns: -Taking truck traffic off Long Point Rd and moving it to the front of our community is not an equitable solution. -What is the rationale for placing the elevated bridge in that location that so negatively affects our neighborhoods? There are better locations and better options that should be further studied. -We are very concerned about Diesel Exhaust pollution concerns from the high volume of trucks at the entrance of Grassy Creek and Tidal Walk neighborhoods. - Noise pollution from fast moving trucks merging onto 526W from an elevated bypass (exhaust, air brakes, general road noise) will have a disastrous effect for the entire front half of the Belle Hall neighborhoods plus Grassy Creek and Tidal Walk. - Wetlands at the end of Rathall Creek would be affected. These wetlands are a critical part of our neighborhoods. -Acquisition of Grassy Creek HOA property, with the potential for acquisition of Grassy Creek Homes that would be in the right-of way boundaries. -Acquisition of at least two homes in Tidal Walk, with the potential for more due to the right of way boundaries. -What measures will be taken to mitigate flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds/ and retention ponds? -How should residents closest to the new bridge expect to combat light pollution from trucks turning and coming down the ramp? Traffic Concerns that have not been studied: -Closing the Long Point Rd left hand turn access onto Belle Hall Pkwy would severely limit the traffic patterns and greatly increase congestion for multiple neighborhoods containing over 1,000 homes. This would force all traffic entering these neighborhoods to turn left at the intersection of Belle Point and Long Point Rd. - Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive through line which wraps around off their property on to Belle Point Rd and back to the Long Point intersection. Several more traffic-intensive businesses are expected to be built soon on this road, which will only compound the problem. -Paul Foster Rd already has significant traffic and delays during school drop-offs and pick-ups for Belle Hall Elementary and Palmetto Christian Academy, with traffic often extending back to Belle Hall Parkway, Belle Point Rd, and Egypt Road. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses to the small Traffic Circle on Belle Hall Pkwy and Paul Foster Road. Paul Foster is already a heavily used corridor due to the 2 schools located on Egypt Rd. -Fire Station #2 on Paul Foster Rd would have limited egress for emergency calls with traffic from all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), two schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and numerous businesses entering on Belle Pointe Dr. and Egypt Rd. each who use Paul Foster as their main artery. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, waiting to get permission to enter the port. With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. -Looking forward to the future and the four lane highway on 526, the truck bypass lane position makes it clear that this is just the beginning of the Eminent Domain Plans for the northside of the 526 corridor which include Grassy Creek, Tidal Walk and Etiwan neighborhoods. -Dozens of businesses, including many offices and restaurants like Waffle House would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around that small traffic circle. I write to you as a concerned resident of Grassy Creek, a Realtor that works mostly in the Mt. Pleasant area and is concerned of how this will impact many of my clients, as a parent of children who use Seacoast Parkway to ride their bikes to friends that live in Belle Hall Plantation and as the former PTA President of Belle Hall Elementary that has almost 700 students who will be directly impacted by this project. Thank you for taking the time to read this and hopefully come up with a better solution.	General Letter and FAQ Document	Email	10/31/2022
8/22/2022	Benjamin	Cooke	benjy.cooke@oswaldcooke.com	329 Tidal Place Circle	Mount Pleasant	SC	29464	My family and I live in the Grassy Creek subdivision off of Longpoint Road. We are strongly opposed to Option 2 and Option 6 that bring the ramps across the interstate from the Port and into the front of our neighborhood. We built or purchased our homes on the east side of 526, never imagining that the Port and the DOT would change our way of life with one rushed decision. Further, each of the current options under consideration contemplate the closing of Bell Hall Parkway. This turn serves 1,184 homes, over 125,00sf of office, multiple childcare centers, retail buildings, two 800-student schools, not to mention the other traffic which supports these communities (landscapers, Amazon drivers, public service vehicles, among many others). The daily traffic count you propose to put into Bell Point Drive (a Town of Mount Pleasant Road), then Paul Foster (a CHS County Road) would implode the traffic grid before it begins to take any shape. I believe the Option you show in Alternative 1-A is the most responsible and least obtrusive for the members of our community as a whole.	General Letter and FAQ Document	Email	10/31/2022
8/23/2022	Patricia	Williams	tricwilliams@yahoo.com	511 Hickory Cove	Mount Pleasant	SC	29464	We have been residents of Hobcaw Creek Plantation since we built here in 1988. While we are strong supporters of our shipping and trucking industries the volume of truck traffic and accidents, "near" accidents has increased exponentially in recent years. We recently reviewed the proposed options for re-routing truck traffic and strongly support option 2 for new routing of truck traffic. That appears to us as almost a "win-win" solution for both the terminal as it will expedite truck traffic ingress / egress to I-526 and to the subdivisions on Long Point Road for safety reasons. We certainly empathize with the developments on the northeast side of 526 but when safety and expediting traffic are taken into consideration we feel that option 2 is a much better solution. Thank you	General Letter and FAQ Document	Email	10/31/2022

I-526 @ Long Point Road Interchange Improvements Project
Public Information Meeting 1: Summer 2022
Website Comments

Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
8/23/2022	Heather	Bigley	heatherb53@gmail.com	269 River Oak Drive	Mount Pleasant	SC	29464	We live in Grassy Creek and are very concerned about the favored proposals under consideration. We request that SCDOT further investigate the full impact of the options they have proposed before making a decision. Impact studies are needed in noise, congestion on the non-port side of Long Point at the interchange and wetland mitigation. These impact studies should include all communities affected, not just 2 of the 5. We expect DOT and the Town of Mount Pleasant to complete due diligence to prevent rushed decisions that can negatively impact the traffic patterns, congestion and noise, not to mention the negative financial impact to the neighborhoods.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are being carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative.	Email	8/24/2022
8/24/2022	Ben	Whatley	brwhatley@gmail.com	217 River Oak Drive	Mount Pleasant	SC	29464	I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. It is our understanding that these safety and traffic issues have not been studied by the SCDOT and we believe proceeding forward without a better understanding of the impact these two options present would cause real damage to these communities, schools, and businesses. Please see below for a more detailed outline of our concerns: Elevated (Flyover) \Truck Bridge Concerns: -Taking truck traffic off Long Point Rd and moving it to the front of our community is not an equitable solution. -What is the rationale for placing the elevated bridge in that location that so negatively affects our neighborhoods? There are better locations and better options that should be further studied. -We are very concerned about Diesel Exhaust pollution concerns from the high volume of trucks at the entrance of Grassy Creek and Tidal Walk neighborhoods. - Noise pollution from fast moving trucks merging onto 526W from an elevated bypass (exhaust, air brakes, general road noise) will have a disastrous effect for the entire front half of the Belle Hall neighborhoods plus Grassy Creek and Tidal Walk. - Wetlands at the end of Rathall Creek would be affected. These wetlands are a critical part of our neighborhoods. -Acquisition of Grassy Creek HOA property, with the potential for acquisition of Grassy Creek Homes that would be in the right-of-way boundaries. -Acquisition of at least two homes in Tidal Walk, with the potential for more due to the right of way boundaries. -What measures will be taken to mitigate flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds/ and retention ponds? -How should residents closest to the new bridge expect to combat light pollution from trucks turning and coming down the ramp? Traffic Concerns that have not been studied: -Closing the Long Point Rd left hand turn access onto Belle Hall Pkwy would severely limit the traffic patterns and greatly increase congestion for multiple neighborhoods containing over 1,000 homes. This would force all traffic entering these neighborhoods to turn left at the intersection of Belle Point and Long Point Rd. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive through line which wraps around off their property on to Belle Point Rd and back to the Long Point intersection. Several more traffic-intensive businesses are expected to be built soon on this road, which will only compound the problem. -Paul Foster Rd already has significant traffic and delays during school drop-offs and pick-ups for Belle Hall Elementary and Palmetto Christian Academy, with traffic often extending back to Belle Hall Parkway, Belle Point Rd, and Egypt Road. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses to the small Traffic Circle on Belle Hall Pkwy and Paul Foster Road. 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With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. -Looking forward to the future and the four lane highway on 526, the truck bypass lane position makes it clear that this is just the beginning of the Eminent Domain Plans for the northside of the 526 corridor which include Grassy Creek, Tidal Walk and Etiwan neighborhoods. -Dozens of businesses, including many offices and restaurants like Waffle House would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around that small traffic circle.	General Letter and FAQ Document	Email	10/31/2022
8/24/2022	Debbie	Whatley	whatley.deb@gmail.com	970 Tupelo Bay Drive	Mount Pleasant	SC	29464	I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. It is our understanding that these safety and traffic issues have not been studied by the SCDOT and we believe proceeding forward without a better understanding of the impact these two options present would cause real damage to these communities, schools, and businesses. Please see below for a more detailed outline of our concerns: Elevated (Flyover) \Truck Bridge Concerns: -Taking truck traffic off Long Point Rd and moving it to the front of our community is not an equitable solution. -What is the rationale for placing the elevated bridge in that location that so negatively affects our neighborhoods? There are better locations and better options that should be further studied. -We are very concerned about Diesel Exhaust pollution concerns from the high volume of trucks at the entrance of Grassy Creek and Tidal Walk neighborhoods. - Noise pollution from fast moving trucks merging onto 526W from an elevated bypass (exhaust, air brakes, general road noise) will have a disastrous effect for the entire front half of the Belle Hall neighborhoods plus Grassy Creek and Tidal Walk. - Wetlands at the end of Rathall Creek would be affected. These wetlands are a critical part of our neighborhoods. -Acquisition of Grassy Creek HOA property, with the potential for acquisition of Grassy Creek Homes that would be in the right-of-way boundaries. -Acquisition of at least two homes in Tidal Walk, with the potential for more due to the right of way boundaries. -What measures will be taken to mitigate flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds/ and retention ponds? -How should residents closest to the new bridge expect to combat light pollution from trucks turning and coming down the ramp? Traffic Concerns that have not been studied: -Closing the Long Point Rd left hand turn access onto Belle Hall Pkwy would severely limit the traffic patterns and greatly increase congestion for multiple neighborhoods containing over 1,000 homes. This would force all traffic entering these neighborhoods to turn left at the intersection of Belle Point and Long Point Rd. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive through line which wraps around off their property on to Belle Point Rd and back to the Long Point intersection. Several more traffic-intensive businesses are expected to be built soon on this road, which will only compound the problem. -Paul Foster Rd already has significant traffic and delays during school drop-offs and pick-ups for Belle Hall Elementary and Palmetto Christian Academy, with traffic often extending back to Belle Hall Parkway, Belle Point Rd, and Egypt Road. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses to the small Traffic Circle on Belle Hall Pkwy and Paul Foster Road. Paul Foster is already a heavily used corridor due to the 2 schools located on Egypt Rd. -Fire Station #2 on Paul Foster Rd would have limited egress for emergency calls with traffic from all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), two schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and numerous businesses entering on Belle Pointe Dr. and Egypt Rd. each who use Paul Foster as their main artery. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, waiting to get permission to enter the port. With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. -Looking forward to the future and the four lane highway on 526, the truck bypass lane position makes it clear that this is just the beginning of the Eminent Domain Plans for the northside of the 526 corridor which include Grassy Creek, Tidal Walk and Etiwan neighborhoods. -Dozens of businesses, including many offices and restaurants like Waffle House would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around that small traffic circle.	General Letter and FAQ Document	Email	10/31/2022
8/24/2022	Gregg	Martin	greg.martinsc@gmail.com	179 High Battery Circle	Mount Pleasant	SC	29464	Improving truck access to the port needs to remain the primary focus of this improvement project. This can be done without disrupting or infringing on existing neighborhoods. Long Point road should not be used as a cut through to get to 526 from north Mount Pleasant. Restricting access to and from the Belle Hall neighborhood and redirecting all neighborhood, school, church, business, Fire Department, Rec Department traffic will significantly add to the already existing bottleneck situations at those intersections. The church traffic on Sunday already requires a police officer to block a portion of Long Point Rd and direct traffic. This is unrealistic for the current volume of traffic and will only be made worse once the land across from Belle Hall shopping center is developed. If the focus of this project is to improve truck access to the port then that should remain the focus.	General Letter and FAQ Document	Email	10/31/2022
8/24/2022	Manuel	Rivkind	manuel.rivkind@gmail.com	704 High Battery Circle	Mount Pleasant	SC	29464	I strongly object to eliminating left turns from Longpoint Road onto Belle Hall Parkway which is the entrance for all the residents of Belle Hall Plantation. If you intend for us to turn left onto Belle Point, that intersection has become jammed up since Chick-Fil-A was built. Then the next turn from Belle Point would be a left onto Paul Foster, which is already an accident waiting to happen with all the school traffic and the poor visibility. Please do not allow this to happen.	General Letter and FAQ Document	Email	10/31/2022

I-526 @ Long Point Road Interchange Improvements Project
Public Information Meeting 1: Summer 2022
Website Comments

Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
								I support the port and finding a solution to limit the truck traffic on Longpoint. I believe a port access road is a good idea, but making that port access road in the way it is currently planned in alternatives 2 and 6 is taking one problem away and creating many more. See the following regarding the reasons I am vehemently against alternatives 2 and 6 due to their significant negative impact on at least three communities: Each of the Long Point neighborhoods has a large buffer area that separates Long Point Road truck traffic from their actual homes. Comparatively, these two proposals place this truck traffic right at the front of Grassy Creek, Tidal Walk and Belle Hall homes, with no buffer. Debris will rain down directly next to this bridge, which is just 5 yards away from the entrances of Grassy Creek and Tidal Walk neighborhoods, imposing health and safety risks to our children and residents that run and bike daily at these entrances and all along Seacoast Parkway. These safety concerns are well documented with thousands of tire pieces and particulates, sections of full tire treads, loose truck parts, and dust and dirt in the air, on the ground, and next to bridges with high speed truck traffic. Concentrated diesel exhaust pollution increases the potential health risks for everyone living near this bridge, especially children and the immunocompromised in our communities. The projected flyover truck bridge entrance on to I-526 aims straight down Rathall Creek before turning at the front of Grassy Creek and Tidal walk entrances and will deliver noise and light pollution from an elevated position right down the creek between the Hibben and Grassy Creek neighborhoods. Wetlands at the end of Rathall Creek are less than 100 yards from the proposed bridge and would certainly be affected. These wetlands overseen by DHEC and the ACoE's are a critical part of our neighborhoods, as well as an additional Conservation Easement that was established by the Audubon Society in conjunction with five other conservation entities, after the Port was established. Closing the Long Point Road left-hand turn access onto Belle Hall Pkwy would severely disrupt the traffic patterns and greatly increase congestion. The four neighborhoods contain 1,180 homes, 77,800 SF of business and retail space, two schools with 1480 combined students, ECBC Church and Fire House #2. Using the ITE standard trips per day for Single Family Residences at 10.83 trips plus the ITE standard for Office Space at 11.61 equates to a combined total of 13,779 trips per day. The plan to have all access to and from these properties, business and schools on an already congested Belle Point Dr and Paul Foster Road (both 2 lane roads), defies logic. Fire Station #2 on Paul Foster Rd would have significantly limited egress for emergency calls with this proposal as all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), both schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and the numerous businesses entering on Belle Pointe Dr. and Egypt Rd. must use Paul Foster. Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive through line which wraps around their property on to Belle Point Rd and back to the Long Point intersection. The owner confirmed they do 2,000 sales a day out of this location. The problem exists without mention of plans for several more traffic-intensive businesses which are soon expected to be built on this road, only exponentially compounding the problem. Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, while awaiting permission to enter the port. With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it would be impossible to enter Belle Point Rd. several times a day. Currently the only way to do so when Chick-Fil-A backs up is to turn into and egress through the opposite direction lane around the line of traffic. I am very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, parks and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic on Paul Foster. Dozens of businesses, including many offices and restaurants like Waffle House would be greatly and negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around the single small traffic circle.	General Letter and FAQ Document	Email	10/31/2022
8/24/2022	Jenna	Stephens	jennamstephens@gmail.com	302 River Oak Drive	Mount Pleasant	SC	29464				
8/25/2022	John	Segars	johnfsegars@gmail.com	367 Pluff Mud Alley	Mount Pleasant	SC	29464	Hi - We live in Hidden Cove and I support option 2. Every time we enter or exit our subdivision I have to guess how fast the port trucks are going in order to not get hit. Some are going 20 mph and others are going 45 mph. Going with option 2 will reduce the chances of a serious accident one day and clear up traffic. Thank you!	General Letter and FAQ Document	Email	10/31/2022
8/25/2022	Krista	Jackson	klsarky@hotmail.com	607 Portico Park	Mount Pleasant	SC	29464	As a resident who lives directly off of Belle Hall Parkway, I drive Longpoint daily. The side of 526 that needs to really be focused on is the port side of Longpoint. The port traffic is what has increased so much. I am very surprised to see that parts of Longpoint that will drastically be impacted were not included in the existing transportation summary and the traffic analysis report that captures some, but not all traffic, and it is from 2017 (and does not have Chick Fil A and their traffic included in this because it did not open until 2018). As a resident I want to see a plan that will benefit both community and business. All of the proposals I have seen may have pieces of this, but none have it all yet. I also ask you to strongly reconsider taking away the left turn onto Belle Hall Parkway. The other two intersections with left turns cannot accommodate all the neighborhood and school traffic that will be created. Also right now we as residents can walk/bike to the shopping center, with increasing the traffic and impact on these two intersections this likely will not be possible. I do not feel that the fire station access, two schools, and many neighborhoods have been considered. Please lets redo traffic studies, include traffic on Longpoint to Whipple to get a full picture of all these intersections.	General Letter and FAQ Document	Email	10/31/2022
8/25/2022	Paulette	Kellogg	pkoman@comcast.net	191 Revetment Lane	Mount Pleasant	SC	29464	I oppose any plan to block off access to taking a left turn on Belle Hall Parkway from Longpoint Road. This will cause incredible back ups on Longpoint Road to turn left at the light at Chik Fila or at Egypt Road during rush hour, school drop off and pick up and lunch time. It will make it difficult for residents of Belle Hall and Grassy Creek to access their communities due to being forced to use other access points which are very busy intersections.	General Letter and FAQ Document	Email	10/31/2022
8/25/2022	Paige	Newton	paigenewton18@gmail.com	316 Tidal Place Circle	Mount Pleasant	SC	29464	I oppose to the closing of the left hand turn on Belle Hall Parkway. It will increase the traffic at that intersection by 398% between 5 and 6 PM, peak PM hour. It will be Armageddon. I live in grassy Creek and strongly oppose options number two and number six which will impede on our community directly on the port "redistribution" of traffic. Thank you for your time!	General Letter and FAQ Document	Email	8/25/2022
8/25/2022	Deborah	Warren	drugg101@yahoo.com	840 Tupelo Bay Drive	Mount Pleasant	SC	29464	As a 16 year resident of Belle Hall it is important to understand that taking away ANY access into this neighborhood would be hazardous for residents. Limited access in near the Waffle House will clog Long Point Road worse than it already is.. Belle Hall Elementary car pool lane, Fire House, PCA car pool lane, Chick fil A, working parents traveling to and from work, Jones Recreation center, Planet Fitness, etc. the list goes on and on. These are the businesss that sit behind Long Point and taking away an exit will be disastrous.	General Letter and FAQ Document	Email	10/31/2022
8/25/2022	Devin	Harms	devozz972@gmail.com	475 Old Carolina Court	Mount Pleasant	SC	29464	Please don't close the main access Road into Belle Hall at the Waffle House. If we all have to go down to Street with Chick fa la it will be a nightmare. Turns out that land owners north of Egypt Road are starting to build homes (meaning more cars). Seacoast Church did a 29 million expansion last year to add seating for more churchgoers and residents need more exit streets out of Belle Halle weekdays and on Sunday!	General Letter and FAQ Document	Email	10/31/2022
8/25/2022	Gail	O'Malley	gomallevsc@gmail.com	457 Turnstone Street	Mount Pleasant	SC	29464	Here are my comments for the Plans offered at this meeting on Aug. 2, 2022: I agree: -The traffic on 526 is heavy and trucks are backed up on the interstate. I live here and work going in both the east and west directions at times. When there is an accident, I am stuck but when there is not, I can usually make it in 20-30 minutes to work. An accident can change the time getting places on any other road I may have to take, (Long Point, Rt. 17, or any other road). -Traffic in and out of the port is impacting those that live in the neighborhoods off Long Point. I think that this is worse for those on the eastbound side than those in the Belle Hall area, but both are aware of the big truck traffic. -There could, and should, be an extra lane on both sides of 526 to allow trucks easier access on an off and ease congestion at the interchange. -Alternative #1 is the only one that makes sense to me in this very rushed, fast fix. -It will allow for wider turns (since trucks can't seem to slow down on their own like they do on Rhett and Virginia interchanges) and impact the least number of homes in the area. -I am upset about the #2, #3, #4, #5 and #6 plans for the Long Point Exchange because: -Adding flyovers and crossroad lane patterns will add to confusion and pose safety issues. Trucks entering in front of the car entrance will only cause more problems on the highway. I have tried to navigate the X patterns in other areas, and they are very confusing with cars driving on the opposite side of the road. School buses, bikes, shoppers, walkers, and offices in the Long Point interchange area would be impacted as well as the citizens and patrons to those areas. -Taking out the turn from Long Point into Belle Hall Parkway would cause huge repercussions for school, fire house, and homeowner traffic. At certain times of the day, the entrance to Belle Pointe Drive is packed due to Chick-Fil-A. Now add all the traffic from all the Belle Hall, Grassy Creek, and Tidalwalk homes and businesses to that. Seacoast Church adds another issue so that not only on work/weekdays is traffic heavy, but also on Sundays. Not much time off. -D.R. Horton was permitted by town of Mount Pleasant to build 120+ homes in the now Tidalwalk neighborhood in 2015-2018. There was a lot of money involved in these permits for both parties. Homes were built very quickly and seemed to be way ahead of the original schedule. D. R. Horton is on to building elsewhere and we are stuck with homes in danger of being taken or, minimally, losing value. -The Plans to "fast track" the Long Point interchange have left the homeowners and families in shock trying to figure out why. I was told in the spring that the studies, funding, planning, and then construction would take a lot longer. Now, it is not only happening fast, but the news is covering the story so my (and many other's) property values are dropping. -Of the plans presented at this meeting, 2 and 6 (the "favorable" ones) will use exit/entrances closer to the Wando bridge which I would think to be a cost concern because the bridges are not safe and will need to be replaced in the near future (I was told that by your office and so thought those would be replaced with the Port entrance and exits as part of that plan) As well, these will put "fly overs" that come all the way into the neighborhoods of Grassy Creek and Tidalwalk and within feet of existing homes. Why do they have to come that far west to enter? Could they not enter BEFORE they get to the homes? -There are concerns with speed of entry and exit on 526 but wouldn't widening the road allow a lane for trucks to slow down or speed up? Dropping the speed in this area (the help with traffic changing lanes, entering, and exiting. -Why is the length of 526, E & W, from Daniel Island to the Rt 17N interchange the ONLY section that has a 65 MPH speed limit? (Betting that not many are going 65 there either, more like 70-75) Trucks are on and off at Long Point and Rt.17 but are allowed to go 65 in those areas. Slowing the traffic to 55 would mean safer travel as well as less noise (https://www.nonoise.org/resource/trans/highway/spnoise.html#:~:text=Raising%20the%20speed%20of%20an,10%20mph%20increase%20in%20speed) I admit, I have seen one truck overturned getting off of 526E in 6 years. I have also seen, and been involved in, car accidents with traffic coming off in both directions at 65 MPH. Your Project goals state: A Complete Street is safe, and feels safe, for all users. Complete Streets serve pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. The only people these plans seem to be serving is the freight vehicles. Mount Pleasant is a growing community with great schools, access to everything needed and great healthcare, public transportation, and wonderful caring neighborhoods. This project and the plans showing "favorable results" are not favorable to anyone I know or work with here in the communities surrounding the Long Point Interchange. When the downtown port is completed and rail lines upgraded, won't some of the port traffic go in that direction? I was told in January of 2016 that there was a possible plan to widen 526. I was told this by the realtor I was working with and the D.R. Horton salesperson as I toured the model homes. They also said that if that happened there would be a sound wall. Looking back, I did buy my home knowing that there would be noise from the highway, but the impact of this last public meeting and the latest plans tells me they should never have been permitted to build all these homes here with that knowledge. I think that progress is certain and our housing development was part of the progress that made Mount Pleasant one of the "top boomtowns" in the US (https://www.thestate.com/news/state/south-carolina/article255642321.html) but allowing the growth without concern for what happens shortly after that growth, will surely change this image. I hope you will consider the many who live, work, own businesses, and play here in the Long Point area and choose Plan #1 so that we will be a little less impacted. All other plans presented would diminish the safety, access, property value and appeal to this area.	General Letter and FAQ Document	Email	8/26/2022
8/25/2022	Tony	Poston	jposton@palmettochristianacademy.org	1990 Twickenham Place	Mount Pleasant	SC	29464	When deciding what type of plan you will implement, consider that Egypt Road, just off Longpoint Road, has three schools and a church. This will significantly impact our families trying to get to school and leave. From a retired traffic officer's perspective, this will be a nightmare so take all of the input that you receive and analyze it thoroughly before making a decision.	General Letter and FAQ Document	Email	10/31/2022

I-526 @ Long Point Road Interchange Improvements Project
Public Information Meeting 1: Summer 2022
Website Comments

Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
									I thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are being carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative.	Email	8/26/2022
8/26/2022	Jessica	Cowan	cjlwcowan@gmail.com	196 Tidal Currents Lane	Mount Pleasant	SC	29464	I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. It is our understanding that these safety and traffic issues have not been studied by the SCDOT and we believe proceeding forward without a better understanding of the impact these two options present would cause real damage to these communities, schools, and businesses. Please see below for a more detailed outline of our concerns: Elevated (Flyover) \Truck Bridge Concerns: -Taking truck traffic off Long Point Rd and moving it to the front of our community is not an equitable solution. -What is the rationale for placing the elevated bridge in that location that so negatively affects our neighborhoods? There are better locations and better options that should be further studied. -We are very concerned about Diesel Exhaust pollution concerns from the high volume of trucks at the entrance of Grassy Creek and Tidal Walk neighborhoods. - Noise pollution from fast moving trucks merging onto 526W from an elevated bypass (exhaust, air brakes, general road noise) will have a disastrous effect for the entire front half of the Belle Hall neighborhoods plus Grassy Creek and Tidal Walk. - Wetlands at the end of Rathall Creek would be affected. These wetlands are a critical part of our neighborhoods. -Acquisition of Grassy Creek HOA property, with the potential for acquisition of Grassy Creek Homes that would be in the right-of-way boundaries. -Acquisition of at least two homes in Tidal Walk, with the potential for more due to the right of way boundaries. -What measures will be taken to mitigate flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds/ and retention ponds? -How should residents closest to the new bridge expect to combat light pollution from trucks turning and coming down the ramp? Traffic Concerns that have not been studied: -Closing the Long Point Rd left hand turn access onto Belle Hall Pkwy would severely limit the traffic patterns and greatly increase congestion for multiple neighborhoods containing over 1,000 homes. This would force all traffic entering these neighborhoods to turn left at the intersection of Belle Point and Long Point Rd. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive through line which wraps around off their property on to Belle Point Rd and back to the Long Point intersection. Several more traffic-intensive businesses are expected to be built soon on this road, which will only compound the problem. -Paul Foster Rd already has significant traffic and delays during school drop-offs and pick-ups for Belle Hall Elementary and Palmetto Christian Academy, with traffic often extending back to Belle Hall Parkway, Belle Point Rd, and Egypt Road. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses to the small Traffic Circle on Belle Hall Pkwy and Paul Foster Road. Paul Foster is already a heavily used corridor due to the 2 schools located on Egypt Rd. -Fire Station #2 on Paul Foster Rd would have limited egress for emergency calls with traffic from all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), two schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and numerous businesses entering on Belle Pointe Dr. and Egypt Rd. each who use Paul Foster as their main artery. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, waiting to get permission to enter the port. With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. -Looking forward to the future and the four lane highway on 526, the truck bypass lane position makes it clear that this is just the beginning of the Eminent Domain Plans for the northside of the 526 corridor which include Grassy Creek, Tidal Walk and Etiwan neighborhoods. -Dozens of businesses, including many offices and restaurants like Waffle House would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around that small traffic circle.			
8/26/2022	Holly	Limbort	hollylimbort@hotmail.com	174 Revetment Lane	Mount Pleasant	SC	29464	I know that many of my neighbors in Belle Hall and Grassy Creek are upset about the potential restrictions coming into our neighborhood, specifically with being unable to turn left onto Belle Park Blvd from Long Point Rd. I personally do not have a problem with that - OBVIOUSLY something has to be done - but would suggest that Belle Point Dr and Paul Foster (Chick-fil-A and Belle Hall Elementary) cannot handle all of that extra traffic, so those roads would need to be managed / widened too. If those roads can handle the extra traffic, I do not mind driving around an extra block to get into my neighborhood when coming home on 526.	General Letter and FAQ Document	Email	10/31/2022
8/26/2022	Lee	Morris	leccranemorris@gmail.com	264 Swallowtail Court	Mount Pleasant	SC	29464	I would like to first thank you for taking the time to have an open meeting to allow residents to get questions answered and express concerns. I understand that this is a potentially challenging and intrusive project to the surrounding neighborhoods and there are multiple facets that must be considered in generating the most appropriate plan. I would first like to express gratitude and appreciation to the SCDOT representatives who were at the public meeting as they were kind, receptive, and knowledgeable. I would also like to express the following concerns/comments as well as potential suggestions. I would also acknowledge my personal bias/disclosure which is that I live in Tidal Walk. First, I would highly support and request further study of alternative 1 and alternative 3. Alternative 1 which involves improving the existing ramps appears overwhelming the least intrusive to the existing neighborhoods. While it does not eliminate truck traffic on Long Point Road, which I understand was a posed issue from the Hobcaw/Port Side neighborhoods, it also does not disrupt or remove the entrance to their neighborhoods or potentially require house relocation (based on the maps). Alternative 3 similarly appears, based on the schematics, to have minimal to no impact on the existing neighborhoods as it is an improvement within the current ramp region of the road. Unless there is further expansion for either of these alternatives not pictured which would impact the Seacoast or Port side neighborhoods, these options appear to have the least impact. Please, I implore you, study these further. I would strongly oppose alternative 2 and 6 in its current form. These plans have a disproportionately large impact on the Grassy Creek and Tidal Walk neighborhoods. First, they would significantly alter and/or destroy our neighborhood entrance. Second, with a ramp overlying that road which is built to carry trucks, it would undoubtedly be an overwhelming noise burden to the neighborhood. It is concerning that these are seen as favorable options when a noise impact study has not been completed. Third, it appears from the design that the first two houses in the tidal walk neighborhood would be at serious risk – this was mixed in terms of responses from those at the meeting of whether those houses would survive. These are the only options that appear to place residences at risk of the options. Fourth, they remove the capacity of the neighborhood to aesthetically shield itself from 526 and the ramps with trees, but rather we would likely be viewing highway/ramp/sound wall. Finally, I would have concern with elimination of the trees/grass/entrance pond that there would be potential increased risk for flooding with heavy rain/hurricanes in the neighborhood. If options 1 and 3 are implausible, I would suggest an alternative – having the trucks/cars enter the highway on the left lane for those heading north (currently the central portion of the road). This is commonplace in other parts of the country and other major cities and suburban areas. This would eliminate the need to encroach on the neighborhoods and allow continuity with 526 expansion. Obviously I am not a highway/civil engineer so please forgive me if there is an obvious reason this would not work, but it seems intuitive that it would appear to solve several concerns with this plan in its current form as well as allow decreased truck traffic on Long Point (all parties seem to win). I do think noise would likely still be an issue, but noise will likely increase with the expansion of 526. Moreover, it appears it would allow the preservation of the tree barrier. Please re-evaluate and do not accept the current forms of alternatives 2 and 6 as they seem to unilaterally benefit the Hobcaw and business side and are detrimental to the Seacoast side of Long Point.	General Letter and FAQ Document	Email	10/31/2022
8/26/2022	Chad	Rauls	cjrauls@gmail.com	205 Cobblestone Way	Mount Pleasant	SC	29464	DO NOT eliminate the ability to turn Left into Belle Hall from Longpoint Road!!!!!!!!!!!! Leaving residents of Belle Hall Subdivision with only one entry into the subdivision (Paul Foster) is NOT a good idea. Perhaps only allow the left turn at certain times...but DO NOT eliminate the ability to enter the subdivision on Belle Hall Parkway! Please do not cut off the current turn into Belle Hall on Belle Hall Parkway at Waffle House. That would cause so many more traffic problems. The Chick-Fil-A is always a mess because that restaurant is always backed up and Egypt road has school traffic.	General Letter and FAQ Document	Email	10/31/2022
8/26/2022	Caren	Machell	cgmachell@gmail.com	202 Island Point Drive	Mount Pleasant	SC	29464	Please reconsider.....	General Letter and FAQ Document	Email	10/31/2022
8/27/2022	Caren	Machell	cgmachell@gmail.com	202 Island Point Court	Mount Pleasant	SC	29464	I've heard there is a plan to close the turn into Belle Hall at Belle Hall Parkway and Waffle House. Can I ask why?	General Letter and FAQ Document	Email	10/31/2022
8/27/2022	Robin	Meihaus	rmeihaus@gmail.com	509 Island Walk West	Mount Pleasant	SC	29464	The right at waffle house is necessary for traffic.	General Letter and FAQ Document	Email	10/31/2022
8/27/2022	Denis	Diehl	dennisdiehl@gmail.com	829 Tupelo Bay Drive	Mount Pleasant	SC	29464	Do not eliminate Belle hall parkway entrance and exit to 526. Terrible idea. Their thousand s of homes schools and church which will only Have two access roads to 526. This will cause enormous backups by Chick flick a and Egypt Rd. My home and office are both off of belle hall parkway and I am strongly opposed to the possible closing off of the current long point to belle hall pkwy left turn. For one the ingress / egress access points being moved will cause substantial traffic flow issues during normal work / school rush hours. The belle point rd at chick fil a is already a traffic concern during lunch hour. The Fire station will most certainly experience critical delays if called on during high traffic times. Also my business is on Bramson Ct right off of Belle Hall pkwy and we will lose basically all visibility from the road. Who will pay for that loss of advertising?	General Letter and FAQ Document	Email	10/31/2022
8/27/2022	Jay	Dorrier	jaydorrier@gmail.com	587 Island Walk	Mount Pleasant	SC	29464	I know traffic exiting from 526 to Long Point can back up onto the highway. And I'm sure I'm not aware of all issues. I live off Long Point but not near the port. Can extra lanes be added to the exit. I hate for people to have their peace at home disturbed by roadways right over/next to their homes. I'm pro port because of all the wonderful jobs and things done that help SC and the world. Thank you	General Letter and FAQ Document	Email	10/31/2022
8/27/2022	Stephanie	Naumann	stnaumann412@gmail.com	1132 Audobon Place	Mount Pleasant	SC	29464	Please don't shut Belle Hall Parkway access from Long Point Road. Very BIG MISTAKE if you do.	General Letter and FAQ Document	Email	10/31/2022
8/27/2022	Barbara	Smith	bsmith007mtp@gmail.com	516 Island Walk West	Mount Pleasant	SC	29464	Pls listen to the residents of Grassy Creek and Tidal Walk Neighborhoods. Two of the alternatives for the Longpoint exit will ruin the entrances of our neighborhood and cause both severe noise and safety problems as the trucks accelerate to go over a truck flyover. In addition, the construction will rock our foundations and devalue our homes. Pls consider other alternatives that will not ruin our neighborhoods.	General Letter and FAQ Document	Email	10/31/2022
8/27/2022	Kathy	Dovey	kmdovey@yahoo.com	240 Swallowtail Court	Mount Pleasant	SC	29465	I am writing to express my concern with some of the proposed plans for the 526 Interchange renovation. I have lived in the Tidal Walk Community since 2017 and was excited to be a proud homeowner and resident of Mount Pleasant. This community was the best price point value to meet our first home needs as well as the needs of our growing family. While we made a conscious choice to live close to 526 and were willing to accept some level of noise due to the highway, we have found it very livable. However, with some of the proposed 526 Interchange plans we are greatly concerned that they will impact the quality of life that we have established in our neighborhood for the following reasons: -Increased overall noise, especially with any of the plans to have an overhead on-ramp for heavy grade vehicles at the entrance of the Tidal Walk neighborhood. -Increased traffic/overall congestion on Belle Point Road based on the loss of the left hand turn from Long Point Road onto Belle Hall Parkway. Belle Point Road is frequently backed up due to traffic at Chick-Fil-A, and the street currently has undeveloped land zoned for businesses. The fire station located on Paul Foster Road would certainly be impacted by this rerouting of traffic. With the addition of the traffic circle in front of belle hall, this will cause significant back up and stress for all of the traffic that would be re-routed to Grassy Creek and Tidal Walk. -Plans are only conceptualized at this point, so it's hard to understand the complete impacts on our neighborhoods -The potential for homes and valued neighbors to be lost in Tidal Walk, Grassy Creek and Belle Hall, especially for plans potentially removing the Tidal Walk community Pool and having an overpass on-ramp for heavy grade vehicles. - Concerns that the project is being rushed through with not enough time given for residents to share their concerns or that appropriate impact studies have not been completed -Environmental impacts of this project, including overall noise pollution despite any discussion of walls being build, which likely will not have much impact for the plans showing an overhead on-ramp. -Decreased home values and overall quality of life. -Safety concerns for neighborhood children who walk and bike to school and travel throughout the neighborhoods. -The proposed onramp that is specifically for heavy load vehicles – trucks will decrease speed to merge onto 526, and this proposed merge will be at the current entrance to Grassy Creek/Tidal Walk causing significant impact to he neighborhood. Also, unclear as to why this is needed considering there are no commercial grade vehicles merging on to 526 from the Chik Filet side of Longpoint. That commercial grad traffic merges on to 526 by doing a loop around from the Port side.... -If the aim of this project is to off-load truck traffic to the ports and be good for our neighborhoods, then a completely separate ramp directly to the port best serves that purpose – not rerouting traffic over to the Chik Filet and neighborhood side of Long Point Road -Concern that future projects (Wando Bridge replacement and the widening of 526 to 8 lanes) have not been decided yet – which is another major project that would affect not only our neighborhoods but also years of construction, noise, and traffic headaches -The noise wall would only be 25 foot tall if approved – while the onramp would be about 17 foot tall, so it will likely be ineffective to block that level of traffic. I hope that you take my family and the other community member's concerns into consideration as we all feel this will severely impact the quality of our home lives. Some of these proposed plans would unfairly force us to consider relocating, likely at a reduced value to our homes that we have worked so hard to obtain, and giving up a neighborhood and community that we cherish. Thank you in advance for your time and consideration.	General Letter and FAQ Document	Email	10/31/2022
8/28/2022	Jason	Quillin	jaquillin@gmail.com	368 Turnstone Street	Mount Pleasant	SC	26464	There needs to be a off ramp from I-526 directly to the Wando port not only to alleviate just the congestion on Long Point Rd but for the safety of entering & exiting onto Long Point Rd. Recently leaving my neighborhood driving toward 526 , traffic going into or toward the port were using the median and one of the lanes (my lane). Very dangerous!!!!!!	General Letter and FAQ Document	Email	10/31/2022
8/28/2022	Frances	Kennedy	fkennedy614@live.com	614 Hidden Boulevard	Mount Pleasant	SC	29464		General Letter and FAQ Document	Email	10/31/2022
8/28/2022	Cheryl	Belcher	belcher.cheryl@gmail.com	180 Red Knot Lane	Mount Pleasant	SC	29464	A few things to consider: Removing the left turn from Long Point Rd onto Belle Hall Parkway, pushing all traffic to Belle Point Drive causes a few problems: 1. The traffic from Chick-Fil-A already pushes traffic back onto Long Point Rd at peak times. 2. The added traffic onto Paul Foster Road could cause problems with the fire department there. 3. The small traffic circle at Paul Foster Road and Belle Hall Parkway may not be able to handle all the increased traffic from Belle Hall, Grassy Creek, and Tidal Walk neighborhoods. 4. The intersection of Long Point Road and Belle Hall Parkway (at the Waffle House) should be upgraded to allow both left and right turns from Belle Hall. We also do not see a need for the possible double-diamond work on the Long Point interchange. Currently, all traffic from Long Point Road, whether traveling east or west, makes right-hand turns onto I-526 regardless of going east or west on the interstate. There is no need to change that if the roads are improved in their current places.	General Letter and FAQ Document	Email	10/31/2022
8/28/2022	Mary	Graves	eagraves23@yahoo.com	376 Turnstone Street	Mount Pleasant	SC	29464	1. I am concerned that the options presented so far do not show how the increased traffic can be handled on Long Point Road. More investigation into the traffic pattern of Long Point Road before determining that Belle Point Drive can handle all the traffic entering Belle Hall, Grassy Creek, and Tidal Walk. 2. We should consider shifting some port traffic from Long Point to other ports that are not at full capacity (such as Leatherman Terminal), lowering the number of trucks that need to travel on Long Point road. While the Long Point port is nearly at capacity, this shift will provide an option to ensure better traffic flow at all ports. 3. Some reports have stated that shipping companies are moving to Savannah instead of remaining at Long Point due to a simpler process of getting trucks in/out. If true, then the severity of traffic increase in future years might actually be less than anticipated. An investigation into the number of companies that have switched from South Carolina to Savannah should occur to determine future traffic expectations.	General Letter and FAQ Document	Email	10/31/2022

I-526 @ Long Point Road Interchange Improvements Project
 Public Information Meeting 1: Summer 2022
 Website Comments

Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
8/28/2022	Allen	Hudson	allen.thehuddy@gmail.com	352 Shoals Drive	Mount Pleasant	SC	29464	Regarding the Long Point Road/526 Interchange, more study must be done on Alternatives 1 and 3 (or others) before proceeding with only the two options currently considered to meet future needs. First, those Alternatives 2 and 6 will in fact create considerably more traffic and congestion issues than has been considered by removing the current left turn from Long Point Road onto Belle Hall Parkway. That turn gets heavy use currently as does the turn onto Belle Point Drive, both of which back up many car lengths daily. Funneling all of that traffic to Belle Point Drive would be disastrous for the neighborhoods and schools on that side of Long Point Road (Belle Hall, Tidal Walk, Grassy Creek, Snowden, etc.). It was apparent at the meeting that very little attention has been paid to the impacts of that change alone. More trucks may be headed to the port, but more homes are being built in Belle Hall, too. That traffic estimate hasn't been shared. Has it been estimated? Second, Alternatives 1 and 3 are listed as "probable" solutions to the anticipated traffic increases on Long Point Road and 526. They would also be significantly lower impact to the surrounding communities. They cannot be discarded at this stage and must be studied. The area where Tidal Walk and Grassy Creek neighborhoods meet is already very noisy. Pushing tractor-trailer traffic higher and closer will make it notably worse and decrease the quality of life and connection for these two neighborhoods. Notably, there is a school bus stop serving both at the intersection that would be impacted by Alternatives 2 & 6 which would become noisier and more difficult to navigate for students and families. Then there is the environmental impact that would be lessened by going with alternatives 1 or 3 (as opposed to 2 or 6). This must be studied and considered. Third, let's think for a moment about priorities and long-term solutions. More road space for more trucks is a problem that only grows unless alternatives or better solutions are identified. None of the residents or business owners serviced by long point road are begging for more truck traffic. This is a port business issue that should be solved by the ports without foisting more traffic and pollution on the surrounding areas. At the very least, alternatives 2 and 6 should not be approved until you feel confident that you can explain to the families and businesses you plan to displace that every other possible (and certainly every probable) solution was studied carefully. This is a comment for the proposed 526 expansion, specifically as it applies to Long Point Road. I live in a house in one of the neighborhoods that stands to be greatly affected by the expansion. There are thousands of homes, lots of young families, and businesses that will be impacted. Further, one of the best elementary schools in the country will be affected due to misplaced traffic. I urge you to consider the least disruptive option for our neighborhoods. I would also request that sound walls be erected ASAP to control the noise.	General Letter and FAQ Document	Email	10/31/2022
8/28/2022	Lauren	Williams	lauren.chestnut@gmail.com	364 Turnstone Street	Mount Pleasant	SC	29464	This is a comment for the proposed 526 expansion, specifically as it applies to Long Point Road. I live in a house in one of the neighborhoods that stands to be greatly affected by the expansion. There are thousands of homes, lots of young families, and businesses that will be impacted. Further, one of the best elementary schools in the country will be affected due to misplaced traffic. I urge you to consider the least disruptive option for our neighborhoods. I would also request that sound walls be erected ASAP to control the noise.	General Letter and FAQ Document	Email	10/31/2022
8/29/2022	Amy	Susienka	amysusienka@gmail.com	472 Turnstone Street	Mount Pleasant	SC	29464	Good morning, my family and I just moved into the beautiful Tidal Walk community this past January from Belle Hall. We have been a part of the mount pleasant community for 7 years and absolutely love our location. I am very concerned about how this project will affect our quality of life. I have 2 young children and I am concerned that the a few of the options with Ramps tight in front of our neighborhood will be a huge safety issue for my kids. Not only that but I would like to know what the plans are to reduce the noise that will affect our community. I have heard that our amenity center may be removed which includes the pool and playground we use daily. I would love if the project coordinates would come take a look at these beautiful communities to see what damage this would actually cause. Thank you for your consideration. Hello, I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road interchange improvements in Mount Pleasant. I am passionately opposed to Alternatives 2 & 6 because both plans call for the construction of a four mile, elevated truck bridge to be placed nearly on top of the communities of Grassy Creek, Tidal Walk, Belle Hall and Moultrie. Together, we are 1,180 homes and an elevated truck bridge in this location will cause real, lasting and inequitable harm to our residents. We stand in full support of our SC Ports and understand the economic importance of the Wando Terminal in our community, but we believe a better solution exists. In fact we have come up with several that deserve consideration. And while we appreciate the complexity of the issue at hand, "favored" options 2 & 6, which reduce truck traffic off Long Point Road and from in-front of those neighborhoods, do so at the expense of concentrating it and placing it at the front of ours. We believe a solution exists to benefit all neighborhoods near the Port, by reducing truck traffic off Long Point Road, expediting truck access to/from our Port, all without the undue burden these options place on our neighborhoods. Additionally, all of the current SCDOT proposals include eliminating the current left-hand turn from Long Point Road onto Belle Hall Parkway. This is a critical entry artery for our four neighborhoods and dozens of local businesses. Removing it would cause significant traffic issues for the thousands of residents that use it daily and we believe that a lighted intersection is the best long term solution for traffic and safety. Please see below for a more detailed outline of our safety and traffic concerns. Safety Concerns with an Elevated, Flyover Truck-Bridge: -Reducing truck traffic off Long Point Road by moving it to the front of Grassy Creek, Tidal Walk and the Belle Hall communities places concentrated and elevated truck traffic much closer to more homes than the solution resolves, causing real, inequitable, and lasting harm for our communities. -Each of the Long Point neighborhoods has a large buffer area that separates Long Point Road truck traffic from their actual homes. Comparatively, these two proposals place this truck traffic right at the front of Grassy Creek, Tidal Walk and Belle Hall homes, with no buffer. -Debris will rain down directly next to this bridge, which is just 5 yards away from the entrances of Grassy Creek and Tidal Walk neighborhoods, imposing health and safety risks to our children and residents that run and bike daily at these entrances and all along Seacoast Parkway. These safety concerns are well documented with thousands of tire pieces and particulates, sections of full tire treads, loose truck parts, and dust and dirt in the air, on the ground, and next to bridges with high speed truck traffic. -Concentrated diesel exhaust pollution increases the potential health risks for everyone living near this bridge, especially children and the immunocompromised in our communities. (Please see attached medical studies below that address this issue.) -The projected flyover truck bridge entrance on to I-526 aims truck traffic down Rathall Creek before turning at the front of Grassy Creek and Tidal walk entrances and will deliver noise and light pollution from an elevated position right down the creek between the Hibben and Grassy Creek neighborhoods. -The noise pollution, specifically from fast moving trucks merging onto I-526 from an elevated bypass (exhaust, air brakes, and general road noise), will have a disastrous effect for the entire front half of the Belle Hall, Grassy Creek and Tidal Walk neighborhoods. -Wetlands at the end of Rathall Creek are less than 100 yards from the proposed bridge and would certainly be affected. These wetlands overseen by DHEC and the ACoE's are a critical part of our neighborhoods, as well as an additional Conservation Easement that was established by the Audubon Society in conjunction with five other conservation entities, after the Port was established. -Actual Eminent Domain of Grassy Creek HOA property with the logical expectation of future eminent domain and/or Inverse Condemnation of Grassy Creek homes. -Actual Eminent Domain of Tidal Walk HOA property, their Amenities Center and pool, and two homes, and the potential inverse Condemnation of other homes. -Mitigants for flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds and retention ponds. Traffic Concerns: -Closing the Long Point Road left-hand turn access onto Belle Hall Pkwy would severely disrupt the traffic patterns and greatly increase congestion. The four neighborhoods contain 1,180 homes, 77,800 SF of business and retail space, two schools with 1480 combined students, ECBC Church and Fire House #2. Using the ITE standard trips per day for Single Family Residences at 10.83 trips plus the ITE standard for Office Space at 11.61 equates to a combined total of 13,779 trips per day. The plan to have all access to and from these properties, business and schools on an already congested Belle Point Dr and Paul Foster (both 2 lane roads), defies logic. -Fire Station #2 on Paul Foster Rd would have significantly limited egress for emergency calls with this proposal as all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), both schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and the numerous businesses entering on Belle Pointe Dr. and Egypt Rd. must use Paul Foster. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive through line which wraps around their property on to Belle Point Rd and back to the Long Point intersection. The owner confirmed they do 2,000 sales a day out of this location. The problem exists without mention of plans for several more traffic-intensive businesses which are soon expected to be built on this road, only exponentially compounding the problem. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, while awaiting permission to enter the port. With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it would be impossible to enter Belle Point Rd. several times a day. Currently the only way to do so when Chick-Fil-A backs up is to turn into and egress through the opposite direction lane around the line of traffic. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses around a single small Traffic Circle at the intersection of Belle Hall Pkwy and Paul Foster Rd. Paul Foster is already a heavily used corridor due to the two schools located on Egypt Rd. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, parks and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic on Paul Foster. -This issue is compounded on Sundays when the two biggest churches in Mount Pleasant are holding services, Seacoast and East Cooper Baptist are both located a block away. -Dozens of businesses, including many offices I am opposed to the flyover and the loss of the left turn by the waffle house on long point road. The loss of the turn will greatly affect the traffic flow for the residents in multiple neighborhoods as well as the turn by chick fil a. Increased traffic at that turn will only cause more problems and congestion. The fire station will be impacted and could cause a safety concern. There is already enough congestion at the chick fil a and traffic backs up all around during lunch/dinner times. Taking away the left at the waffle house will only add to it.	General Letter and FAQ Document	Email	10/31/2022
8/29/2022	William	Ussery	tussery@gmail.com	226 Palmetto Bluff	Mount Pleasant	SC	29464	The traffic created by eliminating the left turn from long point to bell hall parkway will not only be a major hinderance to over 1200 residents and businesses , it will likely become a safety issue with school traffic around Belle hall , Palmetto Christian Academy and more. Have studies I'm even been looked at to see potential emergency vehicle access including the fire dept that would have to access Paul foster road as well . The chick fil a alone often backs cars up down long like road not even able to turn , then there's the empty land behind and beside Chick-fil-A likely to be sold as more commercial business which will create even more congestion. I think further traffic studies need to be addressed before this can move forward.	General Letter and FAQ Document	Email	10/31/2022
8/29/2022	Ashley	Wilson	ashley.wilson.aw@gmail.com	405 Turnstone Street	Mount Pleasant	SC	29464	The traffic created by eliminating the left turn from long point to bell hall parkway will not only be a major hinderance to over 1200 residents and businesses , it will likely become a safety issue with school traffic around Belle hall , Palmetto Christian Academy and more. Have studies I'm even been looked at to see potential emergency vehicle access including the fire dept that would have to access Paul foster road as well . The chick fil a alone often backs cars up down long like road not even able to turn , then there's the empty land behind and beside Chick-fil-A likely to be sold as more commercial business which will create even more congestion. I think further traffic studies need to be addressed before this can move forward.	General Letter and FAQ Document	Email	10/31/2022
8/29/2022	Andrew	Bagwell	bagwellandy@hotmail.com	426 Turnstone Street	Mount Pleasant	SC	29464	The traffic created by eliminating the left turn from long point to bell hall parkway will not only be a major hinderance to over 1200 residents and businesses , it will likely become a safety issue with school traffic around Belle hall , Palmetto Christian Academy and more. Have studies I'm even been looked at to see potential emergency vehicle access including the fire dept that would have to access Paul foster road as well . The chick fil a alone often backs cars up down long like road not even able to turn , then there's the empty land behind and beside Chick-fil-A likely to be sold as more commercial business which will create even more congestion. I think further traffic studies need to be addressed before this can move forward.	General Letter and FAQ Document	Email	10/31/2022
8/29/2022	Wendy	Whitaker	whitakers04@gmail.com	365 Turnstone Street	Mount Pleasant	SC	29464	I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. It is our understanding that these safety and traffic issues have not been studied by the SCDOT and we believe proceeding forward without a better understanding of the impact these two options present would cause real damage to these communities, schools, and businesses. Please see below for a more detailed outline of our concerns: Elevated (Flyover) Truck Bridge Concerns: -Taking truck traffic off Long Point Rd and moving it to the front of our community is not an equitable solution. -What is the rationale for placing the elevated bridge in that location that so negatively affects our neighborhoods? There are better locations and better options that should be further studied. -We are very concerned about Diesel Exhaust pollution concerns from the high volume of trucks at the entrance of Grassy Creek and Tidal Walk neighborhoods. -Noise pollution from fast moving trucks merging onto 526W from an elevated bypass (exhaust, air brakes, general road noise) will have a disastrous effect for the entire front half of the Belle Hall neighborhoods plus Grassy Creek and Tidal Walk. -Wetlands at the end of Rathall Creek would be affected. These wetlands are a critical part of our neighborhoods. -Acquisition of Grassy Creek HOA property, with the potential for acquisition of Grassy Creek Homes that would be in the right-of way boundaries. -Acquisition of at least two homes in Tidal Walk, with the potential for more due to the right of way boundaries. -What measures will be taken to mitigate flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds/ and retention ponds? -How should residents closest to the new bridge expect to combat light pollution from trucks turning and coming down the ramp? Traffic Concerns that have not been studied: -Closing the Long Point Rd left hand turn access onto Belle Hall Pkwy would severely limit the traffic patterns and greatly increase congestion for multiple neighborhoods containing over 1,000 homes. This would force all traffic entering these neighborhoods to turn left at the intersection of Belle Point and Long Point Rd. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive through line which wraps around off their property on to Belle Point Rd and back to the Long Point intersection. Several more traffic-intensive businesses are expected to be built soon on this road, which will only compound the problem. -Paul Foster Rd already has significant traffic and delays during school drop-offs and pick-ups for Belle Hall Elementary and Palmetto Christian Academy, with traffic often extending back to Belle Hall Parkway, Belle Point Rd, and Egypt Road. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses to the small Traffic Circle on Belle Hall Pkwy and Paul Foster Road. Paul Foster is already a heavily used corridor due to the 2 schools located on Egypt Rd. -Fire Station #2 on Paul Foster Rd would have limited egress for emergency calls with traffic from all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), two schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and numerous businesses entering on Belle Pointe Dr. and Egypt Rd. each who use Paul Foster as their main artery. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, waiting to get permission to enter the port. With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. -Looking forward to the future and the four lane highway on 526, the truck bypass lane position makes it clear that this is just the beginning of the Eminent Domain Plans for the northside of the 526 corridor which include Grassy Creek, Tidal Walk and Etiwan neighborhoods. -Dozens of businesses, including many offices and restaurants like Waffle House would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around that small traffic circle.	General Letter and FAQ Document	Email	10/31/2022

I-526 @ Long Point Road Interchange Improvements Project
Public Information Meeting 1: Summer 2022
Website Comments

Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
8/29/2022	Fred	Dieter	fdieter@gmail.com	360 Turnstone Street	Mount Pleasant	SC	29464	I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. It is our understanding that these safety and traffic issues have not been studied by the SCDOT and we believe proceeding forward without a better understanding of the impact these two options present would cause real damage to these communities, schools, and businesses. Please see below for a more detailed outline of our concerns: Elevated (Flyover) \Truck Bridge Concerns: -Taking truck traffic off Long Point Rd and moving it to the front of our community is not an equitable solution. -What is the rationale for placing the elevated bridge in that location that so negatively affects our neighborhoods? There are better locations and better options that should be further studied. -We are very concerned about Diesel Exhaust pollution concerns from the high volume of trucks at the entrance of Grassy Creek and Tidal Walk neighborhoods. -Noise pollution from fast moving trucks merging onto 526W from an elevated bypass (exhaust, air brakes, general road noise) will have a disastrous effect for the entire front half of the Belle Hall neighborhoods plus Grassy Creek and Tidal Walk. -Wetlands at the end of Rathall Creek would be affected. These wetlands are a critical part of our neighborhoods. -Acquisition of Grassy Creek HOA property, with the potential for acquisition of Grassy Creek Homes that would be in the right-of way boundaries. -Acquisition of at least two homes in Tidal Walk, with the potential for more due to the right of way boundaries. -What measures will be taken to mitigate flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds/ and retention ponds? -How should residents closest to the new bridge expect to combat light pollution from trucks turning and coming down the ramp? Traffic Concerns that have not been studied: -Closing the Long Point Rd left hand turn access onto Belle Hall Pkwy would severely limit the traffic patterns and greatly increase congestion for multiple neighborhoods containing over 1,000 homes. This would force all traffic entering these neighborhoods to turn left at the intersection of Belle Point and Long Point Rd. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive through line which wraps around off their property on to Belle Point Rd and back to the Long Point intersection. Several more traffic-intensive businesses are expected to be built soon on this road, which will only compound the problem. -Paul Foster Rd already has significant traffic and delays during school drop-offs and pick-ups for Belle Hall Elementary and Palmetto Christian Academy, with traffic often extending back to Belle Hall Parkway, Belle Point Rd, and Egypt Road. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses to the small Traffic Circle on Belle Hall Pkwy and Paul Foster Road. Paul Foster is already a heavily used corridor due to the 2 schools located on Egypt Rd. -Fire Station #2 on Paul Foster Rd would have limited egress for emergency calls with traffic from all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), two schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and numerous businesses entering on Belle Pointe Dr. and Egypt Rd. each who use Paul Foster as their main artery. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, waiting to get permission to enter the port. With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. -Looking forward to the future and the four lane highway on 526, the truck bypass lane position makes it clear that this is just the beginning of the Eminent Domain Plans for the northside of the 526 corridor which include Grassy Creek, Tidal Walk and Etiwan neighborhoods. -Dozens of businesses, including many offices and restaurants like Waffle House would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around that small traffic circle.	General Letter and FAQ Document	Email	10/31/2022
8/29/2022	Larry	Wellspeak	larrywellspeak@gmail.com	345 Turnstone Street	Mount Pleasant	SC	29464	My wife and I moved to a new home in Tidal Walk, Mount Pleasant from Connecticut five years ago. We did this with the thought that we could spend our final years in comfort and enjoy the town of Mount Pleasant. We hope that you can find a solution to the traffic problems without disrupting this little subdivision of Tidal Walk. If the proposed redirection of truck traffic removes part of our subdivision, we will be subject to extreme traffic noise and traffic congestion. We are concerned about the children who walk to the local elementary school. With all this traffic they would be in danger. I am close to ninety years of age and my wife is eighty-one. We would like to spend our remaining years peacefully here. Our homes will probably decrease in value if this proposal comes to fruition and, even if we are compensated for the decrease in value, it will be difficult for homeowners to sell. We urge you to find a different way to improve the truck traffic problem. Respectfully, I am writing to express my family's current concerns regarding the proposed changes to the current Long Point Interchange proposals. I have been a homeowner in Tidal Walk for the past five years and have recently become aware of these SCDOT proposals which could, among other things, put an overpass for 18 wheelers into our neighborhood, remove our community pool and clubhouse, remove some of our neighbors' homes, and remove a vital entry into our neighborhood from Long Point road. These proposed changes will affect the safety and wellbeing of our neighborhood and would be very detrimental to our community. No Overpass. Putting an overpass for 18 wheelers into our neighborhood is not safe and not fair. Our neighborhood and Grassy Creek have many young kids in it. It's part of the reason we chose this neighborhood because we have two young kids ourselves. We want them to be able to run around the neighborhood and play with their friends freely and safely. We love this neighborhood and putting an overpass for huge trucks through it will ruin it. I moved here five years ago from a big city so that we could raise our children in the suburbs without the traffic and noise of city living. And now SCDOT is proposing putting semi-trucks literally through our neighborhood. This would propose safety concerns for all of us. What if a truck's brakes failed, or its cargo fell off and over the side of the overpass where our kids may be roaming? The SCDOT should not be putting an overpass like this right next to a neighborhood full of kids. And the noise, congestion and pollution from these trucks would be unbearable. Even if the SCDOT builds a 25 foot sound wall, the proposed overpass is 17 feet tall and with trucks on top of that, it would be higher than the sound wall thereby not stopping the traffic noise from affecting our neighborhood. We beg you to please not ruin the safety, beauty and serenity of our neighborhood with this horrible overpass. Increased congestion on Belle Hall Pkwy. There are around 1,500 homes between Tidal Walk, Grassy Creek and Belle Hall and only two main entries/exits onto Long Point for those neighborhoods. One is at Belle Hall Pkwy and Long Point, and the other is Belle Point Rd and Long Point. These two entries/exits are already very busy due to the sheer number of residents coming and going from these neighborhoods. In addition, Belle Hall Elementary, Palmetto Christian Academy and Christ Kids Academy are very close to Bell Point Rd which adds even more traffic to this area during arrival and dismissal times. The intersection of Belle Point Rd and Long Point also serves as an entry into Bell Hall Shopping Center which is a high traffic area. And there is a very busy Chick Fil A on Bell Point Rd, with traffic often backing up to Long Point during lunch hours due to people trying to frequent that restaurant. Removing the Bell Hall Pkwy entrance from Long Point will redirect all of the traffic to Bell Point Rd which will cause traffic congestion and delays for the residents of our neighborhoods and a very inconvenient way for us to get to our homes. The Mount Pleasant rec center is right past Bell Point Rd on Paul Foster Road and Bell Hall Elementary is right next to the rec center. Kids walk and ride their bikes around that area all the time. The SCDOT is proposing sending traffic from (i) these neighborhoods, (ii) the rec center, (iii) Bell Hall Elementary, (iv) Chick Fil A (and any other future businesses that may be built behind the undeveloped area behind Chick Fil A, and (v) the businesses along Bell Hall Pkwy and Seacoast Pkwy. This will send many more cars through areas populated with children, and when people are rushing to get somewhere, this can cause accidents. It will also cause massive traffic for this area. Not to mention the fact that there is a fire station at Belle Point Rd and Paul Foster, and these traffic delays could interfere with firetrucks trying to get to fires. The SCDOT's proposal may reduce traffic in one area, but it will increase traffic in another. Has the SCDOT thoroughly researched this impact and the long-term effects? And how does the SCDOT propose to fix that issue if these proposals go through? Are there plans to give us another entry into our neighborhoods or are there plans to improve the congestion that will occur at the intersection of Belle Point Rd and Long Point if this proceeds? Loss of our property value. The effect of these proposals on our home values would be devastating. Who would want to live in a neighborhood where you can see and hear 18 wheelers all day and night? Who would want to stay here? But if we wanted to move, who would give us a fair price for our homes? And if we lose our community pool, that will be an automatic hit to our property values. And how could we afford to buy an equivalent home elsewhere since the housing market has soared the past five years and it has become so much more expensive to buy a home in Mount Pleasant? A real estate agent has advised us that it would cost us 50-75% more than what we paid 5 years ago to buy our same house in a different area, and now mortgage rates are almost double what they were then. These changes would have a severe impact on our home values, and for those who felt forced to move because of these changes, many could not because they could not afford another home in the area. While the State would be required to pay any homeowners who lost their home as a result of these proposals, the State would not compensate the rest of us for the hit to our home value. This is simply not fair. And for the record, the State should never have allowed DR Horton to build the Tidal Walk neighborhood if it knew there were near-term plans to deal with Long Point, 526 traffic and the Wando bridge which could have such negative impacts on our neighborhood. Fix the real issue with 526 congestion. The extreme congestion of 526 and 26 that happens every day will not be fixed by these proposals. We will still have traffic backed up over the Wando bridge because all of these trucks and cars will still be commuting on the same roads. Rather than use tax dollars to put a temporary bandaids on a much bigger issue, why aren't these funds being applied towards fixing the more widespread traffic issues on 526 and 26? We need to get all of the truck traffic off of the Wando bridge and 526, period. There should be another bridge exclusively for trucks that goes directly into the ports. This would eliminate a huge portion of the traffic on 526 and the Wando bridge which would eliminate the Long Point exit issues and probably eliminate the need to expand 526. And if we had an exclusive bridge just for trucks, we could charge tolls so that the shipping companies, not SC residents, are paying for the new port access bridge and its ongoing maintenance, as they should be. Why aren't the shipping companies, which make so much profit from using our roads, being forced to pay for more of these costs? And why should our neighborhoods have to bear the negative consequences of shipping companies making more profit? There is also talk about needing to replace the Wando bridge and widen 526 to handle more traffic. How does the Long Point proposals affect those	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Stephanie	Lyerly	slyerly@gmail.com	353 Turnstone Street	Mount Pleasant	SC	29464	Eliminating the left turn off Long Point Road onto Belle Hall Parkway will put tremendous pressure on Belle Point Drive. Additionally, Belle Point Drive is slated to have new office and retail buildings.	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Daniel	Vallini	danielv@hvlawsc.com	497 Bramson Court	Mount Pleasant	SC	29464	I would like to strongly support Long Point Road/Wando Port Interchange OPTION 2 with OPTION 6 as a second choice. There are numerous reasons for this support including alleviating the significant safety hazards of the heavy truck traffic on Long Point Road. This heavy truck traffic puts our families at risk on a daily basis due to the traffic volume and speeds that they travel. Additionally, as the traffic grows it will put significantly more pressure on the I526/Long Point Rd intersection. From a truckers' perspective I believe that they would find this new route to be more efficient and less time consuming for them. Additionally, they may spend less time in traffic and burn less fuel. This would contribute to a positive environmental impact and less expense for the truckers. Selection of OPTION 2, in my humble opinion, will promote safety, a better quality of life for nearby residents and provide many advantages for truckers and port operations.	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Robert	Snyder	rsnyder62@gmail.com	662 Hidden Boulevard	Mount Pleasant	SC	29464	As someone who lives in Belle Hall Plantation, has a child at Belle Hall Elementary, and has an office on Wando Park Blvd, I am more than aware that the port traffic is an issue and needs to be addressed. However the options that have been proposed seem to address one issue while creating many more issues. Providing trucks with a direct access to the port (and thus exiting 526 before Long Point road) would alleviate a lot of congestion that occurs on 526 as well as Long Point road. This is drawn up in Alt 2. My concerns though are the way the trucks get back on 526W. It would seem that having the trucks enter from the left side of the highway (vs the right side next to Seacoast Pkwy) would have the potential for the least impact to homes and businesses. The other concern with the proposals are the elimination of a left turn into Belle Hall Pkwy. All you have to do is drive on Long Point Road between 526 and Egypt Road to experience the amount of cars and particularly cars trying to make a left turn, into Belle Hall, Belle Point, Belle Point Shopping center & Egypt Road. These turns all create back ups and to eliminate one of those would only exacerbate the issue. Belle Point, Egypt Road and Paul Foster cannot handle the amount of cars that would then be forced onto these roads every single day. It additionally creates heavier traffic in the vicinity of a school as well as a fire station - both of which create a safety concern. Please seriously consider the impact of these changes to residents and businesses on both sides of 526. Yes, traffic to the port needs improvement but not to the detriment of everyone that lives in this area.	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Lindsay	Waters	waters.lindsayd@gmail.com	444 Jardinere Walk	Mount Pleasant	SC	29464	Good morning, I am a homeowner in Grassy Creek since 2013 and wanted to express my concerns about some of the proposed plans to change the 526 interchange and to eliminate the bell Halle/long point rd left turn. I have looked at all of the plans and while I understand there is a need for improvement, building a bridge at the entrance of our neighborhood would be very detrimental for multiple reasons. I have lived here since 2013, please just imagine your community with a bridge with continuous truck traffic at the entrance of your community. It will affect the daily lives of all of the residents here and seems to just shift the long point traffic problem to our side, not resolving it. Please consider other options that do not have such an impact on residential communities. Also, taking the left turn away at the long point/Belle hall intersection will cause a massive increase in traffic. There are thousands of residents that use that turn multiple times daily, shifting it to the light will be chaotic. We already have a Chick-fil-A there that causes traffic to back up. A reworking of the current Belle Hall/longpoint intersection is needed, not an elimination. It is also a safety concern considering there is a fire station off of Egypt road and also a large elementary school. Increasing traffic would be detrimental to all of these entities. Please consider how many people are being affected by this and continue to investigate plans that will have minimal impact on our homes and our lives. Thank you. Lindsey Johnson	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Lindsey	Johnson	lindscjohnson@gmail.com	272 Marsh Ibis Trail	Mount Pleasant	SC	29464	Hello, I live in Tidalwalk with my wife and 2 kids. We are one of the homes towards the entrance and some of the options given to adjust the front of our neighborhood would drastically effect our home, family, children's play area, neighbors, etc. I have been meeting with Jesse Ginthner who lives in Grassy Creek. He has been putting together a tremendous amount of info as to how this will effect all of our neighborhoods. I hope a plan that will not do any harm to our neighborhood can be figured out. Thanks.	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	James	Parker	chip@eventumsales.com	224 Swallowtail Court				I am extremely concerned by the proposed plans for changes to Long Point Road and Bell Hall Parkway in Mt Pleasant. If SCDOT takes away the left turn into the main entrance to neighborhoods Belle Hall, Tidal Walk and Grassy Creek, almost 2000 homes, the impact will be catastrophic. They are considering routing all traffic for these neighborhoods down Bell Point and Egypt Roads and routing PORT TRAFFIC / 18 wheelers through the front of these neighborhoods. Routing 18 wheelers past the front of our neighborhoods and blocking traffic for the fire department, schools, churches and numerous small businesses is an unbelievably horrible plan!! Currently Bell Point and Egypt Road are the main routes for the FIRE STATION. There is also a Chic-Fil-A on Bell Point that already backs up traffic. SCDOT plan will put people at risk because the fire department will not be able to respond to emergencies in a timely manner due to backed up traffic. There are also two schools, the Mt. Pleasant Rec Department, a large church and numerous small businesses that will be negatively impacted if SCDOT is allowed to take away the left turn onto Belle Hall Parkway and route port traffic through the front of these neighborhoods. This will be a disaster for this entire area if it is allowed to proceed.	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Kristie	Buxton	kristiebbuxton@gmail.com	312 Bermuda Towne Row	Mount Pleasant	SC	29464	Please accept my comments on the proposed Long Point Rd Intersection improvement Options in order of preference: **Preferred Option is Option 2. It provides dedicated access/egress, minimal to traffic impact to residents during construction and allows the Port to operate independent of the surrounding residential areas. * Option 6 is my second preference, but the Double Diamond perceived improvements do not seem to justify the impact to residents or risk to drivers during construction. Additionally, the Double Diamond Interchange can always be integrated at a later date should it be needed. I do not support Options 1, 3, 4 or 5 as a proposed solution as they are limited in benefit and will not resolve the traffic congestion. Please accept my comments on the proposed Long Point Rd Intersection improvement Options. I do not support Options 1, 3, 4 or 5 as a proposed solution as they are limited in benefit and will not resolve the traffic congestion. My preference is Option 2. It provides dedicated access/egress, minimal traffic impact to residents during construction and allows the Port to operate independent of the surrounding residential areas. Option 6 is my second preference, but the Double Diamond perceived improvements do not seem to justify the impact to residents or risk to drivers during construction. Additionally, the Double Diamond Interchange can always be integrated at a later date should it be needed.	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	John	Knox	knoxjn@yahoo.com	686 Fishermans Bend	Mount Pleasant	SC	29464		General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Nancy	Knox	knoxjn@gmail.com	686 Fishermans Bend	Mount Pleasant	SC	29464		General Letter and FAQ Document	Email	10/31/2022

I-526 @ Long Point Road Interchange Improvements Project
Public Information Meeting 1: Summer 2022
Website Comments

Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
8/30/2022	Jenna	Knox	jenna.mk@yahoo.com	686 Fishermans Bend	Mount Pleasant	SC	29464	Please accept my comments on the proposed Long Point Rd Intersection improvement Options: I do not support Options 1, 3, 4 or 5 as a proposed solution as they are limited in benefit and will not resolve the traffic congestion. My preferred Option is Option 2. It provides dedicated access/egress, minimal traffic impact to residents during construction and allows the Port to operate independent of the surrounding residential areas. Option 6 is my second preference, but the Double Diamond perceived improvements do not seem to justify the impact to residents or risk to drivers during construction. Additionally, the Double Diamond Interchange can always be integrated at a later date should it be needed.	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Page	Hauck	pagehauck@comcast.net	599 Hobcaw Bluff Drive	Mount Pleasant	SC	29464	Thank you for the opportunity to comment on this project. As a resident of Hobcaw Creek Plantation I have seen the truck traffic increase tremendously over the past decade. I have a young teenage driver and it scares me to death for them to pull out of the neighborhood because I have personally witnessed trucks running the stop light so they don't have to slow down. By having a dedicated ramp from the port to I-526, this would not only alleviate the truck traffic but it would make the intersection and Long Point Road more safe.	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Jessica	Parsons	jesslynparsons@gmail.com	504 Country Place Road	Mount Pleasant	SC	29464	Please don't get rid of our left turn into Belle Hall. The traffic going to the elementary and ChickFila is already too busy. Eliminating the left turn onto Belle Hall Parkway would cause major issues. Please please take this into consideration.	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Heather	Goldwater	nelsoncharleston@gmail.com	243 Swallowtail Court	Mount Pleasant	SC	29464	I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. It is our understanding that these safety and traffic issues have not been studied by the SCDOT and we believe proceeding forward without a better understanding of the impact these two options present would cause real damage to these communities, schools, and businesses. Please see below for a more detailed outline of our concerns: Elevated (Flyover) Truck Bridge Concerns: -Taking truck traffic off Long Point Rd and moving it to the front of our community is not an equitable solution. -What is the rationale for placing the elevated bridge in that location that so negatively affects our neighborhoods? There are better locations and better options that should be further studied. -We are very concerned about Diesel Exhaust pollution concerns from the high volume of trucks at the entrance of Grassy Creek and Tidal Walk neighborhoods. -Noise pollution from fast moving trucks merging onto 526W from an elevated bypass (exhaust, air brakes, general road noise) will have a disastrous effect for the entire front half of the Belle Hall neighborhoods plus Grassy Creek and Tidal Walk. -Wetlands at the end of Rathall Creek would be affected. These wetlands are a critical part of our neighborhoods. -Acquisition of Grassy Creek HOA property, with the potential for acquisition of Grassy Creek Homes that would be in the right-of way boundaries. -Acquisition of at least two homes in Tidal Walk, with the potential for more due to the right of way boundaries. -What measures will be taken to mitigate flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds/ and retention ponds? -How should residents closest to the new bridge expect to combat light pollution from trucks turning and coming down the ramp? Traffic Concerns that have not been studied: -Closing the Long Point Rd left hand turn access onto Belle Hall Pkwy would severely limit the traffic patterns and greatly increase congestion for multiple neighborhoods containing over 1,000 homes. This would force all traffic entering these neighborhoods to turn left at the intersection of Belle Point and Long Point Rd. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive through line which wraps around off their property on to Belle Point Rd and back to the Long Point intersection. Several more traffic-intensive businesses are expected to be built soon on this road, which will only compound the problem. -Paul Foster Rd already has significant traffic and delays during school drop-offs and pick-ups for Belle Hall Elementary and Palmetto Christian Academy, with traffic often extending back to Belle Hall Parkway, Belle Point Rd, and Egypt Road. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses to the small Traffic Circle on Belle Hall Pkwy and Paul Foster Road. Paul Foster is already a heavily used corridor due to the 2 schools located on Egypt Rd. -Fire Station #2 on Paul Foster Rd would have limited egress for emergency calls with traffic from all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), two schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and numerous businesses entering on Belle Pointe Dr. and Egypt Rd. each who use Paul Foster as their main artery. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, waiting to get permission to enter the port. With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. -Looking forward to the future and the four lane highway on 526, the truck bypass lane position makes it clear that this is just the beginning of the Eminent Domain Plans for the northside of the 526 corridor which include Grassy Creek, Tidal Walk and Etivan neighborhoods. -Dozens of businesses, including many offices and restaurants like Waffle House would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around that small traffic circle.	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Nancy	Morris	mitchenm@gmail.com	677 Leader Lane	Mount Pleasant	SC	29464	Option two	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Xuan	Zhuang	zhangxuannd@yahoo.com	239 Swallowtail Court	Mount Pleasant	SC	29464	I'm resident of Tidal Walk subdivision. I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. -In stead of the current 6 options, we would highly suggest you consider an alternative proposal of running bridges from the Leatherman Terminal to the Wando Terminal entrance and exit gates. On the Leatherman side, the bridge would tie in to 26 (the new highways) and on the Wando side they would tie into long point Rd. This proposal will help to solve the long point road traffic problem from the root by significantly reduce the number of the trucks on 526E, also help the trucks to get on I26 or HW17 much faster. It would provide everyone with a third option to cross the rivers. The Don Holt and Ravenel bridges often have accidents, disabled vehicles, and merging issues - which create backups everywhere. These new bridges would alleviate traffic, provide more than two routes for crossing the rivers, and reduce traffic impacts in the event of an accident or disabled vehicle. Construction would not impact residential areas and could be done with no disruption to 26 and 526. Future extensions could be constructed to give access to Daniel Island residents. -In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. Closing the Long Point Rd left hand turn access onto Belle Hall Pkwy would severely limit the traffic patterns and greatly increase congestion for multiple neighborhoods containing over 1,200 homes. This would force all traffic entering these neighborhoods to turn left at the intersection of Belle Point and Long Point Rd. This will cause huge safety problems with the facts that Fire Station #2 on Paul Foster Rd and two schools (Belle Hall Elementary, Palmetto Christian Academy) are very close and traffic backups are already occurring in the current traffic pattern. The closing of the left-hand turn will turn traffic in this area into a nightmare. -It is our understanding that these safety and traffic issues have not been studied by the SCDOT and we believe proceeding forward without a better understanding of the impact these options presents would cause real damage to the surrounding communities, schools, and businesses. We are looking forward to your close attention to our concerns.	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Barbara	McLaughlin	barb.mclaughlin@gmail.com	690 Fishermans Bend	Mount Pleasant	SC	29464	Below is the link and I'm ""not to put words in your mouth"", but here's my comments if you want to start with something. I find it easier to ""wordsmith"" something, than starting from scratch : Pleasr accept my comments on the proposed Long Point Rd Intersection improvement Options in order of preference: **Preferred Option is Option 2. It provides dedicated access/egress, minimal traffic impact to residents during construction and allows the Port to minimize impacts to the surrounding residential areas. * Option 6 is my second preference, but the Double Diamond perceived improvements do not seem to justify the impact to residents or risk to drivers during construction. Additionally, the Double Diamond Interchange can always be integrated at a later date should it be needed. I do not support Options 1, 3, 4 or 5 as a proposed solution as they are limited in benefit and will not resolve the traffic congestion.""	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Christina	Holmquist	holmquistwed@gmail.com	286 Hook Lane	Mount Pleasant	SC	29464	Please accept my comments on the proposed Long Point Rd Intersection improvement Options in order of preference: **Preferred Option is Option 2. It provides dedicated access/egress, minimal traffic impact to residents during construction and allows the Port to minimize impacts to the surrounding residential areas. * Option 6 is my second preference, but the Double Diamond perceived improvements do not seem to justify the impact to residents or risk to drivers during construction. Additionally, the Double Diamond Interchange can always be integrated at a later date should it be needed. I do not support Options 1, 3, 4 or 5 as a proposed solution as they are limited in benefit and will not resolve the traffic congestion."	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Ross	Holmquist	ross.h@gmail.com	286 Hook Lane	Mount Pleasant	SC	29464	Please accept my comments on the proposed Long Point Rd Intersection improvement Options in order of preference: **Preferred Option is Option 2. It provides dedicated access/egress, minimal traffic impact to residents during construction and allows the Port to minimize impacts to the surrounding residential areas. * Option 6 is my second preference, but the Double Diamond perceived improvements do not seem to justify the impact to residents or risk to drivers during construction. Additionally, the Double Diamond Interchange can always be integrated at a later date should it be needed. I do not support Options 1, 3, 4 or 5 as a proposed solution as they are limited in benefit and will not resolve the traffic congestion."	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	John	McNeel	john.m.mcneel@gmail.com	696 Fishermans Bend	Mount Pleasant	SC	29464	Concerning the proposed Long Point Rd Intersection improvement Options, by far my preference is Option 2. It provides dedicated access/egress, minimal traffic impact to residents during construction and allows the Port to minimize impacts to the surrounding residential areas. I do not support Options 1, 3, 4 or 5 as a proposed solution as they are limited in benefit and will not resolve the traffic congestion. Option 2 will be a big improvement to our community !	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Carrie	Cottingham	carriecottingham@yahoo.com	606 Leisure Lane	Mount Pleasant	SC	29464	Please accept my comments on the proposed Long Point Rd Intersection improvement Options in order of preference: **Preferred Option is Option 2. It provides dedicated access/egress, minimal traffic impact to residents during construction and allows the Port to minimize impacts to the surrounding residential areas. * Option 6 is my second preference, but the Double Diamond perceived improvements do not seem to justify the impact to residents or risk to drivers during construction. Additionally, the Double Diamond Interchange can always be integrated at a later date should it be needed. I do not support Options 1, 3, 4 or 5 as a proposed solution as they are limited in benefit and will not resolve the traffic congestion. Option 2 or 6 will be a big improvement to our community and we don't want it to fail for lack of support!	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Jessica	Gonzalez	jessicabmcdonald@gmail.com	364 Anchor Circle	Mount Pleasant	SC	29464	Please accept my comments on the proposed Long Point Rd Intersection improvement Options in order of preference: **Preferred Option is Option 2. It provides dedicated access/egress, minimal traffic impact to residents during construction and allows the Port to minimize impacts to the surrounding residential areas. * Option 6 is my second preference, but the Double Diamond perceived improvements do not seem to justify the impact to residents or risk to drivers during construction. Additionally, the Double Diamond Interchange can always be integrated at a later date should it be needed. I do not support Options 1, 3, 4 or 5 as a proposed solution as they are limited in benefit and will not resolve the traffic congestion. Option 2 or 6 will be a big improvement to our community and we don't want it to fail for lack of support!	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Joe	Susienka	jsusienka@outlook.com	472 Turnstone Street	Mount Pleasant	SC	29464	I live in Hidden Cove subdivision and Option 2 appears to be the best option for Longpoint Road port traffic and congestion.	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Ashleigh	Berkowitz	ashleigh.berkowitz@gmail.com	962 Tupelo Bay	Mount Pleasant	SC	29464	Alternative 3 is not a viable option as stated. Has anyone considering these options driven their children to school in the morning? The line to get to Belle Hall and PCA along Egypt road is already backed up to Longpoint with the option of commuters to go down Belle Hall Parkway or Belle Point drive. The left turn is often not an option while traffic clears. If ALL traffic will be diverted from Belle Hall Parkway the congestion will be even worse, especially before and after school hours. Additionally, the noise and destruction of homes in a community is unacceptable. I'd urge those considering these options to drive the routes all our families are (and have been for YEARS) and understand the disruption being presented, in the name of a truck ramp.	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Rebecca	Putnam	dogsaver.15@gmail.com	608 Fishermans Bend	Mount Pleasant	SC	29464	Option 2 is my first choice and option 6 is my second choice.	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Teodora	Peneva	penevateodora@gmail.com	545 Hidden Boulevard	Mount Pleasant	SC	29464	Preferred Option is Option 2. It provides dedicated access/egress, minimal traffic impact to residents during construction and allows the Port to minimize impacts to the surrounding residential areas. * Option 6 is my second preference, but the Double Diamond perceived improvements do not seem to justify the impact to residents or risk to drivers during construction. Additionally, the Double Diamond Interchange can always be integrated at a later date should it be needed. I do not support Options 1, 3, 4 or 5 as a proposed solution as they are limited in benefit and will not resolve the traffic congestion.""	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Patti	Sachs	pattiselbert51@gmail.com	837 Bridgetown Pass	Mount Pleasant	SC	29464	I firmly oppose any plan that eliminates the left turn onto belle hall Parkway. As it is, we barely have enough ingress and egress for this neighborhood. There have been incidents where people can't get out into long point in emergency situations. There are usually extremely long wait lines, especially during school drop off and pick up times. The fire station and the school have only two options, if this plan to eliminate that turn into Belle hall parkway is eliminated. Also as it is, chick dip a lines back up onto long point t road and make it highly unsafe to drive around them. Visibility is non existent. Also the traffic needs to be reduced so that the noise from the highway doesn't increase. Come up with a plan to at improved safety and livability and takes into account quality of life and safety. .	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Vinny	Doan	vinh2006tran@yahoo.com	421 Turnstone Street	Mount Pleasant	SC	29464	please !!! don't make noise! make the high wall !thanks	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Cindy	Doan	tran2006vinh@yahoo.com	192 Red Knot Lane	Mount Pleasant	SC	29464	please !replace all the houses belong with high way 526 because will make too noise !!!	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Daniel	Senden	danielsenden@hotmail.com	300 Shoals Drive	Mount Pleasant	SC	29464	There are many concerns with this project. Long Point rd and Belle Hall Parkway needs to be improved to allow direct access to the 1,000+ homes. The proposed new interchange is not an equitable solution to the traffic on long point. It just puts more traffic in my neighborhood.	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Bryan	Hobcroft	bhobcroft@aol.com	603 Fisherman's Bend	Mount Pleasant	SC	29464	Good day, Option 2 is the best solution in regards to the congestion for the residents off Long Point Road. Truck/container traffic needs to be routed separately from vehicular traffic! Thanks for recording this feedback/vote!	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Terri	Crowe	terricrowe@yahoo.com	594 Hidden Boulevard	Mount Pleasant	SC	29464	Option 2. It provides dedicated access/egress, minimal traffic impact to residents during construction and allows the Port to minimize impacts to the surrounding residential areas. * Option 6 is my second preference, but the Double Diamond perceived improvements do not seem to justify the impact to residents or risk to drivers during construction. Additionally, the Double Diamond Interchange can always be integrated at a later date should it be needed. I do not support Options 1, 3, 4 or 5 as a proposed solution as they are limited in benefit and will not resolve the traffic congestion. Option 2 or 6 will be a big improvement to our community and we don't want it to fail for lack of support!	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Vic	Barley	vicbar@bellsouth.net	594 Hidden Boulevard	Mount Pleasant	SC	29464	Option 2 It works for affected residents and port traffic with less negative impact during construction Option 6 if needed at a later date Absolutely no to options 1,3,4,5 Makes no sense and doesn't alleviate traffic problems for the affected residents or the port.	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Pamela	Hudson	pam@mchudson.com	210 Island Point Court	Mount Pleasant	SC	29464	By taking the entrance to Belle Hall Parkway away you increase traffic closer to the school and shopping area, thus making it more unsafe for pedestrians and cyclists. There is no advantage to removing this turn at Waffle House	General Letter and FAQ Document	Email	10/31/2022

I-526 @ Long Point Road Interchange Improvements Project
Public Information Meeting 1: Summer 2022
Website Comments

Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
8/30/2022	Brett	Allen	brett3787@gmail.com	163 Revolution Drive	Mount Pleasant	SC	29464	The expansion of the I26 at long point road would increase the noise pollution for many homes in a family neighborhood and decrease home values. Strongly disagree with this project, especially a unilateral decision that does not respect impacted families opinion.	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Karen	Ott	karenott72@gmail.com	657 Hidden Boulevard	Mount Pleasant	SC	29464	Option 2 provides the best solution for the port as well as the neighborhoods that are directly impacted by port traffic. Making a larger interchange does nothing to direct port traffic where it needs to go: directly into the port. Sadly SCDOT IS LATE TO THE GAME ON THIS ISSUE. LETS GET IT RIGHT.	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	David	Smith	davidsmith82@gmail.com	405 Turnstone Street	Mount Pleasant	SC	29464	1. First and foremost, I vehemently oppose the loss of the left hand turn onto Belle Hall Parkway from Longpoint Road. That would divert traffic for approximately 1300 homes, and many businesses down Belle Point Drive and Paul Foster Road. Belle Point Drive already experiences traffic problems from vehicles backing up into the road at the Chick-fil-A. This additional traffic will negatively impact two schools, a church, the recreation department, and the Fire department. Just leave the left turn there. If not, Belle Point Drive needs to be expanded as part of the interchange project. 2. I do not support options 2 or 6, as they will create an on ramp at the front of my neighborhood, and will cause safety and noise problems. 3. Because I am a realist, and I have been at multiple meetings where Larry Grooms has advocated for a port access road, my gut tells me that we will end up with option 2 or 6. That being said, can a left lane merge be considered and/or modeled for Westbound truck traffic from the port. This option would actually be cheaper to build, and would allow for a decent amount of separation between that on ramp, and my neighborhood. 4. There are a lot of other things I could say...but I'm going to quit while I think you may still be paying attention. Thank you for your efforts.	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Carl	Smith	smithworks4us@gmail.com	314 Turnstone Street	Mount Pleasant	SC	29464	I want to express strong objection to the proposals that affect the Tidal Walk community by cutting through the entrance. There is no justification for destroying our neighborhood. Any of the options that improve the on-ramps or adds the reverse diamond interchange are reasonable compromises	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Tammy	Simpson	southernsimpson@gmail.com	673 Deep Sea Circle	Mount Pleasant	SC	29464	Please accept my comments on the proposed Long Point Rd Intersection improvement Options in order of preference: **Preferred Option is Option 2. It provides dedicated access/egress, minimal traffic impact to residents during construction and allows the Port to minimize impacts to the surrounding residential areas. * Option 6 is my second preference, but the Double Diamond perceived improvements do not seem to justify the impact to residents or risk to drivers during construction. Additionally, the Double Diamond Interchange can always be integrated at a later date should it be needed. I do not support Options 1, 3, 4 or 5 as a proposed solution as they are limited in benefit and will not resolve the traffic congestion. Option 2 or 6 will be a big improvement to our community and we don't want it to fail for lack of support! Thank you. Tammy and Raymond Simpson	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Gerrit	Neve	gerritneve@gmail.com	609 Salty Aly	Mount Pleasant	SC	29464	Improving truck access to the port is a win win situation. Trucks are spending less time on crowded streets which means less fuel consumption, less pollution and more productive drivers. At the same time residents off of Long Point can more easily come and go from their neighborhoods without the worry of merging into a long line of trucks. A nice side benefit or the improvements to pedestrian and bike access via the interchange. Right now you have to play chicken TWICE as you need to cross in front of two freeway on-ramps just to get to the grocery store. Our supply chain dependence is only going to increase in the coming years. The right choice is to address the issue now and improve the livability of this area and the efficiency of the trucking industry. We have concerns over the preferred options. -Traffic congestion on Belle Point Drive with the loss of the left hand turn onto Belle Hall Parkway. Any ambulance will have to go all the way around to get into our neighborhoods. -Proximity and impacts to 2 schools, 2 churches, fire station #2, the rec center and ballfields, and multiple businesses -increase in noise - during construction, how close trucks will be to our neighborhoods with the proposed flyover, noise pollution, have noise studies been completed -Environmental impacts (wetlands, wildlife, etc.) -Safety for anyone walking or biking in the neighborhoods (including children) -Decrease in home values -Homes and neighbors that will be affected - communities that will have amenities taken away, entrances moved, etc. -What are the ports doing to help in all of this? -Future of the Wando Bridge? What plans are in place for that project, and why is that now being handled first? -Concerns that this project has been fast tracked Further research and due diligence is required before rushing to a decision.	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Heather	Bigley	heatherb53@gmail.com	269 River Oak Drive	Mount Pleasant	SC	29464	I live in Grassy Creek. I am so devastated of the possibility of the proposed changes to 526. This will effect our quality of life and the investment we have made in our home that we built. All of our neighbors feel the same way. We hope that you will listen to our concerns.	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Lauren	Whitehead	whitehead97@bellsouth.net	360 Tidal Terrace Court	Mount Pleasant	SC	29464	Prefer option 2 and second choice is 6.	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Edna	DePaul	ekdepaul@bellsouth.net	701 Leader Lane	Mount Pleasant	SC	29464	Please accept my comments on the proposed Long Point Rd Intersection improvement Options in order of preference: **Preferred Option is Option 2. It provides dedicated access/egress, minimal traffic impact to residents during construction and allows the Port to minimize impacts to the surrounding residential areas. * Option 6 is my second preference, but the Double Diamond perceived improvements do not seem to justify the impact to residents or risk to drivers during construction. Additionally, the Double Diamond Interchange can always be integrated at a later date should it be needed. I do not support Options 1, 3, 4 or 5 as a proposed solution as they are limited in benefit and will not resolve the traffic congestion. Option 2 or 6 will be a big improvement to our community and we don't want it to fail for lack of support! Link: https://www.526clongpoint.com/	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Aly Annie	Dennis	aapd@bellsouth.net	630 Hidden Boulevard	Mount Pleasant	SC	29464	Please reconsider designs for the truck loop for port access. I strongly disagree with taking away the left hand turn to get on to Belle Hall and Seacoast Parkway. With so many church events, homes, school, and traffic, this will create a nightmare to these communities. I also do not support a truck access expansion that takes over Grassy Creek and Tidal Walk neighborhoods due to safety, home value, noise, and disruption.	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Courtney	Barber	courtneybarber@yahoo.com	222 Palmetto Bluff	Mount Pleasant	SC	29464	Hello, I'm very concerned about the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements. In particular, options 2 and 6 are extremely troublesome because of the drastic impacts to Belle Hall Parkway, the elimination of the left hand turn from Long Point road onto Belle Hall Parkway and the IMMENSELY WORRISOME safety concerns for the communities of Grassy Creek, Tidal Walk, Belle Hall and Moultrie. The left turn onto Belle Hall Parkway from Long Point Road is a critical artery for these communities. Removing this will inhibit emergency vehicles from accessing the communities in the most timely fashion possible, at times when every second could quite literally be the difference between life and death. In addition, removing this left turn will add to existing significant traffic issues on Belle Point Drive and its surrounding roads resulting in increased interference to the existing issues impacting schools, businesses, communities and families. These options will also displace hundreds of wildlife species including at least one FEDERALLY PROTECTED bald eagle known to inhabit the area.	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Darren	Goldwater	darrengoldwater@yahoo.com	243 Swallowtail Court	Mount Pleasant	SC	29464	I do not approve of this project. It appears the disruption, disturbance and reconstruction process is not worth the targeted outcome. Everyone I've spoken to residing in the Long Point Road & #526 intersection area, has said they do not support this project. Please do not infringe upon our peaceful neighborhoods. Do not proceed. Patricia Ruiz and Family	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Patricia	Ruiz	patr@pkrobes.com	597 Antebellum Lane	Mount Pleasant	SC	29464	I live in Grassy Creek and are very concerned about the favored proposals under consideration. We request that SCDOT further investigate the full impact of the options they have proposed before making a decision. Impact studies are needed in noise, congestion on the non-port side of Long Point at the interchange and wetland mitigation. These impact studies should include all communities affected, not just 2 of the 5 communities in the immediate area. We expect DOT and the Town of Mount Pleasant to complete due diligence to prevent rushed decisions that can negatively impact the traffic patterns, congestion, noise, and safety, not to mention the negative financial impact to the neighborhoods. I can't imagine the traffic issues if everyone is turning into Belle Hall, Grassy Creek and Tidal Walk are forced to turn left at the light by Chick-fil-a, which is already a congestive intersection. Also, the safety issues with fire department in that area. Thank you.	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Jamie	Bigley	jbigley48@gmail.com	269 River Oak Drive	Mount Pleasant	SC	29464	I'm adamantly opposed to options 2 and 6. I also oppose any changes to Belle Hall Parkway.	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	William	Ravenel	wcravenel@gmail.com	299 Shoals Drive	Mount Pleasant	SC	29464	I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am opposed to both Alternative 2 and 6 specifically because they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. Together we have significant concerns that have not been addressed pertaining to the health and safety of our residents, including the hundreds of children that live in these communities. In addition, we are opposed to the resulting traffic proposal which would prevent a left hand turn from Long Point Rd onto Belle Hall Parkway. This is a critical entry and exit artery for these four communities and it should not be removed as doing so would cause significant traffic problems, which we have outlined in greater detail below. It is our understanding that these safety and traffic issues have not been studied by the SCDOT and we believe proceeding forward without a better understanding of the impact these two options present would cause real damage to these communities, schools, and businesses. Please see below for a more detailed outline of our concerns: Elevated (Flyover) \Truck Bridge Concerns: -Taking truck traffic off Long Point Rd and moving it to the front of our community is not an equitable solution. -What is the rationale for placing the elevated bridge in that location that so negatively affects our neighborhoods? There are better locations and better options that should be further studied. -We are very concerned about Diesel Exhaust pollution concerns from the high volume of trucks at the entrance of Grassy Creek and Tidal Walk neighborhoods. - Noise pollution from fast moving trucks merging onto 526W from an elevated bypass (exhaust, air brakes, general road noise) will have a disastrous effect for the entire front half of the Belle Hall neighborhoods plus Grassy Creek and Tidal Walk. - Wetlands at the end of Rathall Creek would be affected. These wetlands are a critical part of our neighborhoods. -Acquisition of Grassy Creek HOA property, with the potential for acquisition of Grassy Creek Homes that would be in the right-of-way boundaries. -Acquisition of at least two homes in Tidal Walk, with the potential for more due to the right of way boundaries. -What measures will be taken to mitigate flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds/and retention ponds? -How should residents closest to the new bridge expect to combat light pollution from trucks turning and coming down the ramp? Traffic Concerns that have not been studied: -Closing the Long Point Rd left hand turn access onto Belle Hall Pkwy would severely limit the traffic patterns and greatly increase congestion for multiple neighborhoods containing over 1,000 homes. This would force all traffic entering these neighborhoods to turn left at the intersection of Belle Point and Long Point Rd. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive through line which wraps around off their property on to Belle Point Rd and back to the Long Point intersection. Several more traffic-intensive businesses are expected to be built soon on this road, which will only compound the problem. -Paul Foster Rd already has significant traffic and delays during school drop-offs and pick-ups for Belle Hall Elementary and Palmetto Christian Academy, with traffic often extending back to Belle Hall Parkway, Belle Point Rd, and Egypt Road. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses to the small Traffic Circle on Belle Hall Pkwy and Paul Foster Road. Paul Foster is already a heavily used corridor due to the 2 schools located on Egypt Rd. -Fire Station #2 on Paul Foster Rd would have limited egress for emergency calls with traffic from all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), two schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and numerous businesses entering on Belle Pointe Dr. and Egypt Rd. each who use Paul Foster as their main artery. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, waiting to get permission to enter the port. With the backup that occurs at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it could be impossible to enter Belle Point several times a day. -Looking forward to the future and the four lane highway on 526, the truck bypass lane position makes it clear that this is just the beginning of the Eminent Domain Plans for the northside of the 526 corridor which include Grassy Creek, Tidal Walk and Etiwan neighborhoods. -Dozens of businesses, including many offices and restaurants like Waffle House would be greatly negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around that small traffic circle.	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Tom	Ashbaugh	tom.ashbaugh@gmail.com	286 River Oak Drive	Mount Pleasant	SC	29464	A big part of the truck traffic is the down side merge lanes. The trucks slow so much because of the slope of the bridges. They cannot get up to speed coming down the back slope to merge. It looks like you could easily extend the downside truck lanes to help out with this problem	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Steve	Vaughn	svaughn531@aol.com	812 Kings Oak Court	Daniel Island	SC	29492	Provide a dedicated on / off-ramp for trucks going to terminal Install active speed indicator signs to adjust speed limits to conditions Install photo cameras to issue citations to container trucks that use the left lane and slow all vehicles behind them	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Kim	Olson	kimolson911@gmail.com	2787 Gaston Gate	Charleston	SC	29466	Good morning. when looking at traffic patterns in the Long Point Belle Hall neighborhood, please arrive during elementary school drop off times and rush-hour rather than 10 AM. Also watch the impact of school dismissal's at Bellhall elementary, PCA, and the crowd at noon at Chick-fil-A. The removal of a left turn entrance at Belle Hall Parkway will clog our neighborhood roads and make all the neighborhoods in Belle Hall and Grassy creek prisoners at peak traffic times. Currently it is nearly impossible to enter and exit the neighborhood at Belle Point drive because of Chick Fil A traffic and your solution is to have entire neighborhoods travel that route. PLEASE find a solution That does not take away homes or limit our access to our neighborhoods If you would like to watch traffic patterns come drive with me any day of the week, I am at 840 Tupelo Bay Dr. and would be happy to have a ride along..	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Deborah	Warren	drugg101@yahoo.com	840 Tupelo Bay Drive	Mount Pleasant	SC	29464	The elimination of a left turn from Long Point to Bell Hall Parkway is short sided. Has anyone taken into account the Chick Filla traffic at the proposed replacement point for a left hand turn out of Long Point Road?	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Luis	Rivas	luis2.rivas2@gmail.com	324 Bermuda Towne Row	Mount Pleasant	SC	29464	The Long Point Road project would directly impact my family and I've got some recommendations based on where we live. First, I think the best way to alleviate truck issues on I-526 going into the port is to build a new access bridge for only trucks heading directly to the port alongside the Wando River south of I-526. It would immediately solve many problems. It lets trucks drive directly to the port and it's a solution that works immediately whether I-526 is widened today, next year or 10+ years from now. If you only did this, you'd solve 50% of the truck issues coming into the port that residents currently have around our area. If you look at Google Maps, you'll see the way to create their new access to the port is for it to run from NW to SE through the marsh directly to the port. To return the trucks back to I-526, you could use the same new bridge to bring them out that way or have them get back on I-526 as they do now. If you return them to I-526 using this access point, you've solved 99% of residents issue with trucks in around Mt Pleasant neighborhoods. Also, you will have increased efficiency for the port and trucks with direct access to and from the port. I would also look at re-designing the Long Point road intersection and strongly disagree on any proposal that would impact residential areas or neighborhoods. Proposal #2 adding a truck flyby on ramp directly by a residential neighborhood is not a good option in my opinion. There is no precedence for this type of road anywhere in Mt Pleasant so close to a residential area. It's not the long-term solution to keep trucks away from neighborhoods and speed up onload and offloads at the port for deliveries. The only way to do that is direct access with their own road going directly into the port. Also, the idea of closing Belle Hall Parkway doesn't seem sound or well thought out at this point. To understand the full impact of this, I suggest you close the road down for a full week to study what the traffic impact would be. This is a very busy access road for hundreds of homes.	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	John	Damron	jdarn64@yahoo.com	484 Turnstone Street	Mount Pleasant	SC	29464	The best thing to do is make 3 lanes from Wando bridge to Long Point to get trucks off the highway	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Tom	Moyer	moyer.thomasd@gmail.com	1238 Smythe	Daniel Island	SC	29493	As a public health expert and resident of an affected area, I'm writing with comments and concerns about the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am particularly concerned with the health effects of a 40ft high, elevated truck bridge on a residential area, and the apparent lack of a mitigation solution. The poor health effects of highway proximity are well documented in the scientific literature. Are these long-term public health costs (i.e., increased incidence of chronic respiratory illnesses over a lifetime) being considered? Also, highways that cross cities in Europe are usually bordered by pretty sound barrier walls with artistic motifs that represent the culture and nature typical of each city or region. Can these sound walls also help mitigate some of the particulate air matter pollution? Why aren't sound barrier walls being included? Finally, closing the Long Point Road left-hand turn access onto Belle Hall Pkwy doesn't seem to make any sense, given the thousands of people who use this road daily to access their homes.	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Paula	Ramos	ramosp@muscedu	307 Shoals Drive	Mount Pleasant	SC	29464		General Letter and FAQ Document	Email	10/31/2022

I-526 @ Long Point Road Interchange Improvements Project
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Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
8/31/2022	Fred	Palm	palm.fred@gmail.com	2301 Highway 174	Edisto Island	SC	29438	The I-526 widening proposal is ill-conceived as widening will not reduce congestion and will do so at a cost that far exceeds the benefits that are, at best marginal. The congested region, likely to be more so, needs alternative pathing to parse regional trips from local trips. The people of SC need to be served by a state transportation entity that provides transportation, not more expensive wider roads mandating extensive delays throughout the decade that will fail to meet their proposed objectives.	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Cheri	Mahaffey	cheri.mahaffey@gmail.com	684 Boat Landing Alley	Mount Pleasant	SC	29464	Alternative 2 please!!!!	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Curtis	Martin	curtismartin42@gmail.com	477 Settlers Rest East	Mount Pleasant	SC	29464	I PREFER ALTERNATIVE # 6. IT IS IMPERATIVE THAT PORT TRAFFIC BE DIRECTED AWAY FROM THE LONG POINT ROAD & I- 526 INTERCHANGE.	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Emily	Martin	emilymartin@comcast.net	477 Settlers Rest East	Mount Pleasant	SC	29464	I RECOMMEND ALTERNATE # 6. PORT TRAFFIC MUST BE DIVERTED FROM THE LONG POINT ROAD AND I- 526 INTERSECTION. IT IS CURRENTLY A REAL HAZZARD.	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Charlene	Barnard	cbhere.cb@gmail.com	538 Hidden Boulevard	Mount Pleasant	SC	29464	Residents who live off of Long Point Road have been dealing with increased truck traffic, noise pollution and safety concerns for years. Please take our neighborhoods and daily quality of life into consideration.	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Donald	Barnard	donbhere2@gmail.com	538 Hidden Boulevard	Mount Pleasant	SC	29464	Residents who live off of Long Point Road have been dealing with increased truck traffic, noise pollution and safety concerns for years. Please take our neighborhoods and daily quality of life into consideration.	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Charles	Young	charleston7@comcast.net	333 Tidal Place Circle	Mount Pleasant	SC	29464	SCDOT should look at other solutions than those presented at the 2 August meeting. No option should be selected until 1) impact on communities are mitigated 2) noise study completed and impacts mitigated 3) all safety issues identified and mitigated	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Tim	Uttormark	timuttormark@yahoo.com	149 Scott Street	Daniel Island	SC	29492	I prefer Alternative 6, as it provides slow-moving port trucks with separate access. Also, the diverging diamond interchange should obviate the need for the curved ramp onto westbound I-526. This ramp is dangerous because it does not provide sufficient space for traffic to come up to the speed of through traffic already on I-526. It is not clear from the diagram that this ramp would be removed, but there would be no need for it as traffic from both directions of Long Point Road would use the other on-ramp in a DDI interchange. I would also hope that the lane from the new on-ramp from the port to westbound I-526 extends all of the way to the third lane of the Cooper River bridge so that the trucks do not need to merge into the two existing through lanes of I-526 before the bridge. If the ramp merges before the bridge, this would create an unnecessary bottleneck (going from effectively 3 lanes to 2 and back to 3 in a short distance). It would also discourage trucks from using the truck lane on the bridge as they would have to change lanes to use it, rather than just staying in their lane from the ramp to the bridge's peak. Currently, few trucks from the port use the truck lane on this bridge as they should.	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Andrea	Abbott	andrea.abbott1@gmail.com	298 River Oak Drive	Mount Pleasant	SC	29464	I do not feel that any of the proposed "alternatives" provide a solution that appeases the majority stakeholders in the area. The residents and businesses want the traffic off of Long Point altogether and truck only roads that take away the trucks from mixing with residential traffic. None of these proposals do that. The options all allow for continued mixing of truck and residential traffic, they keep the trucks on Long Point instead of going directly to and from the port, and bring the trucks closer to the neighborhoods worsening already elevated noise levels. I am not in support in any of the alternatives and think that SCDOT has missed significant opportunities to design options that appeal to everyone.	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Will	Smith	wsmith4944@gmail.com	708 Stucco Lane	Mount Pleasant	SC	29464	I object to eliminating the Long Point Rd left turn on Belle Hall Pkwy. Find another way.	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Annemarie	Donato	asdonato@aol.com	632 Fishermans Bend	Mount Pleasant	SC	29464	As a residence of Mount pleasant and in Hidden Cove I urge you to make the entrance to the port for trucks a separate ramp off 526. I have lived with severe congestion on Longpoint road, dangerous fast driving by trucks and inability to enter longpoint road or 526 due to traffic stops as a result of accidents. This congestion of trucks on a Mount Pleasant road is dangerous and requires a safer solution for all drivers. The noise and congestion are also important to consider.	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Rachel	Dion	rsldion@gmail.com	573 Galera Lane	Mount Pleasant	SC	29464	Not in favor of the proposed changes to Long Point Road	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Matthew	Pardieck	mattpardieck@gmail.com	812 High Battery Circle	Mount Pleasant	SC	29464	Please do not eliminate left turn into Belle Hall Parkway. This turn lane is rarely congested and routing traffic past Chic Fillet and a much busier intersection will compound traffic problems. Another separate suggestion would be to create turning lane on Longpoint west bound before Belle hall parkway to alleviate backup on the parkway in mornings and allow less congested merge onto 526 west bound. I am a 24-year veteran of the United States Air Force, and returned to South Carolina upon retirement from active duty in 2019 to raise our middle school and high school daughters, purchasing our home in their walk neighborhood 5 years ago. I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am passionately opposed to Alternatives 2 & 6 because both plans call for the construction of a 40-foot high, elevated truck bridge to be placed nearly on top of the communities of Grassy Creek, Tidal Walk, Belle Hall, and Moultrie. Together, we are 1,180 homes and an elevated truck bridge in this location will cause real, lasting, and inequitable harm to our residents. We stand in full support of our SC Ports and understand the economic importance of the Wando Terminal in our community, but we believe a better solution exists. In fact, we have come up with several that deserve consideration. And while we appreciate the complexity of the issue at hand, "favored" options 2 & 6, which reduce truck traffic off Long Point Road and from in front of those neighborhoods, do so at the expense of concentrating it and placing it at the front of ours. We believe a solution exists to benefit all neighborhoods near the Port, by reducing truck traffic off Long Point Road, and expediting truck access to/from our Port, all without the undue burden these options place on our neighborhoods. Additionally, all of the current SCDOT proposals include eliminating the current left-hand turn from Long Point Road onto Belle Hall Parkway. This is a critical entry artery for our four neighborhoods and dozens of local businesses. Removing it would cause significant traffic issues for the thousands of residents that use it daily and we believe that a lighted intersection is the best long-term solution for traffic and safety. Please see below for a more detailed outline of our safety and traffic concerns. Safety Concerns with an Elevated, Flyover Truck Bridge: -Reducing truck traffic off Long Point Road by moving it to the front of Grassy Creek, Tidal Walk, and the Belle Hall communities places concentrated and elevated truck traffic much closer to more homes than the solution resolves, causing real, inequitable, and lasting harm for our communities. Each of the Long Point neighborhoods has a large buffer area that separates Long Point Road truck traffic from their actual homes. Comparatively, these two proposals place this truck traffic right at the front of Grassy Creek, Tidal Walk, and Belle Hall homes, with no buffer. Hazardous debris will rain down directly next to this bridge, which is just 5 yards away from the entrances of Grassy Creek and Tidal Walk neighborhoods, imposing health and safety risks to our children and residents that play, run and bike daily at these entrances and all along Seacoast Parkway. These safety concerns are well documented with thousands of tire pieces and particulates, sections of full tire treads, loose truck parts, and dust and dirt in the air, on the ground, and next to bridges with high-speed truck traffic. It would be unethical to knowing approve of an option that initiates these daily hazards to our residents. Concentrated diesel exhaust pollution increases the potential health risks for everyone living near this bridge, especially children and the immunocompromised in our communities. I am especially concerned as 2 members of my family have immune-compromised diseases. (Please see attached medical studies below that address this issue.) The projected flyover truck bridge entrance onto I-526 aims straight down Rathall Creek before turning at the front of Grassy Creek and Tidal walk entrances and will deliver noise and light pollution from an elevated position right down the creek between the Hibben and Grassy Creek neighborhoods. The noise pollution, specifically from fast-moving trucks merging onto I-526 from an elevated bypass (exhaust, air brakes, and general road noise), will have a disastrous effect for the entire front half of the Belle Hall, Grassy Creek, and Tidal Walk neighborhoods. Wetlands at the end of Rathall Creek are less than 100 yards from the proposed bridge and would certainly be affected. These wetlands overseen by DHEC and the Army Corp. of Engineers are a critical part of our neighborhoods, as well as an additional Conservation Easement that was established by the Audubon Society in conjunction with five other conservation entities after the Port was established. Actual Eminent Domain of Grassy Creek HOA property with the logical expectation of future eminent domain or Inverse Condemnation of Grassy Creek homes. Actual Eminent Domain of Tidal Walk HOA property, their Amenities Center and pool, and two homes, and the potential inverse Condemnation of other homes. Mitigants for flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds and retention ponds. Traffic Concerns: -Closing the Long Point Road left-hand turn access onto Belle Hall Pkwy would severely disrupt the traffic patterns and greatly increase congestion. The four neighborhoods contain 1,188 homes, 125,000+ SF of office, retail space, two schools with 1480 combined students (Palmetto Christian Academy and Belle Hall Elementary), ECBC Church, and Fire House #2. The ITE for trip standards (attached) will illustrate the failure of this plan as a viable alternative. The plan to have all access to and from these properties, businesses, and schools on an already congested Belle Point Dr and Paul Foster Road (both 2 lane roads), defies logic. -Fire Station #2 on Paul Foster Rd would have significantly limited egress for emergency calls with this proposal as all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), both schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and the numerous businesses entering on Belle Pointe Dr. and Egypt Rd. must use Paul Foster. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive-through line which wraps around their property onto Belle Point Rd and back to the Long Point intersection. The owner confirmed they do 2,000 sales a day out of this location. The problem exists without mention of plans for several more traffic-intensive businesses which are soon expected to be built on this road, only exponentially compounding the problem. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, while awaiting permission to enter the port. With the backup at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it would be impossible to enter Belle Point Rd. several times a day. Currently, the only way to do so when Chick-Fil-A backs up is to turn into and egress through the opposite direction lane around the line of traffic. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses around a single small Traffic Circle at the intersection of Belle Hall Pkwy and Paul Foster Rd. Paul Foster is	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Harmon	Lewis	harmon.lewisjr@gmail.com	247 Swallowtail Court	Mount Pleasant	SC	29464	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are being carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative. Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are being carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative.	General Letter and FAQ Document	Email	9/6/2022
8/31/2022	Jordan	Sandlin	jordansandlin@hotmail.com	1273 Winchester Drive	Charleston	SC	29407	Hello, Our office is on Wando Park Blvd right off Long Point Rd and the I-526 interchange. There are many office parks in this area near the Wando Terminal of the SPA, so we are accustomed to dealing with tractor trailers/trucks daily. However, truck drivers heading into and leaving the port routinely cause wrecks and dangerous driving conditions for citizens. We have dealt with increased traffic in this area and must sit through multiple traffic lights to get out of our office park due to trucks blocking the lanes to access the I-526 on-ramp towards I-26. I've also witnessed multiple near misses as truck drivers routinely run the red traffic signal at Wando Park Blvd & Long Point Rd. I support separate truck access to the port terminal. Certainly new on/off ramps must be constructed to accommodate lane expansion on I-526, but I personally recommend that design options should explore partial clover leaf type interchanges similar to and at/near the existing ramps on Long Point. These would concentrate (geographically) the noise pollution, road hazards, impacts to the environment, and traffic impediments to the Long Point/I-526 intersection rather than stretching those on-ramps nearly 1 mile beyond Long Point Road. Furthermore, raising the ramps nearly 50 feet in the air will require infringement on existing wetlands and these three neighborhoods. Clover leaf ramps could reduce the total area impacted by the expansion. Additionally, I recommend exploring options for entrances to Belle Hall, Tidal Walk, and Grassy Creek using diverging diamond interchanges on Long Point Road to reduce conflict points leading to overall reduction in fatal accidents associated with typical traffic exchanges with left hand turns (for turning onto Belle Hall Pkwy, Belle Point Dr, and Egypt Road). Lastly, I request that studies/analysis be conducted to adequately assess the risk of structural damage to homes in these neighborhoods caused by the construction process of erecting the truck bridges, which could severely impact the structural stability of our homes as well as damage the surrounding land and aquatic environments.	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Tyler	Whitaker	whitakers04@gmail.com	365 Turnstone Street	Mount Pleasant	SC	29464	I would like to address the issues with the planned proposals. First the truck ramp would create a major impact on multiple neighborhoods due to the closeness of the truck ramps, exhaust fumes for being outside and noise issues. Secondly the elimination of the turn at the Waffle House would create greater congestion issue that has not been accommodated for. I propose and over pass road on Long point similar to that of 17 and Bowman for all traffic continuing northbound on Long point to make the Belle Hall scenario acceptable.	General Letter and FAQ Document	Email	10/31/2022

I-526 @ Long Point Road Interchange Improvements Project
Public Information Meeting 1: Summer 2022
Website Comments

Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
8/31/2022	David	Whitley	clmson@gmail.com	183 Red Knot Lane	Mount Pleasant	SC	29464	I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am passionately opposed to Alternatives 2 & 6 because both plans call for the construction of a 40ft high, elevated truck bridge to be placed nearly on top of the communities of Grassy Creek, Tidal Walk, Belle Hall, and Moultrie. Together, we are 1,180 homes and an elevated truck bridge in this location will cause real, lasting, and inequitable harm to our residents. We stand in full support of our SC Ports and understand the economic importance of the Wando Terminal in our community, but we believe a better solution exists. In fact, we have come up with several that deserve consideration. And while we appreciate the complexity of the issue at hand, "favored" options 2 & 6, which reduce truck traffic off Long Point Road and from in front of those neighborhoods, do so at the expense of concentrating it and placing it at the front of ours. We believe a solution exists to benefit all neighborhoods near the Port, by reducing truck traffic off Long Point Road, and expediting truck access to/from our Port, all without the undue burden these options place on our neighborhoods. Additionally, all of the current SCDOT proposals include eliminating the current left-hand turn from Long Point Road onto Belle Hall Parkway. This is a critical entry artery for our four neighborhoods and dozens of local businesses. Removing it would cause significant traffic issues for the thousands of residents that use it daily and we believe that a lighted intersection is the best long-term solution for traffic and safety. Please see below for a more detailed outline of our safety and traffic concerns. Safety Concerns with an Elevated, Flyover Truck Bridge: -Reducing truck traffic off Long Point Road by moving it to the front of Grassy Creek, Tidal Walk, and the Belle Hall communities places concentrated and elevated truck traffic much closer to these homes than the solution resolves, causing real, inequitable, and lasting harm for our communities. -Each of the Long Point neighborhoods has a large buffer area that separates Long Point Road truck traffic from their actual homes. Comparatively, these two proposals place this truck traffic right at the front of Grassy Creek, Tidal Walk, and Belle Hall homes, with no buffer. -Debris will rain down directly next to this bridge, which is just 5 yards away from the entrances of Grassy Creek and Tidal Walk neighborhoods, imposing health and safety risks to our children and residents that run and bike daily at these entrances and all along Seacoast Parkway. These safety concerns are well documented with thousands of tire pieces and particulates, sections of full tire treads, loose truck parts, and dust and dirt in the air, on the ground, and next to bridges with high-speed truck traffic. -Concentrated diesel exhaust pollution increases the potential health risks for everyone living near this bridge, especially children and the immunocompromised in our communities. (Please see attached medical studies below that address this issue.) -The projected flyover truck bridge entrance onto I-526 aims straight down Rathall Creek before turning at the front of Grassy Creek and Tidal walk entrances and will deliver noise and light pollution from an elevated position right down the creek between the Hibben and Grassy Creek neighborhoods. -The noise pollution, specifically from fast-moving trucks merging onto I-526 from an elevated bypass (exhaust, air brakes, and general road noise), will have a disastrous effect for the entire front half of the Belle Hall, Grassy Creek, and Tidal Walk neighborhoods. -Wetlands at the end of Rathall Creek are less than 100 yards from the proposed bridge and would certainly be affected. These wetlands overseen by DHEC and the Army Corp. of Engineers are a critical part of our neighborhoods, as well as an additional Conservation Easement that was established by the Audubon Society in conjunction with five other conservation entities after the Port was established. -Actual Eminent Domain of Grassy Creek HOA property with the logical expectation of future eminent domain or Inverse Condemnation of Grassy Creek homes. -Actual Eminent Domain of Tidal Walk HOA property, their Amenities Center and pool, and two homes, and the potential inverse Condemnation of other homes. -Mitigants for flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds and retention ponds. Traffic Concerns: -Closing the Long Point Road left-hand turn access onto Belle Hall Pkwy would severely disrupt the traffic patterns and greatly increase congestion. The four neighborhoods contain 1,188 homes, 125,000+ SF of office, retail space, two schools with 1480 combined students, ECBC Church, and Fire House #2. The ITE for trip standards (attached) will illustrate the failure of this plan as a viable alternative. The plan to have all access to and from these properties, businesses, and schools on an already congested Belle Point Dr and Paul Foster Road (both 2 lane roads), defies logic. -Fire Station #2 on Paul Foster Rd would have significantly limited egress for emergency calls with this proposal as all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), both schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and the numerous businesses entering on Belle Point Dr. and Egypt Rd. must use Paul Foster. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive-through line which wraps around their property onto Belle Point Rd and back to the Long Point intersection. The owner confirmed they do 2,000 sales a day out of this location. The problem exists without mention of plans for several more traffic-intensive businesses which are soon expected to be built on this road, only exponentially compounding the problem. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, while awaiting permission to enter the port. With the backup at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it would be impossible to enter Belle Point Rd. several times a day. Currently, the only way to do so when Chick-Fil-A backs up is to turn into and egress through the opposite direction lane around the line of traffic. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses around a single small Traffic Circle at the intersection of Belle Hall Pkwy and Paul Foster Rd. Paul Foster is already a heavily used corridor due to the two schools located on Egypt Rd. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads,	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Patricia	Domen	domenpat@outlook.com	588 Antebellum Lane	Mount Pleasant	SC	29464	Recognizing the need to alleviate the heavy container truck traffic to the Wando terminal, one feature on the Option 2 proposal to construct a separate ramp and access road on the west side of Shipping Lane directly to the terminal would resolve this problem, with the least impact to surrounding communities. The access road would have to support two-way truck traffic, both exiting east-bound 526 to the terminal, and going from the terminal to west-bound 526. Because the traffic problems are caused by the heavy volume of container trucks from the terminal, this is the ONLY change that would alleviate traffic around this interchange and terminal. No other changes, construction, or ramps would be needed, or justified from a cost perspective. None of the other alternatives would be viable options for resolving these traffic problems. Apparently the discussions with respect to potential solutions included restricting the left-turn access from Long Point Road onto Belle Hall Parkway. Any changes to this intersection are totally unnecessary, as the traffic problems are created around the terminal side of the interchange. Restricting the left-turn access would create significant bottlenecks and potential for vehicle accidents. This would cause traffic for the large communities west of Long Point Road to be funneled further down Long Point, to the traffic signal at Belle Point Drive. Traffic would back up considerably if vehicles cannot exit Long Point sooner, at Belle Hall Parkway. In addition, traffic on Belle Point Drive already is a concern, due to the Chick Fillet drive-through traffic that often spills onto and obstructs traffic on Belle Point Drive. Citizens have been complaining about this as it creates a significant traffic hazard and invites fender-benders. This also would restrict the options for responding to emergency calls by the fire department, located on Paul Foster Road. With the multitude of traffic problems, accident potential, and delays for the fire department response time for emergencies, it is not inconceivable that this could create future lawsuits against SCDOT. Any final plan should include noise mitigation for the adjacent residential communities. Noise already is a major problem for these communities, due to the excessive volume of heavy truck traffic. Any options for noise mitigation should be considered and implemented, with input and consideration from those in the adjacent communities.	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Reycel	Rodriguez	reycelmaghirang@yahoo.com	288 Mossy Oak Way	Mount Pleasant	SC	29464	A solution to the I-526 and Port / Truck congestion problem is welcome but please find a solution that will not add burden to the residents and businesses using the Belle Hall Parkway. I have first-hand experience with this issue and delays since I'm dropping off and picking up my children at both Daniel Island and Downtown Charleston and I'm using I-526 at least six times on a regular school day. Some truck drivers in I-526 are driving like they are in small cars, frequently changing lanes and causing delays in both lanes. The problem of travel delays from Belle Hall Parkway to Longpoint Rd due to the number of vehicles on Long Point Rd going to I-526. The other neighborhood exit using Belle Point Dr does not help much especially when there is a backup on Paul Foster Rd/ BellePoint Dr intersection because of the Belle Hall Elementary car line. Safety concern for those exiting the Belle Hall Parkway due to cars in Long Point Rd signaling to turn right but not intending to use the Belle Hall Parkway but instead taking the I-526 to N Charleston. The left turn from Long Point Rd to Belle Hall Parkway should never be blocked since this is the access to the residential area and business near Belle Hall Parkway.	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Peter	Schindler	peteschindler@reagan.com	351 Bridgetown Pass	Mount Pleasant	SC	29464	I think that eliminating the left turn lane from Longpoint Rd into Belle Halle would be a mistake. It would needlessly add about an extra quarter to half mile to my commute and thus the green house gas emissions associated with that every time I would have just turned left. I don't see any problem with it now and thus no need to re-engineer something that is not broken. What we don't need is any more construction around here. Give the trucks a better route but leave residents out of it. The only feasible alternatives to me in regards to the interchange is Alternatives 1 or 4. The others encroach too much on neighborhoods rather than commercial properties. People have their life savings in their homes and construction should not effect personal property. To choose the other alternative is just kind of hateful since you are disrupting families and neighborhoods over commercial properties. The Tidal Walk subdivision should not have been constructed as it was in that homes are where a frontage road would be which is too close to I-526. There just is not enough buffer!!!	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Anne	Moyer	annemoye911@att.net	453 Turnstone Street	Mount Pleasant	SC	29464	I believe this entire proposal is unnecessary. I am certain there are many other needs in our community that deserve attention rather than this. Sad.	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Kelly	Schindler	kellykds@yahoo.com	351 Bridgetown Pass	Mount Pleasant	SC	29464	I support the port by advocating strongly that options 2 or 6 be implemented. Not only will direct port access allow for growth at the Wando terminal, having a direct road for port access will also eliminate deter trucks from idling in the medians, which is not safe. Residential and business traffic are in jeopardy daily as it is unsafe to travel and turn into a desired area. There are currently signs on the side of Longpoint closest to the port, that give warnings to watch for children, watch for speed, red lights are being monitored. Clearly, it is a HUGE liability to have the current volume (which is rapidly increasing) of trucks on Longpoint. Options 2 or 6 will make the road safer.	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Benoit	Patenaude	brpcoatings@comcast.net	359 Pluff Mud Alley	Mount Pleasant	SC	29464	Alternative #2 seems to make the most sense in terms of safety. I have lived in Hidden Cove for 24 years and have had a lot of interaction with port traffic as I am leaving and entering my neighborhood. Although I have not had any actual collisions with the truckers there have been a lot of very close situations. I think deferring the trucks away from Longpoint Rd. would be in everyone's best interest when it comes to safety. I hope alternative #2 is the final choice. I would like to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am strongly opposed to both Alternative 2 and 6 specifically - they contain an elevated truck bridge (flyover) that would severely affect the Grassy Creek, Belle Hall, Tidal Walk and Moultrie communities by encroaching on our properties and homes. I live in the Belle Hall subdivision, which will also be negatively affected by noise pollution, loss of critical wetlands which help mitigate flooding, and the loss of a left hand turn onto Belle Hall Pkwy. Also negatively impacted by encroaching traffic are three schools, two churches, fire station #2, The Jones Rec. Center, and businesses in this area. The fast-tracking of this project fails to take the quality of life and well-being into consideration for the thousands of residents who live, work, and play in this area. If a less invasion solution cannot be found, the project should go back to the planning stages until the well-being of our residents can be prioritized.	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Kristin	White	kladlam@hotmail.com	312 Bridgetown Pass	Mount Pleasant	SC	29464	I am a resident of Grassy Creek and have been so since 2008. Over that time I have seen the negative impact of increased noise due to the loss of an important sound barrier when numerous trees were removed to build Tidal Walk. I was aware of the plan to widen 526 for which I was already concerned would further increase noise due to more lanes of traffic. The proposal of a ramp directly by our homes whose sole purpose is for port traffic, which is primarily large tractor trailers, concerns me even more. In short, the noise concern is great and REAL! These are 3 changes that have/will have a negative impact on our community and those around us. We cannot replace the trees and the widening is likely to move forward. But we can avoid the ramp! There should be further studies of alternatives including building brand new routes for port traffic to use (i.e. new bridge connecting the 2 ports), not just re-envisioning existing roads/interchanges. To this point I have not seen any proposals that use new exit routes from the port to accomplish the desired goal. The reality is none of the proposals solve traffic flow problems. They simply shift the problems from one end of Longpoint to the other. The loss of the left turn onto Belle Hall parkway and forcing all traffic to Belle Point (by a Chick-fil-A) is not sustainable. I would urge the committee to sit outside the Waffle House on a weekday to see the number of cars lined up on Longpoint to turn left onto Belle Hall Pkwy. Then imagine forcing all of those cars down Longpoint to Belle Point Drive traffic light, add them to the cars who already use that light and then toss in a "little" CFA traffic and you can see why I say this does not solve traffic flow issues and is not sustainable. In fact it creates a major traffic issue at a very busy intersection. I understand that we as community members will at times have to make sacrifices in the name of progress. My stance is simply that we already have and we will make more with the widening of 526 but we should not have to also assume the burden of the interchange/ramp right outside our doors. I urge the committee to explore new innovative ways to solve the traffic problem.	General Letter and FAQ Document	Email	10/31/2022

I-526 @ Long Point Road Interchange Improvements Project
Public Information Meeting 1: Summer 2022
Website Comments

Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
8/31/2022	Christopher	Elliot	chris.elliott@vtl-group.com	488 Turnstone Street	Mount Pleasant	SC	29464	08/31/2022 As a resident of Tidal Walk I would like to share my concerns over the proposed I-526/Long Point Road interchange improvements. My first concern is in terms of the need for the project and specifically the urgency for this element to be approved and started prior to more significant congestion issues further west on the I-526 and I-26. Every morning I travel to and from Goose Creek in peak rush hour traffic. Travelling West bound on the I-526, the majority of the congestion occurs on the on the Cooper Bridge due to the truck lanes ending, the Virginia Avenue exit junction, the North Rhett exit junction and the entry/exit system at the I-526 – I-26 junction. The current congestion on Long Point Road as vehicles try to join the I-526 East and West is minimum and any congestion only occurs due to upstream congestion problems on the I-526 (west bound). Exploring other alternatives around Alternative 1: Improving exiting ramps and road would help traffic to flow more smoothly outside of the rush hour periods, but none of the proposals will resolve or reduce the congestion which comes from congestion issue further upstream on the I-526 (Westbound). The afternoon rush hour traffic follows a very similar pattern, but more concerning the I-26 towards Columbia backs from Summerville all to the I-526 causing the I-526 to back up at the Clements Ferry Junction and sometimes all the way to Long Point Road. With a significant number of other congestion priorities upstream, I don't understand the urgent priority or financial justification for this project, which will provide no relief of West bound congestion. Furthermore adding the additional West bound Port exit ramp as proposed in Alternative 2 and 6 is more likely provide further congestion point along with the risk of accidents as trucks and passenger cars try to merge on the I-526. This is likely to lead to West bound congestion prior to Long Point Road. In terms of the East Bound Congestion on the I-526, the majority of the congestion starts from the I-26 – I-526 junction and continues until you are clear of the North Rhett and Virginia Avenue junctions. Again the end of the truck lane on the Copper and Wando bridges create a breaking and merge point causing traffic build up, as does the volume of traffic exiting the current Clements Ferry junctions. In terms of the Long Point Road junction, one of the main bottleneck points comes as traffic attempts to exit from a 2 highway lane into 1 single exit ramp which has to be shared by the trucks going to the port and cars trying to exit onto either direction of Long Point Road and as a direct result creates congestion at various peak times. I would like to understand what other alternative proposals and studies have been done to explore further development of the Alternative 1 proposal. As you have also highlighted in your statement "additional studies required" in the hand out document, I believe there is a real opportunity to advance or expand this proposal and elevate East bound traffic congestion at Long Point Road without the need to implement Options 2 and 6, which both have a significant impact on the Tidal Walk, Grassy Creek and Rice Bay communities. My second concern, is with the Alternative proposals 2, 3, 5 and 6, all of these would have a major impact on the Tidal Walk, Grassy Creek and Rice Bay communities. Seacoast pkwy is a 35 mph road which parents and children use to access facilities on Long Point Road, by car, golf cart, bike, scooter or by foot. With the exception of the Alternative 1 proposal, all of the proposed alternatives would significantly impact these communities bringing the Long Point Junction and I-526 into the communities and resulting in a high volume of traffic closer to where people live, walk or conduct recreational activities. In doing this, these proposals present a major safety concern with small and large vehicles travelling directly alongside or direct above public walkways, gardens and houses. This presents a risk of someone being injured by debris coming from a collision or random lose items flying out of the back of a vehicle or trailer and injuring someone riding a bike, running or walking a dog. My third concerns, is with the proposed addition of the West bound exit ramp in Alternative 2 and 6 which would bring the majority of the long point and I-526 traffic directly into the Tidal Walk and Grassy Creek communities, creating a significant and irreversible negative impact on these communities. Either of the proposals results in increased vehicle and truck acceleration/breaking noise, vehicle pollution, a negative visual impact from the new ramp as well as the changes to the community entrances/exits, property devaluation, accident risk and unmeasurable stress and uncertainty coming from the approval process and ramp constructed, should they go ahead. In additional now that all of the all of Alternative proposal are in the public domain, any residential or commercial property which may need to be acquired under the (ROW) process has rendered the properties unsalable, leading to unnecessary stress and relocation restrictions on their owners. Finally to balance my concerns should a new East and West bound exit ramp from the port need to be implemented, I believe the public and communities would like to hear and understand what alternatives proposals that are not as impactful to the existing communities have been seriously considered and evaluated? Given the port has no control of the volume or time of trucks arriving has a just a single Port exit ramp been considered as an alternative option? Has relocating the exit ramps closer to the Cooper Bridge being considered as this could have much less disruption to established residential communities than Alternative proposals 2 and 6? I appreciate that with many parties that this is a difficult process but ask that due consideration is given to developing alternative solutions which minimize the impact for people living in these established communities. Christopher Elliott	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Christopher	Elliot	chris.elliott@vtl-group.com	488 Turnstone Street	Mount Pleasant	SC	29464	08/31/2022 As a resident of Tidal Walk I would like to share my concerns over the proposed I-526/Long Point Road interchange improvements. My first concern is in terms of the need for the project and specifically the urgency for this element to be approved and started prior to more significant congestion issues further west on the I-526 and I-26. Every morning I travel to and from Goose Creek in peak rush hour traffic. Travelling West bound on the I-526, the majority of the congestion occurs on the on the Cooper Bridge due to the truck lanes ending, the Virginia Avenue exit junction, the North Rhett exit junction and the entry/exit system at the I-526 – I-26 junction. The current congestion on Long Point Road as vehicles try to join the I-526 East and West is minimum and any congestion only occurs due to upstream congestion problems on the I-526 (west bound). Exploring other alternatives around Alternative 1: Improving exiting ramps and road would help traffic to flow more smoothly outside of the rush hour periods, but none of the proposals will resolve or reduce the congestion which comes from congestion issue further upstream on the I-526 (Westbound). The afternoon rush hour traffic follows a very similar pattern, but more concerning the I-26 towards Columbia backs from Summerville all to the I-526 causing the I-526 to back up at the Clements Ferry Junction and sometimes all the way to Long Point Road. With a significant number of other congestion priorities upstream, I don't understand the urgent priority or financial justification for this project, which will provide no relief of West bound congestion. Furthermore adding the additional West bound Port exit ramp as proposed in Alternative 2 and 6 is more likely provide further congestion point along with the risk of accidents as trucks and passenger cars try to merge on the I-526. This is likely to lead to West bound congestion prior to Long Point Road. In terms of the East Bound Congestion on the I-526, the majority of the congestion starts from the I-26 – I-526 junction and continues until you are clear of the North Rhett and Virginia Avenue junctions. Again the end of the truck lane on the Copper and Wando bridges create a breaking and merge point causing traffic build up, as does the volume of traffic exiting the current Clements Ferry junctions. In terms of the Long Point Road junction, one of the main bottleneck points comes as traffic attempts to exit from a 2 highway lane into 1 single exit ramp which has to be shared by the trucks going to the port and cars trying to exit onto either direction of Long Point Road and as a direct result creates congestion at various peak times. I would like to understand what other alternative proposals and studies have been done to explore further development of the Alternative 1 proposal. As you have also highlighted in your statement "additional studies required" in the hand out document, I believe there is a real opportunity to advance or expand this proposal and elevate East bound traffic congestion at Long Point Road without the need to implement Options 2 and 6, which both have a significant impact on the Tidal Walk, Grassy Creek and Rice Bay communities. My second concern, is with the Alternative proposals 2, 3, 5 and 6, all of these would have a major impact on the Tidal Walk, Grassy Creek and Rice Bay communities. Seacoast pkwy is a 35 mph road which parents and children use to access facilities on Long Point Road, by car, golf cart, bike, scooter or by foot. With the exception of the Alternative 1 proposal, all of the proposed alternatives would significantly impact these communities bringing the Long Point Junction and I-526 into the communities and resulting in a high volume of traffic closer to where people live, walk or conduct recreational activities. In doing this, these proposals present a major safety concern with small and large vehicles travelling directly alongside or direct above public walkways, gardens and houses. This presents a risk of someone being injured by debris coming from a collision or random lose items flying out of the back of a vehicle or trailer and injuring someone riding a bike, running or walking a dog. My third concerns, is with the proposed addition of the West bound exit ramp in Alternative 2 and 6 which would bring the majority of the long point and I-526 traffic directly into the Tidal Walk and Grassy Creek communities, creating a significant and irreversible negative impact on these communities. Either of the proposals results in increased vehicle and truck acceleration/breaking noise, vehicle pollution, a negative visual impact from the new ramp as well as the changes to the community entrances/exits, property devaluation, accident risk and unmeasurable stress and uncertainty coming from the approval process and ramp constructed, should they go ahead. In additional now that all of the all of Alternative proposal are in the public domain, any residential or commercial property which may need to be acquired under the (ROW) process has rendered the properties unsalable, leading to unnecessary stress and relocation restrictions on their owners. Finally to balance my concerns should a new East and West bound exit ramp from the port need to be implemented, I believe the public and communities would like to hear and understand what alternatives proposals that are not as impactful to the existing communities have been seriously considered and evaluated? Given the port has no control of the volume or time of trucks arriving has a just a single Port exit ramp been considered as an alternative option? Has relocating the exit ramps closer to the Cooper Bridge being considered as this could have much less disruption to established residential communities than Alternative proposals 2 and 6? I appreciate that with many parties that this is a difficult process but ask that due consideration is given to developing alternative solutions which minimize the impact for people living in these established communities. Christopher Elliott	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Ashley	Slane	acsplane@yahoo.com	366 Jardinere Walk	Mount Pleasant	SC	29464	08/31/2022 While I fully understand that with exponential growth as we are experiencing in our area, changes to infrastructure are necessary. However, it seems that all the options still in contention would essentially force Belle Hall Plantation, Grassy Creek, Tidal Walk, Moultrie Park, two schools, fire station, rec department facilities, and multiple businesses to all further congest using one primary entrance. In addition to being terribly inconvenient, it would certainly increase potential for serious accidents accidents at an already VERY busy intersection. Further, if people can no longer turn left off of Long Point onto Belle Hall Parkway at Waffle House, this would turn Paul Foster Boulevard into a thoroughfare to reach all three neighborhoods, which it is not meant to be - with very little space between the road and the sidewalks. I worry about safety for pedestrians, bikers and pets - especially our children! I am a single mom, a hard working professional, and a resident of Mount Pleasant for more than 25 years. My home is my primary asset and a refuge for my family. I chose this location for the location, the walkable neighborhood, the quiet, the natural beauty and wildlife, and all else it provides. I pray that the SC DOT and other officials will take all of our concerns for safety and for peace in our homes into account as they weigh options for this project. Thank you.	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Harriett	Burns	silburns140@mindspring.com	282 River Oak Drive	Mount Pleasant	SC	29464	08/31/2022 Please consider other options that would not destroy our nelborhood Grassy Creek.. please consider other options	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Donald	Barnard	donbhere2@gmail.com	538 Hidden Boulevard	Mount Pleasant	SC	29464	08/31/2022 I support Option #2.	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Sabine	Johnson	bienejohnson@gmail.com	687 Fishermans Bend	Mount Pleasant	SC	29464	08/31/2022 My first choice is option 2, second choice would be option 6 Option 1, 3, and 5 are out of the question. Thank you! Since the primary driver of increased traffic over the next 10+ years is expected to be Cargo and Trucks I am confused why Alternative #2 is not the clear standout option since it diverts the truck traffic on and off directly with less impact to Long Point road. Some of the proposed alterations to Long Point look like a waste money, time and will add to local congestion during construction. Not to mention making it harder for anyone living in the Tidal Walk or Bell Hall area to access rights of way. Our neighborhood in Tidal Walk is already deafening at times with the sounds of heavy truck traffic. The proposed alterations are only going to make the sound worse for our home which abuts the limited tree barrier between the community and the highway. I would highly propose the money is spent on Alternate #2 and the state/county diverts the funds proposed for any Long Point road interchange moves and earmarks the funds to finally install proper sound walls and green scaping for residents that will continue to experience decrease home values due to these proposals. Phase one of this project should be the New Port Access Ramps and an actual Sound walls for people to live in some peace. Nancy Mace is excited about building walls so why not start with this one before we spend too much time in Texas. Try that first to see the evaluate the impact on Long Point after getting the trucks moved away from the Long Point interchange. Traffic will be dramatically improved when getting the trucks on an off the road earlier before Long Point.	General Letter and FAQ Document	Email	10/31/2022

I-526 @ Long Point Road Interchange Improvements Project
Public Information Meeting 1: Summer 2022
Website Comments

Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
								I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road Interchange Improvements in Mount Pleasant. I am passionately opposed to Alternatives 2 & 6 because both plans call for the construction of a 40ft high, elevated truck bridge to be placed nearly on top of the communities of Grassy Creek, Tidal Walk, Belle Hall, and Moultrie. Together, we are 1,180 homes and an elevated truck bridge in this location will cause real, lasting, and inequitable harm to our residents. We stand in full support of our SC Ports and understand the economic importance of the Wando Terminal in our community, but we believe a better solution exists. In fact, we have come up with several that deserve consideration. And while we appreciate the complexity of the issue at hand, "favored" options 2 & 6, which reduce truck traffic off Long Point Road and from in front of those neighborhoods, do so at the expense of concentrating it and placing it at the front of ours. We believe a solution exists to benefit all neighborhoods near the Port, by reducing truck traffic off Long Point Road, and expediting truck access to/from our Port, all without the undue burden these options place on our neighborhoods. Additionally, all of the current SCDOT proposals include eliminating the current left-hand turn from Long Point Road onto Belle Hall Parkway. This is a critical entry artery for our four neighborhoods and dozens of local businesses. Removing it would cause significant traffic issues for the thousands of residents that use it daily and we believe that a lighted intersection is the best long-term solution for traffic and safety. Please see below for a more detailed outline of our safety and traffic concerns. Safety Concerns with an Elevated, Flyover Truck Bridge: -Reducing truck traffic off Long Point Road by moving it to the front of Grassy Creek, Tidal Walk, and the Belle Hall communities places concentrated and elevated truck traffic much closer to more homes than the solution resolves, causing real, inequitable, and lasting harm for our communities. -Each of the Long Point neighborhoods has a large buffer area that separates Long Point Road truck traffic from their actual homes. Comparatively, these two proposals place this truck traffic right at the front of Grassy Creek, Tidal Walk, and Belle Hall homes, with no buffer. -Debris will rain down directly next to this bridge, which is just 5 yards away from the entrances of Grassy Creek and Tidal Walk neighborhoods, imposing health and safety risks to our children and residents that run and bike daily at these entrances and all along Seacoast Parkway. These safety concerns are well documented with thousands of tire pieces and particulates, sections of full tire treads, loose truck parts, and dust and dirt in the air, on the ground, and next to bridges with high-speed truck traffic. -Concentrated diesel exhaust pollution increases the potential health risks for everyone living near this bridge, especially children and the immunocompromised in our communities. (Please see attached medical studies below that address this issue.) -The projected flyover truck bridge entrance onto I-526 aims straight down Rathall Creek before turning at the front of Grassy Creek and Tidal walk entrances and will deliver noise and light pollution from an elevated position right down the creek between the Hibben and Grassy Creek neighborhoods. -The noise pollution, specifically from fast-moving trucks merging onto I-526 from an elevated bypass (exhaust, air brakes, and general road noise), will have a disastrous effect for the entire front half of the Belle Hall, Grassy Creek, and Tidal Walk neighborhoods. -Wetlands at the end of Rathall Creek are less than 100 yards from the proposed bridge and would certainly be affected. These wetlands overseen by DHEC and the Army Corp. of Engineers are a critical part of our neighborhoods, as well as an additional Conservation Easement that was established by the Audubon Society in conjunction with five other conservation entities after the Port was established. -Actual Eminent Domain of Grassy Creek HOA property with the logical expectation of future eminent domain or Inverse Condemnation of Grassy Creek homes. -Actual Eminent Domain of Tidal Walk HOA property, their Amenities Center and pool, and two homes, and the potential inverse Condemnation of other homes. -Mitigants for flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds and retention ponds. Traffic Concerns: -Closing the Long Point Road left-hand turn access onto Belle Hall Pkwy would severely disrupt the traffic patterns and greatly increase congestion. The four neighborhoods contain 1,188 homes, 125,000+ SF of office, retail space, two schools with 1480 combined students, ECBC Church, and Fire House #2. The ITE for trip standards (attached) will illustrate the failure of this plan as a viable alternative. The plan to have all access to and from these properties, businesses, and schools on an already congested Belle Point Dr and Paul Foster Road (both 2 lane roads), defies logic. -Fire Station #2 on Paul Foster Rd would have significantly limited egress for emergency calls with this proposal as all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), both schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and the numerous businesses entering on Belle Pointe Dr. and Egypt Rd. must use Paul Foster. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive-through line which wraps around their property onto Belle Point Rd and back to the Long Point intersection. The owner confirmed they do 2,000 sales a day out of this location. The problem exists without mention of plans for several more traffic-intensive businesses which are soon expected to be built on this road, only exponentially compounding the problem. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, while awaiting permission to enter the port. With the backup at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it would be impossible to enter Belle Point Rd. several times a day. Currently, the only way to do so when Chick-Fil-A backs up is to turn into and egress through the opposite direction lane around the line of traffic. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses around a single small Traffic Circle at the intersection of Belle Hall Pkwy and Paul Foster Rd. Paul Foster is already a heavily used corridor due to the two schools located on Egypt Rd. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, parks, and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic on Paul Foster. -This issue is compounded on Sundays when the two biggest churches in Mount Pleasant are holding services, Seacoast and East Cooper Baptist are both located a block away. -Dozens of businesses, including many offices and restaurants like Waffle House I am very concerned about the disaster that will be created if Belle Hall Parkway is closed. Every morning that road is already backed up and I can't imagine how bad it will be to exit on the alternate road of this road is closed. This seems completely unnecessary and punitive to the communities that are on this road. Please reconsider.	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. There are 6 preliminary alternatives that are undergoing more extensive traffic modeling at this time to inform the alternatives analysis decisions this Fall. Preliminary traffic analysis indicates that Alternatives #4 and #5 do not improve the traffic operations performance significantly enough to meet the purpose and need of the project. So these alternatives will likely not be analyzed any further. Alternatives 1-3 and 6 are being carried forward for more extensive traffic performance modeling which is underway now. Once all the traffic modeling is complete next month, we will begin the alternatives analysis process. During alternatives analysis, we will compare each reasonable alternative to weigh the benefits and impacts of each alternative in order to identify the recommended preferred alternative.	Email	9/6/2022
8/31/2022	Jered	Wilkerson	jerwilkerson@gmail.com	224 Killdeer Court	Mount Pleasant	SC	29464				
8/31/2022	Adriana	Day	adriana533@gmail.com	348 Evian Way	Mount Pleasant	SC	29464		General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Sara	Parker	sarabparker@gmail.com	224 Swallowtail Court	Mount Pleasant	SC	29464				
8/31/2022	Matt	Day	daymatt1@gmail.com	348 Evian Way	Mount Pleasant	SC	29464		General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Jim	Cloonan	jim_cloonan@woodplc.com	261 River Oak Drive	Mount Pleasant	SC	29464		General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Doug	Clark	dclark611@gmail.com	611 Detyens Court	Mount Pleasant	SC	29464		General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Stephanie	Stana	stephanie.tafel@gmail.com	318 Turnstone Street	Mount Pleasant	SC	29464		General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Kathy	Landing	kl@kathylanding.com	2114 Sewee Indian Cour	Mount Pleasant	SC	29464		General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Anthony	Polichemi	adscny77@gmail.com	389 Turnstone Street	Mount Pleasant	SC	29464		General Letter and FAQ Document	Email	10/31/2022

I-526 @ Long Point Road Interchange Improvements Project
Public Information Meeting 1: Summer 2022
Website Comments

Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
								<p>Dear Joy, As you are well aware by now, residents in Grassy Creek and Tidal Walk are alarmed at DOT plans that favor placing overpass flyover bridges extremely close to the fronts of our neighborhoods. As a resident of Grassy Creek, I am opposed to any plan that places these flyovers extremely close to our neighborhoods. They will unfairly burden our residents with the worst of the project's noise, light and scenic unattractiveness. Noise levels are already very loud in the day time when close to the front of either neighborhood. There are areas currently where holding a conversation outside is already difficult if one spaces more than ten feet from the other person. We still do not have enough specifics on what SCDOT intends to do with these favored proposals and why the plans would necessitate moving Seacoast Parkway further in while also causing at least two home in Tidal Walk to be removed. It seems incredible that no one from SCDOT has reached out to those residents to inform them, even proactively, that they might lose their homes. At no place at the 2nd meeting was there any indication on SCDOT maps that showed any possible eminent domain possibilities. This alone does not seem like an above board, all cards being shown, forthcoming situation when people could lose their homes and they found out from me rather than SCDOT. We went from a normal process to SCDOT coming back with a fast tracked process that put all residents potentially impacted in a complete scramble mode to get up to speed and understand what might occur. A month later, we still do not have details that would make us better equipped to stand up for what we feel is a bad situation that is literally being dumped on our doorsteps. The impact of what SCDOT states is their favored designs have not taken into account the impact on the people of our neighborhoods to any extent other than what land or homes might be impacted. It's difficult to understand how SCDOT can make decisions when no one from the 2nd meeting told me, when asked, if they had ever set foot in our neighborhood or near our entrances. Decisions and plans are being pushed without ""boots on the ground"" to understand exactly what the proposals will entail. Additionally, it appears SCDOT has done surveying work on Seacoast Parkway yet claims that no decisions have been made. To date, the residents do not feel they have had ample time to have their voices heard and SCDOT has not provided remotely enough information for the residents to fully comprehend and understand the full plan. We feel that there are options NOT being explored by SCDOT that include the diamond designs that I was told, in no uncertain terms during the second meeting, would least impact everyone collectively. Instead, it appears that SCDOT is allowing the SC Port to dictate what THEY want without regard to the residents of Belle Hall, Grassy Creek and Tidal Walk. Running an elevated overpass directly at the foot of our neighborhoods that encourage every truck from the port to run even closer to the foot of our communities while elevated in the air is about the worst outcome anyone could envision. The residents of the other end of Long Point Road want trucks off the road at the expense of our residents getting a far worse situation. Having lived near the port prior, I can attest that the noise issues from trucks on that end are nearly non-existent. Lastly, it is our belief that SCDOT plans to close off the current entrance and egress to Belle Hall Parkway. That road is already a very difficult place to get out of with no merge lane onto Long Point and no left turn out onto Long Point. Funneling all the traffic from Long Point at rush hour onto one or two other short roads nearby is a recipe for traffic gridlock far beyond what we currently see. These roads all support business and one in particular supports an always busy Chick Fil A. With the fire station and nearby school also using these roads, it will create an unsafe gridlock. The perpendicular road that these access roads funnel into has a 20 mph speed limit that winds into a traffic circle within Belle Hall Parkway. We all purchased homes in Grassy Creek never dreaming the SCDOT would come up with a plan they favored that would involve pushing a concrete bridge that encourages the loudest things on the road (18 wheelers) directly in front of our entrance while being elevated. We understand the port is important, but it should not be allowed to destroy the wonderful quality of life we all enjoy. Most of us bought and built in Grassy Creek as our dream home place to live until we are retired. SCDOT's favored plans would hurt us in every possible way imaginable. This isn't about ""not in my backyard."" No one should have this in their backyard. We feel that SCDOT is unnecessarily fast tracking this concept, has not fully explored every other option, (including the one stated that was least impactful, and is rushing this to a decision before the citizens have had ample time to herd the cats and make their voices heard. Please explore better options, including a flyover in the center of 526 or no flyover at all. We deserve for SCDOT to turn over every rock before making a decision that will forever destroy the quality of life we know enjoy and hope to continue to enjoy the rest of our years.</p>	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Lee	Lazarus	totalestatesales@gmail.com	247 Palmetto Bluff	Mount Pleasant	SC	29464				
8/31/2022	Beth	Holbrook	bethannholbrook@gmail.com	530 Antebellum Lane	Mount Pleasant	SC	29464	Comments have been submitted	General Letter and FAQ Document	Email	10/31/2022
								<p>Suggest that alternatives 1A and 3 be studied to determine traffic carrying capacity. This hadn't been done at the time of the public hearing. Given that alternatives 2 and 6, effectively add to alternatives 1A and 3, and have the most residential and commercial impact. I suggest that only 1A and 3 be considered at this time. Alternatives 2 and 6 should be reconsidered at such time as the 526 East widening project is planned. This is economically prudent and likely would result in sufficient capacity for 10 - 15 year traffic projections. Frankly any projection to 2050 is a SWAG and the disruption to lives, businesses and quality of life should be considered based on what is effectively an estimate that is dependent upon global trade patterns and peace and prosperity in Europe. Attention needs to be paid to the elimination of the left hand turn onto Bell Hall Parkway. If traffic into the Bell Hall, Grassy Creek and Tidal Walk Neighborhoods is re-routed to Bell Point Drive, some evaluation of the traffic on Bell Point Drive should be completed. The Chick-Fil-A drive through often backs up onto Bell Point Drive during lunch and dinner reducing traffic handling capacity and creating unsafe conditions turning in and out of Chick-Fil-A.</p>	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Paul	Buhler	skysailpartners@gmail.com	256 Swallowtail Court	Mount Pleasant	SC	29464				
								<p>Here's a list of my concerns I hope you will consider: -Belle Point Drive, originally created for Mount Pleasant Fire Station on Paul Foster Road, has now turned into a miniature raceway with the building of Chick-Fil-A ; which already impacts traffic and the surrounding schools. -Speaking of surrounding schools, to alleviate the restaurant's traffic on Paul Foster Road near Belle Hall Elementary, an additional side road was built onto the grounds next to the Jones Recreation Center, partially funded by Chick-Fil-A -which has made minimal impact to the neighborhood because no matter what, the traffic created by this restaurant is more than one terrible accident waiting to happen and can't be defeated with a small side road to placate parents and teachers. - The proposed options 2 and 6 require the removal of the left turn lane onto Belle Hall Parkway, permanently sending traffic of more than 1400+ homes down a poorly-planned Belle Point Drive and Egypt Road, which is a corridor to one of Mount Pleasant's most historic African-American neighborhoods, Snowden. Sending traffic down these two streets in both directions will impact the fire department and emergency services' efforts to get to residents in the area and even to the areas off Long Point Road near the port. Another less disastrous option needs to be explored and utilized. The safety of our neighbors is our number one concern and should be the number one concern for SCDOT - right now, it looks as if the safety of their cargo is much more important than the safety of the taxpayers. SC Ports' Hugh K. Leatherman Terminal opened in March 2021 and is not being utilized to capacity due to contractual issues with the SC Ports and unions with only currently ONE shipping company with some balls that isn't afraid to use that terminal even when threatened with lawsuits. More shipping companies should be able to use that terminal without fear or intimidation. -Safety encompasses more than just a yellow vest - it's about children that will not be able to get to school safely, ride bikes nor be able to walk outside of their homes safely due to the noise decibel levels that are already out of control. Safety will decrease due to the increase of MVAs that will most definitely occur once you have 1400+ homes with two cars per home arriving and exiting daily - 2800+ cars down two small roads. This doesn't factor in small businesses in the area nor touch on the 18-wheeler trucks that populate the road. -Safety is about NOT demolishing homes to place a three story flyover at the entrance to two neighborhoods because the proposed flyover over plan appeases the SC Port instead of...once again...the taxpaying residents in the area being affected. -Safety is about NOT continuing to sell or build homes/buildings in the proposed area without knowledge/full disclosure to the potential buyers and sellers - one of our neighbors at the front of Tidal Walk just bought their home after renting on Daniel Island, they have two children that go to local schools and now, they're facing an imminent domain eviction if one of these options is approved. There's other commercial land recently for sale on Seacoast Parkway, and I hope the realtors have the integrity to let potential buyers know of the Pandora's Box that will be unleashed on Seacoast Parkway and its surrounding areas once construction begins. Buyer Beware 100%. -Sadly, the safety concerns are plentiful but have been met with deaf ears and brush-off tactics that are flooding the area — even before the NEPA is completed and construction begins. The aspect of evacuation routes during a hurricane in the area --if one of these options is approved -- could be deadly. I implore you to rethink the options 2 and 6. We've embraced the port for decades and have lived amongst it since the days Long Point Road only had the Waffle House on the road — for the truckers — and now, even that establishment will be impacted. I am writing to express my concerns with the SCDOT plans for the I-526 @ Long Point Road interchange improvements in Mount Pleasant. I am passionately opposed to Alternatives 2 & 6 because both plans call for the construction of a 40ft high, elevated truck bridge to be placed nearly on top of the communities of Grassy Creek, Tidal Walk, Belle Hall, and Moultrie. Together, we are 1,180 homes and an elevated truck bridge in this location will cause real, lasting, and inequitable harm to our residents. We stand in full support of our SC Ports and understand the economic importance of the Wando Terminal in our community, but we believe a better solution exists. In fact, we have come up with several that deserve consideration. And while we appreciate the complexity of the issue at hand, "favored" options 2 & 6, which reduce truck traffic off Long Point Road and from in front of those neighborhoods, do so at the expense of concentrating it and placing it at the front of ours. We believe a solution exists to benefit all neighborhoods near the Port, by reducing truck traffic off Long Point Road, and expediting truck access to/from our Port, all without the undue burden these options place on our neighborhoods. Additionally, all of the current SCDOT proposals include eliminating the current left-hand turn from Long Point Road onto Belle Hall Parkway. This is a critical entry artery for our four neighborhoods and dozens of local businesses. Removing it would cause significant traffic issues for the thousands of residents that use it daily and we believe that a lighted intersection is the best long-term solution for traffic and safety. Please see below for a more detailed outline of our safety and traffic concerns. Safety Concerns with an Elevated, Flyover Truck Bridge: -Reducing truck traffic off Long Point Road by moving it to the front of Grassy Creek, Tidal Walk, and the Belle Hall communities places concentrated and elevated truck traffic much closer to more homes than the solution resolves, causing real, inequitable, and lasting harm for our communities. -Each of the Long Point neighborhoods has a large buffer area that separates Long Point Road truck traffic from their actual homes. Comparatively, these two proposals place this truck traffic right at the front of Grassy Creek, Tidal Walk, and Belle Hall homes, with no buffer. -Debris will rain down directly next to this bridge, which is just 5 yards away from the entrances of Grassy Creek and Tidal Walk neighborhoods, imposing health and safety risks to our children and residents that run and bike daily at these entrances and all along Seacoast Parkway. These safety concerns are well documented with thousands of tire pieces and particulates, sections of full tire treads, loose truck parts, and dust and dirt in the air, on the ground, and next to bridges with high-speed traffic. -Concentrated diesel exhaust pollution increases the potential health risks for everyone living near this bridge, especially children and the immunocompromised in our communities. (Please see attached medical studies below that address this issue.) -The projected flyover truck bridge entrance onto I-526 aims straight down Rathall Creek before turning at the front of Grassy Creek and Tidal walk entrances and will deliver noise and light pollution from an elevated position right down the creek between the Hibben and Grassy Creek neighborhoods. -The noise pollution, specifically from fast-moving trucks merging onto I-526 from an elevated bypass (exhaust, air brakes, and general road noise), will have a disastrous effect for the entire front half of the Belle Hall, Grassy Creek, and Tidal Walk neighborhoods. -Wetlands at the end of Rathall Creek are less than 100 yards from the proposed bridge and would certainly be affected. These wetlands overseen by DHEC and the Army Corp. of Engineers are a critical part of our neighborhoods, as well as an additional Conservation Easement that was established by the Audubon Society in conjunction with five other conservation entities after the Port was established. -Actual Eminent Domain of Grassy Creek HOA property with the logical expectation of future eminent domain or Inverse Condemnation of Grassy Creek homes. -Actual Eminent Domain of Tidal Walk HOA property, their Amenities Center and pool, and two homes, and the potential inverse Condemnation of other homes. -Mitigants for flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds and retention ponds. Traffic Concerns: -Closing the Long Point Road left-hand turn access onto Belle Hall Pkwy would severely disrupt the traffic patterns and greatly increase congestion. The four neighborhoods contain 1,188 homes, 125,000+ SF of office, retail space, two schools with 1480 combined students, ECBC Church, and Fire House #2. The ITE for trip standards (attached) will illustrate the failure of this plan as a viable alternative. The plan to have all access to and from these properties, businesses, and schools on an already congested Belle Point Dr and Paul Foster Road (both 2 lane roads), defies logic. -Fire Station #2 on Paul Foster Rd would have significantly limited egress for emergency calls with this proposal as all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), both schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and the numerous businesses entering on Belle Pointe Dr. and Egypt Rd. must use Paul Foster. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive-through line which wraps around their property onto Belle Point Rd and back to the Long Point intersection. The owner confirmed they do 2,000 sales a day out of this location. The problem exists without mention of plans for several more traffic-intensive businesses which are soon expected to be built on this road, only exponentially compounding the problem. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, while awaiting permission to enter the port. With the backup at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it would be impossible to enter Belle Point Rd. several times a day. Currently, the only way to do so when Chick-Fil-A backs up is to turn into and egress through the opposite direction lane around the line of traffic. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses around a single small Traffic Circle at the intersection of Belle Hall Pkwy and Paul Foster Rd. Paul Foster is already a heavily used corridor due to the two schools located on Egypt Rd. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, parks, and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic on Paul Foster. -This issue is compounded on Sundays when the two biggest churches in Mount Pleasant are holding services, Seacoast and East Cooper Baptist are both located a block away. -Dozens of businesses, As a native Charlestonian, I love where I live and want to preserve quality of life for all that live here. I am very concerned about habitability being jeopardized for residents. Specifically, two safety areas are of the utmost concern with the Long Point 526 expansion: noise/sound levels and safe locations for traffic flow. Proposed options 1A and 3 are preferred due to the concern of noise of the proposed overpass and how close it would be to homes. In addition, a traffic light at Belle Hall Parkway & Long Point Rd is needed for safety of the already increased traffic in the area. Limiting the flow of traffic, as some of the plans suggest, to Belle Point Drive would cause numerous safety and traffic issues. There are children that bike and walk at that intersection and it is also close in proximity to several schools, the fire station, recreation center, several churches and restaurants, including the chick-fil-a drive through. Regarding the noise levels specifically, a sound wall is needed for any proposed change to the traffic. There have already been sound studies conducted which show safety thresholds are already close to maximum safety levels. Any increase in sound would push this noise/sound to an unsafe level and quite frankly uninhabitable. Putting a sound wall in after the work is done, as some of the representatives at the meeting say may be likely, does not protect residents from enduring the long and extremely noisy construction process. A sound wall is needed prior to the disruptive noise of construction to shield the residents of 3 neighborhoods from unsafe levels of noise. There have been many studies relating noise levels with multiple health issues. Please protect our residents, our children, our elderly from damaging noise/sound and keep efficient paths for our emergency vehicles.</p>	General Letter and FAQ Document	Email	10/31/2022
9/1/2022	Jamie	Taylor	jamie.e.taylor1984@gmail.com	468 Turnstone Street	Mount Pleasant	SC	29464				
								<p>The National Interstate and Defense Highways Act became the law of the land in 1956. Since its passage, this act has authorized the building of highways throughout the nation, which has resulted in the biggest public works project in the nation's history. Our interstate system in its current form serves as a catalyst for economic development, mobility for our citizens, and an enhanced highway system to provide for the defense of our nation. It was through these goals and priorities that our interstate system was created. Unfortunately, since its inception, the Interstate System has not been a fair and balanced vehicle for change in America. Research has shown us that many Black & Brown Communities have been unfairly targeted by Federal, State, and local Highway officials. Unfortunately we see the results of these errors in urban and rural communities across the nation. It is against this backdrop that I am submitting my comments in regard to the I-526 Long Point Rd planning process. All of us understand the challenges of growth in the low Country unfortunately this growth has become a burden that we have been shackled with unwillingly. Although my home is not in the direct path of the proposed alternatives the collateral damage that will be inflicted on me and my family along with the communities in its; pathway is monumental. This is why I am sharing my comments. I am concerned with the layouts and concepts that have been advanced thus far SCDOT. What areas is SCDOT willing to reconsider? It appears that the concerns of the communities are not being heard. As a retired Federal employee I am keenly aware of the Federal Public Engagement process. I have led several federal public community projects similar to this endeavor. Secondly, the sacrifices that are being asked of the communities to accept are there any mitigation efforts on the table that could soften the blow? I am assuming that environmental and cultural concerns are being factored into this process. Others have pointed out the possible loss of lane access to Belle Hall and Grassy Creek, along with the challenges this will bring to our community fire & rescue system as well as to Belle Hall Elementary school. It is ironic that I-526 has brought challenges to several communities and neighborhoods in its pathway. (Johns Island, James Island, North Charleston-4 historic African American Communities and the East of the Cooper communities) I would hope that efforts can be directed to narrow the scope of the impact balancing the terminal needs with those of the affected communities.</p>	General Letter and FAQ Document	Email	10/31/2022
9/1/2022	Michael	Allen	michael_all@msn.com	619 Robyns Glen Drive	Mount Pleasant	SC	29464				

I-526 @ Long Point Road Interchange Improvements Project
Public Information Meeting 1: Summer 2022
Website Comments

Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
9/1/2022	Guy	Tarrant	guytarrant@aol.com	589 Belle Hall Parkway PO Box 28	Charleston	SC	29402	Please do not remove left in/out @ Longpoint and Belle Hall PW, a round about would be nice.	General Letter and FAQ Document	Email	10/31/2022
9/1/2022	Leo	McLaughlin	barb.mclaughlin@gmail.com	690 Fishermans Bend	Mount Pleasant	SC	29464	Please accept my comments on the proposed Long Point Rd Intersection improvement Options in order of preference: **Preferred Option is Option 2. It provides dedicated access/egress, minimal traffic impact to residents during construction and allows the Port to minimize impacts to the surrounding residential areas. * Option 6 is my second preference, but the Double Diamond perceived improvements do not seem to justify the impact to residents or risk to drivers during construction. Additionally, the Double Diamond Interchange can always be integrated at a later date should it be needed. I do not support Options 1, 3, 4 or 5 as a proposed solution as they are limited in benefit and will not resolve the traffic congestion. Option 2 or 6 will be a big improvement to our community and we don't want it to fail for lack of support!	General Letter and FAQ Document	Email	10/31/2022
9/1/2022	Mandy	Bulwinkle	mbulwinkle@gmail.com	698 Leader Lane	Mount Pleasant	SC	29464	Please accept my comments on the proposed Long Point Rd Intersection improvement Options in order of preference: **Preferred Option is Option 2. It provides dedicated access/egress, minimal traffic impact to residents during construction and allows the Port to minimize impacts to the surrounding residential areas. * Option 6 is my second preference, but the Double Diamond perceived improvements do not seem to justify the impact to residents or risk to drivers during construction. Additionally, the Double Diamond Interchange can always be integrated at a later date should it be needed. I do not support Options 1, 3, 4 or 5 as a proposed solution as they are limited in benefit and will not resolve the traffic congestion.	General Letter and FAQ Document	Email	10/31/2022
9/1/2022	Mary	Merchant	marysmerchant@gmail.com	363 Splitshot Circle	Mount Pleasant	SC	29464	Preferred option is Option 2 Second Option is Option 6	General Letter and FAQ Document	Email	10/31/2022
9/1/2022	Todd	Bulwinkle	todd@tridentcon.com	689 Leader Lane	Mount Pleasant	SC	29464	Option 2 is absolutely the way to go. Please do not waiver from this current acceptable option. Safety of resident traffic and port access are absolutely critical as part of this process. Thank you	General Letter and FAQ Document	Email	10/31/2022
9/1/2022	Seth	Horton	sethhorton10@gmail.com	620 Salty Alley	Mount Pleasant	SC	29464	We support option 2 based on the information we reviewed	General Letter and FAQ Document	Email	10/31/2022
9/1/2022	Clancie	Barley	clancieb@gmail.com	680 Leader Lane	Mount Pleasant	SC	29464	Our vote is for Option 2. PLEASE for the safety of everyone in our and surrounding neighborhoods, especially all of our young/new drivers coming in and out of the neighborhood entrance. VOTE Option 2. The semi's run red lights and travel at high speeds past our entrance all day every day!! It is beyond dangerous!	General Letter and FAQ Document	Email	10/31/2022
9/1/2022	Sheryl	Barley	barleyvb@bellsouth.net	691 Fishermans Bend	Mount Pleasant	SC	29464	Vote OPTION 2	General Letter and FAQ Document	Email	10/31/2022
9/1/2022	Catherine	Ussery	catussery@gmail.com	226 Palmetto Bluff	Mount Pleasant	SC	29464	I would like to express that I am opposed to any version of the 526 that would include a flyover truck bridge on Seacoast Parkway as well as eliminating the Belle Hall Parkway entrance off Long Point Road. As a resident of Grassy Neighborhood, we already deal with major congestion issues with multiple neighborhoods, several schools (Palmetto Christian Academy, Palmetto Christian Academy Preschool, Belle Hall Elementary) and RL Jones Recreation Center. There is also a very busy Chick-Fil-A off of Long point in between Egypt Road and Belle Hall Parkway. Because of the many neighborhoods in this area, there are several bus stops picking up and releasing children from Seacoast Parkway and Belle Hall Parkway. I am VERY concerned about traffic and safety issues that would result from a flyover truck bridge and the resulting road and traffic changes of this plan. In addition, the danger of accidents, and debris from trucks falling off of the overpass is a safety concern. Finally, the noise that this potential flyover plan would create for the neighborhoods off of Seacoast Parkway and those in the back of Belle Hall neighborhoods would have a significant negative effect on the quality of life of the residents. Certainly new on/off ramps must be constructed to accommodate lane expansion on I-526, but I personally recommend that design options should explore partial clover leaf type interchanges similar to and at/near the existing ramps on Long Point. These would concentrate (geographically) the noise pollution, road hazards, impacts to the environment, and traffic impediments to the Long Point/I-526 intersection rather than stretching those on-ramps nearly 1 mile beyond Long Point Road. Furthermore, raising the ramps nearly 50 feet in the air will require infringement on existing wetlands and these three neighborhoods. Clover leaf ramps could reduce the total area impacted by the expansion. Additionally, I recommend exploring options for entrances to Belle Hall, Tidal Walk, and Grassy Creek using diverging diamond interchanges on Long Point Road to reduce conflict points leading to overall reduction in fatal accidents associated with typical traffic exchanges with left hand turns (for turning onto Belle Hall Pkwy, Belle Point Dr, and Egypt Road). Lastly, I request that studies/analysis be conducted to adequately assess the risk of structural damage to homes in these neighborhoods caused by the construction process of erecting the truck bridges, which could severely impact the structural stability of our homes as well as damage the surrounding land and aquatic environments.	General Letter and FAQ Document	Email	9/6/2022
9/1/2022	Jason	Andrews	j_andrews99@outlook.com	229 Swallowtail Court	Mount Pleasant	SC	29464	I attended the first meeting, but was in the hospital during the second. Living in Mt. Pleasant for over 40 years, I knew nothing about the extension planned for 526 and 17 North. I down sized to Etiwan Pointe in June of 2021 from Hobcaw Point. I agree there needs to be a change, especially on the 526 and Long Point exit. When I went to the earlier meeting and studied all the plans, there was one that appeared to be efficient and effective for the area that affected the least amount of residential areas. It involved utilizing the south side areas toward the port for the expansion. This plan also included utilization of the original 526 roadway by using its foot print for rebuilding the middle lanes over the Wando. The expansion also seemed to have a curve over Danial Island that would have a lesser effect on the newer condos and the tennis stadium. The plan also included a giant curve over the new 526 to allow the trucks to go directly to and from the port and have little impact on the exit at 526 and Long Point Road. This plan appeared to also have the least negative impact on the environment. I want to stay informed about any possible upcoming decisions and changes. I will gladly attend any meetings. Also, I am very concerned about the residents that live in and around the I 26 and I 526 intersection in North Charleston. This area has been their home for at least two generations and change for these families can be life changing. Please make sure all positive alternatives are considered for them. The development of a new residential area to be built should be those of quality and provide a neighborhood environment. There will be some who may not qualify or want to move. Because of their property values or family situation, reimbursements may not be adequate for them to find housing in the area. Many do not have the option to move outside the area, yet forced to by economics. Some may have to give up their jobs due to transportation and/or childcare issues. PLEASE consider every option in the decisions made for them. Try including them in the conversation by having meetings to answer questions and concerns in more local and easily accessible locations in their communities."	General Letter and FAQ Document	Email	10/31/2022
9/1/2022	Linda	Smith-Perry	lsmith.perry@comcast.net	145 Marsh Walk Circle	Mount Pleasant	SC	29464	The traffic congestion caused by the Port growth and area development had to be considered at some point of time in the development planning on and around Long Point Road. I have heard some discussion that the original plans for I526 included separate on and off ramps for the Port. Don't know if true or not. However, it would have been a logical contingency for future development.	General Letter and FAQ Document	Email	10/31/2022
9/1/2022	Hank	Johnson	hank.johnson80@gmail.com	589 Hidden Boulevard	Mount Pleasant	SC	29464	I was wondering if you had studied the impacts to Long Point Road of taking the left hand turn from Long Point Road to Belle Hall Parkway. Taking that left hand turn away pushes all of that traffic down to Belle Point Drive and Egypt Road, most likely exceeding the space of the turn lanes and backing up the traffic that wants to turn left onto Long Point Road, disrupting the normal flow of Long Point Road. It also puts all of the traffic for Belle Hall, Grassy Creek and Tidal Walk onto Paul Foster, a two lane road which was probably not intended to handle all of the traffic for three developments. What are the plans for the Wando Bridge? It wasn't that long ago that it was shut down. Are there plans to replace it, and if so, shouldn't that be a higher priority? Thank you.	General Letter and FAQ Document	Email	10/31/2022
9/1/2022	Shelby	Olinger	shelbydg@hotmail.com	562 Palmetto Battery Way	Mount Pleasant	SC	29464	Please give trucks traveling to and from the Wando terminal a dedicated access to I-526 and get them off of Long Point Road. Long Point Road is virtually unusable by pedestrians and bicyclist due to the danger of truck congestion.	General Letter and FAQ Document	Email	10/31/2022
9/1/2022	Lance	Harris	lance.harris76@gmail.com	583 Hobcaw Bluff	Mount Pleasant	SC	29464	Hello, Here are a few immediate concerns we have. Traffic congestion on Belle Point Drive with the loss of the left hand turn onto Belle Hall Parkway. The light at Belle Point Drive already backs to 526 creating a burden going down Longpoint Rd to Hwy 17. Any ambulance will have to go all the way around to get into our neighborhoods in an emergency this will create a longer call time and possibly even death. The proximity and impacts to 2 schools, 2 churches, fire station #2, the rec center and ballfields, and multiple businesses will create constant traffic congestion through the small neighborhoods and streets. Increase in noise - during construction, how close trucks will be to our neighborhoods with the proposed flyover, noise pollution, have noise studies been completed? Environmental impacts (wetlands, wildlife, etc.) Safety for anyone walking or biking in the neighborhoods (including children) Decrease in home values. How will homeowners be compensated? Homes and neighbors that will be affected by having amenities taken away, entrances moved. What are the ports doing to help in all of this? I would suggest moving the port out of the community. Future of the Wando Bridge? What plans are in place for that project, and why is that now being handled first? This project has been fast tracked without the proper studies to the communities. Mind you the people who are doing the complaining Hobcaw Creek Plantation near the port, moved into that neighborhood knowing the port was there and so was the traffic. We have moved into a peaceful neighborhood to raise our families and should not be responsible for this burden. You should not build to suit one neighborhood to destroy another. Thank you for your consideration.	General Letter and FAQ Document	Email	10/31/2022
9/1/2022	Shelley	Moats	dmoats04@gmail.com	223 Killdeer Court	Mount Pleasant	SC	29464	Here are a few immediate concerns we have. Traffic congestion on Belle Point Drive with the loss of the left hand turn onto Belle Hall Parkway. The light at Belle Point Drive already backs to 526 creating a burden going down Longpoint Rd to Hwy 17. Any ambulance will have to go all the way around to get into our neighborhoods in an emergency this will create a longer call time and possibly even death. The proximity and impacts to 2 schools, 2 churches, fire station #2, the rec center and ballfields, and multiple businesses will create constant traffic congestion through the small neighborhoods and streets. Increase in noise - during construction, how close trucks will be to our neighborhoods with the proposed flyover, noise pollution, have noise studies been completed? Environmental impacts (wetlands, wildlife, etc.) Safety for anyone walking or biking in the neighborhoods (including children) Decrease in home values. How will homeowners be compensated? Homes and neighbors that will be affected by having amenities taken away, entrances moved. What are the ports doing to help in all of this? I would suggest moving the port out of the community. Future of the Wando Bridge? What plans are in place for that project, and why is that now being handled first? This project has been fast tracked without the proper studies to the communities. Mind you the people who are doing the complaining Hobcaw Creek Plantation near the port, moved into that neighborhood knowing the port was there and so was the traffic. We have moved into a peaceful neighborhood to raise our families and should not be responsible for this burden. You should not build to suit one neighborhood to destroy another. Thank you for your consideration.	General Letter and FAQ Document	Email	10/31/2022
9/1/2022	Stuart	Long	stuartlong007@gmail.com	223 Killdeer Court	Mount Pleasant	SC	29464	What is the status of the plan to take a substantial percentage of Wando containers by barge to the Letherman terminal to be placed onto railroad cars? I recall something like 30 to 50 percent of the containers could be taken off of I-526. If so, the redesign of the I-526/Longpoint Road interchange could be scaled back substantially.	General Letter and FAQ Document	Email	10/31/2022
9/1/2022	Fred	Rosenberg	fredondi@gmail.com	119 Bounty Street	Daniel Island	SC	29494		General Letter and FAQ Document	Email	10/31/2022

I-526 @ Long Point Road Interchange Improvements Project
 Public Information Meeting 1: Summer 2022
 Website Comments

Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
9/1/2022	Joseph	Rohrbacher	syjoe@gmail.com	243 Palmetto Bluff	Mount Pleasant	SC	29464	I am opposed to Alternatives 2 & 6 because both plans call for the construction of a 40-ft high, elevated truck bridge to be placed nearly on top of the communities of Grassy Creek, Tidal Walk, Belle Hall, and Moultrie. Reducing truck traffic off Long Point Road by moving it to the front of Grassy Creek, Tidal Walk and the Belle Hall communities places concentrated and elevated truck traffic much closer to more homes than the solution resolves, causing real, inequitable, and lasting harm for our communities. These alternatives impose health and safety risks to our children and residents that run and bike daily at these entrances and all along Seacoast Parkway. Concentrated diesel exhaust pollution increases the potential health risks for everyone living near this bridge, especially children and the immunocompromised in our communities. They also will substantially increase noise and light pollution in the Grassy Creek and Tidal Walk neighborhoods. These alternatives will also have a negative environmental impact on Rathall Creek and its associated wetlands. Many of our residents engage in paddling, fishing, wildlife watching, and other recreational activities in the creek. The creek and wetlands are a critical part of our neighborhoods, as well as an additional Conservation Easement that was established by the Audubon Society in conjunction with five other conservation entities, after the Port was established. Additionally, all of the current SCDOT proposals include eliminating the current left-hand turn from Long Point Road onto Belle Hall Parkway. This is a critical entry artery for our four neighborhoods and dozens of local businesses. Removing it would cause significant traffic issues for the thousands of residents that use it daily and we believe that a lighted intersection to directly access Belle Hall Parkway or Seacoast Road from Long Point Road is the best long-term solution for traffic and safety. In addition, Paul Foster Rd has inadequate sidewalks and lacks signalized pedestrian crossings, and additional traffic on this road will pose a substantial safety risk to the residents and particularly children that use this road to walk or bike to Belle Hall Elementary. Finally, none of the alternatives address sustainable growth and multimodal transportation. Encouraging increased motorized traffic by accommodating additional large trucks and motor vehicles does not address the health, environmental, or climatic impacts of vehicular emissions on our residents and overall society. Any proposed solution should focus on long-term goals of reducing single occupant vehicle traffic and promote sustainable forms of transportation including safe pedestrian and bicycle access. This area already lacks safe pedestrian and bicycle access to the remainder of Mt. Pleasant and surrounding communities due to it being "cut-off" by the existing I-526 roadways. I look forward to SCDOT and its team modifications' to address these issues and improve the I-526/Long Point Road intersection for all of our residents while maintaining the high quality of life the area has to offer.	General Letter and FAQ Document	Email	10/31/2022
9/1/2022	Mary	Breeden	mbreeden05@aol.com	2128 Pendergrass Lane	Mount Pleasant	SC	29464	No. This interchange would not be necessary if not for the commuter traffic and people on I526 using Longpoint road to cut to 17 north. Longpoint near Boone Hall is a scenic Hwy falling apart bc north mt pleasant traffic coming from other side of bridge. Make a better plan and don't ruin long Point and Boone Hall...	General Letter and FAQ Document	Email	10/31/2022
9/2/2022	Ronald	Schier	ronnieschier@gmail.com	208 River Oak Drive	Mount Pleasant	SC	29464	Zero progress on 526/Long Point for years, years & years. Why is this suddenly an all of a sudden project!? Please grant more time to allow better options to be considered! I'm sorry, but we move at a snail's pace on traffic in/around Charleston. Now is not the time to suddenly make it an emergency! It's not.	General Letter and FAQ Document	Email	10/31/2022

Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
8/2/2022	Mike	Pullen	mike.pullen.11@gmail.com	241 River Oak Drive	Mount Pleasant	SC	29464	<p>SCDOT Team, I would like to first thank you for taking the time to have an open meeting to allow residents to get questions answered and express concerns. I understand that this is a potentially challenging and intrusive project to the surrounding neighborhoods and there are multiple facets that must be considered in generating the most appropriate plan. I would first like to express gratitude and appreciation to the SCDOT representatives who were at the public meeting as they were kind, receptive, and knowledgeable. I would also like to express the following concerns/comments as well as potential suggestions. I would also acknowledge my personal bias/disclosure which is that I live in Grassy Creek Neighborhood and formerly lived in Tidal Walk. First, I would highly support and request further study of alternative 1 and alternative 3. Alternative 1 which involves improving the existing ramps appears overwhelming the least intrusive to the existing neighborhoods. While it does not eliminate truck traffic on Long Point Road, which I understand was a posed issue from the Hobcaw/Port Side neighborhoods, it also does not disrupt or remove the entrance to their neighborhoods or potentially require house relocation (based on the maps). Alternative 3 similarly appears, based on the schematics, to have minimal to no impact on the existing neighborhoods as it is an improvement within the current ramp region of the road. Unless there is further expansion for either of these alternatives not pictured which would impact the Seacoast or Port side neighborhoods, these options appear to have the least impact. Please, I implore you, study these further. I would strongly oppose alternative 2 and 6 in its current form. These plans have a disproportionately large impact on the Grassy Creek and Tidal Walk neighborhoods. First, they would significantly alter and/or destroy our neighborhood entrance. Second, with a ramp overlying that road which is built to carry trucks, it would undoubtedly be an overwhelming noise burden to the neighborhood. It is concerning that these are seen as favorable options when a noise impact study has not been completed. Third, it appears from the design that the first two houses in the tidal walk neighborhood would be at serious risk – this was mied in terms of responses from those at the meeting of whether those houses would survive. These are the only options that appear to place residences at risk of the options. Fourth, they remove the capacity of the neighborhood to aesthetically shield itself from 526 and the ramps with trees, but rather we would likely be viewing highway/ramp/sound wall. Finally, I would have concern with elimination of the trees/grass/entrance pond that there would be potential increased risk for flooding with heavy rain/hurricanes in the neighborhood. If options 1 and 3 are implausible, I would suggest an alternative – having the trucks/cars enter the highway on the left lane for those heading north (currently the central portion of the road). This is commonplace in other parts of the country and other major cities and suburban areas. This would eliminate the need to encroach on the neighborhoods and allow continuity with 526 expansion. Obviously I am not a highway/civil engineer so please forgive me if there is an obvious reason this would not work, but it seems intuitive that it would appear to solve several concerns with this plan in its current form as well as allow decreased truck traffic on Long Point (all parties seem to win). I do think noise would likely still be an issue, but noise will likely increase with the expansion of 526. Moreover, it appears it would allow the preservation of the tree barrier. Please re-evaluate and do not accept the current forms of alternatives 2 and 6 as they seem to unilaterally benefit the Hobcaw and business side and are detrimental to the Seacoast side of Long Point. Next, I would draw attention to the elimination of the ability to turn left from long point onto Belle Hall Parkway. This is a highly used turn for those of the Belle Hall, Tidal Walk, and Grassy Creek neighborhoods. Removing this turn would place all of the turn traffic on Belle Point Drive, right next to Chick Fil A. This is a road that does frequently have traffic across it. Furthermore, it would seem intuitive that in order to accommodate for this traffic, either additional left turn lanes or left turn time would be required which would lead to further back-ups down Long Point away from the port. When addressed at individuals at the meeting, the responses indicated that this has not been considered in the planning. Finally, I would propose a final possible option which does not appear to have been explored (from discussion at the meeting it has not). I do not know if this would be environmentally possible, but creating a port exit directly from 526 prior to any of the neighborhoods as an extension of the bridge to the water side of the port would eliminate all neighborhood impacts and remove all truck traffic from Long Point road. I do not know if this would be possible, however, it seems like it would be the most intuitive solution to reduce any residential or business impact. This would break off of 526 prior to reaching the Wando Park Blvd neighborhood and travel over water/etc to the port. It sounds like the current plans for expansion already include additional bridges, etc, so if this is an option, it would seemingly be favorable to all of the Long Point neighborhoods. Very Respectfully, Mike Pullen 241 River Oak Drive, Mount Pleasant SC 29464</p>	Thank you for submitting a comment for the I-526 @ Long Point Road Interchange Improvement. We heard your voice and will include your comment in our official project records. Please note that the information presented in this public information meeting are preliminary alternatives and SCDOT will work to minimize impacts to adjacent homes and businesses as the designs are further developed. Noise will also be evaluated in the upcoming months and information regarding potential noise mitigation would be presented at the Public hearing for this project anticipated to be held this Winter. The left turn at Belle Hall Parkway violates our control of access standards from the ramp access adjacent to this intersection, so we showed the worst case scenario at the Public Information meetings. We hear your concerns and will work on potential ways to mitigate those concerns as we refine the designs for this interchange improvement. Thank you for taking the time to detail your comments. We will investigate all of your suggestions and provide more information later this year as the project is developed in more detail. Please let us know if you have any further questions or concerns by sending us an email (info@526lowcountrycorridor.com) or calling/texting our project hotline (843-258-1135). You can also find more information on our project website (www.526lowcountrycorridor.com/east), or by visiting our Community Office, located at 5627 Rivers Avenue in North Charleston (Gas Lite Square).	Email	8/3/2022
8/5/2022	Melissa	Pullen	melissa.pullen.84@gmail.com	241 River Oak Drive	Mount Pleasant	SC	29464	<p>I would like to address a safety concern regarding the proposed changes to the Long Point interchange. As you know, the Seacoast road sided neighborhoods – Belle Hall, Rice Bay, Grassy Creek, and Tidal Walk – are family orientated communities representing more than 1,200 homes and housing Belle Hall Elementary School. Needless to say, this leads to an abundance of children running, playing, and bicycling outdoors on our roads, sidewalks, and in our parks and playgrounds as well as travelling to and from school on a daily basis. It is my concern that, in their current forms, alternatives 2 and 6 pose potential safety issues to these children. These options significant encroach or demolish into the entrances to the Tidal Walk and Grassy Creek neighborhoods, an interchange frequently passed by children and adults through various modes. They also encroach significantly on seacoast road and the adjacent woods, an area that is also frequently played in by children. These options would significantly diminish the safe distance between these sidewalks and roads and the high-speed highway of 526. Moreover, as this would be a truck route, it not only introduces more proximate traffic, but these would be heavy load vehicles with potential for catastrophic accidents. The proposed options of 1 and 3 do not pose these potential safety concerns to Seacoast and are therefore prime for further study. Other alternatives could include a completely separate exit further north on the 526 bridge that directly goes to the port over water or on-ramp from Long Point which enters in the median/central portion of the road. Secondly, all of the proposed plans appear to eliminate the left turn at the Belle Hall Parkway entrance. This would divert all traffic entering these neighborhoods to Belle Point Drive which would dramatically congest Paul Foster Road and the accompanying round-about. Given the frequency of which these roads are traversed by children, and its proximity to Belle Hall Elementary, this portion of the plans should also be re-evaluated. Thank you for your consideration of these potential serious safety concerns with bringing the highway and on-ramp closer to our children as well as congesting the roads surrounding Belle Hall Elementary School.</p>	General Letter and FAQ Document	Email	10/31/2022
8/29/2022	Reed	Bull	rbull6230@gmail.com	616 Fishermans Bend	Mount Pleasant	SC	29464	<p>I am a retired Civil Engineer and presently live in Lexington, SC. My son lives in Mount Pleasant off Long Point Road. I was involved with the widening of Long Point Road about 20 years ago and was also involved in Hwy 17 widening about the same time! Based on my experience you need to build either alternate 2 or 6 and get the truck traffic off Long Point. Just buy whatever property you need to accomplish this. People in the surrounding area will complain and complain about the interference and they always due, but after the projects are complete they become very happy!!! Please do the right think here!</p>	General Letter and FAQ Document	Email	10/31/2022
8/30/2022	Melissa	Martin	melissa@theexchange.com	719 High Batter Circle	Mount Pleasant	SC	29464	<p>Hello, I am very concerned about the entire process of how this is being handled. I am concerned about the traffic congestion on Belle Point Drive with the loss of of the left hand turn onto Belle Hall Parkway. Any ambulance will have to go all the way around to get into our neighborhoods. -Proximity and impacts to 2 schools, 2 churches, fire station #2, the rec center and ballfields, and multiple businesses -increase in noise - during construction, how close trucks will be to our neighborhoods with the proposed flyover, noise pollution, have noise studies been completed -Environmental impacts (wetlands, wildlife, etc.) -Safety for anyone walking or biking in the neighborhoods (including children) -Decrease in home values -Homes and neighbors that will be affected -communities that will have amenities taken away, entrances moved, etc. -What are the ports doing to help in all of this? -Future of the Wando Bridge? What plans are in place for that project, and why is that now being handled first? -Concerns that this project has been fast tracked and the lack of pausing listening the homeowner that live right in the back yard of this projected project.</p>	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Kevin	Knick	k.knick79@gmail.com	393 Turnstone Street	Mount Pleasant	SC	29464	<p>Grassy Creek, Tidal Walk, Belle Hall, and Moultrie. Together, we are 1,180 homes and an elevated truck bridge in this location will cause real, lasting, and inequitable harm to our residents. We stand in full support of our SC Ports and understand the economic importance of the Wando Terminal in our community, but we believe a better solution exists. In fact, we have come up with several that deserve consideration. And while we appreciate the complexity of the issue at hand, "favored" options 2 & 6, which reduce truck traffic off Long Point Road and from in front of those neighborhoods, do so at the expense of concentrating it and placing it at the front of ours. We believe a solution exists to benefit all neighborhoods near the Port, by reducing truck traffic off Long Point Road, and expediting truck access to/from our Port, all without the undue burden these options place on our neighborhoods. Additionally, all of the current SCDOT proposals include eliminating the current left-hand turn from Long Point Road onto Belle Hall Parkway. This is a critical entry artery for our four neighborhoods and dozens of local businesses. Removing it would cause significant traffic issues for the thousands of residents that use it daily and we believe that a lighted intersection is the best long-term solution for traffic and safety. Please see below for a more detailed outline of our safety and traffic concerns. Safety Concerns with an Elevated, Flyover Truck Bridge: -Reducing truck traffic off Long Point Road by moving it to the front of Grassy Creek, Tidal Walk, and the Belle Hall communities places concentrated and elevated truck traffic much closer to more homes than the solution resolves, causing real, inequitable, and lasting harm for our communities. -Each of the Long Point neighborhoods has a large buffer area that separates Long Point Road truck traffic from their actual homes. Comparatively, these two proposals place this truck traffic right at the front of Grassy Creek, Tidal Walk, and Belle Hall homes, with no buffer. -Debris will rain down directly next to this bridge, which is just 5 yards away from the entrances of Grassy Creek and Tidal Walk neighborhoods, imposing health and safety risks to our children and residents that run and bike daily at these entrances and all along Seacoast Parkway. These safety concerns are well documented with thousands of tire pieces and particulates, sections of full tire treads, loose truck parts, and dust and dirt in the air, on the ground, and next to bridges with high-speed truck traffic. -Concentrated diesel exhaust pollution increases the potential health risks for everyone living near this bridge, especially children and the immunocompromised in our communities. (Please see attached medical studies below that address this issue.) -The projected flyover truck bridge entrance onto I-526 aims straight down Rathall Creek before turning at the front of Grassy Creek and Tidal walk entrances and will deliver noise and light pollution from an elevated position right down the creek between the Hibben and Grassy Creek neighborhoods. -The noise pollution, specifically from fast-moving trucks merging onto I-526 from an elevated bypass (exhaust, air brakes, and general road noise), will have a disastrous effect for the entire front half of the Belle Hall, Grassy Creek, and Tidal Walk neighborhoods. -Wetlands at the end of Rathall Creek are less than 100 yards from the proposed bridge and would certainly be affected. These wetlands overseen by DHEC and the Army Corp. of Engineers are a critical part of our neighborhoods, as well as an additional Conservation Easement that was established by the Audubon Society in conjunction with five other conservation entities after the Port was established. -Actual Eminent Domain of Grassy Creek HOA property with the logical expectation of future eminent domain or Inverse Condemnation of Grassy Creek homes. -Actual Eminent Domain of Tidal Walk HOA property, their Amenities Center and pool, and two homes, and the potential inverse Condemnation of other homes. -Mitigants for flooding, drainage, and runoff from the bridge particularly in lieu of modifications to Grassy Creek and Tidal Walk ponds and retention ponds. Traffic Concerns: -Closing the Long Point Road left-hand turn access onto Belle Hall Pkwy would severely disrupt the traffic patterns and greatly increase congestion. The four neighborhoods contain 1,188 homes, 125,000+ SF of office, retail space, two schools with 1480 combined students, ECBC Church, and Fire House #2. The ITE for trip standards (attached) will illustrate the failure of this plan as a viable alternative. The plan to have all access to and from these properties, businesses, and schools on an already congested Belle Point Dr and Paul Foster Road (both 2 lane roads), defies logic. -Fire Station #2 on Paul Foster Rd would have significantly limited egress for emergency calls with this proposal as all four neighborhoods (Grassy Creek, Belle Hall, Tidal Walk, Moultrie Park), both schools (Belle Hall Elementary, Palmetto Christian Academy), one church (East Cooper Baptist), and the numerous businesses entering on Belle Pointe Dr. and Egypt Rd. must use Paul Foster. -Belle Point Rd traffic already backs up onto Long Point Rd each day, at multiple times, due to the Chick-Fil-A drive-through line which wraps around their property onto Belle Point Rd and back to the Long Point intersection. The owner confirmed they do 2,000 sales a day out of this location. The problem exists without mention of plans for several more traffic-intensive businesses which are soon expected to be built on this road, only exponentially compounding the problem. -Trucks from the port often park or idle in the middle of Belle Point Rd, blocking the center lane, while awaiting permission to enter the port. With the backup at the intersection of Belle Point and Long Point Rd and the Chick-Fil-A traffic, it would be impossible to enter Belle Point Rd. several times a day. Currently, the only way to do so when Chick-Fil-A backs up is to turn into and egress through the opposite direction lane around the line of traffic. -In addition, the SCDOT plan would route inbound and outbound vehicles from all four neighborhoods plus businesses around a single small Traffic Circle at the intersection of Belle Hall Pkwy and Paul Foster Rd. Paul Foster is already a heavily used corridor due to the two schools located on Egypt Rd. -We are very concerned about safety issues for the hundreds of children running, playing, and bicycling outdoors on our roads, sidewalks, parks, and playgrounds as well as traveling to and from school on a daily basis with the increase in traffic on Paul Foster. -This issue is compounded on Sundays when the two biggest churches in Mount Pleasant are holding services, Seacoast and East Cooper Baptist are both located a block away. -Dozens of businesses, including many offices and restaurants like Waffle House would be greatly and negatively affected by eliminating the entrance to Belle Hall Parkway from Long Point Rd. All entering traffic would be rerouted to Belle Point and back around the single small traffic circle. In conclusion, the residents of Grassy Creek, Tidal Walk, Belle Hall, and Moultrie neighborhoods, along with our businesses, vehemently oppose all options which include a flyover bridge placed at the front of, or next to our neighborhoods for the reasons we've outlined above. The health risks, traffic concerns, and quality of life issues far outweigh any and all proposed "positives" of the flyover bridge. We support our Port and we support the SCDOT in finding a solution that works best for the entire community that surrounds it! Respectfully, - Diesel Emissions Report Various sources of air pollution exist; however, the largest contributor is road traffic. Diesel engines, like those of semis/tractor trailers, emit a mixture of air pollutants that is less than 2.5 microns in diameter. When diesel particulate matter (DPM) is inhaled, some of the particles are exhaled while some are deposited in the lungs. The size of this particulate matter that is inhaled and remains in the lungs is associated with adverse health effects including cardiovascular and respiratory concerns (heart and lung disease, asthma, decreased lung function); irritation of the eyes, nose, and throat; and premature death. Additionally, diesel particulate matter (DPM) is made up of over 40 known cancer-causing organic substances. There is also growing evidence that one's neurological system is impacted by air pollution, including reduced IQ and reduced cognitive functioning as a result of the impact on the maturation of the brain (Liu & Grigg, 2018). Increased traffic brings increased diesel emissions resulting in increased health consequences, especially as one gets closer to high-traffic areas (Brooks, 2021; California Air Resources Board; Vliet et al., 2002). Those populations most vulnerable to health effects from the particles left on the road are the young, the elderly, and the immunocompromised.</p>	General Letter and FAQ Document	Email	10/31/2022
8/31/2022	Jennifer	Knick	swimjennn@aol.com	393 Turnstone Street	Mount Pleasant	SC	29464	<p>Grassy Creek, Tidal Walk, Belle Hall, and Moultrie. Together, we are 1,180 homes and an elevated truck bridge in this location will cause real, lasting, and inequitable harm to our residents. We stand in full support of our SC Ports and understand the economic importance of the Wando Terminal in our community, but we believe a better solution exists. In fact, we have come up with several that deserve consideration. And while we appreciate the complexity of the issue at hand, "favored" options 2 & 6, which reduce truck traffic off Long Point Road and from in front of those neighborhoods, do so at the expense of concentrating it and placing it at the front of ours. We believe a solution exists to benefit all neighborhoods near the Port, by reducing truck traffic off Long Point Road, and expediting truck access to/from our Port, all without the undue burden these options place on our neighborhoods. 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The size of this particulate matter that is inhaled and remains in the lungs is associated with adverse health effects including cardiovascular and respiratory concerns (heart and lung disease, asthma, decreased lung function); irritation of the eyes, nose, and throat; and premature death. Additionally, diesel particulate matter (DPM) is made up of over 40 known cancer-causing organic substances. There is also growing evidence that one's neurological system is impacted by air pollution, including reduced IQ and reduced cognitive functioning as a result of the impact on the maturation of the brain (Liu & Grigg, 2018). Increased traffic brings increased diesel emissions resulting in increased health consequences, especially as one gets closer to high-traffic areas (Brooks, 2021; California Air Resources Board; Vliet et al., 2002). Those populations most vulnerable to health effects from the particles left on the</p>	General Letter and FAQ Document	Email	10/31/2022

8/31/2022 Emily

Brenes

ebrenes@southatlantic.bank

437 Turnstone Road

Mount Pleasant SC

Hi, I'm concerned for the community and neighborhoods for people that are going to have to relocate and the ones that can remain but with large changes and consequences. This effects their children's education with school enrollment, the loss of the surrounding environment and wildlife and the extra combustion and noise that will negatively effect people's livelihood. It will negatively effect some local business owners that the community supports and cause further congestion and potential safety hazards along Long Point Road.

General Letter and FAQ Document

Email

10/31/2022

I-526 @ Long Point Road Interchange Improvements Project
Public Information Meeting 1: Summer 2022
Website Comments

Entry Date	First Name	Last Name	Email	Street Address	City	State	Zip Code	Comment	Response	Response Format	Date of Response
7/22/2022	Cindi	Haviland	havilaca@gmail.com	436 Rice Field Cove	Mount Pleasant	SC	29464	I am excited to see that you are taking pedestrians and cyclists into consideration. Thank you! I ride my bike a lot and it is always tricky and sometimes scary navigating around the trucks and cars on Longpoint. Your definition of a street being safe and multi-use for all is on point. Again, thank you!	General Letter and FAQ Document	Email	10/31/2022
7/22/2022	Michael	Trouche	mtrouche@comcast.net	543 Oak Park Drive	Mount Pleasant	SC	29464	I am a resident of Oak Park neighborhood, and one of the biggest challenges for me and other neighbors each day come from dealing with the safety hazards and congestion caused by the truck traffic on the Long Point Road section between I-526 and the port terminal. Adding new turn lanes may help somewhat, but truck drivers consistently switch to any lane available and consequently crowd and endanger those in smaller vehicles. Clearly, the best solutions are Figure 5.1, options 2 or 3, which would greatly help diminish the congestion and safety concerns for those who live along this section of Long Point Road	General Letter and FAQ Document	Email	10/31/2022
7/26/2022	Madeline	Cerrudo	mwcerrudo@gmail.com	654 Hobcaw Bluff Dr	Mount Pleasant	SC	29464	I would like to subscribe to. Updates	General Letter and FAQ Document	Email	10/31/2022
7/26/2022	Jim	Slonecki	slonecki99@aol.com	602 Hobcaw Bluff Drive	Mount Pleasant	SC	29464	Option 2 is obviously the best alternative. It was a year ago and it is today. I suggest adopting that and getting started on the project. No additional study or alternatives are needed. Now time and money are just wasting. No need to modify the existing interchange or Long Point Road. Let's get this project moving. I thought by now we would see construction.	General Letter and FAQ Document	Email	10/31/2022
7/26/2022	Eric	Toperzer	eric_toperzer@yahoo.com	2449 Daniel Island Drive	Mount Pleasant	SC	29464	Why are we not innovating? Get rid of the trucks by putting in a tunnel to the Leatherman terminal.	General Letter and FAQ Document	Email	10/31/2022
7/26/2022	Jackson	Hurst	gghostlightmater@yahoo.com	4216 Cornell Crossing	Kennesaw	GA	30144	https://www.boringcompany.com/products	General Letter and FAQ Document	Email	10/31/2022
7/27/2022	Vito	Grieco	vgrieco1@gmail.com	1449 Periwinkle Drive	Mount Pleasant	SC	29466	I approve and support SCDOT's I-526/Longpoint Road Interchange Improvements Project. The alternative that I support for the I-526/Longpoint Road Interchange is Alternative 6: New Port Access Ramps with Diverging Diamond Interchange (DDI) because this alternative will improve safety and improve freight mobility at the entrance to the SC Ports Authority Port Wando Welch Terminal.	General Letter and FAQ Document	Email	10/31/2022
7/27/2022	Ric	Turkal	ric.acorn@gmail.com	3031 Baltimore Street	Daniel Island	SC	29493	The alternatives that involve providing new port access seem like the only options that will truly solve the issues anticipated in 30 years (so Alt 2 and/or 6), but what happens to the businesses that are within the planned route? Will the Town or State pay to have those businesses relocated?	General Letter and FAQ Document	Email	10/31/2022
7/27/2022	Peter	Glekas	pglekas@gmail.com	618 Palisades Drive	Mount Pleasant	SC	29464	Could a flyover trucking only exit be created that would allow eastbound trucking traffic to exit early directly to the port? As you are certainly aware, much of the pent up east bound traffic is created by traffic trying to exit to Longpoint northbound traffic being unable to get by southbound trucking traffic.	General Letter and FAQ Document	Email	10/31/2022
7/27/2022	Terri	Sciarro	terrisclarro@hotmail.com	1124 Yorktown Ct	Mount Pleasant	SC	29464	I am in favor of options 2 or 6, which provide a dedicated route for port access. The port traffic on Long Point Rd is already very heavy and causes issues with on and off ramps on 526. The dedicated access will alleviate these issues and make it safer for the vehicle traffic on Long Point Rd going into the neighborhoods and shopping center.	General Letter and FAQ Document	Email	10/31/2022
7/27/2022	Allen	McDowell	almacisme@gmail.com	150 Spindle Way	Goose Creek	SC	29445	Looking at the 6 options, to me, option 2 looks the best with #6 close behind. I like having new access roads for trucks to enter the port. This frees up LP Rd for local people. What I don't see mentioned, I feel is very important, is how does any of this fit in with the proposed widening of 526? Even though the 526 widening is a lot further down the road, I feel the potential meshing of the two have to be considered.	General Letter and FAQ Document	Email	10/31/2022
7/27/2022	Tim	Smith	timandmartha85@gmail.com	1704 Doldridge Street	Daniel Island	SC	29492	I think Alt 6 will be the best! It accomplishes both getting many trucks away from Long Point. I'm sure there will be push back from diverging diamond but think it is the best. Go big and push forward. Looking forward to breaking ground in 2024	General Letter and FAQ Document	Email	10/31/2022
7/27/2022	Kim	Cochran	cochrankimm@gmail.com	381 Shoals Dr	Mount Pleasant	SC	29464	Grassy Creek and Tidal Walk off of Seacoast Parkway must be protected from traffic and additional road noise, which is already terrible. Also, information is spelled incorrectly in the header "Public Information Meeting."	General Letter and FAQ Document	Email	10/31/2022
7/27/2022	Curtis	Martin	curtis martin@comcast.net	447 Setlers Rest East	Mount Pleasant	SC	29464	I support Alternative 6 as my number one choice. My second choice is alternative 2.	General Letter and FAQ Document	Email	10/31/2022
7/28/2022	Claudia	Dion	starshipdion@gmail.com	147 Corn Planters Street	Daniel Island	SC	29492	A relatively simple step seems to be...extending the third lane on the Wando Bridge to and from Long Point Road.	General Letter and FAQ Document	Email	10/31/2022
7/28/2022	Mary	Breeden	mbreeden05@aol.com	2128 Pendergrass Lane	Mount Pleasant	SC	29464	I am very much against this "improvement". This will only increase the use of Long Point road to cut through to get to HWY 17 then on up .north to 41. Long Point Road cannot accommodate more through traffic to get to north bound 17. The road is a narrow 2 lane road not intended for this level of traffic. Maybe the congestion will lead more people to take 526 west all the way to 17 then north to 41.	General Letter and FAQ Document	Email	10/31/2022
7/28/2022	Anjali	Fehon	anjali.fehon@gmail.com	296 Shoals Drive	Mount Pleasant	SC	29464	I am a resident of Grassy Creek and the options involving a truck ramp in the front of our neighborhood would greatly negatively affect our neighborhood and property value. Unlike other long point neighborhoods near the port we did not buy into this neighborhood with the intent it would be negatively impacted by additional highway noise or a truck overpass. Our values would plummet as a result of these two terrible options. I hope the DOT further investigates the options to expand existing infrastructure and not impact residents who will lose tremendous financial security based on this option.	General Letter and FAQ Document	Email	10/31/2022
7/28/2022	Ryan	Olson	ryan.patrick.olson@gmail.com	619 Fishermans Bend	Mount Pleasant	SC	29464	Alternative 2 is the best solution. Separate the trucks on Long Point from the residential and commercial general public. The trucks and port personnel get their own dedicated access to and from 526 which will eliminate their interaction and coordination around Long Point traffic. Less accidents due to sight infringement and assessing trucks slow acceleration and brave lane changing on Long Point.	General Letter and FAQ Document	Email	10/31/2022
7/28/2022	Charlene	Barnard	cbhere.cb@gmail.com	538 Hidden Boulevard	Mount Pleasant	SC	29464	As a long time resident living in Hidden Cove I have seen many changes over the years within our community with the majority of those changes leaning towards industry not residential welfare. Residents such as myself are concerned about the increased port traffic as it relates to pedestrian safety, environmental and quality of everyday life within our communities. I still feel that Option #2 would be beneficial to residents who live in neighborhoods off of Long Point Road and to the truckers who maneuver through this congested stretch of road.	General Letter and FAQ Document	Email	10/31/2022
7/28/2022	Martin	Blanchard	blanchardmarty@yahoo.com	5468 Turner Street	North Charleston	SC	29406	1. Move container by barge rather than truck. 2. Utilize the Leatherman terminal. SPA says it can handle 2.4 million TEUs. Total volume of all ports was 2.75 TEUs in 2021. Fix the waste before spending more to "fix" traffic.	General Letter and FAQ Document	Email	10/31/2022
7/29/2022	Timothy	Gavin	top56@hotmail.com	130 River Landing Drive	Daniel Island	SC	29492	Is this project for Long Point Road only? I would think the bigger issue is traffic on I 526 east merging onto Long Point Road exit. Why can't a third lane be added on the east side of Cooper River bridge on I 526. It could be for all trucks exiting to Long Point Road which would greatly reduce congestion on I 526 east. I honestly haven't read the whole proposal but I 526 seems to be the bigger issue to me.	General Letter and FAQ Document	Email	10/31/2022
7/29/2022	Ronald	Salley	salleyrm@aol.com	258 River Oak Drive	Mount Pleasant	SC	29464	Against both options that have new overhead bridges.	General Letter and FAQ Document	Email	10/31/2022
7/30/2022	Mary Lee	Busick	maryleebusick@yahoo.com	146 Brady Street	Daniel Island	SC	29492	I travel this section of road frequently. The 2-lane exit is a huge problem as truckers take up both exit lanes to exit (even though they are turning right). Other consumers (like me) have to sit in line on 526 behind trucks even though we want to use the exit and turn left AWAY FROM THE PORT. So unfair and not good for the other businesses on LongPoint!	General Letter and FAQ Document	Email	10/31/2022
7/31/2022	Tracey	Carney	tlscience@aol.com	1475 Harbor Mist Court	Charleston	SC	29492	Wando Park Boulevard, being light industrial in nature, seems logical choice as an avenue for trucks to enter and leave the port terminal. Where Wando Park Blvd. bends and comes close to 526, on and off ramps could be built.	General Letter and FAQ Document	Email	10/31/2022
7/31/2022	Curtis	Bakle	curtis.bakle@gmail.com	288 Tidal Reef Circle	Mount Pleasant	SC	29464	I opposed the alternate flyover options as it will create more noise on a raised ramp that will not allow the use of a wall to mitigate the noise. The ramp will still climb over our subdivision, which would increase noise than today, creating more noise without mitigation. Why would there not be an option to have the entrance ramp to 526 East be in the middle of the split roads and continue on as a third lane in the east direction. This shifts the additional lanes on the 526 West side of the interstate where there is only commercial property.	General Letter and FAQ Document	Email	10/31/2022
7/31/2022	Karen	Szlosek	kpersonette@hotmail.com	1128 Blakeway Street	Daniel Island	SC	29492	Truck lane from the end of the bridge on. Please enforce no trucks in left lane of the bridge.	General Letter and FAQ Document	Email	10/31/2022
8/1/2022	Tom	Hartley	thartley0849@bellsouth.net	1707 Pimlico Boulevard	Moncks Corner	SC	29461	It amazes me how SCDOT continues to make constant improvements to the roads in the affluent areas of the low country using funds generated from the less privileged areas to finance these projects. There are issues all along the 52 and 17a corridors in the Summerville, Goose Creek and Monks Corner areas that are worse off and more deserving of DOT's attention. Privilege should not be a criterion when deciding which projects should receive priority funding. It is time that your attention should be directed by need rather than by political influence.	General Letter and FAQ Document	Email	10/31/2022
8/1/2022	Collin	Hamlett	collinhamlett@gmail.com	142 Corn Planters	Charleston	SC	29492	All you need is police giving tickets to trucks in the left lane.	General Letter and FAQ Document	Email	10/31/2022
8/2/2022	Ben	Whatley	brwhatley@gmail.com	217 River Oak Drive	Mount Pleasant	SC	29464	I live in Grassy Creek. The proposed overpass directly outside of our neighborhood concerns me. This project would be a significant nuisance as it drastically increases traffic noise throughout our community. A dedicated truck ramp, with trucks accelerating their engines will generate a significant amount of noise pollution, especially at an elevated height directly adjacent to our neighborhood. Having a ramp overpass at the beginning of the neighborhood also creates a danger from falling debris towards our neighborhood entrance. Our residents, including children, use the sidewalks leaving the neighborhood and along seacoast to exercise, walk dogs, ride bikes. A truck overpass above the sidewalk and road creates a situation where debris, such as a truck tire, could fall off the overpass onto the sidewalk or road below and cause harm to a person, animal, golf cart, or car. Therefore, the planned truck overpass creates an environment which is detrimental to our neighborhood, causing nuisance and damages to both our way of living, and our property value. If this road is constructed, a noise barrier wall must be constructed to mitigate the harmful impact the road will have on our community. The noise outside of our home and neighborhood is already excessively loud. As our community already experiences excessive noise from the truck traffic, the noise barrier wall should be constructed along the entire overpass and extend until at least the Wando Bridge in order to alleviate the noise of trucks accelerating just yards from our neighborhood. The removal of the left hand turn lane from Long Point Road to Belle Hall Parkway also worries me. Thousands of residents in the various communities along Belle Hall Parkway use that turn to access their homes. Our family uses the left turn onto Belle Hall Parkway more than 75% of the time we return to our house, and I believe that the majority of other residents off of Belle Hall Parkway similarly rely on the turn. Taking the turn away will cause more harm to the residents off these communities. First, removing the turn will significantly increase the amount of time residents need during their commute. Second, removing the turn will just create a bottle neck and significant traffic congestion at the Belle Point Dr/Long Point Rd intersection. Third, traffic would then be congested along Paul Foster Rd, which would cause not only bad traffic congestion but also create a lot of automotive traffic along the sidewalk and near the RL Jones/Belle Hall community area. Lastly, increasing traffic along Paul Foster Rd may create a dangerous situation where our local fire department (Mt. Pleasant Fire Station 2) cannot quickly access an emergency due to the diverted traffic. Possible solutions include expanding the current ramps that exist (Alternative 1A option). In the proposed plans, expanding the existing ramps has minimal impact on all surrounding communities, and seems to satisfy the requirement for growth. This option (Alternative 1A) is the best option for our community as it does not create an additional nuisance and relies on expanding the existing/current roads. Another solution could be placing the overpass in the current median such that the trucks enter 526 from a dedicated left lane. How are all residents going to be compensated for damages and decrease in property value due to the highway development/expansion? Increased noise pollution will cause permanent nuisance and will damage our ability to enjoy our yard and even affect our ability to sleep. Further, access to our community will be impaired and daily commutes will be increased.	General Letter and FAQ Document	Email	10/31/2022
8/2/2022	Debbie	Whatley	whatley.deb@gmail.com	970 Tupelo Bay Drive	Mount Pleasant	SC	29464	enjoy our yard and even affect our ability to sleep. Further, access to our community will be impaired and daily commutes will be increased.	General Letter and FAQ Document	Email	10/31/2022
8/2/2022	Anna	Proleika	aproleika@gmail.com	120 Slipper Shell Court	Mount Pleasant	SC	29464	Subscribe	General Letter and FAQ Document	Email	10/31/2022
8/2/2022	Julie	Walker	jbh2walker@gmail.com	732 Stucco Lane	Mount Pleasant	SC	29464	I live in Hibben in Belle Hall. The proposed overpass directly outside of Belle Hall concerns me. This project would be a significant nuisance as it drastically increases traffic noise throughout our community. A dedicated truck ramp, with trucks accelerating their engines will generate a significant amount of noise pollution, especially at an elevated height directly adjacent to our neighborhood. Therefore, the planned truck overpass creates an environment which is detrimental to our neighborhood, causing nuisance and damages to both our way of living, and our property value. If this road is constructed, a noise barrier wall must be constructed to mitigate the harmful impact the road will have on our community. The noise outside of our home and neighborhood is already excessively loud. As our community already experiences excessive noise from the truck traffic, the noise barrier wall should be constructed along the entire overpass and extend until at least the Wando Bridge in order to alleviate the noise of trucks accelerating just yards from our neighborhood. The removal of the left hand turn lane from Long Point Road to Belle Hall Parkway also worries me. Thousands of residents in the various communities along Belle Hall Parkway use that turn to access their homes. Our family uses the left turn onto Belle Hall Parkway more than 75% of the time we return to our house, and I believe that the majority of other residents off of Belle Hall Parkway similarly rely on the turn. Taking the turn away will cause more harm to the residents off these communities. First, removing the turn will significantly increase the amount of time residents need during their commute. Second, removing the turn will just create a bottle neck and significant traffic congestion at the Belle Point Dr/Long Point Rd intersection. Third, traffic would then be congested along Paul Foster Rd, which would cause not only bad traffic congestion but also create a lot of automotive traffic along the sidewalk and near the RL Jones/Belle Hall community area. Lastly, increasing traffic along Paul Foster Rd may create a dangerous situation where our local fire department (Mt. Pleasant Fire Station 2) cannot quickly access an emergency due to the diverted traffic. Possible solutions include expanding the current ramps that exist (Alternative 1A option). In the proposed plans, expanding the existing ramps has minimal impact on all surrounding communities, and seems to satisfy the requirement for growth. This option (Alternative 1A) is the best option for our community as it does not create an additional nuisance and relies on expanding the existing/current roads. Another solution could be placing the overpass in the current median such that the trucks enter 526 from a dedicated left lane. How are all residents going to be compensated for damages and decrease in property value due to the highway development/expansion? Increased noise pollution will cause permanent nuisance and will damage our ability to enjoy our yard and even affect our ability to sleep. Further, access to our community will be impaired and daily commutes will be increased.	General Letter and FAQ Document	Email	10/31/2022
8/2/2022	Elise	Morrison	elisemorrison26@gmail.com	582 Hobcaw Bluff Drive	Mount Pleasant	SC	29464	I prefer Option 6. As a resident in the Belle Hall neighborhood who frequently uses this interchange from both going East and traveling West on 526, trucks often begin backing up about 1-1.5 miles from the exit from 525East so any help to remove trucks from the residential and commercial light traffic would be welcome. Additionally, the on ramp for 526 West often has a line of trucks in the right lane preventing a single car to gain entry onto the highway. Any solution, from adding a dedicated right turn lane from 526East starting a mile from LongPoint Road might solve the mile to mile and a half backup. The truck drivers are often driving too fast, and cannot slow down to allow car motorists in for entry or exit, so I like Option 6.	General Letter and FAQ Document	Email	10/31/2022
8/2/2022	Bobby	Houck	bobby@bluedogs.com	649 Hobcaw Bluff Drive	Mount Pleasant	SC	29464	I think option 2 would be great. The port traffic would benefit from having their own access and would be compatible with the widening on 526. I've lived off LongPoint Road near the port for 35 years. The small road is not large enough for the port traffic and the trucks line up waiting on traffic lights and neighborhood traffic.	General Letter and FAQ Document	Email	10/31/2022
8/2/2022	Steve	Bare	sbare@neomailbox.com	505 Willow Branch Way	Mount Pleasant	SC	29464	We believe the only "best option" to solve our traffic and safety issues on Long Point Road is the creation of a dedicated port road directly off of I-526 to the Port.	General Letter and FAQ Document	Email	10/31/2022
8/2/2022	Jann	Otoole	jannotoole22@gmail.com	118 Fairbanks Oak Aly 4b	Charleston	SC	29492	Option 2 or 6 with sound mitigation. Both those options allow trucks en route to SPA to exit earlier.	General Letter and FAQ Document	Email	10/31/2022
8/2/2022	Peter	Otoole	ptot118@gmail.com	118 Fairbanks Oak Aly 4b	Daniel Island	SC	29492	Alternative #2 or #6 seem appropriate.you should also have sound mitigation along the entire 526 route.	General Letter and FAQ Document	Email	10/31/2022