



Appendix P – Public Involvement



- Public Meeting 1.....November 13, 2017
- Public Meeting 2.....May 16, 2018
- Public Meeting 3.....August 10, 2020
- 2017 Community Meetings
 - September 20-22, 2017
- 2018 Community Meetings
 - April 24-25, 2018
- 2019 Community Meetings
 - March 5-6, 2019
 - August 1, 2019 (CAGE)
- 2020 Community Meetings
 - Aug-Sept 2020
- 2021 Community Meetings
 - March-April 2021
 - CAGE Meetings
 - May 25, 2021
 - July 29, 2021



Public Information Open House

Meeting Summary

January 15, 2018

Public Information Open House Meeting Summary

Meeting Summary

Charleston County Transportation Development hosted a public kickoff meeting to provide details on the proposed Highway 41 Corridor Improvements project along Highway 41 in Mount Pleasant, South Carolina. The meeting was held on Monday, November 13, 2017, at Park West Gym in Mount Pleasant. The meeting was an open house format; no formal presentation was given.

Upon entering the meeting, attendees viewed a “Navigating the NEPA Process” video which detailed the environmental and project development processes, including opportunities for public involvement. In a separate room, meeting boards provided additional information on the NEPA process, project schedule, environmental factors being considered, traffic and noise studies, the study on traditional cultural properties, and next steps. Project team members were available at board stations to discuss various aspects of the project. Roll out maps and comment stations were provided for attendees to leave comments on the project and existing elements in the study area.

An online meeting, displaying the same video and materials as the in-person meeting, was available at www.hwy41sc.com from November 13 to December 14, 2017 for a 30-day comment period.

Open House Overview

The meeting began at 5:00 p.m. and closed at approximately 7:00 p.m. The meeting location was determined and reserved by HDR through the Town of Mount Pleasant’s Parks and Recreation Department. The open house format allowed for discussions between the public and project team members, including staff representing engineering, environmental, and public involvement from Charleston County, Town of Mt. Pleasant, SCDOT, and consultants. Meeting Sign-In Sheets can be viewed in Appendix C. Meeting materials including the meeting boards, handout, blank sign-in sheet and comment form can be viewed in Appendix B.

In-person Public Information Open House Meeting Information

Table 1

Date & Time	Venue	# of Attendees
Monday, November 13 5:00 – 7:00 p.m.	Park West Gym 1251 Park West Blvd Mount Pleasant, SC 29466	134

Agenda

- 2:00 p.m.: Project Team Arrival and Setup (HDR and Public Involvement Consultants)
- 3:30 p.m.: Charleston County/SCDOT/Town of Mt. Pleasant/Consultants

- 4:00 p.m.: Team meeting & safety briefing
- 4:30 p.m.: Doors open
- 5:00 p.m.: Meeting begins
- 7:00 p.m.: Meeting ends/doors close
- 7:15 p.m.: Team debrief and breakdown
- 8:00 p.m.: Team departure

Attendees

A total of 134 people attended the in-person kickoff meeting and 100 people attended the online meeting.

Staffing

Project team members from Charleston County, SCDOT, Town of Mount Pleasant, HDR and sub-consultants staffed the in-person kickoff meeting. All staff were knowledgeable about the project and were prepared to communicate with the community. Table 2 summarizes the roles and responsibilities of each team member.

Table 2

Organization	Name	Role/Station
Charleston County	Cal Oyer	Goals/Phases/Schedule Boards
Charleston County	Shawn Smetana	Media Management/Sign in
Charleston County	Steve Thigpen	Floater
Charleston County	Jim Armstrong	Floater
Charleston County	Taylor Hall	Comment Table
HDR	Randy Williamson	Goals/Phases/Schedule Boards
HDR	Shannon Meder	NEPA Boards
HDR	Samantha Dubay	Meeting Manager/Floater
HDR	Robert Flagler	Sign-In
HDR	Blair Wade	NEPA/Noise Boards
HDR	Michael Darby	Roll Maps
HDR	Renee Mulholland	NEPA Boards
HDR	Josh Fletcher	TCP Board
HDR	Harriet Richardson-Seacat	TCP Board
HDR	Miles Spenrath	Video Station
Stantec	Jim Fisher	Traffic Board
Joyst Communications	Natalie Lawrence	Sign-In
CHH Communications	Cheryl Harleston	Welcome/ Video Station
Fellowship Communications	Ed Givens	Welcome/Video Station
ATJ Engineering	Alvin Johnson	Roll Maps
SCDOT	Mark Mohr	Floater
SCDOT	Michael Fulmer	Floater
SCDOT	Will McGoldrick	Floater
Town of Mt. Pleasant	Brad Morrison	Goals/Phases/Schedule Boards
Air Hub	Terri Sciarro	Noise Board
The Reveer Group	Rhett Reidenbach	Roll Maps
Brockington & Associates	Dave Baluha	TCP Board
Brockington & Associates	Charlie Phillips	TCP Board

Outreach Activities

Invitation postcards, stakeholder notification letters and an e-newsletter were distributed to promote the Public Information Open House and online meeting. Table 3 summarizes the invitation outreach efforts for this meeting. See Appendix A: Outreach.

Table 3

Type	Total Distributed	Date of Distribution
Stakeholder Notification Letter	154	10/27/2017
Postcard	2,450	10/30/2017
Press Release	1	10/30/2017
E-Newsletter	264	10/31/2017
Flyer	22	11/01/2017
Yard Signs	50	11/01/2017

Online Meeting Information

An online meeting was hosted at <http://hwy41sc.com/onlinemeeting/>. The online meeting was active from November 13 to December 14, 2017. Online Meeting Boards are available to view in Appendix B.

Duration	URL
November 13 to December 14, 2017	http://hwy41sc.com/onlinemeeting/

Analytics

Type	
Sessions	100
Avg. Session Duration	10:44
Pageviews	131
Devices	Desktop – 40 Mobile – 34 Tablet - 16

Video Plays

Video	Play Rate	Plays	Avg Engagement
Navigating the NEPA Process	39%	75	66%

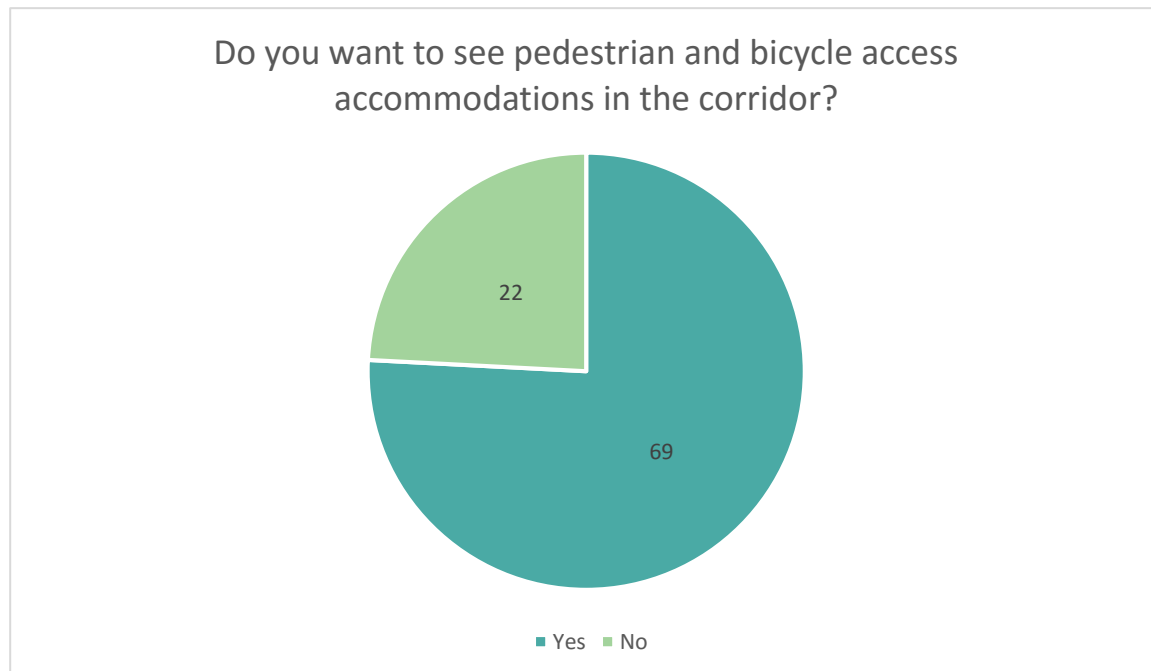
- *Play Rate is a measure of the number of people that loaded and played the video.*
- *Average Engagement is a measure of the number of people who watched the video compared to the total hours the video has been watched.*

Comment Summary

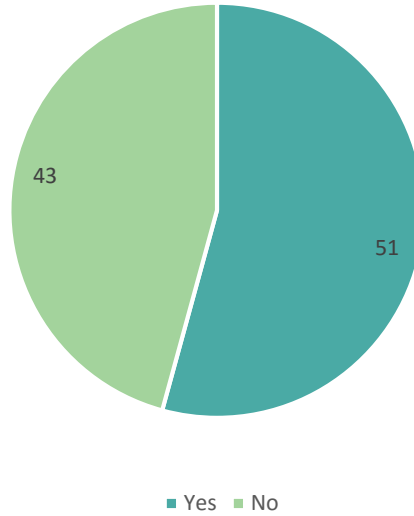
In order to collect feedback during the kickoff meeting, two comment tables were setup to allow the public to provide feedback. Additionally, a rollout map of the project area was provided where attendees could provide comments on the study area. Finally, 56 comment forms were collected during the kickoff meeting (See Appendix C). The project website and online meeting received 81 comments between the launch of the online meeting on November 13 and its closing on December 14, 2017.

Type of Comment	# of Comments Received
Web Comment Form	60
Hotline Voice Mail	3
Comment Forms	56
Email	21
Letter/Mail	1
Total comments received during comment period	141

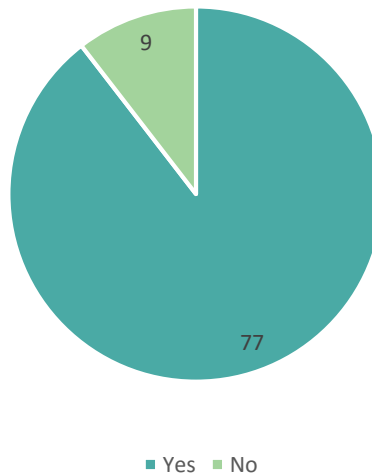
Each comment form, whether received in-person or online, included five yes or no questions to collect further information on key issues such as noise, commuter behaviors and support for pedestrian and bicycle accommodations along Highway 41. The charts below detail the responses from members of the public that attended the in-person meeting and/or the online meeting.



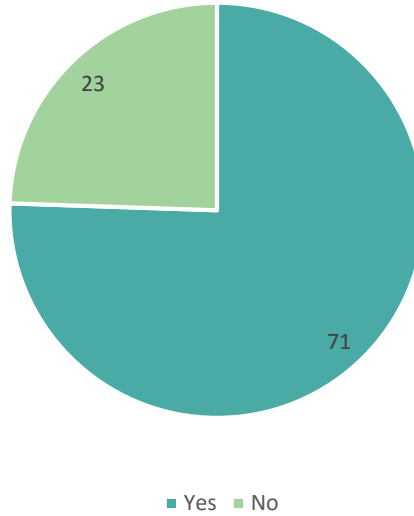
Are you concerned about noise in the corridor?



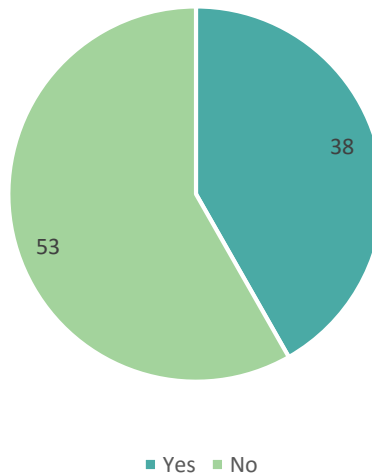
Are you open to alignment options not directly located on Highway 41 to help reduce congestion?



Do you travel Highway 41 on a daily basis?

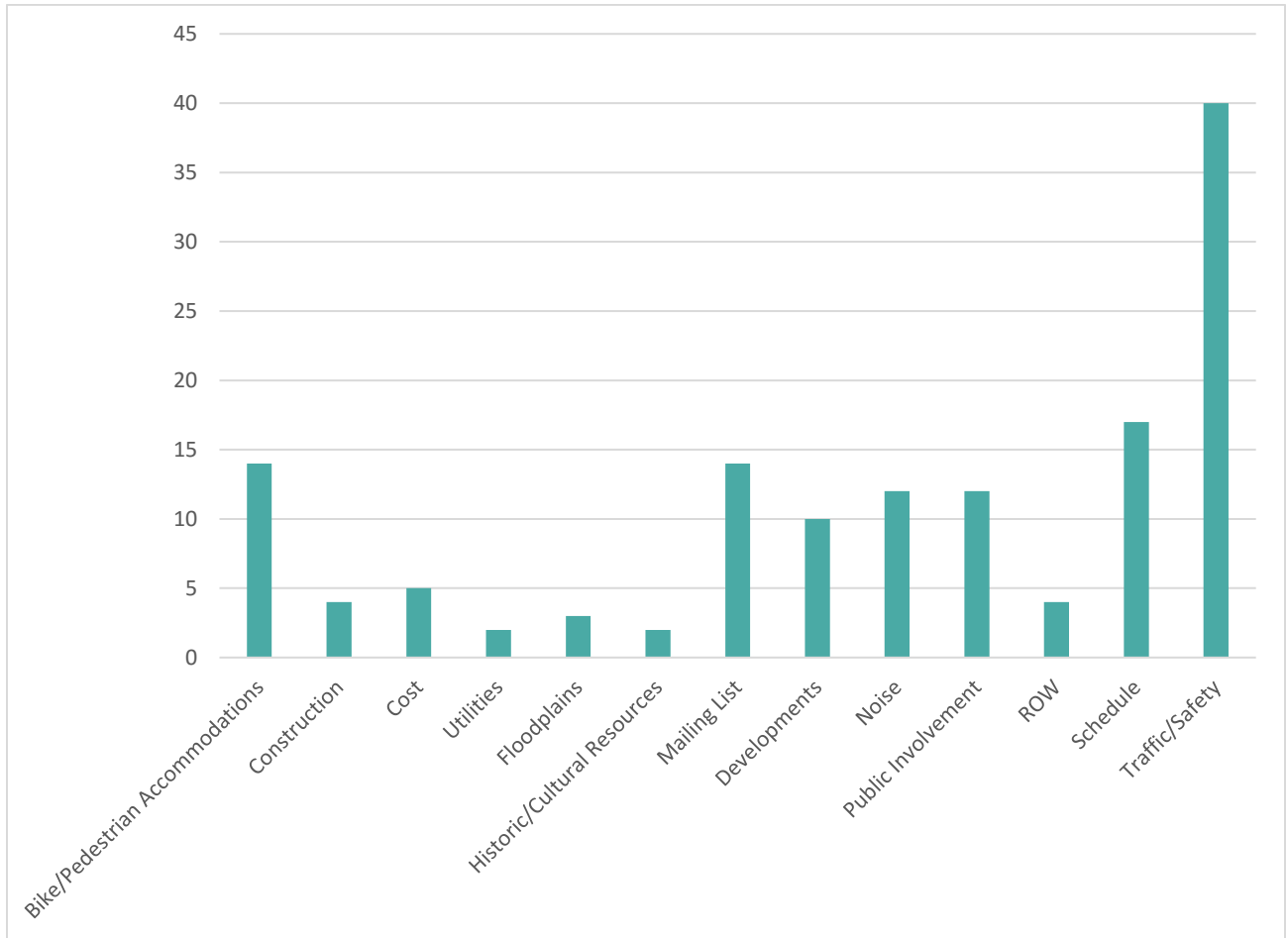


Do you often take alternate routes to avoid congestion on Highway 41?



Comment Themes

The comments collected between November 13 and December 14, 2017 were categorized based on themes and topics, with many comments having multiple themes and topics. The chart below summarizes the data to identify the most common comment topics.



Appendix A: Outreach

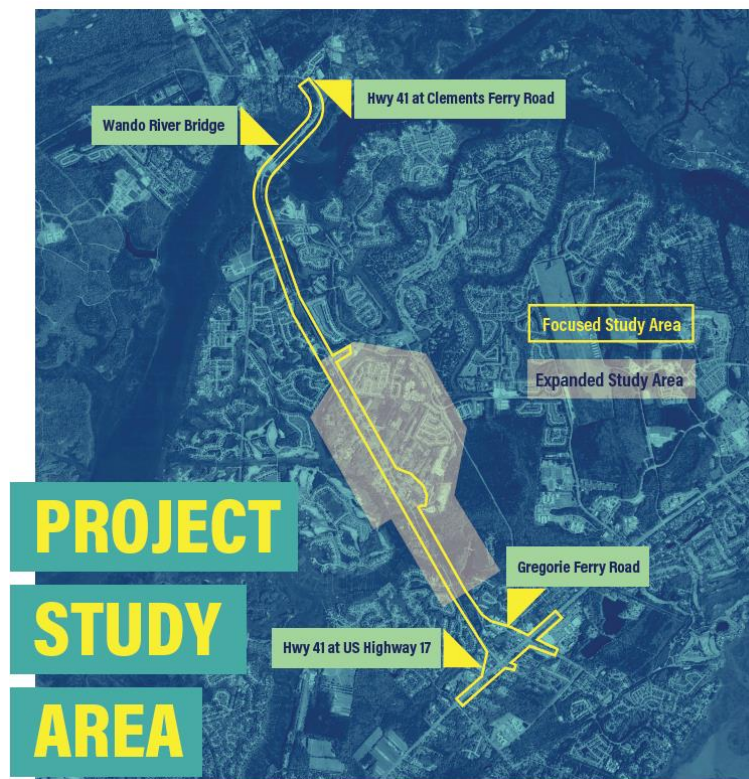


October 24, 2017

<<Address>>

Re: Public Information Open House on November 13, 2017, for Highway 41 Corridor Improvements

The Highway 41 Corridor Improvements project is a top priority for Charleston County, the Town of Mount Pleasant, and the South Carolina Department of Transportation. Charleston County is following the federal National Environmental Policy Act (NEPA) process to evaluate the project's impacts and study various improvement alternatives. These alignment alternatives would accommodate the anticipated increase in traffic volumes with the goal of easing traffic congestion along Highway 41. We are in the early stages of the NEPA process, which involves collecting data to evaluate the overall project area and understand the existing conditions of the human and natural environments as well as the current traffic conditions along the corridor. Following this initial phase, the team will then begin to determine possible alignment alternatives that avoid and minimize impacts to the existing conditions.



In order to properly assess the issues, opportunities, and impacts of potential improvements within the study area, it is critical that we gather input from the surrounding community. In late September 2017, the project team held small community meetings with leadership from some of the key communities along the corridor including the Phillips Community, Dunes West, Park West, Rivertowne, Planter's Point, The Colonnade, Horlbeck Creek and Greater Goodwill AME Church. These small community meetings included special outreach to these specific groups for inclusion in the public involvement process. In addition to hosting the community meetings, we also held a special meeting for businesses located along the corridor as well as a Stakeholder Working Group



Charleston County
Transportation Development

4045 Bridge View Drive, Suite C204, North Charleston, SC 29405

www.hwy41sc.com

meeting which included elected officials, local municipalities, utility companies, state and local agencies and community organizations.

We will be holding a Public Information Open House to provide an overview of the project, the environmental review process and the estimated project schedule. The meeting will be in an open house format; no formal presentation will be made.

Date: Monday, November 13
Time: 5:00 to 7:00 p.m. – Open house
Location: Park West Gym
1251 Park West Boulevard, Mount Pleasant, SC 29466

Individuals who are unable to attend the meeting in person can join us online at www.hwy41sc.com beginning November 13 to view all of the meeting materials and leave a comment on the project.

Agency, stakeholder and public input are critical during the environmental review process. We will inform you of the project's progress throughout the process. Should you have any questions, visit www.hwy41sc.com or contact me at (843) 202-6148.

Sincerely,



Cal Oyer, P.E.
Project Manager
Charleston County Transportation Development



Charleston County is partnering with the Town of Mount Pleasant, the South Carolina Department of Transportation and the Federal Highway Administration to improve roadway capacity and ease traffic congestion along Highway 41, a key corridor in and out of Mount Pleasant. In order to properly assess the issues, opportunities, and impacts of potential improvements within the study area, it is critical that we gather input from business owners along the corridor.

Join us at a meeting for the businesses along the Highway 41 corridor to learn more about the project and provide your thoughts on future improvements:

MEETING INFORMATION

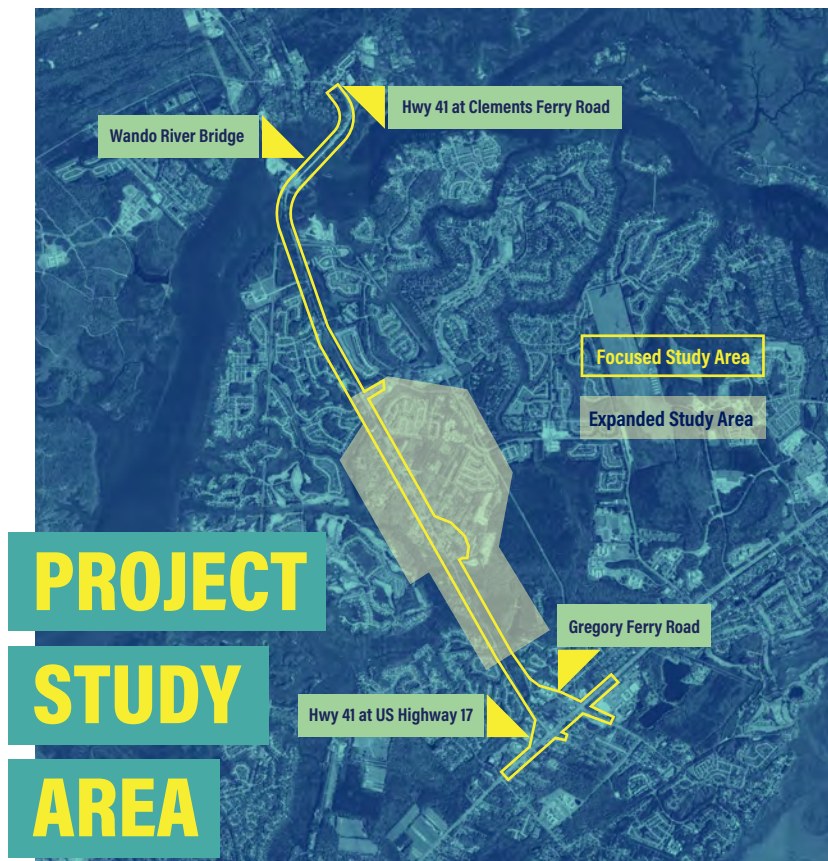
Wednesday, September 20, 2017
10:00 - 11:00 a.m.

Greater Goodwill AME Church
2818 N. Highway 17, Mt. Pleasant, SC 29466

A presentation will be given on the project process followed by a Q&A session. Please **RSVP by Friday, September 15** by emailing Hwy41SC@gmail.com or calling **843-972-4403**.

ADDITIONAL INFORMATION

Visit www.Hwy41SC.com for more information on the project.



Located in the heart of Mount Pleasant, Highway 41 is a key corridor connecting the traveling public along bustling US 17 in Charleston County to communities in Mount Pleasant and to I-526.

c/o Charleston County
4400 Leeds Avenue, Suite 450
North Charleston, SC 29405



YOU ARE
INVITED!

BUSINESS OWNER MEETING

Join us to learn about the Highway 41 Corridor Improvements project and provide input on future improvements.



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Return Address:
c/o Charleston County
4400 Leeds Avenue, Suite 450
North Charleston, SC 29405

YOU'RE INVITED

Join us for a Public Information Open House to learn more about the Highway 41 Corridor Improvements project and provide your thoughts on future improvements!

 Monday, November 13

 5:00 - 7:00 p.m.
Drop in anytime!

 Park West Gym
1251 Park West Boulevard
Mt. Pleasant, SC 29466

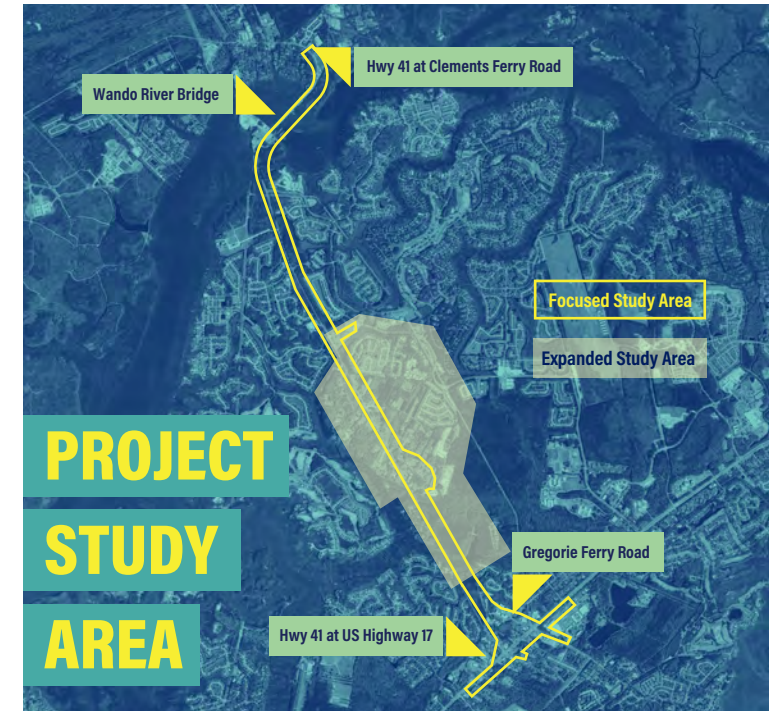
A Message from the Project Manager

You likely travel Highway 41 each day and know that the corridor has reached maximum capacity, resulting in daily traffic backups during peak travel times. The Town of Mount Pleasant held a meeting in early 2016 to introduce the project to the public, and later that year, taxpayers voted in favor of Charleston County's sales tax referendum. As a result, Highway 41 received funding for the project to begin under the management of Charleston County's Transportation Development Office.

As part of the initial project development, Charleston County is following the federal National Environmental Policy Act (NEPA) process to evaluate the project's impacts and study various improvement alternatives.

These improvements would accommodate the anticipated increase in traffic volumes with the goal of easing traffic congestion along Highway 41. We are in the early stages of the NEPA process, which involves collecting data to evaluate the overall project area and understand the existing conditions of the human and natural environments.

Following this initial phase, the team will then begin to determine possible alignment alternatives that avoid and minimize impacts to the existing conditions.



A wide range of environmental resources will be considered during the environmental process, many of which may be identified through stakeholder and public involvement.

In order to properly assess the issues, opportunities, and impacts of potential improvements within the study area, it is critical that we gather input from the community. In September we held small meetings with representatives from communities located along the Highway 41 corridor to present on the project timeline and development process, and gather early feedback. We invite you to join the project team for a public information open house Monday, November 13 from 5:00 to 7:00 p.m. at the Park West Gym to learn more details about the project, the environmental review process, and the estimated project schedule.

Our commitment to promoting and protecting the quality of life in Charleston County by delivering services of value to the community is at the heart of everything we do.

Sincerely,

Cal Oyer, P.E.
Project Manager
Charleston County Transportation Development

Join us for a Public Information Open House!

Monday, November 13



Park West Gym
1251 Park West Boulevard
Mt. Pleasant, SC 29466

5:00 - 7:00 p.m.
Drop in anytime; a formal
presentation will not be given.



The project team is holding a public information open house to provide an overview of the project process and gather input on future improvements. Your participation is very important to us. Can't attend in-person? Please join us online beginning November 13 to view all of the meeting materials and leave a comment by visiting our website at www.Hwy41SC.com.

Follow Charleston County
on Facebook and Twitter



Leave a message
for the project team: 843-972-4403



Email us to leave comments
or join the project mailing list:
Hwy41SC@gmail.com



Visit: www.Hwy41SC.com



STAY INFORMED

Project Overview

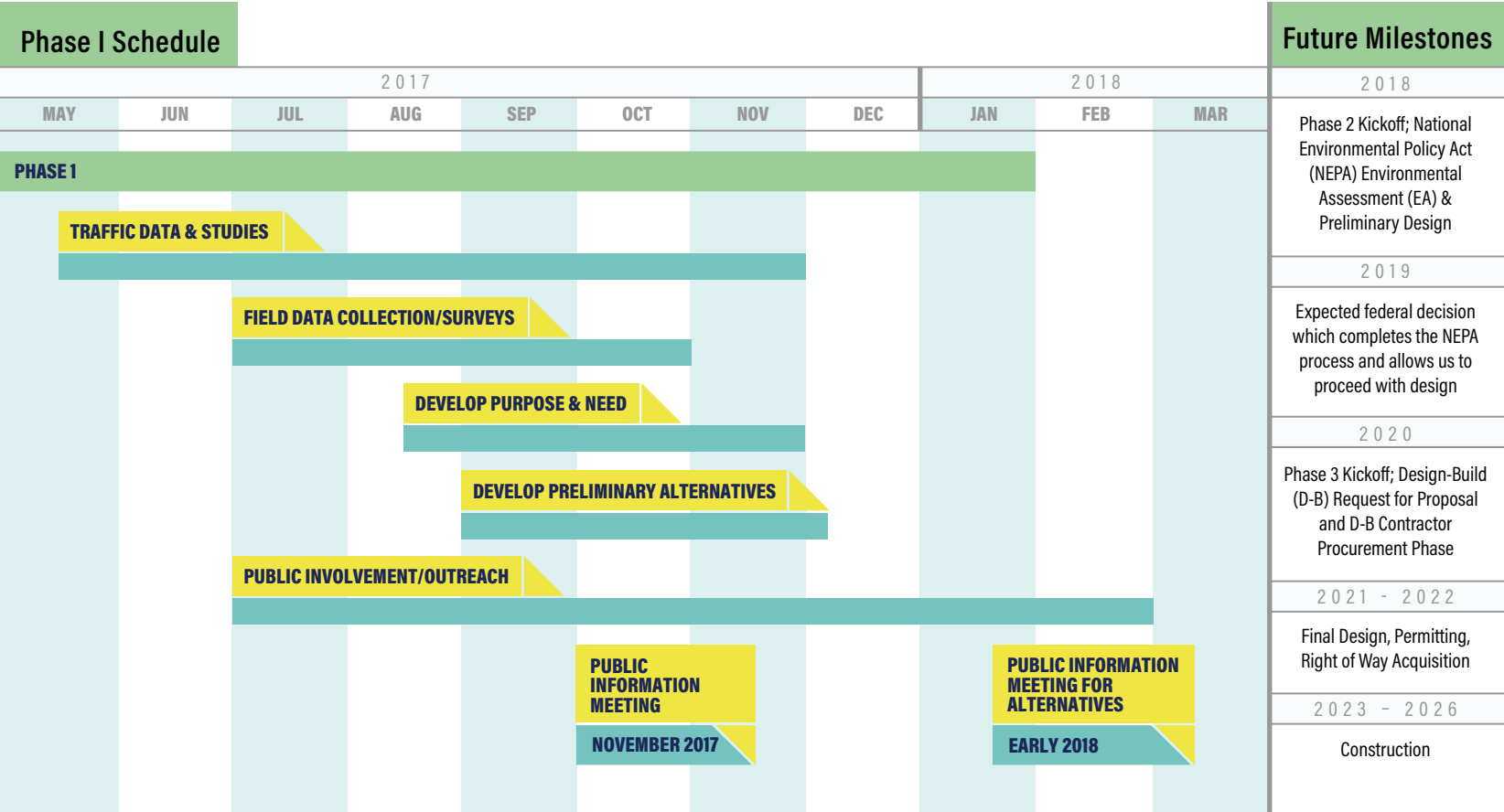
To accommodate an increase in traffic volume, Charleston County, the Town of Mount Pleasant and the South Carolina Department of Transportation are partnering to improve roadway capacity and ease traffic congestion along Highway 41.

Future improvements to Highway 41 may:

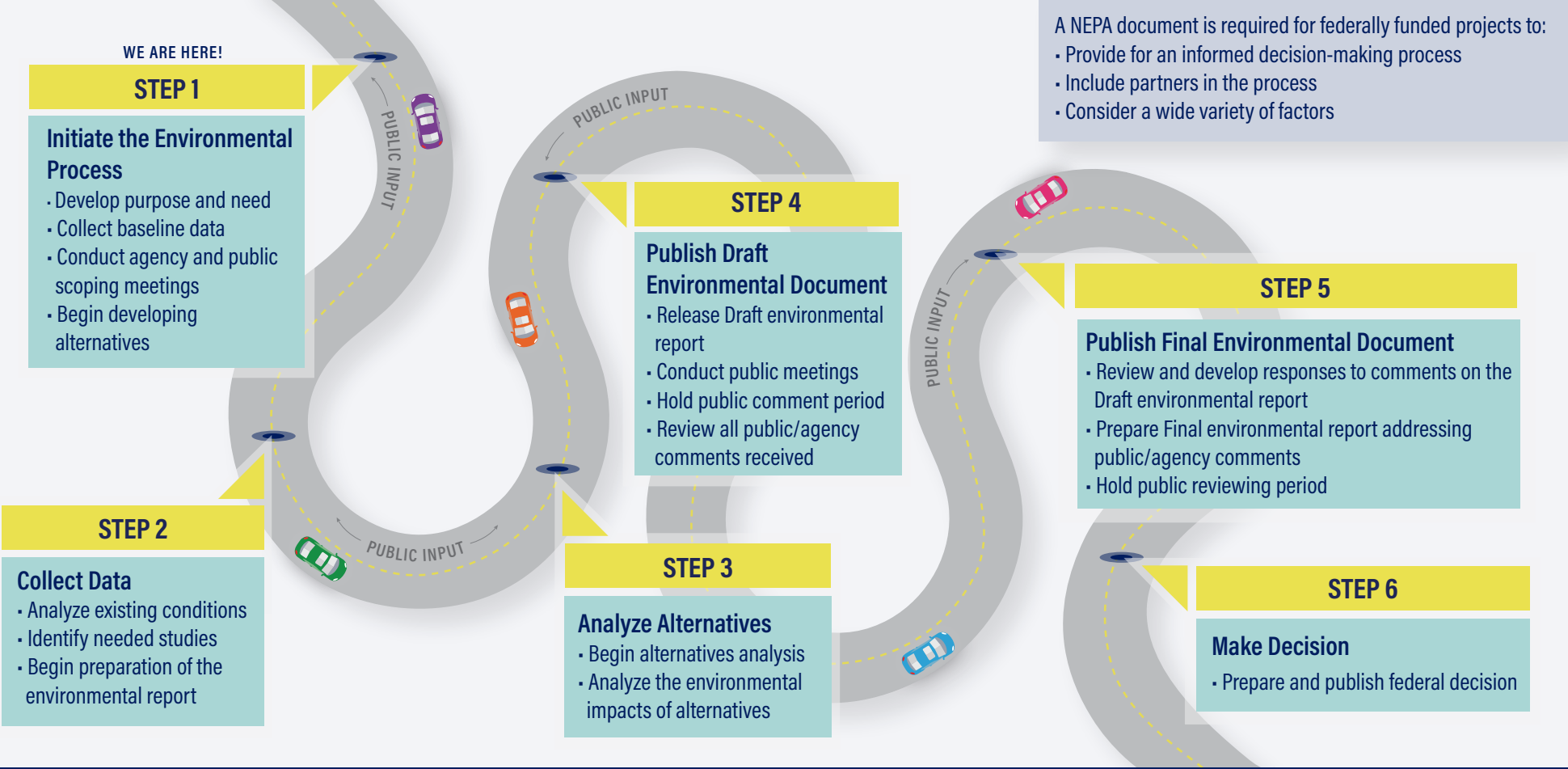
- Improve capacity along the corridor
- Improve safety for bicyclists, pedestrians and commuters
- Provide improved capacity at the intersection of Highway 41 and US 17
- Complete the Gregorie Ferry Road connector

As part of the National Environmental Policy Act (NEPA) process for the Highway 41 Corridor Improvements project, a wide range of environmental resources will be considered while ensuring that the community and stakeholders are involved.

Charleston County will oversee the design and permitting process of the project which will be divided into multiple phases. Phase 1 includes project scoping to understand existing environmental, cultural and traffic conditions of the study area which extends from the intersection of US 17 and Highway 41 to the Highway 41 bridge over the Wando River at Clements Ferry Road intersection. A range of alternatives will be developed and presented to the public based on these findings. Following Phase 1, more detailed studies will commence in Phase 2, along with preliminary engineering design and completion of the draft and final environmental review documents. The project team is evaluating potential ways to expedite the design, permitting, and construction phases of the project. Current traffic data indicates that the section of Highway 41 between US 17 and Joe Rouse Road has reached its capacity and is a key section for which improvements would alleviate the ever-increasing traffic within the whole corridor. The project team’s goal is to construct this section as soon as possible following completion of the NEPA process.



National Environmental Policy Act (NEPA)



Frequently Asked Questions

What is the purpose of this project?

As the area continues to grow, traffic congestion will grow, too. The Highway 41 Corridor Improvements project will reduce traffic congestion by improving the flow of traffic and increasing capacity along the project corridor.

How will I know if my property will be impacted by the project?

Directly impacted landowners will be identified and contacted when a recommended preferred alternative is selected for this project at the end of the NEPA process.

What will you do to reduce the noise in the corridor?

Noise impacts are key factors that will be evaluated during the environmental review process. Data collected will be evaluated and mitigation measures, such as noise abatement, will then be considered based on physical or environmental constraints, cost effectiveness, and the viewpoints of the local community and residents.

PUBLIC INFORMATION OPEN HOUSE

YOU'RE INVITED

Join us for a Public Information Open House to learn more about the Highway 41 Corridor Improvements project and provide your thoughts on future improvements!

Your participation is very important to us. Individuals who are unable to attend the meeting in person can join us online at www.hwy41sc.com beginning November 13 to view all of the meeting materials and leave a comment on the project.

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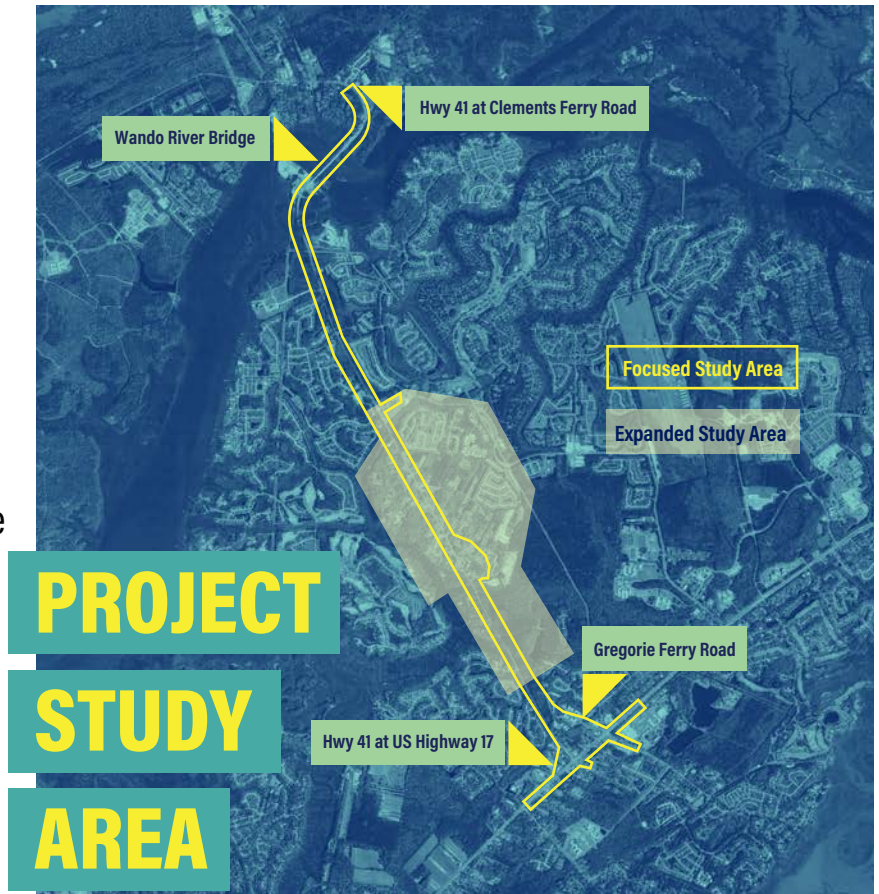
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Visit:
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Email us to leave comments or
join the project mailing list:
Hwy41SC@gmail.com



Leave a message
for the project team:
843-972-4403



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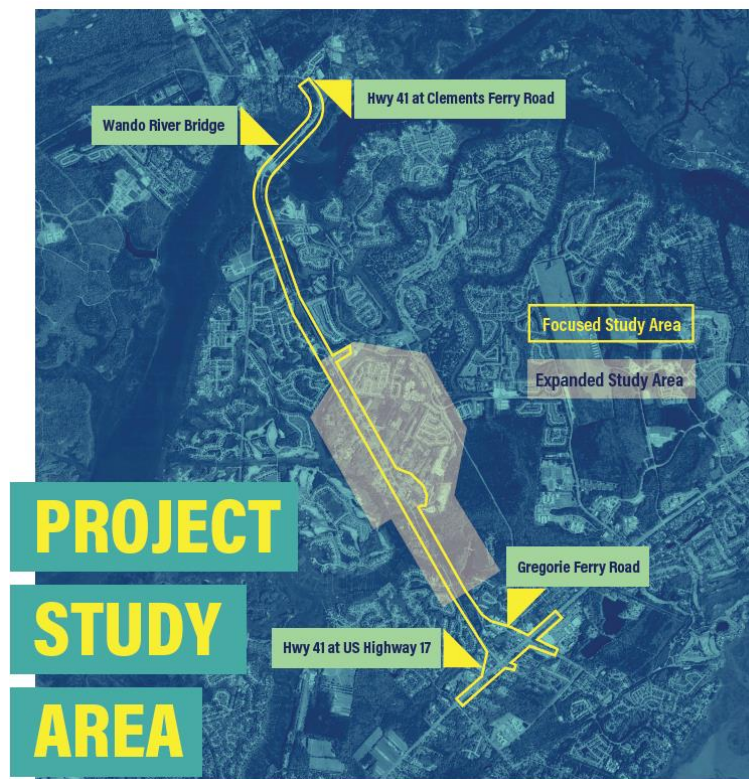


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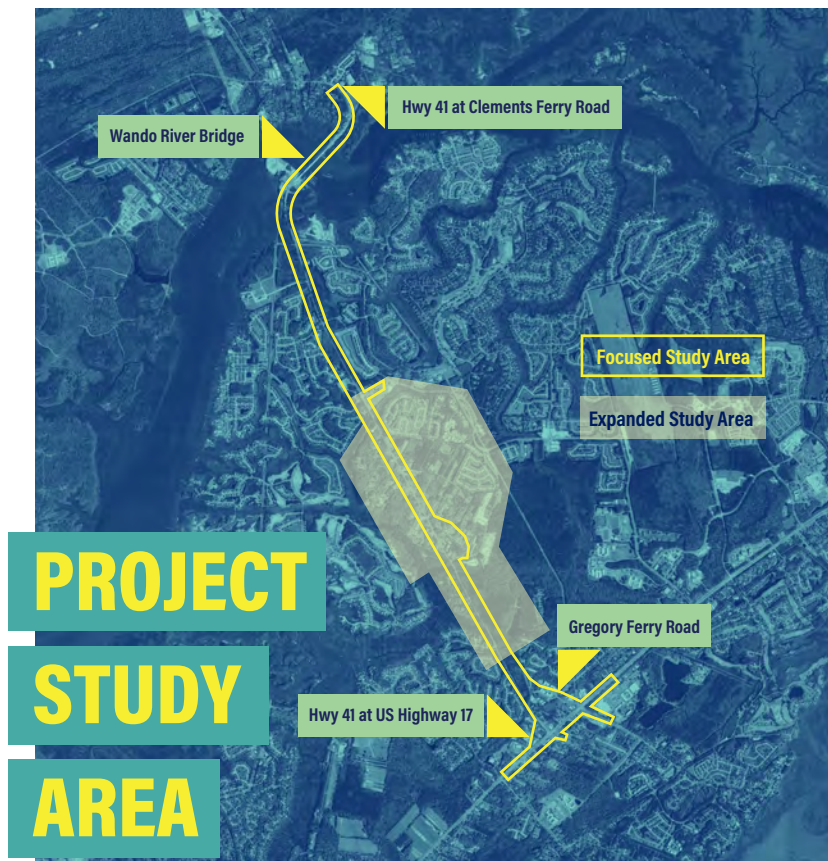
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BUSINESS OWNER MEETING



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The Post and Courier

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HDR
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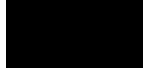
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Total Payments					-	\$127.74
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Order Number	Class Number	Start Run	End Run	Run Times	Lines	Description
1631313	985	11/01/17	11/01/17	2	63.0	Open House - November 13th

Payment Detail	Pay Date	Type	Card or Check #	Card	Exp	Amount
Current Payment						\$48.25
Order Price						\$48.25
Total Payments					-	\$48.25
Balance					=	\$0.00
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Return Address:
c/o Charleston County
4400 Leeds Avenue, Suite 450
North Charleston, SC 29405

YOU'RE INVITED

Join us for a Public Information Open House to learn more about the Highway 41 Corridor Improvements project and provide your thoughts on future improvements!

 Monday, November 13

 5:00 - 7:00 p.m.
Drop in anytime!

 Park West Gym
1251 Park West Boulevard
Mt. Pleasant, SC 29466

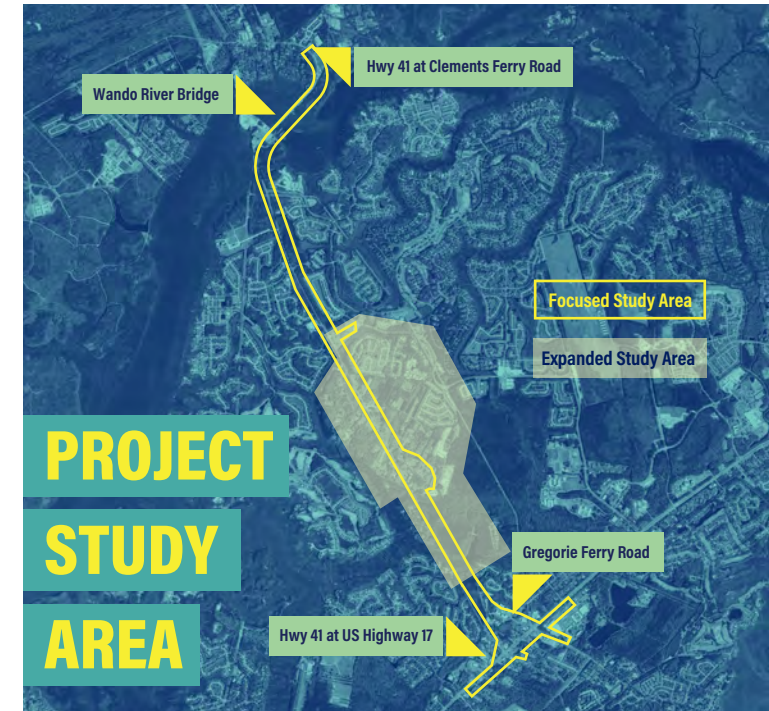
A Message from the Project Manager

You likely travel Highway 41 each day and know that the corridor has reached maximum capacity, resulting in daily traffic backups during peak travel times. The Town of Mount Pleasant held a meeting in early 2016 to introduce the project to the public, and later that year, taxpayers voted in favor of Charleston County's sales tax referendum. As a result, Highway 41 received funding for the project to begin under the management of Charleston County's Transportation Development Office.

As part of the initial project development, Charleston County is following the federal National Environmental Policy Act (NEPA) process to evaluate the project's impacts and study various improvement alternatives.

These improvements would accommodate the anticipated increase in traffic volumes with the goal of easing traffic congestion along Highway 41. We are in the early stages of the NEPA process, which involves collecting data to evaluate the overall project area and understand the existing conditions of the human and natural environments.

Following this initial phase, the team will then begin to determine possible alignment alternatives that avoid and minimize impacts to the existing conditions.



A wide range of environmental resources will be considered during the environmental process, many of which may be identified through stakeholder and public involvement.

In order to properly assess the issues, opportunities, and impacts of potential improvements within the study area, it is critical that we gather input from the community. In September we held small meetings with representatives from communities located along the Highway 41 corridor to present on the project timeline and development process, and gather early feedback. We invite you to join the project team for a public information open house Monday, November 13 from 5:00 to 7:00 p.m. at the Park West Gym to learn more details about the project, the environmental review process, and the estimated project schedule.

Our commitment to promoting and protecting the quality of life in Charleston County by delivering services of value to the community is at the heart of everything we do.

Sincerely,

Cal Oyer, P.E.
Project Manager
Charleston County Transportation Development

Join us for a Public Information Open House!

Monday, November 13



Park West Gym
1251 Park West Boulevard
Mt. Pleasant, SC 29466

5:00 - 7:00 p.m.
Drop in anytime; a formal
presentation will not be given.



The project team is holding a public information open house to provide an overview of the project process and gather input on future improvements. Your participation is very important to us. Can't attend in-person? Please join us online beginning November 13 to view all of the meeting materials and leave a comment by visiting our website at www.Hwy41SC.com.

Follow Charleston County
on Facebook and Twitter



Leave a message
for the project team: 843-972-4403



Email us to leave comments
or join the project mailing list:
Hwy41SC@gmail.com



Visit: www.Hwy41SC.com



STAY INFORMED

Project Overview

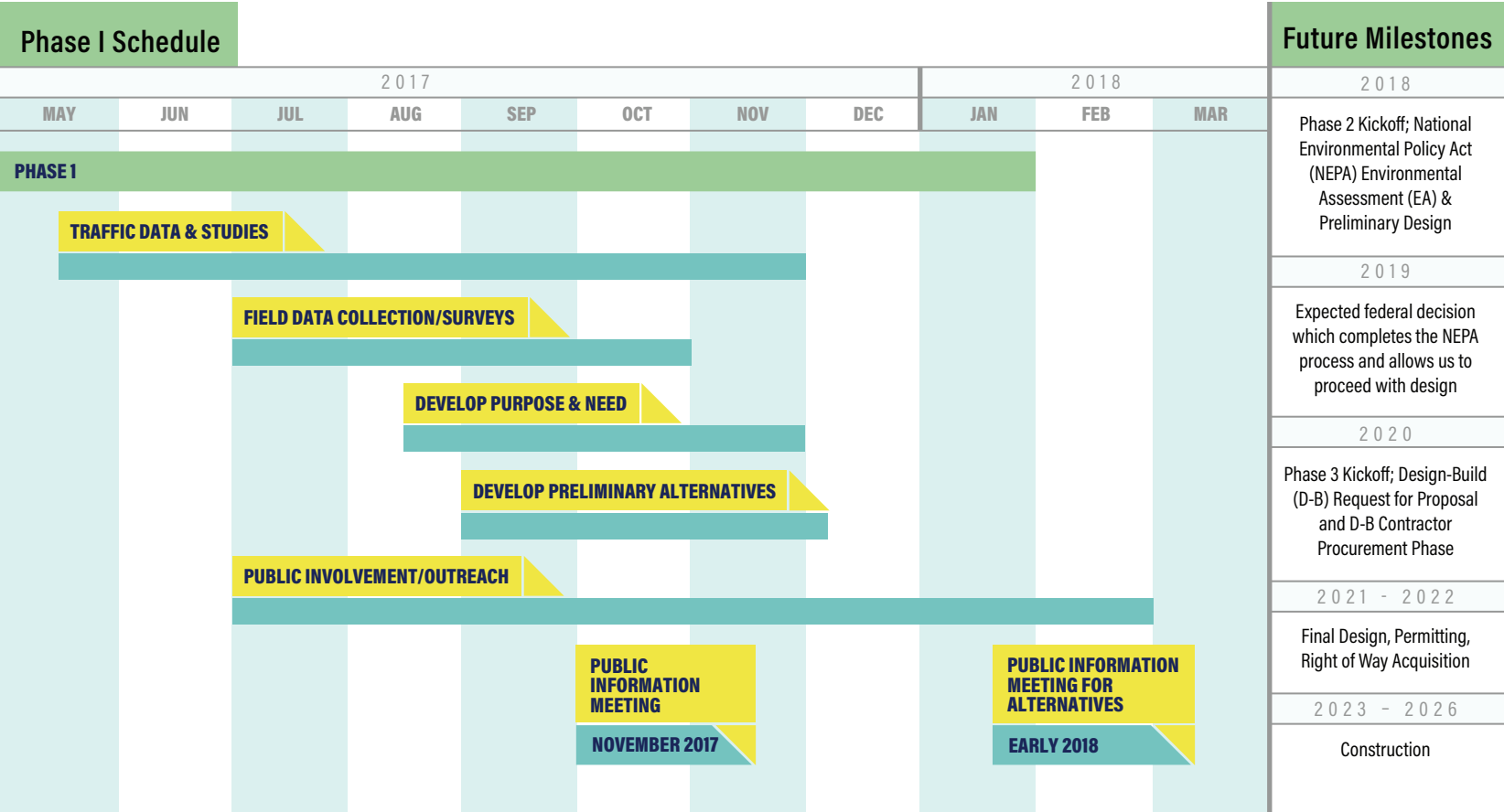
To accommodate an increase in traffic volume, Charleston County, the Town of Mount Pleasant and the South Carolina Department of Transportation are partnering to improve roadway capacity and ease traffic congestion along Highway 41.

Future improvements to Highway 41 may:

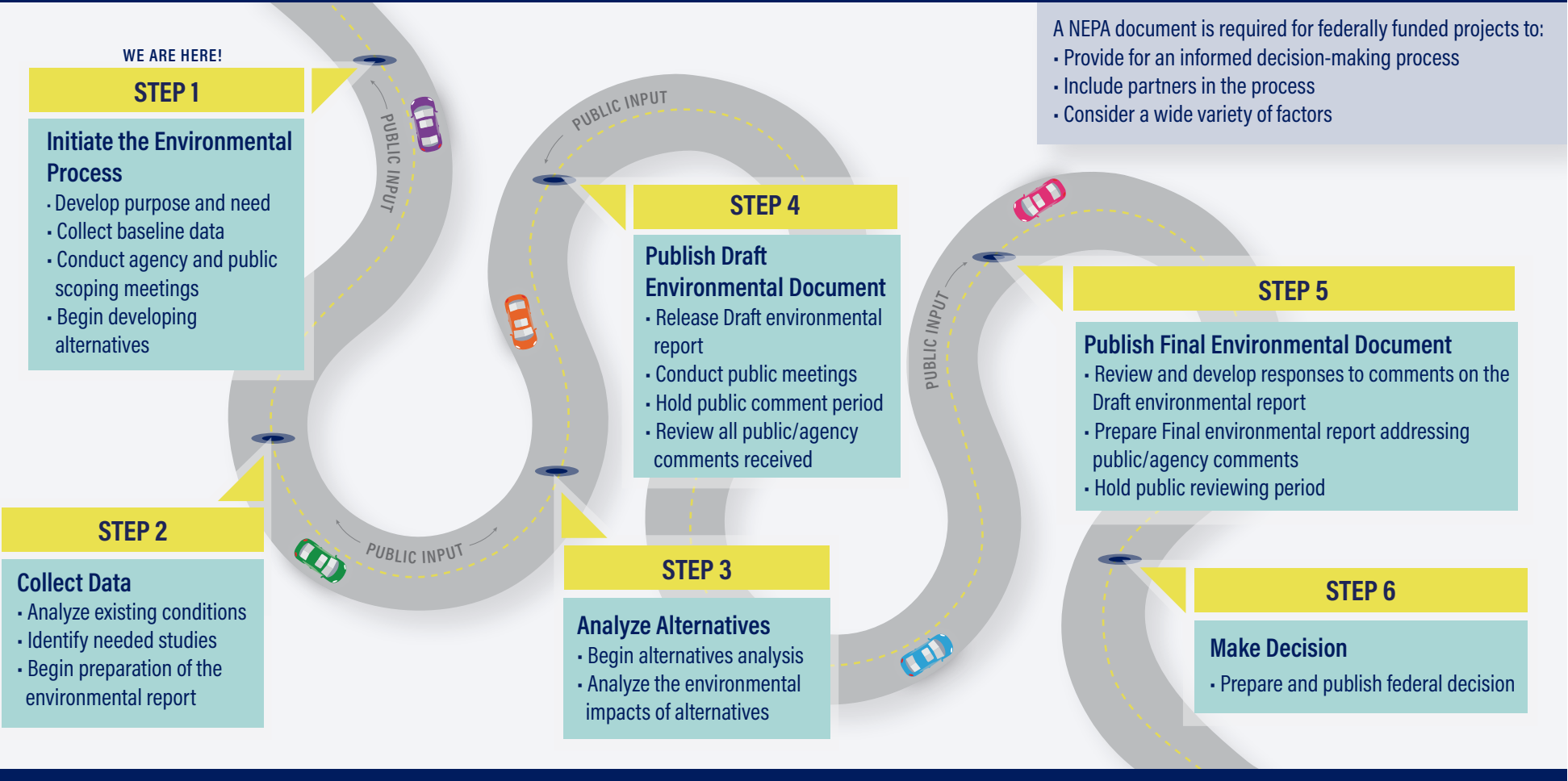
- Improve capacity along the corridor
- Improve safety for bicyclists, pedestrians and commuters
- Provide improved capacity at the intersection of Highway 41 and US 17
- Complete the Gregorie Ferry Road connector

As part of the National Environmental Policy Act (NEPA) process for the Highway 41 Corridor Improvements project, a wide range of environmental resources will be considered while ensuring that the community and stakeholders are involved.

Charleston County will oversee the design and permitting process of the project which will be divided into multiple phases. Phase 1 includes project scoping to understand existing environmental, cultural and traffic conditions of the study area which extends from the intersection of US 17 and Highway 41 to the Highway 41 bridge over the Wando River at Clements Ferry Road intersection. A range of alternatives will be developed and presented to the public based on these findings. Following Phase 1, more detailed studies will commence in Phase 2, along with preliminary engineering design and completion of the draft and final environmental review documents. The project team is evaluating potential ways to expedite the design, permitting, and construction phases of the project. Current traffic data indicates that the section of Highway 41 between US 17 and Joe Rouse Road has reached its capacity and is a key section for which improvements would alleviate the ever-increasing traffic within the whole corridor. The project team’s goal is to construct this section as soon as possible following completion of the NEPA process.



National Environmental Policy Act (NEPA)



Frequently Asked Questions

What is the purpose of this project?

As the area continues to grow, traffic congestion will grow, too. The Highway 41 Corridor Improvements project will reduce traffic congestion by improving the flow of traffic and increasing capacity along the project corridor.

How will I know if my property will be impacted by the project?

Directly impacted landowners will be identified and contacted when a recommended preferred alternative is selected for this project at the end of the NEPA process.

What will you do to reduce the noise in the corridor?

Noise impacts are key factors that will be evaluated during the environmental review process. Data collected will be evaluated and mitigation measures, such as noise abatement, will then be considered based on physical or environmental constraints, cost effectiveness, and the viewpoints of the local community and residents.

PUBLIC INFORMATION OPEN HOUSE

YOU'RE INVITED

Join us for a Public Information Open House to learn more about the Highway 41 Corridor Improvements project and provide your thoughts on future improvements!

Your participation is very important to us. Individuals who are unable to attend the meeting in person can join us online at www.hwy41sc.com beginning November 13 to view all of the meeting materials and leave a comment on the project.

MEETING INFORMATION



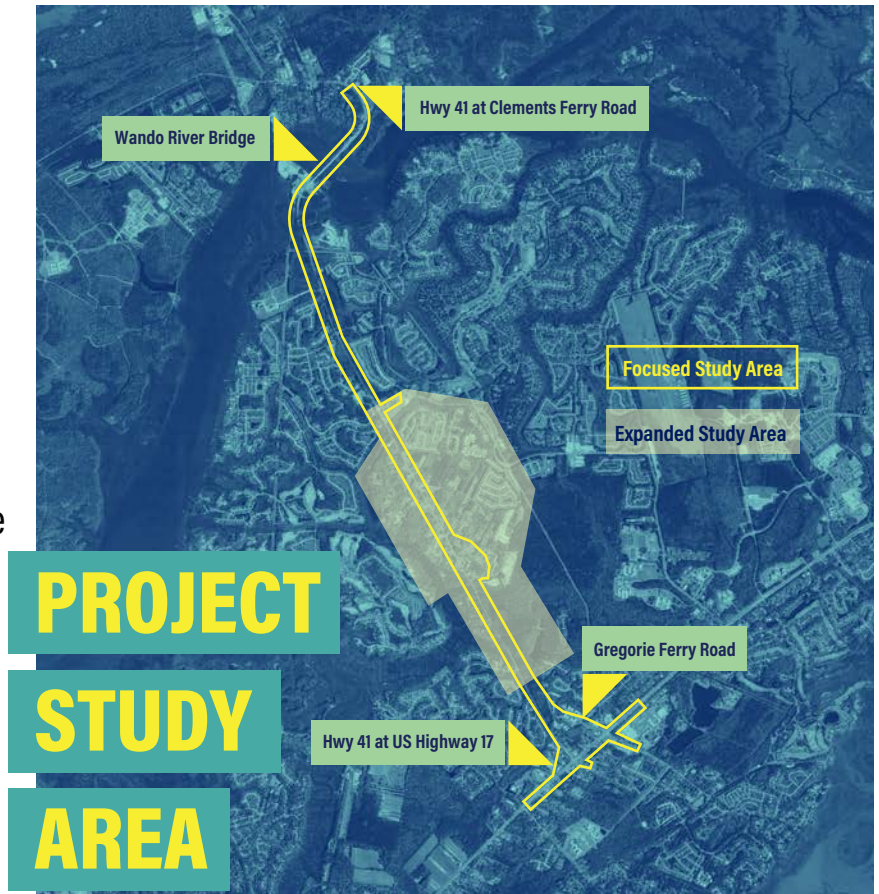
Monday, November 13, 2017



5:00 – 7:00 p.m.
Drop-in anytime; a formal presentation will not be given.



Park West Gym
1251 Park West Blvd
Mt. Pleasant, SC 29466



Charleston County is partnering with the Town of Mount Pleasant and the South Carolina Department of Transportation to improve roadway capacity and ease traffic congestion along Highway 41, a key corridor in and out of Mount Pleasant.



Visit:
www.Hwy41SC.com



Email us to leave comments or
join the project mailing list:
Hwy41SC@gmail.com



Leave a message
for the project team:
843-972-4403



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Transportation Development



CORRIDOR IMPROVEMENTS

www.hw41sc.com

843-972-4403

Appendix B: Meeting Materials

Frequently Asked Questions

How is the project funded?

This project has a combination of committed funds from Charleston County, Charleston Area Transportation Study (CHATS) and the Town of Mount Pleasant. Taxpayers voted in 2016 to increase Charleston County's sales tax and as a result, Highway 41 was allotted \$130 million of sales tax funding to fully fund the proposed improvements. Additionally, the CHATS Transportation Improvement Program (TIP) has allocated two million dollars for this project.

How will I know if my property will be impacted by the project?

Directly impacted landowners will be identified and contacted when a recommended preferred alternative is selected for this project.

What will you do to reduce the noise in the corridor?

Noise impacts are key factors that will be evaluated during the environmental review process. Data collected will be evaluated and mitigation measures, such as noise abatement, will then be considered based on physical or environmental constraints, cost effectiveness, and the viewpoints of the local community and residents.

What is NEPA?

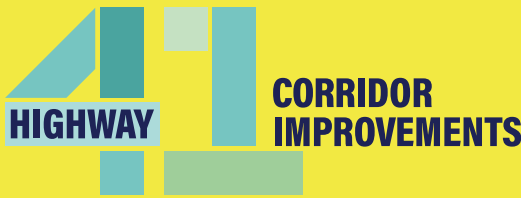
NEPA stands for the National Environmental Policy Act process. Under the NEPA process, an extensive environmental review must take place in order to complete a rigorous analysis of the project area and to examine reasonable alternatives for the improvements. The environmental review is done in order to avoid, minimize or mitigate environmental impacts and to ensure public participation is incorporated into the decision making process. Public input is critical during the environmental review process to provide important insight to Charleston County as the project plans and scope are refined.

Will the project address safety concerns? If so, how?

During the development of this project, safety concerns will be addressed through the implementation of current design standards, the addition of turn lanes, and implementation of pedestrian and bicycle accommodations.

Will pedestrian and bicycle access be accommodated?

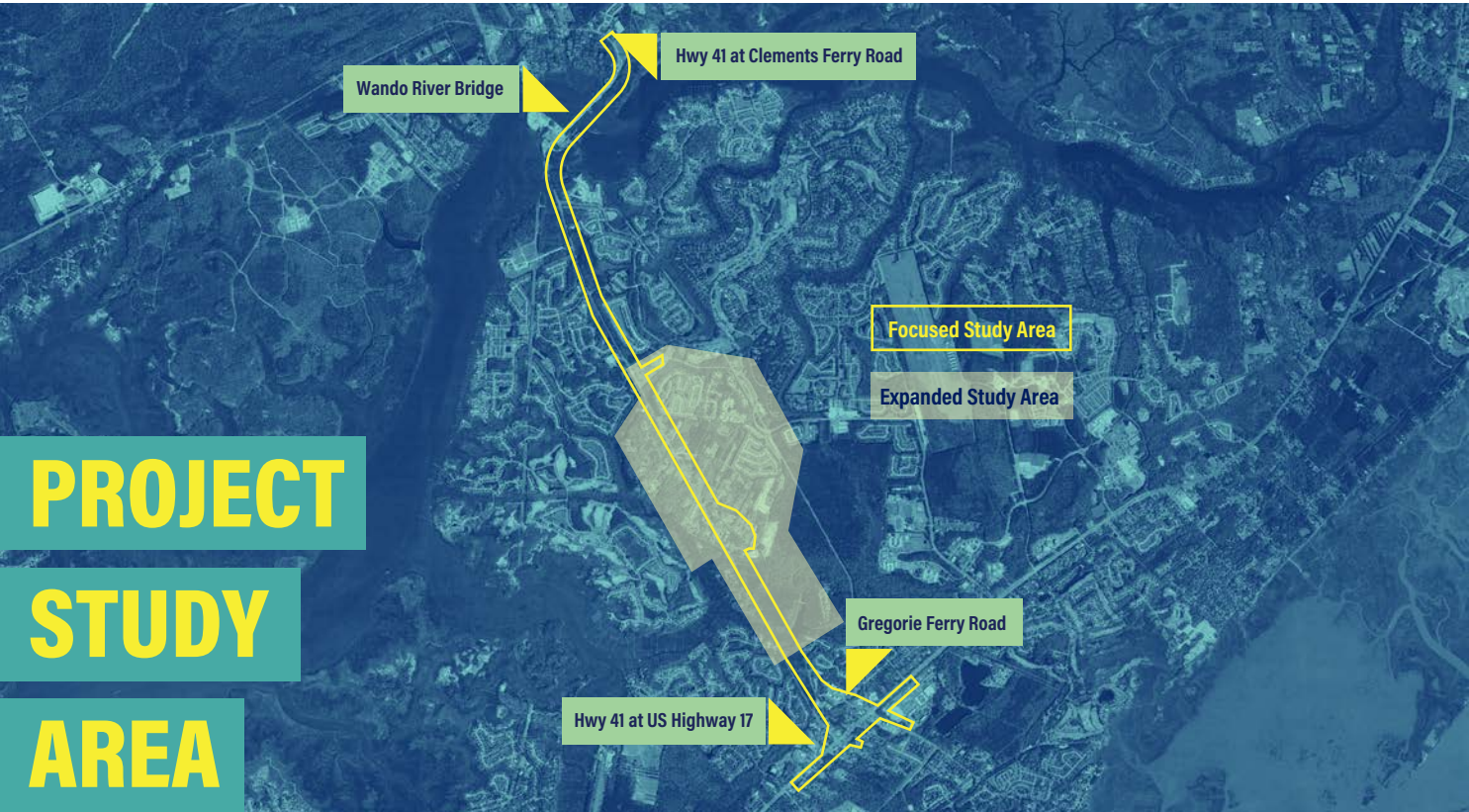
Improved access for pedestrians and bicyclists will be considered and evaluated in the project development process in order to provide safer options and more connectivity for residents.



WELCOME!

The purpose of today's meeting is to:

- Introduce the project, discuss the environmental review process, and present next steps.
- Conduct scoping: take your feedback and define the focus of the study.
- Answer questions and gather public feedback.



Please start the meeting by viewing the Navigating the NEPA Process video and then visiting the open house where you can speak with members of the project team and leave a comment.

Project Goals



Improved capacity along the corridor.



Improved safety for bicyclists, pedestrians and commuters.



Improved capacity at the intersection of Highway 41 and Highway 17.



The completion of the Gregorie Ferry Road connector.

STAY INFORMED



Visit:
www.Hwy41SC.com



Email us to leave comments or
join the project mailing list:
Hwy41SC@gmail.com



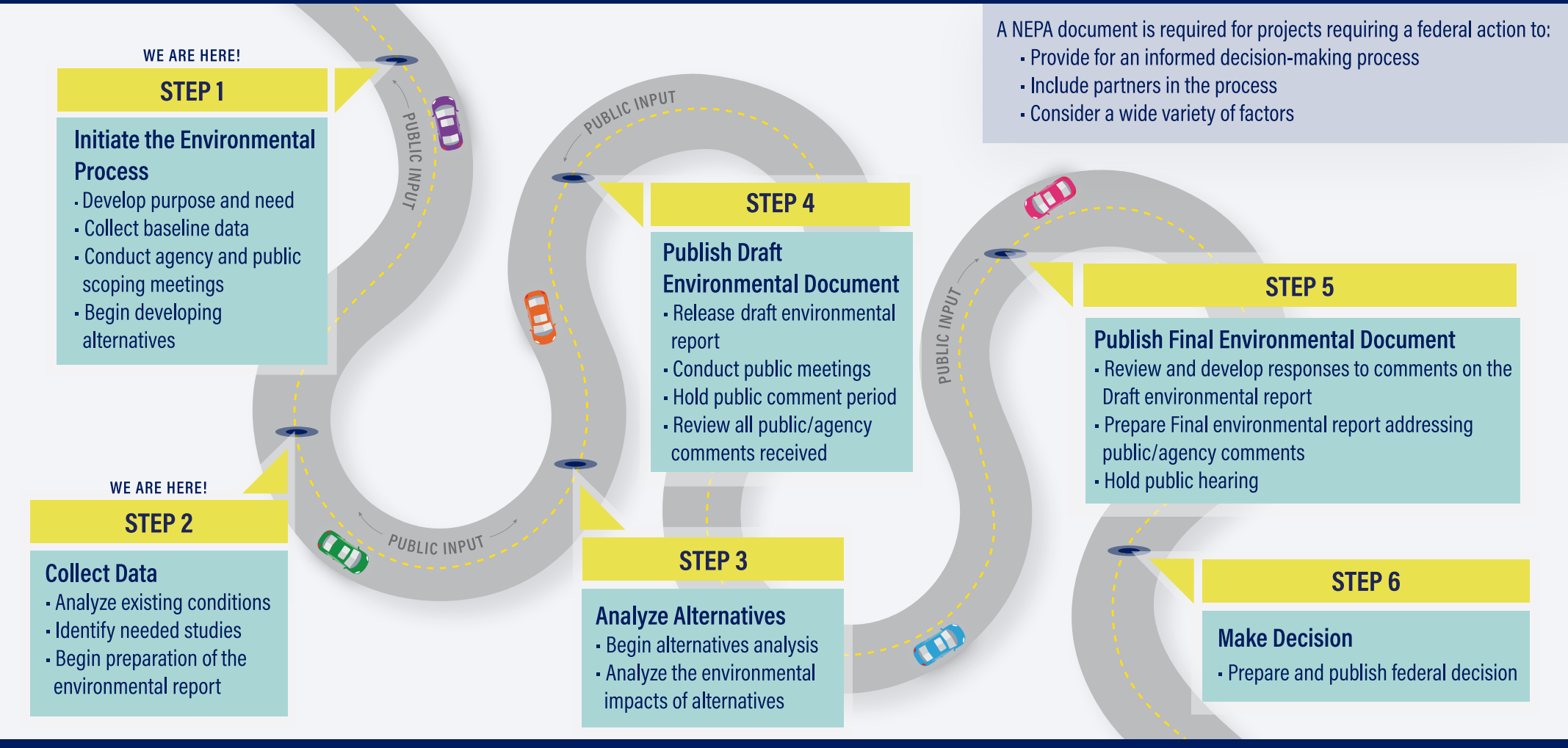
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for the project team:
843-972-4403



Follow Charleston County



National Environmental Policy Act (NEPA)



Factors examined in the environmental review:

- AIR QUALITY
- ARCHITECTURAL/ ARCHAEOLOGICAL RESOURCES
- BUSINESSES
- CEMETERIES
- CHURCHES, SCHOOLS, PARKS
- CONSTRUCTION FEASIBILITY
- HISTORIC/CULTURAL RESOURCES
- NEW/PLANNED DEVELOPMENTS
- NOISE
- COSTS
- ENDANGERED SPECIES
- EXISTING/PLANNED UTILITIES
- FARMLANDS
- FLOODPLAINS
- HAZARDOUS MATERIALS
- RESIDENTIAL AREAS
- STATE/FEDERAL LANDS
- WETLANDS/ WATERWAYS

Navigating the NEPA Process

As part of the National Environmental Policy Act (NEPA) process, an extensive environmental review must take place before a project requiring a federal action can be designed and constructed. The environmental review is done in order to avoid, minimize or mitigate environmental impacts and to ensure public participation is incorporated into the decision making process. Public input is critical during the environmental review process to provide important insight to Charleston County as the project plans and scope are refined.

Scoping During the NEPA Process

We conduct scoping to take your feedback and define the focus of the study.

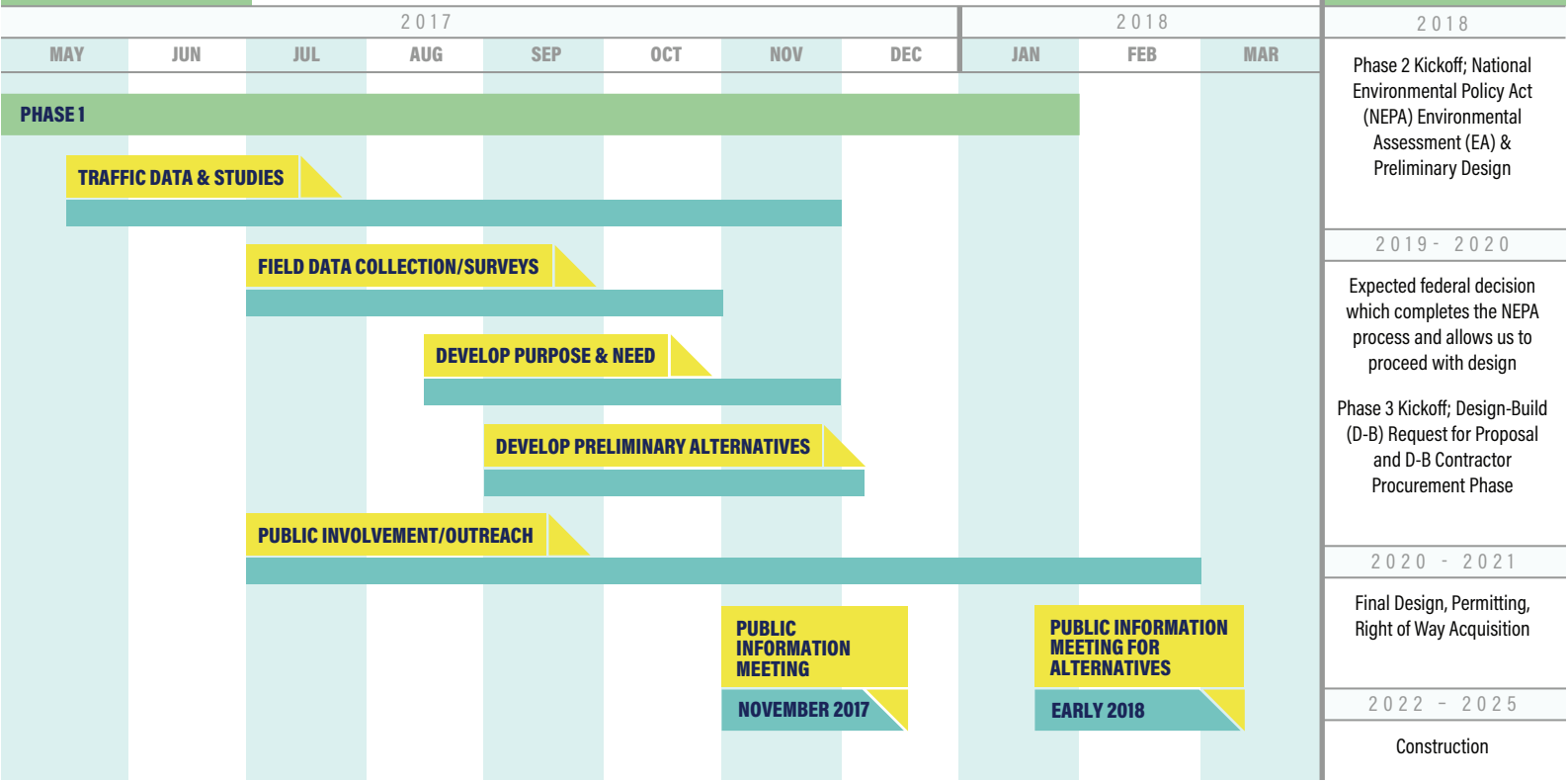
Scoping is a process that:

- Involves the public and federal, state and local agencies
- Identifies issues in the environmental document
- Develops and evaluates alternatives in the development phase
- Defines the focus of the study

Scoping identifies:

- Transportation deficiencies
- Study boundaries
- Reasonable alternatives
- Agency roles
- Environmental factors
- Permits

Phase I Schedule





Public Information Open House

November 13, 2017

CONTACT INFORMATION	
Name	Address City/Zip Email
Name	Address City/Zip Email
Name	Address City/Zip Email
Name	Address City/Zip Email
Name	Address City/Zip Email



The public will have 30 days after the meeting to submit comments. Comments are due by December 12 and can be submitted in person at today's meeting, online at www.Hwy41SC.com, or mailed to c/o Charleston County, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

Please answer the following questions by circling Yes or No:

Do you want to see pedestrian and bicycle access accommodations in the corridor?	Yes	No
Are you concerned about noise in the corridor?	Yes	No
Are you open to alignment options not directly located on Highway 41 to help reduce congestion?	Yes	No
Do you travel Highway 41 on a daily basis?	Yes	No
Do you often take alternate routes to avoid congestion on Highway 41?	Yes	No

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!

PROJECT GOALS



Improved capacity
along the corridor.



The completion of the
Gregorie Ferry Road
connector.



Improved safety for bicyclists,
pedestrians and commuters.



Improved capacity at
the intersection of
Highway 41 and Highway 17.

PROJECT PHASES

WE ARE HERE!

PHASE 1

- Introduction of the Project Letter of Intent
- Traffic Analysis and Field Data Collection
- Development of Conceptual Alternatives
- Determine NEPA Class of Action

PHASE 2

- Environmental Assessment or Impact Statement & Completion of NEPA process
- Perform preliminary alternatives
- Conduct alternatives analysis
- Identify proposed alternative(s)

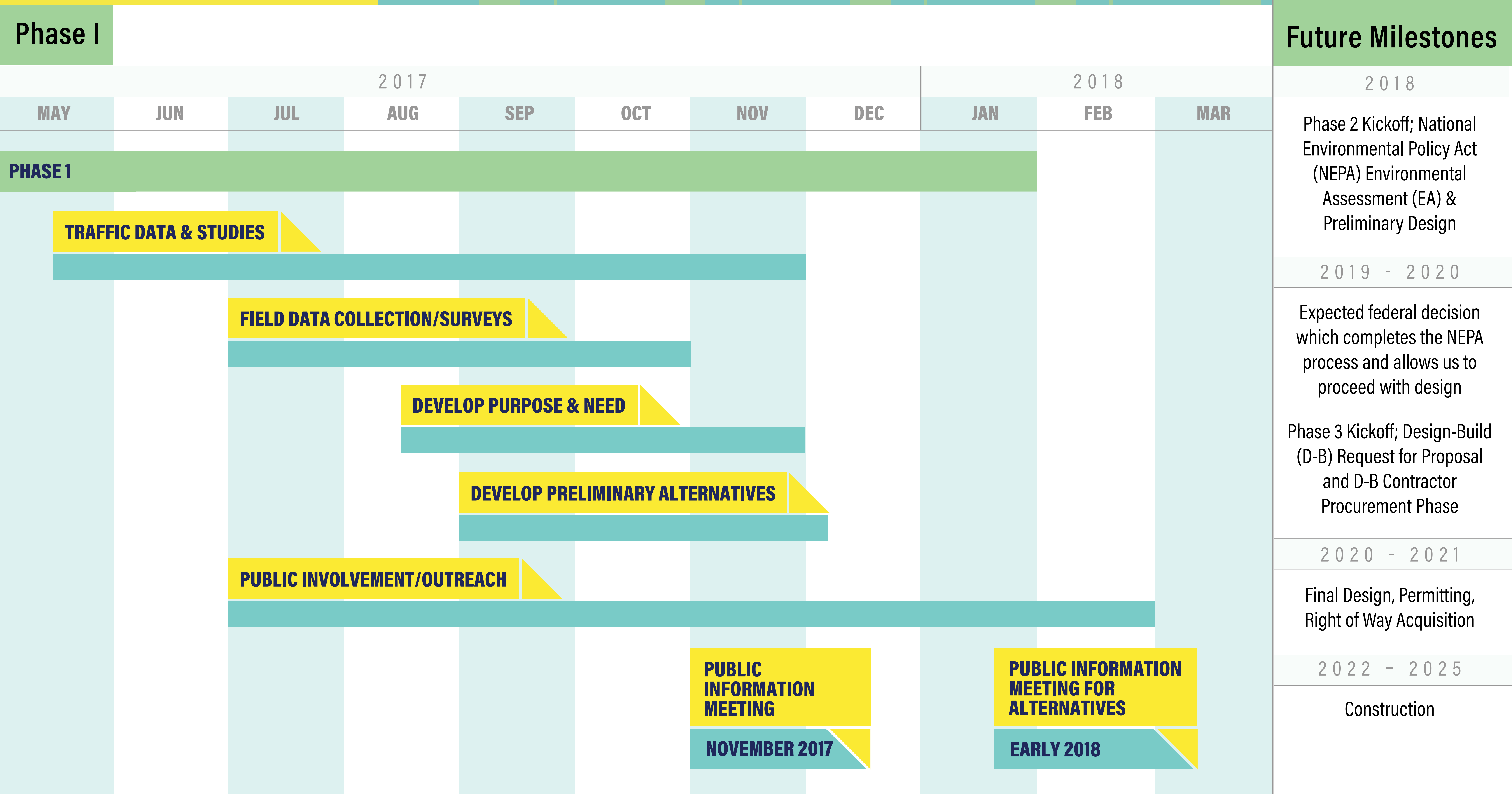
PHASE 3

- Final Design and Permitting
- Procurement

PHASE 4

- Construction

PROJECT SCHEDULE



NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

WE ARE HERE!

STEP 1

Initiate the Environmental Process

- Develop purpose and need
- Collect baseline data
- Conduct agency and public scoping meetings
- Begin developing alternatives

WE ARE HERE!

STEP 2

Collect Data

- Analyze existing conditions
- Identify needed studies
- Begin preparation of the environmental report

STEP 4

Publish Draft Environmental Document

- Release Draft environmental report
- Conduct public meetings
- Hold public comment period
- Review all public/agency comments received

STEP 3

Analyze Alternatives

- Begin alternatives analysis
- Analyze the environmental impacts of alternatives

STEP 5

Publish Final Environmental Document

- Review and develop responses to comments on the Draft environmental report
- Prepare Final environmental report addressing public/agency comments
- Hold public hearing

STEP 6

Make Decision

- Prepare and publish federal decision

A NEPA document is required for all projects requiring a federal action to:

- Provide for an informed decision-making process
- Include partners in the process
- Consider a wide variety of factors

PROJECT DEVELOPMENT

As part of the National Environmental Policy Act (NEPA) process, an extensive environmental review must take place before a project requiring a federal action can be designed and constructed.

Factors examined in the environmental review:

- | | | | |
|---|---|---|---|
|  AIR QUALITY |  CONSTRUCTION FEASIBILITY |  FLOODPLAINS |  RESIDENTIAL AREAS |
|  ARCHITECTURAL/ ARCHAEOLOGICAL RESOURCES |  COSTS |  HAZARDOUS MATERIALS |  STATE/FEDERAL LANDS |
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|  CEMETERIES |  EXISTING/PLANNED UTILITIES |  NEW/PLANNED DEVELOPMENTS | |
|  CHURCHES, SCHOOLS, PARKS |  FARMLANDS |  NOISE | |

SCOPING DURING THE NEPA PHASE

Why do we do Scoping?

To take your feedback and define the focus of the study.

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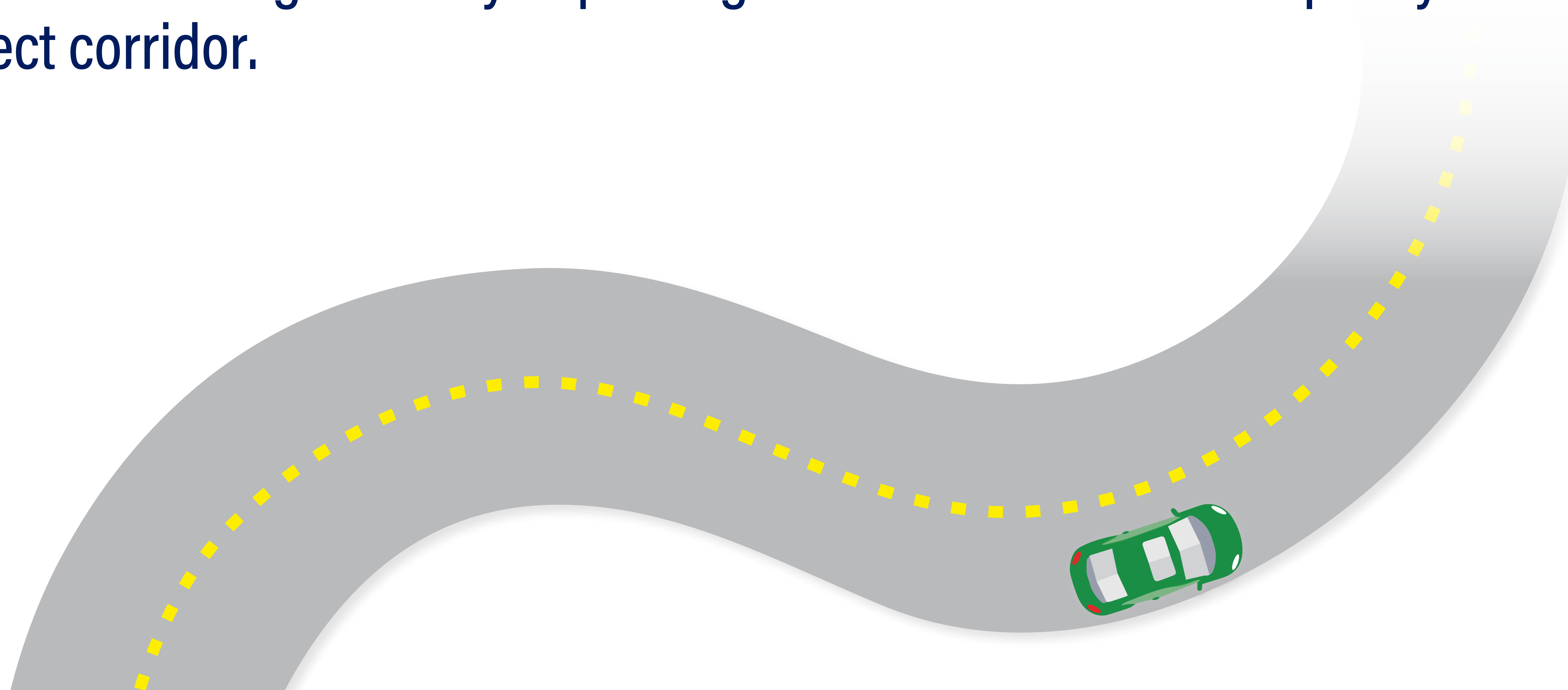
- Transportation deficiencies
- Study boundaries
- Reasonable alternatives
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- Environmental factors
- Permits

PURPOSE & NEED

The project's Purpose and Need statement will be developed with the project team, local and federal government agencies and additional stakeholders after the scoping process to state the problem and justify the need for the project.

Preliminary Project Purpose & Need

To reduce traffic congestion by improving the flow of traffic and capacity within the project corridor.



TRAFFIC ACTIVITIES

Current Traffic Activities

Gathering detailed growth information to include in the Charleston Area Transportation Study model:

- Highway 17 near Highway 41
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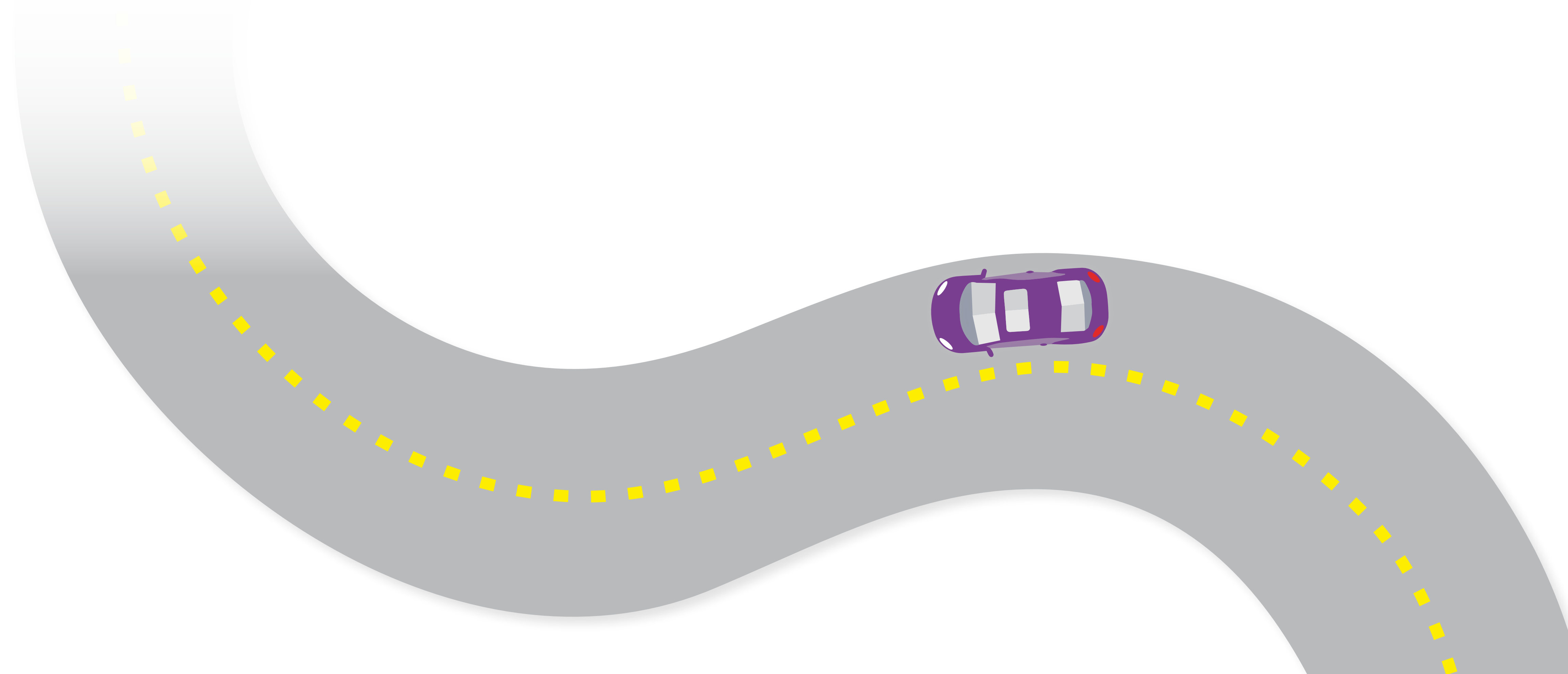
Future Traffic Activities

- Forecasting traffic volumes to future conditions (2045)
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All considerations will be made based on SCDOT's Noise Abatement Policy.



PHILLIPS COMMUNITY: A TRADITIONAL CULTURAL PROPERTY

Traditional Cultural Properties (TCP) must be considered in federal undertakings.

The project team is documenting the Phillips Community as a TCP to assess adverse effects by:

- Interviewing community representatives
- Gathering details on community history and cultural practices
- Inventorying important places and overall TCP extent



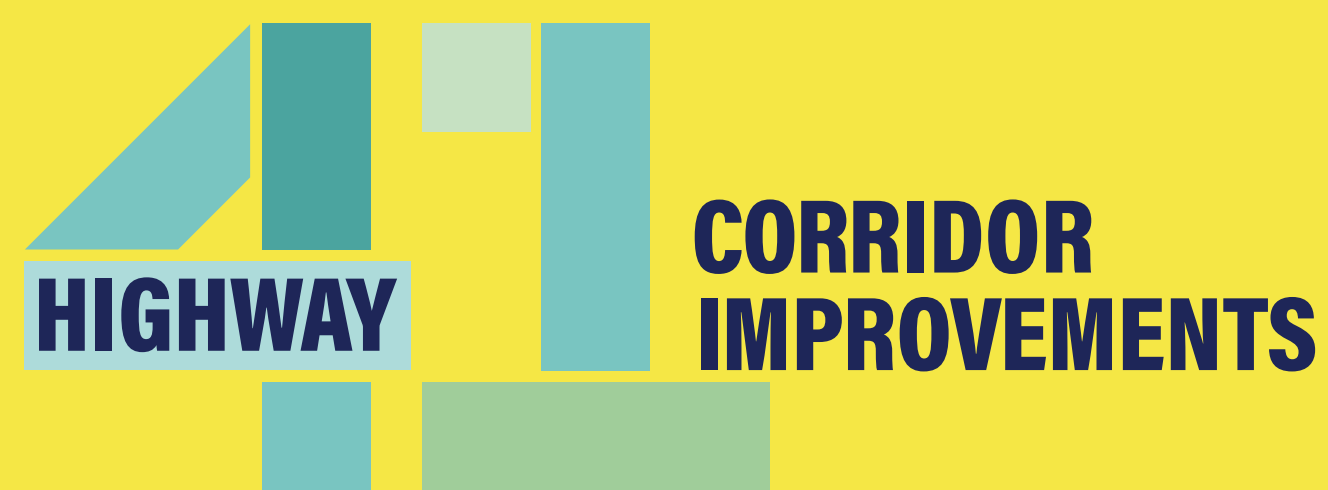
Contact Harriet at:
256-614-9007 or
828-656-8367



or by email:
hrichard@hdrinc.com



or visit with
us here.



CONTACT US



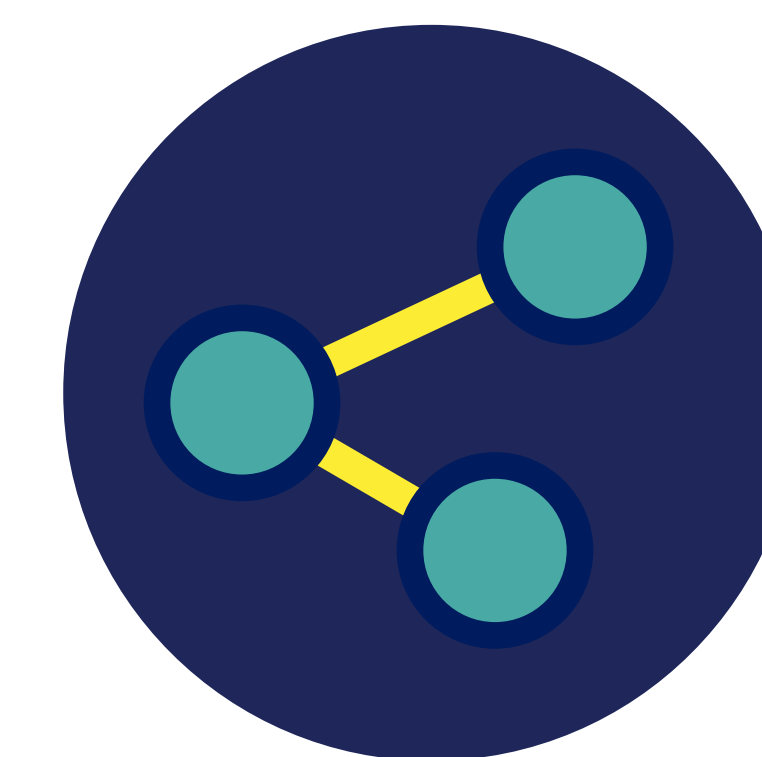
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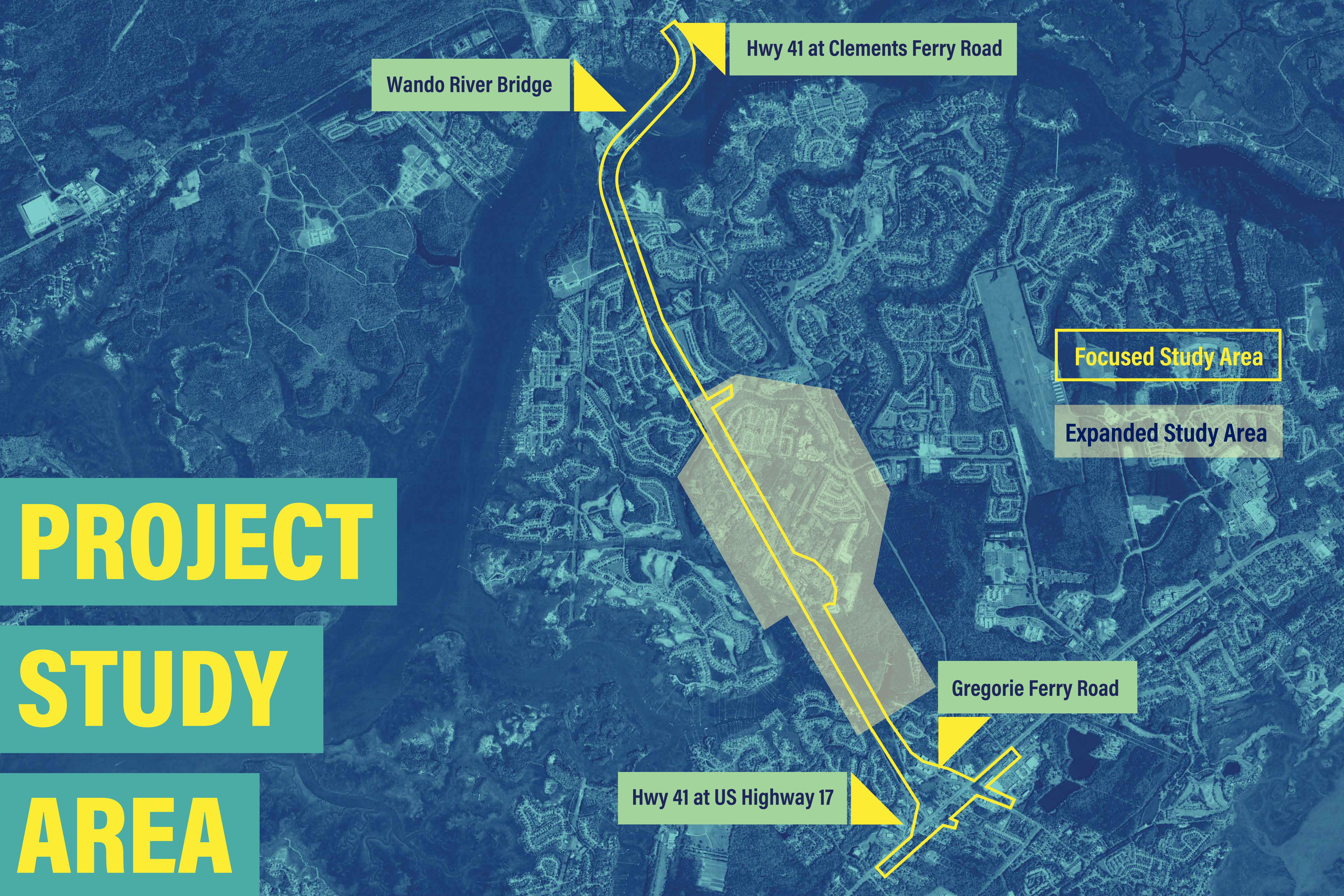


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Wando River Bridge

Hwy 41 at Clements Ferry Road

Focused Study Area

Expanded Study Area

PROJECT

STUDY

AREA

Gregorie Ferry Road

Hwy 41 at US Highway 17

PROJECT GOALS



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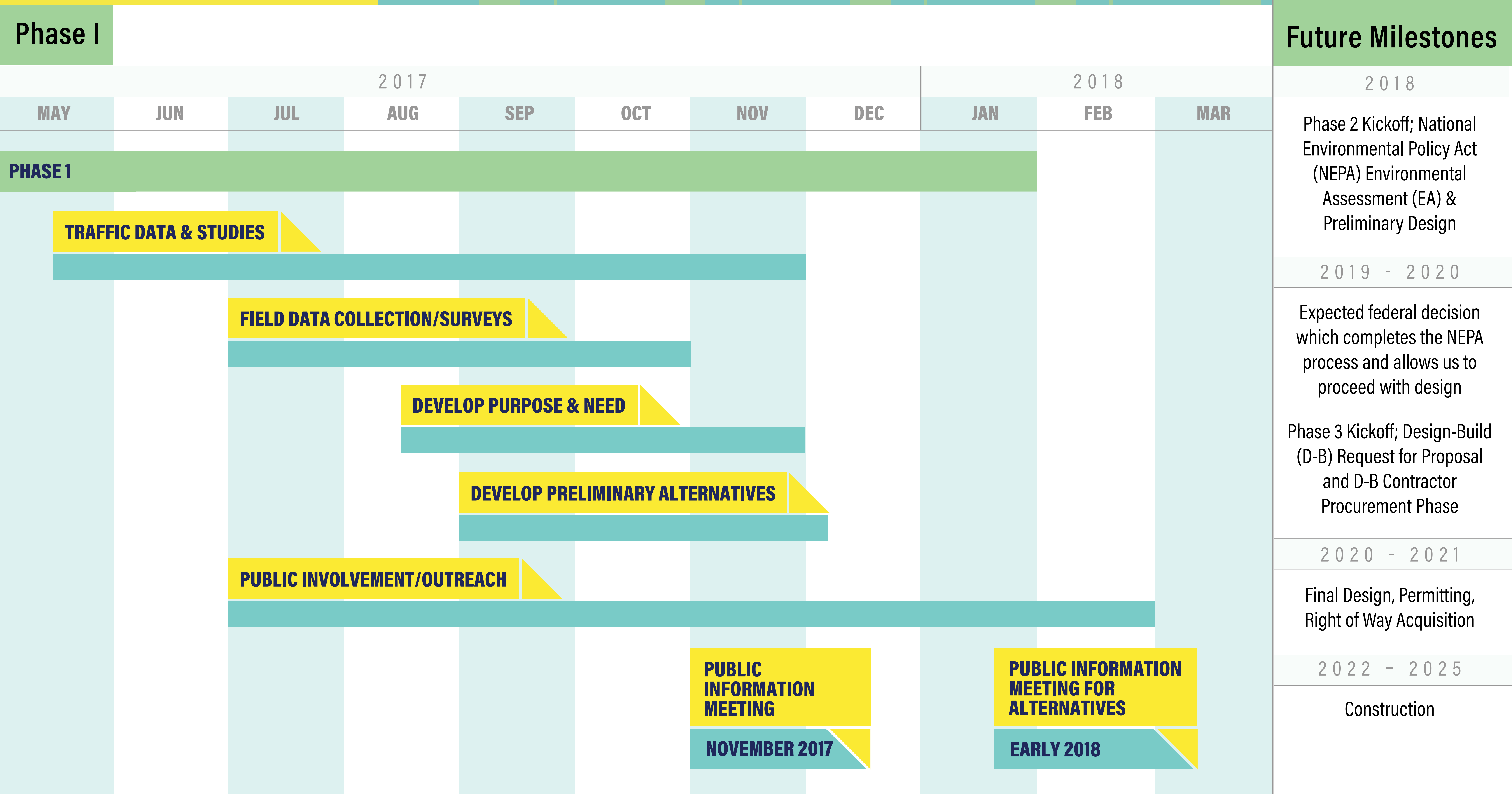
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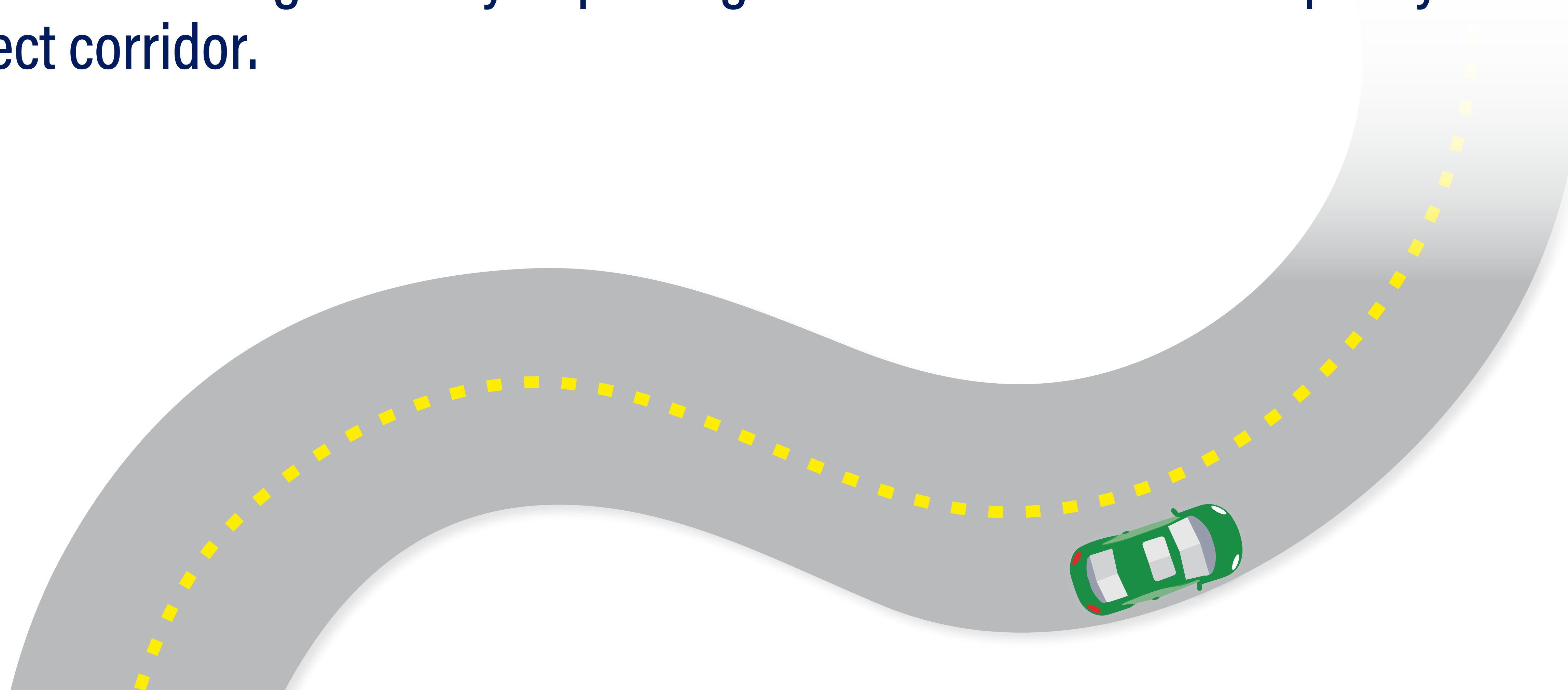
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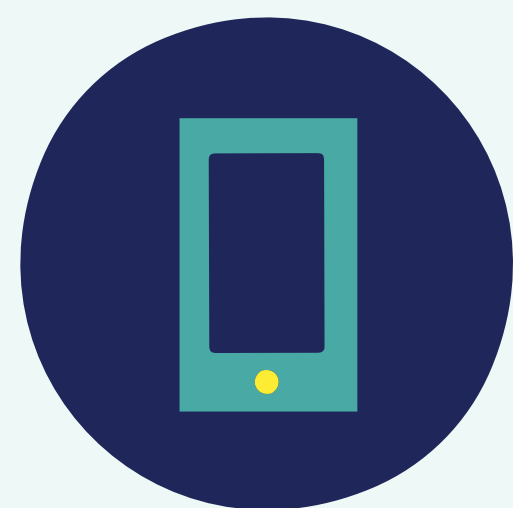
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Contact Harriet at:
256-614-9007 or
828-656-8367



or by email:
hrichard@hdrinc.com

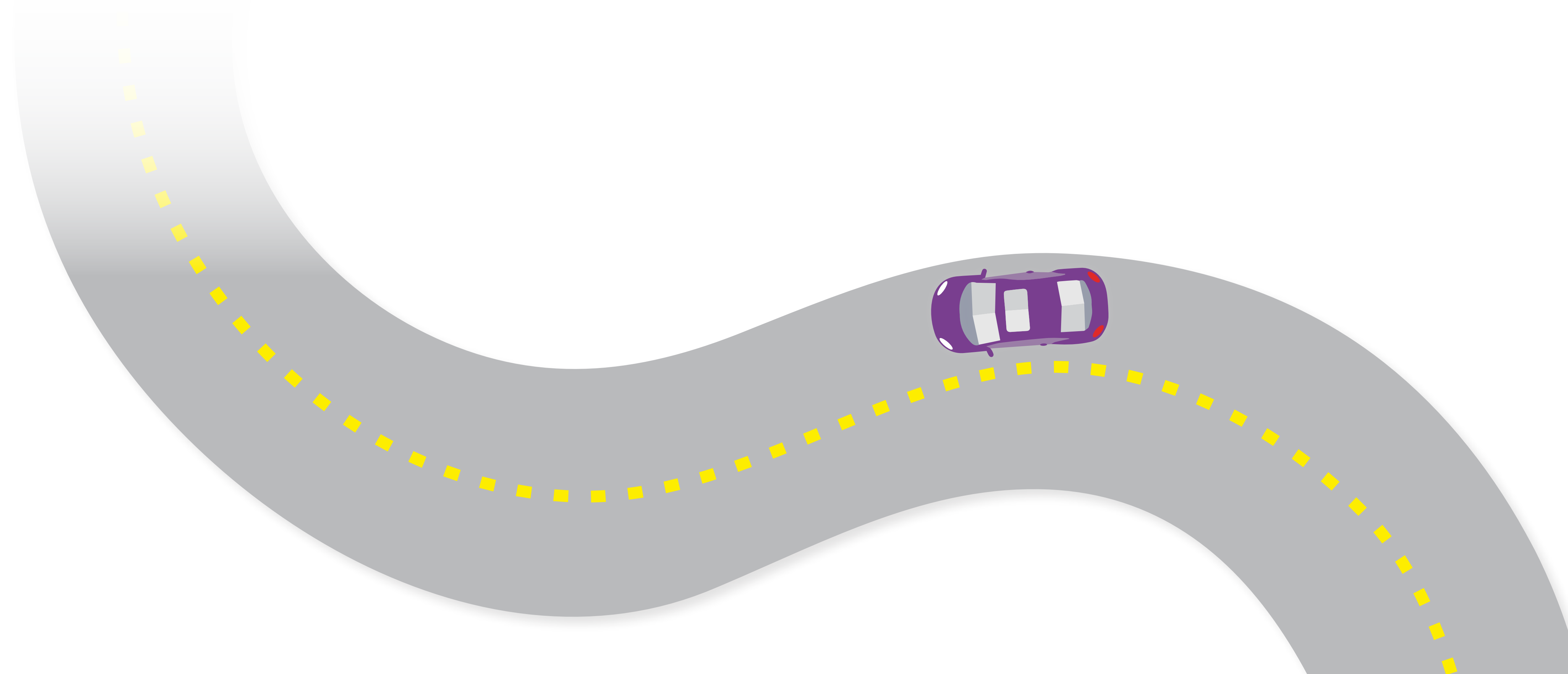


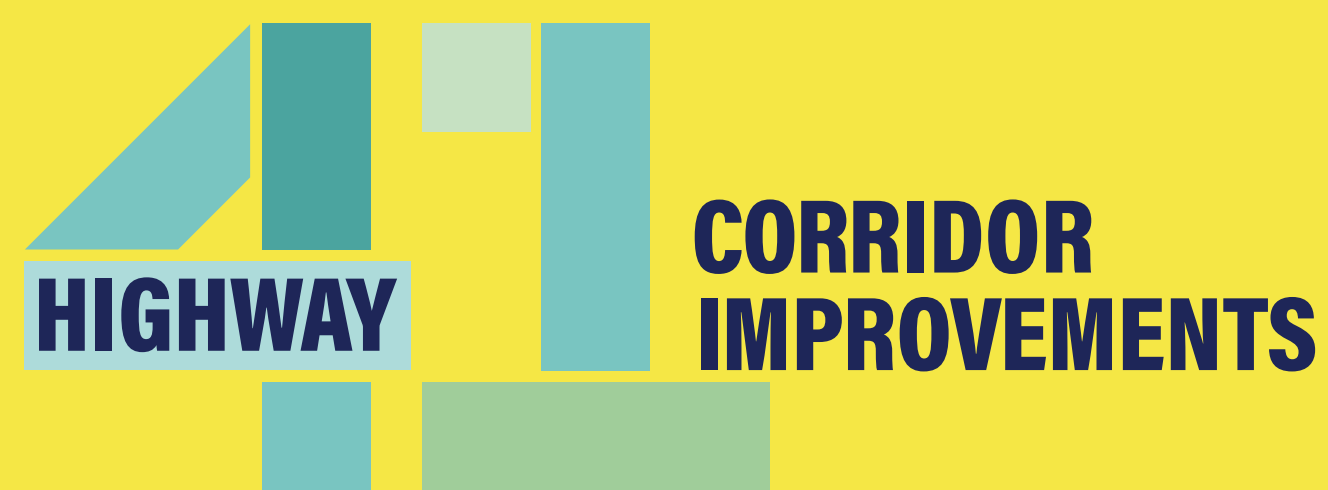
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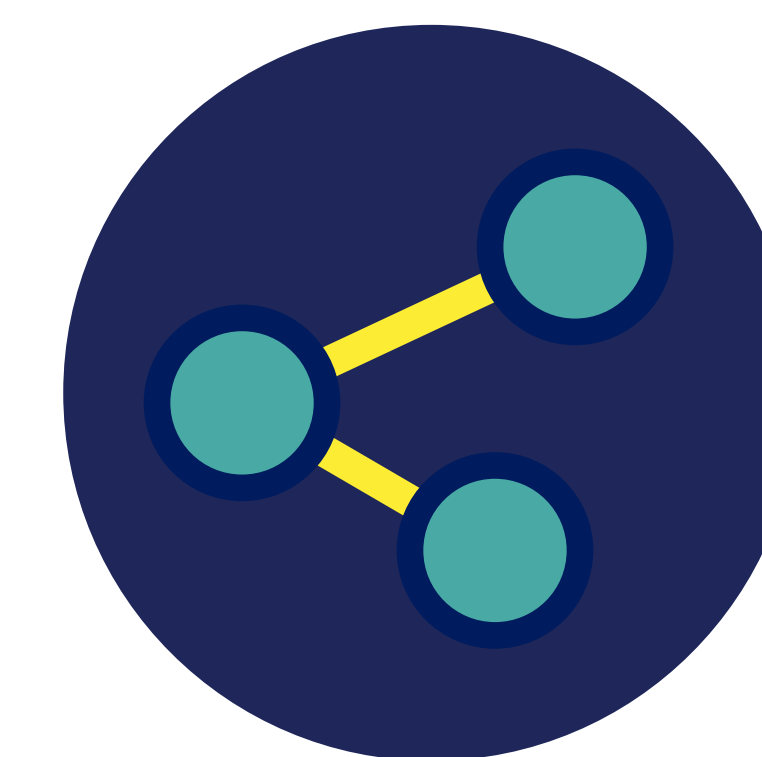
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Appendix C: Comment Forms



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Please answer the following questions by circling Yes or No:

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Do you travel Highway 41 on a daily basis?	<input checked="" type="radio"/> Yes	No
Do you often take alternate routes to avoid congestion on Highway 41?	Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

My family and I have saved for 12 yrs to move to Mt. Pleasant. We bought this house weeks ago and are TERRIFIED we will lose our home

Name: Ken Burkeen

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Do you often take alternate routes to avoid congestion on Highway 41?	<input checked="" type="radio"/> Yes	<input type="radio"/> No

Please leave a comment for the project team in the space provided below:

Hwy 41 is a hurricane evacuation route. As such, I think safety should be a high consideration for the project

Name: Alan Bates

Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County
Transportation Development

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Do you often take alternate routes to avoid congestion on Highway 41?	<input type="radio"/> Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

Name: MIKE HANTMANN

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please leave a comment for the project team in the space provided below:

- Need near term projects to shunt some of the traffic off 41! (DunesWest Blvd/PW Blvd)
- Suspect property values will be negatively impacted if this is 9 years out.

Name: Russ Smith

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please leave a comment for the project team in the space provided below:

The area between the intersection of Rivertowne/DunesWest and Joe Rouse on Hwy 41 is in dire need of improvement and cannot wait 5 years until the NEPA study is complete. Example, if I make a ^{right} turn out of Rivertowne onto Hwy 41 at 7:00 am, it takes several ^{seconds} ~~minutes~~ to straighten out the vehicle and inch along at 7mph until I reach intersection of Joe Rouse and 41 where the traffic improves and I can make it until I reach Hwy 17. Sometimes when I come home, I can't even get into Hwy 41 around 5-6 pm, so I will stop and eat at a restaurant until traffic lessens enough to go home. People coming out of Gregorie Ferry to left turn onto Hwy 41 make dangerous ^{moves to cross} impossible traffic. Should make it no left turn for Gregorie Ferrie there.

Name: Cathy Powell

None available!

Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County

Transportation Development

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Do you often take alternate routes to avoid congestion on Highway 41?	<input type="radio"/> Yes	<input checked="" type="radio"/> No

None available

Please leave a comment for the project team in the space provided below:

Education of the public for using the new double lanes at Joe Rouse / Hwy 41 plus signage is needed. People can learn to merge safely. They had to do it when Hwy 41/17 intersection was increased to two lanes heading north on 41 a few years ago. I rarely have issues using the two lanes - people do let you in now.

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please leave a comment for the project team in the space provided below:

Seperate- pedestrian + Bike lanes -
Not a "multi-purpose ^{path} ~~lane~~"

Bike lanes- on each side of the road-
Appropriate ~~with~~ width; maybe protected !!

Name: Joseph CALANDRA

Thank you for your interest in the Highway 41 Corridor Improvements project!



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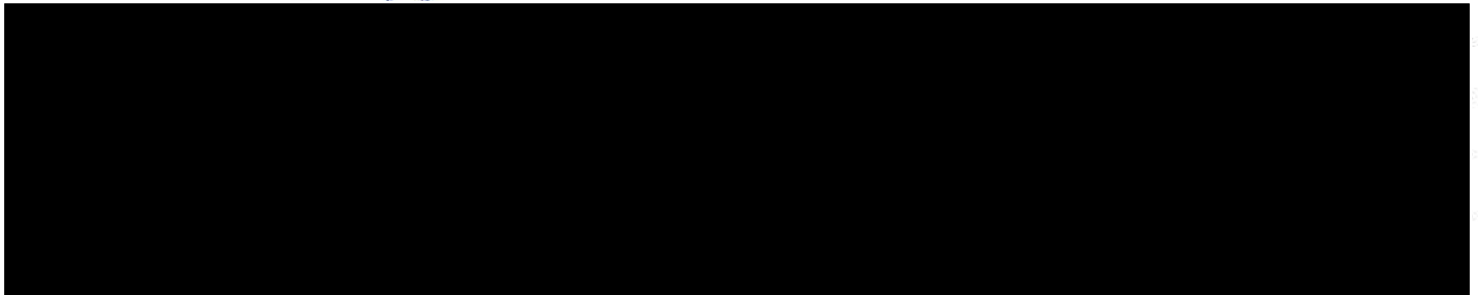
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Please leave a comment for the project team in the space provided below:

Safe for pedestrians, you'll cut down on cars.

Name: Maggie Rosen



Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County
Transportation Development

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Please leave a comment for the project team in the space provided below:

- * 4 lane highway will destroy our community.
- * Sound barriers, who would we become? Lost of identity.
- * Safety: turning lanes, Roundabouts
- * no bike lanes, to many people will lose their property.

* TAXES *

Name: NORMAN L. VANDERHORST, SR.

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please leave a comment for the project team in the space provided below:

- 1- The prelim proj. purpose & need should include safe, connected, & stellar bicycle & pedestrian infrastructure as an unquestionable part of reducing traffic congestion and improving the flow of traffic and capacity. This should not be assumed. It should be stated.
- 2- Forecasting traffic volumes to 2045 should include enhanced use of bicycles and feet. This is not a recreational mode. We have to incorporate as real travel mode.
- 3- Intersection of Hwy 41 & 17 needs a serious safety upgrade. Right now, any pedestrian forced to use it is in danger. I don't

Name: Katie Zimmerman

Thank you for your interest in the Highway 41 Corridor Improvements project!

believe people on bikes currently use it. My members tell me they avoid that intersection. It is not acceptable to have neighborhoods, schools, retail, etc. surrounding the project scope without suitable, safe connections. I urge the project team to walk it and experience it. I'm happy to join you, and help document if needed!

4 - I urge you to include in your studies & data collection a pre- and post-project bike/ped count. This way the agencies & public can better understand what happens when you invest in safe, connected, protected multi-modal infrastructure. If you cannot include this assessment, please let me know and we may be able to get CoFC to do a study. This kind of data only helps inform projects in the future.

Thank you!

Katie Zimmerman



Charleston County
Transportation Development

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Do you often take alternate routes to avoid congestion on Highway 41?	Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

Some pedestrian/bicycle access accommodations would be nice such as enabling getting from Dunes West to the 41 shopping center safely. Personally not concerned about noise as we are deep enough into Dunes West with our property, but still, for the sake of others noise should be considered and minimized as much as possible. Don't travel Rte 41 daily, but have avoided at times due to expected congestion. Clearly, the road has grown to be one of MHP's worst nightmares and solutions need to be found.

Name:

Joan Dehne

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please leave a comment for the project team in the space provided below:

A bike/ped access/safety is a must
not an option or nice to have
Find a way to leave the
Phillips community intact.
Our goal should be improved
throughput, vs. Capacity

Name:

PAH SULLIVAN

Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County
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Please leave a comment for the project team in the space provided below:

Concerned about noise as a result of Joe Rouse Interchange Improvements

Name: LARRY BACIA

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please leave a comment for the project team in the space provided below:

I live in Rivertowne and there is no alternate route other than going through Park West to Hwy 17. I plan most days around the Hwy 41 traffic.

I am concerned about the increased truck traffic on Hwy 41.

I also have concerns about future development in Berkeley County. These people will use Hwy 41 to get to Mt. Pleasant. Traffic continues to increase. 2023 is 5+ years in the future.

Name: Carol M. McGowan

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Do you travel Highway 41 on a daily basis?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Do you often take alternate routes to avoid congestion on Highway 41? <i>BUT IT ADDS A LOT OF TIME!!</i>	<input checked="" type="radio"/> Yes	<input type="radio"/> No

Please leave a comment for the project team in the space provided below:

WITH ALL THE GROWTH PROJECTED FOR THE AREA (ESPECIALLY THE BERKELEY COUNTY SIDE), I AM WORRIED THAT TRAFFIC PROJECTIONS ARE NOT ACCURATE. IF 41 IS WIDENED, I WOULD BET THAT MORE PEOPLE NOT USING THE ROAD WOULD START USING IT. IT WOULD BE LIKE A VACUUM ATTRACTING PEOPLE NOW USING 526/17. ALSO, 55 AND 45 MPH IS TOO FAST FOR THE AMOUNT OF TRAFFIC ON THE ROAD NOW - SHOULD BE REDUCED TO 40/35

Name: MIKE MCGOWAN

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please leave a comment for the project team in the space provided below:

Hwy 41 widening will impact mainly those in the Phillip's Community. Prior to Dunes West etc. being approved the traffic was to be routed through this area. Why the change? Who(m) approved change even though other project improved based on going through Dunes West/Park West etc.

Name: Merrilee Waters

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Do you often take alternate routes to avoid congestion on Highway 41?	Yes	No

what alternate route

Please leave a comment for the project team in the space provided below:

Name: Laura Spoon

Thank you for your interest in the Highway 41 Corridor Improvements project!



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WHAT
ALTERNATE
ROUTE?

Please leave a comment for the project team in the space provided below:

Name: WILFRED SPOON

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Please leave a comment for the project team in the space provided below:

- (1) THANKS FOR THE OPPORTUNITY TO LEARN ABOUT -
COMMENT ON THIS CRITICAL "VENTURE"
- (2) CONSIDER SOME 3 LANE (2 + MIDDLE TURNING) SECTIONS
VS FILLING IN WETLANDS TO HAVE 4 LANES -
- (3) MINIMIZE ANY MEDIAN SO THAT ROAD IS REDUCED IN
WIDTH + AFFECTS FEWER HOMEOWNERS
- (4) CONSIDER LARGE ROTARY VS. LIGHT WHERE CLEMENTS FERRY MEETS 41

Name: DENNY CIGANOVIC

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please leave a comment for the project team in the space provided below:

HURRY UP! BUT PLAN
THINGS AHEAD

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please leave a comment for the project team in the space provided below:

I live in Harbeck Creek so I can't avoid 41. I am concerned ~~also~~ w/ traffic levels and ability to exit or enter our neighborhood. When the traff is light, drivers drive too fast.

We would also be happy to see sidewalks or bike paths. We

would love to access the county park walking or cycling.

We also want to maintain water flow/velocity to maintain creek depth + minimize siltation

Name: ED WEBER

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please leave a comment for the project team in the space provided below:

please widen as soon as possible

Name:

Adrian Parra

Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County
Transportation Development

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Are you open to alignment options not directly located on Highway 41 to help reduce congestion?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Do you travel Highway 41 on a daily basis?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Do you often take alternate routes to avoid congestion on Highway 41?	<input type="radio"/> Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

Just DO IT! ~ perhaps
the biggest factor to help flow is the
intersection at 17^N/41 and the ~~5~~ 526
intersection at Clements Ferry

Name: Bin Terry

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please leave a comment for the project team in the space provided below:

Let's Raise the TAXES ANOTHER 1/2 CENT OR 1 CENT
SO THAT WE CAN HELP PAY FOR A NEW ROAD GOING THRU
DUNES WEST OR BUY THE RIGHT OF WAY FROM THE
GOVERNMENT; LEFT SIDE OR RIGHT SIDE; WHICHEVER IS
BETTER, THE LEFT + RIGHT WILL BE GOING OVER THE MARSH!!

Name: WILLIAM A. MYERS

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Please answer the following questions by circling Yes or No:

Do you want to see pedestrian and bicycle access accommodations in the corridor?	<u>Depends if</u>	Yes	No
Are you concerned about noise in the corridor?	<u>Got Lanes</u>	Yes	<input checked="" type="radio"/> No
Are you open to alignment options not directly located on Highway 41 to help reduce congestion?		<input checked="" type="radio"/> Yes	No
Do you travel Highway 41 on a daily basis?		<input checked="" type="radio"/> Yes	No
Do you often take alternate routes to avoid congestion on Highway 41?		<input checked="" type="radio"/> Yes	No

Please leave a comment for the project team in the space provided below:

In regards to estimated completion of 2022-2025, please consider Got Lanes, as traffic will only increase. Housing on Clematis Ferry Rd. is expected to be massive in the coming years, thus more vehicles on 41. Also, some type of overpass/flyover @ 17 & 41 could help with traffic congestion!

Name: Nic Enlow

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Do you often take alternate routes to avoid congestion on Highway 41?	<input checked="" type="radio"/> Yes	<input type="radio"/> No

Sometimes

Please leave a comment for the project team in the space provided below:

- ★ The projected timeline is simply unacceptable to the citizens of Mt Pleasant and the Lowcountry Peninsula. Federal intervention with strongest possible Municipal, County, and State support is essential.
- ★ This project really needs to be married to Clements Ferry Road Phase II, with success for both projects in a similar completion time frame. GET BIGGER SUPPORT!

Name: STEVE ROWE

Thank you for your interest in the Highway 41 Corridor Improvements project!



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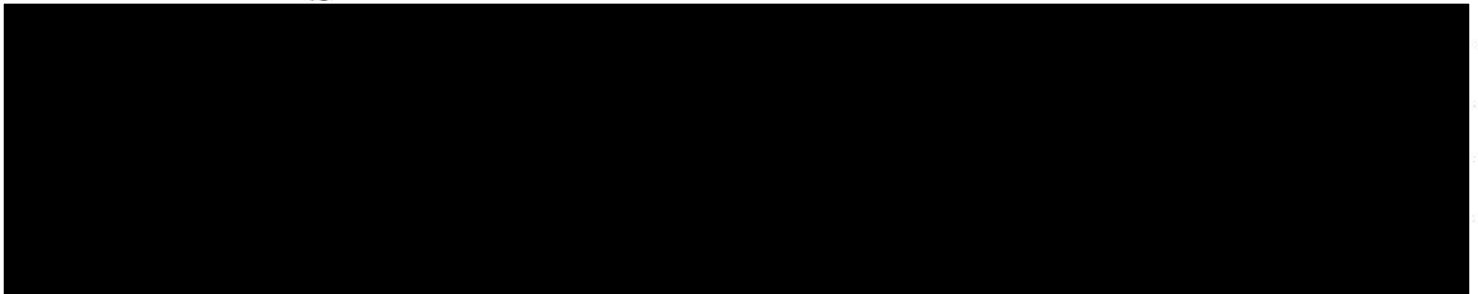
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Do you often take alternate routes to avoid congestion on Highway 41?	<input type="radio"/> Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

- 1) Access to Hwy 41 during construction is a big concern to me.
- 2) Pedestrian/bikeway definitely needed.

Name: Ray Stewart



Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please leave a comment for the project team in the space provided below:

Name: _____

Sheryl Stewart

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please leave a comment for the project team in the space provided below:

Name:

J.R. Esquivela

[Redacted comment area]

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Please leave a comment for the project team in the space provided below:

Name: Sub McCann

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What are the other ALTERNATES, only one I know is

Please leave a comment for the project team in the space provided below:

Though PARK west NO help

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Do you travel Highway 41 on a daily basis?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Do you often take alternate routes to avoid congestion on Highway 41?	<input checked="" type="radio"/> Yes	<input type="radio"/> No

Please leave a comment for the project team in the space provided below:

Would not like to see golf access accommodation in the corridor.

Name: _____

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Do you often take alternate routes to avoid congestion on Highway 41?	Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

I AM CONCERNED ABOUT HOW MUCH OF MY PROPERTY WILL BE TAKEN.

Name:

Doyle M. Love & Ruth Belteau

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Do you often take alternate routes to avoid congestion on Highway 41?	<input checked="" type="radio"/> Yes	No

Please leave a comment for the project team in the space provided below:

TIME LINE FOR CONSTRUCTION NEEDS TO BE MOVED UP - PLEASE
DO EVERYTHING TO DO SO.

Name: JOHN GIORPANO

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions by circling Yes or No:

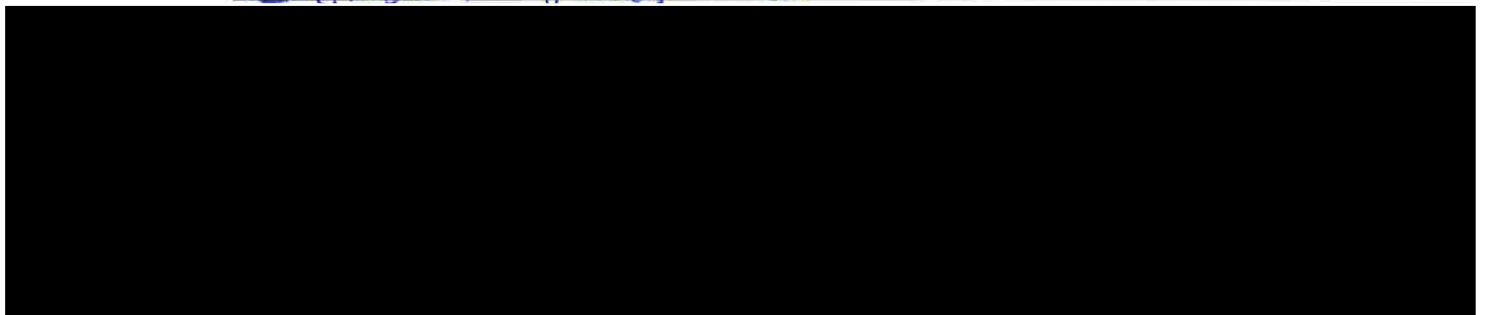
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Do you often take alternate routes to avoid congestion on Highway 41?	Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

~~Please to~~

Our community, Phillips, has been in existence since the 1800s. This is our home. She is very dear to us. Please leave her as unaltered as possible. We would love for our babies to be able to experience Phillips living the same way we have.

Name: Olessa Xxxxxx



Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please leave a comment for the project team in the space provided below:

Name: *John Belcher*

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Do you often take alternate routes to avoid congestion on Highway 41?	<input checked="" type="radio"/> Yes	No

Please leave a comment for the project team in the space provided below:

Consideration of a three lane ~~rd~~ road, (one east, one west, and a turning lane), would be greatly appreciated. It would be placed between Bessener Rd and the River Towne/Dunes West Turning area.

Name: Stanley Welber

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Do you often take alternate routes to avoid congestion on Highway 41?	<input checked="" type="radio"/> Yes	<input type="radio"/> No

Please leave a comment for the project team in the space provided below:

Hwy 41
traffic circle is needed at intersection
just off Hwy 17 where no method
of egress from CVS to northbound
traffic by Gregory Ferry

Name:

Jon Chalfie

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please leave a comment for the project team in the space provided below:

Clearly 41 need widening. Bike path & walking path would be good. Good size shoulder for break downs & mopeds that can't make speed.

Major concern is to improve the 17/41 intersection. The left turn lanes on 17 back up to point of safety hazard in afternoon rush hour. I would recommend some kind of flyover but maybe other alternatives might work & I DON'T think a traffic circle should be one of the options!

Name: David Ryan

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Do you want to see pedestrian and bicycle access accommodations in the corridor?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Are you concerned about noise in the corridor? <i>But others on that live on 41 will be.</i>	<input type="radio"/> Yes	<input checked="" type="radio"/> No
Are you open to alignment options not directly located on Highway 41 to help reduce congestion?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Do you travel Highway 41 on a daily basis?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
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Please leave a comment for the project team in the space provided below:

Sooner the better & hopefully minimal negative impacts to local residents.

Name: Margaret Perkins

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Are you open to alignment options not directly located on Highway 41 to help reduce congestion? <i>what type of alignment</i>	Yes	No
Do you travel Highway 41 on a daily basis?	<input checked="" type="radio"/> Yes	No
Do you often take alternate routes to avoid congestion on Highway 41? <i>can't</i>	Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

Name: Meile Ford

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Do you often take alternate routes to avoid congestion on Highway 41?	<input type="radio"/> Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

Please consider Alternative ways of travel other than CARS.
Bicycles will be used, - if you plan for it

Name:

Paul Church

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please leave a comment for the project team in the space provided below:

NOISE CONCERNS #1

Name: Jim Lisk

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Do you often take alternate routes to avoid congestion on Highway 41?	<input type="radio"/> Yes	<input checked="" type="radio"/> No

There is not any option the works!

Please leave a comment for the project team in the space provided below:

Name:

R. Behringer

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please leave a comment for the project team in the space provided below:

Timeline is too long

Name:

Eric Menke

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Do you travel Highway 41 on a daily basis? 75%	Yes	No
Do you often take alternate routes to avoid congestion on Highway 41?	Yes	No

Please leave a comment for the project team in the space provided below:

PROVIDING INFORMATION VIA ~~TEXT~~ VIDEO OR OTHER DAM-
ON A REAL TIME BASIS TO PEOPLE'S CELL PHONES
WOULD GIVE DRIVERS AN OPPORTUNITY TO ADJUST
WHEN THEY ^{DECIDED} ~~WANT~~ TO TRAVEL ON #41 AND THUS AVOID
BEING PART OF THE CROWD ON THE ROAD.
FOLKS WHO CAN ADJUST THEIR ^{TRAVEL} SCHEDULES
WOULD APPRECIATE AND USE THIS INFORMATION

Name: MITCHELL P. LICHTENBERG

Thank you for your interest in the Highway 41 Corridor Improvements project!

THIS COULD BE DONE RIGHT NOW!

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Do you often take alternate routes to avoid congestion on Highway 41?	<input checked="" type="radio"/> Yes	<input type="radio"/> No

Please leave a comment for the project team in the space provided below:

PLEASE explore opening a road along the Power Lines in Laurel Hill Park to reduce congestion now and during Construction.

Name: K. Connane

Thank you for your interest in the Highway 41 Corridor Improvements project!



The public will have 30 days after the meeting to submit comments. Comments are due by December 12 and can be submitted in person at today's meeting, online at www.Hwy41SC.com, or mailed to c/o Charleston County, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

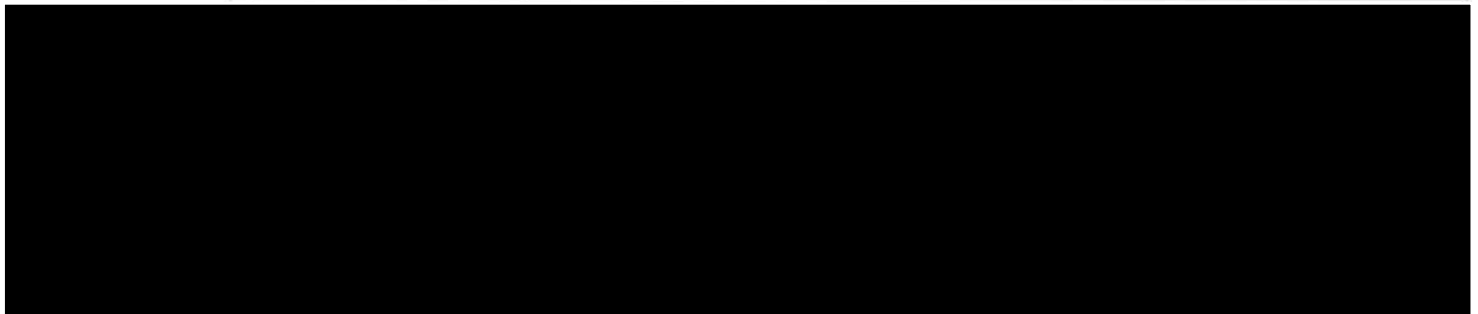
Please answer the following questions by circling Yes or No:

Do you want to see pedestrian and bicycle access accommodations in the corridor?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Are you concerned about noise in the corridor?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
Are you open to alignment options not directly located on Highway 41 to help reduce congestion?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
Do you travel Highway 41 on a daily basis?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Do you often take alternate routes to avoid congestion on Highway 41?	<input type="radio"/> Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

SHOULDERS ADJASCENT TO THE ROADWAY ARE NEED TO ACCOMODATE ACCIDENTS, FLAT TIRES, AVOIDING ROAD HAZARDS, ETC. THIS SHOULD TAKE PRIORITY OVER A MEDIAN BETWEEN THE ROADWAYS.

Name: RALPH CHARLES



Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County
Transportation Development

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Please answer the following questions by circling Yes or No:

Do you want to see pedestrian and bicycle access accommodations in the corridor?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Are you concerned about noise in the corridor?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Are you open to alignment options not directly located on Highway 41 to help reduce congestion?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Do you travel Highway 41 on a daily basis?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Do you often take alternate routes to avoid congestion on Highway 41?	<input type="radio"/> Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

Name:

Rich & Betty Murphy

Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County
Transportation Development

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Please answer the following questions by circling Yes or No:

Do you want to see pedestrian and bicycle access accommodations in the corridor?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Are you concerned about noise in the corridor?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Are you open to alignment options not directly located on Highway 41 to help reduce congestion?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Do you travel Highway 41 on a daily basis?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
Do you often take alternate routes to avoid congestion on Highway 41?	<input type="radio"/> Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

EVERYONE I BELIEVE UNDERSTANDS PROGRESS AND
THAT THE PROJECT IS NECESSARY. THAT SAID, I
BELIEVE NOISE ABATEMENT IS (A OR THE)
MAJOR CONCERN.

Name:

STEPHEN WRIGHT

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please answer the following questions by circling Yes or No:

Do you want to see pedestrian and bicycle access accommodations in the corridor?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Are you concerned about noise in the corridor?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
Are you open to alignment options not directly located on Highway 41 to help reduce congestion?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Do you travel Highway 41 on a daily basis?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Do you often take alternate routes to avoid congestion on Highway 41?	<input checked="" type="radio"/> Yes	<input type="radio"/> No

Please leave a comment for the project team in the space provided below:

The region needs to invest in public transport, particularly ferries and buses, to remove cars from the road.
We need safe bus stops for school children, with good lighting & signage.
As Clements Ferry Road is widened & new homes are built there, I fear that traffic will overwhelm even a widened 41.
I want to be able to bike to the beach from Riverdowne safely with my family. Having a bus to the beach would be great too.

Name: David Shiflet



Charleston County
Transportation Development

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Please answer the following questions by circling Yes or No:

Do you want to see pedestrian and bicycle access accommodations in the corridor?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Are you concerned about noise in the corridor?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Are you open to alignment options not directly located on Highway 41 to help reduce congestion?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
Do you travel Highway 41 on a daily basis?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Do you often take alternate routes to avoid congestion on Highway 41?	<input checked="" type="radio"/> Yes	<input type="radio"/> No

Please leave a comment for the project team in the space provided below:

Please consider:

- 1) The need to raise the elevation of Hwy. 41 to help with Post Hurricane Recovery and Resources Reaching the Town.
- 2) The need to mitigate traffic on Hwy 17 to accommodate the increasing Hwy 41 traffic. (Including commuters from commuters wanting to use the I-95/17/41 and the ~~the~~ potential loss of people that will travel to town from Berkeley County.

Name: David Moore

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions by circling Yes or No:

Do you want to see pedestrian and bicycle access accommodations in the corridor?	Yes	<input checked="" type="radio"/> No
Are you concerned about noise in the corridor?	Yes	<input checked="" type="radio"/> No
Are you open to alignment options not directly located on Highway 41 to help reduce congestion?	<input checked="" type="radio"/> Yes	No
Do you travel Highway 41 on a daily basis?	<input checked="" type="radio"/> Yes	No
Do you often take alternate routes to avoid congestion on Highway 41?	<input checked="" type="radio"/> Yes	No

Please leave a comment for the project team in the space provided below:

*Very valuable - thanks for coming!
~~that~~ Maybe finish before 2026! 😊*

Name:

Rick Hall

Thank you for your interest in the Highway 41 Corridor Improvements project!

11/13/2017	Email comment	Margaret	Chadbourn	<p>Good morning! Is your project manager, Cal Oyer, available for an interview today? I am previewing the meeting held at 5 PM for our viewers. Thank you!</p> <p>Margaret Chadbourn Reporter, WCBD</p> <div></div>
11/14/2017	Email comment	Bob	Donahue	<p>-----Original Message----- From: Bob Donahue<div></div> Sent: Tuesday, November 14, 2017 10:47 AM To: hwy41sc@gmail.com Subject: Mailing list</p> <p>Would you please add me to join the mailing list for this project?</p> <p>Sent from my iPhone</p>
11/15/2017	Email comment	Bruce	Koedding	<p>"I hope that the final design mitigates the costs associated with routine maintenance of the right-of-way. Highway 17 is lighted and landscaped very nicely, but at what cost to the taxpayer? Reducing congestion, improving safety and pedestrian and bicycle access should be the top priorities."</p>
11/15/2017	Email comment	Trish	Wheeler	<p>"I would like to be included in emails regarding HWY 41, thank you. Trish Wheeler</p> <p>Sent from my iPhone"</p>
11/15/2017	Email comment	Ann	Bebergal	<p>"I was unable to attend Mondays meeting concerning Hwy 41. I'm curious why an additional lane was created to get those traveling down 41 towards Hwy 17 through the Joe Rouse intersection more efficiently and then the additional lane has been blocked by construction barrels. There are rush hour mornings where traffic on 41 is backed up to the Harris Teeter or beyond, all caused by the traffic signal at Joe Rouse. When the 2nd lane was created, the problem was greatly improved, and then the barrels were installed. So now we sit in traffic and frustratingly look at a blocked additional lane. Can you please explain?</p> <div></div>
11/15/2017	Email comment	Scott	Cave	<p>"Hello,</p> <p>Please add me to the mailing list for this project.</p> <p>Thank you, Scott"</p>
11/15/2017	Email comment	Jan	van Vliet	<p>"Please include me in your email list.</p> <p>Thank you,</p> <p>Jan van Vliet."</p>
11/15/2017	Email comment	Jay	Dowd	<p>"Please add me to the list of updates related to the SC Highway 41 project.</p> <p>Thank you,</p> <p>Jay Dowd</p> <p>Sent from my iPhone"</p>
11/15/2017	Email comment	Susie	Bender	<p>"Please add me to project updates! :)</p> <p>Thanks! Susie Sent from my iPhone"</p>
11/15/2017	Email comment	Maria	Harvey Starkey	<p>"Please add my address to the notification email list.</p> <p>Sent from Maria Harvey Starkey's iPhone"</p>
11/15/2017	Email comment	Michael A.	Kotula	<p>Subject Line: "Send updates please"</p> <p>Body: "Michael A. Kotula</p> <div></div>
11/15/2017	Email comment	Marcia	Rosenberg	<p>"Highway 41 widening must receive the highest priority by state (and federal?) agencies so that needed funding can be obtained NOW to hasten the planning and construction to widen this critical roadway. We all know the need and there cannot be any further delay, especially given the fact that the construction will take years to complete.</p> <p>Every resource possible must be tapped to make this happen now, not years from now.</p> <p>Please add me to your mailing list.</p> <div></div>

11/15/2017	Email comment	Kenneth	Swing	<p>Please add my email to the notification list and correspondence related to the Hwy 41 road widening project.</p> <p>Wells Fargo Bank is Trustee of the John D. Muller Trust that owns Laurel Hill Plantation- parcels ([REDACTED]) along the northern side of Hwy 41. This is the same property leased by the Charleston County Parks and the site of Laurel Hill Park.</p> <p>Please confirm request via email reply.</p> <p>Thank you,</p> <p>WKSjr W. Kenneth Swing, Jr.</p> <p>Vice President Senior Real Estate Asset Manager Real Estate Asset Management [REDACTED]</p>
11/15/2017	Email comment	David	Wanders	<p>From: DAVID WANDERS [REDACTED] Sent: Wednesday, November 15, 2017 12:56 PM To: hwy41sc@gmail.com Subject: add to email list please</p>
11/19/2017	Email comment	Andrew	Guhl	<p>The Brickyard communities that border HWY41, including Colonnade and Landing are very concerned about noise impact of this expansion project. We highly urge to include noise reducing barriers along our border properties.</p>
11/20/2017	Email comment	Janet	Myder	<p>Please add me to the mailing list about the highway 41 improvement project. Thanks.</p> <p>Janet Myder [REDACTED] Sent from my iPhone</p>
11/24/2017	Email comment	Matt	Yeates	<p>To whom it may concern</p> <p>I would like my voice to be heard and join the team. I have a business on Hwy 41 and have interest in the future of the road.</p> <p>Thank you.</p> <p>Matt Yeates Matt's Pizza Dept.</p>
11/27/2017	Email comment	Hugh	Walling	<p>From: hugh walling [REDACTED] Sent: Monday, November 27, 2017 4:12 PM To: Highway 41 SC <info@hwy41sc.com> Subject: RE: Highway 41 Corridor Improvements: Response to your comment</p> <p>I/We KNOW ALL THAT !</p> <p>What residents and home owners along Route 41 DON'T NEED is more "political mumbo jumbo" ! PLEASE !</p> <p>What we DO NEED is SOMEONE/ANYONE in the "governmental drivers Seat" to REALIZE the VERY SERIOUS PROBLEMS THAT EXIST TODAY, ACCEPT that NOTHING was done YESTERDAY to alleviate those problems , and ACT NOW !!!! NOW, NOT 2022, NOW !!!!!</p> <p>It takes me about 5 > 10 minutes to exit our Development (RiverTowne-On-The-Wando), THEN, as much as ONE HALF HOUR OR MORE to get to Route 17 !!!!!</p> <p>MOVE here, BE CONFRONTED by this nightmare, and THEN suggest that -- "the project team will make all efforts to expedite PORTIONS of the project design"-- !!!</p> <p>WHAT ABSOLUTE, TOTAL, political mumbo jumbo !!!!!</p> <p>Quit making EXCUSES >>> and FIND SOLUTIONS !!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!</p> <p>By-the-way, if the "T Intersection" on 41 @ The gas station, which was recently "completed", IS ANY INDICATION of how you PLAN FOR "FUTURE IMPROVEMENTS", LORD HELP US !!!!!</p> <p>Hugh Walling, taxpayer/homeowner/resident RTOW</p>
11/28/2017	Email comment	Jackson	Anonymous	<p>Good morning,</p> <p>I've received a request from a member of the public to receive project information/updates as it becomes available. Please add the following to the mailing list.</p> <p>** CUSTOMER INFORMATION ** Name: Jackson Telephone: -- Email: [REDACTED] Address [REDACTED]</p> <p>. [Subject] Project Updates And Construction Updates [County] Charleston [Message] hi i would like to sign up for project updates and construction updates regarding the Widening SC-41 from US-17 to Clements Ferry Rd, construction of grade separated interchange at SC-41/US-17, and extending George Ferry Rd Project.</p> <p>Thanks for your help with this.</p> <p>[REDACTED]</p>
11/29/2017	Email comment	Joe	Turner	<p>#stop41construction</p>

12/14/2017	Email comment	Hugh	Walling	<p>Apparently the only “action” on RT. 41, problems – IS TO INCREASE Park West traffic speeds and ACCESS to RT. 41 – BEFORE doing anything about 41 ! Wando Bridge is complete, Park West traffic will ADD to 41 problems and Lowe’s Market will UNDOUBTEDLY be completed and INCREASE problems on 41 even FURTHER !</p> <p>My compliments to “The 41 Improvements Group”, my neighbors and I have a renewed LACK OF FAITH in our SC government to find efficient SOLUTIONS to an on-going and GROWING PROBLEM ! ☺</p> <p>Amazing !</p> <p>H.T.Walling RiverTowne</p>
11/13/2017	Hotline Comment	Gwendolyn	Geddes	<p>Hi this is Gwendolyn Geddes GEDDES. I'd like to have somebody come over. I live right off of Highway 41 to have some work done on my deck. My number is [REDACTED] or you could call [REDACTED] Thank you.</p>
11/13/2017	Hotline Comment	Margaret	Chadbourn	<p>Hi this is Margaret Chad for a reporter at News two. My name again Margaret Chad Borne my number [REDACTED], I was trying to interview Carol jones(?) with your project manager today if possible. Again your project manager Kelly Ware. My number [REDACTED]. It's Monday that November 13 the day before your public meeting here on Highway 41. Alright thank you. Bye</p>
11/29/2017	Hotline Comment	Annie	Lemon	<p>"Yes hello good afternoon Annie my in like the fruit [REDACTED] Calling about the Highway 40 one quarter(?) I have a question about the improvement that was made over the summer that wrapped up this fall. Again Annie [REDACTED] and my number is [REDACTED]. Thank you. Hope you had a great Thanksgiving."</p>
11/26/2017	Letter Comment	Dmitar	Ciganovic	<p>I attended the meeting held on 11/13 at the Park West Gym to learn more about the project. It was very informative and helpful for attendees to better understand the larger picture, the timetable you are working from, and the incredible complexity of the entire project. I commend everyone on this.</p> <p>I live in the Cypress Pointe sub-division of Dunes West and it is outside the gate. use 41, Bessinger Road, and Clements Ferry quite often even though I am retired.</p> <p>After the meeting, I was struck with what a 1 challenge you are facing and feel like this is an impossible situation even though progress is being made. The reason is the fact that 41 and Clements Ferry are currently often gridlocked several times a day right now and that the improved 41 won't be done until 2022 or later. And, even though Clements Ferry is being widened between 526 and Jack Primus Road, it also faces traffic being almost totally stopped several times a day. And will most likely experience the same even after the 4 lane is extended from Jack Primus to the intersection with route 41 in the future. In addition, there is the issue of Berkeley County approving 9000 new homes in the Cainhoy Plantation and the future traffic spilling onto Clements Ferry and 41.</p> <p>This past week, there was an article in the Business section of the Post & Courier on 11/20, that mentions a new retail center is in the works in the area where Clements Ferry meets 41. This will negate all the work and improvements just being worked on/accomplished, and I hope the project is not permitted by DHEC and other governmental bodies.</p> <p>The key point I want to make is: due to growth in the area and seemingly few restrictions on the number of new homes and large scale developments, it will be impossible to meet the transportation needs of the motoring public. There needs to be more limits placed on development to reduce the "catch up" process that will always be behind.</p> <p>I am on the email list and will attend future meetings.</p>
	Online Meeting Survey	Jeffrey	Clements	<p>at a minimum, double the lanes between 17 and Rivertowne/Dunes West. More lanes all the way to Clements ferry would be nice to have, but don't typically have a backup issue beyond the harris teeter area.</p>
	Online Meeting Survey	Christopher	Middleton	
	Online Meeting Survey	McQuilken	Sean	<p>As a marine biologist with 5 years experience working over 3000 hours a year in the field monitoring environmental impacts from construction activities I am greatly concerned with the environmental impacts of any construction along the highway 41 corridor especially the proposed widening. Most, if not all of the area that will be effected are wetlands which serve as critically important habitat to thousands of species of fish, birds and other species many of which are endangered as a direct result of human activities. Any work in this area regardless of the scope will negatively impact these animals. I understand that there will be controls in place to limit these impacts but as a biologist who doesn't just push paperwork around I see on a daily basis how little these controls actually do to prevent harm to the environment. As an environmental inspector I have personally been told to ignore blatant Endangered Species Act violations by both state and federal regulators in order to expatiate the project I was monitoring and to save the contractor the money of doing what was required by the permits. This sort of behavior happens all of the time and has led many good environmental inspectors to leave the industry as all we are expected to do is to "rubber stamp" what the contractor is doing. The time to put a stop to this project is NOW, once construction starts the environmental damage will be irreversible as all the contractor and client will care about is doing the project as fast as possible to save money regardless of other costs.</p> <p>In addition to the irreversible major environmental damage this project will cause it will also requiring taking land and displacing people from their homes, many of these people have lived on their land for generations and it isn't right to make them uproot their families and move in the name of "progress". Anyone not directly displaced will be heavily effected by the noise, smell and vibrations of heavy construction equipment .</p>
	Online Meeting Survey	Gilbert	Huff	<p>What is the Gregorie Ferry Road Connector?</p> <p>Where is the Lowes Foods going to be installed and are you studying that growth too? How are you going to address bicycle traffic from Dunes West to Rivertowne? Will there be new bridges installed as needed for expansion? I think the road needs more illumination. As such, the houses right off Hwy 41 need protection from light pollution. How do the residents that live right off the road get designed into the growth here. Final note, whatever the decision in design alternatives, make sure that this remains a free flowing federal evacuation route. Safety is paramount. Thank you.</p>
	Online Meeting Survey	elizabeth	vary	<p>Is question #3 intentionally vague? Does it relate to the Phillips Community?</p> <p>Please, no mitigation. No filling in the wetlands.</p>

Online Meeting Survey	Yana	Davis	
Online Meeting Survey	Lamor	Coaxum	I am concerned about how this will impact residents that live on Joe Rouse Rd? Can someone email me. Thanks
Online Meeting Survey	John	Rankin	It would be nice to have a boulevard with shrubs, palms and other trees in the median.; a wide sidewalk to accommodate walkers, runners and leisure type bicycles ; a bicycle lane on the road in both directions for serious bike riders/commuters; incorporation of traffic circles at appropriate intersections to keep traffic moving; and an overpass on 17 at the intersection with 41 which would allow for 41 to extend east/southeast toward Rifle Range for the future with easier traffic flow.
Online Meeting Survey	Scott	Schmitz	
Online Meeting Survey	Jessica	Jackson	
Online Meeting Survey	Robert	Tausek	Time frame for completion way too long. We need help and traffic relief now. There are no alternate routes to take to relieve congestion.
Online Meeting Survey	John	Robinson	There is no alternate route for Highway 41. I live in Colonnade and turn left for work onto 41. Have waited for over 5 minutes several times to pull out to make a left turn.
Online Meeting Survey	Kelli	Pagels	
Online Meeting Survey	Hugh MaryLee	Walling	Submitted previous comment ! BASICALLY, I see NO REASON what-so-ever why this project is being DRAWN-OUT and DELAYED as much as it is !!! FIND A WAY TO GET THIS DONE FASTER ! CUT THROUGH THE POLITICAL NONSENSE ! ACT AS THOUGH >>> YOU <<< LIVE HERE !!
Online Meeting Survey	Barbara	Wood	I own a house in the CARDINAL HILL development on highway 41 which is just over a mile away from the highway 17 intersection. My backyard I backs up to 41. Already we cannot enjoy the backyard due to the noise levels. A barrier fence will be a necessity for all the homes with property bordering highway 41.
Online Meeting Survey	Joanna	Hoover	I personally do not travel 41 on a daily basis, but my husband does. His office is on Clements Ferry. So we are excited about the better traffic flow, but as the President of Brickyards HOA, I am concerned about the noise for our residents.
Online Meeting Survey	Dale	Tuttle	Not sure just what question 3 asks or to what it refers. There is only one alternative route to bypass 41 eastbound, Park West Blvd, and none to bypass it westbound but you already know that. Expansion of this corridor is vital but also needs to connect to an expanded Clements Ferry road on the opposite side of the new bridge but by 2025 when to project is completed I'm afraid it will already be just as congested unless a more sensible development program is put in place. What about including mass transit options in this effort?
Online Meeting Survey	Laura	Clark	

Online Meeting Survey	Mark	Gaking	I am most concerned about the noise and further traffic on the expanded Hwy 41. For that reason, I would like to ask for a large noise barrier wall to be installed, like on parts of Hwy 17 near Snee Farm. Please add the noise barrier wall. Thank you.
Online Meeting Survey	Lynn	Shealy	I do not take alternate routes at the intersection of Hwy 17N and 41, or down 41 from 17N since there are none. Yesterday I was on 17N coming to the intersection with 41 heading north. The left lane for turning was past Hamlin Rd. and Brickyard Parkway. No one could turn for quite some time to get onto 41.
Online Meeting Survey	Nancy	Turner	The proposed plan to destroy the wetlands and fill in waterways surrounding Highway 41 is truly an abomination to the beautiful Lowcountry we live in. It will destroy the landscape, damage wildlife and increase the noise and pollution around the established communities and neighborhoods. All of this to promote further development down 41. Others must suffer their existing way of life to allow developers and politicians to coat their wallets. This entire issue is not about easing congestion that occurs a few hours a day. It is about the all might dollar. We continue to expand roads in the Lowcountry and we continue to have congestion once the roads have been expanded. Deal with the 1 problem, growth. Existing residents should not suffer the lose of privacy and property value for a few moments of congestion. #Leavemybackyardalone
Online Meeting Survey	Heather	Parkhill	My Home back so up to Hwy 41. It is incredibly important to my family that there is a sound barrier in place due to increased noise for this proposed project.
Online Meeting Survey	John	Gelston	1 - IF YOU BUILD IT, THEY WILL COME !!! Once a busy road is widened, the new wider road will attract new users until the road again reaches a comparably high level of traffic density in those heavily used periods. And the cycle will repeat. 2 - IT'S TOO LATE ! An evacuation route alternative should have been considered at the time TOMP approved developers' designs to build Dunes West, Park West, Rivertown, Planters Point, Sunchasers, and any I may have missed, AS WELL AS considered the impact on long term home owners along Hwy 41. These new developments must have at least 10,000 homes! And no plan was put in place to address commensurate daily traffic and evacuation needs. That's incomprehensible. However, ALTERNATIVE evacuation routes STILL EXIST that will NOT ADVERSELY EFFECT nearly so many existing Mount Pleasant residents. State Road S-10-1032 / Steed Creek Road (in or near Awendaw) are located in low density (or NO density) residential areas. Improvements can be made now at less cost, and more importantly with considerably less adverse impact on long-term and existing residents to improve these roads to handle evacuation route traffic. And State Road S-10-98 / Halfway Creek / United Drive / State Road S-8-598 are nearer Highway 41 and can similarly be improved with much less cost and adverse impact on our residents. 3 - ADVERSE EFFECTS on TOMP VOTERS and RESIDENTS Public Notice of this Hwy 41 widening effort has already sent home values along 41 into the toilet. Sunchaser, Planters Pointe and all the other smaller developments along 41 have immediately become significantly less desirable neighborhoods due to the widening effort. Are traffic lights and sound barriers already in your plan to absolutely minimize the effects of noise and traffic?? Why not?? Are reasonable, and as a result of devaluation of home prices - Substantial, payments to be made to currently existing home owners along the Hwy 41 corridor?? More to follow.....
Online Meeting Survey	John	Gelston	Continued.... Are acceleration and deceleration lanes being planned for ALL the smaller neighborhoods that have only one entrance/egress road?? Are SYNCHRONIZED traffic lights planned for all these neighborhoods so residents don't have to make ridiculous and unsafe U-Turns on 41?? Most significant is the harm that will be done to existing residents whose families have owned property along Hwy 41 for over a hundred years. Some of these residents have only driveways to get from or back to their homes off Hwy 41. What are you planning for them?? Equivalent sized lots and homes in the same kind of quiet safe neighborhoods they have long enjoyed???? CAINHOY and the CLEMENTS FERRY ROAD Areas Their newly planned developments will only feed countless additional traffic down Hwy 41. Our TOMP businesses don't need the extra business their 20,000 new homes might provide; and their own local governments will undoubtedly expand their own shopping Meccas for their own residents. We should do our best to dissuade them from heading South to TOMP. Let them shop on Daniel's Island and North Charleston. DON'T ENCOURAGE THEM TO USE THE NEW HWY 41 bridge.THE GENIE IS NOT COMPLETELY OUT OF THE BOTTLE YET There is still time to do the right thing.
Online Meeting Survey	Susan	Houle	You can already hear significant traffic noise from Highway 41 in the neighborhoods surrounding the highway. Some combination of noise control and new building limits is needed.
Online Meeting Survey	Leigh	Burke	I live in Brickyard and am extremely concerned about noise impacts. Widening the road will lead to additional development and additional traffic, as well as encouraging drivers who now avoid it to start using it again. Further, heavier truck use is inevitable with less congestion and more development. Widening the road is always only a temporary fix East of the Cooper; I am a life long resident. You will widen the road, encourage development to explode in Berkeley County just across the Wando and just like on Daniel Island they will make their way to our overcrowded stores, like the Walmart and Lowes and grocery stores, because there aren't any/enough. Before long all four lanes of hwy 41 will be packed and the road it feeds into, Hwy 17, will be at the breaking point capacity-wise. It happens every time and you already know it. Highway 17 is frequently backed up now from Long Point to near the entrance to Brickyard most of the day, every day. As for widening highway 41, the noise from the additional traffic will be terrible. At first it will be faster and louder, then eventually it will be crowded and louder. This will turn my front and back yards into places where you can get absolutely no peace and quiet. Once again, the current residents take a quality of life hit for the future ones, situation normal for Mount Pleasant.
Online Meeting Survey	Dwight	Burke	I am very concerned with the potential for substantial increase in noise with this widening project and the associated loss of value to the house and loss of my quality of life. my residence is located in Brickyard Plantation near to Hwy 41.
Online Meeting Survey	Scott	Cave	Extending Bessemer Road to Hwy 17 should be considered as a parallel route to Hwy 41 to further reduce congestion. The Hwy 41 widening will be useless if we do not improve traffic flow onto Hwy 17. In addition to redesigning this intersection, consideration should be given to changing traffic light timing south of the intersection. Otherwise the 41/17 intersection will become a huge bottleneck as 17 south will fulfill up quickly with the increased volume from 41.
Online Meeting Survey	Mary Irene	Delamater	I live in Brickyard Plantation in the Landing and am backed up to Hwy 41. We already have LOTS of road noise, and I'm VERY concerned about how much it will increase after the expansion. Increased road noise will negatively affect our quality of life ,as well potentially affect the resale value of our home. If this is going to occur, a noise barrier is a must!!!! Please, please take this into consideration. Thank you, Mary Irene Delamater

	Online Meeting Survey	Jack	Delamater	I think a noise barrier of some sort should be put up along Highway 41 if it is going to get larger. I live on a house where the barrier is right through some woods, and I can already here it. Making it larger will make the noises louder. Therefore I think a noise barrier should be put up at the very elate to prevent the noise from getting worse. Thank you very mush for your time and concern.
	Online Meeting Survey	Rosemary	Delamater	Hello! I live in Brickyard, and Highway 41 runs behind my house. I would like a sound barrier when the highway is expanded. I can hear it some when I am on my screened-in porch, but it is not a major concern-- it's easy to ignore. However, I do not want it to be any louder. I wouldn't be able to hear the birds or any sounds of nature outside, just traffic. Not only will this be extremely abhorrent for those who live in the houses near it now, but it will likely hurt the value of our homes. So, please install a barrier. Thank you for reading this. Happy Thanksgiving! -Rosemary Delamater
	Online Meeting Survey	THOMAS	BROWN	THAT ROAD IS VERY LOUD AS IT IS NOW. WE ARE GOING TO NEED NOISE WALSS LIKE THE ONES IN FRONT OF SNEE FARM
	Online Meeting Survey	Holly	Sutcliffe	I live in The Landing section of Brickyard Plantation and my biggest priority is noise abatement. I can hear traffic as it is on Hwy 41. I worry about my home's value decreasing if the traffic noise is any more prevalent than it is now. It would be great to have a sidewalk/bike passage too but not at the cost of a noise barrier wall. Thank you, Holly
	Online Meeting Survey	Janet	Kaiser	I live in The Landings section of Brickyard. I am concerned about the noise that will impact our community since many houses in The Landings and other sections of Brickyard will be affected. Highway 41 is currently very loud; with the widening it will be a lot worse. A sound barrier wall would be very helpful. Please see that a sound barrier wall is added to the plan. Thank you.
	Online Meeting Survey	Bohuslav	Humplik	I live in Horlbeck Creek, the traffic dencity is only increasing with more houses being build in Oawk West. During peak hours, it is near impossible and dangerous to enter 41 from our community. There needs to be a set of lights added to the plan for each bordering community, otherwise we can't get in or out safely. People drive too fast as it is. Also, what about the increased noise and pollution? An improved 41 will only add to the development by improving traffic flow into ParkWest. There should be a freeze on development, otherwise this will be the same problem in 10 years.
	Online Meeting Survey	Greg	Sheppard	Please hurry up.... As a taxpayer and longtime resident of Dunes West, we've waited too long to get this project completed, all while our money has "improved" Coleman Blvd twice.
	Online Meeting Survey	Jenny	Germuth	Please provide improvements to serve the projected buildout of Dunes West, Park West, and Clements Ferry Rd. Provide pedestrian multiuse paths from the Hwy 41 bridge to Hwy 17. There is a new trail being installed by MPW along Hwy17 adjacent to the Oakland Market/Porchers Bluff. Please provide connectivity to this trail system also if possible. Please consider providing berms between the trail and the expanded roadway, similar to Brickyard Parkway, to promote biking/walking conditions that are safe and enjoyable. A trail directly adjacent to the roadway down this very straight road would not be very enjoyable....but still better than nothing! The berms would also serve to help with noise concerns and buffering against adjacent homes. Please also consider providing landscaping on the berms and in the raised medians to keep Mount Pleasant beautiful as the transportation needs and population grows. Thanks!
	Online Meeting Survey	Maria	Starkey	We have really no other options for travel to where we need to go. We would like to see bicycle and pedestrian areas FAR OFF the main roadway on a greenway instead of bikes and walkers/runners being so close to fast moving traffic on the road. Limited access to any new shopping areas placed AT LIGHTS ONLY will help prevent accidents. The entrance into the current Harris Teeter entrance placed so close to the light at Rivertowne/Dunes West & Hwy 41 is an example of a horrible access. A narrow and winding road over to Rivertowne Parkway/Dunes West Blvd. light and should have been thought out better and this should be rectified with another access (WITH LIGHT & turn lanes) at the other end of the Harris Teeter parking lot, especially if there is going to be more development along that road. I personally feel like highways and just there and then zoning allows development too close to the road and then the road cannot easily be widened. PLUS future development and widening is never thought of beforehand and instead seems to always be an afterthought.
	Online Meeting Survey	Tracy	Brokes	I am very concerned about road noise and construction noise affecting quality of life and property values in Brickyard, the Colonnade and Horlbeck Creek. I request that the plans include measures to reduce noise in the area.
	Online Meeting Survey	Jared	Irish	pedestrian and bicycle access! pedestrian and bicycle access! Thanks so much!
11/13/2017	Public meeting comment	Kenneth	Burkeen	My family and I have saved for 12 years to move to Mt. Pleasant. We bought this house 5 weeks ago and are TERRIFIED we will lose our home.
11/13/2017	Public meeting comment	Alan	Bates	Highway 41 is a hurricane evacuation route. As such, I think safety should be a high consideration for the project.

11/13/2017	Public meeting comment	Mike	Hartmann	
11/13/2017	Public meeting comment		Anonymous	
11/13/2017	Public meeting comment	Russ	Smith	-Need near term projects to shunt some of the traffic off 41! (DunesWest BLVD/PW BLVD) -Suspect property values will be negatively impacted if this is 9 years out.
11/13/2017	Public meeting comment	Cathy	Powell	The area between the intersection of Rivertowne/Dunes West and Joe Rouse on Hwy 41 is in dire need of improvement and cannot wait 5 years until the NEPA study is complete. Example, if I make a right turn out of Rivertowne onto Hwy 41 at 7 a.m. it takes several seconds to straighten out the vehicle and inch along at 7 mph until I reach intersection of Joe Rouse and 41 where the traffic improves and I can make it until I reach Hwy 17. Sometimes when I come home, I can't even get onto hwy 41 around 5-6pm so I will stop and eat at a restaurant until traffic lessens enough to go home. People coming out of Gregorie Ferry to left tun onto Hwy 41 make dangerous moves to cross impossible traffic. Should make no left turn for Gregorie Ferrie there
11/13/2017	Public meeting comment		Anonymous	Education of the public for using the new double lanes at Joe Rouse/Hwy 41 plus signage is needed. People can learn to merge safely. They had to do it when Hwy 41/18 intersection was increased to two lanes heading north on 41 a few years ago. I rarely have issues using the two lanes - people do let you in now.
11/13/2017	Public meeting comment	Joseph	Calandra	Separate - Pedestrian + Bike Lanes NOT a "multipurpose path" Bike lanes - on each side of the road appropriate width; maybe protected!!
11/13/2017	Public meeting comment	Maggie	Rosen	Safe for pedestrians, you'll cut down on cars.
11/13/2017	Public meeting comment	Norman	Vanderhorst	- 4 lane highway will destroy our community. - Sound barriers, who would we become? Lost of identity. -Safety: turning lanes, roundabouts - No bike lanes, to many people will lose their property *TAXES*
11/13/2017	Public meeting comment	Katie	Zimmerman	1- The prelim proj. purpose&need should include safe,connected & stellar bicycle + pedestrian infrastructure as an (?) able part of reducing traffic congestion and improving the flow of traffic and capacity. This should not be assumed. It should be stated. 2- Forecasting traffic volumes to 2045 should include enhanced use of bicycles and feet. This is not a recreational mode. We have to incorporate as real travel mode. 3- Intersection of HWY41 &17 needs a serious safety upgrade right now any pedestrian forced to use it is in danger. I didn't believe people on bikes currently use it. My members tell me they avoid that intersection. It is not acceptable to have neighborhoods, schools, retail etc surrounding the project scope without suitable safe connections. I urge the project team to walk it and experience it. I am happy to join you and help document if needed! 4-I urge you to include in your studies and data correction a pre and post project bike/ped count. this way the agencies+public can better understand what happens when you incest in safe, connected protected multimodal infrastructure. If you cannot include this assessment, please let me know and we may be able to get a CofC to do a study. This kind of data only helps inform projects in the future.
11/13/2017	Public meeting comment	Joan	Dehne	Some pedestrian/bicycle access accommodations would be nice such as enabling getting from Dunes West to the HT shipping center safely. Personally not concerned about noise as we are deep enough into Dunes West with our property, but sill, for the sake of others noise should be considered and minimized as much as possible. Don't travel rte 41 daily, but have avoided at times as to expect congestion. Clearly, the road has grown to be one of the worst nightmares and solutions need to be found.
11/13/2017	Public meeting comment	Pat	Sullivan	-Bike/ped access/safety is a must not an option or nice to have. -Find a way to leave the Phillips community in tact. Our goal should be improved through put vs. capacity
11/13/2017	Public meeting comment	Larry	Bach	Concerned about noise as a result of Joe Rouse interchange improvements
11/13/2017	Public meeting comment	Carol	McGauran	I live in Rivertowne and there is no alternate route other than going through Park West to Hwy 17. I plan most days around the Hwy 41 traffic. I am concerned about the increased truck traffic on Hwy 41. I also have concerns about future development in Berkeley County. These people will use Hwy 41 to get to Mt. Pleasant. Traffic continues to increase 2023 is 5+ years in the future.

11/13/2017	Public meeting comment	Mike	McGauran	With all the growth projected for the area (especially the Berkeley County side), I am worried the at traffic projections are not accurate. If 41 is widened, I would bet that more people are not using the road that would start using it. It would be kind of a vacuum attracting people now using 526/17. Also, 55 and 45 mph is too fast for the amount of traffic on the road now - should be reduced to 40/35.
11/13/2017	Public meeting comment	Merrielee	Waters	Hwy 41 widening will impact mainly those in the phillip's community. Prior to Dunes West etc. being approved the traffic was to be touted through this area. Why the change? Who(m) approved change even through other project improved based on going through Dunes West/Park West etc
11/13/2017	Public meeting comment	Laura	Spoon	
11/13/2017	Public meeting comment	Wilfred	Spoon	
11/13/2017	Public meeting comment	Denny	Ciganovic	1) Thanks for the opportunity to learn about and comment on the critical "venture" 2) Consider some 3 lane 92+ mddl turning) sections vs filling in wetlands to make 4 lanes 3) Minimize any median so that road is reduced in width + affects fewer homeowners 4) consider large rotary vs light where Clements Ferry meets 41
11/13/2017	Public meeting comment		Anonymous	Hurry up! But plan things ahead
11/13/2017	Public meeting comment	Ed	Weber	I live i Horlbeck Creek so I can't avoid 41. I am concerned with traffic levels and ability to exit or enter our neighborhood. When the traffic is light, drivers drive too fast. We would also be happy to see sidewalks or bike paths. We would love to access the county park walking or cycling. We also want to maintain water flow/velocity to maintain creek depth + minimize sillation.
11/13/2017	Public meeting comment	Adrian	Parra	Please widen as soon as possible
11/13/2017	Public meeting comment	Bill	Terry	Just do it! Perhaps the biggest factor to help flow is the intersections at 17 N / 41 and the 526 intersection at Clements Ferry
11/13/2017	Public meeting comment	William	Myers	Lets raise the taxes another 1/2 cent or 1 cent so that we can help pay for a new road going through dunes west or buy the right of way from the government. Left side or right side whichever is better, the left + right will be going over the marsh!!!
11/13/2017	Public meeting comment	Nic	Enlow	In regards to estimated completion of 2022-2025, please consider 6+ lanes, as traffic will only increase. Housing on Clemets Ferry Rd is expected to be massive in the coming years thus more vehicles on 41. Also, some type of overpass/flyover @ 17&41 could help with traffic congestion! Depends if 6+ lanes are used if wants to see pedestrian and bicycle access accommodations in the corridor.
11/13/2017	Public meeting comment	Steve	Rowe	The projected timeline is simply unacceptable to the citizens of Mt Pleasant and the Century Peninsula. Federal intervention with the strongest possible municipal, county and state support is essential. This project really needs to be married to Clements Ferry Road Phase II with success for both projects in similar completion time frame. Get bigger support!
11/13/2017	Public meeting comment	Ray	Stewart	1) Access to HWY 41 during construction is a big concern to me. 2) Pedestrian/bikeway definitely needed.

11/13/2017	Public meeting comment	Sheryl	Stewart	
11/13/2017	Public meeting comment	DR	ESGUERRA	
11/13/2017	Public meeting comment	Sue	McCann	
11/13/2017	Public meeting comment		Anonymous	What are the other alternatives, only one I know is through Park West. No help
11/13/2017	Public meeting comment		Anonymous	Would not like to see golf access accommodation in the corridor
11/13/2017	Public meeting comment	Dwayne	Love	I am concerned about how much of my property will be taken
11/13/2017	Public meeting comment	John	Giordano	Time line for construction needs to be moved up - please do everything to do so.
11/13/2017	Public meeting comment	Odessa	Webber	Our community, Phillips, has been in existence since the 1800s. This is our home. She is very dear to us. Please leave her as unaltered as possible. We would love for our babies to be able to experience Phillips living the same way we have.
11/13/2017	Public meeting comment	John	Behringer	Do not contact
11/13/2017	Public meeting comment	Stanley	Webber	Consideration of a three lane road (one east, one west, and a turning lane), would be greatly appreciated. It would be placed between Bessemer Rd and the River Towne/Dunes West turning area.
11/13/2017	Public meeting comment	Jon	Chalfie	Traffic circle is needed of Hwy 41 intersection just off Hwy 17 where no method of egress from CVS to northbound traffic by Gregory Ferry
11/13/2017	Public meeting comment	David	Ryan	Clearly 41 need widening. Bike path + walking path would be good. Good size shoulder for breakdowns and mopeds that can't make speed. Major concern is to improve the 17/41 intersection the left turn lanes on 17 back up to point of safety hazard in afternoon rush hour. I would recommend some kind of flyover but may be other alternatives might work. I do not think a traffic circle should be one of the options!
11/13/2017	Public meeting comment	Margaret	Perkins	Sooner the better + hopefully minimal negative impacts to local residents.

11/13/2017	Public meeting comment	Merle	Ford	
11/13/2017	Public meeting comment	Paul	Churchill	Please consider alternative ways of travel other than cars. Bicycles will be used - if your plan for it.
11/13/2017	Public meeting comment	Jim	Lisic	Noise concerns #1
11/13/2017	Public meeting comment	R	Behringer	There is not any option that works! (comment on alternate routes question)
11/13/2017	Public meeting comment	Eric	Manke	Timeline is too long.
11/13/2017	Public meeting comment	Mitchell	Lichenberg	<p>Providing information via video or other dam on real time basis to people; cell phones would give drivers an opportunity to adjust when they decided to travel on #41 and thus avoid being part of the crowd on the road. Folks who can adjust their travel schedules would appreciate and use this information. This could be done right now!</p> <p>Travels on Hwy 41 75%</p>
11/13/2017	Public meeting comment	K	Cunnane	Please explore opening a road along the power lines in Laurel Hill Park to reduce congestion now and during construction.
11/13/2017	Public meeting comment	Ralph	Charles	Shoulders adjacent to the roadway are need to accommodate accidents, flat tires avoiding road hazards, etc. This should take priority over a median between the roadways.
11/13/2017	Public meeting comment	Rich + Betty	Murphy	
11/13/2017	Public meeting comment	Stephen	Wright	Everyone I believe understands progress and that the project is necessary. That said, I believe noise abatement is (a or the) major concern.
11/13/2017	Public meeting comment	David	Shiflet	The region needs to invest in public transport, particularly ferries and buses, to remove cars from the road. We need safe, bus stops for school children with good lighting and signage. As Clements Ferry Road is widened and new homes are built there, I fear that traffic will overwhelm even a widened 41. I want to be able to bike to the beach from Rivertowne safely with my family. Having a bus to the beach would be great too.
11/13/2017	Public meeting comment	David	Moose	<p>Please Consider:</p> <p>1) The need to raise the elevation of Hwy 41 to help with post hurricane recovery and rescuing the town.</p> <p>2) The need to mitigate to traffic on HWY 17 is accommodate the increasing HWY 41 traffic. (Clements Ferry commuters wanting of people west will devirt to town from Berkeley County.</p>
11/13/2017	Public meeting comment	Rick	Hall	Very valuable - thanks for coming! Maybe finish before 2026! :)

11/28/2017	Public meeting comment	Bill	Terry	Ref #3 My thoughts take into consideration several aspects: Rivertowne has only one access/exit - Longpoint is necessarily 2 lane - HWY 17/41 intersection is a Bottleneck - so: at a point from long point and a side road (Egypt or..) build a bridge from that point then the narrow area of water/marsh pass than with a connection into Rivertowne over to 41 adj to the Phillips community so as to alleviate both 41 and LP. 17/41 needs a flyover and LP needs a bigger (more access) to 526.
11/28/2017	Public meeting comment	Thomasena	Stokes-Marshall	
11/13/2017	Web comment	John	Bergman	Name: john bergman Email: Comments: thanks for the opportunity to view the early info. I head that this project may go design build and as someone who maintains infrastructure, including design build, this would be a bad project for design build. There is no way you will have enough control in DB and the only one happy will be the contractor.
11/13/2017	Web comment	Hugh	Walling	Couldn't make the meeting this evening, but I would like to submit a comment -- as follows: QUIT DRAGGING YOUR FEET, GET THIS PROJECT INTO THE FAST LANE, ASAP ! It has been "under consideration and discussion" FOREVER ! No more talk, no more delays, no more POLITICAL dancing -- GET IT DONE ! And, WHAT, in Heavens name, is that IDIOTIC "improvement" design/attempt at the gas station "T" on 41 -- IF that's an example of what can be expected in future efforts, PLEASE, PLEASE, PLEASE reconsider your plans !
11/14/2017	Web comment	Deborah	Stossel	In some areas of 41 there is a third lane. During heavy traffic times in the morning on hwy 41S use it as an outgoing lane. Reverse it to incoming traffic on 41N in the evening. Use merge signs (every other car) to enter the traffic. The key is to keep traffic moving. Accidents must pull off the highway.
11/14/2017	Web comment	Daniel	Pagels	What are the times of the road closures supposed to be? The signs say up until 6am, but they are continually working well past this time causing people to be late for work.
11/14/2017	Web comment	Keith	Nothstein	Name: Keith Nothstein Email: Comments: I am submitting my answers to the questionnaire: 1) Do I want pedestrian & bicycle access accommodations? YES 2) Am I concerned about the noise? NO 3) Am I open to alignment options to help reduce congestion? YES 4) YES - I do travel HWY 41 daily! 5) Do I often take alternate routes to avoid HWY 41 congestion? YES This project is critical and must be completed ASAP.
11/15/2017	Web comment	Carol	Morgan	Name: Carol Morgan Email: Comments: Most concerned with protection of marshes impacted by this project.
11/15/2017	Web comment	Tim	Brennan	Name: Tim. Brennan Email: Comments: How do I leave comments? I want to voice my hope for improved bicycle use. A wider shoulder with bike lane marked or a separate multi use path that allows access to the parks, over the bridge and to the bike routes on the other side of the river.
11/15/2017	Web comment	Robert	Koppenaar	Name: Robert Koppenaar Email: Comments: Hello I live in the Colonnade of Brickyard. My property lines up behind the automotive center and will be directly impacted by this project. I believe it should mandatory to have a sound barrier like the one along Hwy 17 by Snee Farm and all the apartment complexes. Thank you.
11/15/2017	Web comment	Mary Ellen	Bertkau	Name: Mary Ellen Bertkau Email: Comments: Obviously we need a lot more highway, but at what cost. I worry about the Phillips community with their roots in the community. I also worry about the noise. We live in Brickyard and did not buy a home in Horlbeck because of the Hwy 41 noise. Maybe a sound barrier? I could not find your comments section so apologize if I am replying in the wrong spot. Thank you
11/16/2017	Web comment	Ivan	Lund	Name: Ivan Lund Email: Comments: The fact that Highway 41 is an Emergency Evacuation Route has been routinely overlooked for years by politicians while the developers line their pockets and leave. The negative impact of any road project on the Phillips Community which was here long before any of us, must be mitigated. There is a moral responsibility here that transcends rush hour and all hours traffic. It seems that we have plenty of rocket scientists spending our tax dollars, so lets make them spend those dollars morally and wisely for the benefit of all of our citizens, not just the late comers.
11/16/2017	Web comment	Carol	Allen	Name: Carol Allen Email: Comments: Since our home is at the entrance of the Colonnade Subdivision, we are very concerned about the traffic noise. Our neighbor just put up a 7 ft. Fence and it didn't help at all with the noise. Also there are times of the day when we cannot make a left turn out of the subdivision. We have to turn right, go across 17 and turn around in Walgreens and go back across 17 to go west on hwy. 41.

11/16/2017	Web comment	Joseph	Owens	<div>Name: Joseph Owens Email: [REDACTED] Comments: Very concerned regarding noise pollution. Sound barrier like Snee Farms should be mandatory. Otherwise may be law suits!</div>
11/16/2017	Web comment		Anonymous	<div>From: [REDACTED] Sent: Wednesday, November 15, 2017 6:52 PM To: Hwy41SC@gmail.com Subject: Highway 41 updates Sent from AOL Mobile Mail</div>
11/17/2017	Web comment	Judy	Schwarz	<div>Name: Judy schwarz Email: [REDACTED] Comments: I'm concerned for the widening at the marsh area's, what's the plan? I'm also concerned about the homeowners living along Hwy 41.</div>
11/18/2017	Web comment	Mary	Mitchell	<div>Name: Mary J Mitchell Email: [REDACTED] Comments: Could you use an experienced planning volunteer to help move the project along? I can provide a resume if you would like; I have a public trust security clearance with the VA for the health related volunteering I do.</div>
11/19/2017	Web comment	Michelle	Danish	<div>Name: Michele Danish Email: [REDACTED] Comments: We live in the Colonnade at brickyard which is off 41. We are writing to inquire if there are plans to install a sound wall on 41 by our neighborhood. We believe this will be very important and need to be done. Thank you, have a great day.</div>
11/20/2017	Web comment	Ebony	Pride	<div>Form details below. Name: Ebony Pride Email: [REDACTED] Comments: Good afternoon, Will Gregorie Ferry road be impacted at all during the improvements? Thank you,</div>
11/21/2017	Web comment	Joe	Turner	<div>Form details below. Name: Joe Turner Email: [REDACTED] Comments: It is time to stop for the construction of this road. This is a combination of the former mayor of Mount Pleasant and her Bowing down to the multiple investors and developers. If this road is built more houses will be built, green space destroyed, and they continue distraction of the quality of life that we expect in this area. This is a waste of time and energy. It is a distruction of wetlands. There are better alternatives. There are less costly alternatives. This will be a travesty of construction and destruction. I'm tired of the developers and tired of people destroying the reason we moved here. How does this impact me? This will be removing woods and wetland that I was promised it would never be developed when I bought my home space. Now here we are and your lack of concern about the regular citizenhas has led to this. #savemybackyard</div>
11/28/2017	Web comment	Dmitar	Ciganovic	<div>Name: Dmtitar Ciganovic Email: [REDACTED] Comments: I attended the Nov. 13th meeting at the Park West gym. It was a wonderful opportunity to see the scope and complexity of the project and talk with various professionals associated with it Afterwards, I thought about how Berkeley County is basically negating all these efforts by permitting 9000 homes to be built on the Cainhoy Plantation and the latest retail center announcement in the Nov. 22 Post & Courier that will be built near the intersection of Clements Ferry and Route 41. The County needs to take stock of its overall plan and reduce the growth or it will end up creating a traffic nightmare regardless of how many lanes are available on the roads. The article heading is: New retail center in works for Berkeley. Tract not far from side of large development. By Warren L. Wise. [REDACTED] in case you want to see the article. I did send a copy in the mail to Mr. Cal Oyer. I am on the mailing lists(email & US Postal) already. Thanks, Dmtitar Ciganovic [REDACTED]</div>
12/07/2017	Web comment	Stan	Van Ostran	<div>I could not find any specific information about the widening. How many lanes are planned and what will the throughput capacity be at peak periods? Surely the preliminary planning had indicated the number of lanes required to handle the traffic capacity projected.</div>

Appendix D: Electronic Sign In

ParcelID	OwnerName_Last	OwnerName_First	StreetAddr		City	StateProvi	Zip	Source	Attended?	Email
	Ashworth	Karl							2	
	Nagle	Elizabeth							2	
	Walsh	Thomas							2	
	Notestein	Pam							1	
	Smith	Russ							1	
	Charles	Ralph							1	
	Hall	Rick							1	
	Churchill	Paul							1	
	Mace	Nancy							1	
	Shiflet	David							1	
	Cunnam	Kevin							1	
	Sharpe	Joe							1	
	Giordano	John							1	
	Allen	Anna							1	
	Wander	Jackie							1	
	Fischer	Steve							1	
	Stkes-Marshall	Thomasina							1	
	Mcgaurin	Mike & Carol							2	
	Chalfie	John							1	
	Sidwell	Greg							1	
	Meyer	Stephen							1	
	Lichtenberg	Matthew							1	
	Koedding	Bruce							1	
	Brooks	Alisa							1	
	Brooks	Jarro							1	
	Lykins	Paul							1	
	Jarvis	Joe							1	
	Bennett	Brett							1	
	Haynie	Will							1	
	Vass	Dorothy & Richard							1	
	Calandra	Joe							1	
	Smallwood	Ron							1	
	Rowe	Steve							1	
	Sullivan	Pat							1	
	Love	Doyn							2	
	Williams	Steve							2	
	Myers	William							1	
	Ford	Merle							1	
	Wyszynski	Dennis							1	
	Eovino	Michael							1	
	Hornblas	Michael & Diane							2	
	Powell	Cathy							1	
	Ferdinand	Marisol							1	
	Owens	Jim							1	
	Manke	Eric							1	
	Rosen	Maggie							1	
	Fisher	Andrew							1	
	Webber	Stanley							1	
	Webber	Odessa							1	
	Webber	Edward							1	
	Germuth	Jenny							1	
	Schmidt	Christine							2	
	Behringer	Rich							1	
	Perkins	Margaret							1	
	Zieuhirct	Mike & Carol							1	
	Black	Dennis & Leilani							2	
	Santos	Gary							1	
	Waters	Merrielee							1	
	Behringer	John							1	
	Allan	Patricia							1	
	Oneal	Donna							1	
	Murphy	Elizabeth & Richard							2	
	Ballew	Chris							2	
	Dehne	Joan							1	
	Smith	Mason							1	
	Spaneas	Charles							1	
	Zimmerman	Katie							1	
	Basha	Katherine							1	
	Terry	Bill							1	
	Anthony	Joanne							1	
	Faulconer	Warren							1	
	Smith	Edward							1	
	Bergman	John							1	
	Ryan	Mary Margaret & Dave							2	
	Bates	Alan							1	
	Paragano	Larry							1	



Public Information Meeting for Alternatives Meeting Summary

July 6, 2018

Public Information Meeting for Alternatives Meeting Summary

Meeting Summary

Charleston County hosted a Public Information Meeting for Alternatives to provide project updates and present reasonable alternatives to the community and solicit feedback for the Highway 41 Corridor Improvements project along Highway 41 in Mount Pleasant, South Carolina. The meeting was held on Wednesday, May 16, 2018, at Park West Gym in Mount Pleasant. The meeting was an open house format; no formal presentation was given.

Upon entering the meeting, attendees viewed a video which detailed the range of alternatives, environmental studies, screening process and next steps for the project. In a separate room, meeting boards and interactive SmartScreens provided additional information on typical roadway sections, US 17 and SC 41 interchange designs, the National Environmental Policy Act (NEPA) process, project schedule, environmental factors being considered, traffic and noise studies, the study on traditional cultural properties, and next steps in the project. Three GIS stations and a right-of-way station were available for individuals with specific property questions. Comment tables were available to the public to provide feedback on the alternatives, environmental studies and other aspects of the project. Five SmartScreens were utilized around the room so individuals could view reasonable alternatives in an interactive and zoom-capable format.

An online meeting, displaying the same video and materials as the in-person meeting, was available at www.hwy41sc.com from May 16 to June 16, 2018 for an official comment period.

Open House Overview

The meeting began at 5:30 p.m. and ended at approximately 7:30 p.m. All meeting logistics were coordinated by the HDR team through the Town of Mount Pleasant's Parks and Recreation Department. The open house format allowed for discussions between the public and project team members, including staff representing engineering, environmental, and public involvement from Charleston County, the Town of Mt. Pleasant, South Carolina Department of Transportation (SCDOT), and the consultant team. There were 283 individuals that signed in to the meeting via sign-in sheets, which can be viewed in Appendix B. Meeting materials including the meeting boards, handout, blank sign-in sheet and comment form can be viewed in Appendix A. Comments received at the in person meeting, online meeting and throughout the comment period can be found in Attachment 1.

Public Information Meeting for Alternatives Information

Table 1

Date & Time	Venue	# of Attendees
Wednesday, May 16 5:30 – 7:30 p.m.	Park West Gym 1251 Park West Blvd, Mount Pleasant, SC 29466	283

Agenda

- 2:30 p.m.: Project Team Arrival and Setup (HDR and Public Involvement Consultants)
- 3:45 p.m.: Charleston County/SCDOT/Town of Mt. Pleasant/Consultants
- 4:00 p.m.: Team meeting, safety briefing
- 5:30 p.m.: Meeting begins
- 7:30 p.m.: Meeting ends/doors close
- 7:45 p.m.: Team debrief and breakdown
- 8:00 p.m.: Team departure

Attendees

A total of 283 people attended the in-person kickoff meeting and 1,911 people attended the online meeting.

Staffing

Project team members from Charleston County, SCDOT, Town of Mount Pleasant, HDR and sub-consultants staffed the in-person kickoff meeting. All staff were knowledgeable about the project and were prepared to communicate with the community. Table 2 summarizes the roles and responsibilities of each team member.

Table 2

Organization	Name	Role/Station
Charleston County	Cal Oyer	Floater
Charleston County	Shawn Smetana	Floater
Charleston County	Steve Thigpen	Floater
Charleston County	Jim Armstrong	Floater
Charleston County	Taylor Hall	Comments
HDR	Randy Williamson	ROW Station/ Floater
HDR	Shannon Meder	SmartScreen 1: Reasonable Alternatives
HDR	Samantha Dubay	Floater/GIS Station Coordinator
HDR	Robert Flagler	Sign in
HDR	Blair Wade	SmartScreen 2: Reasonable Alternatives
HDR	Michael Darby	SmartScreen 3: Reasonable Alternatives
HDR	Brandon Stokes	SmartScreen 1: Reasonable Alternatives
HDR	Josh Fletcher	GIS Station 2
HDR	Harriet Richardson Seacat	Community Characterization Table
HDR	Miles Spenrath	GIS Station 1
HDR	Phillip Hutcherson	SmartScreen 4: Traffic
HDR	Wayne Hall	SmartScreen 6: Noise Video
HDR	Ben Burdette	GIS Station 3
Stantec	Stuart Day	SmartScreen 5: Range of Alternatives
Joyst Communications	Natalie Lawrence	Video 1
CHH Communications	Cheryl Harleston	Sign in
Fellowship Communications	Ed Givens	Floater
ATJ Engineering	Alvin Johnson	SmartScreen 3: Reasonable Alternatives
SCDOT	Michael Fulmer	SmartScreen 2: Reasonable Alternatives
SCDOT	Will McGoldrick	Floater
Town of Mt. Pleasant	Brad Morrison	SmartScreen 5: Range of Alternatives

Air Hub	Terri Sciarro	SmartScreen 6: Noise Video
PAN	David Link	ROW Station

Outreach Activities

Invitation newsletters, postcards, stakeholder notification letters and an e-newsletter were distributed to promote the Public Information Meeting for Alternatives and online meeting. A Stakeholder Working Group meeting and meetings with representatives from neighborhoods and businesses along the corridor were also held prior to the Public Information Meeting for Alternatives. Table 3 summarizes the invitation outreach efforts for the Public Information Meeting for Alternatives. See Appendix C: Outreach.

Table 3

Type	Total Distributed	Date of Distribution
Newsletter	2,449	05/01/2018
Stakeholder Notification Letter	146	05/02/2018
Postcard	2,449	05/02/2018
News Release	1	05/02/2018
E-Newsletter	348	05/02/2018
Legal Ad (Post & Courier, Moultrie News)	2	05/02/2018 & 05/04/2018

Online Meeting Information

An online meeting was hosted at <http://hwy41sc.com/onlinemeeting/>. The online meeting was active from May 16 to June 16, 2018. Online Meeting Boards are available to view in Appendix B.

Table 4

Duration	URL
May 16 to June 16, 2018	http://hwy41sc.com/onlinemeeting/

Analytics

Table 5

Type	
Visitors	1,911
Avg. Session Duration	6:25
Pageviews	3,148

Video Plays

Table 6

Video	Play Rate	Plays	Avg Engagement	Hours Watched
Highway 41 Reasonable Alternatives	32%	656	51%	51.7

- *Play Rate is a measure of the number of people that loaded and played the video.*
- *Average Engagement is a measure of the number of people who watched the video compared to the total hours the video has been watched.*

Comment Summary

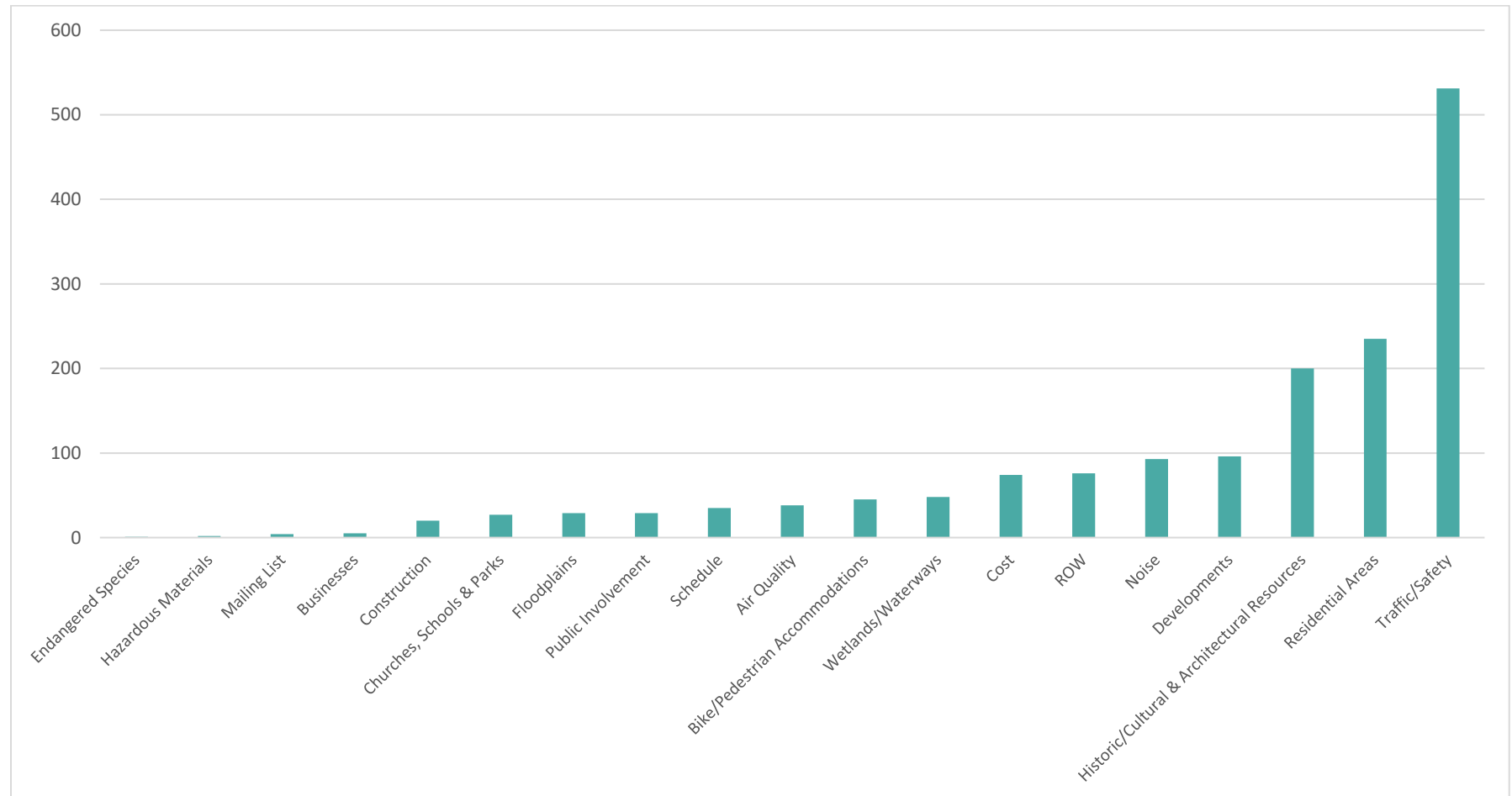
In order to collect feedback during the public meeting, three comment tables were set up to allow the public to provide feedback. Comment forms collected during the public meeting totaled 114 (See Attachment A). The project website and online meeting received 923 comments between the launch of the online meeting on May 16 through the comment period closing on June 16, 2018.

Table 7

Type of Comment	# of Comments Received
Web Comment Form	923
Hotline Voicemail	14
Comment Forms (mailed or received in-person)	114
Email	178
Letter/Mail	19
Total comments received during comment period	1,248

Comment Themes

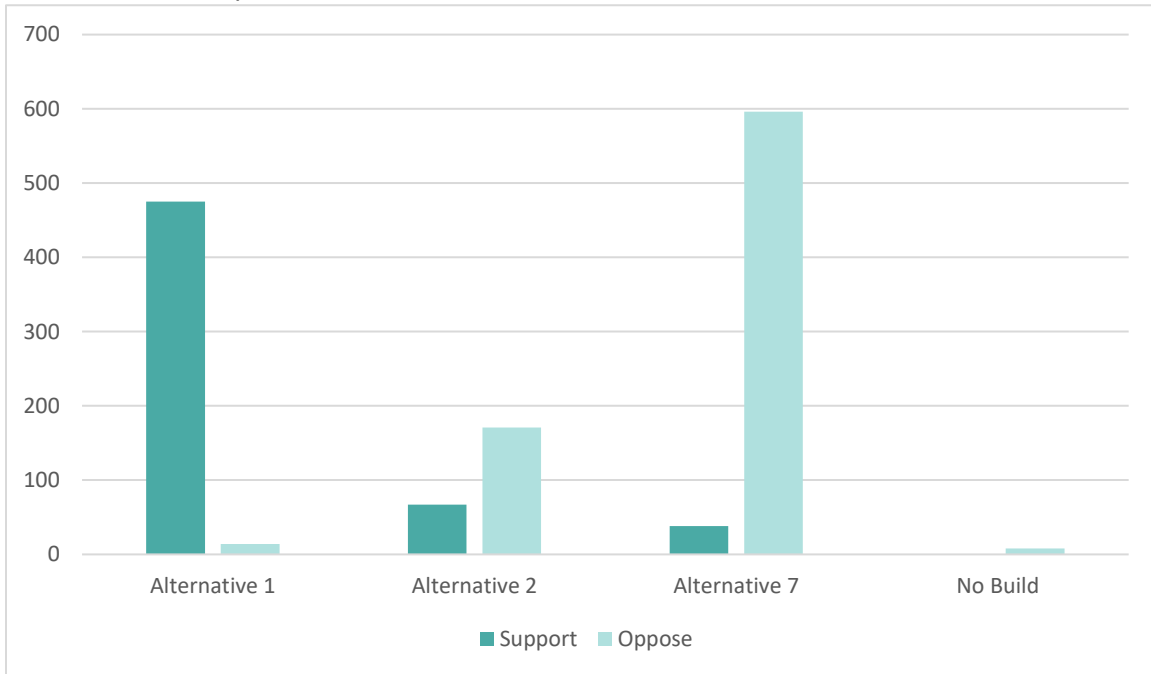
The comments collected between May 16 and June 16, 2018, were categorized based on themes and topics, with many comments having multiple themes and topics. The chart below summarizes the data to identify the most common comment topics. The next page includes a brief description of each comment theme and topic based on the comments received.



Comment Theme Descriptions

- Air Quality – Comments pertaining to pollution from exhaust, loss of trees and other aspects affecting the quality/cleanliness of air.
- Bike/Pedestrian Accommodations – Comments pertaining to sidewalks, pedestrian bridges, and other design features to improve pedestrian and bike features in the area.
- Businesses – Comments pertaining to businesses in the project corridor including impacts and access to businesses.
- Churches, Schools & Parks – Comments pertaining to impacts of churches, schools and parks in or near the project area.
- Construction – Comments related to the construction phase of the project including impacts to traffic flow and existing conditions in the corridor.
- Cost – Comments pertaining to the cost and financing of the project.
- Developments – Comments pertaining to existing, new and platted developments in the area and whether those have been considered in the analysis of alternatives and traffic models.
- Endangered Species – Comments pertaining to threatened or endangered species within the area that may be impacted by the project.
- Floodplains – Comments pertaining to existing floodplains and existing flooding issues in the area.
- Hazardous Materials – Comments pertaining to the hazardous materials sites identified in the environmental studies.
- Historic/Cultural & Architectural Resources – Comments pertaining to areas of historic significance in the area (Phillips Community, Boone's Hall) and notable structures (Sweetgrass Baskets, Phillips Tomb).
- Mailing List – Comments requesting to be added to the project mailing list.
- Noise – Comments expressing concern for increased noise and impacts on residential areas.
- Public Involvement – Comments on public involvement aspects of the project including notifications, public meetings, community outreach and the project website.
- Residential Areas – Comments pertaining to impacts on the quality of life in neighborhoods and residences along the project area.
- ROW – Comments pertaining to the acquisition of property and the right of way process.
- Schedule – Comments pertaining to the project schedule and anticipated timeline.
- Traffic/Safety – Comments pertaining to traffic levels and safety concerns.
- Wetlands/Waterways – Comments pertaining to wetlands and streams that may be impacted by the project.

In addition to the topics above, comments were tracked based on support or opposition to the reasonable alternatives presented. The chart below shows the support and opposition to Reasonable Alternatives 1, 2, 7 and the No Build Option.



Appendix A: Meeting Materials



CORRIDOR IMPROVEMENTS

REASONABLE ALTERNATIVES SCREENING MATRIX

ENVIRONMENTAL SCREENING CRITERIA	UNITS	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 7
TOTAL PROPERTY IMPACTS (INCLUDES PHILLIPS COMMUNITY)				
POSSIBLE FULL ACQUISITIONS (IMPACTS >50%)	Number of Parcels	7	4	9
POSSIBLE PARTIAL ACQUISITIONS (IMPACTS >50%)	Number of Parcels	207	172	281
PHILLIPS COMMUNITY				
POSSIBLE FULL ACQUISITIONS (IMPACTS >50%)	Number of Parcels	3	0	0
POSSIBLE PARTIAL ACQUISITIONS (IMPACTS >50%)	Number of Parcels	80	58	55
CULTURAL AND HISTORIC SITES				
NRHP ARCHAEOLOGICAL SITES	Number of Sites	1	1	1
NRHP HISTORIC STRUCTURES	Number of Sites	6	3	4
SWEETGRASS BASKET STANDS	Number of Sites	15	13	13
WETLAND IMPACTS				
ESTUARINE (TIDAL)	Acres	5.4	5.4	6.1
FRESHWATER (NON-TIDAL)	Acres	2.6	2.5	4.7
STREAM IMPACTS	Linear Feet	581	522	791
FLOODPLAIN IMPACTS	Acres	58.8	43.1	72.6
LAUREL HILL COUNTY PARK	Acres	0.8	0.8	3.4
HAZARDOUS MATERIALS SITES	Number of Sites	2	2	2

Screening data is based on preliminary conceptual design that will be refined as the project progresses towards final design; the project team will make every effort to avoid and minimize impacts.

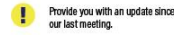


PUBLIC INFORMATION MEETING FOR ALTERNATIVES

WEDNESDAY, MAY 16, 2018

WELCOME

The goals of today's meeting are to:



Provide you with an update since our last meeting.



Present reasonable alternatives for the project.

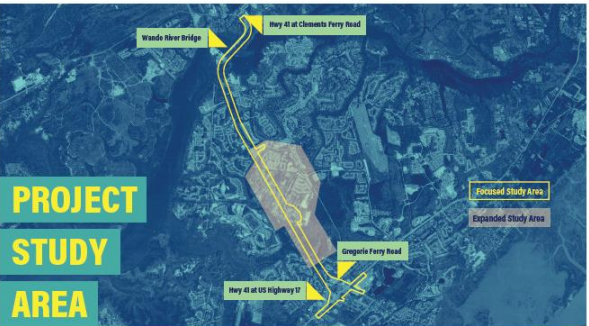


Answer your questions related to the development process.



Gather your input and feedback.

PROJECT STUDY AREA



PROJECT PURPOSE & NEED

The purpose and need statement was developed with the project team and stakeholder agencies and is required by the National Environmental Policy Act process to help guide the project and set objectives.

The primary purpose of the proposed SC 41 Corridor Improvements project is to **reduce traffic congestion** within the SC 41 corridor to accommodate future traffic projections.

The secondary purposes of the proposed SC 41 Corridor Improvements project are to **enhance safety** throughout the corridor, **improve transportation system** and community connections, and **provide bicycle and pedestrian accommodations**, while **minimizing community and environmental impacts**.

The proposed project is needed to **address anticipated local and regional growth**, increased traffic congestion, **safety and emergency response concerns**, and inadequate interconnections of transportation modes, including pedestrian and bicycle facilities.



REASONABLE ALTERNATIVES

From the data gathered from traffic studies, a range of 12 alternatives was identified. Out of the 12 alternatives that were considered, three reasonable alternatives (1, 2 and 7) plus a No Build option were carried forward for further analysis based on traffic performance and Level of Service for design year 2045.

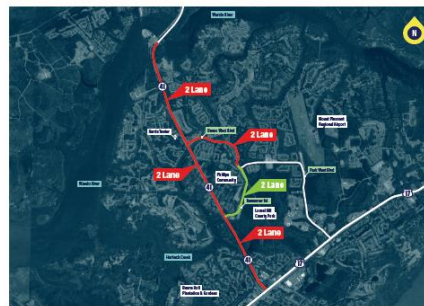


LEVEL OF SERVICE

Level of Service is a standard measurement based on vehicle delay and speed, which reflects the relative ease of traffic flow on a scale of A to F. A through C would represent a stable flow of traffic, D and E would represent moderate traffic impacts, and level F would represent bumper to bumper traffic.

NO BUILD ALTERNATIVE

In the No Build Alternative, the current conditions of Highway 41 would remain unchanged. The No Build option provides a baseline of comparison for the Reasonable Alternatives.



REASONABLE ALTERNATIVE 2

Alternative 2 would consist of widening existing Highway 41 to five lanes (two travel lanes in each direction with a center turn lane) from Highway 17 to Joe Route Road. Highway 41 from Joe Route Road to Dunes West Boulevard would be widened to three lanes consisting of one travel lane in each direction with a center turn lane, and Highway 41 from Dunes West Boulevard to the Wando River Bridge would be widened to five lanes. This alternative is moving forward as it provides an acceptable Level of Service for design year 2045 throughout the corridor, except for in the Phillips Community.

REASONABLE ALTERNATIVE 1

Alternative 1 would consist of widening existing Highway 41 to a five lane roadway from Highway 17 to the Wando River Bridge. This alternative would include two lanes of traffic traveling in each direction and a center turn lane. Alternative 1 would provide an acceptable Level of Service for design year 2045 and is moving forward for further evaluation.



Screening data is based on preliminary conceptual design that will be refined as the project progresses towards final design; the project team will make every effort to avoid and minimize impacts.



REASONABLE ALTERNATIVE 7

Alternative 7 would establish a five lane roadway from Highway 17 to Bessemer Road. The five lane section would continue along Bessemer and Dunes West Boulevard to a five lane section on Highway 41 to the Wando River Bridge, making a continuous bypass around the Phillips Community. Existing Highway 41 would be widened to three lanes from Joe Route Road to Dunes West Boulevard through the Phillips Community. This alternative is moving forward for further evaluation.

Screening data is based on preliminary conceptual design that will be refined as the project progresses towards final design; the project team will make every effort to avoid and minimize impacts.



Charleston County
Transportation Development

4045 Bridge View Drive, Suite C204, North Charleston, SC 29405

www.hwy41sc.com

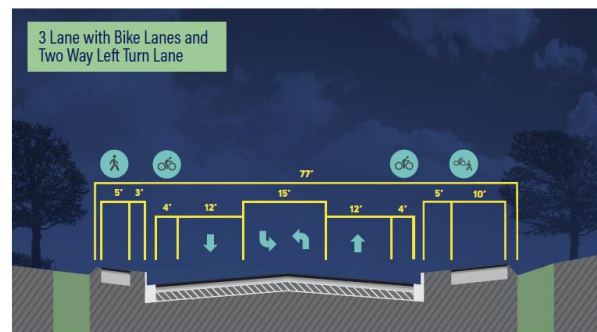
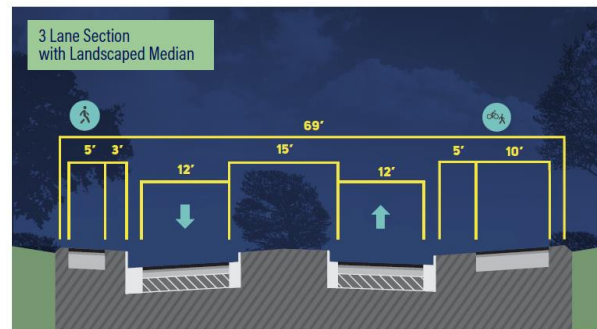
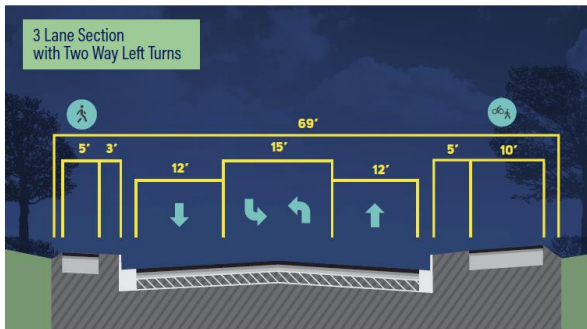
Traffic: Level of Service

A standard measurement based on vehicle delay and speed, which reflects the relative ease of traffic flow on a scale of A to F.



Stable Traffic Flow Unstable Traffic Flow

4 HIGHWAY CORRIDOR IMPROVEMENTS **TYPICAL SECTIONS**



BIKE LANE



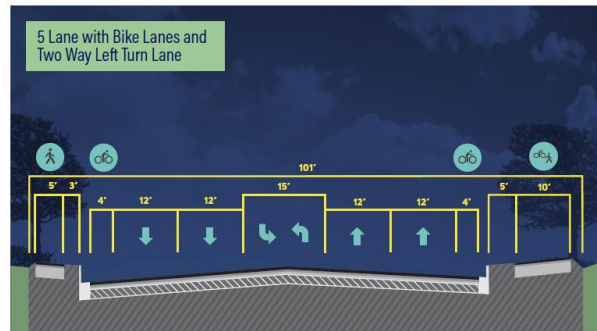
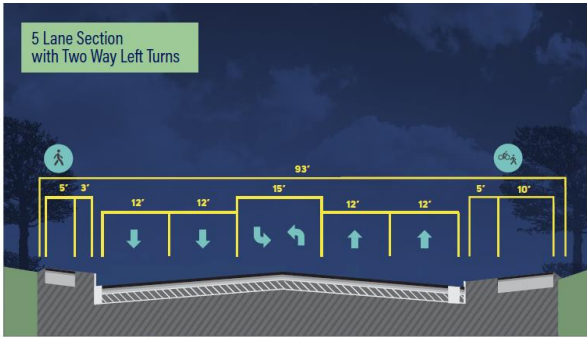
SIDEWALK



SHARED PATHWAY

Typical sections do not depict potential utility easements that may be required.

41 CORRIDOR IMPROVEMENTS **TYPICAL SECTIONS**



BIKE LANE



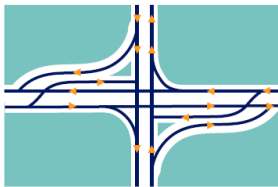
SIDEWALK



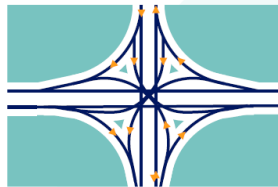
SHARED PATHWAY

Typical sections do not depict potential utility easements that may be required.

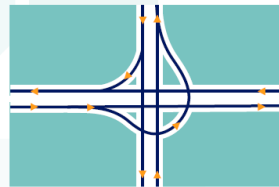
Intersection Concepts: Highway 41 at Highway 17



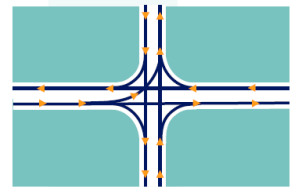
Continuous Flow Intersection



Single Point Urban Interchange



Flyover Left Turn

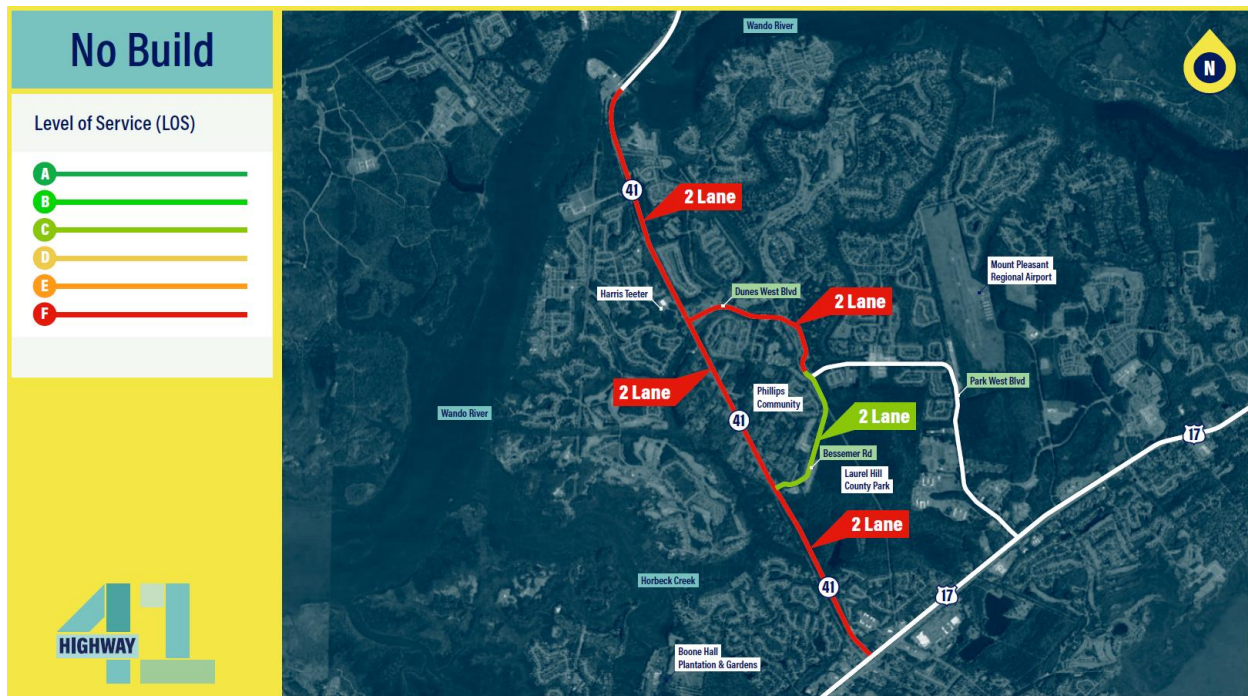


Flyover Left Turn Mid

Environmental Screening Matrix

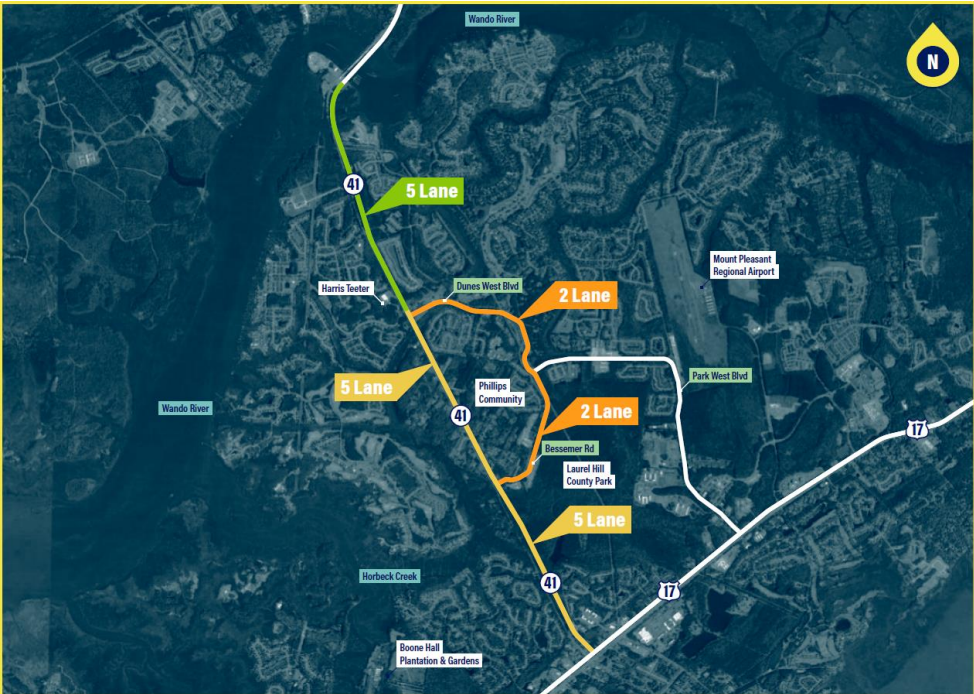
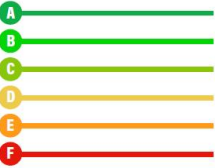
ENVIRONMENTAL SCREENING CRITERIA	UNITS	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 7
TOTAL PROPERTY IMPACTS (INCLUDES PHILLIPS COMMUNITY)				
POSSIBLE FULL ACQUISITIONS (IMPACTS >50%)	Number of Parcels	7	4	9
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HAZARDOUS MATERIALS SITES	Number of Sites	2	2	2

Screening data is based on preliminary conceptual design that will be refined as the project progresses towards final design; the project team will make every effort to avoid and minimize impacts.



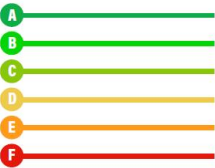
Alternative 1

Level of Service (LOS)



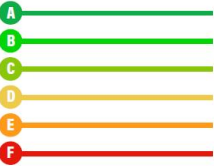
Alternative 2

Level of Service (LOS)



Alternative 3

Level of Service (LOS)



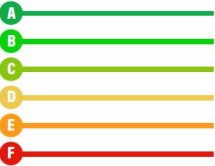
Alternative 4

Level of Service (LOS)



Alternative 5

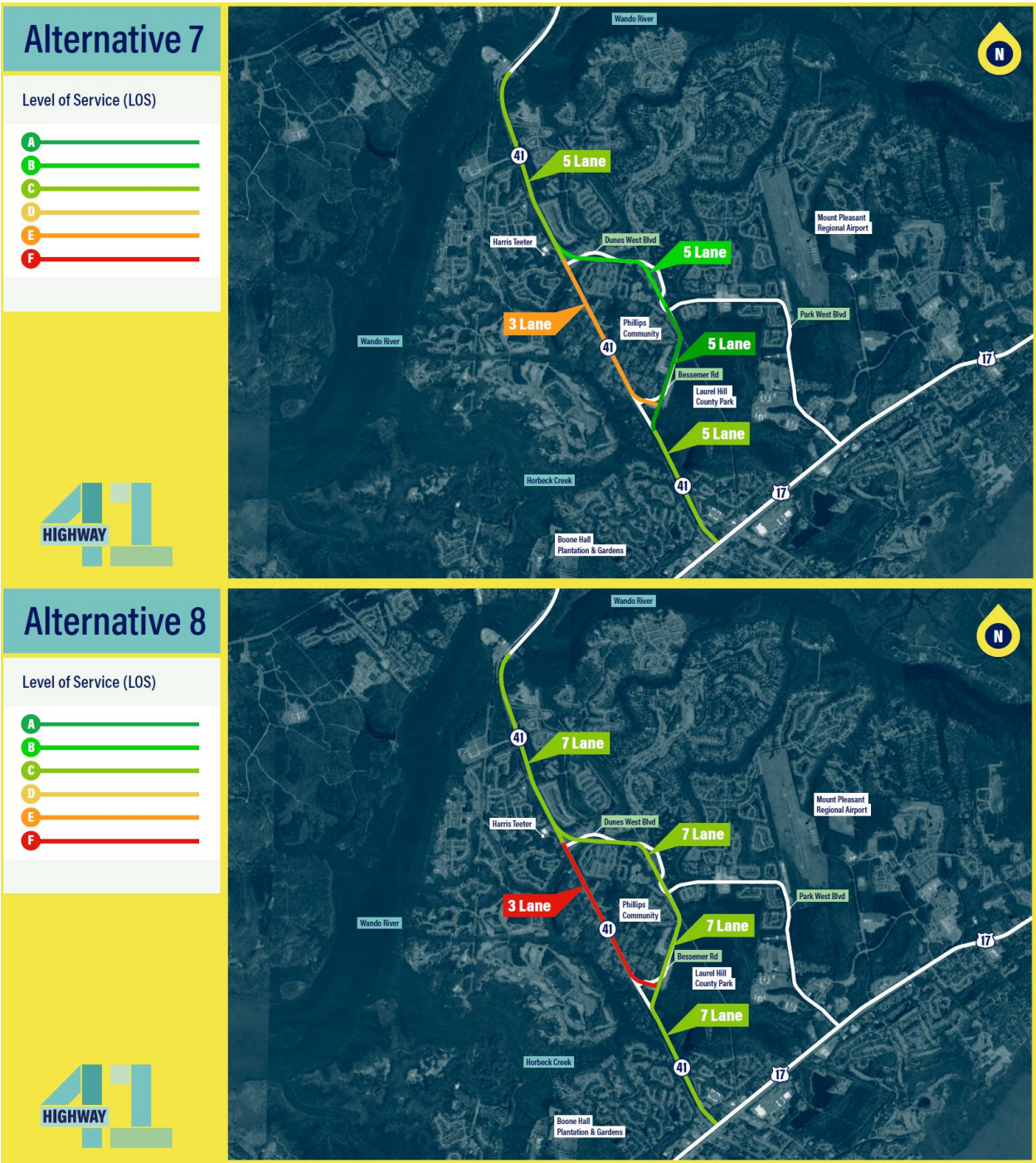
Level of Service (LOS)



Alternative 6

Level of Service (LOS)





Alternative 9

Level of Service (LOS)



Alternative 10

Level of Service (LOS)



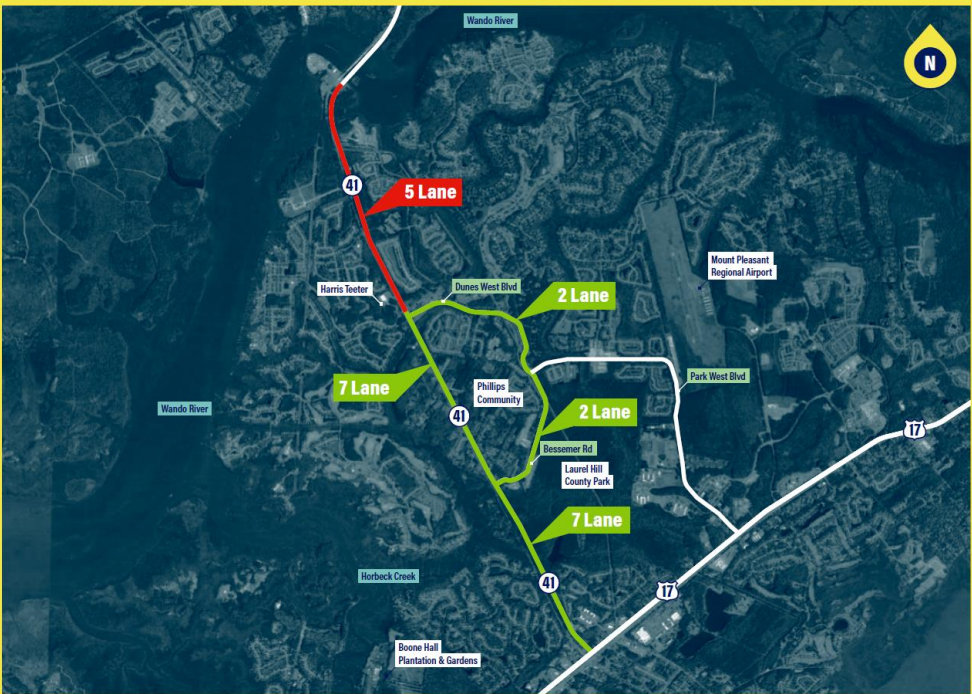
Alternative 11

Level of Service (LOS)



Alternative 12

Level of Service (LOS)



Public Information Meeting for Alternatives

May 16, 2018

The public will have 30 days after the meeting to submit comments. Comments are due by June 16 and can be submitted in person at today's meeting, online at www.Hwy41SC.com, or mailed to c/o Charleston County, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 2?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	Yes	No
<i>If yes, please explain:</i>		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!

Appendix B: Sign In



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name

JOE BUSTOS

Name

Mirabella Abbo

Name

Jeff Bubby

Name

Anna Allen

Name

Edward Tichi



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name *Rebecca Wynn Amerson*

Name *Greg Marett*

Name *Liz Greg Cavallo*

Name *BLAKE PICINICH*

Name *KENNETH KOCH*



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name William P. Shanahan

Name George Anderson

Name Rick CARTER

Name DAVID & Deborah OYSTER

Name Ed + Diane Tichi



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name

Delman Magherson

Name

Tom Boyer

Name

Betty/Ron Pearce

Name

Barbara H. Perry

Name

Betty Page



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name

Bid Yochim

Name

Kathy Aven
Lew Aven

Name

E. Peter Becker

Name

Ross

Name



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name

Edgar Barward

Name

Jason Myers

Name

Nathan + Nikki Karpinsky

Name

Rebecca Adler

Name

Thomas Jacobs



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name *ART SCHULKIN*

Name *Harold & Pamela Bell*

Name *Carol Noble*

Name *Kathryn Love*


Name *Ronald Gibson*



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name	
Name	Address City/Zip Email
Name	Address City/Zip Email
Name	Address City/Zip Email
Name	Address City/Zip Email



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name *NICOLAS BOCCABELLA*

Name *Bobby Carpenter*

Name *CLARK THOMPSON*

Name *DAVID V BLANKENSHIP*

Name

Address

City/Zip

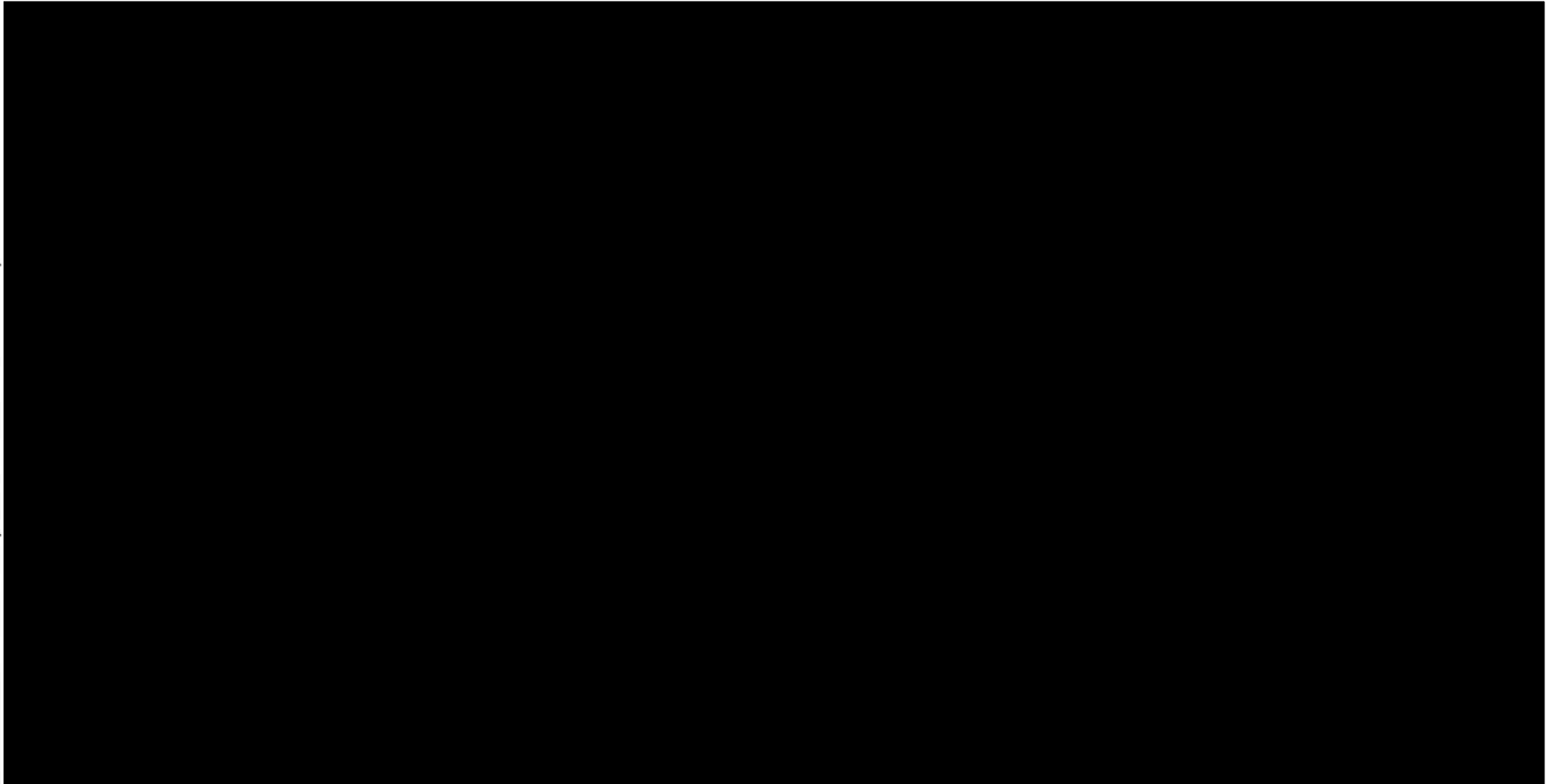
Email



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name <i>Thomas C. Hubel</i>	
Name <i>JOANNE TURK</i>	
Name <i>PAT SULLIVAN</i>	
Name	Address City/Zip Email
Name	Address City/Zip Email



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name *Vincent Laflamme*
Jim Wilson

Name *Patricia Allen*

Name *Colleen & Phil Sinato*

Name *William Hamilton*

Name *Joan Spier*



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name

Jasan Alloyer

Name

Melody + Shannon
+ Peyton Carithers

Name

Alan Silber
+ Dana Silber

Name

Dave & Gail Shepard

Name

Klaudina Smith



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name

Steve McDuffie

Name

Jo Ann Anthony

Name

Name

FREI S. Small

Name

Ricky Small



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

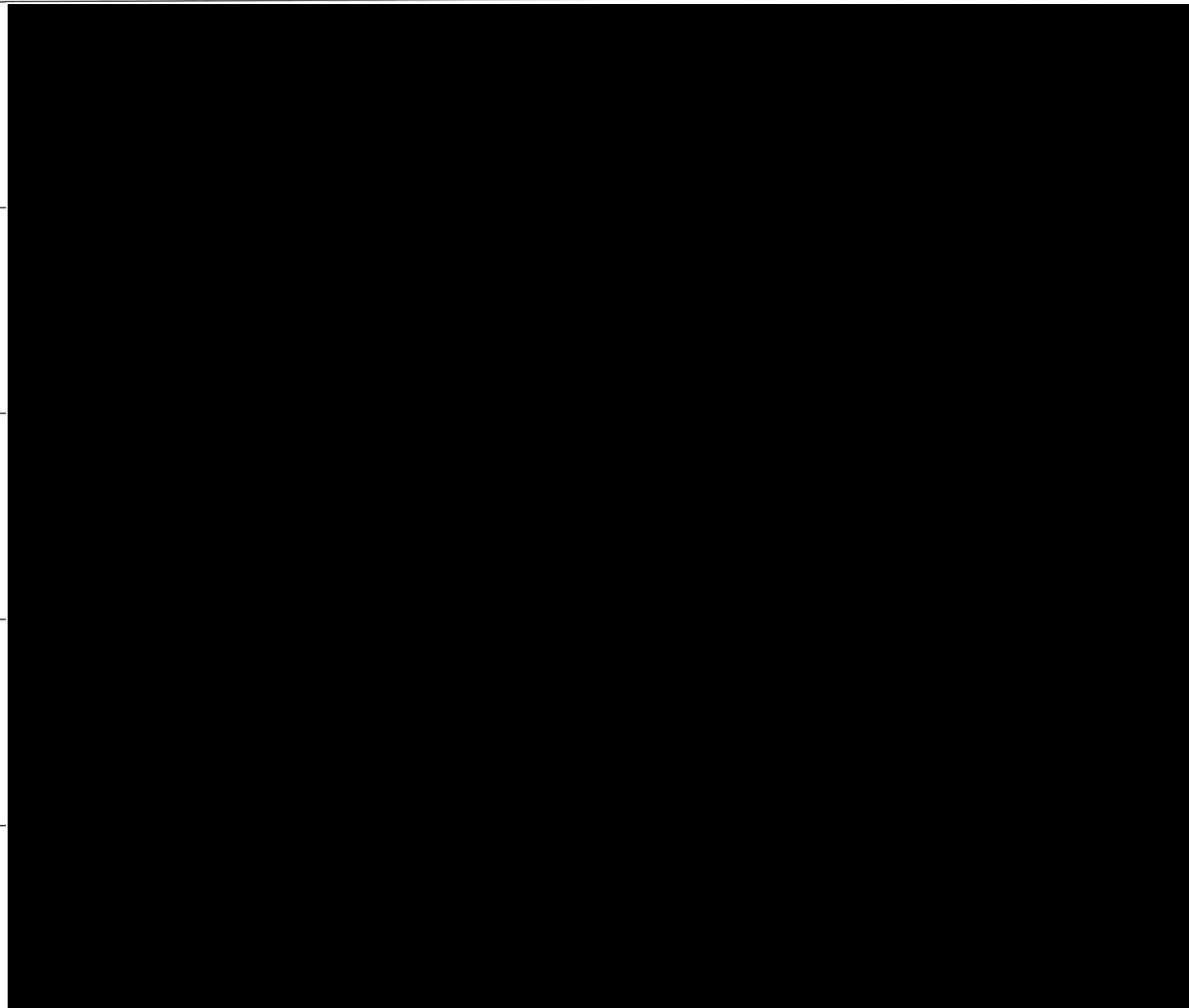
Name *SCOTT PEACE*

Name *LUCIANA RONCON*

Name *Jeremy Murphy*

Name *Melissa Zangrillo*

Name *Joy Dryden*





Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name

Craig McArthur

Name

Linda and Dennis Wyszynski

Name

Jim + Denise Stanton

Name

John Disk

Name

Catherine Barnard



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name

Lisa Cyr

Name

Christine Tayla

Name

Brian Delamater

Name

Tami Peterson

Name

Mary Mitchell



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name

Craig + Deborah
Chute

Name

Chuck Jones

Name

Manfred & Pat Osti

Name

DAVID + Maggie LOVERN
2156 Anderson Way
MT Pleasant, SC 29466
david.lovern@gmail.com

Name

Cheri Thompson



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name *EDWARD BRNETT*

Name *Randy & Chris Olson*

Name *Katie Donohoe*

Name *Darrell R Johnson*

Name *Marla Ford*



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name

Jill Cragg

Name

David Sibrinse

Name

KEVIN PIETRAMALU

Name

Greg Bowman

Name

Marco GARCIA



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name Joe Bowers

Name Rick HENDRIX

Name HANS T. Setton

Name Lisa ANDERSON

Name Joyce Scapicchio



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name *ALAN SCHMITT*

Name *DAVID MORTON*

Name *Tom & Cheri Wittel*

Name *Mary and Rick Yost*

Name *CAROL KLAAS*



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name

Frank Tarfaglia
2280 Andover way

Name

Rick & Jeanne Higgins

Name

Jonathan & Amber Fultz

Name

JACK LITTLE

Name

SCOTT CAVE



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name *Jim Owens*

Name *LARRY H. CARTER.CENTER@gmail.com*
25 BURR CIRCLE
Murrells Inlet SC 29576

Name *DONALD J. BENTZ*

Name *Caroline Muhn*

Name *William Muhn*



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name

Gerri Potter

Name

ARLYNE GEFFERT

Name

Dianne Schuler

Name

Dale/Sue Tuttle

Name

MIKE Hantmann



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name Yvonne Gilbert

Name Carmine Battista

Name Maynard and Gay Todd

Name Freddie Jenkins

Name Kathy Landing



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name *Louis + Pat Broghamer*

Name *Marcia Rosenberg*

Name *Sharon Hawkes*

Name *Chis Britton*
(Charles)

Name *STEVEN GRAPSTUL*



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name Merlyn Devapiriami

Name Bruce Sadouski

Name Tom Fessenden

Name BRUCE KOEDDING

Name



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name Diane Katz

Name Doyle & Dolores Love

Name Scott Gossett

Name Beth Romaine

Name John Bagwell

Appendix C: Outreach



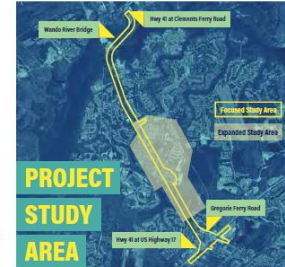
You are invited!

Public Information Meeting for Alternatives

Join us for an open house for updates on the Highway 41 project and to provide your feedback on the reasonable alternatives!

- Tuesday, May 15, 2018
- 5:30 - 7:30 p.m.
Drop in at your convenience; no formal presentation will be given.
- Park West Gym
1251 Park West Boulevard
Mt. Pleasant, SC 29466

Can't attend in-person? An online meeting will be available from May 15 through June 15 on the project website at www.hwy41sc.com with the same information available as the open house.



Reasonable Alternatives

At the Public Information Meeting for Alternatives, we will be presenting the reasonable alternatives, which have gone through a screening process to determine feasibility based on what we learned through our traffic analysis and environmental evaluations. These alternatives will be moved forward to be screened for their ability to meet the purpose and need of the project and for their potential impacts to the human and natural environments. Based on these screening results, the reasonable alternatives will either move forward for further consideration or be eliminated from consideration as we move toward recommending a preferred alternative later in the project process.

We would like to invite you to our **Public Information Meeting for Alternatives on Tuesday, May 15 from 5:30 to 7:30 p.m. at Park West Gym** to view the results of our preliminary studies, provide feedback on the reasonable alternatives, and engage with the project team.

STAY INFORMED

Visit us weekly at www.hwy41sc.com

Sign up for email alerts if you prefer to receive project updates by email. Contact us at 41sc@charlestoncountysc.gov or call 843.747.4600 (Leads Avenue, Suite 450) to learn more.

Follow Charleston County on Facebook and Twitter.

Let the project team know how you feel about the project by leaving a comment on our website at www.hwy41sc.com.

The project team is holding a public information open house to provide an overview of the project process and gather input on future improvements. Your participation is very important to us. Can't attend in-person? Please join us online beginning May 15 to view all of the meeting materials and leave a comment by visiting our website at www.hwy41sc.com.

Join us for a Public Information Open House!

Tuesday, May 15, 2018

5:30 - 7:30 p.m.

Drop in at your convenience; no formal presentation will be given.

Park West Gym
1251 Park West Boulevard
Mt. Pleasant, SC 29466

Field Studies: What are they?

A field study is a broad term that includes many different types of studies we use to understand existing conditions of an area. For example, an archaeologist may go into an area to document historical sites like cemeteries, churches, and other areas with historical and cultural value. An environmental scientist will identify the location of wetlands and plant communities, survey for threatened or endangered species, and document conditions the project team needs to be aware of to avoid or minimize impacts to the environment.

Our project team recently conducted several field studies for the Highway 41 Corridor Improvements project. Our analysis included:



Cultural Resources
Previously-identified and new archaeological and architectural sites.



Natural and Biological Resources
Wetlands and tidal waters, protected species, floodplains.



Traffic Conditions
Existing traffic levels and forecasts were developed to guide the development of alternatives and evaluate new corridor alignments.



Sensitive Noise Receivers
Noise measurements along Highway 41 included residences, churches, and parks within 500 feet of the project area.

A noise analysis of the recommended preferred alternative will begin this summer.



Community Characterization
A separate study was conducted to document the cultural landscape of the Phillips Community, which is on the National Register of Historic Places. Our team worked with community leaders and residents to document the history of this community and engage them in the planning process.



Each of these studies paints a picture of the community and guides the project team as we develop solutions to relieve traffic congestion and improve safety along the project corridor.



Phillips Community Historical Marker along Highway 41



One of the many wetlands studied by the project team

We value your input in this process!

Participation from you and the community is critical in identifying a solution to improve the Highway 41 corridor. Public input is a major consideration in determining which alternatives will move forward for further evaluation and which alternatives will not. Whether submitting comments or attending in-person meetings or online meetings, you're providing the project team with critical information that helps us identify a solution that works best for the community.

The public will have 30 days after the public meeting to submit comments on the reasonable alternatives. Comments are due by June 15, 2018. The project team will collect comments at the in-person meeting, via the online meeting, by email, standard mail, or through messages left on the project hotline. Contact information to submit comments or connect with the project team can be found below or on the project website at www.hwy41sc.com.

Frequently Asked Questions

Can construction start sooner?

We realize the significance of this project and the demand for accommodating an ever-increasing flow of traffic in this area. Before a project requiring a federal action can be designed and constructed, as part of the National Environmental Policy Act (NEPA) process, an extensive environmental review must take place in order to complete a rigorous analysis of the project area. The environmental review is done in order to avoid, minimize or mitigate environmental impacts and ensure public participation is incorporated into the decision making process to reflect the best corridor improvements for the area and its citizens. After the NEPA process has been completed, the project team will make all efforts to expedite portions of the project for design and construction. The final design and construction phase of the project can begin following completion of the NEPA phase.

Have you considered developments like Cainhoy Plantation in your traffic projections?

Yes, the project team has been working with local agencies and officials and developers to identify planned and future developments to plan accordingly and include them in our projections. Our traffic projections include developments in Berkeley and Charleston Counties for the estimated travel along the project corridor into the year 2040.

What will you do to reduce noise in the corridor?

Noise impacts are key factors that are being evaluated during the environmental review process. Data collected will be evaluated and mitigation measures, such as noise abatement, will then be considered based on physical or environmental constraints, cost effectiveness, and the viewpoints of the local community and residents. All considerations will be made based on the South Carolina Department of Transportation's Noise Abatement Policy.

When will a decision be made?

A decision will not be made at the Public Information Meeting for Alternatives on May 15. Following this meeting the reasonable alternatives will be further evaluated and public comments will be considered as we move into the next steps to identify a recommended preferred alternative.

#DYK

Did you know all materials from the May 15 meeting for alternatives will be available online immediately following the meeting? You can take a look at our study results and the reasonable alternatives, and send us your thoughts and questions all from the comfort of your home! Just visit the project website beginning May 15 through June 15!



**CORRIDOR
IMPROVEMENTS**

The Post and Courier

134 Columbus St., Charleston, SC 29403

Classified Ad to publish in		Post and Courier, Post & Courier Web			
		* One affidavit of publication will be provided. Additional affidavits will have a charge of \$10.00 per affidavit. (effective October 1, 2011) FOR ALL LEGAL AFFIDAVIT INQUIRES, CONTACT KEISHA EDDINGS at keddings@postandcourier.com			
Customer Name		HDR			
Order	1686854	Class	985	Lines	76.0
Account	345134	Start Date	05/02/2018	Payments	\$304.98
Name	SAMANTHA DUBAY	Stop Date	05/02/2018	Total Price	\$153.48
Phone		Insertions	2	Ad Rep	P&C Legals

Legal Notice
Highway 41 Corridor
Improvements Project
Public Information
Meeting for Alternatives
to be held May 16

Charleston County will hold a Public Information Meeting for Alternatives on Wednesday, May 16, 2018, to provide project updates and present reasonable alternatives to the community for the Highway 41 Corridor Improvements project.

The project team has been working to move the project into the next phase of development, and has completed data collection, preliminary traffic and environmental studies, developed conceptual corridor alignments into a range of alternatives, completed screening of alternatives toward identification of reasonable alternatives, and continued public outreach efforts.

The public is encouraged to attend the meeting to learn more about the reasonable alternatives, view results of preliminary studies that have been conducted, and to provide feedback and comments to the project team. The meeting will be an open house format; no formal presentation will be made.

Date:
Wednesday,
May 16, 2018
Time: 6:30 to 7:30 p.m.
Location: Park West Gym
1251 Park West Blvd
Mt. Pleasant, SC 29466

Individuals who are unable to attend the meeting in person can join the conversation online at www.hwy41sc.com beginning May 16 to view all of the meeting materials and leave a comment on the project.

The public will have 30 days after the public meeting to submit comments on the reasonable alternatives. Comments are due by June 16, 2018. Public comments can be submitted to hwy41sc@gmail.com, 843-972-4463, or via mail to c/o Highway 41 Corridor Improvements, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

To learn more about the project, visit www.hwy41sc.com.
ATTN: 1686854

Legal (843) 958-7392 Fax: (843) 937-5473
www.postandcourier.com



Charleston County
Transportation Development

4045 Bridge View Drive, Suite C204, North Charleston, SC 29405

www.hwy41sc.com

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Moultrie News

Classified Ad to publish in		Moultrie News, Moultrie News Web			
		* One affidavit of publication will be provided. Additional affidavits will have a charge of \$10.00 per affidavit. (effective October 1, 2011) FOR ALL LEGAL AFFIDAVIT INQUIRES, CONTACT KEISHA EDDINGS at keddings@postandcourier.com			
Customer Name		HDR			
Order	1686855	Class	985	Lines	76.0
Account	345134	Start Date	05/02/2018	Payments	\$115.25
Name	SAMANTHA DUBAY	Stop Date	05/02/2018	Total Price	\$58.00
Phone		Insertions	2	Ad Rep	Nichole McFadden

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 The public will have 30 days after the public meeting to submit comments on the reasonable alternatives. Comments are due by June 16, 2018. Public comments can be submitted to hwy41sc@gmail.com, 843-972-4403, or via mail to c/o Highway 41 Corridor Improvements, 4450 Leeds Avenue, Suite 450, North Charleston, SC 29405.
 To learn more about the project, visit www.hwy41sc.com.
 ATT# 1686855

Legals: (843) 958-7392 Fax: (843) 937-5473
www.moultrienews.com



Highway 41 Corridor Improvements
c/o HDR
4400 Leeds Avenue, Suite 450
North Charleston, SC 29405



OUR MEETING
DATE HAS BEEN
RESCHEDULED



Wednesday, May 16, 2018

5:30 – 7:30 p.m. – Drop in at your convenience, no formal presentation will be given.

Park West Gym

1251 Park West Boulevard, Mt. Pleasant, SC 29466

JOIN US
MAY 16, 2018

Can't attend in-person? View all of the meeting materials online beginning May 16 through June 16 by visiting our website at www.hwy41sc.com.

We recently mailed a newsletter to all residents within the study area with details about an upcoming public meeting. The date for the Public Meeting for Alternatives has been changed to Wednesday, May 16.

Visit: www.hwy41sc.com

Email us to leave comments or join the project mailing list: Hwy41SC@gmail.com

Leave a message for the project team: [843-972-4403](tel:843-972-4403)



News Release

For immediate release:
May 2, 2018

Public Information Meeting for Alternatives to be held May 16 for the Highway 41 Corridor Improvements Project

Charleston County will hold a Public Information Meeting for Alternatives on Wednesday, May 16, 2018, to provide project updates and present reasonable alternatives to the community for the Highway 41 Corridor Improvements project.

Since the first public meeting in late 2017, the project team has been working to move the project into the next phase of development. The project team has completed data collection, preliminary traffic and environmental studies, developed conceptual corridor alignments into a range of alternatives, completed screening of alternatives toward identification of reasonable alternatives, and continued public outreach and engagement efforts.

The public is encouraged to attend the Public Information Meeting for Alternatives to learn more about the reasonable alternatives, view results of preliminary studies that have been conducted, and to provide feedback and comments to the project team. The meeting will be in an open house format; no formal presentation will be made.

Date: Wednesday, May 16, 2018
Time: 5:30 to 7:30 p.m.
Location: Park West Gym
1251 Park West Blvd
Mt. Pleasant, SC 29466

Individuals who are unable to attend the meeting in person are encouraged to join the conversation online at www.hwy41sc.com beginning May 16 through June 16 to view all of the meeting materials and leave a comment on the project.

The public will have 30 days after the public meeting to submit comments on the reasonable alternatives. The project team will collect comments at the in-person meeting, via the online meeting, by email, standard mail, or through messages left on the project hotline. Contact information to submit comments or connect with the project team can be found below or on the project website at www.hwy41sc.com.

- Project Email: hwy41sc@gmail.com
- Project Hotline: 843-972-4403
- Project Mailing Address: Highway 41 Corridor Improvements, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405

About the project:



4045 Bridge View Drive, Suite C204, North Charleston, SC 29405

www.hwy41sc.com

To accommodate an increase in traffic volume, Charleston County, the Town of Mount Pleasant, and the South Carolina Department of Transportation are partnering to improve roadway capacity and ease traffic congestion along Highway 41. As a designated hurricane evacuation route and key corridor in and out of Mount Pleasant, Highway 41 will continue to experience significant use and increased traffic congestion.

###

May 2, 2018

<<Address>>

Re: Highway 41 Corridor Improvements Project Public Information Meeting for Alternatives

Since our last meeting in November 2017, the project team has been working to move the project into the next phase of development. We have completed data collection, preliminary traffic and environmental studies, developed conceptual corridor alignments into a range of alternatives, completed screening of alternatives toward identification of reasonable alternatives, and continued our public outreach efforts. We would like to invite you to our next public meeting to view the results of our preliminary studies, provide feedback on the reasonable alternatives, and engage with the public and project team.

At the Public Information Meeting for Alternatives, we will be presenting the reasonable alternatives, which have gone through a screening process to determine feasibility based on what we learned through our traffic analysis and environmental evaluations. These alternatives will be moved forward to be screened for their ability to meet the purpose and need of the project and for their potential impacts to the human and natural environments. Based on these screening results, the reasonable alternatives will either move forward for further consideration or be eliminated from consideration as we move toward recommending a preferred alternative later in the project process.

As we move forward in the project, we would like to keep you updated on project developments, public comments, results of our studies, potential alternatives for improving the corridor, and immediate next steps for the project.

Mark your calendars and join us for the Public Information Meeting for Alternatives:

Date: Wednesday, May 16, 2018
Time: 5:30 to 7:30 p.m.
Location: Park West Gym
1251 Park West Blvd
Mt. Pleasant, SC 29466

Join us anytime for the open house meeting; no formal presentation will be given. The open house will consist of showing a project video which details the alternatives analysis process along with interactive stations with information on study findings and the reasonable alternatives that have been identified for the project.

For those who are not able to attend the Public Information Meeting for Alternatives in-person, an online version of the meeting will be available from May 16 through June 16, 2018, on the project website at www.hwv41sc.com. The online meeting will present the same information as the in-person meeting and will allow attendees to submit comments and provide feedback.

The public will have 30 days after the public meeting to submit comments on the reasonable alternatives. Comments are due by June 16, 2018. The project team will collect comments at the in-person meeting, via the online meeting, by email, standard mail, or through messages left on the project hotline. Contact information to

submit comments or connect with the project team can be found below or on the project website at www.hwy41sc.com.

- Project Email: Hwy41SC@gmail.com
- Project Hotline: 843-972-4403
- Project Mailing Address: Highway 41 Corridor Improvements, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405

Thank you for your interest in the Highway 41 Corridor Improvements project and please contact me if you have any questions prior to the meeting.

Sincerely,



Cal Oyer, P.E.
Project Manager
Charleston County Transportation Development



CORRIDOR IMPROVEMENTS



Charleston County
Transportation Development

Highway 41 Public Information Meeting for the Alternatives

Join us for an open house to learn more about the project and to provide your input on the reasonable alternatives!

Wednesday, May 16, 2018

5:30 - 7:30 p.m. - Drop in at your convenience; no formal presentation will be given.

Park West Gym

1251 Park West Boulevard

Mt. Pleasant, SC 29466

Can't attend in person?

View all of the meeting materials online beginning May 16 through June 16 by visiting our website at www.hwy41sc.com.

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We value your input in this process

The public will have 30 days after the public meeting to submit comments on the reasonable alternatives. Comments are due by June 16, 2018. The project team will collect comments at the in-person meeting, via the online meeting, by email, standard mail, or through messages left on the project hotline. Contact information to submit comments or connect with the project team can be found below or on the project website at www.hwy41sc.com.

Project Email: Hwy41SC@gmail.com

Project Hotline: 843-972-4403

Project Mailing Address: Highway 41 Corridor Improvements, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405

Stay Informed

Visit: www.Hwy41SC.com

Email us to leave comments or join the project mailing list: Hwy41SC@gmail.com

Leave a message for the project team: 843-972-4403

Follow Charleston County on [Facebook](#) and [Twitter](#)



Charleston County
Transportation Development

Public Information Meeting for Alternatives

May 16, 2018

The public will have 30 days after the meeting to submit comments. Comments are due by June 16 and can be submitted in person at today's meeting, online at www.Hwy41SC.com, or mailed to c/o Charleston County, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: ABSOLUTELY THE BEST OF THE THREE ALTERNATIVES. HIGHWAY 41 IS JUST THAT, A HIGHWAY! IT IS ALSO A STRAIGHT SHOT. 5 LANES FROM 17 TO THE BRIDGE WILL CREATE THE EASIEST FLOW.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: THIS ALTERNATIVE CREATES A BOTTLENECK AND JUST "KICKS THE CAN DOWN" THE ROAD. BETTER THAN 7, BUT NOT AS GOOD AS #1!		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: WORST IDEA EVER! NOT ONLY CREATES A BOTTLENECK, BUT TAKES A NEIGHBORHOOD ROAD AND TURNS IT INTO A LIABILITY. KIDS WILL NOT BE SAFE, ENCOURAGES SPEEDING! TERRIBLE IDEA		

Please leave a comment for the project team in the space provided below:

Name:

JEFFERY WOOD



Thank you for your interest in the Highway 41 Corridor Improvements project!




Public Information Meeting for Alternatives

May 16, 2018

The public will have 30 days after the meeting to submit comments. Comments are due by June 16 and can be submitted in person at today's meeting, online at www.Hwy41SC.com, or mailed to c/o Charleston County, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

Please answer the following questions:		
Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This alternative is the most logical option considering the direction of traffic flow and location of existing communities. It effects fewer total properties than alternative 7 and significantly less county park acreage.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This alternative is least logical. It would cause severe bottlenecking, thus creating more traffic. It would inevitably result in further expansions. It makes little sense in the long run.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This alternative is also extremely illogical. This option disregards the actual flow of traffic, which is currently a straight shot from 17 to the wando river bridge. It also impacts more properties than alternative 1 and significantly more county park acreage.		
Please leave a comment for the project team in the space provided below: Alternative 1 is clearly the most logical option.		

Name:	ELITE OUTRIGHT
	

Thank you for your interest in the Highway 41 Corridor Improvements project!



Public Information Meeting for Alternatives

May 16, 2018

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain: Only actual reasonable alternative

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain: Will cause bottle-necking
Stupid

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain: Will effect far more people than Alt 1
Very dangerous for kids

Please leave a comment for the project team in the space provided below:

The other alternatives make no sense.

Name: Adam Cutright

6/1/18, 6:00 PM
Page 2 of 2

Public Information Meeting for Alternatives

May 16, 2018

The public will have 30 days after the meeting to submit comments. Comments are due by June 16 and can be submitted in person at today's meeting, online at www.Hwy41SC.com, or mailed to c/o Charleston County, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: • Shortest distance, smoother flow, least impact on Dunes West and Park West neighborhoods.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: • creates bottleneck area along 41. • Same problem as we have today as more & more people & traffic move into area		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This will have MAJOR impact to neighborhoods of Dunes West/Park West. • Loss of Green Space • Destroys the feeling of a neighborhood community. • Sound barriers will change aesthetics of the area - who wants to look at wall		

Please leave a comment for the project team in the space provided below:

Hwy 41 is a state road. State roads are for major traffic flow. Duns West Blvd + Bessemer are neighborhood roads.

alternative 7 totally changes what Duns West and Duns West are all about, Neighborhoods where people live, kids play and traffic is primarily for ^{the} local area. School buses and shopping will be impacted. Entering Duns West Blvd from the neighborhoods will be impacted.

I know Phillips community ~~is~~ has historic significance but in the effective area areas are for sale now! I've never seen a basket sold along this area in the 9 years living here.

Name:

William Thompson

Public Information Meeting for Alternatives

May 16, 2018

The public will have 30 days after the meeting to submit comments. Comments are due by June 16 and can be submitted in person at today's meeting, online at www.Hwy41SC.com, or mailed to c/o Charleston County, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

Please answer the following questions:

while no alternative is perfect Alt 1 is the clearest option

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain:

- Most straight forward reasonable option.
- with careful planning many concerns can be mitigated - In fact the opportunity exists to highlight, upgrade &

Do you have any comments about Alternative 2? protect this section.

☒ Yes

☐ No

If yes, please explain:

- Anticipate a bottleneck at the 2 points with merging traffic on 41 - area will be prone to accidents

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain:

- Screening matrix clearly indicates biggest negative impact of this option
- Large concern with environmental factors let's try to hold onto Mt Pis green space wherever we can!

Please leave a comment for the project team in the space provided below:

- Excellent work by the planners laying out options = communicating.
- Clearly there is concern for the historical significance for Mt. P's Gullah Communities
 - no one I spoke to at the presentation could identify the historic sites.
 - in 9 years I have not seen an active Sweetgrass Basket Stand on 41
 - New home construction in the Phillips Community is already diluting the presentation
 - Driving the corridor I cannot visually identify major obstacles aside from the marsh areas.
- I believe cost implications of Alt 7 would prove to be substantially higher than Alt 1

Name: Kathy Thompson

Thank you for your interest in the Highway 41 Corridor Improvements project!

- And thank you for the opportunity
for input.

Kathy Thompson

Public Information Meeting for Alternatives

May 16, 2018

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain:

This alternative is will still result in excessive, noise, traffic congestion and long term construction, etc. Please refer to alternative # 2 and # 7 comments below.

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain:

This is the most preferable alternative of # 1, 2 and 7 due to less residential impact, more efficient transit & hurricane evacuation.

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain:

since 2004

We as homeowners (long term) in Arlington, Park West and are strongly opposed to Alternative 7 (unreasonable in our opinion) for many reasons. We are very concerned with potential safety hazards, namely having to cross a 5 lane highway to exit our neighborhood to leave Park West, bring the children to school/activities, etc. or to use the neighborhood amenities, pools/tennis, etc. (→ over)

We have 2 young children who would not be able to ride their bikes out of our neighborhood, nor will we be able to easily access the many walking/biking trails in Park West. (over)

Please leave a comment for the project team in the space provided below:

Alternative #7 (cont)

The second concern is hurricane evacuations, alternative #7 would not be conducive to many residents leaving PW on Bessemer Rd.

This 5 lane highway would increase noise, pollution and traffic and would cause residential disruption, as well as further decrease the existing vegetation and green space.

The proximity of our neighborhood to a 5 lane highway would decimate property values and severely further ^{negatively} impact our quiet suburban neighborhood. Lastly construction noise, pollution and equipment will also further decrease our quality of life in Arlington, Park West.

We urge you to please consider alternatives 1 or 2 for less residential impact, more efficient transit and hurricane evacuation routes.

Name: Michelle O'Connell and Matt Cormack

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain:

This one is the best

- more efficient transit
- hurricane evacuation
- less residential impact

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain:

mostly against this one

Do you have any comments about Alternative 7?

☒ Yes

☐ No

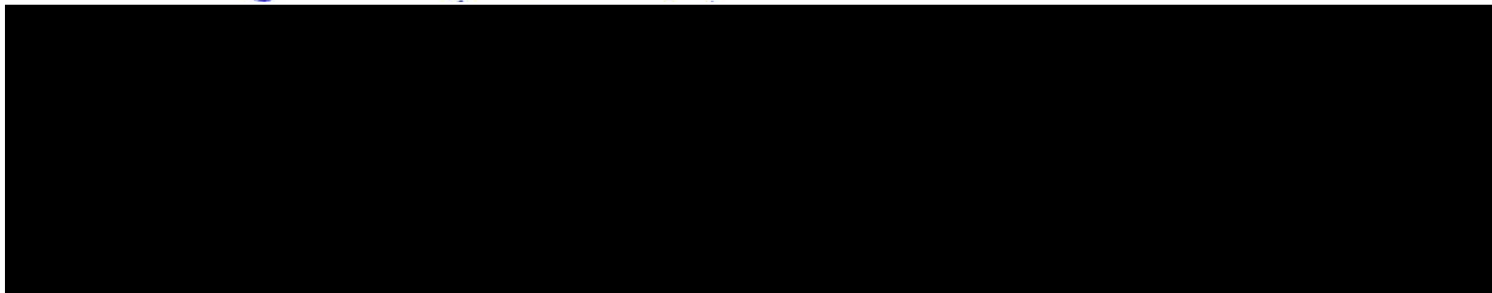
If yes, please explain:

Totally against this one

- inadequate road width
- would directly impact to many home in Park West. where I live with my son.
- noise
- pollution
- traffic within Park West
- safety of children
- property values

Please leave a comment for the project team in the space provided below:

Name: Sharon Lefko



Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<p>If yes, please explain:</p> <p><i>direct route, impacts less people</i></p>		
Do you have any comments about Alternative 2?	Yes	No
<p>If yes, please explain:</p> <p><i>direct route, impacts less people</i></p>		
Do you have any comments about Alternative 7?	Yes ✓	No
<p>If yes, please explain:</p> <p><i>I would like to express my concern for why I am against Alternative 7. It makes no sense to go through the middle of an existing neighborhood. Hundreds of residents would be impacted, causing dangerous intersections of cars trying to get out of eight different neighborhoods converging onto a crowded Bessemer Road.</i></p> <p style="text-align: right;">→</p>		

Please leave a comment for the project team in the space provided below:

The cost to make Bessemer Road wider seems like a more expensive project. Other than decreasing 453 property values that would be affected due to a 5 lane highway, I do have other concerns. My main concern is the children in these neighborhoods riding or walking to our nearby pool and tennis complex. This would be very dangerous for our children. Please consider all these factors.

Thank You,
Terri Ward

Name: Terri Ward (Sherese)

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please answer the following questions:		
Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This option makes the most sense to relieve traffic congestion with the least impact on properties + children's safety. Highway 41 is just that, a highway.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This option makes sense as well but will probably not relieve traffic congestion as much as option 1. As stated above, Highway 41 is a highway.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This option is ridiculous. It would be the most costly, impacts the most parcels of land. It cuts 2 communities into pieces when currently they are whole. The safety issue for the children in this option is horrible. This option ruins 2 planned communities + the property value of the homes cut off from their planned community. Why make another highway through 2 planned communities when one already exist? Ridiculous and a waste of money.		
Please leave a comment for the project team in the space provided below:		
Option 1 - widen the already existing highway. It's a no brainer.		

Name:	Dana Colnigt

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

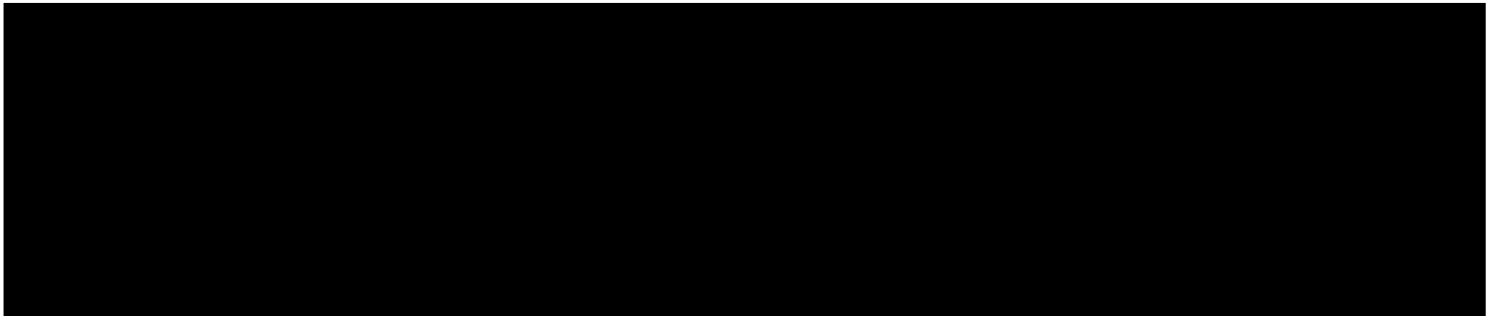
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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes ✓	No
If yes, please explain: THIS DIRECT ROUTE IS CLEARLY THE MOST SENSIBLE, WITH THE LEAST PROPERTY IMPACT AND MINIMAL PAVEMENT ADDED		
Do you have any comments about Alternative 2?	Yes ✓	No
If yes, please explain: SILLY		
Do you have any comments about Alternative 7?	Yes ✓	No
If yes, please explain: THIS APPROACH HAS SERIOUS SAFETY RAMIFICATIONS - PORTIONS OF BOTH DUNCES WEST & PARK WEST WOULD BE CUT OFF FROM THEIR POOLS & RECREATION AREAS - LEAVING KIDS WITH A 5-LANE HIGHWAY TO CROSS A HIGHWAY THRU A FRAGMENTED COMMUNITY WOULD BE A VERY "BAD FAITH" MOVE		

Please leave a comment for the project team in the space provided below:

Name: EDWIN CUTRIGHT



Thank you for your interest in the Highway 41 Corridor Improvements project!

June 15, 2018

Mr. Cal Oyer
c/o Charleston County
4400 Leeds Avenue, Suite 450
North Charleston, SC 29405

Dear Mr. Oyer,

As a resident of the Phillips community in Mount Pleasant, which will be directly impacted by the Highway 41 Improvement Project, I am writing to share my support for Alternative 7 as the preferred option for enhancing mobility throughout the northern end of town.

The Phillips community is an historic African American settlement community dating back to the 1870s when emancipated African Americans purchased a portion of the Laurel Hill Plantation and subdivided the land into individual farming lots to create a self-sufficient community. In 2015, Phillips was included in Charleston County's Historical and Architectural Survey and was subsequently declared eligible for inclusion on the National Register of Historic Places. While our community has certainly changed since the early 20th century, Phillips still maintains a unique sense of place as a community that still has preserved many Gullah traditions and a distinct land use pattern reflecting the original subdivision of the old plantation.

Growth in Mount Pleasant is undeniable, and everyone is faced with the nuisance of traffic congestion and development pressure. While we might all wish that we could turn back the clock and stop the big developments that have grown up around us, we know that we must all share the cost of progress.

This is why Alternative 7 makes the most sense.

Widening Highway 41 from US17 to Jack Rouse Road to five lanes, with only three lanes through Phillips, and then going back to five lanes past Dunes West Boulevard to the Wando Bridge is a reasonable compromise to increase mobility along the highway without destroying our historic settlement community. Further, the ability to widen Bessemer Road and Dunes West Boulevard to five lanes adds more connectivity to the larger area and shares the burden of more traffic with the new communities that have grown up around us in recent decades.

This project must be approached in the most equitable way possible, which means that everyone who lives around Highway 41 must share some of the additional traffic congestion. That is why Alternative 7 is the most appropriate compromise for all communities who live in this part of the Town of Mount Pleasant.

Mr. Oyer, if possible, I would like to be added to all future conversations related to the Highway 41 widening project.

Sincerely,

John Wright, President
African American Settlement Communities Historic Commission

Richard Habersham, President
Phillips Community Neighborhood Association

5/16/18

I wrote this to
share my feedback regarding
the idea of an alternative
bus 41 running through Bessemer
+ Du Boulevard.

All I ask is that those
actually in charge of
this decision making
read it and then email
me your confirmation + written
response at

~~re: 41~~

→

Thank you for
hearing from us and
listening to our thoughts.

Sincerely,

Heather (all)

We Are the Arlington:
Feedback about the prospect of a multi-lane
Highway 41 on Bessemer

Part I

We are The Arlington. A small, humble community. We have annual Halloween parades, Father's Day fishing tournaments, and Christmas time get-togethers. We bike to Joey Bag A Donuts with our families on the weekends and we meet up with Park West friends at the pool on Friday nights, ordering Pizza from our neighborhood's Dominos. We love to go to our favorite family-owned Japanese restaurant Umi for dinner on Sunday nights as a family. Our kids ride their bikes to school or to friend's houses when the weather permits. Or they share time at the bus stop together each morning and afternoon, as their parents are busy heading to work.

We are The Arlington. Our sons play basketball almost every afternoon outside as a group since many families here cannot afford the expensive travel sports clubs that so many others kids in Mount Pleasant are away for regularly. Our boys ride their bikes with a fishing pole attached to the back and spend countless hours by our peaceful ponds. Our daughters meet up with friends outside, enjoy walks to our Park West tennis and volleyball courts, read a book on our neighborhood's bench next to the pond. The Arlington bench offers a serene space, overlook a calming fountain and is named in memory of a prior Arlington resident and leader who has passed away but is not forgotten.

We are the Arlington. We are families with kids and dogs who've been here for ten years+ and who are grateful to raise our children here. We are low-key, hard-working residents who are happy to live in a no-frills community that does not have huge homes with fancy windows and wrap around porches. But we've made our screened and front porches cute, we have placed hammocks and chairs for comfort, some even converted their garage into a social sitting space to enjoy the fresh air out of the sun while waving to neighbors passing by. We love the park-like feel of our little community. It is so nice that many new neighbors are joining us too with their new babies in tow, ready to raise their kids in this quiet, safe, friendly neighborhood as we have.

Our neighborhood includes all ethnicities: whites, Asians, African Americans, Hispanics, European's, Canadians, and more. We have Veterans, including my husband, active duty military, parents of all kinds, single folks, hard-working members of our community, single parents, and grandparents who plan to live out their final stage of life here in The Arlington. I have a neighbor a few doors

down who is terminally ill, a female widow across the street who works tirelessly to maintain a lovely home and yard in The Arlington for the sake of her children who lost their Dad to cancer years ago. We have another handicapped neighbor with a walker who loses his dog sometimes when she pulls away too strongly, and other neighbors do not hesitate to rush out with a dog treat and leash to go bring the dog back home for our neighbor.

I have another neighbor across the street who was very recently widowed. His wife was ill and passed suddenly and tragically just a year ago. He is a single Dad raising 4 of the sweetest girls I have ever met. His youngest is 2. His twin daughters ride their bikes to school and to meet friends as often as they can, and the whole neighborhood knows them and loves them. Their oldest graduated Wando early with perfect grades and received a scholarship to attend CofC pursuing a degree in law. When their Mother passed, our neighborhood was there hugging their grieving children, crying with them. The whole neighborhood provided meals for his family for weeks. We had groceries in their fridge that very night, we picked up their youngest from day care. Everyone in The Arlington wanted to help them, many who did not even know them yet. We are all so thankful that they have decided to stay in The Arlington for many more years to come, as we have all become family to one another and they know we are here to help if they need anything any time.

We are The Arlington.

Part II

We moved here a decade ago, with the promise of a "planned community", that was going to include shops and restaurants just up the street! Well, all of those promises never happened, instead more and more and MORE houses and condos being built on every green space imaginable causing more of a congested feel. It was very sad at first, and I recall my daughter (who was in elementary school at the time of the first Bessemer construction) would turn away not to witness the trees being knocked down as we drove by. We were all extremely saddened by this development which appeared very haphazard. But we realize changes do happen and were thankful once again to discover Laurel Hill Plantation, just a walk across Bessemer for The Arlington residents. How lucky we are to have this! In the midst of such change and chaos, we found our bliss again in The Arlington.

Now, we learn of the news about a possible 4-5 lane HWY 41 that could potentially cut through Bessemer and then Park West /Dunes West Blvd. So very shocking to learn this and honestly, appalled. To even begin to think of children having to cross a multi-lane road to bike to the pool, school, or

anywhere, defeats the whole purpose of our promised "planned community". Poor planning if you ask me! It would be unsafe for our children and for the adults since we regularly use the bike paths and walk across these roads. The mere idea of the pollution and noise this would bring to our homes is simply depressing and would completely ruin the entire feel and benefit of our neighborhood. The obvious cost to our bank accounts is also at the forefront of our minds. Here we've planned, we've saved, we've been smart in looking ahead, we've developed a mortgage plan that works long-term for our family and never did it occur to us that our little side street could possibly turn into a highway. I understand communities on 41 being affected by a widening of 41. That is almost expected. But why move 41 to affect families that planned ahead and purposely bought properties NOT on a highway or cross-through type of road? And why wind 41 rather than keep it straight? It simply makes zero sense!

I am not an illogical person. I fully get that many people are moving to Mount Pleasant and that you need to adjust things to make way for more people commuting to work. But where does the madness stop? You have control over this! You can keep Mount Pleasant a family-friendly place to live – or you can ruin it! Why not keep 41 where it is and get innovative with going upward, perhaps an overpass to avoid ruining St. Phillip's community? Why simply ruin other resident's lives by saving another?

IF it comes down to it that you feel the only solution is to demolish or ruin a neighborhood, then at least PLEASE think this through. If you HAD to run through our neighborhood, make it slow, make it safe, make lights and crosswalks, add restaurants, ice cream shops along the route – maybe like the main street area at Coleman? At LEAST make it nice and family-friendly if you do decide to ruin our peaceful, nature filled space. Or if you force families out, then at LEAST compensate them to make up for the decreased home value due to this unexpected change so that families of either St. Phillips, the Arlington, or wherever you ruin would be able to purchase another home without any strain. Do what you would want done if this was YOUR neighborhood.

We simply ask you to plan well, use innovation and we ask you to consider the LIVES of your residents. I have said over and over, all Mount Pleasant needs is a mono-rail type of high speed train system and then mutual parking lots where folks can jump on and take quality public transportation to work. And they need bike lanes and green belts connected. What an amazing community we could be!

You have to realize what your current method of chaotic building is doing to your people. This gives you a glimpse of just one neighborhood, our story, and how your development is negatively affecting us. We want you to think of ALL of your

residents. In the end, I know change is inevitable. I am not unreasonable. I am still grateful every day for the community in which I live. We are beyond fortunate to live here.

We adopted a senior dog in November, a 14-year-old hound names Boots. No one would adopt her and she now has her first real home ever in her life - in The Arlington. She is the kindest dog you will ever meet. Being a senior, she sometimes has to get up in the night to go out. Last night she barked at 1:47AM and I took her for a walk outside. As I walked around our Arlington pond, the stars were out, there were only nature's night time noises. Nothing else. It was calm, warm, pleasant, serene. Boots sniffed the fresh air. I then envisioned the idea of a 5 lane highway 41 right next to us, and the idea of this hit my chest with a pain. I am asking you, the state of South Carolina and the Town of Mount Pleasant, and the developers of Park West, PLEASE do not break our hearts. Our community is strong, caring and helpful to others. We are The Arlington.

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May 16, 2018

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain: This is the preferred method of the Citizens of Mount Pleasant

Do you have any comments about Alternative 2?

☐ Yes

☒ No

If yes, please explain:

Do you have any comments about Alternative 7?

☐ Yes

☒ No

If yes, please explain:

Name:

Jim Owens

Street Address:

City, State, Zip:

Phone:

Email:

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?

Yes

No

If yes, please explain:

Do you have any comments about Alternative 2?

Yes

No

If yes, please explain:

Best I see

Do you have any comments about Alternative 7?

Yes

No

If yes, please explain:

Best way around

Please leave a comment for the project team in the space provided below.

Name:

Barbara M. Perry

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain:

TRAFFIC ON I7 IS THE PROBLEM, CRASH AT THE BRIDGE AND
THIS OPTION IS NO HELP!

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain:

See Above

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain:

See Above

Name: ALAN SCHMITT

Contact Preference: ☐ Direct Mail ☒ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain: Shortest ~~point~~ distance between two points is a straight line. Please widen the road. 😊

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain: Second choice

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain: Horrible idea. Do you want all of Berkeley County heading to Mt. Pleasant through Park West/Dunes West?

This is about politics. I understand the historical significance of the Phillips Community, but... the road needs to be widened.

Name:

Orie Cragg

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?

Yes

No

If yes, please explain: ~~It is~~ People will want to go straight!
Shortest possible route.

Do you have any comments about Alternative 2?

Yes

No

If yes, please explain: Possible - but the 3 lanes will always be
a check point!

Do you have any comments about Alternative 7?

Yes

No

If yes, please explain: Awful - Going from 2 lanes to 5 on Bessemer
is terrible. I live in Keswick - How do kids get to
school? How do we cross with bikes? So much noise
in these many neighborhoods! Property values will
~~it~~ decline! - Terrible

Please leave a comment for the project team in the space provided below:

Name:

Randy & Chris Olson

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain:		

Please leave a comment for the project team in the space provided below:

41 Needs to be 4 lanes

Name:

Star Ross

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: NO OTHER OPTION MAKES SENSE EXCEPT OPTION 10 for 7 lane Hwy 41		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain: Putting a highway through Hi-Density Subdivisions Makes ZERO Sense		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: CREATES A BOTTLE NECK DUMB PLAN		

Please leave a comment for the project team in the space provided below:

Name:

Karin Canagaratne

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Best use of property w/o infringing on existing neighborhoods (with <u>children</u>, our precious resource)</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>No!! No!</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>What?! No way! How can you even think about Bessemer becoming 5 lanes - ridiculous. Leave Bessemer alone!! No! No! No!</p>		

Please leave a comment for the project team in the space provided below:

Name: Marie Condon

Thank you for your interest in the Highway 41 Corridor Improvements project!

↓
my home! not just a place
I hang my hat

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: This alternative seems best from a common sense standpoint.		
Do you have any comments about Alternative 2?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: Drivers in mt. P are too stupid to merge from 5 lanes to three.		
Do you have any comments about Alternative 7?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: This This seems like the most expensive option and does not make sense from a cost perspective.		

Please leave a comment for the project team in the space provided below:

Heritage is important.
Do not let identity politics
drive the process.

Name:

David Lovem

Thank you for your interest in the Highway 41 Corridor Improvements project!

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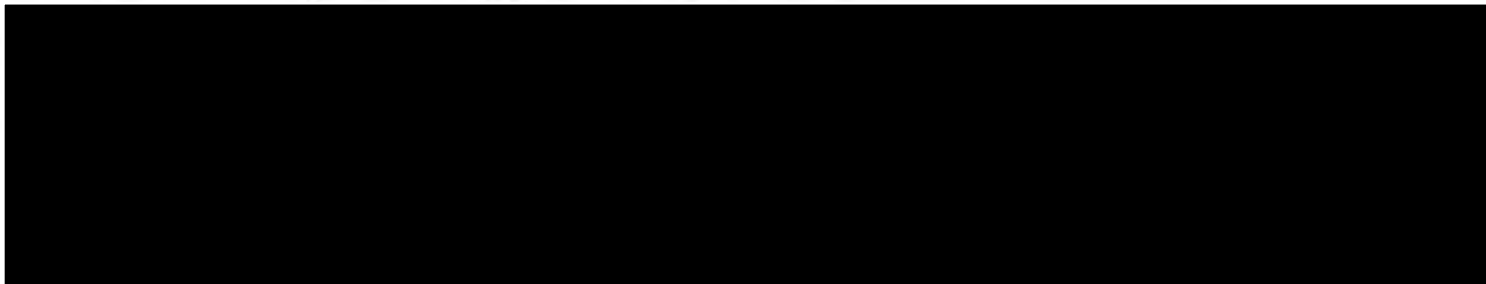
Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: YES - MAIN ROAD NOW		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: YES - WOULD SLOW TRAFFIC SOME, BUT NOT EFFECT NEIGHBORHOODS,		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain: THIS WOULD PUT GREAT TRAFFIC THROUGH NEIGHBORHOODS AND ENDANGER KIDS GOING TO PARK WEST POOL. GREATEST IMPACT ON SINGLE FAMILY HOMES,		

NO NO

Please leave a comment for the project team in the space provided below:

Name: JOHN BAGWELL

A large black rectangular box redacting the comment content.

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>This is the logical choice. It widens the Hurricane Evacuation Route; is the straightest, shortest distance from Dunes West Pkwy to Bessemer. It makes the most sense with heavy truck and commercial traffic on Hwy 41. It is the existing N-S route, and it needs to be widened!</i>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>This will <u>not</u> work. A bottleneck already exists on Hwy 41 between Dunes West and Bessemer. Leaving that section as a 3 lane road will only make things worse and send more traffic into Park West and Dunes West. Traffic jams will be horrendous and cause dangerous conditions for children in Park West/Bessemer/Dunes West.</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>Totally Ridiculous! These are residential roads, not a State highway like Hwy 41 is. This will be dangerous for the many children living and walking along this route. A <u>bicycle</u> and <u>pedestrian</u> path could be considered along Bessemer and D.W. Parkway. Heavy trucks and gasoline trucks would be totally unacceptable with so many homes on this route. This alternative is <u>TOTAL</u> <u>Madness</u>!</i>		

Please leave a comment for the project team in the space provided below:

1. The safest route is widening HWY 41 to 5 lanes from HWY 17 to the Woods River Bridge.
2. HWY 41 is the Hurricane Evacuation Route and widening it is the best way to move the most people North and away from the coast and marshes.
3. Many more people would be impacted by widening Bessemer and Park West Boulevard.
4. The Noise would be worse in the residential areas of Bessemer / Dunes West than near the marsh of HWY 41.

Please consider building and extending the Mount Pleasant Airport Extension Road.

Name: KENNETH KOCH

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

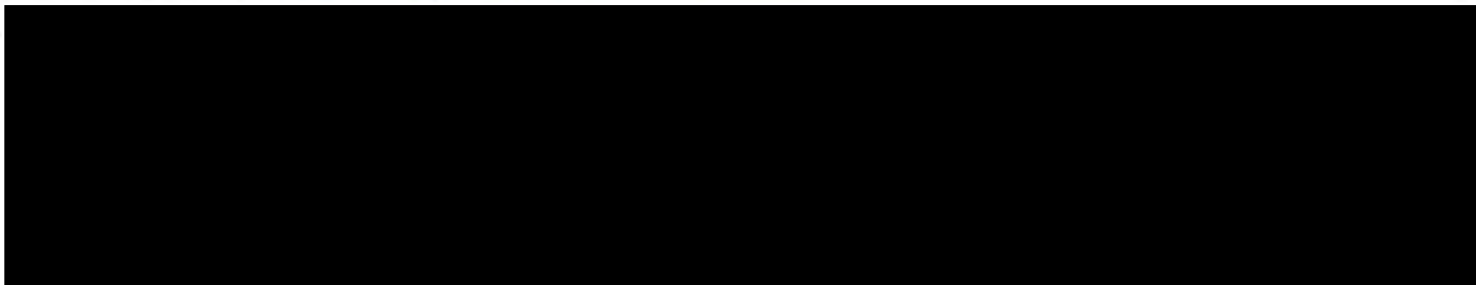
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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: THIS MAKES THE MOST SENSE TO ME. A STRAIGHT ROAD WOULD HANDLE TRAFFIC BETTER WITH THE PROPOSED VOLUME INCREASE. IT ALSO SEEMS TO BE IN THE MIDDLE AS FAR AS OWNERS/TOTAL IMPACT ON PROPERTY AND OTHER CRITERIA.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: THIS OPTION DOES NOT MAKE SENSE - LOOKS LIKE IT WOULD CREATE A BOTTLE-NECK ON 41.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: THIS IS NOT A GOOD PLAN. THIS IS THE HIGHEST HAS THE HIGHEST TOTAL IMPACT OF ALL THE PLANS. IT CUTS THE PARKWEST COMMUNITY IN HALF (OR AT LEAST CUTS-OFF 1/3 OF IT.) A 5-LANE HWY IN THIS RESIDENTIAL COMMUNITY WOULD BE DISTURBING.		

Please leave a comment for the project team in the space provided below:

Name: Dino G. Hudson



Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> PROBABLY THE BEST ALTERNATIVE.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> NOT AS EFFICIENT AS ALTERNATIVE 1.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> <u>VERY BAD ROAD</u>		

Please leave a comment for the project team in the space provided below:

OWING TO THE I-526 WANDER BRIDGE CLOSURE AND EXTREMELY DIFFICULT TRAVEL
THROUGHOUT THE REGION DUE TO DETOURS AND TRAFFIC CONGESTION, AN ADDITIONAL HWY 41
CORRIDOR IMPROVEMENT PUBLIC COMMENT MEETING SHOULD BE PLANNED, ADVERTISED AND IMPLEMENTED.
TO ENSURE THAT EVERYONE WISHING TO ATTEND THE MEETING CAN IN FACT DO SO. WITH
THE BRIDGE CLOSURES ASSOCIATED TRAFFIC PROBLEMS MEETING ATTENDANCE AND RECEIVING
PUBLIC FEEDBACK WILL LIKELY BE SKEWED DUE TO THE DIFFICULTY THE PUBLIC WILL
BE EXPERIENCING TRYING TO ATTEND THE MEETING DURING ITS SCHEDULED TIME OF 5:30-7:30 PM
ON MAY 16, 2018.

Name: DAVID MORTON

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

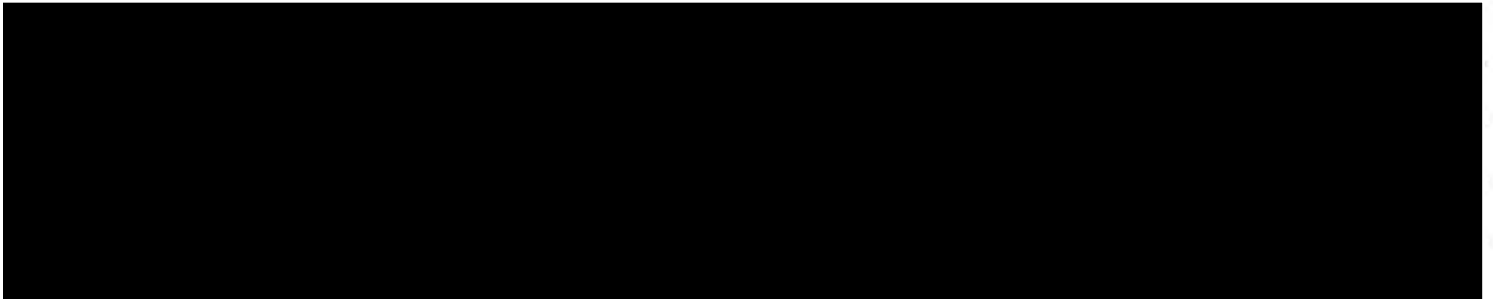
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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>My sons will be safe with this option! I live in Arlington and my sons have to cross Bessener Rd to get to the Recreation Center + Pool</p>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Not an option!</p>		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>I do not think anyone who lives in the community would think this is an option! Not safe!</p>		

Please leave a comment for the project team in the space provided below:

Name: Natalie Payne



Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p>If yes, please explain:</p> <p>This is the <u>only</u> option that makes sense! It will keep traffic flowing! It will keep the community children safe!</p>		
Do you have any comments about Alternative 2?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>If yes, please explain:</p> <p>Option 2 will cause a <u>bottleneck</u> by 5 lanes to 3 & back to 5 lanes.</p>		
Do you have any comments about Alternative 7?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>If yes, please explain:</p> <p>If you realized that children are constantly walking to the pool and playing in this area, you would see that #7 is a ridiculous idea. We already have to deal with Park West Blvd being a through way for all the construction for Carolina Park. Our roads are being destroyed by big trucks and we do not want Bessemer Rd become a hwy too!</p>		

Please leave a comment for the project team in the space provided below:

Please ~~do~~ do a fly over at 17!

Name: Sherry Bagwell



Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

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Please answer the following questions:

Do you have any comments about Alternative 1?	WORKABLE	Yes ✓	No
If yes, please explain: Traffic would flow better than it presently does. Actually, five lanes would work well for traffic flow along 41			
Do you have any comments about Alternative 2?	WORKABLE	Yes ✓	No
If yes, please explain: Not the best of the 3, but an improvement over the current road, I like the 5 lanes from 17 to Joe Rouse.			
Do you have any comments about Alternative 7?	TOTALLY UNACCEPTABLE	Yes	No X
If yes, please explain: The five lane option would decimate property values in nearby neighborhoods, increase noise and pollution, and make homes almost impossible to sell. This brings city noise and pollution to a very nice suburban area with newer homes valued near 1/2 a million dollars, and more affordable homes.			

Please leave a comment for the project team in the space provided below:

The historic Phillips community reflects life in the late 19th and early 20th centuries. I acknowledge the community's historic roots. But conditions in the late 19th/early 20th century cannot dictate decisions for the 21st century. We need 5 lanes along 41, especially since it is a hurricane evacuation route.

Name: CAROL HALLMAN

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: I BELIEVE THIS IS THE MOST FEASIBLE OPTION. COST AND FLOW WOULD BE THE BEST RESULT.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: COMBINED WITH ALT. 5 SHOULD BE CONSIDERED.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: PROPERTY VALUES IN PARK WEST AND DUNES WEST WOULD BE IMPACTED. PORTIONS OF THE COMMUNITY WOULD BE CUT OFF FROM THE REST. CHILDREN'S SAFETY IS A GREAT CONCERN. THEY CANNOT WALK ACROSS FIVE LANES TO GO TO SCHOOL, PARKS, OR AMENITIES.		

UNSAFE FOR THE COMMUNITY!

Please leave a comment for the project team in the space provided below:

2-5

CONSIDER ALTERNATIVE 2 AND 5 COMBINED.

- EXPAND PORTIONS OF HWY 41 TO 5 LANES BEFORE AND AFTER THE PHILIPS COMMUNITY.
- WIDEN HWY 41 AT PHILIPS COMM. TO 3 LANES.
- ADD 2 LANE ROAD IN PARK WEST / DUNES WEST

Name:

CARL ROBIN

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>out of all the options - this is the only one that makes sense.</p>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p>		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p><u>NO</u> - Think of our childrens safety.!!!!!!</p>		

Please leave a comment for the project team in the space provided below:

Name: April Ata,



Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is the only option.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This seems to be the most reasonable back-up plan because it protects the majority of the Phillips community <u>AND</u> keeps Bessemer Road from becoming a highway!		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Plan 7 is terrible! My home is in a small neighborhood along Bessemer ROAD. Think of the safety of our children! We never agreed to a highway through a small community. This plan is horrible. You will spend millions moving homes, businesses and infrastructure along the Bessemer Rd. proposal. There would be far less cost to move the structures (most of which are dilapidated) on H.Wy 41 in in the Phillips Community.		

Please leave a comment for the project team in the space provided below:

Traffic plan - best on option #1 if at all.
Worst on #7 due to incredible
displacement of neighborhood roads
and current utilities. Terrible plan.

Name: A. Donohue



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Yes, this looks like an excellent plan, keep 41 5 lanes and a straight shot.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This creates a bottle neck in the Phillips Community; not recommended.		
Do you have any comments about Alternative 7? - This is unreasonable	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Are you serious? Diverting 41 traffic through a residential community is a terrible idea. This is a safety hazard for children wanting to walk along the bike paths and cross roads in Park West. If you travel down Seneca you will see this is a ludicrous idea. Alternative 7 causes me to lose confidence in the wisdom of the people making these plans.		

Please leave a comment for the project team in the space provided below:

Our current problems with the 526 bridge out reveal the need to get 41 completed. We need to make a decision and get going on alternative 1 - this is the only reasonable alternative.

Name:

Phil Higgins

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<p><i>If yes, please explain:</i></p> <p>My preference is to do the job once so that it can handle the expected traffic out of Berkeley County + Mt Pleasant so I think that Slows is needed.</p>		
Do you have any comments about Alternative 2?	Yes	No
<p><i>If yes, please explain:</i></p>		
Do you have any comments about Alternative 7?	Yes	No
<p><i>If yes, please explain:</i></p> <p>This is an unreasonable alternative that significantly damages Park West by adding a huge increase in traffic to a neighborhood. Most of the traffic is not going into Park West normally. It will disrupt school buses, children, access to greenway and over expensive amenities. As Berkeley County grows it will cause further impact to an already burdened Park West. It also adds miles to peoples commute on 41 so everyone is impacted by this. Also the traffic will contribute considerable pollution directly into the neighborhood especially in hot humid summer. This pollution will affect abutments considerably and destroy our walking trails.</p>		

Please leave a comment for the project team in the space provided below:

Name:

Joyce Scapricchio

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: NO MONEY SHOULD BE SPENT WITHOUT A COORDINATED 3 County Plan. RAPID TRANSIT REDUCES COMMUTER GRIDLOCK		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: NO MONEY SHOULD BE SPENT WITHOUT A COORDINATED 3 COUNTY PLAN. BUS RAPID TRANSIT TO REDUCE COMMUTER GRIDLOCK. WIDEN ROADS FOR SAFETY AND MORE LIGHTS		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: SEE 1&2 ABOVE - GET SANFORD TO LEAD ON MORE FEDERAL DOLLARS TO REDUCE POLLUTION, ELECTRIC BUSES FROM PROTERRA AND HYDROGEN CARS FOR THE OTHER 49 STATES		

ONLY BUS RAPID TRANSIT CAN
REDUCE COMMUTER GRIDLOCK.
ALL 3 COUNTIES MUST WORK
TOGETHER FOR PLANNING & WISE SPENDING
OF THE 1/2 PENNY TAX & FUEL TAXES.
BICYCLE LANES CAN ALSO WIDEN
UNSAFE NARROW ROADS FOR
STUDENTS AND NON DRIVERS.
WE NEED POLLUTION MONITORING TO
PROVE LOCAL CANCER CAUSING
EMISSIONS. ALSO NUKE MONITORING
WHEN DOWNWIND FROM STEAM RELEASES.

Name: LARRY. H. CARTER.

Thank you for your interest in the Highway 41 Corridor Improvements project!

YES WIDEN NARROW ROADS
ADD FOG LIGHTS FOR
SAFETY



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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> SEEMS LIKE THE LOGICAL SOLUTION		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> NOT ENOUGH LANES ON 41		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> NO! WHY PUT A HIGHWAY THROUGH A HOUSING SUBDIVISION....		

Please leave a comment for the project team in the space provided below:

VERY SURPRISED A HIGHWAY THROUGH A SUBDIVISION
IS EVEN BEING CONTEMPLATED!

Name: Chris Smith

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: 5 Laning SC 41 thru Phillip Community and Palmetto Hall will increase the already excessive noise in Palmetto Hall.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Best choice except for no build alternate.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is by far the worst alternate to send dump trucks thru Dunes West, Access to Dunes West pool from Palmetto Hall will require children crossing a five lane highway		

Please leave a comment for the project team in the space provided below:

This project ~~sets~~ in motion the creation of a corridor down SC 41 that ^{will} funnel all the traffic from the north end of Mount Pleasant to North Charleston and Berkeley County.

alternates^{instead} of this project need to be studied more.

Noise and flooding are major issues that need to be properly addressed.

Name: John Craig Todd

Thank you for your interest in the Highway 41 Corridor Improvements project!



Public Information Meeting for Alternatives

May 16, 2018

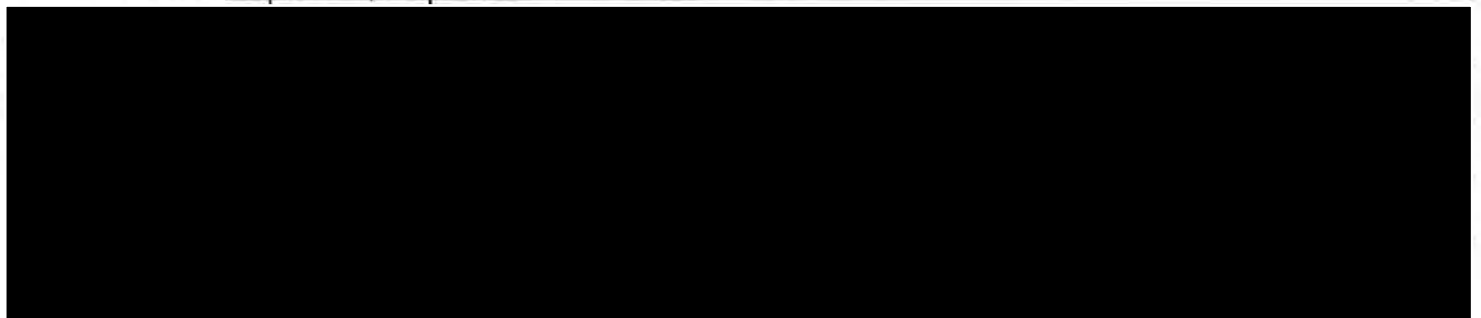
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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 2?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	Yes <input checked="" type="checkbox"/>	No
<i>If yes, please explain:</i> -Highly oppose option 7 - 80+ Feet From Our Corner property To Edge of Roadway		

Please leave a comment for the project team in the space provided below:

Name: Tantaglia

A large black rectangular box redacting the comment content.

Thank you for your interest in the Highway 41 Corridor Improvements project!

I AM STRONGLY OPPOSED TO OPTION 7 - SEVEN
I FEEL THAT THIS ALTERNATIVE IMPACTS FAR TOO
MANY HOUSEHOLDS. HAVING FIVE LANES OF TRAFFIC
RUN THROUGH A QUIET RESIDENTIAL AREA IS
NOT A VIABLE OPTION TO SOLVE THE
TRAFFIC ISSUE ON HIGHWAY 41.

I WOULD SUPPORT ALTERNATIVE 1 - ONE. WIDENING
AN EXISTING HIGHWAY IN A STRAIGHT LINE
AS OPPOSED TO CREATING A NEW HIGHWAY
THROUGH A RESIDENTIAL NEIGHBORHOOD SEEMS
TO MAKE THE MOST SENSE.

THANKS,

MATT MURPHY

No To ALTERNATIVE 7

Public Information Meeting for Alternatives

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>This is the <u>most</u> sensible alternative. Please do NOT forget cyclists and make bicycle path on HW41.</i>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>If this option is selected please make sure cyclists are not forgotten: bicycle path and lanes to US 17 (along HW41 and the intersection) are a must.</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>This alternative makes the <u>least</u> sense: Park West is a bedroom community, even the roads have S-shape to slow the traffic down, not to speed up throughput. Also, there is already construction inside Phillips community for example Covington developed by Crescent Homes.</i>		

Please leave a comment for the project team in the space provided below:

Alternative 7 affects more people than any other option because it goes against the original ~~of~~ design of the Park West neighborhoods: these are generally bedroom communities where people come to rest, not to get in and out quickly. Constructing 2.5 miles of 5 lane road to bypass 1.5 miles of HW41 makes no sense, especially since there is already construction of new homes inside ^{historic} Phillips Community.

Whatever option is chosen PLEASE DO NOT FORGET cyclists!

Name: Boris DASHKOVSKY

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain: Palmetto, Cypress St, Ellington Woods have only 1 way to get to 41 via Dunes West Blvd. If this plan is chosen they would have a difficult time getting out of those developement. Could an access road to 41 be built at the edge of the Phillips property as another way out to 41?		

Please leave a comment for the project team in the space provided below:

Name:

Paul Rorden

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Best of all bad options		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Going from 5 lanes, back to 3, then 5 again is going to cause bottlenecks.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This seems like the worst of all of the Alternatives 5 lanes on DW / PW Blvd? How many homes would be displaced? Property values? Not to even mention those houses that were JUST BUILT. At this point, how about "no build" to mean no more homes built.		

Please leave a comment for the project team in the space provided below:

Please Please Do not go w/
Alternative 7.

Unless you really want those
of us who have been in Mt. P
for 10+ years to vacate
ASAP. It's already borderline
unliveable but this would
guarantee the end of Mt. Pleasant
as we know it.

Name:

Michelle Jenkins

Thank you for your interest in the Highway 41 Corridor Improvements project!

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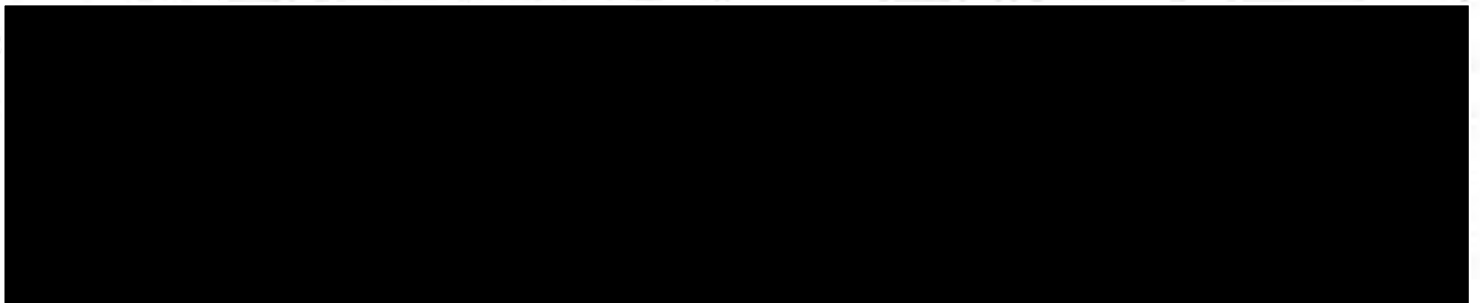
Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: ONLY REASONABLE PLAN WITH LOWEST OVERALL IMPACT		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: GOING FROM 5 → 3 → 5 WITH JUST CAUSE BOTTLENECK — MORE PROBLEMS		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: THIS PLAN IS INSANE ① IT WOULD DESTROY PROPERTY VALUES ② INCREASE NOISE ③ MAKE NEIGHBORHOODS UNSAFE ④ AND DESTROY THE CHARM AND BEAUTY OF OUR NEIGHBORHOODS.		

Please leave a comment for the project team in the space provided below:

PLEASE CONSIDER AIRPORT ALTERNATIVE

Name: JANET MCKENDRICK



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: I LIKE THIS ONE BEST - STAY OUT OF PARK WEST!		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain: WON'T HELP ENOUGH		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: NO MORE TRAFFIC THAN <u>PARK WEST</u> !		

Please leave a comment for the project team in the space provided below:

Name: CLAUDE & CELESTE DRURY

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes ✓	No
<i>If yes, please explain:</i> Looks like the best balanced alternative		
Do you have any comments about Alternative 2?	Yes ✓	No
<i>If yes, please explain:</i> Restriction occurs at 2 points causing backups & congestion as bad as it is now on the length of the area in focus along the 41.		
Do you have any comments about Alternative 7?	Yes ✓	No
<i>If yes, please explain:</i> What a disaster flooding Dunes West & Park West with expanding traffic to benefit the smaller population thru the Phillips Community		

Please leave a comment for the project team in the space provided below:

Name:

Dehman Macpherson

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: this is the best alternative with minimal impact on <u>human</u> life.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: 2 nd best alternative.		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain: the neighborhoods will be divided with this plan. my house will be destroyed and so will the home value!! <u>Literally CAN'T do this!!</u>		

Please leave a comment for the project team in the space provided below:

Alt #1 is best for my family. who is going to buy my property if a 5 lane road is literally in the back yard?

NO ONE! Come on

you know this guys"

my son will never be able to ride his bike alone!

Name:

Caroline Muhn

Scary!

Thank you for your interest in the Highway 41 Corridor Improvements project!

I will talk anytime you want! Literally crying over this.

Public Information Meeting for Alternatives

May 16, 2018

The public will have 30 days after the meeting to submit comments. Comments are due by June 16 and can be submitted in person at today's meeting, online at www.Hwy41SC.com, or mailed to c/o Charleston County, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This makes the most sense. expand the highway that has been in place for 81 years.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Makes sense, but will cause bottle necking at the 5 to 3 lane point. You would be better off going 3 the entire way but having one go to 2 lanes each way.		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is terrible. It is putting a highway in a residential neighborhood. Kids can run into the street and will have to cross a 5 lane Highway to get to the neighborhood pool. How would you like a highway in your backyard? I didn't buy a house on a highway for a reason. Can you even put a 5 lane highway here?		

Please leave a comment for the project team in the space provided below:

How would
you like a highway put in your backyard?
Do Not go with 7!

Name: William Mohn



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If yes, please explain: <div style="text-align: center; font-size: 2em; color: red;">NO</div>		
Do you have any comments about Alternative 7?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If yes, please explain: <div style="text-align: center; font-size: 3em; color: red;">NEVER</div>		

Please leave a comment for the project team in the space provided below:

Name:

MARGARET GALE

Thank you for your interest in the Highway 41 Corridor Improvements project!



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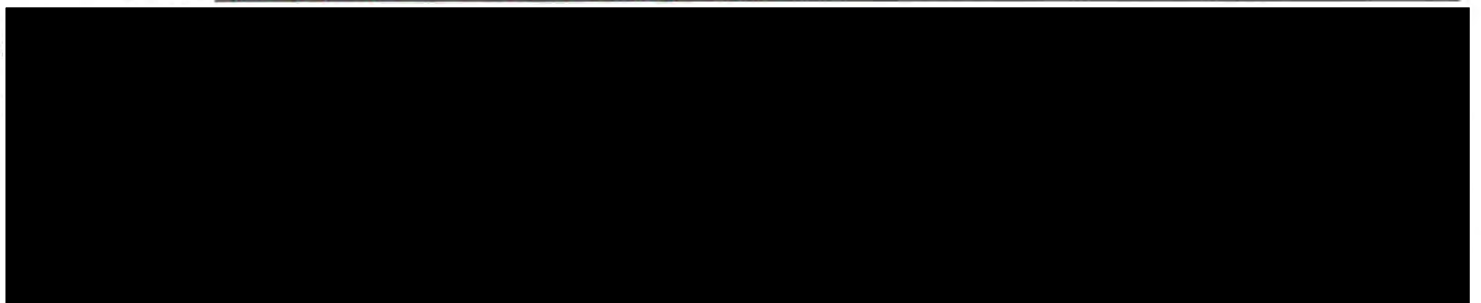
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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: <i>This is the most direct route - Why is this not preferred</i>		
Do you have any comments about Alternative 2?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain:		

Please leave a comment for the project team in the space provided below:

Name: SONYA ST. FRANCIS

A large black rectangular box redacting the comment content.

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>The Best alternative add an overpass as well</i>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: 		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>Rediculous</i>		

Please leave a comment for the project team in the space provided below:

Name: _____

T. De

n

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>#1 is the <u>only</u> reasonable "alternative"/solution. It is obvious we need <u>as many Lanes</u> possible to remedy the problem.</p>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>There are many more people who would benefit from 5 lanes. 3 lanes through "Phillips Community" is perhaps attractive to the <u>few</u> residents that live there, but that is ALL.</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Re-routing Hwy traffic through 2 residential neighborhoods is dangerous and problematic. This is a ridiculous "alternative".</p>		

Please leave a comment for the project team in the space provided below:

For your next meeting:

1) Have all options on a poster so people can compare. The touch screens are "fancy" but not helpful when comparing "alternatives".

Name: Anna Allen



Thank you for your interest in the Highway 41 Corridor Improvements project!

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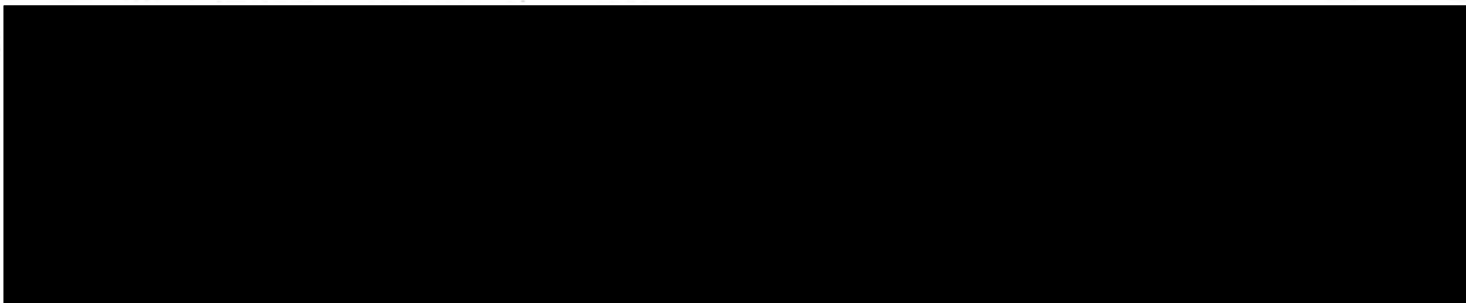
Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: IT IS THE <u>ONLY</u> VIABLE OPTION. IT HAS THE LEAST IMPACT TO THE SMALLEST POPULATION AND THE LEAST ENVIRONMENTAL IMPACT AND IT <u>MOVES</u> TRAFFIC WITHOUT BOTTLE NECKING OR SLOWING TRAFFIC		
Do you have any comments about Alternative 2?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: Will <u>NOT</u> solve the traffic issue and will not meet the traffic demands		
Do you have any comments about Alternative 7?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: The worst alternative. It will impact the most property owners and destroy a beautiful neighborhood and community. It is <u>NOT</u> a viable options and should be taken out of consideration.		

Please leave a comment for the project team in the space provided below:

I understand the concerns associated with the impact to the Phillips Community but 41 should be five lanes from the Bridge @ the Wando River to Hwy 17N. and the property owners in Phillips Comm. should be compensated for their property value and new homes constructed outside the right of way. Eminent Domain is law for a reason and Alt. 1 is the only viable options but the property owners in the Phillips Comm. should be treated fairly.

Name: Jim McKenrick



Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 2?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	Yes	No
<i>If yes, please explain:</i>		

Please leave a comment for the project team in the space provided below:

Closed Wando River Bridge

Can a second lane be painted
on Clements Ferry short term
travelling from HWY 41 to 526
to speed flow along 41 + Clements
Ferry.

Name: _____

Jim Klein,

Thank you for your interest in the Highway 41 Corridor Improvements project!

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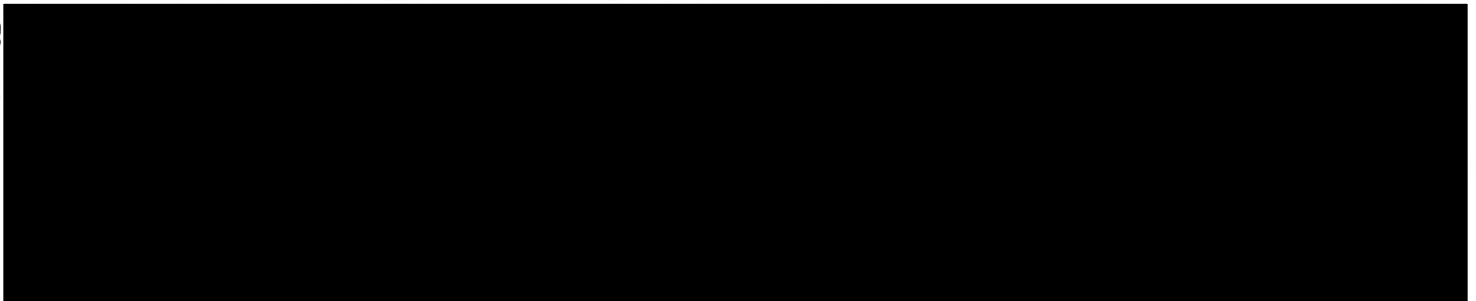
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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>This road already exists and it is the <u>ONLY</u> way option that makes sense. I do however, think it It will move the most cars with the least impact and cost.</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>I also am in favor of this option but I do believe that after Clements Ferry is built out (10 years), the 3 lanes in the middle will not be able to accommodate the added amount of traffic.</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>This option is the most ridiculous thing I have ever heard. How can anyone put a 5 lane <u>highway</u> through a residential community where people walk, run, walk dogs, bike, ride golf carts all over PW/DW area. This is insane! Arlington all other ^{Bessinger Rd.} neighborhoods would be "cut off" from their community and their property values would be useless. You wouldn't be able to give these houses away!</p> <p>There are trucks using Hwy 41 to go to Clements Ferry Rd → 526. We really want to add this interstate type traffic through planned communities and neighborhoods ??</p>		

Please leave a comment for the project team in the space provided below:

Name: Dianne Brimmer



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Great choice to address the congestion/travel problem. However, include widening ^(4 or 5 lanes) of PW Blvd + Dunes W. Blvd. to provide relief for travelers on 41 to 17 and vice versa.</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Great choice also, but must again include widening to 4 or 5 lanes DW Blvd and PW Blvd. to provide relief to 41</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Absolutely against this scenario. Bessemer Rd should not be a major thoroughfare as it runs through communities. Safety would be a huge issue (cross walks, walk paths, etc) as well as noise issue that would be created.</p>		

Please leave a comment for the project team in the space provided below:

Name: Patricia Osti & Manfred Osti

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Best option. Goes straight through and impacts the least amount of residents.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: 2nd Best option		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: The worst Alternative. It impacts the most residents AND goes through two HOA's (PARK WEST & DUNN WEST)		

Please leave a comment for the project team in the space provided below:

Name:

KEDIN PIETRAMALA

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <ul style="list-style-type: none"> - Best Alternative - least amount of Impact - evacuation Route straight - turns delay 			
Do you have any comments about Alternative 2?	NO	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <ul style="list-style-type: none"> - Traffic will bottle neck - need straight shot - 4 is state hwy <u>not</u> Bessemer Rd - After New bridge, neighborhood being former <u>stop</u> Growth! 			
Do you have any comments about Alternative 7?	NO	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <ul style="list-style-type: none"> - <u>Bessemer Road</u> is in neighborhood - <u>not</u> state Rd - More homes & property affected than others - Cut off Neighbors from amenities, walking trails, Pollution, Property value loss, noise & Safety issues 			

Please leave a comment for the project team in the space provided below:

Name:

Becky Page

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This appears to impact the least amount of people.		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> We will get killed just trying to get to the pool. This impacts the most people and seems like it will cost the most.		

Please leave a comment for the project team in the space provided below:

Why, why, why would you even consider option 7. How can you use our tax dollars to decrease our safety, reduce quality of life and decrease our property value. This is not an option at all!

Name: Kylian Hudson



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This makes the most sense,		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This option will have a significant impact on the safety of our children, reduce property values (for those not "acquired") and decrease the overall quality of life for the residents of Park West/Dunes West. How could this option even be considered? 41 and 17 are the issue turning a residential street into a 5 lane Hwy is careless. Please do not move forward with this option.		

Please leave a comment for the project team in the space provided below:

Option 7 is terrible and will impact the largest number of residents. This option is reckless and dangerous.

Name: Rhian Hudson



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>I like just widening 41 and leaving Park West alone!</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>This one is OK too</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Stupid --- ruin lovely Park West Entrance and Park West Rd</p>		

Please leave a comment for the project team in the space provided below:

Heard about Airport Road ext to Greymark
to help relieve congestion getting onto 41.

Name:

Marc Tabb



Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: MOST LOGICAL		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: ABSOLUTELY SHOULD NOT HAPPEN		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> BEST OPTION! FIX Hwy 41 BUT LEAVE NEIGHBORHOODS ALONE #1 A WINNER		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> FIX Hwy 41 - QUIET NEIGHBORHOODS WILL WILL BE RUINED IF BESSEMER TURNS INTO A SLOW ROAD.		

Please leave a comment for the project team in the space provided below:

Name:

DONALD J. BENTZ

Thank you for your interest in the Highway 41 Corridor Improvements project!

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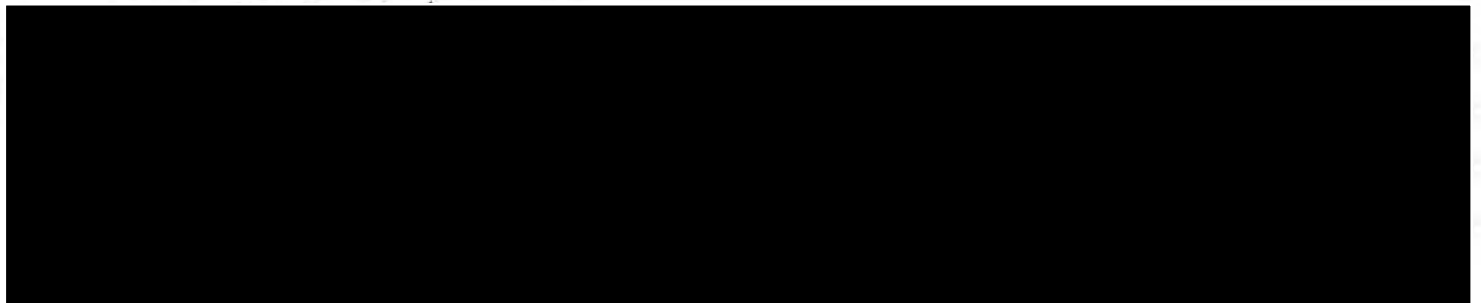
Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This makes the most sense.		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This option makes no sense. It impacts the most people people acquisitions. Creates serious safety concerns. Not action plan for how to protect current homes so close to road.		

Please leave a comment for the project team in the space provided below:

Why have the plans for 17/41 intersection been figured out? That is a large part of the issue. You can make both Bessener & 41 50 lanes & w/o a correction to that intersection.

Why was only the Phillips community contacted about alternative ??

Name: Kristina Mill



Thank you for your interest in the Highway 41 Corridor Improvements project!

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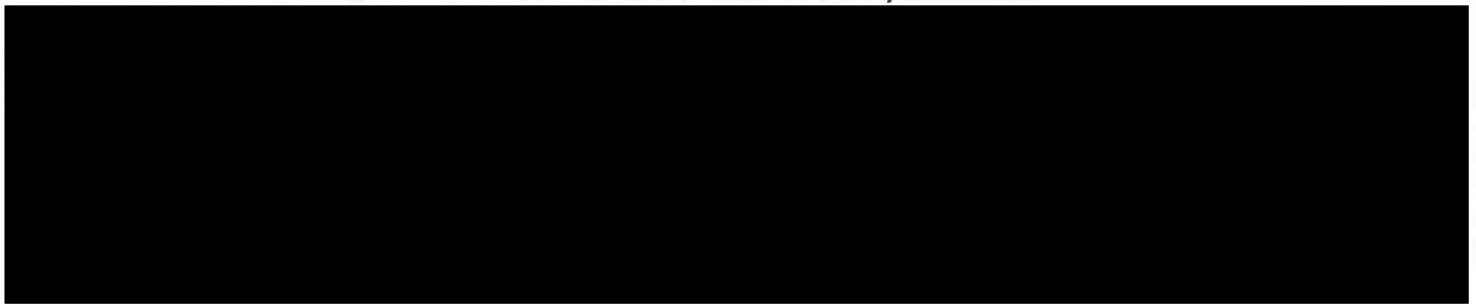
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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> In my humble opinion, Alt 1 appears to me to be the best best route - easy flow, straight shot		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> Seems taking Alt 2 off the main highway (41) would slow the flow of traffic		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> Same answer as Alt 2		

Please leave a comment for the project team in the space provided below:

Name: LEU BROGHAMER /

A large black rectangular box redacting the comment content.

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> BEST ALTERNATIVE Except Alternatives on Back of this page		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> BAD - Too much Impact on Park West		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> BAD - Too much Impact on Park West		

Please leave a comment for the project team in the space provided below:

ALTERNATIVE A

① - JOIN ^{MOUNT PLEASANT} AIRPORT RD TO
GRAY MARGH TO REDUCE TRAFFIC
ON US 41

ALTERNATIVE B

② USE Highway money to
RELOCATE THOSE AFFECTED ON
US 41 AND WIDEN 41 to
MEET 2045 NEEDS

ON BOTH !!

Name: BOB CARPENTON

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain: NO NO NO! Bad for our safety & property values		

Please leave a comment for the project team in the space provided below:

Name: Dianne Bach

Thank you for your interest in the Highway 41 Corridor Improvements project!

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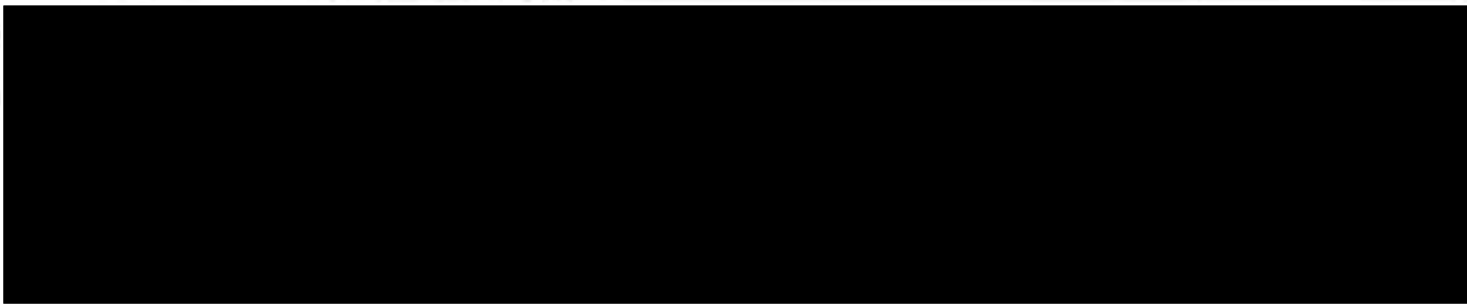
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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> <p>BEST OPTION</p>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> THE AMOUNT OF PEOPLE WHO WILL BE IMPACTED BY A BYPASS OF 41 WILL NOT SOLVE THE MAIN ISSUE BEING 41 AND 41-17 INTERSECTION. WIDENING BESSEMER AND DUNES WEST BLVD WILL MAKE FOR MORE PEOPLE SIT IN FRONT OF A RED LIGHT AND DISTURB A WHOLE COMMUNITY		

Please leave a comment for the project team in the space provided below:

Name: SARAH HUDSON



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	No
If yes, please explain:		
We feel as though this is the best plan		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	No
If yes, please explain:		
It is a complete safety hazard to build a 5 lane highway directly next to a predominantly family filled neighborhood (Arlington). Also 281 proper partial property acquisitions is barbaric with , showing little regard for the people affected by this plan.		

Please leave a comment for the project team in the space provided below:

The least sensible alternative is alternative 7. Keeping Bessemer Road undeveloped is the best option. Option 2 is the best

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☒ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

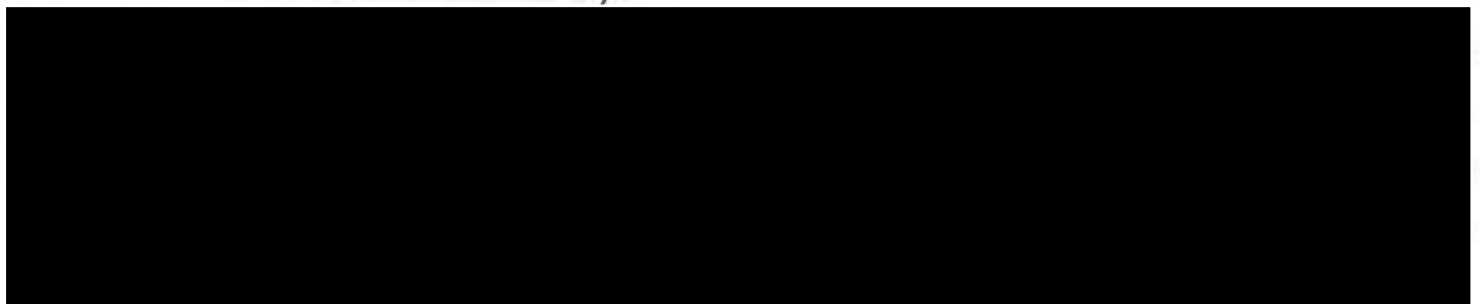
The public will have 30 days after the meeting to submit comments. Comments are due by June 16 and can be submitted in person at today's meeting, online at www.Hwy41SC.com, or mailed to c/o Charleston County, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Obvious choice for least harmful impact on my area of the Park West community</p>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>This option is terrible. Most impactful to those residents living within the park west community. Most importantly, I feel that it puts the children and families in harms way who currently enjoy the side walks and amenities of Park West. As a resident of Larch Lane, I will strongly oppose this option.</p>		

Please leave a comment for the project team in the space provided below:

Name: Scott McCloskey



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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	No
If yes, please explain:		
This is the best choice - 5/3/5 - least amt. of acquisitions + disruption to safety of children		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	No
If yes, please explain:		
1. Safety of children crossing 5 lanes in Park West 2. The value of homes will decline. 3. The noise level in the neighborhood. 4.		

Please leave a comment for the project team in the space provided below:

This is not a reasonable way to handle traffic - you should have gone through

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☒ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain: The best		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain: 2nd best		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: It is a horrible idea and there isn't even any space to build a 5-lane road.		

Sucks ↑

Please leave a comment for the project team in the space provided below:

~~AA~~

Do Not make Bessemer a
5 lane highway keep it 2.

Name: Ethan Ch. O'Leary

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>I believe this is the best option. This is an evacuation route already and would aid in emergency situations as well as daily commute.</p>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
<p>If yes, please explain:</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>This option is a terrible unsafe idea. This option runs directly thru a heavily populated area of families with children on bikes, runners and walkers on pathways and sidewalks to exercise and to the pool. Bessemer is already a problem with people driving too fast and our children have had multiple incidents w/ cars running the bus stops on Bessemer. Mt. Pleasant Police even sit at our bus stop for safety. Making this neighborhood street a 5 lane highway is incredibly unsafe for children in the Park West neighborhood.</p>		

Please leave a comment for the project team in the space provided below:

Name: Meagan McCleary



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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<p><i>If yes, please explain:</i></p> <p>NO MATTER WHICH ALTERNATIVE IS SELECTED, IT WILL TAKE MOST OF OUR PROPERTY</p>		
Do you have any comments about Alternative 2?	Yes	No
<p><i>If yes, please explain:</i></p>		
Do you have any comments about Alternative 7?	Yes	No
<p><i>If yes, please explain:</i></p> <p>THIS MEETING WASN'T HANDLED AS WELL AS THE FIRST, NOT ENOUGH MONITORS AND TOO MANY PEOPLE</p>		

Please leave a comment for the project team in the space provided below:

Name: Doyle Love



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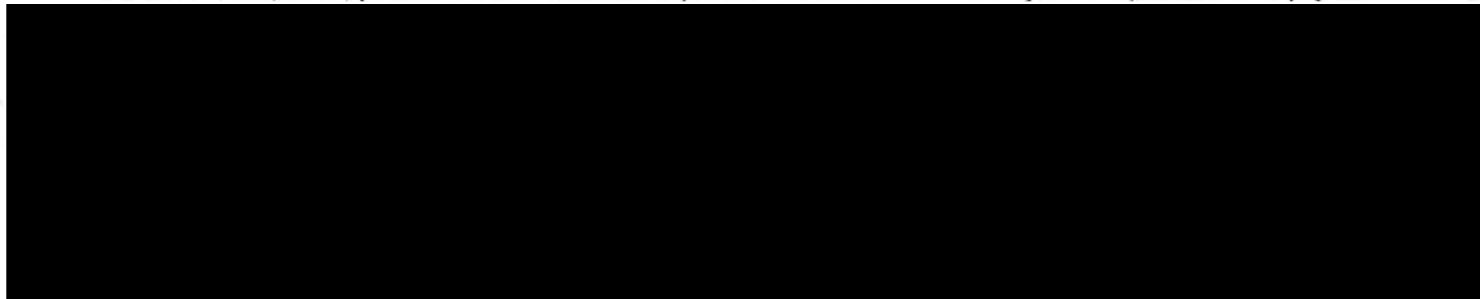
Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes ✓	No
If yes, please explain: Shunting high volume commuter traffic through residential communities is a terrible way to improve traffic flow on Route 41. Keep the corridor on 41. Build in 2 seven year plans. . first 5 lanes		

then seven lanes. Do all your permits and acquisitions up front so phase 2 can be completed quickly. (Note: your permitting/acquisition delays right now are exceedingly long.

Please leave a comment for the project team in the space provided below:

Name: Roger FitzGibbon



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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: I would like to cross the 2 lane road without being hit by a car. I live around younger children and the fear of having a 5 lane (Alternative #7) scares me. The town is growing and we need to build safer roads.		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: I hate this because no children will cross the road safely when there are cars in 5 lanes! and		

Please leave a comment for the project team in the space provided below:

Please keep bessemer road a two lane road!
I want to live in an area that doesn't make
me feel unsafe when I cross the road and
my ~~neighbor~~ neighbors too. We want to be
safe and cross the road to go on bike
trails or to go to the parks and pools! There
are going to be more children where I live!
It's common sense that bessemer road
doesn't need 5 lanes! Think of ~~the~~ those
who live around bessemer road! Need a
safer, less chaotic environment than some
crazy road!

Name:

Madehn Gilbert

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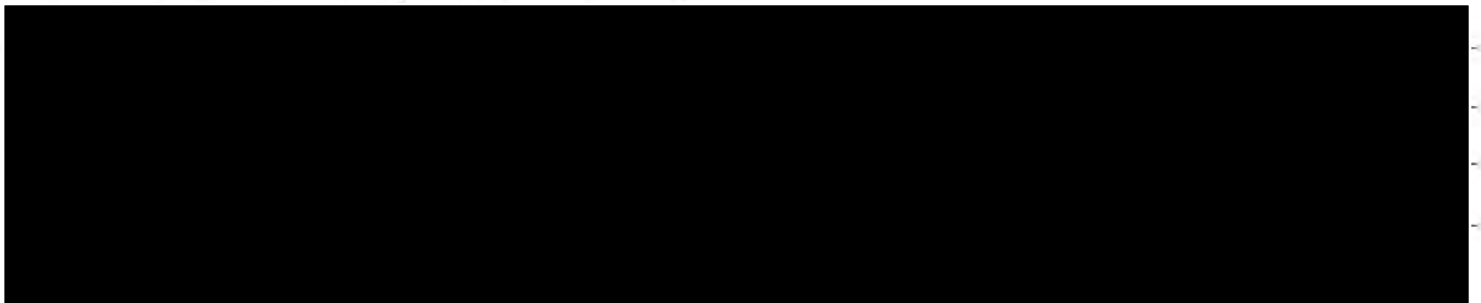
Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Best		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: I can not get to the bus stop safely with 5 lanes I will		

get hit by a car.

Please leave a comment for the project team in the space provided below:

Name: Rhys McCleary



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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is by far the Best overall choice. If the reason is true that Federal Funding will be reduced, too bad. Your lack of preparation and site survey beforehand will now need to be paid out by the taxpayers. This alternative has the least			
Do you have any comments about Alternative 2?	Yes	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This doesn't make sense. How about instead of a 3 lane make a double lane roundabout and get rid of the Joe Rouse Rd traffic light to keep traffic moving.			
Do you have any comments about Alternative 7?		<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Very poor plan - The worst of all options. Bringing a 5 lane highway thru our communities is a very bad decision. Please keep the traffic on the Highway 41 - we did not move to this area for traffic - we moved here for the community and a place to escape. My children will not be able to safely cross the road any longer - that is ridiculous! Very poor choice!			

Please leave a comment for the project team in the space provided below:

Was alternate 2 with a Roundabout
considered then get rid of the Joe Rouse Rd
traffic light? Thank you.

Alt. #1 - overall impact and with 526 bridge being out,
(cont) it is overwhelmingly clear that expanding Rt 41 to
5 lanes will be the best option. Stand by your
communities who have been supportive for so many
years and do the right thing - chose Alternative #1.

Name:

Yvonne Gilbert

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	No
If yes, please explain: LOOKS TO BE THE LEAST IMPACT TO COMMUNITIES, AMBIENT AND MAINTAIN THE CURRENT HIGHWAY STRUCTURE		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	No
If yes, please explain: THE TOTAL IMPACT TO PARK WEST AND DINES WEST COMMUNITY IS SIGNIFICANT. KIDS WOULD NOT BE SAFE ANYMORE. VALUE OF SEVERAL PROPERTIES WOULD HAVE A SIGNIFICANT DEPRECIATION IN VALUE.		

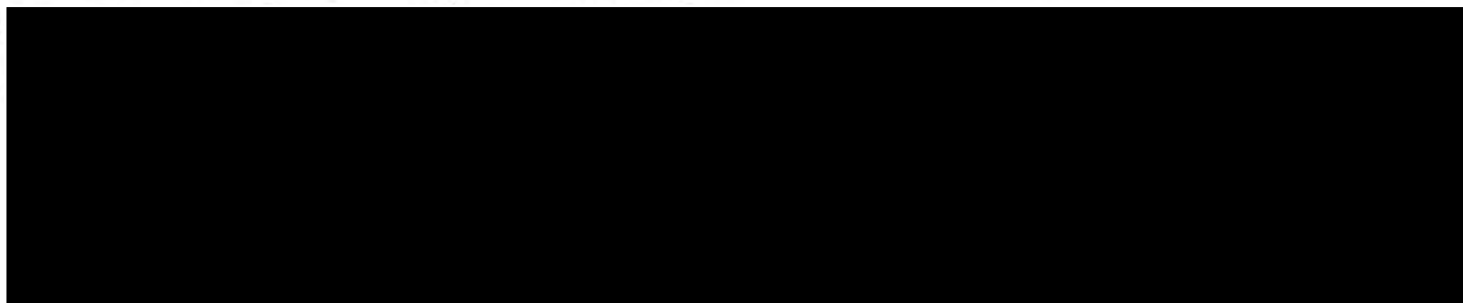
Please leave a comment for the project team in the space provided below:

- WHY ALTERNATIVE 11 WAS CROSSED OUT?

-

Name:

FLAVIO GOSO



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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This appears to be the best option		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Awful and impacts the most people. This is hurtful to think about how little the "decision makers" care about the people of Park West/Dunes West!		

Please leave a comment for the project team in the space provided below:

Option 7 is hurtful, unsafe for members of the community and incredibly costly.

No to option 7.

Name: Concerned Citizen

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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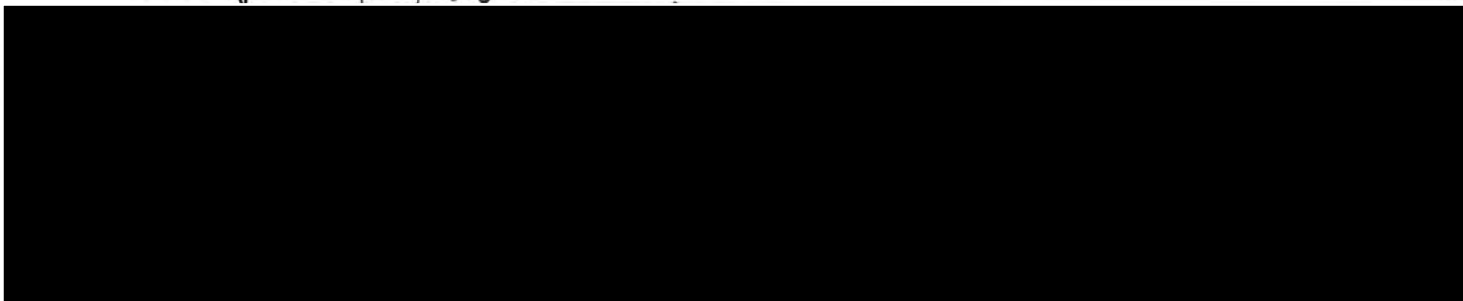
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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	No
If yes, please explain: I live right behind it and I don't want to hear the road get any louder! 2 to 5 is a huge stretch. PW traffic is busy as is! - Violet Poole		

Please leave a comment for the project team in the space provided below:

Name: Violet Dove



Thank you for your interest in the Highway 41 Corridor Improvements project!

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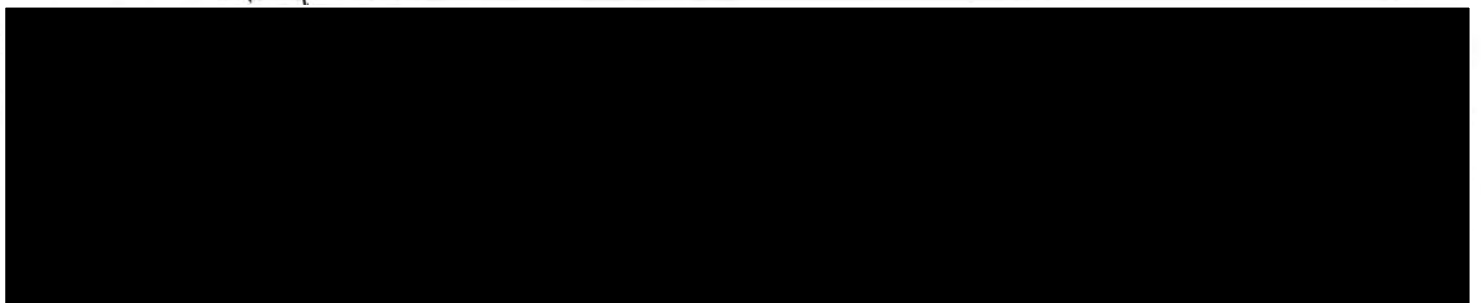
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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain: Yes. I'm 12 yrs old ^{who} and lives in the townhouses on bessemer rd. The road behide our house is already very disturbing and noisy. Although I've grown accustomed to it, it would bring many issues besides the noise. I have a dog that I like to let outside. If the road was built I would not feel safe letting my dog out anymore. Also it would turn PW into less of a safe, quiet neighborhood, and more into a busy traffic sence and a way to cut through to the highway.		

Please leave a comment for the project team in the space provided below:

Name: Abby Poole

A large black rectangular box redacting the comment content.

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
<p>If yes, please explain:</p> <p>There are homes that back up to Bessemer road with small children, pets + families. Already, the two lane road is just behind the gate of the townhomes located on Bridwell Lane. A 5 lane road would be awful for noise for people who live in those homes. Already the noise from Bessemer can be heard inside homes. - making it difficult for me and my children to sleep at night. The safety issue posed by additional traffic would be of great concern - especially if homes have a virtual highway just beyond the gate →</p>		

I moved me and my children to park west because it is a quiet, walking friendly,

safe NEIGHBORHOOD - having a virtual highway in our backyard would destroy the community values Park West is founded on and make it an awful place to live. We bought our townhome on Bessemer Rd less than two years ago - what are backyard would become is entirely different from what we purchased. - or the home I would even want to raise my children in.

Name: Nicole StPierre

Thank you for your interest in the Highway 41 Corridor Improvements project!

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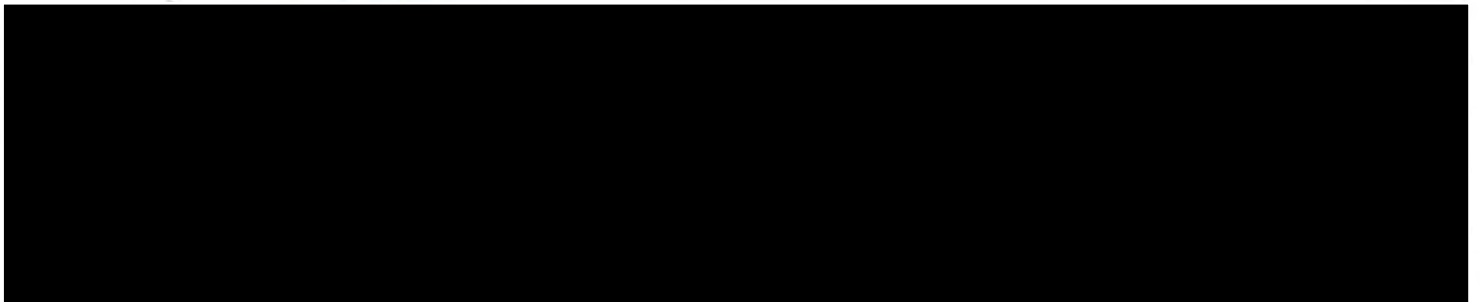
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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This seems to be the best alternative.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Not as good as Alternative 1. Poorer traffic flow on Hwy 41.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Highway 41 is a designated through route and must be able to move people away from the port rapidly and safely. Alternative 7 (and similar alternatives) increases the travel distance required to get away from the port. Further travel on the alternative routes will not be as efficient due to the winding nature of the route and many intersections with unsynchronized roads which will themselves delay moving the public out of the port. Because Alternative 7 and similar alternatives are not in the public interest they should not move forward or be implemented.		

Please leave a comment for the project team in the space provided below:

Name: D. Macdon

A large black rectangular box redacting the comment content.

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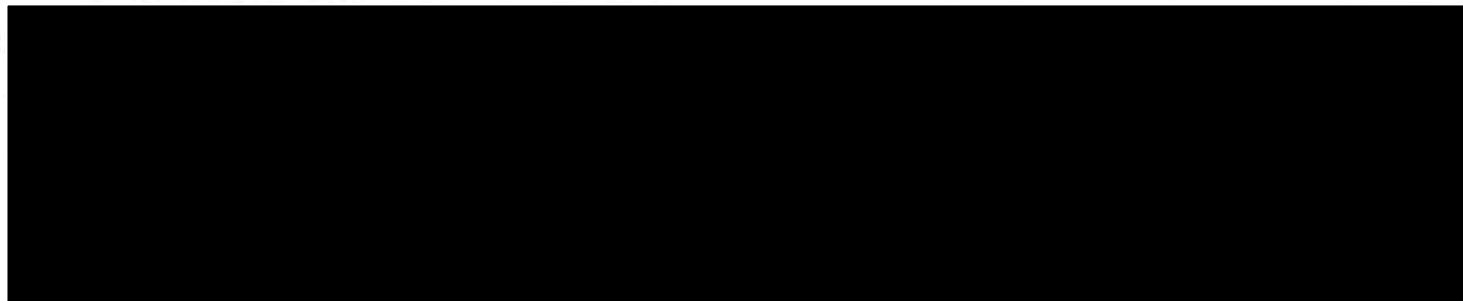
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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Best possible senario. HWY 41 is a HWY for a reason & needs to be widened to the max capacity. This would avoid bottlenecks & a neighborhood from becoming a cut thru, would decrease safety, home values & flow of traffic.</p> <p><u>Best Senario !!!</u></p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Why Bottleneck the road this would cause major congestion on Bessemer/Dunes/Park West this decreasing safety for children & value.</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p><u>Terrible idea!</u> This would be the worst scenario!! we would lose lose our <u>safety</u> & our neighborhood would be a Highway Essentially. This will decrease the value of all of the neighborhood not safe for the bikers/walkers. Noise would be a huge issue.</p>		

Please leave a comment for the project team in the space provided below:

Name: Julie Wood



Thank you for your interest in the Highway 41 Corridor Improvements project!

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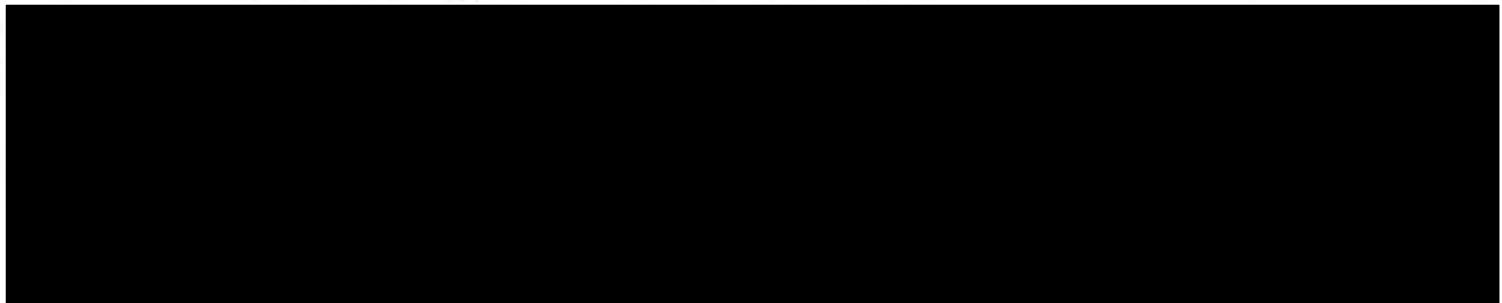
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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>WE would prefer this ALTERNATIVE. IT is currently the main EAST WEST RTE. It has very little pedestrian traffic to effect. IT HAS LESS EFFECT ON isolation of Communities ON THE RTE.</i>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain: <i>- Not -</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>This is the least favored alternative. This will effect the ability to use this road as a local use road. It will eliminate bicycle & pedestrian use. It will also place the neighbor hoods between 41 & Dunes West Blvd in an isolated position from the rest of Dunes West & Park West. It will also create a noise issue for these communities. It will make it very hard to have children walk or ride bicycle to the schools in Park West.</i>		

Please leave a comment for the project team in the space provided below:

Name: *Steve Wilson*



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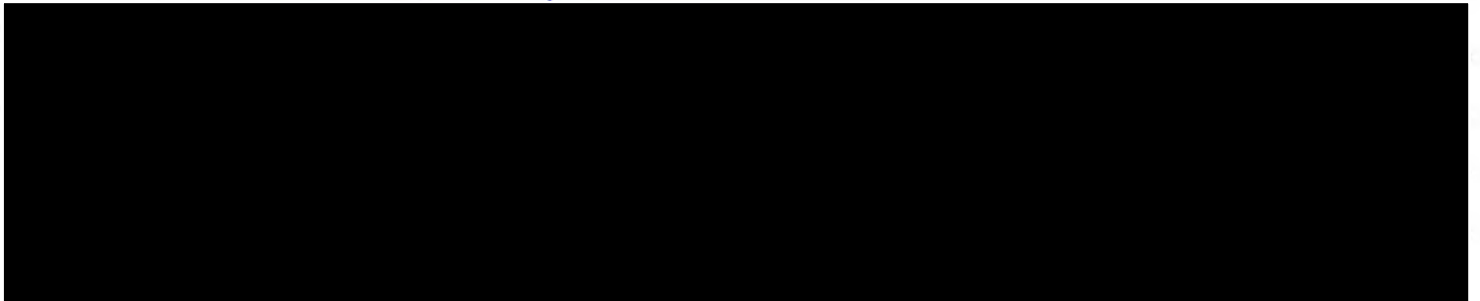
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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No
<i>If yes, please explain:</i> Most reasonable without impacting new homes. Straight shot to bridge		
Do you have any comments about Alternative 2?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	Yes <input checked="" type="checkbox"/>	No
<i>If yes, please explain:</i> Emphatic No - doesn't make sense to tear down homes even those being built. Noise pollution to existing homes. <u>Worst</u> alternative!!		

Please leave a comment for the project team in the space provided below:

Name: Harry Ong

A large black rectangular box redacting the comment content.

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Hwy 41 <u>MUST</u> be widened to <u>5</u> lanes. This alternative should also widen Dw Blvd to match widening of Dw Blvd, but this can be done at a later date. Of the 3 remaining options <u>ALTERNATIVE 1 IS BEST.</u>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: 5 lanes → 3 lanes → 5 lanes will not calm traffic enough. Makes no sense. Must be 5 lanes all the way down Hwy 41.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Same as above. Widening Hwy 41 5 → 3 → 5 lanes is <u>not</u> enough relief.		

Please leave a comment for the project team in the space provided below:

- Hwy 41 must be widened to 5 lanes all the way from The Wanda Bridge to 17.
- Consider a frontage road along side 41 so that driveways do not access 41 directly. This is not safe, even the way it is today.
- Consider relocating current Phillips homes that are currently right along 41 to become a group of homes further back within the Phillips Community. Possibly adding an amenity center there for them so that they can stay in their same community.
- Start with Alternative 1 — widening Hwy 41 to 5 lanes is a great start!

Name: Catherine Barnard

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p><i>This is the best route. Exercise imminent domain to have access to Phillips Community.</i></p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p><i>This is definitely not as desirable as 1 because of disruption to an established community.</i></p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p><i>So many reasons make this the worst alternative by far - noise, safety, speed, disruption to a community.</i></p>		

Please leave a comment for the project team in the space provided below:

Excellent presentation !

Name: Linda Dennis



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is the only realistic option in my opinion. Imminent Domain needs to be exercised to all 5 lane straight away on 41 w/o going through established neighborhoods.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <u>Not at all</u> , disruption of neighborhoods which is unacceptable. The Phillips Community should be moved with incentive from the <u>state</u> . But this is better than 7.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: "This will Kill us," with the change of traffic through neighborhoods, ie safety, speed, noise		

P.S. 1. A Fly-over (way) needs to be considered
2. A referendum needs to be considered to establish support for imminent domain — and a moratorium on all construction!

Please leave a comment for the project team in the space provided below:

Project Team makes a positive impression!

Name: Robert G. Dennis



Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<i>If yes, please explain:</i> Simple & straight routes. <u>Best</u> alternative: least home destrn. Overpass with bike lane from Bessemer to Rt. 17 would be advantageous in the using auto to run errands on stores along Rt. 17		
Do you have any comments about Alternative 2?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<i>If yes, please explain:</i> Bad alternative !! Pollution, congestion, endangered children & population, noise, homes destroyed, decreased value of homes. Love of people or we didn't leave the city to live in a NYC ^{area} of money?		

Please leave a comment for the project team in the space provided below:

Name: Rose Ong

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is where the traffic backs up. Since they put 2 turn lanes off Bessimer, traffic has not backed up on Bessimer except when 41 is backed up. This looks like the best alternative!		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: it looks like this will still cause 41 to backup,		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: God bless us!! Property values would permit. I don't see how this alt would help.		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is Route 41 and should be widened as Route 41		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: It looks not much change		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is ridiculous. Park West Blvd & Dunel West Blvd were built as residential roads through those developments. There is a reason it is called a winding two lane road with islands. Those are traffic calming techniques. This will make it a five lane highway		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain: This alternative has the most impact on the most people. It is a longer route and I wonder how many people would use this alternative, instead of existing highway 41, except if there was some accident on the old highway 41. I do not feel that this alternative will yield the desired results. It would definitely impact the communities along the route significantly.		

Please leave a comment for the project team in the space provided below:

17

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> IT IS THE ONLY REASONABLE ALTERNATIVE		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> SILLY		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> SILLIER		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> Makes the most sense. Less interference w/all communities		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> The Bessemer Rd communities will feel all of the impact of this. Would they put lights @ each of our entrances? That would impact your "flow"! Doesn't make sense. Our children cross that road daily + this would interfere with our children's safety. This is a huge NO for my household.		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>A Reasonable Option.</i>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>A Reasonable Option.</i>		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain: <i>Not Reasonable.</i>		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<p>If yes, please explain:</p> <p>My biggest concern for all 3 alternatives is a light @ the corner of Hwy. 17 & Colonnade Drive. It's impossible to get out now - it will be</p>		
Do you have any comments about Alternative 2?	Yes	No
<p>If yes, please explain: worse with 5 lanes of traffic.</p> <p>My other concern is traffic merging from 41 onto 17. When the light coming down 17 is</p>		
Do you have any comments about Alternative 7?	Yes	No
<p>If yes, please explain: is green it is nearly impossible to merge in.</p>		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain:		

This will bring a busy 5 lane highway extremely close to high density residential housing causing imminent danger to neighborhood kids on sidewalks as well as traffic noise and pollution in an area that was not intended for such. Bad, bad idea!

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is the only one that would be acceptable !!		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Going from 5 L to 3 R at Joe Rose Rd could cause some bottle neck concerns !!		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: (1) I CAN'T BELIEVE THAT THIS IS EVEN A CHOICE !! (2) Putting a 5 LANE ROAD in a RESIDENTIAL NEIGHBORHOOD is INSANE !!		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: BEST OVERALL SOLUTION.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: 2nd BEST SOLUTION		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: TOTALLY OPPOSE. IF I WANTED TO LIVE ON A HIGHWAY, I WOULD HAVE PURCHASED A HOUSE ON HWY 41 OR HWY 17. SEEMS LIKE THE MOST IMPACT TO FAMILIES WITH KIDS. I WILL NOT IF THIS IS ADOPTED.		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <p style="text-align: center;">Sucks</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <p style="text-align: center;">Sucks</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <p style="text-align: center;">Like it as long as section goes through Park west is becomes #41</p>		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If yes, please explain: <div style="text-align: center; font-size: 2em; font-family: cursive;">In Favor of</div>		
Do you have any comments about Alternative 2?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
If yes, please explain: 		
Do you have any comments about Alternative 7?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If yes, please explain: <div style="font-family: cursive;"> <p>The new building off Joe Rouse + Down to bessemer w/ the town house community is going to Disrupt that Area for residential living! It may have an economic impact as well. since that stretch isn't that long why Disrupt this! We live in a town house + the Noise Addition will Definitely affect our quality of life! we MAY have to move out of Charleston</p> </div>		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain:		
<p>Too Bad everything depends on the Phillips Community - some of the so called Historic homes look like crap!</p>		

STAY on 41

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!

I live in Horlbeck Creek on highway 41. I would like to see little to no encroachment into our community as to not disturb our neighborhood. I'm hoping that the roadway expands/widens toward the opposite side of our community to reduce issues of noise, unsightliness of a roadway and pollution from vehicles. We would like to preserve as much land as possible for our community with minimal intrusion. I take great pride in my community and I appreciate you taking the time to read my concerns.

Resident: Carol Noble

I oppose Alternative 7!

I think Alternative 1 may be a better option. Widen 41 and avoid impact on a neighborhood.

Traffic at present is only a problem in PW during school hours for drop off and pickup. Recommend better utilization of buses and carpools as well as crossing guards for walkers.

Having 5 lanes in the neighborhood will increase other motorists from other neighborhoods to cross through PW.

- Quality of life
 - Increase in pollution
 - Increase in crime
 - Increase in noise
 - Impact on property values
- Are all a few of the concerns.



Airport
Extension

Public Information Meeting for Alternatives

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 2?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	Yes	No
<i>If yes, please explain:</i>		

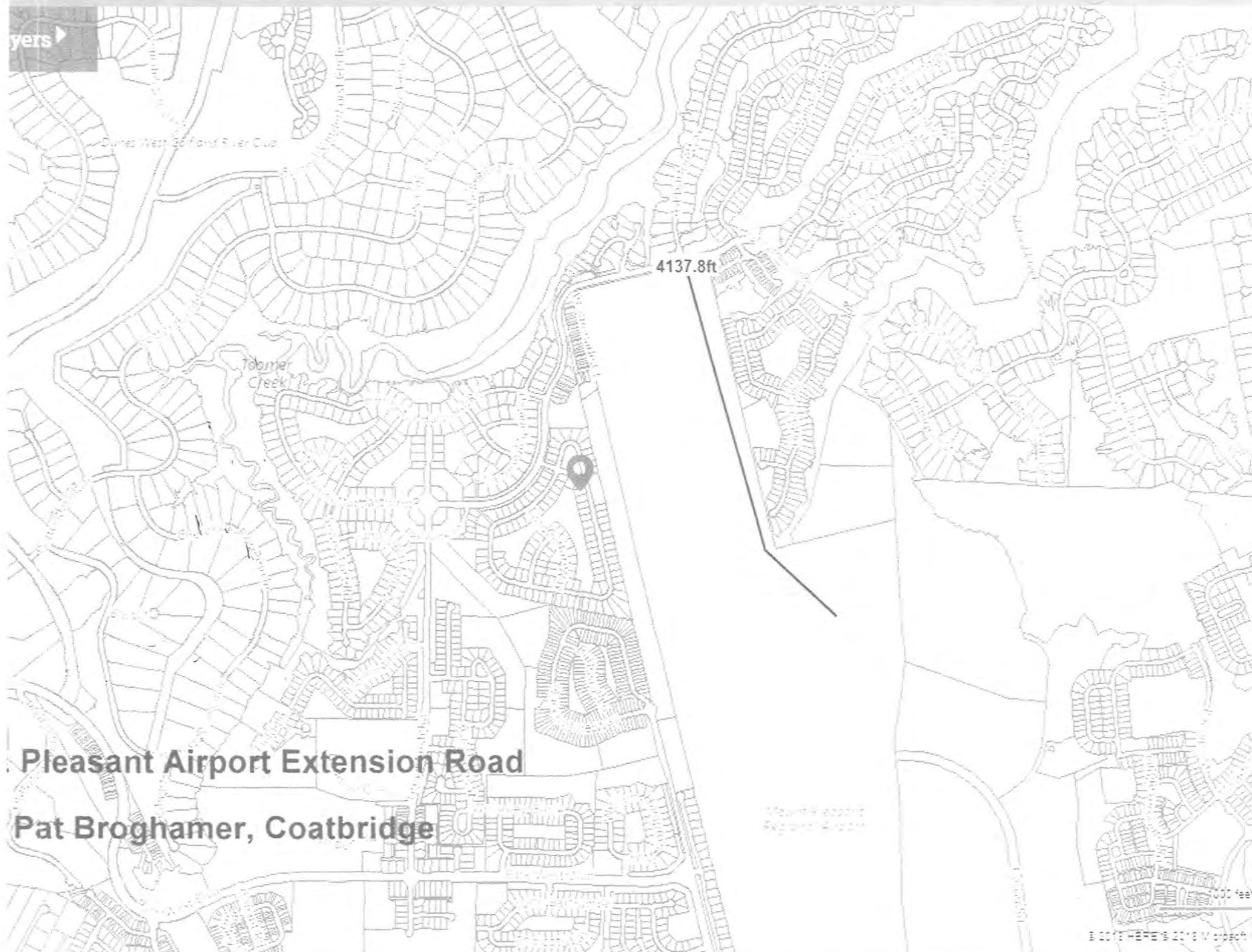
Please leave a comment for the project team in the space provided below:

AIRPORT
ROAD
ALTERNATE

Name:

PAT BROGHAMER

Thank you for your interest in the Highway 41 Corridor Improvements project!



Pleasant Airport Extension Road

Pat Broghamer, Coatbridge

To whom it may concern:

I completely oppose Option #7.

The only option that makes any sense

is Option #1.

I will add more comments later

Orlie:

Jim Stanton

2372 Parvaneh Woods Lane

Mt. Pleasant, SC 29466

Mary Irene Delamater



Our home is already very unpleasant,
noisewise, due to the traffic on Hwy 41.
(Otherwise we love our home.) We are
concerned that the widening of Hwy 41
will make it ~~unbearable~~ ^{impossible} to enjoy our
backyard or even have our windows open.
Please place a tracker at our house.
I feel a sound barrier is 100% necessary,
in our area, not only for us, but for
our neighbors as well. We are considering
selling our home due to plummeting property
values ^{that add} (due to road noise.) & quality of life. if we don't feel
that proper actions are being taken. If
the sound barrier for our area meets
the criteria, please do it early in the
process. Construction is very loud! Thanks for
your consideration.
Mary Irene Delamater

① Alternative ~~7~~ 7

Consider sliding Bessemer Road portion further east, behind all of the ParkWest neighborhoods, then joining the Park West Blvd alignment at the Bessemer Circle (+/-)

- Dunes West Blvd was always expected to be widened, so that impact is not as unexpected as the Bessemer alignment has been.

- Lessens impact on Bessemer Road neighborhoods.

② Did the study analyze the beneficial impacts of building Park West Blvd to the full (and planned) 4-lane section all the way from Rt. 41 to Rt. 17?

- in my opinion this would divert a significant portion of the demand coming from within Park West from Rt. 41/Bessemer to P.W. Blvd to Rt. 17.

- could this then provide a more acceptable solution of 3 lanes along Bessemer and 3 lanes through the Phillips Community?

③ Consider a three-lane through section on Bessemer/Rt. 41 through the Phillips Community in which the one lane varies from northbound (evening peak) to southbound (morning peak) to then provide 2 through lanes during the times needed.

Our property backs up to 41, noise is currently very noticable. No matter the option selected we anticipate 5 lanes behind us in the future and feel strongly that a sound barrier is required.

Further, I request a sound receptor / testing device be used at our property to aid in any recommendations or decisions.

Thank for your consideration!
Brian

Horlbeck Creek is a special piece of nature & a great unique neighborhood. Our priorities are:

Quiet / No increased noise or eye pollution
So the nature (animals & plants) do not leave or get lost & destroyed.

Safety: a) pulling out of Horlbeck Creek

b) safely jogging / biking / golf cart to
restaurants & shops of 17th & 41st & Brickyard
i.e. do bigger pedestrian / mixed use lane

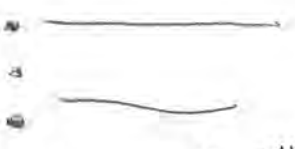
This project should be an opportunity to do things better for residents & the environment. Please do not rush or pander to folks that do not live next to 41. We have seen destructive effects to environment from the quick fix @ Joe Rouse. Please remember the impact b4 rushing to a plan. Try to improve for environment & residents not just for commuters.

Ken & Katie Burken are teachers who saved for years to buy in Mt. P. Their house is next to 41. Letting them keep their house & providing noise buffer helps enable MtP teachers to live in MtP.

Barbara Fredrick



- No to Alternative 7
- Bessmer Rd is highly residential
- Would make a severe dangerous situation for children & pedestrians
- traffic on Bessmer is currently fairly clear → only 40 min in the morning has traffic back up due to SC-41 traffic & people making a "short cut"
- not geographically possible to make 5 lanes here due to SC-41 traffic & people making a "short cut"
- force homes to foreclose due to impact to value of homes without chance of fair resale
- people already drive too fast on Bessmer: 50 mph + when the road limit is 35 mph (still too fast for highly populated residential area)
- reversible lanes on SC-41 through Phillips would reduce lane number impact to area
- 3 lanes, 2 of 3 lanes moving 1 direction in morning, reverse in afternoon
- successfully used on Vineville Ave in Macon, GA
- this should be investigated.



Aug 16, 2018

TO WHOM IT CONCERNS

I am against PROP-7

I LIVE IN ARLINGTON
OFF BESSEMER

PROPOSE ELEVATED HIGHWAY
ON 41

OR

PROPS 1 OR 2

Sincerely
Art Deulkin



Kathy Avers



I oppose option 7. It will totally

① Reduce value of homes on Bridwell LANE

② Split community

③ 5 LANES running through Residential community I was told NO speed bumps which would be dangerous. There would be a ROAD in front of & IN BACK of my house!

④ NOISE

how will you compensate home owners on Bridwell LANE? I JUST bought my house NOW I AM AFRAID to MAKE improvements.

Anything other than option 7
looks good to me. Please don't
turn neighborhood roads into highways.
We don't need to widen Bessemer -
although we could use another outlet
in the future, like extending Grey
Marsh/Trumpington out to 41.

Thank you!

I strongly support Alternative 1 over any other. I also

am very against Alternative 7 as it does not make sense to

route outside traffic through the neighborhoods of Dunes West + Park West. They have enough

of their own traffic.

If 41 could be widened to just 4 lanes without a turn lane through

Philips, and perhaps offer a crosswalk over the road and maybe other amenities, it might help alleviate some of the concerns.

Thank you!

Robert Landberg

Alternate 7 is not a reasonable alternative as it would drastically effect Park west & dunes west residents destroying these communities and invading thousands of families. among the countless issues that come from ~~this~~ this alternative the major ones to consider for these communities are

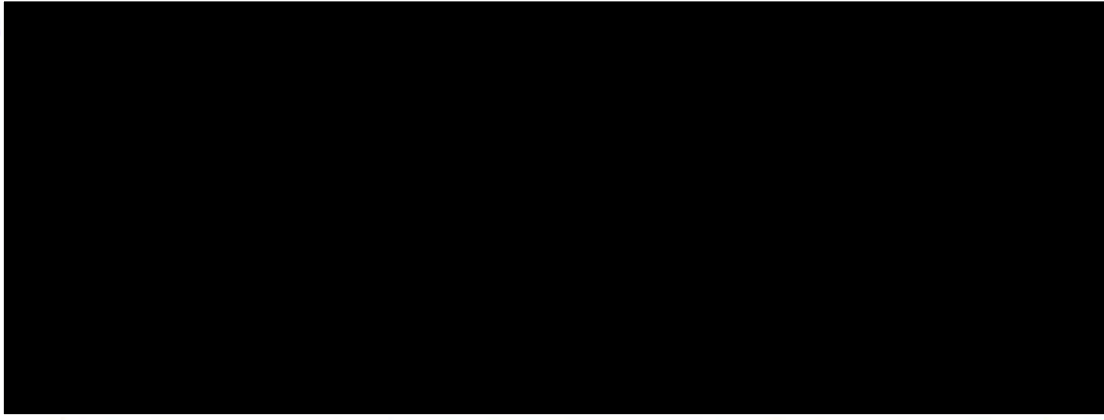
- Safety & - Quality of life

These people, specifically in and around the Arlington section of Park West are not only on an island surrounded by major highways, but are now at risk every single day they need to cross ^{these} major highways to take a walk or a bike ride with their children.

They are also targets for home break ins theft and crime in general as none of these communities are gated and are now surrounded by major roadways ~~can~~ to use as an easy escape route.

Shut down the
place.

David Shepard



My Strong Opinion is that ALT 7
that routes traffic through the established
Communities of Park West and Dunes
West is a serious mistake & an
In Justice to all who have decided
to make these Communities their home.

This option moves a Problem into
the middle of a Community where
Children Play + Adults are Active

- Please Do Not Consider this A Viable
Option -

NO to option #7


YES to option #1

Alternate 1, from a Mechan Eng View Point
is the only acceptable option. Actually
Should have been done 5 to 10 years Ago
Before building up that's happened.

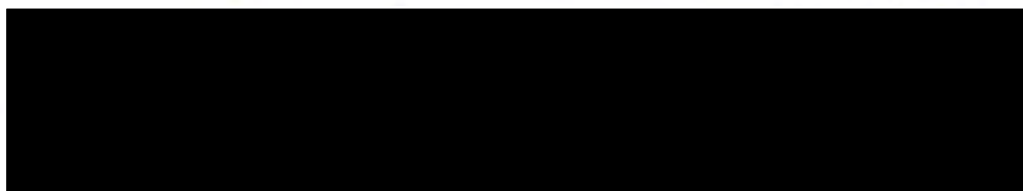
ALT 2 IS STUPID - Bottleneck dead middle
Who thought THAT was a good idea?!

ALT 7 IS DANGEROUS. Children cross that
Road All day Plus walk to school. Do that
w/ cars going 55 and you Kill Dunes
West - Rich folks ain't gonna like that
too much.

B. Carpenter



Rebecca Heller



1 - N0 to alternative #7

2 - I prefer alternative #1 = widening current road

no to #7

Park west development is high density and homes purchased with family safety and somewhat secluded/leighborhoods in mind will be heavily impacted -

- Bridge well lane literally would sit on a 5 lane highway with traffic at their front door -

- re-route 41? alternative parallel towards Charlester - bridge?

Melissa Zingillo

Thanks for your time.

Definite no to Alternative #7.

Do not want a 5 lane highway going past my new house or in a neighborhood that currently feels safe.

Alternative #1 seems the best solution as it widens the current road and it's a straight line + 17 and doesn't route through back west Neighborhood.

Alternative #2 is second best option.

Pao Sheng

I am really opposed to Alternative 7
as the forecast all the traffic thru on
already existing neighborhood, which
was almost a dead end without Highway
41 going thru it. Property values
will be affected, noise levels in
neighborhood will increase, taking &
walking thru will no longer be
enjoyable which is why most of the
residents bought this.
There is dense population in Park
West & Dunes West, the population along
the current 41 is small -
Also alot of people will reject
this bypass due to it being a longer
distance and they will continue to
use 41

Rebecca Page & Gordon Hanson
[REDACTED]

Regarding the SC Highway 41 Project, Option 7 using Bessemer Road

To whom it may concern,

We moved into the Arlington subdivision of Park West in 2004. We decided on Arlington and the Park West community because it is a peaceful and quiet community. There are many walking and bicycle trails throughout Park West and we feel safe here. Bessemer Rd didn't even connect with Highway 41 until after we moved here.

The traffic on Bessemer Rd has increased over the past few years as it provides convenient access to neighborhoods on the back side of Park West. But, making Bessemer Rd a 5-lane highway to divert traffic from SC Highway 41 would completely destroy the quiet and safe community we now have. Bessemer Rd is part of Park West, which is made up of residential neighborhoods. A 5-lane highway would increase the traffic exponentially. With the traffic would come more pollution, noise and safety issues. The increase in traffic, would also mean more accidents. There have been several accidents in the past where the vehicle was stopped by the ditch and easement between Bessemer Rd and the homes along the road. If the easement is used to create space for a 5-lane highway, our homes would be in danger. Not to mention our property values would plummet.

Families with children frequently use the walking trails for exercise, recreation and to get to the community amenities. A 5-lane highway would effectively cut-off the Arlington neighborhood along with many others from the rest of the Park West community.

SC Highway 41 is a state highway and should be used as such. It is one of the main evacuation routes. It would be best to have a continuous main highway to use for evacuations, detours and major traffic flow. There are other communities planned down the 41 corridor which will add to the traffic and it just makes more sense to have one main highway rather than diverting in and out of residential neighborhoods.

Respectfully,



Option 7 is a bad
idea. 5 Lanes on Joe
Rouse has a negative
impact on Park West and
the neighborhoods.

Public Information Meeting for Alternatives

May 16, 2018

The public will have 30 days after the meeting to submit comments. Comments are due by June 16 and can be submitted in person at today's meeting, online at www.Hwy41SC.com, or mailed to c/o Charleston County, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

Please answer the following questions:

Do you have any comments about Alternative 1? *I support this plan* ☒ Yes ☐ No

If yes, please explain:

Makes the most sense. A direct route from Wando to 17. Will not go thru developments. Will not negatively affect housing values. Minimum impact on Laurel Hill Park

Do you have any comments about Alternative 2?

☒ Yes☐ No

If yes, please explain:

Not acceptable - Sweetgrass stands can be replaced like 17 N.

Do you have any comments about Alternative 7?

☒ Yes☐ No

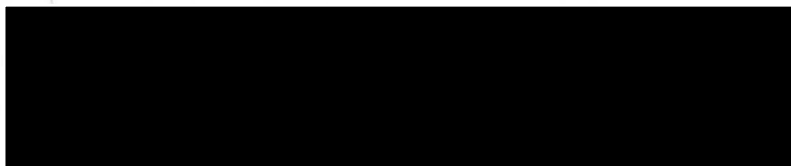
If yes, please explain:

Not acceptable - Too much impact on floodplains & streams & freshwater. Too much land from Laurel Hill Park.

** Sweetgrass basket stands can always be rebuilt (Hwy 17) Min. Freshwater Acres*

5/11/2018

Rubinstein - Payne



Public Information Meeting for Alternatives

May 16, 2018

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Please answer the following questions:

Do you have any comments about Alternative 1?

Yes

No

If yes, please explain: This is the most direct route & makes the most sense. Less property, wetlands & flood plain areas are affected - Can control traffic flow more easily with one main road.

Do you have any comments about Alternative 2?

Yes

No

If yes, please explain: Does not do enough - 5 lanes going to 3 will back up big time -

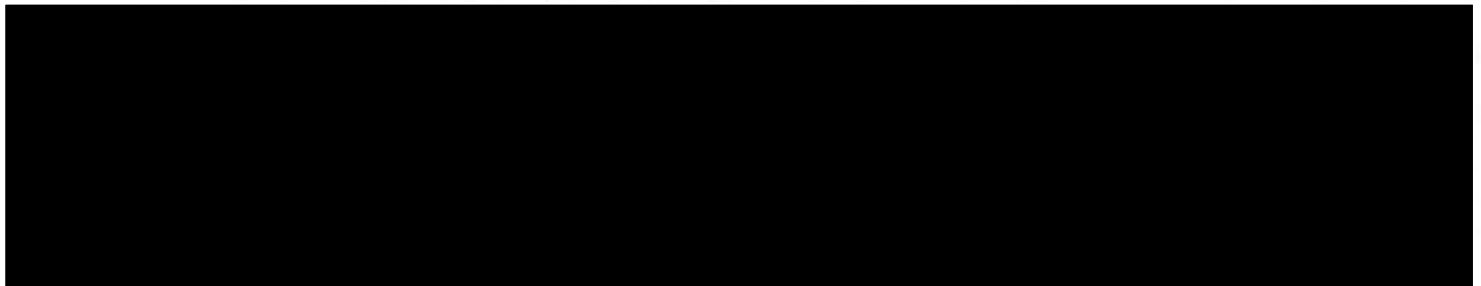
Do you have any comments about Alternative 7?

Yes

No

If yes, please explain: The worst plan - It makes NO sense ^{curving} going through so many neighborhoods. Would have to remove traffic circle & add stoplights. More farmstead areas are affected as well as more wetlands & flood plain areas - There will be major backlog @ light by Bessamer & 41 - This is a crazy idea.

Name: Marcia Bocim



Thank you for your interest in the Highway 41 Corridor Improvements project!

Highway 41 Corridor Improvements

Comments for Project Team

Alternative 1:

This is the best option.

I understand the concerns of the Phillips community but there does not appear to be any other viable alternatives.

If crossing Hwy 41 is an issue I would suggest placing 1 or 2 pedestrian bridges in the Phillips community.

Alternative 2:

This option is short sighted.

You would think this is obvious since the experiment at the intersection with Joe Rouse road where they created two lanes before the red light in an attempt to get more care through in less time. That was a complete disaster and removed within a week of being installed.

Alternative 7:

This is a BAD plan.

1) You are in effect rerouting highway 41 through Park West and Dunes West which are planned developments with access to highways. The Phillips community on the other hand was built straddling highway 41. (I know it will not be labeled highway 41 but the effect is the same)

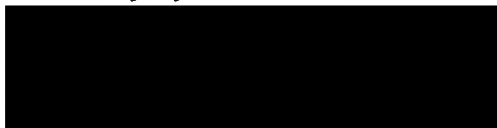
2) Park West and Dunes West are residential neighborhoods planned and designed for pedestrians and local traffic, not a five lane state highway. Routing a five lane highway through these developments will have significant impact on safety and pedestrian and car traffic.

3) Today children walk, ride bikes and golf carts to get to the swimming pool. Placing a five lane highway in there path will have severe safety impacts.

4) In comparing Alternative 2 to alternatives 1 and 7 it would appear that Park West, Dunes West would lose 5 homes compared to Phillips losing only 3. Even more significant is that Park West, Dunes West partial acquisitions would be 99 compared only 25 for Phillips. Where is the logic in that decision?

5) In addition Alternative 7 has the highest impact on Wetlands, Streams, and the Floodplain.

Dennis Wyszynski





Public Information Meeting for Alternatives

May 16, 2018

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Alternative one makes the most sense - a straight 5 lane hwy up 41 would be the fastest way to get traffic from 17 to the bridge.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This would be my second choice - changing from 5 to 3 lanes & back again would cause congestion & bottlenecks - go for Alternative one.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: I am strongly opposed to Alternative 7. Putting a 5 lane Highway on Bessimer cuts off subdivisions from the rest of Park West. I bought my home in Arlington to be a part of a community, my grandchild would be able to walk to the pool and tennis courts - with a 5 lane highway cutting us off this isn't going to happen. A 5 lane hwy would create noise & dirt (dust). Building a 5 lane hwy on Bessimer would impact more home owners than Alternative one or two. According to		

Please leave a comment for the project team in the space provided below:

#1) your screening matrix - alternate 1 would have more impact on the community than the other alternatives - It would also effect the property values - alternative one makes the most sense - Please do not choose alternative 1 - I really don't want to move.

Name: Lois Lefko

Thank you for your interest in the Highway 41 Corridor Improvements project!



Hwy41SC Project Team,

After taking a couple weeks to thoroughly analyze the information provided at the community meeting on May 16th, I would like to share thoughts and concerns about the alternative plans for the Highway 41 Project.

I will start by saying the No Build Alternative does not fix any existing or future issues and will obviously not impact any communities due to constructions or changes. So there is no need to comment on that alternative. I will focus here on Alternatives 1, 2 and 7.

Alternative 1

This alternative seems to be the most obvious and best overall for cost and functionality. I imagine that is why this was Alternative 1. A straight highway is by far the most cost effective and safest route. This is particularly true as an evacuation route. Having to wind an evacuation through a residential area does not make sense. It is my understanding that the primary objection to Alternative 1 is the disruption to the Phillips community. Alternatives 2 and 7 also have existing Hwy 41 being widened to 3 lanes, so there will be a disruption to the Phillips community with all options. The cost and impact of 2 additional lanes (approximately 25 feet) would be far less than that of Alternative 7.

Alternative 2

This alternative has the lowest impact on property and other factors, but unfortunately, it looks like it would have built-in bottle necks which would slow and possibly stop traffic. Especially in the case of an emergency evacuation and during heavy traffic hours.

Alternative 7

This alternative has the highest negative impact on environment, property and community lifestyle than the other alternatives. The following compares Alt 1 to Alt 7. Alt 7 has 29% more Full Property Acquisitions and 36% more Partial Property Acquisitions. Impact on Wetlands is 13% more for Estuarine (tidal), 81% more for Freshwater (non-tidal) and Streams are impacted 36% more with Alt 7. Also disturbing is the Floodplain impact which is 23% higher with Alt 7. The only screening criteria with lower impact numbers for Alt 7 is Cultural and Historic with NRHP Historic Structures which drop from 6 to 4 for Alt 1 vs. Alt 7 and Sweetgrass Basket Stands which drop from 15 to 13 for Alt 1 vs. Alt 7.

The estimated costs of the 3 Alternatives was not provided at the meeting, but the cost and construction time difference between Alt 1 and Alt 7 would have to be significantly more with Alt 7.

By changing Bessemer Road, Dunes West Blvd and part of Park West Blvd to a 5-lane highway, you would be dividing both the Dunes West and Park West communities. The information provided at the meeting regarding the layout of these communities was misleading. The map outlining the communities on slide No.11 in the Power Point Presentation for the Community Characterization Report was not accurate. (*See map images below.*) It shows a section of the Park West community as part of Dunes

West. But actually the proposed highway replacing Bessemer Road and a portion of Park West Blvd will divide Park West separating hundreds of residents from the Park West Community and the walking/biking trails, swimming pools, tennis courts and other amenities they support with annual dues. Eight neighborhoods, which are home to hundreds of residents (453 housing units), would be directly impacted by the increased noise, pollution, traffic and falling property values caused by Alternative 7. The number of homes/units for each neighborhood is shown below.

Abbotts Glenn- 24

Arlington- 159

Bessemer Park -44 (under construction)

Covington- 37 (under construction)

Keswick- 40

Mansfield- 28

Preston- 100

Worthington - 21 (under construction)



Original image from presentation.



Park West neighborhoods (outlined in gold) that were shown as Dunes West on Original.

In conclusion, the impact would be the least using Alt 2, but unfortunately I believe Alt 2 has inherent bottle necks and would not function as required. Alt 7 has too many negative impacts, significantly more than the other alternatives and would negatively impact a much larger population of residents. Alt 1 is the most logical and cost effective option, utilizing the existing Hwy 41 corridor, providing a safe route for evacuation as well as daily traffic.

Thank you,

Gordon Hanson

June 2, 2018

We all live in North Mount Pleasant, **in the communities that will be immediately and many of them detrimentally affected by Alternative 7.** This option will result in a five-lane SC State commercial highway carrying heavy traffic of 36,000 vehicles a day, seven days a week directly cutting through or very close to our many subdivisions in what is now two-lane quiet residential areas along Joe Rouse Road, Bessemer Road, Park West and Dunes West Boulevards, which are the residential arteries of the whole Northern area of our town. We were informed that this **will require partial acquisition of 281 properties and full acquisition of at least nine properties.**

Our letter to you and your colleagues is a cry for help!

Our neighborhoods, which are home to thousands of adults, children and the elderly would be directly affected by the escalation in health hazards, noise levels, air pollution, floods, traffic accidents, financial hardships and destruction of Park West, if Alternative 7 is implemented.

Please allow us to express not even our concerns, but our fear about Alternative 7:

1. **Putting a five-lane state highway on Joe Rouse, Bessemer and parts of Park West and Dunes West Boulevards will decrease air quality in a heavily populated residential area and will severely affect people suffering from heart conditions, blood pressure, asthma and allergies.** More than that, it will cause many new cases of heart condition, high blood pressure, chronic asthma with inability to breath and other serious health problems among children and adults with long-term chronic effects.
2. **A five-lane highway through Joe Rouse Road, Bessemer Road, Park West and Dunes West Boulevards will significantly increase noise levels.** Noise abatement installations, such as vegetation and high walls, do not significantly lower noise levels. High sound walls are unsightly and give a fortress-like look to neighborhoods. **Noise is a quality of life and a health issue** that would cause sleep deprivation especially for babies, senior citizens, the disabled and residents with already existing health problems and chronic illnesses.
3. Our residents are not millionaires. **We are ordinary middle-class families.** Many have invested their entire hard-earned life savings into their homes. The closeness to a previously non-existent five-lane state highway **will decimate property values of every home. Homes will be extremely hard to sell,** since Mount Pleasant homebuyers who move to our town from big cities seeking a peaceful and quiet life tend to reject properties directly on or a short walk from a busy five-lane highway. **Many families will experience grave financial hardships forcing them into foreclosure and bankruptcy due to inability to sell homes for a price equal to their mortgage value.**
4. **Park West was designed and built according to a carefully developed Master Plan,** where all parts of Park West are connected with each other and with many Park West amenities as well as with Dunes West, Rivertowne, Carolina Park and the rest of North Mount Pleasant. Residents purchased homes in a suburban environment that promotes quiet neighborhoods

and peaceful outdoor living. **The urban noise, traffic, and pollution that would accompany Alternative 7 are not consistent with the Park West Master Plan.** More than that, **Alternative 7 will cut off hundreds of the affected homes from the rest of the Park West subdivisions and all of the Park West amenities.** The proposed highway will run very close to the Park West Pool and Tennis Center, which **so many children frequently access by foot, bicycle or golf cart.** Inserting a major highway into the middle of our suburban community will make walking and biking to these community facilities too dangerous and difficult to even attempt.

5. **Alternative 7 will also cut many residents off from grocery stores and drugstores, doctors' offices, veterinarians, drycleaners, etc. How will our residents safely reach our local Publix, Harris Titter, and the nearby pharmacies (CVS and Walgreens) when having to cut back and forth across this five-lane highway from their subdivisions, often with their children in the car?**
6. **The majority of the existing subdivisions in Park West and Dunes West are not interconnected. Thus, traffic lights with left turn arrows will have to be installed at nearly every subdivision along Alternative 7 in Park West and Dunes West, making the traffic flow problems even worse than they are now on the existing Highway 41. Otherwise, we, residents, won't be able to leave our communities safely and to access the highway.**
7. **Residents of Park West and Dunes West, including children, expectant mothers, parents with babies in strollers, people who have dogs and senior and elderly citizens, walk, jog and bike throughout the carefully designed and built interconnected sidewalks. This is a crucial element of a healthy lifestyle, which every medical professional emphasizes. This critical aspect of our life, which made us buy our homes here, would disappear if you approve Alternative 7.**
8. **According to the information given to us at the public meeting on May 16, 72.6 acres will be flood plain impacted. Practically none of our homes are built on stilts or elevated enough to withstand even a minor flood. One can rebuild a house, but family pictures, documents and precious memories destroyed by flooding cannot be restored.**
9. **We were explained that Alternative 7 would require some homes along Bessemer to be demolished. Other homes would experience a severe reduction in yard and tree buffers. Existing homes along Bessemer are new or recently constructed. Destroying and rebuilding existing homes would compound the noise, pollution and dangers associated with demolition followed by several years of highway construction cutting through private properties, walkways, small businesses and construction sites. There is no assurance that homes claimed by eminent domain would be compensated at fair market values because the highway itself will have a chilling effect on property market values.**
10. **During hurricane evacuations, it's hard even to imagine how we all would be affected by thousands of cars moving bumper to bumper directly through our neighborhoods. Will an ambulance be able to cut through such traffic if needed? Will we even be able to evacuate?**
11. **And children! What about our children from newborns to teenagers? How will they be able to take a bike ride from the Arlington community on Bessemer to the Marsh Walk**

subdivision on Grey Marsh to play with friends? How will they be able to walk their dogs together as they do now? How will they be able to cross a five-lane highway to see a friend who lives on the other side of the road? Where will our young mothers walk with baby strollers? **How will Park West, Dunes West and Rivertowne children safely get to school bus stops? How will school buses easily and safely crisscross from one side to the other of such a new five-lane state highway in picking up and dropping off children on their daily rounds to the three schools in Park West without risking the safety of their young passengers?**

We are not unaware of the difficult decisions and trade-offs that must be made in improving road infrastructure to keep up with changing traffic requirements. But **the heavy costs in the quality of our lives, safety, health, financial stability and the livability of our communities surely cannot be ignored when it involves thousands of people who moved to Park West precisely for its peacefulness, beauty, comfort, children-safe and family-friendly environment, which will all completely disappear if Alternative 7 is implemented.**

Indeed, it will cut through the entire wider Mount Pleasant community interconnectedness that will be irreparably torn apart and forever change the spirit and character of our town.

We all are unanimously saying “NO” to putting a five-lane state highway through our many communities. No road is worth human suffering! We will stay united and strong opposing tooth and nail the brutal Alternative 7 to the end.

Thank you for your patience and for giving our heart-felt fears and concerns your careful attention and consideration!

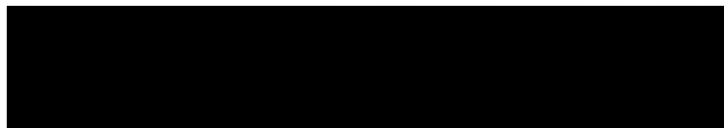
Signed by the residents of Park West, Dunes West and other communities of Mount Pleasant

Contact information:

Dr. Richard Ebeling
Professor of Economics, The Citadel



Dr. Anna Ebeling.
Professor of History (retired)












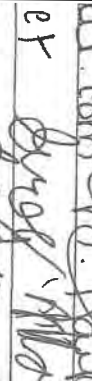









Attached:

Original signatures of Mount Pleasant residents

List of recipients of this letter (with the knowledge of all the signatories)

Abbotts Glenn @ Park West No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Freedom James				
Jeffries, Lisa				
PEREZ, SEAN CROWLEY, KEVIN				
Brown, Christina				
Young, David				
Free, Kathy				
Ann Keworth				
Karpinsky, Nathan				
Shuman, David				
Wittel, Cheri				
Combs, Terrene				
Karpinsky, Nicole				
Marest, Greg				
Maret, Leah				
McDONALD DAVID				
McDONALD DEE				
Kim Greene				
Scott Greene				
Julia K King				

No to Alternative 7!

[illegible]

Arrington @ Park West

No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Sucky, Paul				Paul Sucky
Antognone, Ellen				Ellen
Murphy, Paul				Murphy, Paul
Ireland, Denise				Denise Ireland
Hamilton, Barb				Barb Hamilton
Muhn, Caroline				Caroline Muhn
Muhn, William				William Muhn
Schwartz, Alan				Alan Schwartz
Marguerite, Mike				Mike Marguerite
Morgan, Fern				Fern Morgan
Christine Taylor				Christine Taylor
Joe Bologna				Joe Bologna
Deanna Bologna				Deanna Bologna
Keefe, Brian				Brian Keefe
Coombs, Anthony				Anthony Coombs
Coombs, Betty				Betty Coombs
Joshua Ringel				Joshua Ringel
Beth Wilson Ringel				Beth Wilson
Samuel Ringel				Daniel Arus

Arlington @ Park West

No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Maeon Travis				to com carvajal
Carvajal, Celia				com carvajal
Miranda, Brandon				com carvajal
Oliver, Kat				com carvajal
Steve (and P)				com carvajal
Alphonse Phillips				com carvajal
James R. Phillips				com carvajal
Thomas Roberts				com carvajal
Anna Langley				com carvajal
Thomas Jacobs				com carvajal
Elizabeth Jacobs				com carvajal
Raymond				com carvajal
Anne Bluthner				com carvajal
Walker, Chris				com carvajal
Greg Roberts				com carvajal
Robert Roberts				com carvajal
Shannon Kellogg				com carvajal
Santillo, Jeanne				com carvajal
Molloy, Mike				com carvajal
Molloy, Sean				com carvajal

Arington @ Park West

No to Alternative #1

Last Name, First Name	House #	Property Address	Email Address	Signature
Bethelkin, Art				Art Bethelkin
Schulkin, Linda				Linda Schulkin
Souder, Joyce				Joyce Souder
Vasquez Carlos				Carlos Vasquez
Loehr, Rossana				Rossana Loehr
Loehr, Thomas				Thomas Loehr
Loehr, Doia				Doia Loehr
Vasquez, Ana				Ana Vasquez
Ward, Sheras				Sheras Ward
Ward, Charles				Charles Ward
Phil Botko				Phil Botko
Eleanor Botko				Eleanor Botko
Perkey, Kathy				Kathy Perkey
Huff, Rachael Perkey				Rachael Huff
Dakota Huff				Dakota Huff
Novakus Perkey				Novakus Perkey
Richard Howell's				Richard Howell's
Harold Niggett				Harold Niggett
Frank Hulse				Frank Hulse
Paul, Randy				Paul, Randy

I am a resident of Arington @ Park West and I am writing to you to express my concern regarding the proposed Alternative #1. I am a resident of Arington @ Park West and I am writing to you to express my concern regarding the proposed Alternative #1. I am a resident of Arington @ Park West and I am writing to you to express my concern regarding the proposed Alternative #1.



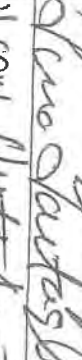














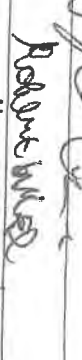
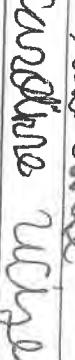

Arlington @ Park West

No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Whitaker, Carter				Walter Carter
Shady, Helen				Helen Shady
Michael, Thomas				Michael
Gilbert, Thomas				Thomas Gilbert
Bagwell, Sherry				Sherry Bagwell
PAVINE, NATALIE				Natalie Paine
GARDNER, MICHAEL				Michael Gardner
Clenall, Barbara				Barbara Clenall
Candler, Marcus				Marcus Candler
Candler, Bianca				Bianca Candler
Boyles, Curtis				Curtis Boyles
Boyles, Pamela				Pamela Boyles
Boyleger, Debra				Debra Boyleger
Boyleger, Cecil				Cecil Boyleger
Boyle, Lisa				Lisa Boyle
Boone, Michelle				Michelle Boone
Boone, Matthew				Matthew Boone
Boone, Blake				Blake Boone
Boone, Kathy				Kathy Boone
Boone, Matthew				Matthew Boone

Arlington @ Park West

No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Tina Kuper				
Paul Jantzi				
Alex Jantzi				
Austin Jantzi				
Alex Jantzi				
Bare, Ben				
Borg, Celine M				
Afa, April				
Afa, Mark				
Fargo, Sorene				
Fargo, Paul				
Fargo, Kate				
Drew Fargo				
Denisi, Corale				
Denisi, Robert				
Souder, Brett				
Julie Liso				
Gregory J. Wise, OS				
Robert Wise				
Wise, Caroline				

Arlington @ Park West

No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Hunt, Charles				Charles Hunt
Hunt, Eric				Eric Hunt
Saunders, Bob				Bob Saunders
Deborah Hunte				Deborah Hunte
Graig Chute				Graig Chute
Mark Watson				Mark Watson
Carol Watson				Carol Watson
Morris, Gary				Gary Morris
Coll, Heather				Heather Coll
Coll, Joseph				Joseph Coll
MariSSA COLL				MariSSA COLL
Colt Adsteph				Colt Adsteph
Chaisster, Allison				Allison Chaisster
Phonster, Sanna				Sanna Phonster
Peter, Leah				Leah Peter
Lamb, Elizabeth				Elizabeth Lamb
Kaufman Janet				Janet Kaufman
McIntosh Allen				Allen McIntosh
Ed Bobert				Ed Bobert
Kellie Bobert				Kellie Bobert

Arlington @ Park West

No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Mulroy, Judith				Judith Mulroy
Little, Jeff				Jeff Little
Little, Leean				Leean Little
Comery, Edwin				Edwin Comery
Cubright, Dana				Dana Cubright
Cubright, Ellie				Ellie Cubright
Cubright, Adam				Adam Cubright
Stuart, Stacie				Stacie Stuart
Stuart, Charles				Charles Stuart
John Hancock				John Hancock
Wilma Langlier				Wilma Langlier
DeBosh, Jeanne				Jeanne DeBosh
DeBosh, Joseph				Joseph DeBosh
Thomas, Kelsey				Kelsey Thomas
Karyn Green				Karyn Green
Sharon LeRo				Sharon LeRo
LeRo, Lois				Lois LeRo
Williams, David				David Williams
Williams, Stephen				Stephen Williams

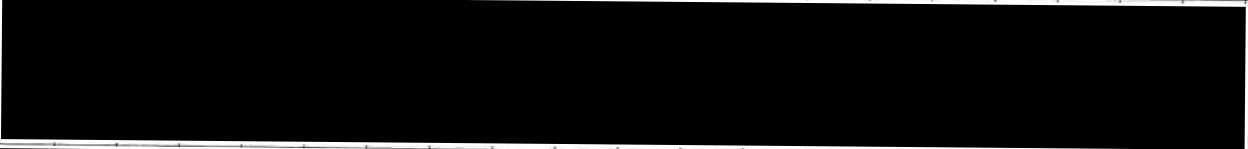
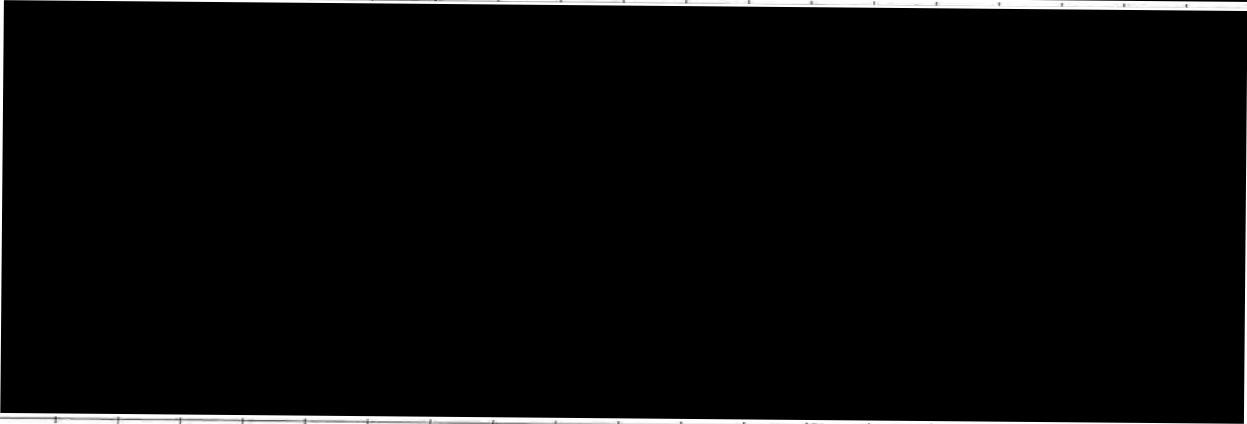

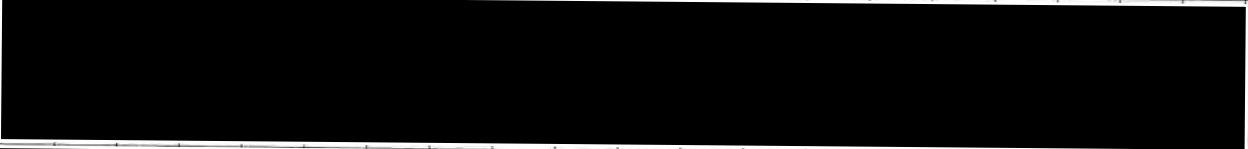
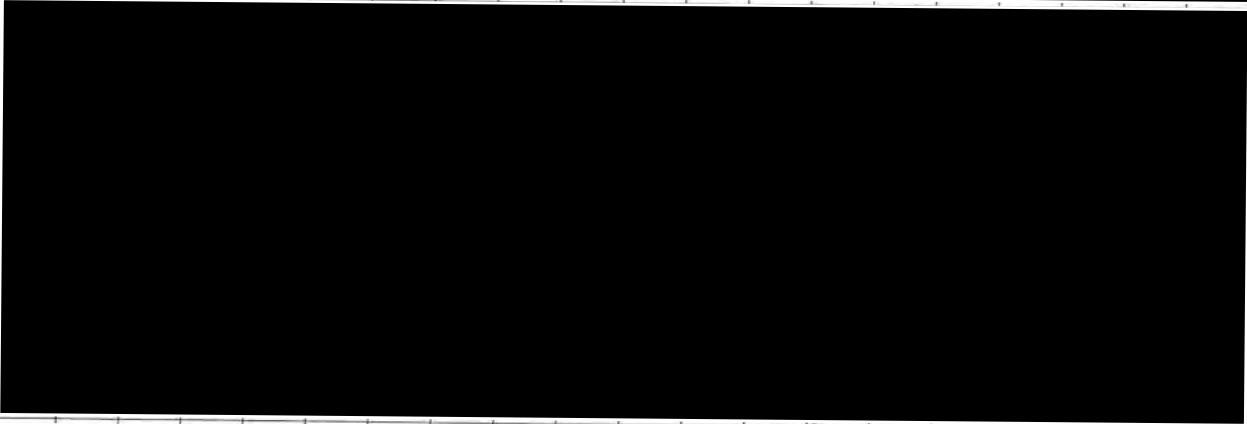

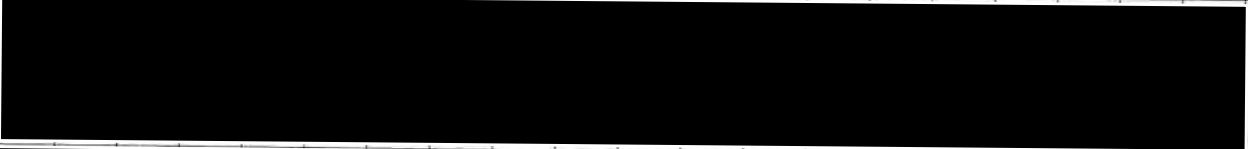
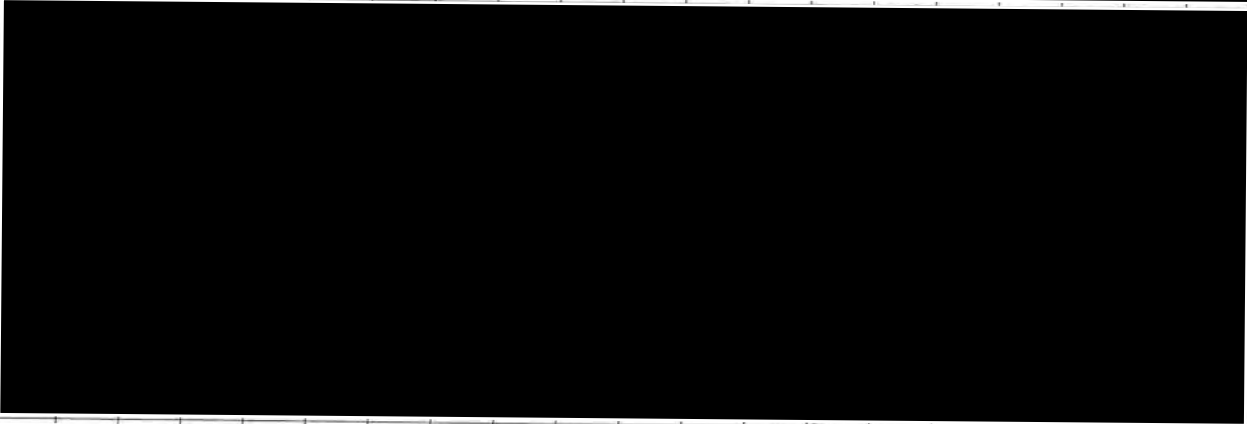

Arlington @ Park West

No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Hallman Carol				Carol Hallman
Gottlieb				Jim Gottlieb
Alicia Donohue				alicia.donohue@gmail.com
Ryan Donohue				Ryan Donohue@gmail.com
Shannon Donohue				Shannon Donohue@gmail.com
Shaw Donohue				Shaw Donohue@gmail.com
Oster Donohue				Oster Donohue@gmail.com
Spencer Donohue				Spencer Donohue@gmail.com
WILLARD SPAN				Willard Span@gmail.com
Zetrouer, William				William Zetrouer@gmail.com
Zetrouer, Collyn				Collyn Zetrouer@gmail.com
Shamus? Anne?				Shamus? Anne?@gmail.com
Alynn Watson				Alynn Watson@gmail.com
Marc Watson				Marc Watson@gmail.com
Kathleen Laufer				Kathleen Laufer@gmail.com
Leahberry, Keith				Leahberry, Keith@gmail.com
Jeanie Meyers				Jeanie Meyers@gmail.com
Jeff Meyers				Jeff Meyers@gmail.com
Joyce Capricchio				Joyce Capricchio@gmail.com
Kathryn Pickhardt				Kathryn Pickhardt@gmail.com

Arlington @ Park West

No to Alternative 7!

<u>Last Name, First Name</u>	<u>House #</u>	<u>Property Address</u>	<u>Email Address</u>	<u>Signature</u>
Schreiber, Warren				Rebecca Sam
Schreiber, Rebecca				Rebecca Sam
Schreiber, Russen				Russen
Puch, Will				Will Puch
Schreiber, Brett				Brett Schreiber
Bowman, Rebecca				Rebecca Bowman
Bowman, Greg				Greg Bowman
MCA/Haney Craig				Craig Haney
MCA/Haney Lisa				Lisa Haney
				

Last Name, First Name

House #

Property Address

Email Address

Signature _____

Ros Reynald

Ross, Claudette

Angie McKeain

Card Kathleen

Dandane Katherine

Donis Robert

Dennis Lindo

DENISE STANTON

10/10/2017

Johns, John

James
S. Hendon

Mekaridin

BEIRNE, CLARK

et. The grand age
et. Charles Am

A. The Klein

11 other Cows

1. Deiner

10/20/2019

iv.com Linda Stern

Don D. Lee

Richard

Volmer

John S. S.

mail.com Δ 1/1/11

Charles Brock

No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Fulton, Amber				Amber Fulton
Fulton, Jonathan				Jonathan Fulton
Gamble, Catherine				Catherine Gamble
Combs, David				David Combs
Gilbert, Yvonne				Yvonne Gilbert
Gilbert, Matthew				Matthew Gilbert
Pape, Joshua				Joshua Pape
Elbeling, Anna				Anna Elbeling
Moody, Sarahleigh				Sarahleigh Moody
Moody, Trent				Trent Moody
Segner, Aaron				Aaron Segner
Elbeling, Richard				Richard Elbeling

Keswick @ Park West

No to Alternative #1

Last Name, First Name	House #	Property Address	Email Address	Signature
Higgins, Jane				Jane Higgins
Higgins, Rick				Rick Higgins
Mary Ann Parnis				Mary Ann Parnis
Melanie Pedersen				Melanie Pedersen
Henderson, Alan				Alan Henderson
Walter Miley				Walter Miley
Michael Miley				Michael Miley
CONDON, Marie				Marie Condon
Hollis, Patrick				Patrick Hollis
Russo, Bill				Bill Russo
Deborah Pank				Deborah Pank
Miller, Barbara				Barbara Miller
Greene, Dave				Dave Greene
Greene, Darcy				Darcy Greene
Bentz, Dan				Dan Bentz
Hill, Zeng				Zeng Hill
Sheng Pineda				Sheng Pineda
David M. Hunt				David M. Hunt
Greene, Danny				Danny Greene

Manstield @ Park West

No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Holmes, Robin				zero.net Robin Holmes
Martin, Donna				com D Martin
Martin, Patrick				next.net Patrick Martin
Clint Martin				Chapin
Nastro, Roseann				gmail. Roseann Nastro
Gavin Foster				com GT Foster
Sukora, Loren				com Sukora
Holly, John				on John Holly
Mengel, Hunter				on Hunter Mengel
Mengel, Vicki				Mengel
Bryson, Heather				Heather Bryson
Lase, Tyler				Tyler Lase
O'Connor, Emily				Rever O'Connor
McLachlan, Janet				Janet McLachlan
Cisa, Marsha				net Marsha Cisa



















✓

No	To	Alternative	7
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Last Name, First Name	House #	Property Address	Email Address	Signature
Margaret, Paul MANSFIELD Spencer, Paul Cathy Spaul ZHIFENG LIN Chia, Li Special Agent Margaret Margaret Bauer, Kim Holmes, C				con Margaret Spencer Cathy Mae Chia Catherine CHS Margaret Margaret Bauer Holmes

Park Place @ Park West

No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Maurini, Eric K.				
Maurini, Fatima A				
Smith, Gretchen				
NAIT Smith				
Morgan, John				
Morgan, Mallory				
Petramela David				
P. Gramela Maria				
Taylor, Angela				
Taylor, Bobbi				
Patt, Larry				
Bea Delane				
Fure, Adele				
Fure, Rachel				
Glynn Robinson				
Kimball, Colmson				
Scott McCleary				
Morgan McCleary				

Preston @ Park West

No to Alternative #1

2/20/11

Last Name, First Name	House #	Property Address	Email Address	Signature
Meigs, Liz				Meigs, Liz
Lineberger, Marshall				Marshall Lineberger
Co, Beth				Beth Co
O'Brien				O'Brien
Reilly, Dan				Dan Reilly
Reilly, Michelle				Michelle Reilly
Doyle, Christian				Christian Doyle
Tommy Doyle				Tommy Doyle
Lewis, Alice				Alice Lewis
Fridley Thomas				Thomas Fridley
Baldrick Scott				Scott Baldrick
Helm, Valerie				Valerie Helm
Helm, Chris				Chris Helm
Deery, Delate				Delate Deery
Deery, Candice				Candice Deery
Jackson, Kyle				Kyle Jackson
Visser, Eric				Eric Visser
Donnell William				William Donnell
Donnell Diana				Diana Donnell
Lapaglia David				David Lapaglia

Preston @ Park West

No to Alternative 7!

2

Last Name, First Name	House #	Property Address	Email Address	Signature
Wm S. Williams				Wm S. Williams
Hook, Ken				Ken Hook
Kirch, Scott				Scott Kirch
Gra, Wolla				Wolla Gra
Jacie Madaloni				Jacie Madaloni
Ferraro, Cheryl				Cheryl Ferraro
Kornuta, Korie				Korie Kornuta
Korbuta, John				John Korbuta
Cornell, Michael				Michael Cornell
DL Cornell				DL Cornell
Nyles, Nicole				Nicole Nyles
Dan Barleish				Dan Barleish
Jan Butergh				Jan Butergh
Terahim, Ahner				Ahner Terahim
Forcinski, Paul				Paul Forcinski
McAuliffe, Gerry				Gerry McAuliffe
McAuliffe, Sandra				Sandra McAuliffe
O'Brien, Mary				Mary O'Brien
Mauney, David				David Mauney
SCHAUGHENDY, KATICA				Katica Schaugendy

WYNDHAM @ PARK WEST

No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Kurt Borden				Kurt Borden
Greene Borden				Greene Borden
Myung Borden				Myung Borden
McKendrick, Janet				Janet McKendrick
McKendrick, Roger				Roger McKendrick
Leon, Lauren				Lauren Leon
Silber Alan				Alan Silber
Silber Dana				Dana Silber
Callin, Jessica				Jessica Callin
Garner Jane				Jane Garner
Lyman Jon				Jon Lyman
Long Elena				Elena Long
Jess Carr				Jess Carr
Luciana Reuben				Reuben Luciana
Nicolas Rebecca				Rebecca Nicolas
Stacy Rebecca				Stacy Rebecca
Devon Birkle				Devon Birkle
Burdick Jeff				Jeff Burdick
Bionberg Ginger				Ginger Bionberg
Noble Carol				Carol Noble

2

PARK WEST

NO TO ALTERNATIVE 7!

Name	House #	Property Address	Email Address	Signature
JEFF GARNER				Jeff Garner
Linda Wyszynski				Linda Wyszynski
DENISE Wyszynski				Denise Wyszynski
Chari Wittle				Chari Wittle
Tam W Sted				Tam W Sted
William P. Shanahan				William P. Shanahan
Bonne Lingerfelt				Bonne Lingerfelt
JOAN DYKOWSKI				Joan Dykowski
Catherine L Reinhardt				Catherine L Reinhardt
John Bergman				John Bergman
Lorraine Bergman				Lorraine Bergman
Melanie Metay				Melanie Metay
Nekisha Thayer				Nekisha Thayer
BENJAMIN THAYER				Benjamin Thayer
James J. Reinhardt				James J. Reinhardt
Colleen Sabados				Colleen Sabados
Haley Sabados				Haley Sabados
Joe Sabados				Joe Sabados
Joseph Sabados				Joseph Sabados
Alc Reinhardt				Alc Reinhardt

PARK WEST

NO TO ALTERNATIVE 7!

Name	House #	Property Address	Email Address	Signature
Richard Greene				Tom Oliver Greene
Bridgette Sidwell				Bridgette Sidwell
Valentyn Had				Valentyn Had
Quelker				Quelker
Dorothy M. Lass				Dorothy M. Lass
Joan Rubenstein				Joan M. D.
John J. Payne				John J. Payne
Bonnie Lounsbury				Bonnie Lounsbury
Gina Klackman				Gina Klackman
Bob Richman				Bob Richman
BRUCE T. CAINE				BRUCE T. CAINE
Elsie Caine				Elsie Caine
DR. AL L. ANDREWS				DR. AL L. ANDREWS
Joan Andrews				Joan Andrews
Meryl Sharpe				Meryl Sharpe
A. E. SHARPE				A. E. SHARPE
LOW BROCKHAMER				LOW BROCKHAMER
PAT BROCKHAMER				PAT BROCKHAMER
Sharon DeGrace				Sharon DeGrace
Kary Schwab				Kary Schwab

PARK WEST

NO TO ALTERNATIVE 7!

Name	House #	Property Address	Email Address	Signature
Daniel Reinhardt				Daniel Reinhardt
Kimberly Lash				Kimberly Lash
Julia Lash				Julia Lash
Nancy Weller				Nancy Weller
Heather Rhoads				Heather Rhoads
Teremya				Teremya
Ros Rhoads				Ros Rhoads
David Conner				David Conner
Mary Conner				Mary Conner
STEVEN CRABSTOL				Steven Crabstol
Robert Baldwin				Robert Baldwin
Rosanna Loehr				Rosanna Loehr
Thomas Loehr				Thomas Loehr
Heather Lay				Heather Lay
Nick Butler				Nick Butler
AMANDA DODSON-BALDWIN				Amanda Dodson-Baldwin
Dennis N. Mahay				Dennis N. Mahay
Dorothy Gibbs				Dorothy Gibbs
BROOKE CRIBBS				Brooke Cribbs
KEVIN KOSCO				Kevin Kosco

NO TO ALTERNATIVE 7!

Name	House #	Property Address	Email Address	Signature
Claire Lass				
JOANNE BEDNAR				joanb.com J. Bednar
NORBERT BEDNAR				NE Bednar
Sissy Pan				
DAVID CZERWONSKI				
Stephanie Czernowski				in Stephanie Czernowski
RICHARD GEMMELLI				Richard L. Gemelli
Jennifer Gemelli				Janet G. G.
Jennifer Peters				jennpeters1983

No to Alternative 7!

[illegible]

DUNES WEST

NO TO ALTERNATIVE 7!

Name	House #	Property Address	Email Address	Signature
McElhaney Amber				Amber McElhaney
Eric C Johnson				Eric C Johnson
Shirley Sale				Shirley Sale
Barbara Nowland				Barbara Nowland
Susan Winters				Susan Winters
Tim Winters				Tim Winters
Anne C Ewing				Anne C. Ewing
Marcia Bacon				Marcia Bacon
Colin W Ewing				Colin W Ewing
Michael Block				Michael Block
Susan Tuttle				Susan Tuttle
David Ryan				David Ryan
Kathleen Hicks				Kathleen Hicks
William Landrus				Col. William F. Landrus
Linda Dainton				Linda Dainton
Dore Stokes				Dore Stokes
Janice Maize				Janice Maize
Gregory Diercks				Gregory Diercks
Stephen Diercks				Stephen Diercks
Deavis P English				Deavis P English

DUNES WEST

NO TO ALTERNATIVE 7!

Name	House #	Property Address	Email Address	Signature
SHIRLEY MULLHOLLAND				Shirley Mull Holland
Laurence Willson				Laurence Willson
Thomas Wilson				Thomas Wilson
CATHLEEN				Cathleen
LOIRUSS				LOIRUSS
RICHARD DAKTON				Richard Dakton
Ashley M Owens				Ashley M Owens
Kevin T Owens				Kevin T Owens
SCOTT JACOBS				SCOTT JACOBS
KAREN ANTZ				KAREN ANTZ
Maree McColl				Maree McColl
Andrew McCollam				Andrew McCollam
Kicki Thayer				Kicki Thayer
Pen Thayer				Pen Thayer
Kyle Thayer				Kyle Thayer
Andrew M. Welch				Andrew M. Welch
Leasa M. Welch				Leasa M. Welch
Andrew Martin Welch				Andrew Martin Welch
GLEN KOEPENICK				GLEN KOEPENICK
Reos Byars				Reos Byars

DUNES WEST

NO TO ALTERNATIVE 7!

Name	House #	Property Address	Email Address	Signature
GERDIE LEVENS				Gerdy Levens
JOHN WATSON				John Watson
Lucille Watson				Lucille Watson
J.M. MORELAND				J.M. Moreland
Rebecca Bocim				Rebecca Bocim
Richard Artole				Richard Artole
Rena York				Rena York
Carol Walker				Carol Walker
Mary Margaret Rya				Mary Margaret Rya
Robert Hicks				Robert Hicks
LINDA LANDERS				Linda Landers
ALBERT DAINTON				A.E. Dainton
INCEISE CAROE				Inceise Caroe
OLE H. CAROE				Ole H. Caroe
Delman Virgides				Delman Virgides
John Dink				John Dink
John Maize				John Maize
Elizabeth G. Dierds				Elizabeth G. Dierds
Shirley Jacobs				Shirley Jacobs
Sherry Oliver				Sherry Oliver

No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Allen, Anne				anne.allen@gmail.com
Allen, Franklin Delano				franklin.allen@gmail.com
Whitfield, Yvian				YvianWhitfield@gmail.com
Wish, Paul				PaulWish@gmail.com
Thomas, Montesi				MontesiThomas@gmail.com
Rosemary Montesi				RosemaryMontesi@gmail.com
Elizabeth Ross				ElizabethRoss@gmail.com
KEN ROSS				KenRoss@gmail.com
James Moses				JamesMoses@gmail.com
Abbo, Mirrell				MirrellAbbo@gmail.com
Geoffrey Parker				GeoffreyParker@gmail.com
Robert Parker				RobertParker@gmail.com
Ray M. ELLIOTT, JR.				RayM.ElliottJr@gmail.com

71
A/for Div
18
No

[illegible]

NO TO ALTERNATIVE 7!

Page 1

RECIPIENTS OF THE LETTER


A. Victor Rawl

Charleston County Council Chairmen
Lonnie Hamilton, III, Public Services Building



Herbert Ravenel Sass, III (ORIGINALS)

Charleston County Council Vice Chairman
Lonnie Hamilton, III, Public Services Building



Dickie Schweers

Charleston County Council Member
Lonnie Hamilton, III, Public Services Building



J. Elliott Summey

Charleston County Council Member
Lonnie Hamilton, III, Public Services Building



Henry Darby

Charleston County Council Member
Lonnie Hamilton, III, Public Services Building




Teddie E. Pryor, Sr.

Charleston County Council Member
Lonnie Hamilton, III, Public Services Building



C. Brantley Moody

Charleston County Council Member
Lonnie Hamilton, III, Public Services Building



Anna B. Johnson
Charleston County Council Member
Lonnie Hamilton, III, Public Services Building



Joseph K. Qualey
Charleston County Council Member
Lonnie Hamilton, III, Public Services Building



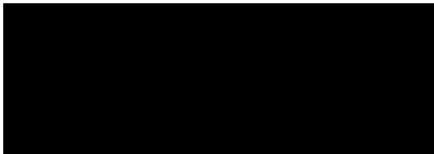
Steve Thigpen
Charleston County Transportation Development Chief Program Engineer



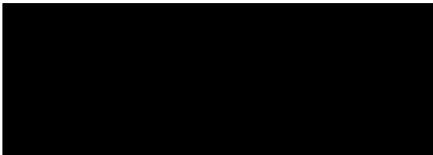
Senator Larry Grooms (ORIGINALS)
Chairman, SC Senate Transportation Committee



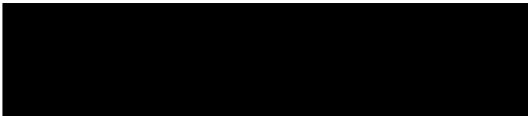
F. Michael "Mike" Sotille
SC State Representative, district 112



Nancy Mace
SC State Representative, District 99



Mark Sanford
United States Congressman from South Carolina, District 1



Tim Scott

United States Senator from South Carolina



Lindsey Graham

United States Senator from South Carolina



**Enid Hinkes
William F. Markovich**



To: Highway 41 Corridor Improvements
hwy41sc@gmail.com
Re: Alternative 7

As homeowners in the Arlington Subdivision of Park West, we would like to state our total disapproval of and opposition to Alternative 7 for the proposed widening of Highway 41. We have reviewed the power point presentation, and believe that Alternative 7 fails to recognize the safety hazards as well as the severe negative effect that this plan would have not only on the communities bordering the proposed route, but also the total Park West development.

We observed that in moving forward Alternative 2, you cited that it was acceptable throughout the community except in the Phillips Community, but you made no mention in Alternative 7 that it was not acceptable in the Park West Community. We do not understand the omission of the opposition of the Park West Community in your decision to move forward with Alternative 7.

The proposed Alternative 7 would negatively affect both the residents of Park West and the drivers using the route in that:

1. Alternative 7 would be unsafe as it entails four turns.
2. The route would be unsafe as it would have numerous busy turnoffs into the communities bordering the five lane highway, as well as a turnoff into old Route 42 and Park West Boulevard.
3. The route would present safety hazards to the numerous people in the communities surrounding the proposed highway who would have to cross it to use the community clubhouse and pool.
4. The route would significantly raise the noise level to many subdivisions in Park West.
5. The route would significantly raise the air pollution in the communities.
6. The route would lower the value of the homes in Park West, especially those near the highway and having to exit through the highway.
7. The route would be more costly because of the acquisition and demolition of homes within 75 feet of the construction site.

SAFETY

A. Unlike Alternatives 1 and 2, Alternative 7 has numerous turns. Going northwest, the design of Alt. 7 includes a right turn from as it veers off from old 41. After that is a left turn, shortly before Park West Boulevard comes into 41. After that is another left turn by Dunes West Boulevard, and then a right turn onto old 41.

It is an established fact that the more turns there are in a highway, the more dangerous it is.¹

With five lanes you can expect cars to be speeding along the road. There will also be large trucks, including 18 wheelers using the road. The traffic laws notwithstanding, people will be driving over the speed limit, while intoxicated, and while distracted by using their smartphones, drinking coffee, and the other myriad of distracting things people do while driving their cars. The existence of four turns makes the likelihood of an accident greater than when there is a straight road. On the present 41 there are frequent accidents. The incidence when the road has that many turns is bound to increase. This will be a danger to not only the drivers, but to persons using the sidewalks and bike paths.

In addition to the curves, there will be numerous cars trying to enter and exit the highway from the various adjoining communities, especially at rush hours, when the highway would be its busiest. The Arlington Subdivision alone has 159 homes. Knowing how difficult it is to make a left hand turn from the CVS exit onto 41, we can envision the difficulty of exiting and entering our subdivision onto a five lane highway. This is conducive to accidents as the actual speed of traffic is easily misjudged. The alternative is to install traffic lights at every subdivision entrance, slowing up and backing up the traffic.

The highway would divide Arlington and other communities from the community center and pool, the elementary and middle school, and the shopping center. It would also separate some close by communities from each other. Children would be frequently crossing the highway to go swimming, to visit schoolmates, or to ride their bikes to school or on the Park West bike path. There would presumably be a light for them to cross at, by the intersection with Park West Boulevard. Having lived on a corner with a light, we can assure you that there will be people jumping the light or speeding through at the last second. There will inevitably be a child who tries to cross at a lower point to visit a friend, or who runs across just when the light turns red. Having a five lane highway cutting across a community with so many young children is asking for the inevitable fatality.

1. According to the U.S. Federal Highway Administration nearly 30% of fatal vehicle collisions each year happen on curves.

NOISE

Although the Arlington Subdivision is at a distance from the present Highway 41, we can still hear the traffic at night. Having a five lane highway right on top of the subdivision would drastically increase the noise at all times. Installing walls would not decrease the noise un any significant amount. The aid of a strip of vegetation would likewise have a minimal effect in countering the noise of a five lane highway with constant traffic including large trucks.

POLLUTION

The pollution caused by the highway would affect the 453 households in the communities near the proposed highway. Diesel trucks, which are presently rarely seen on Park West Boulevard or Bessemer Road, would be constantly on the highway.

Most households are families, and there are a considerable number of young children in those households. The polluted air would also affect the hundreds of children and adults in the total Park West community who use the nearby pool, causing health problems to the whole community, and significant ones to the adjacent neighborhoods.

PROPERTY VALUES

The aforementioned problems of safety, noise, and pollution would dramatically affect the property values in Park West.

In searching for a home in Mount Pleasant, we decided to pay a little more in order to live in the Park West community, so that we would not have to encounter the problems that we could foresee as the town expanded and major thoroughfares had to be expanded. We did not want the hassle or danger of getting on a busy road every time we needed to buy some groceries or needed some other service; and did not want to be near the anticipated noise and pollution.

In choosing our home, we decided against an almost identical house, similarly priced and in better condition, which was closer to Bessemer Road. We did not want the noise and pollution from the road, especially at rush hours. With the construction of Alt. 7, all of our careful considerations would come to naught. We will be subject to the safety hazards, congestion, noise and pollution that we sought to avoid. People purchasing a home in Mount Pleasant will no longer consider Park West, particularly the Arlington subdivision or other adjacent subdivisions, highly desirable locations, and will pay accordingly.

Those homes that are at 76 feet from the construction site will have the worst of both worlds, as they will not have the possibility of being relocated to another site, but will be right on top of a busy highway.

PEDESTRIAN AND BIKE LANES

The plan boasts the building of bike lanes and pedestrian paths. No one wants to walk or bike along a five lane highway. At most, the paths will be used to get to the quieter bike and walking paths of Park West.

COST

Given that numerous large and recently built homes will have to be torn down, the cost, if people are given the true value of their home or land taken, will be enormous. Most of the homes along Bessemer are listing at over \$400,000. In addition to that would be the litigation, as people seek to be properly compensated for their losses of homes, property, and loss of quality of life.

Expanding the existing Highway 41 is a much better alternative. It would be safer and less disruptive. It would affect fewer residents, and would be better for the business along the corridor. There are fewer homes, and they could be more readily moved at a much lower cost. Historic structures could also be moved.

It is unfortunate that whichever decision is made, people will have their lives and tranquility disrupted. Alt. 7 would impact far more people and create a much greater safety hazard to both residents and drivers than the other two alternatives.

Sincerely,

Enid Hinkes
William F. Markovich

From: [Paul Michaud](#)
To: hwy41sc@gmail.com
Subject: Highway 41 Widening Project
Date: Thursday, June 14, 2018 5:18:27 PM

Please note my position on Highway 41 Widening Project

IN FAVOR of Alternative 1 because:

- It is the less intrusive of the 3 proposals;
- The shortest distance between two points on SC 41 is a straight line;
- Follows existing, long standing SC state highway 41 that runs from NC border to US highway 17 in Mount Pleasant.

.....

NOT IN FAVOR of Alternate 2 because:

- Proposed 3 lane section on SC 41 will NOT alleviate bumper to bumper traffic.

.....

NOT IN FAVOR of Alternative 7 because:

- Diverts traffic from existing, long standing SC State Highway 41 that runs from NC border to US Highway 17 in Mount Pleasant;
- Transfers/diverts traffic from State Highway 41 through extensively, heavy residential development areas;
- Alternative 7 total property impact is 36% greater than Alternative 1;
- Alternative 7 wetland impact is 35% greater than Alternative 1;
- Alternative 7 stream impact is 23% greater than Alternative 1;
- Alternative 7 impact on Laurel Hill County Park is 325% greater than Alternative 1;

.....

The shortest distance between two points is a straight line – therefore – ALTERNATIVE 1 IS THE PREFERRED ALTERNATIVE

Paul L. Michaud



Charleston County
Council Members
Subject: 41 Expansion

May 18, 2018

Dear Council Member,

First, I would like to thank you for your dedicated service to the community, it is truly appreciated.

I'm writing this letter because of my concern about the potential expansion of Bessemer Road and Dunes West Blvd to 5 lanes. After attending the meeting Wednesday evening and reviewing all the information discussed and handed out, in my opinion Alternative 7 has a more negative impact to the environment (wetlands, Laurel Hill County Park, etc.) and also negatively impacts the most residents; not only land that would need to be acquired, but I believe there are substantially more houses in Park West and Dunes West that will be in close proximity to the proposed 5 lane highway going through Park West and Dune's West communities as compared to the number of residences impacted by widening 41 through the Phillips community. On Wednesday I heard Town officials state they estimate the noise level from a 5 Lane Highway will be approximately 75 dB, that level of noise will be heard for several hundred feet if not more. That would obviously have a negative impact on a substantial number of residents in Dunes West and Park West.

Our entire neighborhood (see the last page of this letter) is concerned about our house values decreasing if Bessemer is expanded to 5-lanes because of our close proximity to Bessemer road; most of bought new homes in Park West 2-3 years ago.

Many of the kids in my neighborhood walk and ride their bikes through the neighborhood. Below is a picture I took this evening at the peak evening rush hour.



Park West kids at peak rush hour (May 18th at 5:15 PM) can safely cross Bessemer Road today

Below is an example of a 5 Lane Highway that would be extremely dangerous for Park West and Dune's West kids to have to cross in order to see their friends in neighboring communities or just walking to the Park West HOA amenities (swimming pools, ball fields). You would drastically change these children's lives if you allow a 5-lane highway through Bessemer Road and Dunes West Blvd.



Above is an example of what a 5-lane highway might look like

I also would like to express my concern over additional flooding that could be caused because an expansion on Bessemer Road near Larch Lane. There would be a substantial amount of water coming off a 5-lane highway and although I realize the engineers will do their best to prevent any additional flooding, we have seen homes in West Ashley that were never flooded before that flooding is now an issue. During the 1,000-year flood, not only was Bessemer Road flooded over near Larch Lane, but homes on Larch lane had flooding up to their backyards and if the flooding became worse a few houses could have water enter their homes. Below are some photographs from the 1,000-year flood.



The above photo is Bessemer Rd, near Larch Ln. Flooded Over (the far right shows the water covering the road)



Above photo is flooding in the backyard of [REDACTED] (Bessemer is directly behind this home)



The above photo is flooding in the backyard of [REDACTED] (Bessemer is directly behind this home)



The above photo is flooding in the backyard of [REDACTED] (Bessemer is directly behind this home)

Of course, nobody wants a 5-lane highway near their homes and I fully understand why the residents of the Phillips community prefers Alternative 7. That said, I have to believe the number of residents opposing Alternative 7 far outweighs the number of residents opposed to Alternative 1. Also, it appears to me going through Dunes West and Park West would be almost a mile longer costing much more than just widening 41.

As elected members, some up for re-election this year, I am hoping you all will side with the majority when it comes to deciding which plan is best for the largest number of residents.

With sincerest regards,
Kevin Pietramala
[REDACTED]

Larch Lane Residents Opposed to the Expansion of Bessemer Road to 5 Lanes

	Bobbi and Angela Taylor
	Heather & Colin Wolf
	Kevin & Maria Pietramala
	Mallory & John Morgan
	Tom & Rosanna Loehr
	Matt Smith
	Eric & Fatima Marini

	Dianne & Larry Bach
	Ty Wheelus
	Kimberly & Gregg Robinson
	Rhian and Sarah Hudson
	Ted & Dawn Parent
	Bob & Denise Grimm
	Scott & Meagan McCleary

From: [REDACTED]
To: hwy41sc@gmail.com
Subject: Hwy 41 Corridor Improvement Project - Feedback on Alternatives 1, 2, and 7
Date: Saturday, June 16, 2018 12:15:24 AM

Good Evening -- We saw an article in The Post and Courier about the "Plan to widen S.C. 41 goes in new direction" and I attended the first public meeting on this subject held at the Park West Gymnasium. The public information pamphlet/handout on the "No Build Alternative and Alternatives 1, 2, and 7" was nicely done and helpful.

Based on the information I was able to gather, below is my feedback on the three (3) Alternatives 1, 2, and 7 being considered and Suggestions.

Executive Summary:

-- In my opinion Alternative 2 has the most PROS (positive points) as it is a best all-around alternative except that unstable bumper-to-bumper traffic flow would remain on HWY 41 which defeats the purpose of addressing current and future traffic congestion.

-- Alternative 7 has the most CONS (negative points) in reducing traffic congestion as well as safety. In my opinion, any alternative that proposes to widen Dunes West Blvd and Bessemer Rd **SHOULD NOT** be considered as a viable, effective, prudent, smart, logical, or SAFE solution for any of our Dunes West / Park West (including Bessemer Rd) subdivision residents as well as for commuters in general who want the quickest way to get from HIGHWAY (HWY) 41 to HWY 17 and vice versa.

-- That then leaves Alternative 1 as having the most PROS in reducing traffic congestion, which is the primary purpose of this HWY 41 Corridor Improvement project but also best addresses the secondary purposes.

-- I've also included Suggestions for consideration.

Alternative 1 Comments/Feedback:

PROS:

- (1) The shortest distance between two (2) points is a straight line so keep the HWY 41 Expansion where it should be on widening existing HWY 41 so all truck/car traffic have the quickest route to HWY 17 where most (90-95%) of the vehicle traffic goes south
- (2) On HWY 41 between Dunes West Blvd and Joe Rouse Rd, there are very few subdivisions with substantially fewer houses and therefore fewer cars trying to gain access to HWY 41, which significantly helps traffic flow and reduces the likelihood of vehicle traffic accidents
- (3) The existing HWY 41 is a straight highway...keep it as it was intended to be a HIGHWAY where vehicles can travel at 45 MPH.
- (4) On HWY 41 between Dunes West Blvd and Joe Rouse Rd, with fewer subdivisions and houses, there is minimal pedestrian traffic either along the highway or crossing it, which reduces the likelihood of pedestrian traffic-related accidents and enhances safety
- (5) Less impact to Wetlands and Floodplains than Alternative 7
- (6) Less impact to Laurel Hill County Park than Alternative 7
- (7) Quickest route for emergency response and evacuation

CONS:

- (1) Impact to the Phillips Community, but with far fewer houses and less population, there would be less impact to the Phillips Community than there would be to Dunes West and Park West communities / subdivisions.
- (2) Impact to cultural/historic sites

Alternative 2 Comments/Feedback:

PROS:

- (1) The shortest distance between two (2) points is a straight line so keep the HWY 41 Expansion where it should be on widening existing HWY 41 so all truck/car traffic have the quickest route to HWY 17 where

most (90-95%) of the vehicle traffic goes south

(2) On HWY 41 between Dunes West Blvd and Joe Rouse Rd, there are very few subdivisions with substantially fewer houses and therefore fewer cars trying to gain access to HWY 41, which significantly helps traffic flow and reduces the likelihood of vehicle traffic accidents

(3) The existing HWY 41 is a straight highway...keep it as it was intended to be a HIGHWAY where vehicles can travel at 45 MPH.

(4) On HWY 41 between Dunes West Blvd and Joe Rouse Rd, with fewer subdivisions and houses, there is minimal pedestrian traffic either along the highway or crossing it, which reduces the likelihood of pedestrian traffic-related accidents and enhances safety

(5) Least property impact of all Alternatives being considered

(6) Least impact on wetlands, floodplains, and Laurel Hill County Park

(7) Least impact on cultural historic sites

(8) Less impact on the Phillips Community and Dunes West/Park West communities including Bessemer Rd

CONS:

(1) Unstable bumper-to-bumper traffic flow would remain which defeats the purpose of addressing current and future traffic congestion.

Alternative 7 Comments/Feedback:

PROS:

(1) Less impact to the Phillips Community, but a greater impact to Dunes West and Park West communities / subdivisions (including those on Bessemer Rd), which have more homes and a much larger population.

CONS:

(1) It absolutely makes no sense to re-route high speed (45 MPH) / extremely high volumes of truck/car traffic around and thru Dunes West / Park West (where the speed limit is 35 MPH) only to bring 90-95% of it right back out to intersect HWY 41 again !! Not only is this a longer route for traffic, but this only adds more traffic back in Dunes West and Park West where traffic is already backed up.

(2) I disagree that traffic flow will be stable for Alternative 7 on Dunes West Blvd and Bessemer Rd. The reason being is you will need to have at least one if not more than one traffic light to allow vehicles exiting Dunes West to enter Dunes West Blvd. Anytime you introduce a traffic light, traffic flow is impeded and becomes stop & go traffic, which in-turn causes an unstable traffic flow. With 5 lanes of high speed traffic, a round-about would not work either resulting in unstable traffic flow. With several existing and new housing communities on Bessemer Rd, there will only be increased traffic needing to get onto the road, which again will cause an unstable traffic flow.

(3) I disagree that traffic flow will be stable for Alternative 7 from Joe Rouse Rd to the intersection of HWY 41 and HWY 17 since there will be a backup of traffic where the majority of 2 lanes of high-volume eastbound HWY 41 traffic (90-95%) merges onto HWY 17 going south and there is only one merge lane, hence a slowing and backlog of traffic on HWY 41. In my opinion, I can't see how this would be any different than Alternative 1, which is expected to have unstable traffic flow.

(4) There is already a backlog of traffic exiting Dunes West in the morning, but it at least flows slowly and steadily. Alternative 7 would only compound an existing traffic flow problem, resulting in only more delays in exiting the community. With only more development being completed in Dunes West, the problem of exiting will only get much worse.

(5) With more subdivisions along Dunes West Blvd and Bessemer Rd and hence, a far more active bicycle/pedestrian population traveling between communities, Alternative 7 only adds high speed and high volumes of traffic where it shouldn't be, which would NOT enhance safety but would have a much higher probability of bicycle/pedestrian traffic-related accidents due to a 10 MPH increase in the speed limit and the sheer, continuous volume of traffic..

(6) There's Bessemer Rd where houses are being built right up against the sidewalk; any increase to the number of lanes of traffic would be yet another safety hazard for residents and their children bicycling, walking, running, pushing strollers, etc.

(7) Greater environmental impacts to the wetlands and floodplains than Alternative 1

(8) Greater impact to Laurel Hill County Park than Alternative 1

- (9) Greater probability of delays for emergency response in Dunes West, Park West, and surrounding communities since there will be far greater and steady volumes of traffic which would further impede first responders especially with the increased likelihood of traffic delays
- (10) Impact to cultural/historic sites

Suggestion(s):

- (1) Rather than making HWY 41 a 5 Lane road (Alternative 1) or a 3 Lane road (Alternative 2) between Joe Rouse Rd to Dunes West Blvd, consider making it a 4 Lane Rd. Two lanes going east towards HWY 17, one "center" turn lane, and one lane going west towards the Wando River Bridge. There's more traffic going east than west, hence the idea of having one more lane on the eastbound side. This would also leave room for a bicycle lane on one or both sides. The current two lanes of Joe Rouse Rd traffic entering HWY 17 would remain unchanged, but the two lanes should be extended some from intersection of HWY 41 and Joe Rouse Rd further back some on Bessemer Rd.
- (2) Also, rather than have a 5 Lane road from Joe Rouse Rd to the intersection of HWY 41 and HWY 17, make this a 4 Lane Rd also. Two lanes going east towards HWY 17, one "center" turn lane, and one lane going west towards the Wando River Bridge.
- (3) Since there is less community impact between Dunes West Blvd and the Wando River Bridge, that could remain a 5 Lane Rd or be reduced to 4 Lanes also.
- (4) OF IMPORTANCE, which doesn't seem to be addressed in this study, is the need for keeping HWY 41 traffic flowing as it merges onto HWY 17 South. Having 2 Lanes of HWY 41 eastbound traffic would currently have to merge into a single lane in order to merge onto HWY 17 South, which does now and will continue to result in unstable, stop-and-go traffic flow.

CONCLUSION: We support Alternative 1 and Alternative 2, but recommend consideration be given to the Suggestions. We DO NOT support Alternative 7.

Regards -- Thomas and Meridith Fessenden

Contact Preference: (Email [REDACTED])

Shannon Hellwig



June 14, 2018

Will Haynie, Mayor
Larry Grooms, SC Senator
Tim Scott, US Senator
Lindsey Graham, US Senator
F. Michael Sotille, SC State Representative
Nancy Mace, SC State Representative
Mark Sanford, US Congressman
Bob Brimmer
Joe Bustos
Jim Owens
Kevin Cunnane
Gary Santos
Kathy Landing
Tom O'Rourke
G.M. Whitley
Highway 41 Corridor Improvement Project Team

Re: Highway 41 Corridor Improvement Project

Dear Sirs/Mesdames:

I am writing to express my objection to Alternative #7 proposed by the Highway 41 Corridor Improvement Project. The reasons for same will be set forth below, however, I would first like to address the misleading nature of the project team's information - both supplied at the May 16, 2018 information meeting as well as what is available online.

MISLEADING INFORMATION PROVIDED TO THE PUBLIC

The Highway 41 Corridor Improvement Project team has provided a color-coded depiction of their level of service measurements for design year 2045 based on 4 alternatives:

“No Build”, “1”, “2” and “7”. The information pictured in these depictions is grossly misleading and could sway individuals who may be unfamiliar with the area to simply look at the pictures and lean towards supporting what looks the greenest, as green represents stable traffic flow. However, the alternatives do not accurately depict which way the traffic flow is affected, at what times of day, or for what lengths of time. Additionally, the “no build” alternative shows Bessemer and Joe Rouse Road as green, but once 41 is widened by either Alternative #1 or Alternative #2, shows the same stretch of road in orange even though an improvement to 41 is being represented.

The maps also reflect certain subdivisions of Park West being grouped in either the Philips community or Dunes West. Again, for anyone living outside of the area of Park West or Dunes West, that depiction minimizes the true impact that these Park West residents will be completely separated from their community and their amenities.

PERSONAL AND NEIGHBORHOOD IMPACTS

Having become disabled in recent years and unable to have a good quality of life where we lived in New Jersey, my family and I specifically moved to Park West last year because of its Master Plan and it specifically being a planned community. I have developed severe impairments which make certain things very difficult for me, especially being close to medical care and travelling. Park West is a community where we have access to everything we need - parks, walking paths, schools, grocery store, doctors, dentists, banks, and many other amenities. To put a 5 lane highway directly between the subdivision we live in, Arlington, and all of our amenities would leave us in the same situation that brought us here in the first place - homebound. We would no longer be able to walk to the pool, playground or clubhouse. My children would no longer be able to ride their bikes to school. We would not be able to walk or ride a golf cart to the recreation facilities for sports or activities. We would not be able to access the dining, hairstylist, veterinary office or other businesses we utilize at the entrance to Park West. We would be completely cut off from every single reason we relocated here and we would lose our quality of life, both individually and as a family.

We have also invested everything we had in the home we purchased - one we purchased at a price higher than we were comfortable with, but at a price we were willing to pay for quality of life. Alternative #7 would create a financial hardship for our family, and many others, due to a drastic reduction in the value of our homes.

In addition, our concerns also include noise pollution, health hazards and utilities. Any environmental review will reveal that Alternative #7 has the most negative impact on air quality, costs, planned developments, property acquisitions, estuarine and freshwater wetlands, streams, floodplains and parkland, among others.

These effects will trickle down to affect Durham Bus Company as well. All their routes will have to be extended and rerouted for the safety of their riders. Additionally, Alternative #7

will put more cars on the road during the most inopportune time - rush hour. For one, my daughter has been bullied on the bus and prefers to ride her bike to school. With a 5 lane highway in her way, there is no way she would be permitted to do that. Not just because of the highway, but also because now commuters from other areas would be traveling directly through our residential neighborhood - commuters I know nothing about and could have criminal backgrounds or opportunistic tendencies. I feel wholly unsafe introducing the potential of a possible crime increase into our very safe neighborhood due to the rerouting and expansion of a 5 lane highway.

MISSING OR WITHHELD INFORMATION

I am an individual who makes every attempt to obtain every piece of information possible in order to make intelligent decisions. However, despite my speaking directly with almost every representative of the Highway 41 Corridor Improvement project team present at the May 16, 2018 meeting, I am still without information. The number one goal of the Highway 41 Corridor Improvement project is stated to reduce traffic congestion, but no information is available as to why this is necessary. Not one individual present that I spoke to was able to provide any results of any preliminary study performed, details regarding projected costs, details regarding the efficiency of any of the alternatives, or details regarding the length of time each of the alternatives would take to implement.

When asked what the real problem was, one of the representatives of the team advised the traffic lights located at the intersection of Route 41 and Dunes West Blvd. and at the intersection of Route 41 and Joe Rouse were causing a backup. Later, I learned from another representative - when I asked how individuals leaving their subdivisions and needing to turn left would be able to do so, I was informed additional traffic lights would be installed at the entrances to the subdivisions. When I pressed the subject, I was informed it was possible for 5 traffic lights to be installed. Somehow, it seems that a 1.5 mile stretch of road with a traffic light at each end would NOT be better served by extending it for at least another mile and adding an additional 5 traffic lights to allow residents to enter the roadway.

I was specifically interested in finding out what studies had been performed on the traffic lights, if they were looked at to determine if their timing and duration could be changed to ease the traffic flow at all. I even brought an area of Route 41 traveling toward Route 17 between the intersection of Joe Rouse Road and the Holbeck development to the traffic team's attention. I personally have noticed that in that marshy area there is a slow down. I can not determine the distraction - there is no bend in the road, no commercial or residential developments and no warning or street signs. I would have hoped that this information would have been noted for observation at a later point, but this information did not seem worthy of investigation to the representatives.

I also spent great effort in attempting to determine what the position of the Philips community was to any or all of the alternatives. Unfortunately, I was not able to find anyone

present from the Philips Community to determine their point of view, the representatives of the improvement team all advised they had not spoken with any member of the Philips community and no one was willing to release or make available any information or comments obtained either through December 12, 2017 following the November 2017 meeting or by Harriet Richard, who I understand was in charge of interviewing those community representatives. I am hard-pressed to speak of whether or not Alternative #1 or Alternative #2 are worth exploring without knowing how the people directly affected by those plans view those alternatives.

Finally, the extension, expansion and rerouting of Highway 41 through winding and residential neighborhoods will undoubtedly have a significant impact on the current straight, higher speed, shorter evacuation route. Not one representative of the Highway 41 Improvement project team could provide any information in response to this question.

Not only did the project team appear for the public meeting unprepared, both as individual representatives of their own expertise, but as a team as a whole - each claiming I'd have to talk to someone else to answer my questions - but they left me with even more concerns. It is disheartening that members of a "team" are not cognizant of what any other member, or the project as a whole, is doing.

CONCLUSION AND POSSIBLE ALTERNATIVES

In conclusion, my family and I are vehemently opposed to Alternative #7 and have been doing everything possible to ensure it is removed from consideration. We strongly support the NO BUILD option at this time. Without information available regarding the necessity of the project or the position of every individual at risk or being directly affected by the proposed changes, it would be unfair to proceed with any of the alternatives presented. If it is determined that there is an actual and legitimate need to expand Route 41, I believe it would be prudent to consider the following:

- Studying traffic patterns and adjusting traffic lights at certain times of the day, for certain periods of time, to accommodate traffic;
- reaching out to the Board of Education to get schools on board with providing bus aids to lower incidents of bullying and encourage more bus riders - perhaps disallow parent drop offs by car unless it will be a late drop off passed a certain time period and limit the privilege to drive to high school to seniors who are not required to remain on campus for the entire day;
- consider replacing the traffic lights at issue with traffic circles to keep the flow of traffic steady;
- consider the possibility of a raised highway that would have little to no impact on existing homes. I realize the main argument would be that a structure such as a

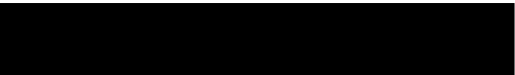
raised highway would be an “eyesore”, however I have witnessed firsthand some beautifully executed raised highways and can direct anyone interested to look at the Somerville Circle in Bridgewater, New Jersey as well as Route 18 in New Brunswick, New Jersey which is surrounded by the campus of Rutgers University;

- if the families are amenable, consider offering to provide the Philips community with the same number of new homes and relocating the families to a nearby safe area where their families will be protected from future development and by extending the same tax abatement.

Thank you for your time and consideration.

Sincerely,

Shannon Hellwig



June 12, 2018

Route 41 Corridor Improvements
c/o Charleston County
4400 Leeds Avenue, Suite 450
North Charleston, SC 29405

Hello,

I attended the May 16 community meeting and have read through all the information on the three alternative routes. I'm a resident of the Cypress Pointe subdivision, which would be highly impacted by the route of "Alternative 7" -- therefore I'm going to limit my comments to what I see as the negative impacts of that alternative.

1) Alternative 7 has the most significant impacts on *high-value, high-density* properties, as well as impacts which are greater than or comparable to Alternatives 1 and 2 in every other category listed on the screening matrix. On this evidence alone, Alternative 7 doesn't seem "reasonable" to me. It doesn't make sense.

2) Alternative 7 has the greatest environmental impacts: Highest impact on wetlands, streams, floodplains, and parkland. Given the extent of environmental degradation already caused by overdevelopment in this area, and especially the potential for increased flooding as SC faces more frequent heavy rainfalls and storm events due to climate change, why further compromise the fragile ecosystem, including wetlands that help absorb runoff from developed areas? I hope the hydrological impacts of the Rt. 41 improvements are being studied thoroughly -- i.e. the quantity of rain water which will be running off from the increased coverage of highway pavement has to go somewhere.

The established developments along Dunes West Blvd currently experience minimal flooding even during extraordinary weather events such as the "1000 year" rainfall we had a few years ago. I think this can be attributed to proper implementation of holding basins, drainage culverts, etc. However, some newer developments closer to Bessemer Rd. have experienced unexpected flooding during severe weather, which indicates that the greater area impacted by Alternative 7 around Dunes West Blvd is not necessarily in the best shape to handle increased run-off from a 5-lane highway running through it. An older development like Cypress Pointe could be precariously close to a "tipping point" after which its currently well-functioning hydrology becomes overwhelmed by changes in volume and route of rainwater drainage, as well as loss of adjacent wetlands, if

now occupy land that had formerly been part of the Philips Neighborhood. If developers have already been given free reign (by members of the community itself) to build within the Philips Neighborhood, and eliminate large swaths of its history, it's hard to understand preservation goals of a Rt. 41 bypass at this point. Preserving the Philips Neighborhood as it stood in 1993, pre-development, might have been a good idea. Preserving what's left of it now doesn't make much sense, regardless of any official historical designations. Archaeological excavations can be accomplished in concert with (prior to) excavation for highway improvements; this is not unusual and is quite do-able if sufficient funding is provided by the state.

Furthermore, it's apparent from the number of "property for sale" signs I see along Rt. 41, that Philips Neighborhood residents are counting on the INCREASED value of their property if Rt. 41 takes the Alternative 1 route -- i.e. Rt. 41 adjacent properties in Philips will become valuable commercial frontage. In other words, I don't see any particular incentive within the Philips Neighborhood to preserve their neighborhood as it is now, because the existing structures are, for the most part, low-value (trailers, cottages, garages, shanties), and often in poor condition, while the land they occupy is *potentially* quite valuable if commercial zoning and development follow. I have also *never* (in 25 years) seen any effort or impetus within the Philips Neighborhood to preserve some semblance of "historical neighborhood" in favor of new developments -- hence the frequent sales of land by community residents to developers.

If Alternative 7 is chosen, and Rt. 41 improvements bypass the Philips Neighborhood, is there going to be a moratorium on new development there? I.e. no more selling neighborhood land to developers and no zoning changes from residential along Rt. 41? I hope so. Otherwise, the state's exercise in preservation will be entirely absurd and unfair to those who must bear the brunt of the bypass.

The contrast between the situation of neighborhoods adjacent to Dunes West Blvd given Alternative 7 and Philips Neighborhood given Alternative 1 seems quite stark. Alternative 7 will radically reduce our quality of life and property values; while Alternative 1 will have some impact on quality of life in Philips but ultimately INCREASE property values and opportunities for residents to profit. Remember, people in Philips have been living with Rt. 41 for a long time. It has been a major traffic route for at least 15 years or longer. Quality of life adjacent to Rt. 41 has already been impacted by noise, pollution, and congestion. I see Alternative 1 as giving Philips residents in low-value homes a chance to profit from selling their land to developers, allowing them to afford better homes elsewhere. Whereas Alternative 7 gives subdivision residents along Dunes West Blvd a host of negative impacts from a major highway that no one ever expected to see there, and forces us to sell at a loss if we want to escape.

One final observation about the Philips Neighborhood: I have not seen an *active* sweetgrass basket stand there for at least 20 years. I have no idea where I might find those "15 sites" noted in the screening matrix.

5) In conclusion, after digesting the screening criteria and considering all the impacts I know I will personally experience as a resident of Cypress Pointe if Alternative 7 is chosen, I keep returning to the same thought: **Alternative 1 is simply the MOST REASONABLE, in terms of minimizing property and environmental impacts.**

Alternative 7 runs a major new highway literally through the back yards of many relatively high-density developments full of expensive, established homes, where the financial stakes for homeowners are very high, and there is potential for disastrous impacts on the hydrological infrastructure supporting the viability of many hundreds of parcels.

PLEASE CHOOSE ALTERNATIVE 1.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Mark Skoner', written in dark ink.

Mark Skoner

Cell: [REDACTED]

From: [Mark Skoner](#)
To: HWY41SC@gmail.com
Subject: Comments on Rt 41 alternatives
Date: Thursday, June 14, 2018 3:36:33 PM

Hello,

I attended the May 16 community meeting and have read through all the information on the three alternative routes. I'm a resident of the Cypress Pointe subdivision, which would be highly impacted by the route of "Alternative 7" -- therefore I'm going to limit my comments to what I see as the negative impacts of that alternative.

1) Alternative 7 has the most significant impacts on *high-value* properties, as well as comparable or greater impacts in almost every other category listed in the screening matrix. For this reason alone, Alternative 7 just doesn't seem "reasonable" to me. It doesn't make sense.

2) Alternative 7 has the greatest environmental impacts: Highest impact on wetlands, streams, floodplains, and park land. Given the extent of environmental degradation already caused by overdevelopment in this area, and especially the potential for increased flooding as SC faces more frequent heavy rainfalls and storm events due to climate change, why further compromise the fragile ecosystem, including wetlands that help absorb runoff from developed areas? I hope the hydrological impacts of the Rt 41 improvements are being studied thoroughly -- i.e. the quantity of rain water which will be running off from the increased area of highway pavement has to go somewhere.

The established developments along Dunes West Blvd currently experience minimal flooding even during extraordinary weather events such as the "1000 year" rainfall we had a few years ago. I think this can be attributed to proper implementation of holding basins, drainage culverts, etc. However, some newer developments closer to Bessemer Rd. have experienced unexpected flooding during severe weather, which indicates that the greater impacted by Alternative 7 around Dunes West Blvd is not necessarily in the best shape to handle increased run-off from a 5-lane highway running through it. Older developments like Cypress Pointe could be precariously close to a "tipping point" that causes their currently well-functioning hydrologies to be overwhelmed by changes in volume and route of rainwater drainage, as well as loss of adjacent wetlands, if Alternative 7 is implemented. I don't think there's any way for engineers to properly simulate the complex environmental systems and conditions which could lead to disastrous outcomes for my neighborhood. If you actually have a simulation which includes that much data and that degree of granularity, please inform me.

3) I must emphasize that property values in the developments adjacent to Dunes West Blvd are much greater than those in the Philips Neighborhood. Alternative 7 will certainly cause property values to decrease. The presence of a major highway 20 feet from our neighborhood will increase noise, pollution, and crime. Residents of Cypress Pointe will be effectively (if not literally, depending on noise abatement solutions) walled in by Alternative 7. We will face all the inconveniences and hazards of interfacing with a major highway each time we leave Cypress Pointe, in a vehicle or on foot. No more walking across Dunes West Blvd to the swim club. No more relaxing walks or bike rides along Dunes West Blvd. Quality of life will drop dramatically, and with it our property values.

As I see it, the majority of property owners in Cypress Pointe consist of: (a) Young families with children who have "moved up" from smaller homes; and (b) retirees who moved here from out-of-state. Homeowners in both groups rely on their house as a primary asset. Because this area has been blessed with minimal flooding, good schools, and many positive attributes that make it a desirable place to live, homeowners have been able to count on their homes being good long-term investments. Insurance rates are reasonable; the resale market is strong; and we can live here safe in the assumption that, whatever comes next in these very uncertain and anxious times, at least our homes will provide a return on investment. Which is why homeowners here take such pride in their homes, and willingly abide by a strict set of covenants given by the Dunes West Property Owner's Association.

Unfortunately, something like Alternative 7 can swoop in, out of the blue, and destroy a lifetime of saving and work. I'm a retiree, and I'm counting on being able to sell my home at market value (which was close to \$400K before May 16) to finance assisted living in the near future. Now, those plans are on hold, as I wait to see what happens with Rt. 41. If I try to sell now, I face a buyer's market driven by investors who see an opportunity to acquire properties at panic prices. In fact, this points to another long-term consequence for neighborhoods adjacent to Dunes West Blvd, like Cypress Pointe, if Alternative 7 prevails: There will be many properties changing from family-owned to investor-owned, resulting in a higher number of rental properties, more short-term residents and investors, less neighborhood cohesion, less pride of ownership, etc. All the consequences that flow from panic selling as residents escape from Alternative 7 are bad news for the long-term health and welfare of the neighborhood.

4) I can't pretend to be an expert on the Philips Neighborhood. However, having lived here for 25 years, I've observed that the neighborhood has already changed considerably over the years due to actions of neighborhood property owners. I.e. large areas have been sold to developers for construction of three or four housing developments, which now occupy land that had formerly been part of the Philips Neighborhood. If developers have already been given free reign (by members of the community itself) to build within the Philips Neighborhood, it's hard to understand the preservation goals of a Rt. 41 bypass at this point. Maybe if we were having this discussion in 1993, pre-development, then it would make sense to preserve the Philips Neighborhood as it stood then. Now, it doesn't make sense, regardless of any official historical designations.

Furthermore, it's apparent from the number of "property for sale" signs I see along Rt. 41, that Philips Neighborhood residents are counting on the INCREASED value of their property if Rt. 41 takes the Alternative 1 route -- i.e. Rt. 41 adjacent properties in Philips will become valuable commercial frontage. In other words, I don't see any particular incentive within the Philips Neighborhood to preserve their neighborhood as it is now, because the existing structures are, for the most part, low-value (trailers, cottages, garages, shanties), & often in poor condition, while the land they occupy is *potentially* quite valuable if commercial zoning and development follow. I have also *never* (in 25 years) seen any effort or impetus within the Philips Neighborhood to preserve some semblance of "historical neighborhood" in favor of new developments -- hence the frequent sales of land by community residents to developers.

If Alternative 7 is chosen, and Rt. 41 improvements bypass the Philips Neighborhood, is there going to be a moratorium on new development there? I.e. no more selling neighborhood land to developers and no zoning changes from existing residential along Rt. 41? I hope so. Otherwise, the state's exercise in preservation will be entirely absurd and unfair to those who

bear the brunt of the bypass.

The contrast between the situation of neighborhoods adjacent to Dunes West Blvd given Alternative 7 and Philips Neighborhood given Alternative 1 seems quite stark. Alternative 7 will radically reduce our quality of life and property values; while Alternative 1 will have some impact on quality of life in Philips but ultimately INCREASE property values & opportunities for profit there. Remember, people in Philips have been living with Rt. 41 for a long time. It has been a major traffic route for at least 15 years or longer. Quality of life adjacent to Rt. 41 has already been reduced by noise, pollution, and congestion. I see Alternative 1 as giving Philips residents in low-value homes a chance to profit from selling their land to developers, allowing them to afford better places to live. Whereas Alternative 7 gives subdivision residents along Dunes West Blvd a host of negative impacts from a major highway which no one never expected to see there, and forces us to sell at a loss if we want to escape.

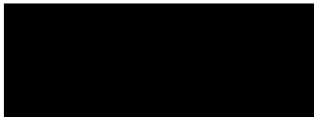
One more observation about the Philips Neighborhood: I have not seen an *active* sweetgrass basket stand there for at least 20 years. I have no idea where I might find those "15 sites" noted in the screening matrix.

5) In conclusion, after digesting the screening criteria and considering all the impacts I know I will personally experience as a resident of Cypress Pointe if Alternative 7 is chosen, I keep returning to the same thought: Alternative 1 is simply the MOST REASONABLE, in terms of minimizing property and environmental impacts. Alternative 7 runs a major new highway literally through the back yards of many relatively high-density developments full of expensive, established homes, where the financial stakes for homeowners are very high, and there is potential for disastrous impacts on the hydrological infrastructure supporting the viability of many hundreds of parcels.

PLEASE CHOOSE ALTERNATIVE 1.

Thanks,

Mark Skoner



From: [Russ Smith](#)
To: Hwy41SC@gmail.com
Subject: Feedback on Alternatives for Improving Hwy 41
Date: Saturday, June 16, 2018 1:54:32 AM

Dear Project Team Members and Decision Maker(s):

First and foremost, thank you for taking on this three-headed monster of a project. I understand and appreciate the rather difficult position in which you find yourselves. It is not a position I would want to find myself in. No matter which alternative you select, many residents, taxpayers and voters are going to be very angry with you. For simplicity's sake, let's assume it's between Alternatives 1 and 7, since 2 is basically a variant of 1.

If you select 1, you will anger residents of the Phillips community and various issue advocates, most of whom live nowhere near Mt. Pleasant but have career-oriented motivation in promoting preservation of disadvantaged and so-called historical communities. Not a pleasant scenario to be sure, but the question is whether it could be mitigated or offset by some clever trades.

If you select 7, you will anger in the vicinity of five thousand residents comprising the largest development in Mt Pleasant, not to mention several smaller neighborhoods along Park West Boulevard and Bessemer Road, whose aggregate real property exceeds \$1Bn in market value.

Tinkering with and negatively affecting even a small percentage of that sort of value — an amount whose value could easily exceed the amount of funding required to execute the Hwy 41 project — certainly takes some trust and confidence in one's ability to remain employed. More trust than I would have!

So with those general observations made, some more specific comments follow.

1. I find it very difficult to provide meaningful, well-reasoned feedback given the vagueness and scarcity of information and data you have published. As an example, I think it is almost impossible to provide valid feedback with zero insight into intersection design of the many key intersections that would be involved in Alternative 7, and to a lesser degree, Alternative 1. I also struggle to make sound comments with the traffic modeling statistics dumbed-down to a rainbow of undefined, qualitative service levels. I have no insight into directional asymmetries, time-of-day peaks, average transit times, and so on. Nowhere (that I could find) have any details about assumptions you've made in your traffic modeling been stated. I don't mean to be overly critical — just stating reality. It is frustrating because I know you possess that information.

2. Of the three "reasonable" alternatives, I prefer 1 to 2 and 7. My comments will focus on aspects of 1 and 7.

3. The most obvious point is that Alt 1 is based upon modifying an existing state highway that for better or worse, was intended to be exactly that. Alt 7, in effect, creates a new state highway smack dab through a planned residential development whose developers and Town officials who've shaped its development through zoning regulations, subdivision plats, infrastructure design, and so on, over the course of a quarter of a century, could never have envisioned such a bizarre turn of events. While it is true that parts of Park West Boulevard were planned to eventually be widened to 4 lanes, no part of that is in the direct path of this new state highway. I believe rerouting a state highway carrying the traffic that it would carry through. Planned development not designed with that intent would have profound and far-reaching impacts which are impossible to predict.

4. There are approximately seven locations where existing subdivisions or developments along the proposed diverted Hwy 41 route would have to on- and off-load traffic from this new 5 lane highway. These feeders into the proposed new 5 lane highway range in number of dwellings from several dozen to what will eventually be about 2,000 from the Dunes West main gate. Because of the high volume of traffic that would have to flow into and out of the diverted Highway 41 at the several points, and the apparent intent to minimize the amount of through traffic transiting the "old" segment of Highway 41 through Phillips, I think attempting to manage this number of new intersections with a state highway that will handle well over 20,000 vehicles/day will not turn out well.

5. How will residents of Rivertowne who need to turn left onto Highway 41 do that based on the diagram provided for Alt 7? There doesn't appear to be a way to do that without turning that intersection into a monstrosity.

6. With a state highway carrying well over 20k vehicles/day running within a couple hundred feet or so of the Dunes West main gatehouse, Alt 7 would cause that gate to have to be relocated to avoid causing severe backups in both directions of people trying to turn into the Dunes West main gate. I believe there are in the vicinity of 3,000 entries per day at that gate. Relocating that gate is no trivial project and if required to be pushed far enough down Wando Plantation Way, could seriously detract from the aesthetics and traffic flow along Wando Plantation Way at the intersection with Harpers Ferry Way and Cottonfield. This is where you start to risk impacting the nature and thus value of one of the premiere private golf and waterfront communities in the state.

7. The expansive privately owned open space on either side of Dunes West Boulevard as you turn onto Dunes West Boulevard from 41 has intrinsic value as the gateway into Dunes West. Many people have made purchase decisions in Dunes West based in part on the unique nature of this aesthetically pleasing drive up and down Dunes West Boulevard. Running a 5 lane state highway with the tractor trailer rigs, construction vehicles and other large, heavy and noisy vehicles through this area that have up until this point been expressly

prohibited from traveling on Dunes West Boulevard would utterly destroy not only the visual appeal many residents bought into when they purchased in Dunes West, but also have negative effects in terms of noise, fumes, accidents, etc.

8. Conversely, because Phillips has always existed (at least in recent history) with a state highway that carries 20k+ vehicles/day bisecting it, increasing the width of that section of Hwy 41 by 30 feet or so would be the only day-to-day impact aside from a handful of residents who would have to be relocated. The Phillips community already has 20k+ vehicles/day running through it. Adding two lanes plus a suicide lane would not, by itself, dramatically increase the number of vehicles already driving through it.

9. In order to compensate those several Phillips community families who would have to be relocated for Alt 1, you should consider (if you haven't already) offering them the option of relocating to a small tract of land within the 750 acres of Laurel Hill CP. Under Alt 7, you've already determined that you would need to acquire 3.4 acres from Laurel Hill CP, presumably for routing of the new highway. So there does not appear to be an inability or unwillingness to acquire some of the Laurel Hill land — despite the restrictions on its future use by the trustee of the former owner. Ironically, if this were to be done, based on my limited understanding of the history of Laurel Hill, some part of the ancestors of the African Americans currently living in Phillips resided on land that was part of the current Laurel Hill CP. So it could be argued that relocating several of those families would be in better alignment with historical preservation than their continuing to live where they are now. Of course that would be up to them, but it is a potential opportunity that should be considered.

I could continue but that shouldn't be necessary. I've been involved in a fairly good amount of decision analysis affecting values comparable to the value of this project. I don't say that to beat my chest (working days are behind me and I just don't care about such things), but rather to suggest that I do have some perspective in navigating complex business issues. Setting aside the various points I made above and many other sound ones I'm sure have been made in favor of rejecting Alt 7 in favor of Alt 1, it is my belief that if you select Alt 7, it will go down as one of the all time blunders in South Carolina politics and government. The reason I say that is that I've seen people who aren't highly educated and who are relatively unsophisticated who have no significant stake in the matter react with bewilderment when I've described the scenario to them. It doesn't pass the BS test with most people...I believe it's as simple as that.

I've heard people who've spoken with your team members at the public meetings say you told them you'll "follow the process," and that is what will determine the decision. Don't "outsmart" yourselves or overthink it!

I'm all about process myself, but one thing about that is that if you are going to lean on that as your justification for the decision, you better have been transparent to a fault in applying the process. Based on my remarks above about the quality and level of detail of the information you've published for the public, I don't think you've been particularly transparent. That's just my perspective.

Best of luck to you (and thanks again for the work you do),

Russ Smith





June 8, 2018

Mr. Cal Oyer
c/o Charleston County
4400 Leeds Avenue, Suite 450
North Charleston, SC 29405

Preferred SC Highway 41 Alternative 7

Dear Mr. Oyer,

Thank you for providing the opportunity for the public to weigh in on the preferred alternatives for increasing mobility along the Highway 41 corridor. Because of the unique cultural resources and significant wetlands along Highway 41, the Coastal Conservation League urges the County to pursue an alternative that have the most minimal impact to environmental and cultural resources and greatest ability to provide multi-modal transportation opportunities. Alternative 7 provides the greatest ability to achieve all of these aspects.

Widening Highway 41 from US17 to Jack Rouse Road to five lanes, with only three lanes through Phillips, and then going back to five lanes past Dunes West Boulevard to the Wando Bridge is a reasonable compromise to increase mobility along the highway without negatively impacting the historic African American settlement community that has been declared eligible for inclusion on the National Register of Historic Places. Further, the ability to widen Bessemer Road and Dunes West Boulevard to five lanes adds more connectivity to the larger area and creates an equitable compromise that disperses the traffic to all of the surrounding communities and not rely only on Highway 41.

This project must be approached in the most equitable way possible, the Phillips community has already suffered in recent years from increased development pressure as massive new subdivisions encircled the historic settlement community and inundated the former agricultural community with excessive traffic congestion. Increasing connectivity within and throughout the surrounding neighborhoods provides the ability for traffic to be dispersed into a street-grid network and not rely exclusively on only one single thoroughfare. Further, the Town of Mount Pleasant is already in the process of widening nearby Park West Boulevard, which eventually turns into Dunes West Boulevard, so it makes sense to widen Dunes West Boulevard and Bessemer Road for additional capacity, as proposed in Alternative 7.

None of the proposed alternatives will make everyone happy, or frankly, provide long-lasting traffic relief without incorporating rapid transit infrastructure. Alternative 7 is the most equitable solution that enables the highest level of traffic dispersion without negatively impacting only one single community. The Coastal Conservation League encourages Charleston County to choose Alternative 7 as its preferred route and spend more time identifying solutions to make multi-modalism a key feature of this corridor project.

Sincerely,

Jason Crowley
Director of Communities & Transportation
South Carolina Coastal Conservation League

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May 16, 2018

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Please answer the following questions:

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If yes, please explain: ABSOLUTELY THE BEST OF THE THREE ALTERNATIVES. HIGHWAY 41 IS JUST THAT, A HIGHWAY! IT IS ALSO A STRAIGHT SHOT. 5 LANES FROM 17 TO THE BRIDGE WILL CREATE THE EASIEST FLOW.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: THIS ALTERNATIVE CREATES A BOTTLENECK AND JUST "KICKS THE CAN DOWN" THE ROAD. BETTER THAN 7, BUT NOT AS GOOD AS #1!		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: WORST IDEA EVER! NOT ONLY CREATES A BOTTLENECK, BUT TAKES A NEIGHBORHOOD ROAD AND TURNS IT INTO A LIABILITY. KIDS WILL NOT BE SAFE, ENCOURAGES SPEEDING! TERRIBLE IDEA		

Please leave a comment for the project team in the space provided below:

Name:

JEFFERY WOOD



Thank you for your interest in the Highway 41 Corridor Improvements project!




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Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This alternative is least logical. It would cause severe bottlenecking, thus creating more traffic. It would inevitably result in further expansions. It makes little sense in the long run.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This alternative is also extremely illogical. This option disregards the actual flow of traffic, which is currently a straight shot from 17 to the wando river bridge. It also impacts more properties than alternative 1 and significantly more county park acreage.		
Please leave a comment for the project team in the space provided below: Alternative 1 is clearly the most logical option.		

Name:	ELITE OUTRIGHT
	

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain: Only actual reasonable alternative

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain: Will cause bottle-necking
Stupid

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain: Will effect far more people than Alt 1
Very dangerous for kids

Please leave a comment for the project team in the space provided below:

The other alternatives make no sense.

Name: Adam Cutright

6/1/18, 6:00 PM
Page 2 of 2

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Please answer the following questions:

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If yes, please explain: • Shortest distance, smoother flow, least impact on Dunes West and Park West neighborhoods.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: • creates bottleneck area along 41. • Same problem as we have today as more & more people & traffic move into area		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This will have MAJOR impact to neighborhoods of Dunes West/Park West. • Loss of Green Space • Destroys the feeling of a neighborhood community. • Sound barriers will change aesthetics of the area - who wants to look at wall		

Please leave a comment for the project team in the space provided below:

Hwy 41 is a state road. State roads are for major traffic flow. Duns West Blvd + Bessemer are neighborhood roads.

alternative 7 totally changes what Duns West and Duns West are all about, Neighborhoods where people live, kids play and traffic is primarily for ^{the} local area. School buses and shopping will be impacted. Entering Duns West Blvd from the neighborhoods will be impacted.

I know Phillips community ~~is~~ has historic significance but in the effective area areas are for sale now! I've never seen a basket sold along this area in the 9 years living here.

Name:

William Thompson

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

while no alternative is perfect Alt 1 is the clearest option

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain:

- Most straight forward reasonable option.
- with careful planning many concerns can be mitigated - In fact the opportunity exists to highlight, upgrade &

Do you have any comments about Alternative 2? protect this section.

☒ Yes

☐ No

If yes, please explain:

- Anticipate a bottleneck at the 2 points with merging traffic on 41 - area will be prone to accidents

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain:

- Screening matrix clearly indicates biggest negative impact of this option
- Large concern with environmental factors let's try to hold onto Mt Pis green space wherever we can!

Please leave a comment for the project team in the space provided below:

- Excellent work by the planners laying out options = communicating.
- Clearly there is concern for the historical significance for Mt. P's Gullah Communities
 - no one I spoke to at the presentation could identify the historic sites.
 - in 9 years I have not seen an active Sweetgrass Basket Stand on 41
 - New home construction in the Phillips Community is already diluting the presentation
 - Driving the corridor I cannot visually identify major obstacles aside from the marsh areas.
- I believe cost implications of Alt 7 would prove to be substantially higher than Alt 1

Name: Kathy Thompson

Thank you for your interest in the Highway 41 Corridor Improvements project!

- And thank you for the opportunity
for input.

Kathy Thompson

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>This alternative is will still result in excessive, noise, traffic congestion and long term construction, etc. Please refer to alternative # 2 and # 7 comments below.</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>This is the most preferable alternative of # 1, 2 and 7 due to less residential impact, more efficient transit & hurricane evacuation.</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>since 2004 We as homeowners (long term) in Arlington, Park West and are strongly opposed to Alternative 7 (unreasonable in our opinion) for many reasons. We are very concerned with potential safety hazards, namely having to cross a 5 lane highway to exit our neighborhood to leave Park West, bring the children to school/activities, etc. or to use the neighborhood amenities, pools/tennis, etc. (→ over)</p> <p>We have 2 young children who would not be able to ride their bikes out of our neighborhood, nor will we be able to easily access the many walking/biking trails in Park West. (over)</p>		

Please leave a comment for the project team in the space provided below:

Alternative #7 (cont)

The second concern is hurricane evacuations, alternative #7 would not be conducive to many residents leaving PW on Bessemer Rd.

This 5 lane highway would increase noise, pollution and traffic and would cause residential disruption, as well as further decrease the existing vegetation and green space.

The proximity of our neighborhood to a 5 lane highway would decimate property values and severely further ^{negatively} impact our quiet suburban neighborhood. Lastly construction noise, pollution and equipment will also further decrease our quality of life in Arlington, Park West.

We urge you to please consider alternatives 1 or 2 for less residential impact, more efficient transit and hurricane evacuation routes.

Name: Michelle O'Connell and Matt Cormack

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain:

This one is the best!

- more efficient transit
- hurricane evacuation
- less residential impact

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain:

mostly against this one

Do you have any comments about Alternative 7?

☒ Yes

☐ No

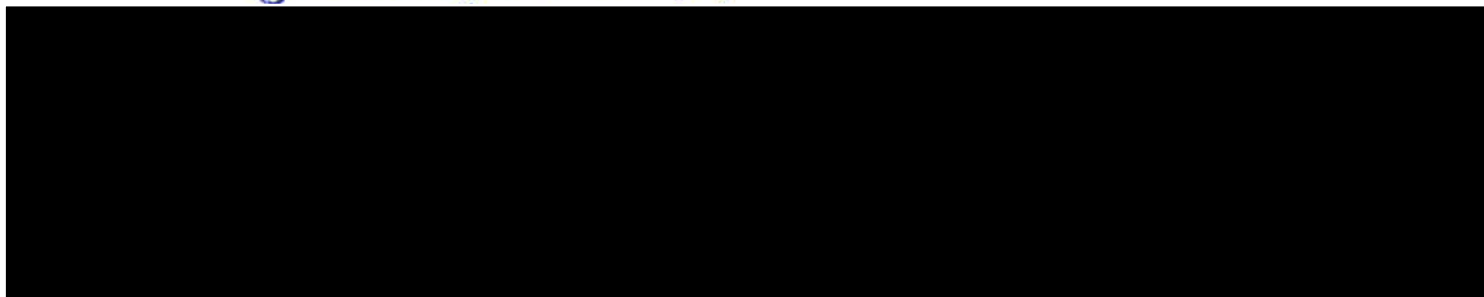
If yes, please explain:

Totally against this one

- inadequate road width
- would directly impact to many home in Park West, where I live with my son.
- noise
- pollution
- traffic within Park West
- safety of children
- property values

Please leave a comment for the project team in the space provided below:

Name: Sharon Lefko



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<p>If yes, please explain:</p> <p><i>direct route, impacts less people</i></p>		
Do you have any comments about Alternative 2?	Yes	No
<p>If yes, please explain:</p> <p><i>direct route, impacts less people</i></p>		
Do you have any comments about Alternative 7?	Yes ✓	No
<p>If yes, please explain:</p> <p><i>I would like to express my concern for why I am against Alternative 7. It makes no sense to go through the middle of an existing neighborhood. Hundreds of residents would be impacted, causing dangerous intersections of cars trying to get out of eight different neighborhoods converging onto a crowded Bessemer Road.</i></p> <p style="text-align: right;">→</p>		

Please leave a comment for the project team in the space provided below:

The cost to make Bessemer Road wider seems like a more expensive project. Other than decreasing 453 property values that would be affected due to a 5 lane highway, I do have other concerns. My main concern is the children in these neighborhoods riding or walking to our nearby pool and tennis complex. This would be very dangerous for our children. Please consider all these factors.

Thank You,
Terri Ward

Name: Terri Ward (Shereese)

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please answer the following questions:		
Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This option makes the most sense to relieve traffic congestion with the least impact on properties + children's safety. Highway 41 is just that, a highway.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This option makes sense as well but will probably not relieve traffic congestion as much as option 1. As stated above, Highway 41 is a highway.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This option is ridiculous. It would be the most costly, impacts the most parcels of land. It cuts 2 communities into pieces when currently they are whole. The safety issue for the children in this option is horrible. This option ruins 2 planned communities + the property value of the homes cut off from their planned community. Why make another highway through 2 planned communities when one already exist? Ridiculous and a waste of money.		
Please leave a comment for the project team in the space provided below:		
Option 1 - widen the already existing highway. It's a no brainer.		

Name:	Dana Colnigh

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

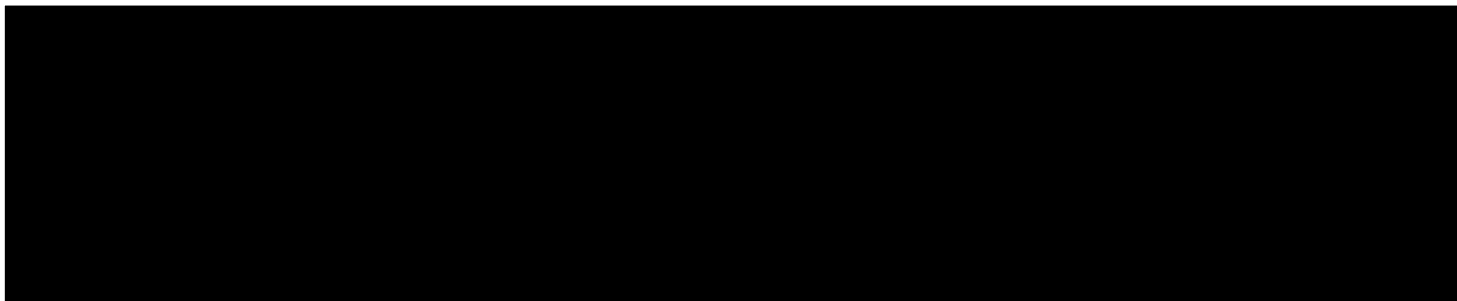
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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes ✓	No
If yes, please explain: THIS DIRECT ROUTE IS CLEARLY THE MOST SENSIBLE, WITH THE LEAST PROPERTY IMPACT AND MINIMAL PAVEMENT ADDED		
Do you have any comments about Alternative 2?	Yes ✓	No
If yes, please explain: SILLY		
Do you have any comments about Alternative 7?	Yes ✓	No
If yes, please explain: THIS APPROACH HAS SERIOUS SAFETY RAMIFICATIONS - PORTIONS OF BOTH DUNCES WEST & PARK WEST WOULD BE CUT OFF FROM THEIR POOLS & RECREATION AREAS - LEAVING KIDS WITH A 5-LANE HIGHWAY TO CROSS A HIGHWAY THRU A FRAGMENTED COMMUNITY WOULD BE A VERY "BAD FAITH" MOVE		

Please leave a comment for the project team in the space provided below:

Name: EDWIN CUTRIGH



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please leave a comment for the project team in the space provided below:

Name:

JEFFERY WOOD



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Please leave a comment for the project team in the space provided below: Alternative 1 is clearly the most logical option.		

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☐ No

If yes, please explain: Only actual reasonable alternative

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain: Will cause bottle-necking
Stupid

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain: Will effect far more people than Alt 1
Very dangerous for kids

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Hwy 41 is a state road. State roads are for major traffic flow. Duns West Blvd + Bessemer are neighborhood roads.

alternative 7 totally changes what Duns West and Duns West are all about, Neighborhoods where people live, kids play and traffic is primarily for ^{the} local area. School buses and shopping will be impacted. Entering Duns West Blvd from the neighborhoods will be impacted.

I know Phillips community ~~is~~ has historic significance but in the effective area areas are for sale now! I've never seen a basket sold along this area in the 9 years living here.

Name:

William Thompson

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

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Please answer the following questions:

while no alternative is perfect Alt 1 is the clearest option

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain:

- Most straight forward reasonable option.
- with careful planning many concerns can be mitigated - In fact the opportunity exists to highlight, upgrade &

Do you have any comments about Alternative 2? protect this section.

☒ Yes

☐ No

If yes, please explain:

- Anticipate a bottleneck at the 2 points with merging traffic on 41 - area will be prone to accidents

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain:

- Screening matrix clearly indicates biggest negative impact of this option
- Large concern with environmental factors let's try to hold onto Mt Pis green space wherever we can!

Please leave a comment for the project team in the space provided below:

- Excellent work by the planners laying out options = communicating.
- Clearly there is concern for the historical significance for Mt. P's Gullah Communities
 - no one I spoke to at the presentation could identify the historic sites.
 - in 9 years I have not seen an active Sweetgrass Basket Stand on 41
 - New home construction in the Phillips Community is already diluting the presentation
 - Driving the corridor I cannot visually identify major obstacles aside from the marsh areas.
- I believe cost implications of Alt 7 would prove to be substantially higher than Alt 1

Name: Kathy Thompson

Thank you for your interest in the Highway 41 Corridor Improvements project!

- And thank you for the opportunity
for input.

Kathy Thompson

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain:

This alternative is will still result in excessive, noise, traffic congestion and long term construction, etc. Please refer to alternative # 2 and # 7 comments below.

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain:

This is the most preferable alternative of # 1, 2 and 7 due to less residential impact, more efficient transit & hurricane evacuation.

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain:

since 2004

We as homeowners (long term) in Arlington, Park West and are strongly opposed to Alternative 7 (unreasonable in our opinion) for many reasons. We are very concerned with potential safety hazards, namely having to cross a 5 lane highway to exit our neighborhood to leave Park West, bring the children to school/activities, etc. or to use the neighborhood amenities, pools/tennis, etc. (→ over)

We have 2 young children who would not be able to ride their bikes out of our neighborhood, nor will we be able to easily access the many walking/biking trails in Park West. (over)

Please leave a comment for the project team in the space provided below:

Alternative #7 (cont)

The second concern is hurricane evacuations, alternative #7 would not be conducive to many residents leaving PW on Bessemer Rd.

This 5 lane highway would increase noise, pollution and traffic and would cause residential disruption, as well as further decrease the existing vegetation and green space.

The proximity of our neighborhood to a 5 lane highway would decimate property values and severely further ^{negatively} impact our quiet suburban neighborhood. Lastly construction noise, pollution and equipment will also further decrease our quality of life in Arlington, Park West.

We urge you to please consider alternatives 1 or 2 for less residential impact, more efficient transit and hurricane evacuation routes.

Name: Michelle O'Connell and Matt Cormack

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain:

This one is the best

- more efficient transit
- hurricane evacuation
- less residential impact

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain:

mostly against this one

Do you have any comments about Alternative 7?

☒ Yes

☐ No

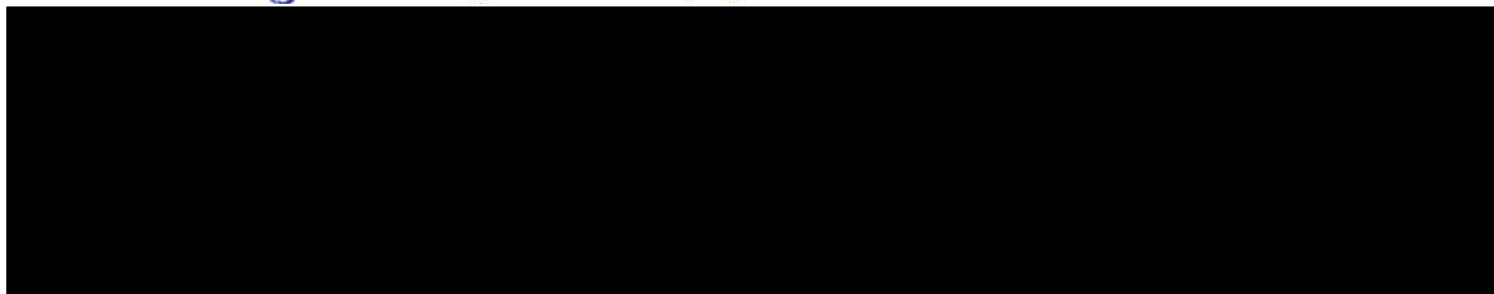
If yes, please explain:

Totally against this one

- inadequate road width
- would directly impact to many home in Park West. where I live with my son.
- noise
- pollution
- traffic within Park West
- safety of children
- property values

Please leave a comment for the project team in the space provided below:

Name: Sharon Lefko



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<p>If yes, please explain:</p> <p><i>direct route, impacts less people</i></p>		
Do you have any comments about Alternative 2?	Yes	No
<p>If yes, please explain:</p> <p><i>direct route, impacts less people</i></p>		
Do you have any comments about Alternative 7?	Yes ✓	No
<p>If yes, please explain:</p> <p><i>I would like to express my concern for why I am against Alternative 7. It makes no sense to go through the middle of an existing neighborhood. Hundreds of residents would be impacted, causing dangerous intersections of cars trying to get out of eight different neighborhoods converging onto a crowded Bessemer Road.</i></p> <p style="text-align: right;">→</p>		

Please leave a comment for the project team in the space provided below:

The cost to make Bessemer Road wider seems like a more expensive project. Other than decreasing 453 property values that would be affected due to a 5 lane highway, I do have other concerns. My main concern is the children in these neighborhoods riding or walking to our nearby pool and tennis complex. This would be very dangerous for our children. Please consider all these factors.

Thank You,
Terri Ward

Name: Terri Ward (Sherese)

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please answer the following questions:		
Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This option makes the most sense to relieve traffic congestion with the least impact on properties + children's safety. Highway 41 is just that, a highway.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This option makes sense as well but will probably not relieve traffic congestion as much as option 1. As stated above, Highway 41 is a highway.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This option is ridiculous. It would be the most costly, impacts the most parcels of land. It cuts 2 communities into pieces when currently they are whole. The safety issue for the children in this option is horrible. This option ruins 2 planned communities + the property value of the homes cut off from their planned community. Why make another highway through 2 planned communities when one already exist? Ridiculous and a waste of money.		
Please leave a comment for the project team in the space provided below:		
Option 1 - widen the already existing highway. It's a no brainer.		

Name:	Dana Colnigt

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

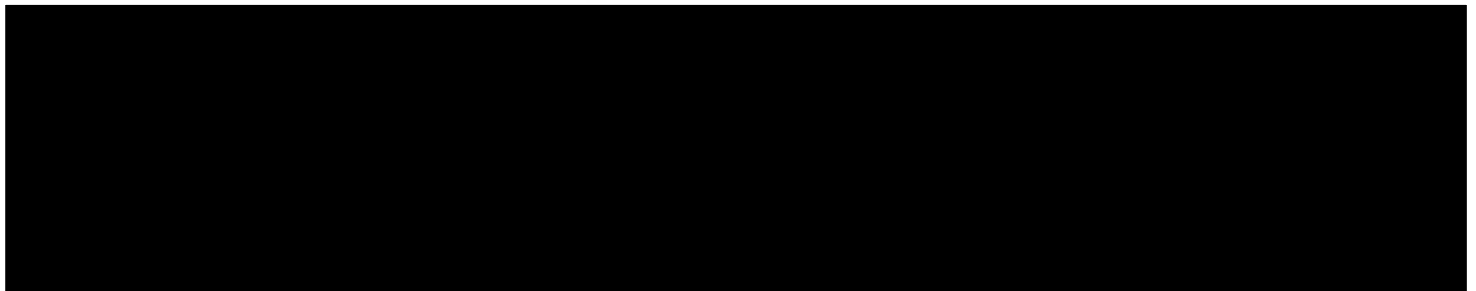
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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes ✓	No
If yes, please explain: THIS DIRECT ROUTE IS CLEARLY THE MOST SENSIBLE, WITH THE LEAST PROPERTY IMPACT AND MINIMAL PAVEMENT ADDED		
Do you have any comments about Alternative 2?	Yes ✓	No
If yes, please explain: SILLY		
Do you have any comments about Alternative 7?	Yes ✓	No
If yes, please explain: THIS APPROACH HAS SERIOUS SAFETY RAMIFICATIONS - PORTIONS OF BOTH DUNCES WEST & PARK WEST WOULD BE CUT OFF FROM THEIR POOLS & RECREATION AREAS - LEAVING KIDS WITH A 5-LANE HIGHWAY TO CROSS A HIGHWAY THRU A FRAGMENTED COMMUNITY WOULD BE A VERY "BAD FAITH" MOVE		

Please leave a comment for the project team in the space provided below:

Name: EDWIN CUTRIGHT



Thank you for your interest in the Highway 41 Corridor Improvements project!



Attachment B: Comment Forms & Letters



June 15, 2018

Mr. Cal Oyer
c/o Charleston County
4400 Leeds Avenue, Suite 450
North Charleston, SC 29405

Dear Mr. Oyer,

As a resident of the Phillips community in Mount Pleasant, which will be directly impacted by the Highway 41 Improvement Project, I am writing to share my support for Alternative 7 as the preferred option for enhancing mobility throughout the northern end of town.

The Phillips community is an historic African American settlement community dating back to the 1870s when emancipated African Americans purchased a portion of the Laurel Hill Plantation and subdivided the land into individual farming lots to create a self-sufficient community. In 2015, Phillips was included in Charleston County's Historical and Architectural Survey and was subsequently declared eligible for inclusion on the National Register of Historic Places. While our community has certainly changed since the early 20th century, Phillips still maintains a unique sense of place as a community that still has preserved many Gullah traditions and a distinct land use pattern reflecting the original subdivision of the old plantation.

Growth in Mount Pleasant is undeniable, and everyone is faced with the nuisance of traffic congestion and development pressure. While we might all wish that we could turn back the clock and stop the big developments that have grown up around us, we know that we must all share the cost of progress.

This is why Alternative 7 makes the most sense.

Widening Highway 41 from US17 to Jack Rouse Road to five lanes, with only three lanes through Phillips, and then going back to five lanes past Dunes West Boulevard to the Wando Bridge is a reasonable compromise to increase mobility along the highway without destroying our historic settlement community. Further, the ability to widen Bessemer Road and Dunes West Boulevard to five lanes adds more connectivity to the larger area and shares the burden of more traffic with the new communities that have grown up around us in recent decades.

This project must be approached in the most equitable way possible, which means that everyone who lives around Highway 41 must share some of the additional traffic congestion. That is why Alternative 7 is the most appropriate compromise for all communities who live in this part of the Town of Mount Pleasant.

Mr. Oyer, if possible, I would like to be added to all future conversations related to the Highway 41 widening project.

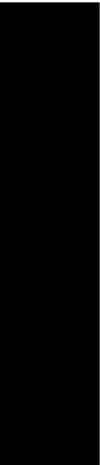
Sincerely,

John Wright, President
African American Settlement Communities Historic Commission

Richard Habersham, President
Phillips Community Neighborhood Association

5/16/18

I wrote this to
share my feedback regarding
the idea of an alternative
bus 41 running through Bessemer
+ Du Boulevard.

All I ask is that those
actually in charge of
this decision making
read it and then email
me your confirmation + written
response at 

~~note~~

→

Thank you for
hearing from us and
listening to our thoughts.

Sincerely,

Heather (all)

We Are the Arlington:
Feedback about the prospect of a multi-lane
Highway 41 on Bessemer

Part I

We are The Arlington. A small, humble community. We have annual Halloween parades, Father's Day fishing tournaments, and Christmas time get-togethers. We bike to Joey Bag A Donuts with our families on the weekends and we meet up with Park West friends at the pool on Friday nights, ordering Pizza from our neighborhood's Dominos. We love to go to our favorite family-owned Japanese restaurant Umi for dinner on Sunday nights as a family. Our kids ride their bikes to school or to friend's houses when the weather permits. Or they share time at the bus stop together each morning and afternoon, as their parents are busy heading to work.

We are The Arlington. Our sons play basketball almost every afternoon outside as a group since many families here cannot afford the expensive travel sports clubs that so many others kids in Mount Pleasant are away for regularly. Our boys ride their bikes with a fishing pole attached to the back and spend countless hours by our peaceful ponds. Our daughters meet up with friends outside, enjoy walks to our Park West tennis and volleyball courts, read a book on our neighborhood's bench next to the pond. The Arlington bench offers a serene space, overlook a calming fountain and is named in memory of a prior Arlington resident and leader who has passed away but is not forgotten.

We are the Arlington. We are families with kids and dogs who've been here for ten years+ and who are grateful to raise our children here. We are low-key, hard-working residents who are happy to live in a no-frills community that does not have huge homes with fancy windows and wrap around porches. But we've made our screened and front porches cute, we have placed hammocks and chairs for comfort, some even converted their garage into a social sitting space to enjoy the fresh air out of the sun while waving to neighbors passing by. We love the park-like feel of our little community. It is so nice that many new neighbors are joining us too with their new babies in tow, ready to raise their kids in this quiet, safe, friendly neighborhood as we have.

Our neighborhood includes all ethnicities: whites, Asians, African Americans, Hispanics, European's, Canadians, and more. We have Veterans, including my husband, active duty military, parents of all kinds, single folks, hard-working members of our community, single parents, and grandparents who plan to live out their final stage of life here in The Arlington. I have a neighbor a few doors

down who is terminally ill, a female widow across the street who works tirelessly to maintain a lovely home and yard in The Arlington for the sake of her children who lost their Dad to cancer years ago. We have another handicapped neighbor with a walker who loses his dog sometimes when she pulls away too strongly, and other neighbors do not hesitate to rush out with a dog treat and leash to go bring the dog back home for our neighbor.

I have another neighbor across the street who was very recently widowed. His wife was ill and passed suddenly and tragically just a year ago. He is a single Dad raising 4 of the sweetest girls I have ever met. His youngest is 2. His twin daughters ride their bikes to school and to meet friends as often as they can, and the whole neighborhood knows them and loves them. Their oldest graduated Wando early with perfect grades and received a scholarship to attend CofC pursuing a degree in law. When their Mother passed, our neighborhood was there hugging their grieving children, crying with them. The whole neighborhood provided meals for his family for weeks. We had groceries in their fridge that very night, we picked up their youngest from day care. Everyone in The Arlington wanted to help them, many who did not even know them yet. We are all so thankful that they have decided to stay in The Arlington for many more years to come, as we have all become family to one another and they know we are here to help if they need anything any time.

We are The Arlington.

Part II

We moved here a decade ago, with the promise of a "planned community", that was going to include shops and restaurants just up the street! Well, all of those promises never happened, instead more and more and MORE houses and condos being built on every green space imaginable causing more of a congested feel. It was very sad at first, and I recall my daughter (who was in elementary school at the time of the first Bessemer construction) would turn away not to witness the trees being knocked down as we drove by. We were all extremely saddened by this development which appeared very haphazard. But we realize changes do happen and were thankful once again to discover Laurel Hill Plantation, just a walk across Bessemer for The Arlington residents. How lucky we are to have this! In the midst of such change and chaos, we found our bliss again in The Arlington.

Now, we learn of the news about a possible 4-5 lane HWY 41 that could potentially cut through Bessemer and then Park West /Dunes West Blvd. So very shocking to learn this and honestly, appalled. To even begin to think of children having to cross a multi-lane road to bike to the pool, school, or

anywhere, defeats the whole purpose of our promised "planned community". Poor planning if you ask me! It would be unsafe for our children and for the adults since we regularly use the bike paths and walk across these roads. The mere idea of the pollution and noise this would bring to our homes is simply depressing and would completely ruin the entire feel and benefit of our neighborhood. The obvious cost to our bank accounts is also at the forefront of our minds. Here we've planned, we've saved, we've been smart in looking ahead, we've developed a mortgage plan that works long-term for our family and never did it occur to us that our little side street could possibly turn into a highway. I understand communities on 41 being affected by a widening of 41. That is almost expected. But why move 41 to affect families that planned ahead and purposely bought properties NOT on a highway or cross-through type of road? And why wind 41 rather than keep it straight? It simply makes zero sense!

I am not an illogical person. I fully get that many people are moving to Mount Pleasant and that you need to adjust things to make way for more people commuting to work. But where does the madness stop? You have control over this! You can keep Mount Pleasant a family-friendly place to live – or you can ruin it! Why not keep 41 where it is and get innovative with going upward, perhaps an overpass to avoid ruining St. Phillip's community? Why simply ruin other resident's lives by saving another?

IF it comes down to it that you feel the only solution is to demolish or ruin a neighborhood, then at least PLEASE think this through. If you HAD to run through our neighborhood, make it slow, make it safe, make lights and crosswalks, add restaurants, ice cream shops along the route – maybe like the main street area at Coleman? At LEAST make it nice and family-friendly if you do decide to ruin our peaceful, nature filled space. Or if you force families out, then at LEAST compensate them to make up for the decreased home value due to this unexpected change so that families of either St. Phillips, the Arlington, or wherever you ruin would be able to purchase another home without any strain. Do what you would want done if this was YOUR neighborhood.

We simply ask you to plan well, use innovation and we ask you to consider the LIVES of your residents. I have said over and over, all Mount Pleasant needs is a mono-rail type of high speed train system and then mutual parking lots where folks can jump on and take quality public transportation to work. And they need bike lanes and green belts connected. What an amazing community we could be!

You have to realize what your current method of chaotic building is doing to your people. This gives you a glimpse of just one neighborhood, our story, and how your development is negatively affecting us. We want you to think of ALL of your

residents. In the end, I know change is inevitable. I am not unreasonable. I am still grateful every day for the community in which I live. We are beyond fortunate to live here.

We adopted a senior dog in November, a 14-year-old hound names Boots. No one would adopt her and she now has her first real home ever in her life - in The Arlington. She is the kindest dog you will ever meet. Being a senior, she sometimes has to get up in the night to go out. Last night she barked at 1:47AM and I took her for a walk outside. As I walked around our Arlington pond, the stars were out, there were only nature's night time noises. Nothing else. It was calm, warm, pleasant, serene. Boots sniffed the fresh air. I then envisioned the idea of a 5 lane highway 41 right next to us, and the idea of this hit my chest with a pain. I am asking you, the state of South Carolina and the Town of Mount Pleasant, and the developers of Park West, PLEASE do not break our hearts. Our community is strong, caring and helpful to others. We are The Arlington.

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Please answer the following questions:

Do you have any comments about Alternative 1?

Yes

No

If yes, please explain: This is the preferred method of the Citizens of Mount Pleasant

Do you have any comments about Alternative 2?

Yes

No

If yes, please explain:

Do you have any comments about Alternative 7?

Yes

No

If yes, please explain:

Name:

Jim Owens

Street Address:

City, State, Zip:

Phone:

Email:

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?

Yes

No

If yes, please explain:

Do you have any comments about Alternative 2?

Yes

No

If yes, please explain:

Best I see

Do you have any comments about Alternative 7?

Yes

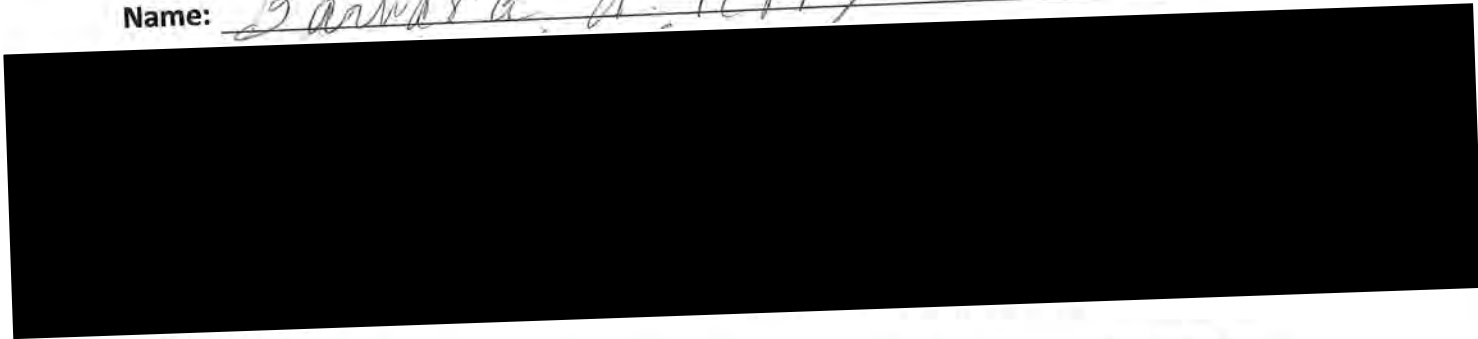
No

If yes, please explain:

Best way around

Please leave a comment for the project team in the space provided below.

Name: Barbara A. Perry



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain:

TRAFFIC ON I7 IS THE PROBLEM, CRASH AT THE BRIDGE AND
THIS OPTION IS NO HELP!

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain:

See Above

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain:

See Above

Name: ALAN SCHMITT

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain: Shortest ~~point~~ distance between two points is a straight line. Please widen the road. 😊

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain: Second choice

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain: Horrible idea. Do you want all of Berkeley County heading to Mt. Pleasant through Park West/Dunes West?

This is about politics. I understand the historical significance of the Phillips Community, but... the road needs to be widened.

Name:

Joe Cragg

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?

Yes

No

If yes, please explain: ~~It is~~ People will want to go straight!
Shortest possible route.

Do you have any comments about Alternative 2?

Yes

No

If yes, please explain: Possible - but the 3 lanes will always be
a check point!

Do you have any comments about Alternative 7?

Yes

No

If yes, please explain: Awful - Going from 2 lanes to 5 on Bessemer
is terrible. I live in Keswick - How do kids get to
school? How do we cross with bikes? So much noise
in these many neighborhoods! Property values will
~~it~~ decline! - Terrible

Please leave a comment for the project team in the space provided below:

Name:

Randy & Chris Olson

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain:		

Please leave a comment for the project team in the space provided below:

41 Needs to be 4 lanes

Name:

Star Ross

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: NO OTHER OPTION MAKES SENSE EXCEPT OPTION 10 for 7 lane Hwy 41		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain: Putting a highway through Hi-Density Subdivisions makes zero sense		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: CREATES A BOTTLE NECK DUMB PLAN		

Please leave a comment for the project team in the space provided below:

Name:

Kevin Cunnane

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Best use of property w/o infringing on existing neighborhoods (with <u>children</u>, our precious resource)</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>No!! No!</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>What?! No way! How can you even think about Bessemer becoming 5 lanes - ridiculous. Leave Bessemer alone!! No! No! No!</p>		

Please leave a comment for the project team in the space provided below:

Name: Marie Condon

Thank you for your interest in the Highway 41 Corridor Improvements project!

↓
my home! not just a place
I hang my hat

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: This alternative seems best from a common sense standpoint.		
Do you have any comments about Alternative 2?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: Drivers in mt. P are too stupid to merge from 5 lanes to three.		
Do you have any comments about Alternative 7?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: This This seems like the most expensive option and does not make sense from a cost perspective.		

Please leave a comment for the project team in the space provided below:

Heritage is important.
Do not let identity politics
drive the process.

Name:

David Lovem

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

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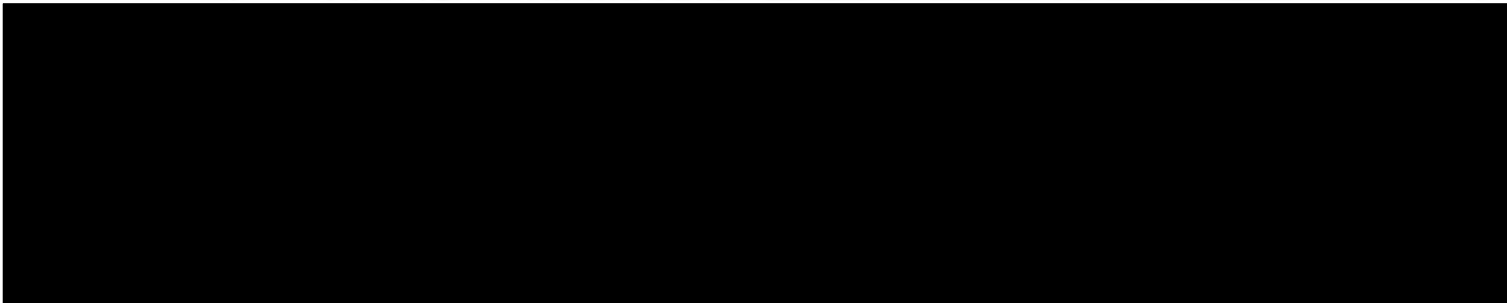
Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: YES - MAIN ROAD NOW		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: YES - WOULD SLOW TRAFFIC SOME, BUT NOT EFFECT NEIGHBORHOODS,		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain: THIS WOULD PUT GREAT TRAFFIC THROUGH NEIGHBORHOODS AND ENDANGER KIDS GOING TO PARK WEST POOL. GREATEST IMPACT ON SINGLE FAMILY HOMES,		

NO NO

Please leave a comment for the project team in the space provided below:

Name: JOHN BAGWELL



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>This is the logical choice. It widens the Hurricane Evacuation Route; is the straightest, shortest distance from Dunes West Pkwy to Bessemer. It makes the most sense with heavy truck and commercial traffic on Hwy 41. It is the existing N-S route, and it needs to be widened!</i>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>This will <u>not</u> work. A bottleneck already exists on Hwy 41 between Dunes West and Bessemer. Leaving that section as a 3 lane road will only make things worse and send more traffic into Park West and Dunes West. Traffic jams will be horrendous and cause dangerous conditions for children in Park West/Bessemer/Dunes West.</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>Totally Ridiculous! These are residential roads, not a State highway like Hwy 41 is. This will be dangerous for the many children living and walking along this route. A <u>bicycle</u> and <u>pedestrian</u> path could be considered along Bessemer and D.W. Parkway. Heavy trucks and gasoline trucks would be totally unacceptable with so many homes on this route. This alternative is <u>TOTAL</u> <u>Madness</u>!</i>		

Please leave a comment for the project team in the space provided below:

1. The safest route is widening HWY 41 to 5 lanes from HWY 17 to the Woods River Bridge.
2. HWY 41 is the Hurricane Evacuation Route and widening it is the best way to move the most people North and away from the coast and marshes.
3. Many more people would be impacted by widening Bessemer and Park West Boulevard.
4. The Noise would be worse in the residential areas of Bessemer / Dunes West than near the marsh of HWY 41.

Please consider building and extending the Mount Pleasant Airport Extension Road.

Name: KENNETH KOCH

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain: THIS MAKES THE MOST SENSE TO ME. A STRAIGHT ROAD WOULD HANDLE TRAFFIC BETTER WITH THE PROPOSED VOLUME INCREASE. IT ALSO SEEMS TO BE IN THE MIDDLE AS FAR AS OWNERS/TOTAL IMPACT ON PROPERTY AND OTHER CRITERIA</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain: THIS OPTION DOES NOT MAKE SENSE - LOOKS LIKE IT WOULD CREATE A BOTTLE-NECK ON 41.</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain: THIS IS NOT A GOOD PLAN. THIS IS THE HIGHEST HAS THE HIGHEST TOTAL IMPACT OF ALL THE PLANS. IT CUTS THE PARKWEST COMMUNITY IN HALF (OR AT LEAST CUTS-OFF 1/3 OF IT.) A 5-LANE HWY IN THIS RESIDENTIAL COMMUNITY WOULD BE DISTURBING.</p>		

Please leave a comment for the project team in the space provided below:

Name: Dino G. Hudson

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> PROBABLY THE BEST ALTERNATIVE.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> NOT AS EFFICIENT AS ALTERNATIVE 1.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> <u>VERY BAD ROAD</u>		

Please leave a comment for the project team in the space provided below:

OWING TO THE I-526 WANDER BRIDGE CLOSURE AND EXTREMELY DIFFICULT TRAVEL
THROUGHOUT THE REGION DUE TO DETOURS AND TRAFFIC CONGESTION, AN ADDITIONAL HWY 41
CORRIDOR IMPROVEMENT PUBLIC COMMENT MEETING SHOULD BE PLANNED, ADVERTISED AND IMPLEMENTED.
TO ENSURE THAT EVERYONE WISHING TO ATTEND THE MEETING CAN IN FACT DO SO. WITH
THE BRIDGE CLOSURES ASSOCIATED TRAFFIC PROBLEMS MEETING ATTENDANCE AND RECEIVING
PUBLIC FEEDBACK WILL LIKELY BE SKEWED DUE TO THE DIFFICULTY THE PUBLIC WILL
BE EXPERIENCING TRYING TO ATTEND THE MEETING DURING ITS SCHEDULED TIME OF 5:30-7:30 PM
ON MAY 16, 2018.

Name: DAVID MORTON

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>My sons will be safe with this option! I live in Arlington and my sons have to cross Bessener Rd to get to the Recreation Center + Pool</p>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Not an option!</p>		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>I do not think anyone who lives in the community would think this is an option! Not safe!</p>		

Please leave a comment for the project team in the space provided below:

Name: Natalie Payne

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p>If yes, please explain:</p> <p>This is the <u>only</u> option that makes sense! It will keep traffic flowing! It will keep the community children safe!</p>		
Do you have any comments about Alternative 2?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>If yes, please explain:</p> <p>Option 2 will cause a <u>bottleneck</u> by 5 lanes to 3 & back to 5 lanes.</p>		
Do you have any comments about Alternative 7?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>If yes, please explain:</p> <p>If you realized that children are constantly walking to the pool and playing in this area, you would see that #7 is a ridiculous idea. We already have to deal with Park West Blvd being a through way for all the construction for Carolina Park. Our roads are being destroyed by big trucks and we do not want Bessemer Rd become a hwy too!</p>		

Please leave a comment for the project team in the space provided below:

Please ~~do~~ do a fly over at 17!

Name: Sherry Bagwell



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	WORKABLE	Yes ✓	No
If yes, please explain: Traffic would flow better than it presently does. Actually, five lanes would work well for traffic flow along 41			
Do you have any comments about Alternative 2?	WORKABLE	Yes ✓	No
If yes, please explain: Not the best of the 3, but an improvement over the current road, I like the 5 lanes from 17 to Joe Rouse.			
Do you have any comments about Alternative 7?	TOTALLY UNACCEPTABLE	Yes	No X
If yes, please explain: The five lane option would decimate property values in nearby neighborhoods, increase noise and pollution, and make homes almost impossible to sell. This brings city noise and pollution to a very nice suburban area with newer homes valued near 1/2 a million dollars, and more affordable homes.			

Please leave a comment for the project team in the space provided below:

The historic Phillips community reflects life in the late 19th and early 20th centuries. I acknowledge the community's historic roots. But conditions in the late 19th/early 20th century cannot dictate decisions for the 21st century. We need 5 lanes along 41, especially since it is a hurricane evacuation route.

Name: CAROL HALLMAN



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: I BELIEVE THIS IS THE MOST FEASIBLE OPTION. COST AND FLOW WOULD BE THE BEST RESULT.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: COMBINED WITH ALT. 5 SHOULD BE CONSIDERED.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: PROPERTY VALUES IN PARK WEST AND DUNES WEST WOULD BE IMPACTED. PORTIONS OF THE COMMUNITY WOULD BE CUT OFF FROM THE REST. CHILDREN'S SAFETY IS A GREAT CONCERN. THEY CANNOT WALK ACROSS FIVE LANES TO GO TO SCHOOL, PARKS, OR AMENITIES.		

UNSAFE FOR THE COMMUNITY!

Please leave a comment for the project team in the space provided below:

2-5

CONSIDER ALTERNATIVE 2 AND 5 COMBINED.

- EXPAND PORTIONS OF HWY 41 TO 5 LANES BEFORE AND AFTER THE PHILIPS COMMUNITY.
- WIDEN HWY 41 AT PHILIPS COMM. TO 3 LANES.
- ADD 2 LANE ROAD IN PARK WEST / DUNES WEST

Name:

CARL ROBIN

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>out of all the options - this is the only one that makes sense.</p>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p>		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p><u>NO</u> - Think of our childrens safety.!!!!!!</p>		

Please leave a comment for the project team in the space provided below:

Name: April Ata,



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is the only option.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This seems to be the most reasonable back-up plan because it protects the majority of the Phillips community <u>AND</u> keeps Bessemer Road from becoming a highway!		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Plan 7 is terrible! My home is in a small neighborhood along Bessemer ROAD. Think of the safety of our children! We never agreed to a highway through a small community. This plan is horrible. You will spend millions moving homes, businesses and infrastructure along the Bessemer Rd. proposal. There would be far less cost to move the structures (most of which are dilapidated) on H.Wy 41 in in the Phillips Community.		

Please leave a comment for the project team in the space provided below:

Traffic plan - best on option #1 if at all.
Worst on #7 due to incredible
displacement of neighborhood roads
and current utilities. Terrible plan.

Name: A. Donohue



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Yes, this looks like an excellent plan, keep 41 5 lanes and a straight shot.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This creates a bottle neck in the Phillips Community; not recommended.		
Do you have any comments about Alternative 7? - This is unreasonable	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Are you serious? Diverting 41 traffic through a residential community is a terrible idea. This is a safety hazard for children wanting to walk along the bike paths and cross roads in Park West. If you travel down Seneca you will see this is a ludicrous idea. Alternative 7 causes me to lose confidence in the wisdom of the people making these plans.		

Please leave a comment for the project team in the space provided below:

Our current problems with the 526 bridge out reveal the need to get 41 completed. We need to make a decision and get going on alternative 1 - this is the only reasonable alternative.

Name: _____

Phil Higgins

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<p><i>If yes, please explain:</i></p> <p>My preference is to do the job once so that it can handle the expected traffic out of Berkeley County + Mt Pleasant so I think that Slows is needed.</p>		
Do you have any comments about Alternative 2?	Yes	No
<p><i>If yes, please explain:</i></p>		
Do you have any comments about Alternative 7?	Yes	No
<p><i>If yes, please explain:</i></p> <p>This is an unreasonable alternative that significantly damages Park West by adding a huge increase in traffic to a neighborhood. Most of the traffic is not going into Park West normally. It will disrupt school buses, children, access to greenway and overexpensive amenities. As Berkeley County grows it will cause further impact to an already burdened Park West. It also adds miles to peoples commute on 41 so everyone is impacted by this. Also the traffic will contribute considerable pollution directly into the neighborhood especially in hot humid summer. This pollution will affect abutments considerably and destroy our walking trails.</p>		

Please leave a comment for the project team in the space provided below:

Name:

Joyce Scapricchio

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: NO MONEY SHOULD BE SPENT WITHOUT A COORDINATED 3 County Plan. RAPID TRANSIT REDUCES COMMUTER GRIDLOCK		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: NO MONEY SHOULD BE SPENT WITHOUT A COORDINATED 3 COUNTY PLAN. BUS RAPID TRANSIT TO REDUCE COMMUTER GRIDLOCK. WIDEN ROADS FOR SAFETY AND MORE FOOTLIGHTS		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: SEE 1&2 ABOVE - GET SANFORD TO LEAD ON MORE FEDERAL DOLLARS TO REDUCE POLLUTION, ELECTRIC BUSES FROM PROTERRA AND HYDROGEN CARS FOR THE OTHER 49 STATES		

ONLY BUS RAPID TRANSIT CAN
REDUCE COMMUTER GRIDLOCK.
ALL 3 COUNTIES MUST WORK
TOGETHER FOR PLANNING & WISE SPENDING
OF THE 1/2 PENNY TAX & FUEL TAXES.
BICYCLE LANES CAN ALSO WIDEN
UNSAFE NARROW ROADS FOR
STUDENTS AND NON DRIVERS.
WE NEED POLLUTION MONITORING TO
PROVE LOCAL CANCER CAUSING
EMISSIONS. ALSO NUKE MONITORING
WHEN DOWNWIND FROM STEAM RELEASES.

Name: LARRY. H. CARTER.

SOOTH OK
Thank you for your interest in the Highway 41 Corridor Improvements project!

YES WIDEN NARROW ROADS
ADD FOG LIGHTS FOR
SAFETY

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>SEEMS LIKE THE LOGICAL SOLUTION</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>NOT ENOUGH LANES ON 41</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>NO! WHY PUT A HIGHWAY THROUGH A HOUSING SUBDIVISION....</p>		

Please leave a comment for the project team in the space provided below:

VERY SURPRISED A HIGHWAY THROUGH A SUBDIVISION
IS EVEN BEING CONTEMPLATED!

Name: Chris Smith

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: 5 Laning SC 41 thru Phillip Community and Palmetto Hall will increase the already excessive noise in Palmetto Hall.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Best choice except for no build alternate.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is by far the worst alternate to send dump trucks thru Dunes West, Access to Dunes West pool from Palmetto Hall will require children crossing a five lane highway		

Please leave a comment for the project team in the space provided below:

This project ~~sets~~ in motion the creation of a corridor down SC 41 that ^{will} funnel all the traffic from the north end of Mount Pleasant to North Charleston and Berkeley County.

alternates^{instead} of this project need to be studied more.

Noise and flooding are major issues that need to be properly addressed.

Name: John Craig Todd

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 2?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	Yes <input checked="" type="checkbox"/>	No
<i>If yes, please explain:</i> -Highly oppose option 7 - 80+ Feet From Our Corner property To Edge of Roadway		

Please leave a comment for the project team in the space provided below:

Name: Tantaglia

Thank you for your interest in the Highway 41 Corridor Improvements project!

I AM STRONGLY OPPOSED TO OPTION 7 - SEVEN
I FEEL THAT THIS ALTERNATIVE IMPACTS FAR TOO
MANY HOUSEHOLDS. HAVING FIVE LANES OF TRAFFIC
RUN THROUGH A QUIET RESIDENTIAL AREA IS
NOT A VIABLE OPTION TO SOLVE THE
TRAFFIC ISSUE ON HIGHWAY 41.

I WOULD SUPPORT ALTERNATIVE 1 - ONE. WIDENING
AN EXISTING HIGHWAY IN A STRAIGHT LINE
AS OPPOSED TO CREATING A NEW HIGHWAY
THROUGH A RESIDENTIAL NEIGHBORHOOD SEEMS
TO MAKE THE MOST SENSE.

THANKS,

MATT MURPHY

No To ALTERNATIVE 7

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>This is the <u>most</u> sensible alternative. Please do NOT forget cyclists and make bicycle path on HW41.</i>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>If this option is selected please make sure cyclists are not forgotten: bicycle path and lanes to US 17 (along HW41 and the intersection) are a must.</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>This alternative makes the <u>least</u> sense: Park West is a bedroom community, even the roads have S-shape to slow the traffic down, not to speed up throughput. Also, there is already construction inside Phillips community for example Covington developed by Crescent Homes.</i>		

Please leave a comment for the project team in the space provided below:

Alternative 7 affects more people than any other option because it goes against the original ~~of~~ design of the Park West neighborhoods: these are generally bedroom communities where people come to rest, not to get in and out quickly. Constructing 2.5 miles of 5 lane road to bypass 1.5 miles of HW41 makes no sense, especially since there is already construction of new homes inside ^{historic} Phillips Community.

Whatever option is chosen PLEASE DO NOT FORGET cyclists!

Name: Boris DASHKOVSKY

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	<u>Yes</u>	No
If yes, please explain: Palmetto, Cypress St, Ellington Woods have only 1 way to get to 41 via Dunes West Blvd. If this plan is chosen they would have a difficult time getting out of those developement. Could an access road to 41 be built at the edge of the Phillips property as another way out to 41?		

Please leave a comment for the project team in the space provided below:

Name:

Peggy Rorden

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Best of all bad options		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Going from 5 lanes, back to 3, then 5 again is going to cause bottlenecks.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This seems like the worst of all of the Alternatives 5 lanes on DW / PW Blvd? How many homes would be displaced? Property values? Not to even mention those houses that were JUST BUILT. At this point, how about "no build" to mean no more homes built.		

Please leave a comment for the project team in the space provided below:

Please Please Do not go w/
Alternative 7.

Unless you really want those
of us who have been in Mt. P
for 10+ years to vacate
ASAP. It's already borderline
unliveable but this would
guarantee the end of Mt. Pleasant
as we know it.

Name:

Michelle Jenkins

Thank you for your interest in the Highway 41 Corridor Improvements project!

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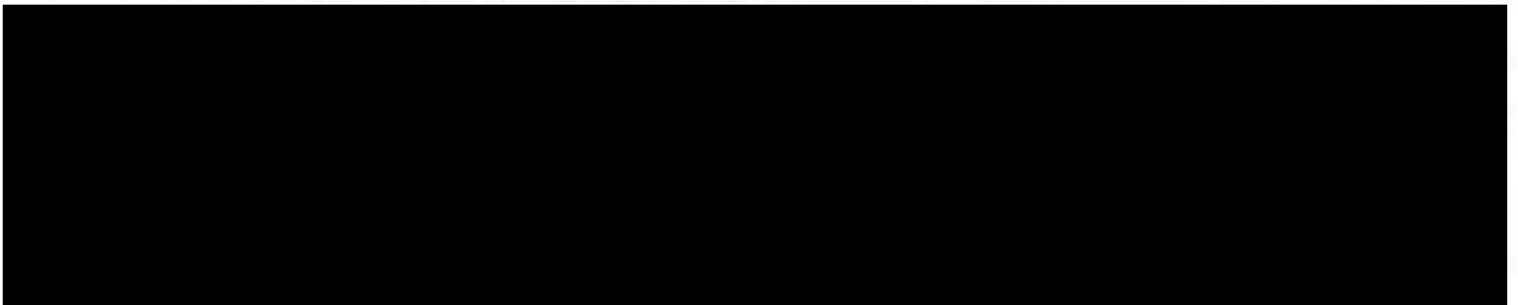
Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: ONLY REASONABLE PLAN WITH LOWEST OVERALL IMPACT		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: GOING FROM 5 → 3 → 5 WITH JUST CAUSE BOTTLENECK — MORE PROBLEMS		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: THIS PLAN IS INSANE ① IT WOULD DESTROY PROPERTY VALUES ② INCREASE NOISE ③ MAKE NEIGHBORHOODS UNSAFE ④ AND DESTROY THE CHARM AND BEAUTY OF OUR NEIGHBORHOODS.		

Please leave a comment for the project team in the space provided below:

PLEASE CONSIDER AIRPORT ALTERNATIVE

Name: JANET MCKENDRICK



Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> I LIKE THIS ONE BEST - STAY OUT OF PARK WEST!		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> No
<i>If yes, please explain:</i> WON'T HELP ENOUGH		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> NO MORE TRAFFIC THAN <u>PARK WEST</u> !		

Please leave a comment for the project team in the space provided below:

Name: CLAUDE & CELESTE DRURY

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes ✓	No
<i>If yes, please explain:</i> Looks like the best balanced alternative		
Do you have any comments about Alternative 2?	Yes ✓	No
<i>If yes, please explain:</i> Restriction occurs at 2 points causing backups & congestion as bad as it is now on the length of the area in focus along the 41.		
Do you have any comments about Alternative 7?	Yes ✓	No
<i>If yes, please explain:</i> What a disaster flooding Dunes West & Park West with expanding traffic to benefit the smaller population thru the Phillips Community		

Please leave a comment for the project team in the space provided below:

Name:

Dehman Macpherson

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: this is the best alternative with minimal impact on <u>human</u> life.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: 2 nd best alternative.		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain: the neighborhoods will be divided with this plan. my house will be destroyed and so will the home value!! <u>Literally CAN'T do this!!</u>		

Alt #1 is best for my family. who is going to buy my property if a 5 lane road is literally in the back yard?

NO ONE! Come on

you know this guys"

my son will never be able to ride his bike alone!

Name:

Caroline Muhn

Scary!

Thank you for your interest in the Highway 41 Corridor Improvements project!

I will talk anytime you want! Literally crying over this.

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This makes the most sense. expand the highway that has been in place for 81 years.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Makes sense, but will cause bottle necking at the 5 to 3 lane point. You would be better off going 3 the entire way but having one go to 2 lanes each way.		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is terrible. It is putting a highway in a residential neighborhood. Kids can run into the street and will have to cross a 5 lane Highway to get to the neighborhood pool. How would you like a highway in your backyard? I didn't buy a house on a highway for a reason. Can you even put a 5 lane highway here?		

Please leave a comment for the project team in the space provided below:

How would
you like a highway put in your backyard?
Do Not go with 7!

Name: William Mohn

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If yes, please explain: <div>NO</div>		
Do you have any comments about Alternative 7?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If yes, please explain: <div>NEVER</div>		

Please leave a comment for the project team in the space provided below:

Name:

~~M~~MARGARET GALE

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: <i>This is the most direct route - Why is this not preferred</i>		
Do you have any comments about Alternative 2?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain:		

Please leave a comment for the project team in the space provided below:

Name: SONYA ST. FRANCIS



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>The Best alternative add an overpass as well</i>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: 		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>Rediculous</i>		

Please leave a comment for the project team in the space provided below:

Name: _____

[Handwritten signature]

[Handwritten mark]

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>#1 is the <u>only</u> reasonable "alternative"/solution. It is obvious we need <u>as many Lanes</u> possible to remedy the problem.</p>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>There are many more people who would benefit from 5 lanes. 3 lanes through "Phillips Community" is perhaps attractive to the <u>few</u> residents that live there, but that is ALL.</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Re-routing Hwy traffic through 2 residential neighborhoods is dangerous and problematic. This is a ridiculous "alternative".</p>		

Please leave a comment for the project team in the space provided below:

For your next meeting:

1) Have all options on a poster so people can compare. The touch screens are "fancy" but not helpful when comparing "alternatives".

Name: Anna Allen



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: IT IS THE <u>ONLY</u> VIABLE OPTION. IT HAS THE LEAST IMPACT TO THE SMALLEST POPULATION AND THE LEAST ENVIRONMENTAL IMPACT AND IT <u>MOVES</u> TRAFFIC WITHOUT BOTTLE NECKING OR SLOWING TRAFFIC		
Do you have any comments about Alternative 2?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: WILL <u>NOT</u> SOLVE THE TRAFFIC ISSUE AND WILL NOT MEET THE TRAFFIC DEMANDS		
Do you have any comments about Alternative 7?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: THE WORST ALTERNATIVE. IT WILL IMPACT THE MOST PROPERTY OWNERS AND DESTROY A BEAUTIFUL NEIGHBORHOOD AND COMMUNITY. IT IS <u>NOT</u> A VIABLE OPTIONS AND SHOULD BE TAKEN OUT OF CONSIDERATION.		

Please leave a comment for the project team in the space provided below:

I understand the concerns associated with the impact to the Phillips Community but 41 should be five lanes from the Bridge @ the Wando River to Hwy 17N. and the property owners in Phillips Comm. should be compensated for their property value and new homes constructed outside the right of way. Eminent Domain is law for a reason and Alt. 1 is the only viable options but the property owners in the Phillips Comm. should be treated fairly.

Name: Jim McKenrick



Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 2?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	Yes	No
<i>If yes, please explain:</i>		

Please leave a comment for the project team in the space provided below:

Closed Wando River Bridge

Can a second lane be painted
on Clements Ferry short term
travelling from HWY 41 to 526
to speed flow along 41 + Clements
Ferry.

Name: _____

Jim Klein,

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>This road already exists and it is the <u>ONLY</u> way option that makes sense. I do however, think it It will move the most cars with the least impact and cost.</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>I also am in favor of this option but I do believe that after Clements Ferry is built out (10 years), the 3 lanes in the middle will not be able to accommodate the added amount of traffic.</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>This option is the most ridiculous thing I have ever heard. How can anyone put a 5 lane <u>highway</u> through a residential community where people walk, run, walk dogs, bike, ride golf carts all over PW/DW area. This is insane! Arlington all other ^{Bessinger Rd.} neighborhoods would be "cut off" from their community and their property values would be useless. You wouldn't be able to give these houses away!</p> <p>There are trucks using Hwy 41 to go to Clements Ferry Rd → 526. We really want to add this interstate type traffic through planned communities and neighborhoods ??</p>		

Please leave a comment for the project team in the space provided below:

Name: Dianne Brimmer

A large black rectangular box redacting the comment content.

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Great choice to address the congestion/travel problem. However, include widening ^(4 or 5 lanes) of PW Blvd + Dunes W. Blvd. to provide relief for travelers on 41 to 17 and vice versa.</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Great choice also, but must again include widening to 4 or 5 lanes DW Blvd and PW Blvd. to provide relief to 41</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Absolutely against this scenario. Bessemer Rd should not be a major thoroughfare as it runs through communities. Safety would be a huge issue (cross walks, walk paths, etc) as well as noise issue that would be created.</p>		

Please leave a comment for the project team in the space provided below:

Name: Patricia Osti & Manfred Osti

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Best option. Goes straight through and impacts the least amount of residents.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: 2nd Best option		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: The worst Alternative. It impacts the most residents AND goes through two HOA's (PARK WEST & DUNN WEST)		

Please leave a comment for the project team in the space provided below:

Name:

KEDIN PIETRAMALA

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <ul style="list-style-type: none"> - Best Alternative - least amount of Impact - evacuation Route straight - turns delay 			
Do you have any comments about Alternative 2?	NO	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <ul style="list-style-type: none"> - Traffic will bottle neck - need straight shot - 4 is state hwy <u>not</u> Bessemer Rd - After Newbridge, neighborhood being former <u>stop</u> Growth! 			
Do you have any comments about Alternative 7?	NO	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <ul style="list-style-type: none"> - <u>Bessemer Road</u> is in neighborhood - <u>not</u> state Rd - More homes & property affected than others - Cut off Neighbors from amenities, walking trails, Pollution, Property value loss, noise & Safety issues 			

Please leave a comment for the project team in the space provided below:

Name:

Becky Page

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This appears to impact the least amount of people.		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> We will get killed just trying to get to the pool. This impacts the most people and seems like it will cost the most.		

Please leave a comment for the project team in the space provided below:

Why, why, why would you even consider option 7. How can you use our tax dollars to decrease our safety, reduce quality of life and decrease our property value. This is not an option at all!

Name: Kyllian Hudson

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This makes the most sense,		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This option will have a significant impact on the safety of our children, reduce property values (for those not "acquired") and decrease the overall quality of life for the residents of Park West/Dunes West. How could this option even be considered? 41 and 17 are the issue turning a residential street into a 5 lane Hwy is careless. Please do not move forward with this option.		

Please leave a comment for the project team in the space provided below:

Option 7 is terrible and will impact the largest number of residents. This option is reckless and dangerous.

Name: Rhian Hudson



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>I like just widening 41 and leaving Park West alone!</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>This one is OK too</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Stupid --- ruin lovely Park West Entrance and Park West Rd</p>		

Please leave a comment for the project team in the space provided below:

Heard about Airport Road ext to Greymarsh
to help relieve congestion getting onto 41.

Name:

Marg Tabb

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>MOST LOGICAL</i>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>ABSOLUTELY SHOULD NOT HAPPEN</i>		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> BEST OPTION! FIX Hwy 41 BUT LEAVE NEIGHBORHOODS ALONE #1 A WINNER		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> FIX Hwy 41 - QUIET NEIGHBORHOODS WILL WILL BE RUINED IF BESSEMER TURNS INTO A SLOW ROAD.		

Please leave a comment for the project team in the space provided below:

Name:

DONALD J. BENTZ

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This makes the most sense.		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This option makes no sense. It impacts the most people properties acquisitions. Creates serious safety concerns. Not action plan for how to protect current homes so close to road.		

Please leave a comment for the project team in the space provided below:

Why have the plans for 17/41 intersection been figured out? That is a large part of the issue. You can make both Bessener & 41 50 lanes & w/o a correction to that intersection.

Why was only the Phillips community contacted about alternative ??

Name: Kristina Mill

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

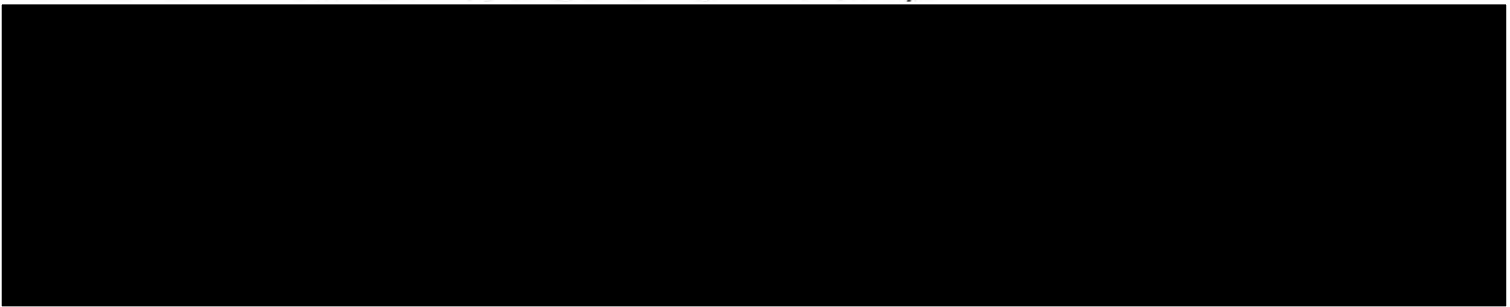
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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> In my humble opinion, Alt 1 appears to me to be the best best route - easy flow, straight shot		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> Seems taking Alt 2 off the main highway (41) would slow the flow of traffic		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> Same answer as Alt 2		

Please leave a comment for the project team in the space provided below:

Name: Lou BROGHAMER /



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> <p>BEST ALTERNATIVE ACEPT ALTERNATIVES ON BACK OF THIS PAGE</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> <p>BAD - TOO MUCH IMPACT ON PARK WEST</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> <p>BAD - TOOMUCH IMPACT ON PARK WEST</p>		

Please leave a comment for the project team in the space provided below:

ALTERNATIVE A

① - JOIN ^{MOUNT PLEASANT} AIRPORT RD TO
GRAY MARGH TO REDUCE TRAFFIC
ON US 41

ALTERNATIVE B

② USE Highway money to
RELOCATE THOSE AFFECTED ON
US 41 AND WIDEN 41 to
MEET 2045 NEEDS

ON BOTH !!

Name: BOB CARPENTON

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

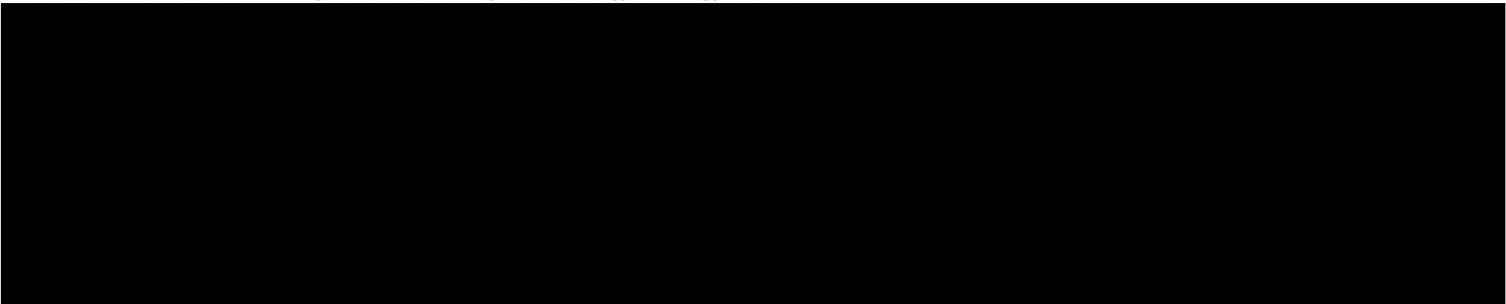
The public will have 30 days after the meeting to submit comments. Comments are due by June 16 and can be submitted in person at today's meeting, online at www.Hwy41SC.com, or mailed to c/o Charleston County, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain: NO NO NO! Bad for our safety & property values		

Please leave a comment for the project team in the space provided below:

Name: Dianne Bach



Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> BEST OPTION		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> THE AMOUNT OF PEOPLE WHO WILL BE IMPACTED BY A BYPASS OF 41 WILL NOT SOLVE THE MAIN ISSUE BEING 41 AND 41-17 INTERSECTION. WIDENING BESSEMER AND DUNES WEST BLVD WILL MAKE FOR MORE PEOPLE SIT IN FRONT OF A RED LIGHT AND DISTURB A WHOLE COMMUNITY		

Please leave a comment for the project team in the space provided below:

Name: SARAH HUDSON



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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	No
If yes, please explain:		
We feel as though this is the best plan		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	No
If yes, please explain:		
It is a complete safety hazard to build a 5 lane highway directly next to a predominantly family filled neighborhood (Arlington). Also 281 proper partial property acquisitions is barbaric with , showing little regard for the people affected by this plan.		

Please leave a comment for the project team in the space provided below:

The least sensible alternative is alternative 7. Keeping Bessemer Road undeveloped is the best option. Option 2 is the best

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☒ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p><i>If yes, please explain:</i></p> <p>Obvious choice for least harmful impact on my area of the Park West community</p>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input type="radio"/> No
<p><i>If yes, please explain:</i></p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p><i>If yes, please explain:</i></p> <p>This option is terrible. Most impactful to those residents living within the park west community. Most importantly, I feel that it puts the children and families in harms way who currently enjoy the side walks and amenities of Park West. As a resident of Larch Lane, I will strongly oppose this option.</p>		

Please leave a comment for the project team in the space provided below:

Name: Scott McCloskey



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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	No
If yes, please explain:		
This is the best choice - 5/3/5 - least amt. of acquisitions + disruption to safety of children		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	No
If yes, please explain:		
1. Safety of children crossing 5 lanes in Park West 2. The value of homes will decline. 3. The noise level in the neighborhood. 4.		

Please leave a comment for the project team in the space provided below:

This is not a reasonable way to handle traffic - you should have gone through

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☒ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> No
<i>If yes, please explain:</i> The best		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> No
<i>If yes, please explain:</i> 2nd best		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> It is a horrible idea ant there isn't even any space to built a 5-lane road,		

Sucks ↑

Please leave a comment for the project team in the space provided below:

~~AA~~

Do Not make Bessemer a
5 lane highway keep it 2.

Name: Ethan C. Curry

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>I believe this is the best option. This is an evacuation route already and would aid in emergency situations as well as daily commute.</p>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
<p>If yes, please explain:</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>This option is a terrible unsafe idea. This option runs directly thru a heavily populated area of families with children on bikes, runners and walkers on pathways and sidewalks to exercise and to the pool. Bessemer is already a problem with people driving too fast and our children have had multiple incidents w/ cars running the bus stops on Bessemer. Mt. Pleasant Police even sit at our bus stop for safety. Making this neighborhood street a 5 lane highway is incredibly unsafe for children in the Park West neighborhood.</p>		

Please leave a comment for the project team in the space provided below:

Name: Meagan McCleary



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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<p><i>If yes, please explain:</i></p> <p>NO MATTER WHICH ALTERNATIVE IS SELECTED, IT WILL TAKE MOST OF OUR PROPERTY</p>		
Do you have any comments about Alternative 2?	Yes	No
<p><i>If yes, please explain:</i></p>		
Do you have any comments about Alternative 7?	Yes	No
<p><i>If yes, please explain:</i></p> <p>THIS MEETING WASN'T HANDLED AS WELL AS THE FIRST, NOT ENOUGH MONITORS AND TOO MANY PEOPLE</p>		

Please leave a comment for the project team in the space provided below:

Name: Doyle Love



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes ✓	No
If yes, please explain:		

Shunting high volume commuter traffic through residential communities is a terrible way to improve traffic flow on Route 41. Keep the corridor on 41. Build in 2 seven year plans. . first 5 lanes

then seven lanes. Do all your permits and acquisitions up front so phase 2 can be completed quickly. (Note: your permitting/acquisition delays right now are exceedingly long.

Please leave a comment for the project team in the space provided below:

Name: Roger FitzGibbon



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: I would like to cross the 2 lane road without being hit by a car. I live around younger children and the fear of having a 5 lane (Alternative #7) scares me. The town is growing and we need to build safer roads.		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: I hate this because no children will cross the road safely when there are cars in 5 lanes! and		

Please leave a comment for the project team in the space provided below:

Please keep bessemer road a two lane road!
I want to live in an area that doesn't make
me feel unsafe when I cross the road and
my ~~neighbor~~ neighbors too. We want to be
safe and cross the road to go on bike
trails or to go to the parks and pools! There
are going to be more children where I live!
It's common sense that bessemer road
doesn't need 5 lanes! Think of ~~the~~ those
who live around bessemer road! Need a
safer, less chaotic environment than some
crazy road!

Name: Madelyn Gilbert

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Best		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: I can not get to the bus stop safely with 5 lanes I will		

get hit by a car.

Please leave a comment for the project team in the space provided below:

Name: Rhys McCleary



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is by far the Best overall choice. If the reason is true that Federal Funding will be reduced, too bad. Your lack of preparation and site survey beforehand will now need to be paid out by the taxpayers. This alternative has the least			
Do you have any comments about Alternative 2?	Yes	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This doesn't make sense. How about instead of a 3 lane make a double lane roundabout and get rid of the Joe Rouse Rd traffic light to keep traffic moving.			
Do you have any comments about Alternative 7?		<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Very poor plan - The worst of all options. Bringing a 5 lane highway thru our communities is a very bad decision. Please keep the traffic on the Highway 41 - we did not move to this area for traffic - we moved here for the community and a place to escape. My children will not be able to safely cross the road any longer - that is ridiculous! Very poor choice!			

Please leave a comment for the project team in the space provided below:

Was alternate 2 with a Roundabout
considered then get rid of the Joe Rouse Rd
traffic light? Thank you.

Alt. #1 - overall impact and with 526 bridge being out,
(cont) it is overwhelmingly clear that expanding Rt 41 to
5 lanes will be the best option. Stand by your
communities who have been supportive for so many
years and do the right thing - chose Alternative #1.

Name:

Yvonne Gilbert

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain: LOOKS TO BE THE LEAST IMPACT TO COMMUNITIES, AMBIENT AND MAINTAIN THE CURRENT HIGHWAY STRUCTURE		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain: THE TOTAL IMPACT TO PARK WEST AND DINES WEST COMMUNITY IS SIGNIFICANT. KIDS WOULD NOT BE SAFE ANYMORE. VALUE OF SEVERAL PROPERTIES WOULD HAVE A SIGNIFICANT DEPRECIATION IN VALUE.		

Please leave a comment for the project team in the space provided below:

- WHY ALTERNATIVE 11 WAS CROSSED OUT?

-

Name:

FLAVIO GOSO

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> <p>This appears to be the best option</p>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
<i>If yes, please explain:</i> 		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> <p>Awful and impacts the most people. This is hurtful to think about how little the "decision makers" care about the people of Park West/Dunes West!</p>		

Please leave a comment for the project team in the space provided below:

Option 7 is hurtful, unsafe for members of the community and incredibly costly.

No to option 7.

Name: Concerned Citizen

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!

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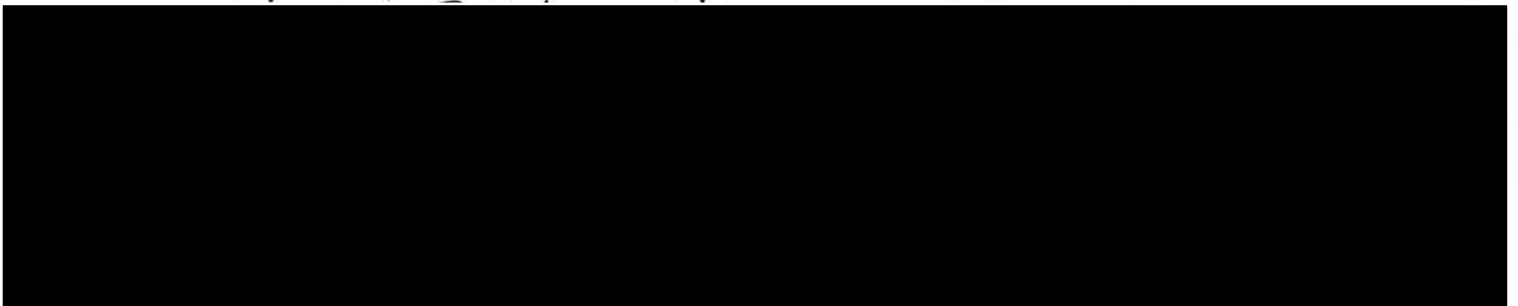
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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	No
If yes, please explain: I live right behind it and I don't want to hear the road get any louder! 2 to 5 is a huge stretch. PW traffic is busy as is! - Violet Poole		

Please leave a comment for the project team in the space provided below:

Name: Violet Dove



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain: Yes. I'm 12 yrs old ^{who} and lives in the townhouses on bessemer rd. The road behide our house is already very disturbing and noisy. Although I've grown accustomed to it, it would bring many issues besides the noise. I have a dog that I like to let outside. If the road was built I would not feel safe letting my dog out anymore. Also it would turn PW into less of a safe, quiet neighborhood, and more into a busy traffic sence and a way to cut through to the highway.		

Please leave a comment for the project team in the space provided below:

Name: Abby Poole



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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
<p>If yes, please explain:</p> <p>There are homes that back up to Bessemer road with small children, pets + families. Already, the two lane road is just behind the gate of the townhomes located on Bridwell Lane. A 5 lane road would be awful for noise for people who live in those homes. Already the noise from Bessemer can be heard inside homes. - making it difficult for me and my children to sleep at night. The safety issue posed by additional traffic would be of great concern - especially if homes have a virtual highway just beyond the gate →</p>		

I moved me and my children to park west because it is a quiet, walking friendly,

safe NEIGHBORHOOD - having a virtual highway in our backyard would destroy the community values Park West is founded on and make it an awful place to live. We bought our townhome on Bessemer Rd less than two years ago - what are backyard would become is entirely different from what we purchased. - or the home I would even want to raise my children in.

Name: Nicole StPierre

Thank you for your interest in the Highway 41 Corridor Improvements project!

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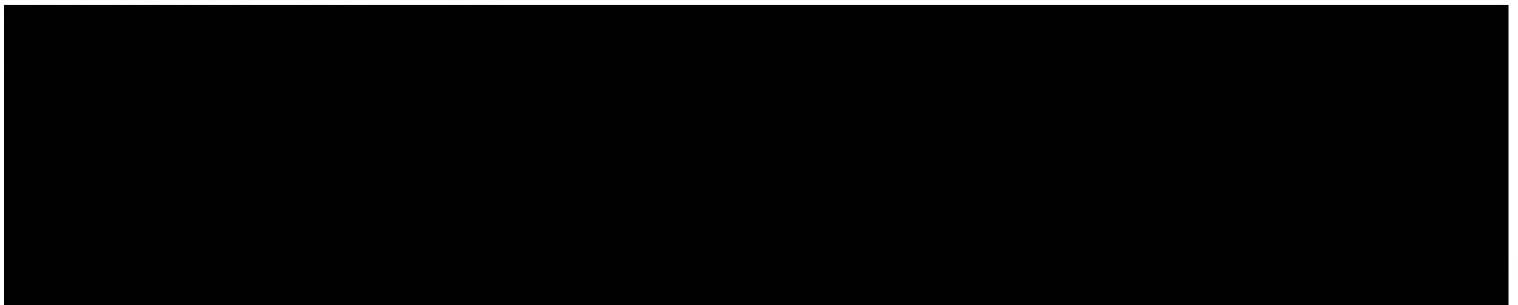
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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>This seems to be the best alternative.</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Not as good as Alternative 1. Poorer traffic flow on Hwy 41.</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Hwy 41 is a designated through route and must be able to move people away from the port rapidly and safely. Alternative 7 (and similar alternatives) increase the travel distance required to get away from the port. Further travel on the alternative routes will not be as efficient due to the winding nature of the route and many intersections with unsynchronized roads which will themselves delay moving the public out of the port. Because Alternative 7 and similar alternatives are not in the public interest they should not move forward or be implemented.</p>		

Please leave a comment for the project team in the space provided below:

Name: D. Macdon

A large black rectangular box redacting the comment content.

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Best possible scenario. HWY 41 is a HWY for a reason & needs to be widened to the max capacity. This would avoid bottlenecks & a neighborhood from becoming a cut thru, would decrease safety, home values & flow of traffic.</p> <p><u>Best Scenario !!!</u></p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Why Bottleneck the road this would cause major congestion on Bessemer/Dunes/Park West this decreasing safety for children & value.</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p><u>Terrible idea!</u> This would be the worst scenario!! we would lose lose our safety & our neighborhood would be a highway essentially. This will decrease the value of all of the neighborhood not safe for the bikers/walkers. Noise would be a huge issue.</p>		

Please leave a comment for the project team in the space provided below:

Name: Julie Wood

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>WE would prefer this ALTERNATIVE. IT is currently the main EAST WEST RTE. It has very little pedestrian traffic to effect. IT HAS LESS EFFECT ON isolation of Communities ON THE RTE.</i>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain: <i>- Not -</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>This is the least favored alternative. This will effect the ability to use this road as a local use road. It will eliminate bicycle & pedestrian use. It will also place the neighbor hoods between 41 & Dunes West Blvd in an isolated position from the rest of Dunes West & Park West. It will also create a noise issue for these communities. It will make it very hard to have children walk or ride bicycle to the schools in Park West.</i>		

Please leave a comment for the project team in the space provided below:

Name: *Steve Wilson*



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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No
<i>If yes, please explain:</i> Most reasonable without impacting new homes. Straight shot to bridge		
Do you have any comments about Alternative 2?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	Yes <input checked="" type="checkbox"/>	No
<i>If yes, please explain:</i> Emphatic No - doesn't make sense to tear down homes even those being built. Noise pollution to existing homes. <u>Worst</u> alternative!!		

Please leave a comment for the project team in the space provided below:

Name: Harry Ong



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Hwy 41 <u>MUST</u> be widened to <u>5</u> lanes. This alternative should also widen Dw Blvd to match widening of Dw Blvd, but this can be done at a later date. Of the 3 remaining options <u>ALTERNATIVE 1 IS BEST.</u>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: 5 lanes → 3 lanes → 5 lanes will not calm traffic enough. Makes no sense. Must be 5 lanes all the way down Hwy 41.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Same as above. Widening Hwy 41 5 → 3 → 5 lanes is <u>not</u> enough relief.		

Please leave a comment for the project team in the space provided below:

- Hwy 41 must be widened to 5 lanes all the way from The Wanda Bridge to 17.
- Consider a frontage road along side 41 so that driveways do not access 41 directly. This is not safe, even the way it is today.
- Consider relocating current Phillips homes that are currently right along 41 to become a group of homes further back within the Phillips Community. Possibly adding an amenity center there for them so that they can stay in their same community.
- Start with Alternative 1 — widening Hwy 41 to 5 lanes is a great start!

Name: Catherine Barnard

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p><i>This is the best route. Exercise imminent domain to have access to Phillips Community.</i></p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p><i>This is definitely not as desirable as 1 because of disruption to an established community.</i></p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p><i>So many reasons make this the worst alternative by far - noise, safety, speed, disruption to a community.</i></p>		

Please leave a comment for the project team in the space provided below:

Excellent presentation !

Name:

Linda Dennis



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is the only realistic option in my opinion. Imminent Domain needs to be exercised to all 5 lane straight away on 41 w/o going through established neighborhoods.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <u>Not at all</u> , disruption of neighborhoods which is unacceptable. The Phillips Community should be moved with incentive from the <u>state</u> . But this is better than 7.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: "This will Kill us," with the change of traffic through neighborhoods, ie safety, speed, noise		

P.S. 1. A Fly-over (way) needs to be considered
2. A referendum needs to be considered to establish support for imminent domain — and a moratorium on all construction!

Please leave a comment for the project team in the space provided below:

Project Team makes a positive impression!

Name: Robert G. Dennis



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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p>If yes, please explain: Simple & straight routes. <u>Best</u> alternative: least home destrn. Overpass with bike lane from Bessemer to Rt. 17 would be advantageous in the using auto to run errands on stores along Rt. 17</p>		
Do you have any comments about Alternative 2?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<p>If yes, please explain:</p>		
Do you have any comments about Alternative 7?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>If yes, please explain: <u>Bad</u> alternative !! Pollution, congestion, endangered children & population, noise, homes destroyed, decreased value of homes. Love of people or we didn't leave the city to live in a NYC ^{area} of money?</p>		

Please leave a comment for the project team in the space provided below:

Name: Rose Ong

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is where the traffic backs up. Since they put 2 turn lanes off Bessimer, traffic has not backed up on Bessimer except when 41 is backed up. This looks like the best alternative!		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: it looks like this will still cause 41 to backup,		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: God bless us!! Property values would permit. I don't see how this alt would help.		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is Route 41 and should be widened as Route 41		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: It looks not much change		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is ridiculous. Park West Blvd & Dunel West Blvd were built as residential roads through those developments. There is a reason it is called a winding two lane road with islands. Those are traffic calming techniques. This will make it a five lane highway		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain: This alternative has the most impact on the most people. It is a longer route and I wonder how many people would use this alternative, instead of existing highway 41, except if there was some accident on the old highway 41. I do not feel that this alternative will yield the desired results. It would definitely impact the communities along the route significantly.		

Please leave a comment for the project team in the space provided below:

17

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> IT IS THE ONLY REASONABLE ALTERNATIVE		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> SILLY		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> SILLIER		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> Makes the most sense. Less interference w/all communities		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> The Bessemer Rd communities will feel all of the impact of this. Would they put lights @ each of our entrances? That would impact your "flow"! Doesn't make sense. Our children cross that road daily + this would interfere with our children's safety. This is a huge NO for my household.		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>A Reasonable Option.</i>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>A Reasonable Option.</i>		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain: <i>Not Reasonable.</i>		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<p>If yes, please explain:</p> <p>My biggest concern for all 3 alternatives is a light @ the corner of Hwy. 17 & Colonnade Drive. It's impossible to get out now - it will be</p>		
Do you have any comments about Alternative 2?	Yes	No
<p>If yes, please explain: worse with 5 lanes of traffic.</p> <p>My other concern is traffic merging from 41 onto 17. When the light coming down 17 is</p>		
Do you have any comments about Alternative 7?	Yes	No
<p>If yes, please explain: is green it is nearly impossible to merge in.</p>		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain:		

This will bring a busy 5 lane highway extremely close to high density residential housing causing imminent danger to neighborhood kids on sidewalks as well as traffic noise and pollution in an area that was not intended for such. Bad, bad idea!

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is the only one that would be acceptable !!		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Going from 5 L to 3 R at Joe Rose Rd could cause some bottle neck concerns !!		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: (1) I CAN'T BELIEVE that this is even a choice !! (2) Putting a 5 lane road in a residential neighborhood is insane !!		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> BEST OVERALL SOLUTION.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> 2nd BEST SOLUTION		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> TOTALLY OPPOSE. IF I WANTED TO LIVE ON A HIGHWAY, I WOULD HAVE PURCHASED A HOUSE ON HWY 41 OR HWY 17. SEEMS LIKE THE MOST IMPACT TO FAMILIES WITH KIDS. I WILL NOT IF THIS IS ADOPTED.		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <p style="text-align: center;">Sucks</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <p style="text-align: center;">Sucks</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <p style="text-align: center;">Like it as long as section goes through Park west is becomes #41</p>		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If yes, please explain: <div style="text-align: center; font-size: 2em; font-family: cursive;">In Favor of</div>		
Do you have any comments about Alternative 2?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
If yes, please explain: 		
Do you have any comments about Alternative 7?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If yes, please explain: <div style="font-family: cursive;"> <p>The new building off Joe Rouse + Down to bessemer w/ the town house community is going to Disrupt that Area for residential living! It may have an economic impact as well. Since that stretch isn't that long why Disrupt this! We live in a town house + the Noise Addition will Definitely affect our quality of life! we MAY have to move out of Charleston</p> </div>		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain:		
<p>Too Bad everything depends on the Phillips Community - some of the so called Historic homes look like crap!</p>		

STAY on 41

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!

I live in Horlbeck Creek on highway 41. I would like to see little to no encroachment into our community as to not disturb our neighborhood. I'm hoping that the roadway expands/widens toward the opposite side of our community to reduce issues of noise, unsightliness of a roadway and pollution from vehicles. We would like to preserve as much land as possible for our community with minimal intrusion. I take great pride in my community and I appreciate you taking the time to read my concerns.

Resident: Carol Noble

I oppose Alternative 7!

I think Alternative 1 may be a better option. Widen 41 and avoid impact on a neighborhood.

Traffic at present is only a problem in PW during school hours for drop off and pickup. Recommend better utilization of buses and carpools as well as crossing guards for walkers.

Having 5 lanes in the neighborhood will increase other motorists from other neighborhoods to cross through PW.

- Quality of life
 - Increase in pollution
 - Increase in crime
 - Increase in noise
 - Impact on property values
- Are all a few of the concerns.



Airport
Extension

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 2?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	Yes	No
<i>If yes, please explain:</i>		

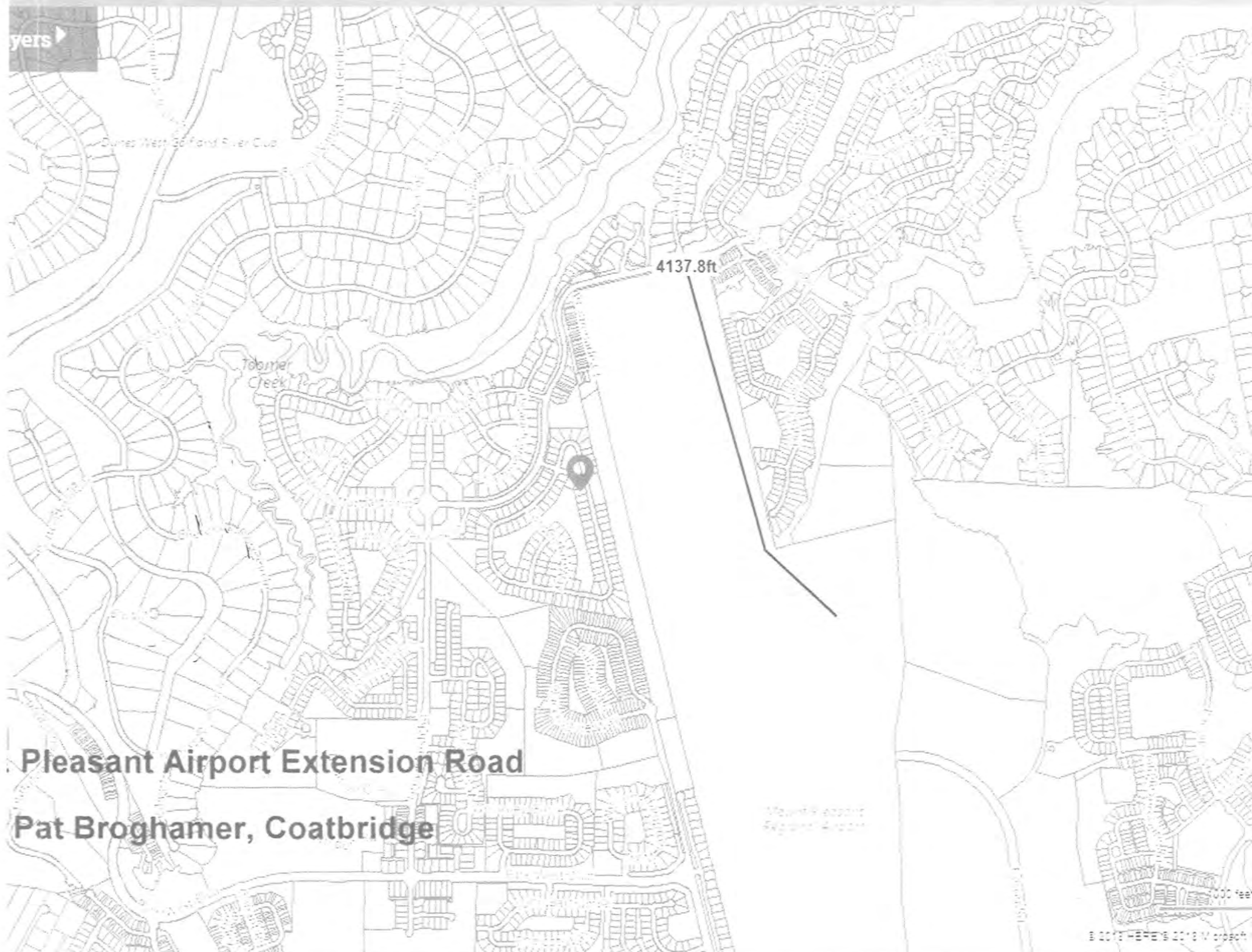
Please leave a comment for the project team in the space provided below:

AIRPORT
ROAD
ALTERNATE

Name:

PAT BROGHANNA

Thank you for your interest in the Highway 41 Corridor Improvements project!



Pleasant Airport Extension Road

Pat Broghamer, Coatbridge

To whom it may concern:

I completely oppose Option #7.

The only option that makes any sense

is Option #1.

I will add more comments later

Orlie:

Jim Stanton

Mary Irene Delamater

Our home is already very unpleasant,
noisewise, due to the traffic on Hwy 41.

(Otherwise we love our home.) We are
concerned that the widening of Hwy 41
will make it ~~unbearable~~ ^{impossible} to enjoy our
backyard or even have our windows open.

Please place a tracker at our house.

I feel a sound barrier is 100% necessary,
in our area, not only for us, but for
our neighbors as well. We are considering
selling our home due to plummeting property
values ^{that add} (due to road noise.) & quality of life. if we don't feel
that proper actions are being taken. If
the sound barrier for our area meets
the criteria, please do it early in the
process. Construction is very loud! Thanks for
your consideration.

Mary Irene Delamater

① Alternative ~~7~~ 7

Consider sliding Bessemer Road portion further east, behind all of the ParkWest neighborhoods, then joining the Park West Blvd alignment at the Bessemer Circle (+/-)

- Dunes West Blvd was always expected to be widened, so that impact is not as unexpected as the Bessemer alignment has been.

- Lessens impact on Bessemer Road neighborhoods.

② Did the study analyze the beneficial impacts of building Park West Blvd to the full (and planned) 4-lane section all the way from Rt. 41 to Rt. 17?

- in my opinion this would divert a significant portion of the demand coming from within Park West from Rt. 41/Bessemer to P.W. Blvd to Rt. 17.

- could this then provide a more acceptable solution of 3 lanes along Bessemer and 3 lanes through the Phillips Community?

③ Consider a three-lane through section on Bessemer/Rt. 41 through the Phillips Community in which the one lane varies from northbound (evening peak) to southbound (morning peak) to then provide 2 through lanes during the times needed.

Our property backs up to 41, noise is currently
very noticable. No matter the option selected we
anticipate 5 lanes behind us in the future and
feel strongly that a sound barrier is required.

Further, I request a sound receptor / testing device
be used at our property to aid in any recommendations
or decisions.

Thank for your consideration!
Brian

Horlbeck Creek is a special piece of nature & a great unique neighborhood. Our priorities are:

Quiet / No increased noise or eye pollution
So the nature (animals & plants) do not leave or get lost & destroyed.

Safety: a) pulling out of Horlbeck Creek

b) safely jogging / biking / golf cart to
restaurants & shops of 17/41 & Brickyard
i.e. do bigger pedestrian / mixed use lane

This project should be an opportunity to do things better for residents & the environment. Please do not rush or pander to folks that do not live next to 41. We have seen destructive effects to environment from the quick fix @ Joe Rouse. Please remember the impact b4 rushing to a plan. Try to improve for environment & residents not just for commuters.

Ken & Katie Burken are teachers who saved for years to buy in Mt. P. Their house is next to 41. Letting them keep their house & providing noise buffer helps enable MtP teachers to live in MtP.

Aug 16, 2018

TO WHOM IT CONCERNS

I am against PROP-7

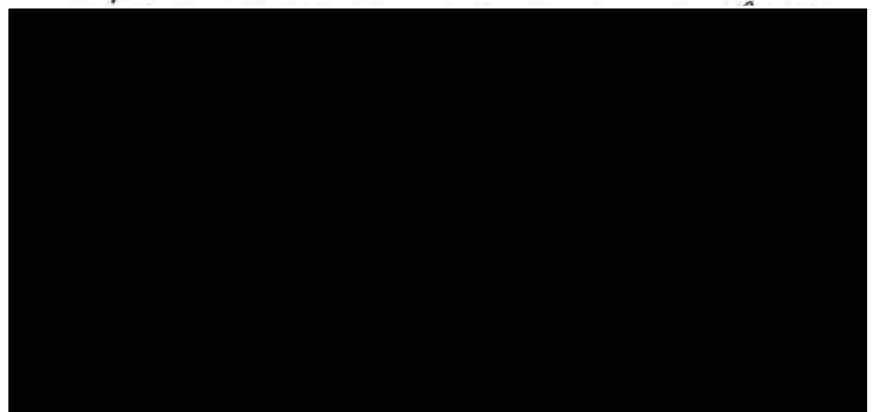
I LIVE IN ARLINGTON
OFF BESSEMER

PROPOSE ELEVATED HIGHWAY
ON 41

OR

PROPS 1 OR 2

Sincerely
Art Deulkin



Kathy Avers



I oppose option 7. It will totally

① Reduce value of homes on Bridwell LANE

② Split community

③ 5 LANES running through Residential community I was told NO speed bumps which would be dangerous. There would be a ROAD in front of & IN BACK of my house!

④ NOISE

how will you compensate home owners on Bridwell LANE? I JUST bought my house Now I Am AFRAID to MAKE improvements.

Anything other than option 7
looks good to me. Please don't
turn neighborhood roads into highways.
We don't need to widen Bessemer -
although we could use another outlet
in the future, like extending Grey
Marsh/Trumpington out to 41.

Thank you!

I strongly support Alternative 1 over any other. I also

am very against Alternative 7 as it does not make sense to

route outside traffic through the neighborhoods of Dunes West + Park West. They have enough

of their own traffic.

If 41 could be widened to just 4 lanes without a turn lane through

Philips, and perhaps offer a crosswalk over the road and maybe other amenities, it might help alleviate some of the concerns.

Thank you!

Robert Landberg

Alternate 7 is not a reasonable alternative as it would drastically effect Park West & Dunes West residents destroying these communities and invading thousands of families. among the countless issues that come from ~~this~~ this alternative the major ones to consider for these communities are

- Safety & - Quality of life

These people, specifically in and around the Arlington Section of Park West are not only on an island surrounded by major highways, but are now at risk every single day they need to cross ^{these} major highways to take a walk or a bike ride with their children.

They are also targets for home break ins theft and crime in general as none of these communities are gated and are now surrounded by major roadways ~~can~~ to use as an easy escape route.

Shut down the
place.

David Shepard



My Strong Opinion is that ALT 7
that routes traffic through the established
Communities of Park West and Dunes
West is a serious mistake & an
In Justice to all who have decided
to make these Communities their home.

This option moves a Problem into
the middle of a Community where
Children Play + Adults are Active

- Please Do Not Consider this A Viable
Option -

NO to option #7

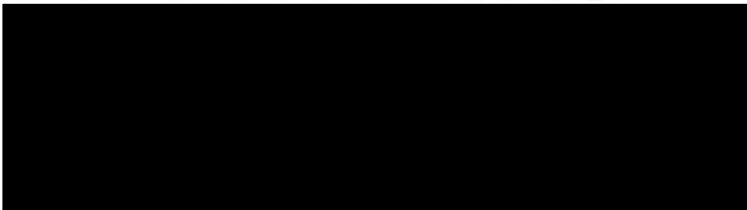
YES to option #1

Alternate 1, from a Mechan Eng View Point
is the only acceptable option. Actually
Should have been done 5 to 10 years Ago
Before building up that's happened.

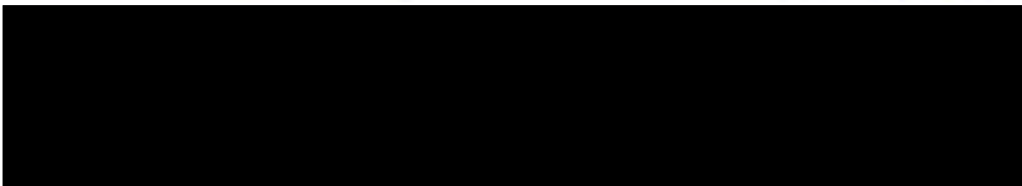
ALT 2 IS STUPID - Bottleneck dead middle
Who thought THAT was a good idea?!

ALT 7 IS DANGEROUS. Children cross that
Road All day Plus walk to school. Do that
w/ cars going 55 and you Kill Dunes
West - Rich folks ain't gonna like that
too much.

B. Carpenter



Rebecca Heller



1 - N0 to alternative #7

2 - I prefer alternative #1 = widening current road

no to #7

Park west development is high density and homes purchased with family safety and somewhat secluded/neighborhoods in mind will be heavily impacted -

- Bridge well lane literally would sit on a 5 lane highway with traffic at their front door -

- re-route 41? alternative parallel towards Charlester - bridge?

Melissa Zingillo

Thanks for your time.

Definite no to Alternative #7.

Do not want a 5 lane highway going past my new house or in a neighborhood that currently feels safe.

Alternative #1 seems the best solution as it widens the current road and it's a straight line + 17 and doesn't route through back west Neighborhood.

Alternative #2 is second best option.

Pao Sheng

I am really opposed to Alternative 7
as the forecast all the traffic thru on
already existing neighborhood, which
was almost a dead end without Highway
41 going thru it. Property values
will be affected, noise levels in
neighborhood will increase, taking &
walking thru will no longer be
enjoyable which is why most of the
residents bought this.
There is dense population in Park
West & Dunes West, the population along
the current 41 is small -
Also alot of people will reject
this bypass due to it being a longer
distance and they will continue to
use 41

Rebecca Page & Gordon Hanson
[REDACTED]

Regarding the SC Highway 41 Project, Option 7 using Bessemer Road

To whom it may concern,

We moved into the Arlington subdivision of Park West in 2004. We decided on Arlington and the Park West community because it is a peaceful and quiet community. There are many walking and bicycle trails throughout Park West and we feel safe here. Bessemer Rd didn't even connect with Highway 41 until after we moved here.

The traffic on Bessemer Rd has increased over the past few years as it provides convenient access to neighborhoods on the back side of Park West. But, making Bessemer Rd a 5-lane highway to divert traffic from SC Highway 41 would completely destroy the quiet and safe community we now have. Bessemer Rd is part of Park West, which is made up of residential neighborhoods. A 5-lane highway would increase the traffic exponentially. With the traffic would come more pollution, noise and safety issues. The increase in traffic, would also mean more accidents. There have been several accidents in the past where the vehicle was stopped by the ditch and easement between Bessemer Rd and the homes along the road. If the easement is used to create space for a 5-lane highway, our homes would be in danger. Not to mention our property values would plummet.

Families with children frequently use the walking trails for exercise, recreation and to get to the community amenities. A 5-lane highway would effectively cut-off the Arlington neighborhood along with many others from the rest of the Park West community.

SC Highway 41 is a state highway and should be used as such. It is one of the main evacuation routes. It would be best to have a continuous main highway to use for evacuations, detours and major traffic flow. There are other communities planned down the 41 corridor which will add to the traffic and it just makes more sense to have one main highway rather than diverting in and out of residential neighborhoods.

Respectfully,



Option 7 is a bad
idea. 5 Lanes on Joe
Rouse has a negative
impact on Park West and
the neighborhoods.

Public Information Meeting for Alternatives

May 16, 2018

The public will have 30 days after the meeting to submit comments. Comments are due by June 16 and can be submitted in person at today's meeting, online at www.Hwy41SC.com, or mailed to c/o Charleston County, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

Please answer the following questions:

Do you have any comments about Alternative 1? *I support this plan* ☒ Yes ☐ No

If yes, please explain:

Makes the most sense. A direct route from Wando to 17. Will not go thru developments. Will not negatively affect housing values. Minimum impact on Laurel Hill Park

Do you have any comments about Alternative 2?

☒ Yes☐ No

If yes, please explain:

Not acceptable - Sweetgrass stands can be replaced like 17 N.

Do you have any comments about Alternative 3?

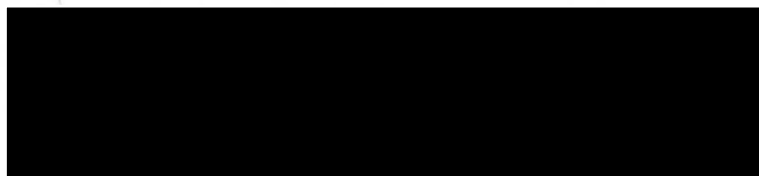
☒ Yes☐ No

If yes, please explain:

Not acceptable - Too much impact on floodplains & streams & freshwater. Too much land from Laurel Hill Park.

** Sweetgrass basket stands can always be rebuilt (Hwy 17) Min. Freshwater Acres*

5/11/2018



Public Information Meeting for Alternatives

May 16, 2018

The public will have 30 days after the meeting to submit comments. Comments are due by June 16 and can be submitted in person at today's meeting, online at www.Hwy41SC.com, or mailed to c/o Charleston County, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

Please answer the following questions:

Do you have any comments about Alternative 1?

Yes

No

If yes, please explain: This is the most direct route & makes the most sense. Less property, wetlands & flood plain areas are affected - Can control traffic flow more easily with one main road.

Do you have any comments about Alternative 2?

Yes

No

If yes, please explain: Does not do enough - 5 lanes going to 3 will back up big time -

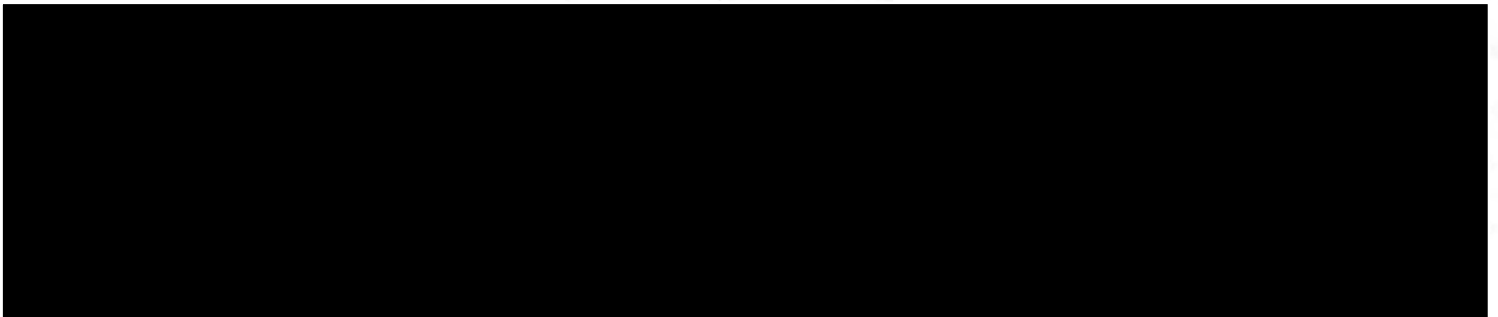
Do you have any comments about Alternative 7?

Yes

No

If yes, please explain: The worst plan - It makes NO sense ^{curving} going through so many neighborhoods. Would have to remove traffic circle & add stoplights. More farmstead areas are affected as well as more wetlands & flood plain areas - There will be major backlog @ light by Bessamer & 41 - This is a crazy idea.

Name: Marcia Bocim



Thank you for your interest in the Highway 41 Corridor Improvements project!

Highway 41 Corridor Improvements

Comments for Project Team

Alternative 1:

This is the best option.

I understand the concerns of the Phillips community but there does not appear to be any other viable alternatives.

If crossing Hwy 41 is an issue I would suggest placing 1 or 2 pedestrian bridges in the Phillips community.

Alternative 2:

This option is short sighted.

You would think this is obvious since the experiment at the intersection with Joe Rouse road where they created two lanes before the red light in an attempt to get more cars through in less time. That was a complete disaster and removed within a week of being installed.

Alternative 7:

This is a BAD plan.

1) You are in effect rerouting highway 41 through Park West and Dunes West which are planned developments with access to highways. The Phillips community on the other hand was built straddling highway 41. (I know it will not be labeled highway 41 but the effect is the same)

2) Park West and Dunes West are residential neighborhoods planned and designed for pedestrians and local traffic, not a five lane state highway. Routing a five lane highway through these developments will have significant impact on safety and pedestrian and car traffic.

3) Today children walk, ride bikes and golf carts to get to the swimming pool. Placing a five lane highway in their path will have severe safety impacts.

4) In comparing Alternative 2 to alternatives 1 and 7 it would appear that Park West, Dunes West would lose 5 homes compared to Phillips losing only 3. Even more significant is that Park West, Dunes West partial acquisitions would be 99 compared only 25 for Phillips. Where is the logic in that decision?

5) In addition Alternative 7 has the highest impact on Wetlands, Streams, and the Floodplain.

Dennis Wyszynski





Public Information Meeting for Alternatives

May 16, 2018

The public will have 30 days after the meeting to submit comments. Comments are due by June 16 and can be submitted in person at today's meeting, online at www.Hwy41SC.com, or mailed to c/o Charleston County, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Alternative one makes the most sense - a straight 5 lane hwy up 41 would be the fastest way to get traffic from 17 to the bridge.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This would be my second choice - changing from 5 to 3 lanes & back again would cause congestion & bottlenecks - go for Alternative one.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: I am strongly opposed to Alternative 7. Putting a 5 lane Highway on Bessimer cuts off subdivisions from the rest of Park West. I bought my home in Arlington to be a part of a community, my grandchild would be able to walk to the pool and tennis courts - with a 5 lane highway cutting us off this isn't going to happen. A 5 lane hwy would create noise & dirt (dust). Building a 5 lane hwy on Bessimer would impact more home owners than Alternative one or two. According to		

Please leave a comment for the project team in the space provided below:

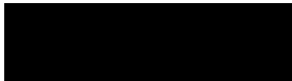
#1) your screening matrix - alternate 1 would have more impact on the community than the other alternatives - It would also effect the property values - alternative one makes the most sense - Please do not choose alternative 1 - I really don't want to move.

Name: Lois Lefko

Thank you for your interest in the Highway 41 Corridor Improvements project!

Gordon Hanson

June 5, 2018



Hwy41SC Project Team,

After taking a couple weeks to thoroughly analyze the information provided at the community meeting on May 16th, I would like to share thoughts and concerns about the alternative plans for the Highway 41 Project.

I will start by saying the No Build Alternative does not fix any existing or future issues and will obviously not impact any communities due to constructions or changes. So there is no need to comment on that alternative. I will focus here on Alternatives 1, 2 and 7.

Alternative 1

This alternative seems to be the most obvious and best overall for cost and functionality. I imagine that is why this was Alternative 1. A straight highway is by far the most cost effective and safest route. This is particularly true as an evacuation route. Having to wind an evacuation through a residential area does not make sense. It is my understanding that the primary objection to Alternative 1 is the disruption to the Phillips community. Alternatives 2 and 7 also have existing Hwy 41 being widened to 3 lanes, so there will be a disruption to the Phillips community with all options. The cost and impact of 2 additional lanes (approximately 25 feet) would be far less than that of Alternative 7.

Alternative 2

This alternative has the lowest impact on property and other factors, but unfortunately, it looks like it would have built-in bottle necks which would slow and possibly stop traffic. Especially in the case of an emergency evacuation and during heavy traffic hours.

Alternative 7

This alternative has the highest negative impact on environment, property and community lifestyle than the other alternatives. The following compares Alt 1 to Alt 7. Alt 7 has 29% more Full Property Acquisitions and 36% more Partial Property Acquisitions. Impact on Wetlands is 13% more for Estuarine (tidal), 81% more for Freshwater (non-tidal) and Streams are impacted 36% more with Alt 7. Also disturbing is the Floodplain impact which is 23% higher with Alt 7. The only screening criteria with lower impact numbers for Alt 7 is Cultural and Historic with NRHP Historic Structures which drop from 6 to 4 for Alt 1 vs. Alt 7 and Sweetgrass Basket Stands which drop from 15 to 13 for Alt 1 vs. Alt 7.

The estimated costs of the 3 Alternatives was not provided at the meeting, but the cost and construction time difference between Alt 1 and Alt 7 would have to be significantly more with Alt 7.

By changing Bessemer Road, Dunes West Blvd and part of Park West Blvd to a 5-lane highway, you would be dividing both the Dunes West and Park West communities. The information provided at the meeting regarding the layout of these communities was misleading. The map outlining the communities on slide No.11 in the Power Point Presentation for the Community Characterization Report was not accurate. (*See map images below.*) It shows a section of the Park West community as part of Dunes

West. But actually the proposed highway replacing Bessemer Road and a portion of Park West Blvd will divide Park West separating hundreds of residents from the Park West Community and the walking/biking trails, swimming pools, tennis courts and other amenities they support with annual dues. Eight neighborhoods, which are home to hundreds of residents (453 housing units), would be directly impacted by the increased noise, pollution, traffic and falling property values caused by Alternative 7. The number of homes/units for each neighborhood is shown below.

Abbotts Glenn- 24

Arlington- 159

Bessemer Park -44 (under construction)

Covington- 37 (under construction)

Keswick- 40

Mansfield- 28

Preston- 100

Worthington - 21 (under construction)



Original image from presentation.



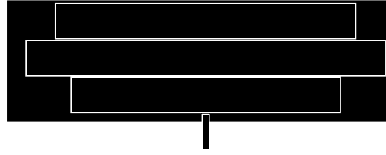
Park West neighborhoods (outlined in gold) that were shown as Dunes West on Original.

In conclusion, the impact would be the least using Alt 2, but unfortunately I believe Alt 2 has inherent bottle necks and would not function as required. Alt 7 has too many negative impacts, significantly more than the other alternatives and would negatively impact a much larger population of residents. Alt 1 is the most logical and cost effective option, utilizing the existing Hwy 41 corridor, providing a safe route for evacuation as well as daily traffic.

Thank you,

Gordon Hanson

Enid Hinkes
William F. Markovich



To: Highway 41 Corridor Improvements
hwy41sc@gmail.com
Re: Alternative 7

As homeowners in the Arlington Subdivision of Park West, we would like to state our total disapproval of and opposition to Alternative 7 for the proposed widening of Highway 41. We have reviewed the power point presentation, and believe that Alternative 7 fails to recognize the safety hazards as well as the severe negative effect that this plan would have not only on the communities bordering the proposed route, but also the total Park West development.

We observed that in moving forward Alternative 2, you cited that it was acceptable throughout the community except in the Phillips Community, but you made no mention in Alternative 7 that it was not acceptable in the Park West Community. We do not understand the omission of the opposition of the Park West Community in your decision to move forward with Alternative 7.

The proposed Alternative 7 would negatively affect both the residents of Park West and the drivers using the route in that:

1. Alternative 7 would be unsafe as it entails four turns.
2. The route would be unsafe as it would have numerous busy turnoffs into the communities bordering the five lane highway, as well as a turnoff into old Route 42 and Park West Boulevard.
3. The route would present safety hazards to the numerous people in the communities surrounding the proposed highway who would have to cross it to use the community clubhouse and pool.
4. The route would significantly raise the noise level to many subdivisions in Park West.
5. The route would significantly raise the air pollution in the communities.
6. The route would lower the value of the homes in Park West, especially those near the highway and having to exit through the highway.
7. The route would be more costly because of the acquisition and demolition of homes within 75 feet of the construction site.

SAFETY

A. Unlike Alternatives 1 and 2, Alternative 7 has numerous turns. Going northwest, the design of Alt. 7 includes a right turn from as it veers off from old 41. After that is a left turn, shortly before Park West Boulevard comes into 41. After that is another left turn by Dunes West Boulevard, and then a right turn onto old 41.

It is an established fact that the more turns there are in a highway, the more dangerous it is.¹

With five lanes you can expect cars to be speeding along the road. There will also be large trucks, including 18 wheelers using the road. The traffic laws notwithstanding, people will be driving over the speed limit, while intoxicated, and while distracted by using their smartphones, drinking coffee, and the other myriad of distracting things people do while driving their cars. The existence of four turns makes the likelihood of an accident greater than when there is a straight road. On the present 41 there are frequent accidents. The incidence when the road has that many turns is bound to increase. This will be a danger to not only the drivers, but to persons using the sidewalks and bike paths.

In addition to the curves, there will be numerous cars trying to enter and exit the highway from the various adjoining communities, especially at rush hours, when the highway would be its busiest. The Arlington Subdivision alone has 159 homes. Knowing how difficult it is to make a left hand turn from the CVS exit onto 41, we can envision the difficulty of exiting and entering our subdivision onto a five lane highway. This is conducive to accidents as the actual speed of traffic is easily misjudged. The alternative is to install traffic lights at every subdivision entrance, slowing up and backing up the traffic.

The highway would divide Arlington and other communities from the community center and pool, the elementary and middle school, and the shopping center. It would also separate some close by communities from each other. Children would be frequently crossing the highway to go swimming, to visit schoolmates, or to ride their bikes to school or on the Park West bike path. There would presumably be a light for them to cross at, by the intersection with Park West Boulevard. Having lived on a corner with a light, we can assure you that there will be people jumping the light or speeding through at the last second. There will inevitably be a child who tries to cross at a lower point to visit a friend, or who runs across just when the light turns red. Having a five lane highway cutting across a community with so many young children is asking for the inevitable fatality.

1. According to the U.S. Federal Highway Administration nearly 30% of fatal vehicle collisions each year happen on curves.

NOISE

Although the Arlington Subdivision is at a distance from the present Highway 41, we can still hear the traffic at night. Having a five lane highway right on top of the subdivision would drastically increase the noise at all times. Installing walls would not decrease the noise un any significant amount. The aid of a strip of vegetation would likewise have a minimal effect in countering the noise of a five lane highway with constant traffic including large trucks.

POLLUTION

The pollution caused by the highway would affect the 453 households in the communities near the proposed highway. Diesel trucks, which are presently rarely seen on Park West Boulevard or Bessemer Road, would be constantly on the highway.

Most households are families, and there are a considerable number of young children in those households. The polluted air would also affect the hundreds of children and adults in the total Park West community who use the nearby pool, causing health problems to the whole community, and significant ones to the adjacent neighborhoods.

PROPERTY VALUES

The aforementioned problems of safety, noise, and pollution would dramatically affect the property values in Park West.

In searching for a home in Mount Pleasant, we decided to pay a little more in order to live in the Park West community, so that we would not have to encounter the problems that we could foresee as the town expanded and major thoroughfares had to be expanded. We did not want the hassle or danger of getting on a busy road every time we needed to buy some groceries or needed some other service; and did not want to be near the anticipated noise and pollution.

In choosing our home, we decided against an almost identical house, similarly priced and in better condition, which was closer to Bessemer Road. We did not want the noise and pollution from the road, especially at rush hours. With the construction of Alt. 7, all of our careful considerations would come to naught. We will be subject to the safety hazards, congestion, noise and pollution that we sought to avoid. People purchasing a home in Mount Pleasant will no longer consider Park West, particularly the Arlington subdivision or other adjacent subdivisions, highly desirable locations, and will pay accordingly.

Those homes that are at 76 feet from the construction site will have the worst of both worlds, as they will not have the possibility of being relocated to another site, but will be right on top of a busy highway.

PEDESTRIAN AND BIKE LANES

The plan boasts the building of bike lanes and pedestrian paths. No one wants to walk or bike along a five lane highway. At most, the paths will be used to get to the quieter bike and walking paths of Park West.

COST

Given that numerous large and recently built homes will have to be torn down, the cost, if people are given the true value of their home or land taken, will be enormous. Most of the homes along Bessemer are listing at over \$400,000. In addition to that would be the litigation, as people seek to be properly compensated for their losses of homes, property, and loss of quality of life.

Expanding the existing Highway 41 is a much better alternative. It would be safer and less disruptive. It would affect fewer residents, and would be better for the business along the corridor. There are fewer homes, and they could be more readily moved at a much lower cost. Historic structures could also be moved.

It is unfortunate that whichever decision is made, people will have their lives and tranquility disrupted. Alt. 7 would impact far more people and create a much greater safety hazard to both residents and drivers than the other two alternatives.

Sincerely,

Enid Hinkes
William F. Markovich

From: [Paul Michaud](#)
To: hwy41sc@gmail.com
Subject: Highway 41 Widening Project
Date: Thursday, June 14, 2018 5:18:27 PM

Please note my position on Highway 41 Widening Project

IN FAVOR of Alternative 1 because:

- It is the less intrusive of the 3 proposals;
- The shortest distance between two points on SC 41 is a straight line;
- Follows existing, long standing SC state highway 41 that runs from NC border to US highway 17 in Mount Pleasant.

NOT IN FAVOR of Alternate 2 because:

- Proposed 3 lane section on SC 41 will NOT alleviate bumper to bumper traffic.

NOT IN FAVOR of Alternative 7 because:

- Diverts traffic from existing, long standing SC State Highway 41 that runs from NC border to US Highway 17 in Mount Pleasant;
- Transfers/diverts traffic from State Highway 41 through extensively, heavy residential development areas;
- Alternative 7 total property impact is 36% greater than Alternative 1;
- Alternative 7 wetland impact is 35% greater than Alternative 1;
- Alternative 7 stream impact is 23% greater than Alternative 1;
- Alternative 7 impact on Laurel Hill County Park is 325% greater than Alternative 1;

The shortest distance between two points is a straight line – therefore – ALTERNATIVE 1 IS THE PREFERRED ALTERNATIVE

Paul L. Michaud

Charleston County
Council Members
Subject: 41 Expansion

May 18, 2018

Dear Council Member,

First, I would like to thank you for your dedicated service to the community, it is truly appreciated.

I'm writing this letter because of my concern about the potential expansion of Bessemer Road and Dunes West Blvd to 5 lanes. After attending the meeting Wednesday evening and reviewing all the information discussed and handed out, in my opinion Alternative 7 has a more negative impact to the environment (wetlands, Laurel Hill County Park, etc.) and also negatively impacts the most residents; not only land that would need to be acquired, but I believe there are substantially more houses in Park West and Dunes West that will be in close proximity to the proposed 5 lane highway going through Park West and Dune's West communities as compared to the number of residences impacted by widening 41 through the Phillips community. On Wednesday I heard Town officials state they estimate the noise level from a 5 Lane Highway will be approximately 75 dB, that level of noise will be heard for several hundred feet if not more. That would obviously have a negative impact on a substantial number of residents in Dunes West and Park West.

Our entire neighborhood (see the last page of this letter) is concerned about our house values decreasing if Bessemer is expanded to 5-lanes because of our close proximity to Bessemer road; most of bought new homes in Park West 2-3 years ago.

Many of the kids in my neighborhood walk and ride their bikes through the neighborhood. Below is a picture I took this evening at the peak evening rush hour.



Park West kids at peak rush hour (May 18th at 5:15 PM) can safely cross Bessemer Road today

Below is an example of a 5 Lane Highway that would be extremely dangerous for Park West and Dune's West kids to have to cross in order to see their friends in neighboring communities or just walking to the Park West HOA amenities (swimming pools, ball fields). You would drastically change these children's lives if you allow a 5-lane highway through Bessemer Road and Dunes West Blvd.



Above is an example of what a 5-lane highway might look like

I also would like to express my concern over additional flooding that could be caused because an expansion on Bessemer Road near Larch Lane. There would be a substantial amount of water coming off a 5-lane highway and although I realize the engineers will do their best to prevent any additional flooding, we have seen homes in West Ashley that were never flooded before that flooding is now an issue. During the 1,000-year flood, not only was Bessemer Road flooded over near Larch Lane, but homes on Larch lane had flooding up to their backyards and if the flooding became worse a few houses could have water enter their homes. Below are some photographs from the 1,000-year flood.



The above photo is Bessemer Rd, near Larch Ln. Flooded Over (the far right shows the water covering the road)



Above photo is flooding in the backyard of [REDACTED] (Bessemer is directly behind this home)



The above photo is flooding in the backyard of [REDACTED] (Bessemer is directly behind this home)





The above photo is flooding in the backyard of [REDACTED] (Bessemer is directly behind this home)

Of course, nobody wants a 5-lane highway near their homes and I fully understand why the residents of the Phillips community prefers Alternative 7. That said, I have to believe the number of residents opposing Alternative 7 far outweighs the number of residents opposed to Alternative 1. Also, it appears to me going through Dunes West and Park West would be almost a mile longer costing much more than just widening 41.

As elected members, some up for re-election this year, I am hoping you all will side with the majority when it comes to deciding which plan is best for the largest number of residents.

With sincerest regards,
Kevin Pietramala
[REDACTED]

Larch Lane Residents Opposed to the Expansion of Bessemer Road to 5 Lanes

	Bobbi and Angela Taylor
	Heather & Colin Wolf
	Kevin & Maria Pietramala
	Mallory & John Morgan
	Tom & Rosanna Loehr
	Matt Smith
	Eric & Fatima Marini

	Dianne & Larry Bach
	Ty Wheelus
	Kimberly & Gregg Robinson
	Rhian and Sarah Hudson
	Ted & Dawn Parent
	Bob & Denise Grimm
	Scott & Meagan McCleary

From: [REDACTED]
To: hwy41sc@gmail.com
Subject: Hwy 41 Corridor Improvement Project - Feedback on Alternatives 1, 2, and 7
Date: Saturday, June 16, 2018 12:15:24 AM

Good Evening -- We saw an article in The Post and Courier about the "Plan to widen S.C. 41 goes in new direction" and I attended the first public meeting on this subject held at the Park West Gymnasium. The public information pamphlet/handout on the "No Build Alternative and Alternatives 1, 2, and 7" was nicely done and helpful.

Based on the information I was able to gather, below is my feedback on the three (3) Alternatives 1, 2, and 7 being considered and Suggestions.

Executive Summary:

-- In my opinion Alternative 2 has the most PROS (positive points) as it is a best all-around alternative except that unstable bumper-to-bumper traffic flow would remain on HWY 41 which defeats the purpose of addressing current and future traffic congestion.

-- Alternative 7 has the most CONS (negative points) in reducing traffic congestion as well as safety. In my opinion, any alternative that proposes to widen Dunes West Blvd and Bessemer Rd **SHOULD NOT** be considered as a viable, effective, prudent, smart, logical, or SAFE solution for any of our Dunes West / Park West (including Bessemer Rd) subdivision residents as well as for commuters in general who want the quickest way to get from HIGHWAY (HWY) 41 to HWY 17 and vice versa.

-- That then leaves Alternative 1 as having the most PROS in reducing traffic congestion, which is the primary purpose of this HWY 41 Corridor Improvement project but also best addresses the secondary purposes.

-- I've also included Suggestions for consideration.

Alternative 1 Comments/Feedback:

PROS:

- (1) The shortest distance between two (2) points is a straight line so keep the HWY 41 Expansion where it should be on widening existing HWY 41 so all truck/car traffic have the quickest route to HWY 17 where most (90-95%) of the vehicle traffic goes south
- (2) On HWY 41 between Dunes West Blvd and Joe Rouse Rd, there are very few subdivisions with substantially fewer houses and therefore fewer cars trying to gain access to HWY 41, which significantly helps traffic flow and reduces the likelihood of vehicle traffic accidents
- (3) The existing HWY 41 is a straight highway...keep it as it was intended to be a HIGHWAY where vehicles can travel at 45 MPH.
- (4) On HWY 41 between Dunes West Blvd and Joe Rouse Rd, with fewer subdivisions and houses, there is minimal pedestrian traffic either along the highway or crossing it, which reduces the likelihood of pedestrian traffic-related accidents and enhances safety
- (5) Less impact to Wetlands and Floodplains than Alternative 7
- (6) Less impact to Laurel Hill County Park than Alternative 7
- (7) Quickest route for emergency response and evacuation

CONS:

- (1) Impact to the Phillips Community, but with far fewer houses and less population, there would be less impact to the Phillips Community than there would be to Dunes West and Park West communities / subdivisions.
- (2) Impact to cultural/historic sites

Alternative 2 Comments/Feedback:

PROS:

- (1) The shortest distance between two (2) points is a straight line so keep the HWY 41 Expansion where it should be on widening existing HWY 41 so all truck/car traffic have the quickest route to HWY 17 where

most (90-95%) of the vehicle traffic goes south

(2) On HWY 41 between Dunes West Blvd and Joe Rouse Rd, there are very few subdivisions with substantially fewer houses and therefore fewer cars trying to gain access to HWY 41, which significantly helps traffic flow and reduces the likelihood of vehicle traffic accidents

(3) The existing HWY 41 is a straight highway...keep it as it was intended to be a HIGHWAY where vehicles can travel at 45 MPH.

(4) On HWY 41 between Dunes West Blvd and Joe Rouse Rd, with fewer subdivisions and houses, there is minimal pedestrian traffic either along the highway or crossing it, which reduces the likelihood of pedestrian traffic-related accidents and enhances safety

(5) Least property impact of all Alternatives being considered

(6) Least impact on wetlands, floodplains, and Laurel Hill County Park

(7) Least impact on cultural historic sites

(8) Less impact on the Phillips Community and Dunes West/Park West communities including Bessemer Rd

CONS:

(1) Unstable bumper-to-bumper traffic flow would remain which defeats the purpose of addressing current and future traffic congestion.

Alternative 7 Comments/Feedback:

PROS:

(1) Less impact to the Phillips Community, but a greater impact to Dunes West and Park West communities / subdivisions (including those on Bessemer Rd), which have more homes and a much larger population.

CONS:

(1) It absolutely makes no sense to re-route high speed (45 MPH) / extremely high volumes of truck/car traffic around and thru Dunes West / Park West (where the speed limit is 35 MPH) only to bring 90-95% of it right back out to intersect HWY 41 again !! Not only is this a longer route for traffic, but this only adds more traffic back in Dunes West and Park West where traffic is already backed up.

(2) I disagree that traffic flow will be stable for Alternative 7 on Dunes West Blvd and Bessemer Rd. The reason being is you will need to have at least one if not more than one traffic light to allow vehicles exiting Dunes West to enter Dunes West Blvd. Anytime you introduce a traffic light, traffic flow is impeded and becomes stop & go traffic, which in-turn causes an unstable traffic flow. With 5 lanes of high speed traffic, a round-about would not work either resulting in unstable traffic flow. With several existing and new housing communities on Bessemer Rd, there will only be increased traffic needing to get onto the road, which again will cause an unstable traffic flow.

(3) I disagree that traffic flow will be stable for Alternative 7 from Joe Rouse Rd to the intersection of HWY 41 and HWY 17 since there will be a backup of traffic where the majority of 2 lanes of high-volume eastbound HWY 41 traffic (90-95%) merges onto HWY 17 going south and there is only one merge lane, hence a slowing and backlog of traffic on HWY 41. In my opinion, I can't see how this would be any different than Alternative 1, which is expected to have unstable traffic flow.

(4) There is already a backlog of traffic exiting Dunes West in the morning, but it at least flows slowly and steadily. Alternative 7 would only compound an existing traffic flow problem, resulting in only more delays in exiting the community. With only more development being completed in Dunes West, the problem of exiting will only get much worse.

(5) With more subdivisions along Dunes West Blvd and Bessemer Rd and hence, a far more active bicycle/pedestrian population traveling between communities, Alternative 7 only adds high speed and high volumes of traffic where it shouldn't be, which would NOT enhance safety but would have a much higher probability of bicycle/pedestrian traffic-related accidents due to a 10 MPH increase in the speed limit and the sheer, continuous volume of traffic..

(6) There's Bessemer Rd where houses are being built right up against the sidewalk; any increase to the number of lanes of traffic would be yet another safety hazard for residents and their children bicycling, walking, running, pushing strollers, etc.

(7) Greater environmental impacts to the wetlands and floodplains than Alternative 1

(8) Greater impact to Laurel Hill County Park than Alternative 1

- (9) Greater probability of delays for emergency response in Dunes West, Park West, and surrounding communities since there will be far greater and steady volumes of traffic which would further impede first responders especially with the increased likelihood of traffic delays
- (10) Impact to cultural/historic sites

Suggestion(s):

- (1) Rather than making HWY 41 a 5 Lane road (Alternative 1) or a 3 Lane road (Alternative 2) between Joe Rouse Rd to Dunes West Blvd, consider making it a 4 Lane Rd. Two lanes going east towards HWY 17, one "center" turn lane, and one lane going west towards the Wando River Bridge. There's more traffic going east than west, hence the idea of having one more lane on the eastbound side. This would also leave room for a bicycle lane on one or both sides. The current two lanes of Joe Rouse Rd traffic entering HWY 17 would remain unchanged, but the two lanes should be extended some from intersection of HWY 41 and Joe Rouse Rd further back some on Bessemer Rd.
- (2) Also, rather than have a 5 Lane road from Joe Rouse Rd to the intersection of HWY 41 and HWY 17, make this a 4 Lane Rd also. Two lanes going east towards HWY 17, one "center" turn lane, and one lane going west towards the Wando River Bridge.
- (3) Since there is less community impact between Dunes West Blvd and the Wando River Bridge, that could remain a 5 Lane Rd or be reduced to 4 Lanes also.
- (4) OF IMPORTANCE, which doesn't seem to be addressed in this study, is the need for keeping HWY 41 traffic flowing as it merges onto HWY 17 South. Having 2 Lanes of HWY 41 eastbound traffic would currently have to merge into a single lane in order to merge onto HWY 17 South, which does now and will continue to result in unstable, stop-and-go traffic flow.

CONCLUSION: We support Alternative 1 and Alternative 2, but recommend consideration be given to the Suggestions. We DO NOT support Alternative 7.

Regards -- Thomas and Meridith Fessenden



Shannon Hellwig



June 14, 2018

Will Haynie, Mayor
Larry Grooms, SC Senator
Tim Scott, US Senator
Lindsey Graham, US Senator
F. Michael Sotille, SC State Representative
Nancy Mace, SC State Representative
Mark Sanford, US Congressman
Bob Brimmer
Joe Bustos
Jim Owens
Kevin Cunnane
Gary Santos
Kathy Landing
Tom O'Rourke
G.M. Whitley
Highway 41 Corridor Improvement Project Team

Re: Highway 41 Corridor Improvement Project

Dear Sirs/Mesdames:

I am writing to express my objection to Alternative #7 proposed by the Highway 41 Corridor Improvement Project. The reasons for same will be set forth below, however, I would first like to address the misleading nature of the project team's information - both supplied at the May 16, 2018 information meeting as well as what is available online.

MISLEADING INFORMATION PROVIDED TO THE PUBLIC

The Highway 41 Corridor Improvement Project team has provided a color-coded depiction of their level of service measurements for design year 2045 based on 4 alternatives:

“No Build”, “1”, “2” and “7”. The information pictured in these depictions is grossly misleading and could sway individuals who may be unfamiliar with the area to simply look at the pictures and lean towards supporting what looks the greenest, as green represents stable traffic flow. However, the alternatives do not accurately depict which way the traffic flow is affected, at what times of day, or for what lengths of time. Additionally, the “no build” alternative shows Bessemer and Joe Rouse Road as green, but once 41 is widened by either Alternative #1 or Alternative #2, shows the same stretch of road in orange even though an improvement to 41 is being represented.

The maps also reflect certain subdivisions of Park West being grouped in either the Philips community or Dunes West. Again, for anyone living outside of the area of Park West or Dunes West, that depiction minimizes the true impact that these Park West residents will be completely separated from their community and their amenities.

PERSONAL AND NEIGHBORHOOD IMPACTS

Having become disabled in recent years and unable to have a good quality of life where we lived in New Jersey, my family and I specifically moved to Park West last year because of its Master Plan and it specifically being a planned community. I have developed severe impairments which make certain things very difficult for me, especially being close to medical care and travelling. Park West is a community where we have access to everything we need - parks, walking paths, schools, grocery store, doctors, dentists, banks, and many other amenities. To put a 5 lane highway directly between the subdivision we live in, Arlington, and all of our amenities would leave us in the same situation that brought us here in the first place - homebound. We would no longer be able to walk to the pool, playground or clubhouse. My children would no longer be able to ride their bikes to school. We would not be able to walk or ride a golf cart to the recreation facilities for sports or activities. We would not be able to access the dining, hairstylist, veterinary office or other businesses we utilize at the entrance to Park West. We would be completely cut off from every single reason we relocated here and we would lose our quality of life, both individually and as a family.

We have also invested everything we had in the home we purchased - one we purchased at a price higher than we were comfortable with, but at a price we were willing to pay for quality of life. Alternative #7 would create a financial hardship for our family, and many others, due to a drastic reduction in the value of our homes.

In addition, our concerns also include noise pollution, health hazards and utilities. Any environmental review will reveal that Alternative #7 has the most negative impact on air quality, costs, planned developments, property acquisitions, estuarine and freshwater wetlands, streams, floodplains and parkland, among others.

These effects will trickle down to affect Durham Bus Company as well. All their routes will have to be extended and rerouted for the safety of their riders. Additionally, Alternative #7

will put more cars on the road during the most inopportune time - rush hour. For one, my daughter has been bullied on the bus and prefers to ride her bike to school. With a 5 lane highway in her way, there is no way she would be permitted to do that. Not just because of the highway, but also because now commuters from other areas would be traveling directly through our residential neighborhood - commuters I know nothing about and could have criminal backgrounds or opportunistic tendencies. I feel wholly unsafe introducing the potential of a possible crime increase into our very safe neighborhood due to the rerouting and expansion of a 5 lane highway.

MISSING OR WITHHELD INFORMATION

I am an individual who makes every attempt to obtain every piece of information possible in order to make intelligent decisions. However, despite my speaking directly with almost every representative of the Highway 41 Corridor Improvement project team present at the May 16, 2018 meeting, I am still without information. The number one goal of the Highway 41 Corridor Improvement project is stated to reduce traffic congestion, but no information is available as to why this is necessary. Not one individual present that I spoke to was able to provide any results of any preliminary study performed, details regarding projected costs, details regarding the efficiency of any of the alternatives, or details regarding the length of time each of the alternatives would take to implement.

When asked what the real problem was, one of the representatives of the team advised the traffic lights located at the intersection of Route 41 and Dunes West Blvd. and at the intersection of Route 41 and Joe Rouse were causing a backup. Later, I learned from another representative - when I asked how individuals leaving their subdivisions and needing to turn left would be able to do so, I was informed additional traffic lights would be installed at the entrances to the subdivisions. When I pressed the subject, I was informed it was possible for 5 traffic lights to be installed. Somehow, it seems that a 1.5 mile stretch of road with a traffic light at each end would NOT be better served by extending it for at least another mile and adding an additional 5 traffic lights to allow residents to enter the roadway.

I was specifically interested in finding out what studies had been performed on the traffic lights, if they were looked at to determine if their timing and duration could be changed to ease the traffic flow at all. I even brought an area of Route 41 traveling toward Route 17 between the intersection of Joe Rouse Road and the Holbeck development to the traffic team's attention. I personally have noticed that in that marshy area there is a slow down. I can not determine the distraction - there is no bend in the road, no commercial or residential developments and no warning or street signs. I would have hoped that this information would have been noted for observation at a later point, but this information did not seem worthy of investigation to the representatives.

I also spent great effort in attempting to determine what the position of the Philips community was to any or all of the alternatives. Unfortunately, I was not able to find anyone

present from the Philips Community to determine their point of view, the representatives of the improvement team all advised they had not spoken with any member of the Philips community and no one was willing to release or make available any information or comments obtained either through December 12, 2017 following the November 2017 meeting or by Harriet Richard, who I understand was in charge of interviewing those community representatives. I am hard-pressed to speak of whether or not Alternative #1 or Alternative #2 are worth exploring without knowing how the people directly affected by those plans view those alternatives.

Finally, the extension, expansion and rerouting of Highway 41 through winding and residential neighborhoods will undoubtedly have a significant impact on the current straight, higher speed, shorter evacuation route. Not one representative of the Highway 41 Improvement project team could provide any information in response to this question.

Not only did the project team appear for the public meeting unprepared, both as individual representatives of their own expertise, but as a team as a whole - each claiming I'd have to talk to someone else to answer my questions - but they left me with even more concerns. It is disheartening that members of a "team" are not cognizant of what any other member, or the project as a whole, is doing.

CONCLUSION AND POSSIBLE ALTERNATIVES

In conclusion, my family and I are vehemently opposed to Alternative #7 and have been doing everything possible to ensure it is removed from consideration. We strongly support the NO BUILD option at this time. Without information available regarding the necessity of the project or the position of every individual at risk or being directly affected by the proposed changes, it would be unfair to proceed with any of the alternatives presented. If it is determined that there is an actual and legitimate need to expand Route 41, I believe it would be prudent to consider the following:

- Studying traffic patterns and adjusting traffic lights at certain times of the day, for certain periods of time, to accommodate traffic;
- reaching out to the Board of Education to get schools on board with providing bus aids to lower incidents of bullying and encourage more bus riders - perhaps disallow parent drop offs by car unless it will be a late drop off passed a certain time period and limit the privilege to drive to high school to seniors who are not required to remain on campus for the entire day;
- consider replacing the traffic lights at issue with traffic circles to keep the flow of traffic steady;
- consider the possibility of a raised highway that would have little to no impact on existing homes. I realize the main argument would be that a structure such as a


raised highway would be an “eyesore”, however I have witnessed firsthand some beautifully executed raised highways and can direct anyone interested to look at the Somerville Circle in Bridgewater, New Jersey as well as Route 18 in New Brunswick, New Jersey which is surrounded by the campus of Rutgers University;

- if the families are amenable, consider offering to provide the Philips community with the same number of new homes and relocating the families to a nearby safe area where their families will be protected from future development and by extending the same tax abatement.

Thank you for your time and consideration.

Sincerely,

Shannon Hellwig



June 12, 2018

Route 41 Corridor Improvements
c/o Charleston County
4400 Leeds Avenue, Suite 450
North Charleston, SC 29405

Hello,

I attended the May 16 community meeting and have read through all the information on the three alternative routes. I'm a resident of the Cypress Pointe subdivision, which would be highly impacted by the route of "Alternative 7" -- therefore I'm going to limit my comments to what I see as the negative impacts of that alternative.

1) Alternative 7 has the most significant impacts on *high-value, high-density* properties, as well as impacts which are greater than or comparable to Alternatives 1 and 2 in every other category listed on the screening matrix. On this evidence alone, Alternative 7 doesn't seem "reasonable" to me. It doesn't make sense.

2) Alternative 7 has the greatest environmental impacts: Highest impact on wetlands, streams, floodplains, and parkland. Given the extent of environmental degradation already caused by overdevelopment in this area, and especially the potential for increased flooding as SC faces more frequent heavy rainfalls and storm events due to climate change, why further compromise the fragile ecosystem, including wetlands that help absorb runoff from developed areas? I hope the hydrological impacts of the Rt. 41 improvements are being studied thoroughly -- i.e. the quantity of rain water which will be running off from the increased coverage of highway pavement has to go somewhere.

The established developments along Dunes West Blvd currently experience minimal flooding even during extraordinary weather events such as the "1000 year" rainfall we had a few years ago. I think this can be attributed to proper implementation of holding basins, drainage culverts, etc. However, some newer developments closer to Bessemer Rd. have experienced unexpected flooding during severe weather, which indicates that the greater area impacted by Alternative 7 around Dunes West Blvd is not necessarily in the best shape to handle increased run-off from a 5-lane highway running through it. An older development like Cypress Pointe could be precariously close to a "tipping point" after which its currently well-functioning hydrology becomes overwhelmed by changes in volume and route of rainwater drainage, as well as loss of adjacent wetlands, if

now occupy land that had formerly been part of the Philips Neighborhood. If developers have already been given free reign (by members of the community itself) to build within the Philips Neighborhood, and eliminate large swaths of its history, it's hard to understand preservation goals of a Rt. 41 bypass at this point. Preserving the Philips Neighborhood as it stood in 1993, pre-development, might have been a good idea. Preserving what's left of it now doesn't make much sense, regardless of any official historical designations. Archaeological excavations can be accomplished in concert with (prior to) excavation for highway improvements; this is not unusual and is quite do-able if sufficient funding is provided by the state.

Furthermore, it's apparent from the number of "property for sale" signs I see along Rt. 41, that Philips Neighborhood residents are counting on the INCREASED value of their property if Rt. 41 takes the Alternative 1 route -- i.e. Rt. 41 adjacent properties in Philips will become valuable commercial frontage. In other words, I don't see any particular incentive within the Philips Neighborhood to preserve their neighborhood as it is now, because the existing structures are, for the most part, low-value (trailers, cottages, garages, shanties), and often in poor condition, while the land they occupy is *potentially* quite valuable if commercial zoning and development follow. I have also *never* (in 25 years) seen any effort or impetus within the Philips Neighborhood to preserve some semblance of "historical neighborhood" in favor of new developments -- hence the frequent sales of land by community residents to developers.

If Alternative 7 is chosen, and Rt. 41 improvements bypass the Philips Neighborhood, is there going to be a moratorium on new development there? I.e. no more selling neighborhood land to developers and no zoning changes from residential along Rt. 41? I hope so. Otherwise, the state's exercise in preservation will be entirely absurd and unfair to those who must bear the brunt of the bypass.

The contrast between the situation of neighborhoods adjacent to Dunes West Blvd given Alternative 7 and Philips Neighborhood given Alternative 1 seems quite stark. Alternative 7 will radically reduce our quality of life and property values; while Alternative 1 will have some impact on quality of life in Philips but ultimately INCREASE property values and opportunities for residents to profit. Remember, people in Philips have been living with Rt. 41 for a long time. It has been a major traffic route for at least 15 years or longer. Quality of life adjacent to Rt. 41 has already been impacted by noise, pollution, and congestion. I see Alternative 1 as giving Philips residents in low-value homes a chance to profit from selling their land to developers, allowing them to afford better homes elsewhere. Whereas Alternative 7 gives subdivision residents along Dunes West Blvd a host of negative impacts from a major highway that no one ever expected to see there, and forces us to sell at a loss if we want to escape.

One final observation about the Philips Neighborhood: I have not seen an *active* sweetgrass basket stand there for at least 20 years. I have no idea where I might find those "15 sites" noted in the screening matrix.

5) In conclusion, after digesting the screening criteria and considering all the impacts I know I will personally experience as a resident of Cypress Pointe if Alternative 7 is chosen, I keep returning to the same thought: **Alternative 1 is simply the MOST REASONABLE, in terms of minimizing property and environmental impacts.**

Alternative 7 runs a major new highway literally through the back yards of many relatively high-density developments full of expensive, established homes, where the financial stakes for homeowners are very high, and there is potential for disastrous impacts on the hydrological infrastructure supporting the viability of many hundreds of parcels.

PLEASE CHOOSE ALTERNATIVE 1.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Skoner', with a long horizontal flourish extending to the right.

Mark Skoner

Cell: 843-810-1316

From: [Mark Skoner](#)
To: HWY41SC@gmail.com
Subject: Comments on Rt 41 alternatives
Date: Thursday, June 14, 2018 3:36:33 PM

Hello,

I attended the May 16 community meeting and have read through all the information on the three alternative routes. I'm a resident of the Cypress Pointe subdivision, which would be highly impacted by the route of "Alternative 7" -- therefore I'm going to limit my comments to what I see as the negative impacts of that alternative.

1) Alternative 7 has the most significant impacts on *high-value* properties, as well as comparable or greater impacts in almost every other category listed in the screening matrix. For this reason alone, Alternative 7 just doesn't seem "reasonable" to me. It doesn't make sense.

2) Alternative 7 has the greatest environmental impacts: Highest impact on wetlands, streams, floodplains, and park land. Given the extent of environmental degradation already caused by overdevelopment in this area, and especially the potential for increased flooding as SC faces more frequent heavy rainfalls and storm events due to climate change, why further compromise the fragile ecosystem, including wetlands that help absorb runoff from developed areas? I hope the hydrological impacts of the Rt 41 improvements are being studied thoroughly -- i.e. the quantity of rain water which will be running off from the increased area of highway pavement has to go somewhere.

The established developments along Dunes West Blvd currently experience minimal flooding even during extraordinary weather events such as the "1000 year" rainfall we had a few years ago. I think this can be attributed to proper implementation of holding basins, drainage culverts, etc. However, some newer developments closer to Bessemer Rd. have experienced unexpected flooding during severe weather, which indicates that the greater impacted by Alternative 7 around Dunes West Blvd is not necessarily in the best shape to handle increased run-off from a 5-lane highway running through it. Older developments like Cypress Pointe could be precariously close to a "tipping point" that causes their currently well-functioning hydrologies to be overwhelmed by changes in volume and route of rainwater drainage, as well as loss of adjacent wetlands, if Alternative 7 is implemented. I don't think there's any way for engineers to properly simulate the complex environmental systems and conditions which could lead to disastrous outcomes for my neighborhood. If you actually have a simulation which includes that much data and that degree of granularity, please inform me.

3) I must emphasize that property values in the developments adjacent to Dunes West Blvd are much greater than those in the Philips Neighborhood. Alternative 7 will certainly cause property values to decrease. The presence of a major highway 20 feet from our neighborhood will increase noise, pollution, and crime. Residents of Cypress Pointe will be effectively (if not literally, depending on noise abatement solutions) walled in by Alternative 7. We will face all the inconveniences and hazards of interfacing with a major highway each time we leave Cypress Pointe, in a vehicle or on foot. No more walking across Dunes West Blvd to the swim club. No more relaxing walks or bike rides along Dunes West Blvd. Quality of life will drop dramatically, and with it our property values.

As I see it, the majority of property owners in Cypress Pointe consist of: (a) Young families with children who have "moved up" from smaller homes; and (b) retirees who moved here from out-of-state. Homeowners in both groups rely on their house as a primary asset. Because this area has been blessed with minimal flooding, good schools, and many positive attributes that make it a desirable place to live, homeowners have been able to count on their homes being good long-term investments. Insurance rates are reasonable; the resale market is strong; and we can live here safe in the assumption that, whatever comes next in these very uncertain and anxious times, at least our homes will provide a return on investment. Which is why homeowners here take such pride in their homes, and willingly abide by a strict set of covenants given by the Dunes West Property Owner's Association.

Unfortunately, something like Alternative 7 can swoop in, out of the blue, and destroy a lifetime of saving and work. I'm a retiree, and I'm counting on being able to sell my home at market value (which was close to \$400K before May 16) to finance assisted living in the near future. Now, those plans are on hold, as I wait to see what happens with Rt. 41. If I try to sell now, I face a buyer's market driven by investors who see an opportunity to acquire properties at panic prices. In fact, this points to another long-term consequence for neighborhoods adjacent to Dunes West Blvd, like Cypress Pointe, if Alternative 7 prevails: There will be many properties changing from family-owned to investor-owned, resulting in a higher number of rental properties, more short-term residents and investors, less neighborhood cohesion, less pride of ownership, etc. All the consequences that flow from panic selling as residents escape from Alternative 7 are bad news for the long-term health and welfare of the neighborhood.

4) I can't pretend to be an expert on the Philips Neighborhood. However, having lived here for 25 years, I've observed that the neighborhood has already changed considerably over the years due to actions of neighborhood property owners. I.e. large areas have been sold to developers for construction of three or four housing developments, which now occupy land that had formerly been part of the Philips Neighborhood. If developers have already been given free reign (by members of the community itself) to build within the Philips Neighborhood, it's hard to understand the preservation goals of a Rt. 41 bypass at this point. Maybe if we were having this discussion in 1993, pre-development, then it would make sense to preserve the Philips Neighborhood as it stood then. Now, it doesn't make sense, regardless of any official historical designations.

Furthermore, it's apparent from the number of "property for sale" signs I see along Rt. 41, that Philips Neighborhood residents are counting on the INCREASED value of their property if Rt. 41 takes the Alternative 1 route -- i.e. Rt. 41 adjacent properties in Philips will become valuable commercial frontage. In other words, I don't see any particular incentive within the Philips Neighborhood to preserve their neighborhood as it is now, because the existing structures are, for the most part, low-value (trailers, cottages, garages, shanties), & often in poor condition, while the land they occupy is *potentially* quite valuable if commercial zoning and development follow. I have also *never* (in 25 years) seen any effort or impetus within the Philips Neighborhood to preserve some semblance of "historical neighborhood" in favor of new developments -- hence the frequent sales of land by community residents to developers.

If Alternative 7 is chosen, and Rt. 41 improvements bypass the Philips Neighborhood, is there going to be a moratorium on new development there? I.e. no more selling neighborhood land to developers and no zoning changes from existing residential along Rt. 41? I hope so. Otherwise, the state's exercise in preservation will be entirely absurd and unfair to those who

bear the brunt of the bypass.

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One more observation about the Philips Neighborhood: I have not seen an *active* sweetgrass basket stand there for at least 20 years. I have no idea where I might find those "15 sites" noted in the screening matrix.

5) In conclusion, after digesting the screening criteria and considering all the impacts I know I will personally experience as a resident of Cypress Pointe if Alternative 7 is chosen, I keep returning to the same thought: Alternative 1 is simply the MOST REASONABLE, in terms of minimizing property and environmental impacts. Alternative 7 runs a major new highway literally through the back yards of many relatively high-density developments full of expensive, established homes, where the financial stakes for homeowners are very high, and there is potential for disastrous impacts on the hydrological infrastructure supporting the viability of many hundreds of parcels.

PLEASE CHOOSE ALTERNATIVE 1.

Thanks,

Mark Skoner



From: [Russ Smith](#)
To: Hwy41SC@gmail.com
Subject: Feedback on Alternatives for Improving Hwy 41
Date: Saturday, June 16, 2018 1:54:32 AM

Dear Project Team Members and Decision Maker(s):

First and foremost, thank you for taking on this three-headed monster of a project. I understand and appreciate the rather difficult position in which you find yourselves. It is not a position I would want to find myself in. No matter which alternative you select, many residents, taxpayers and voters are going to be very angry with you. For simplicity's sake, let's assume it's between Alternatives 1 and 7, since 2 is basically a variant of 1.

If you select 1, you will anger residents of the Phillips community and various issue advocates, most of whom live nowhere near Mt. Pleasant but have career-oriented motivation in promoting preservation of disadvantaged and so-called historical communities. Not a pleasant scenario to be sure, but the question is whether it could be mitigated or offset by some clever trades.

If you select 7, you will anger in the vicinity of five thousand residents comprising the largest development in Mt Pleasant, not to mention several smaller neighborhoods along Park West Boulevard and Bessemer Road, whose aggregate real property exceeds \$1Bn in market value.

Tinkering with and negatively affecting even a small percentage of that sort of value — an amount whose value could easily exceed the amount of funding required to execute the Hwy 41 project — certainly takes some trust and confidence in one's ability to remain employed. More trust than I would have!

So with those general observations made, some more specific comments follow.

1. I find it very difficult to provide meaningful, well-reasoned feedback given the vagueness and scarcity of information and data you have published. As an example, I think it is almost impossible to provide valid feedback with zero insight into intersection design of the many key intersections that would be involved in Alternative 7, and to a lesser degree, Alternative 1. I also struggle to make sound comments with the traffic modeling statistics dumbed-down to a rainbow of undefined, qualitative service levels. I have no insight into directional asymmetries, time-of-day peaks, average transit times, and so on. Nowhere (that I could find) have any details about assumptions you've made in your traffic modeling been stated. I don't mean to be overly critical — just stating reality. It is frustrating because I know you possess that information.

2. Of the three "reasonable" alternatives, I prefer 1 to 2 and 7. My comments will focus on aspects of 1 and 7.

3. The most obvious point is that Alt 1 is based upon modifying an existing state highway that for better or worse, was intended to be exactly that. Alt 7, in effect, creates a new state highway smack dab through a planned residential development whose developers and Town officials who've shaped its development through zoning regulations, subdivision plats, infrastructure design, and so on, over the course of a quarter of a century, could never have envisioned such a bizarre turn of events. While it is true that parts of Park West Boulevard were planned to eventually be widened to 4 lanes, no part of that is in the direct path of this new state highway. I believe rerouting a state highway carrying the traffic that it would carry through. Planned development not designed with that intent would have profound and far-reaching impacts which are impossible to predict.

4. There are approximately seven locations where existing subdivisions or developments along the proposed diverted Hwy 41 route would have to on- and off-load traffic from this new 5 lane highway. These feeders into the proposed new 5 lane highway range in number of dwellings from several dozen to what will eventually be about 2,000 from the Dunes West main gate. Because of the high volume of traffic that would have to flow into and out of the diverted Highway 41 at the several points, and the apparent intent to minimize the amount of through traffic transiting the "old" segment of Highway 41 through Phillips, I think attempting to manage this number of new intersections with a state highway that will handle well over 20,000 vehicles/day will not turn out well.

5. How will residents of Rivertowne who need to turn left onto Highway 41 do that based on the diagram provided for Alt 7? There doesn't appear to be a way to do that without turning that intersection into a monstrosity.

6. With a state highway carrying well over 20k vehicles/day running within a couple hundred feet or so of the Dunes West main gatehouse, Alt 7 would cause that gate to have to be relocated to avoid causing severe backups in both directions of people trying to turn into the Dunes West main gate. I believe there are in the vicinity of 3,000 entries per day at that gate. Relocating that gate is no trivial project and if required to be pushed far enough down Wando Plantation Way, could seriously detract from the aesthetics and traffic flow along Wando Plantation Way at the intersection with Harpers Ferry Way and Cottonfield. This is where you start to risk impacting the nature and thus value of one of the premiere private golf and waterfront communities in the state.

7. The expansive privately owned open space on either side of Dunes West Boulevard as you turn onto Dunes West Boulevard from 41 has intrinsic value as the gateway into Dunes West. Many people have made purchase decisions in Dunes West based in part on the unique nature of this aesthetically pleasing drive up and down Dunes West Boulevard. Running a 5 lane state highway with the tractor trailer rigs, construction vehicles and other large, heavy and noisy vehicles through this area that have up until this point been expressly

prohibited from traveling on Dunes West Boulevard would utterly destroy not only the visual appeal many residents bought into when they purchased in Dunes West, but also have negative effects in terms of noise, fumes, accidents, etc.

8. Conversely, because Phillips has always existed (at least in recent history) with a state highway that carries 20k+ vehicles/day bisecting it, increasing the width of that section of Hwy 41 by 30 feet or so would be the only day-to-day impact aside from a handful of residents who would have to be relocated. The Phillips community already has 20k+ vehicles/day running through it. Adding two lanes plus a suicide lane would not, by itself, dramatically increase the number of vehicles already driving through it.

9. In order to compensate those several Phillips community families who would have to be relocated for Alt 1, you should consider (if you haven't already) offering them the option of relocating to a small tract of land within the 750 acres of Laurel Hill CP. Under Alt 7, you've already determined that you would need to acquire 3.4 acres from Laurel Hill CP, presumably for routing of the new highway. So there does not appear to be an inability or unwillingness to acquire some of the Laurel Hill land — despite the restrictions on its future use by the trustee of the former owner. Ironically, if this were to be done, based on my limited understanding of the history of Laurel Hill, some part of the ancestors of the African Americans currently living in Phillips resided on land that was part of the current Laurel Hill CP. So it could be argued that relocating several of those families would be in better alignment with historical preservation than their continuing to live where they are now. Of course that would be up to them, but it is a potential opportunity that should be considered.

I could continue but that shouldn't be necessary. I've been involved in a fairly good amount of decision analysis affecting values comparable to the value of this project. I don't say that to beat my chest (working days are behind me and I just don't care about such things), but rather to suggest that I do have some perspective in navigating complex business issues. Setting aside the various points I made above and many other sound ones I'm sure have been made in favor of rejecting Alt 7 in favor of Alt 1, it is my belief that if you select Alt 7, it will go down as one of the all time blunders in South Carolina politics and government. The reason I say that is that I've seen people who aren't highly educated and who are relatively unsophisticated who have no significant stake in the matter react with bewilderment when I've described the scenario to them. It doesn't pass the BS test with most people...I believe it's as simple as that.

I've heard people who've spoken with your team members at the public meetings say you told them you'll "follow the process," and that is what will determine the decision. Don't "outsmart" yourselves or overthink it!

I'm all about process myself, but one thing about that is that if you are going to lean on that as your justification for the decision, you better have been transparent to a fault in applying the process. Based on my remarks above about the quality and level of detail of the information you've published for the public, I don't think you've been particularly transparent. That's just my perspective.

Best of luck to you (and thanks again for the work you do),

Russ Smith





June 8, 2018

Mr. Cal Oyer
c/o Charleston County
4400 Leeds Avenue, Suite 450
North Charleston, SC 29405

Preferred SC Highway 41 Alternative 7

Dear Mr. Oyer,

Thank you for providing the opportunity for the public to weigh in on the preferred alternatives for increasing mobility along the Highway 41 corridor. Because of the unique cultural resources and significant wetlands along Highway 41, the Coastal Conservation League urges the County to pursue an alternative that have the most minimal impact to environmental and cultural resources and greatest ability to provide multi-modal transportation opportunities. Alternative 7 provides the greatest ability to achieve all of these aspects.

Widening Highway 41 from US17 to Jack Rouse Road to five lanes, with only three lanes through Phillips, and then going back to five lanes past Dunes West Boulevard to the Wando Bridge is a reasonable compromise to increase mobility along the highway without negatively impacting the historic African American settlement community that has been declared eligible for inclusion on the National Register of Historic Places. Further, the ability to widen Bessemer Road and Dunes West Boulevard to five lanes adds more connectivity to the larger area and creates an equitable compromise that disperses the traffic to all of the surrounding communities and not rely only on Highway 41.

This project must be approached in the most equitable way possible, the Phillips community has already suffered in recent years from increased development pressure as massive new subdivisions encircled the historic settlement community and inundated the former agricultural community with excessive traffic congestion. Increasing connectivity within and throughout the surrounding neighborhoods provides the ability for traffic to be dispersed into a street-grid network and not rely exclusively on only one single thoroughfare. Further, the Town of Mount Pleasant is already in the process of widening nearby Park West Boulevard, which eventually turns into Dunes West Boulevard, so it makes sense to widen Dunes West Boulevard and Bessemer Road for additional capacity, as proposed in Alternative 7.

None of the proposed alternatives will make everyone happy, or frankly, provide long-lasting traffic relief without incorporating rapid transit infrastructure. Alternative 7 is the most equitable solution that enables the highest level of traffic dispersion without negatively impacting only one single community. The Coastal Conservation League encourages Charleston County to choose Alternative 7 as its preferred route and spend more time identifying solutions to make multi-modalism a key feature of this corridor project.

Sincerely,

Jason Crowley
Director of Communities & Transportation
South Carolina Coastal Conservation League

Public Information Meeting for Alternatives

May 16, 2018

The public will have 30 days after the meeting to submit comments. Comments are due by June 16 and can be submitted in person at today's meeting, online at www.Hwy41SC.com, or mailed to c/o Charleston County, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: ABSOLUTELY THE BEST OF THE THREE ALTERNATIVES. HIGHWAY 41 IS JUST THAT, A HIGHWAY! IT IS ALSO A STRAIGHT SHOT. 5 LANES FROM 17 TO THE BRIDGE WILL CREATE THE EASIEST FLOW.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: THIS ALTERNATIVE CREATES A BOTTLENECK AND JUST "KICKS THE CAN DOWN" THE ROAD. BETTER THAN 7, BUT NOT AS GOOD AS #1!		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: WORST IDEA EVER! NOT ONLY CREATES A BOTTLENECK, BUT TAKES A NEIGHBORHOOD ROAD AND TURNS IT INTO A LIABILITY. KIDS WILL NOT BE SAFE, ENCOURAGES SPEEDING! TERRIBLE IDEA		

Please leave a comment for the project team in the space provided below:

Name:

JEFFERY WOOD



Thank you for your interest in the Highway 41 Corridor Improvements project!




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Please answer the following questions:		
Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This alternative is the most logical option considering the direction of traffic flow and location of existing communities. It effects fewer total properties than alternative 7 and significantly less county park acreage.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This alternative is least logical. It would cause severe bottlenecking, thus creating more traffic. It would inevitably result in further expansions. It makes little sense in the long run.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This alternative is also extremely illogical. This option disregards the actual flow of traffic, which is currently a straight shot from 17 to the wando river bridge. It also impacts more properties than alternative 1 and significantly more county park acreage.		
Please leave a comment for the project team in the space provided below: Alternative 1 is clearly the most logical option.		

Name:	ELITE OUTRIGHT
	

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain: Only actual reasonable alternative

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain: Will cause bottle-necking
Stupid

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain: Will effect far more people than Alt 1
Very dangerous for kids

Please leave a comment for the project team in the space provided below:

The other alternatives make no sense.

Name: Adam Cutright

6/1/18, 6:00 PM
Page 2 of 2

Public Information Meeting for Alternatives

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: • Shortest distance, smooth flow, least impact on Dunes West and Park West neighborhoods.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: • creates bottleneck area along 41. • Same problem as we have today as more & more people & traffic move into area		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This will have MAJOR impact to neighborhoods of Dunes West/Park West. • Loss of Green Space • Destroys the feeling of a neighborhood community. • Sound barriers will change aesthetics of the area - who wants to look at wall		

Please leave a comment for the project team in the space provided below:

Hwy 41 is a state road. State roads are for major traffic flow. Duns West Blvd + Bessemer are neighborhood roads.

alternative 7 totally changes what Duns West and Duns West are all about, Neighborhoods where people live, kids play and traffic is primarily for ^{the} local area. School buses and shopping will be impacted. Entering Duns West Blvd from the neighborhoods will be impacted.

I know Phillips community ~~is~~ has historic significance but in the effective area areas are for sale now! I've never seen a basket sold along this area in the 9 years living here.

Name:

William Thompson

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

while no alternative is perfect Alt 1 is the clearest option

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain:

- Most straight forward reasonable option.
- with careful planning many concerns can be mitigated - In fact the opportunity exists to highlight, upgrade &

Do you have any comments about Alternative 2? protect this section.

☒ Yes

☐ No

If yes, please explain:

- Anticipate a bottleneck at the 2 points with merging traffic on 41 - area will be prone to accidents

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain:

- Screening matrix clearly indicates biggest negative impact of this option
- Large concern with environmental factors let's try to hold onto Mt Pis green space wherever we can!

Please leave a comment for the project team in the space provided below:

- Excellent work by the planners laying out options = communicating.
- Clearly there is concern for the historical significance for Mt. P's Gullah Communities
 - no one I spoke to at the presentation could identify the historic sites.
 - in 9 years I have not seen an active Sweetgrass Basket Stand on 41
 - New home construction in the Phillips Community is already diluting the presentation
 - Driving the corridor I cannot visually identify major obstacles aside from the marsh areas.
- I believe cost implications of Alt 7 would prove to be substantially higher than Alt 1

Name: Kathy Thompson

Thank you for your interest in the Highway 41 Corridor Improvements project!

- And thank you for the opportunity for input.

Kathy Thompson

Public Information Meeting for Alternatives

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain:

This alternative is will still result in excessive, noise, traffic congestion and long term construction, etc. Please refer to alternative # 2 and # 7 comments below.

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain:

This is the most preferable alternative of # 1, 2 and 7 due to less residential impact, more efficient transit & hurricane evacuation.

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain:

since 2004

We as homeowners (long term) in Arlington, Park West and are strongly opposed to Alternative 7 (unreasonable in our opinion) for many reasons. We are very concerned with potential safety hazards, namely having to cross a 5 lane highway to exit our neighborhood to leave Park West, bring the children to school/activities, etc. or to use the neighborhood amenities, pools/tennis, etc. (→ over)

We have 2 young children who would not be able to ride their bikes out of our neighborhood, nor will we be able to easily access the many walking/biking trails in Park West. (over)

Please leave a comment for the project team in the space provided below:

Alternative #7 (cont)

The second concern is hurricane evacuations, alternative #7 would not be conducive to many residents leaving PW on Bessemer Rd.

This 5 lane highway would increase noise, pollution and traffic and would cause residential disruption, as well as further decrease the existing vegetation and green space.

The proximity of our neighborhood to a 5 lane highway would decimate property values and severely further ^{negatively} impact our quiet suburban neighborhood. Lastly construction noise, pollution and equipment will also further decrease our quality of life in Arlington, Park West.

We urge you to please consider alternatives 1 or 2 for less residential impact, more efficient transit and hurricane evacuation routes.

Name: Michelle O'Connell and Matt Cormack

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain:

This one is the best

- more efficient transit
- hurricane evacuation
- less residential impact

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain:

mostly against this one

Do you have any comments about Alternative 7?

☒ Yes

☐ No

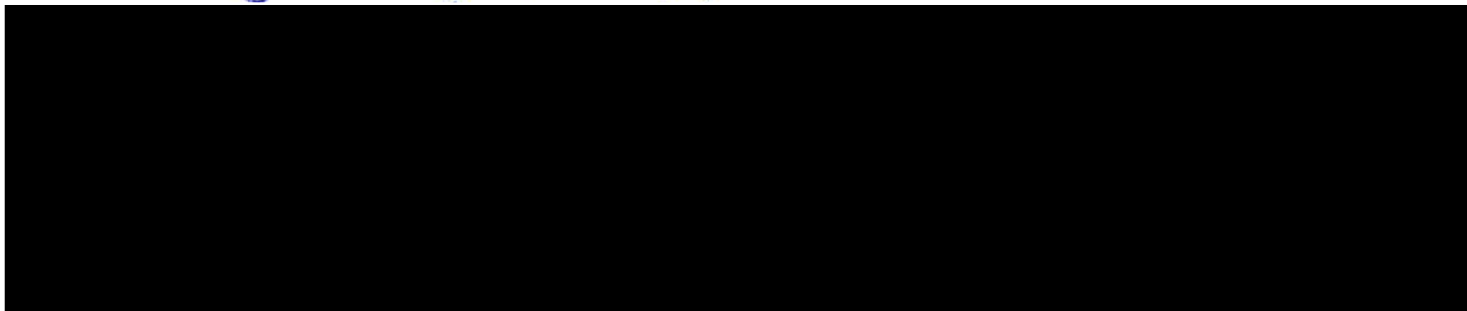
If yes, please explain:

Totally against this one

- inadequate road width
- would directly impact to many home in Park West. where I live with my son.
- noise
- pollution
- traffic within Park West
- safety of children
- property values

Please leave a comment for the project team in the space provided below:

Name: Sharon Lefko



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<p>If yes, please explain:</p> <p><i>direct route, impacts less people</i></p>		
Do you have any comments about Alternative 2?	Yes	No
<p>If yes, please explain:</p> <p><i>direct route, impacts less people</i></p>		
Do you have any comments about Alternative 7?	Yes ✓	No
<p>If yes, please explain:</p> <p><i>I would like to express my concern for why I am against Alternative 7. It makes no sense to go through the middle of an existing neighborhood. Hundreds of residents would be impacted, causing dangerous intersections of cars trying to get out of eight different neighborhoods converging onto a crowded Bessemer Road.</i></p> <p style="text-align: right;">→</p>		

Please leave a comment for the project team in the space provided below:

The cost to make Bessemer Road wider seems like a more expensive project. Other than decreasing 453 property values that would be affected due to a 5 lane highway, I do have other concerns. My main concern is the children in these neighborhoods riding or walking to our nearby pool and tennis complex. This would be very dangerous for our children. Please consider all these factors.

Thank You,
Terri Ward

Name: Terri Ward (Sherese)

Thank you for your interest in the Highway 41 Corridor Improvements project!




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Please answer the following questions:		
Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This option makes the most sense to relieve traffic congestion with the least impact on properties + children's safety. Highway 41 is just that, a highway.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This option makes sense as well but will probably not relieve traffic congestion as much as option 1. As stated above, Highway 41 is a highway.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This option is ridiculous. It would be the most costly, impacts the most parcels of land. It cuts 2 communities into pieces when currently they are whole. The safety issue for the children in this option is horrible. This option ruins 2 planned communities + the property value of the homes cut off from their planned community. Why make another highway through 2 planned communities when one already exist? Ridiculous and a waste of money.		
Please leave a comment for the project team in the space provided below:		
Option 1 - widen the already existing highway. It's a no brainer.		

Name:	Dana Colnigt
	

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

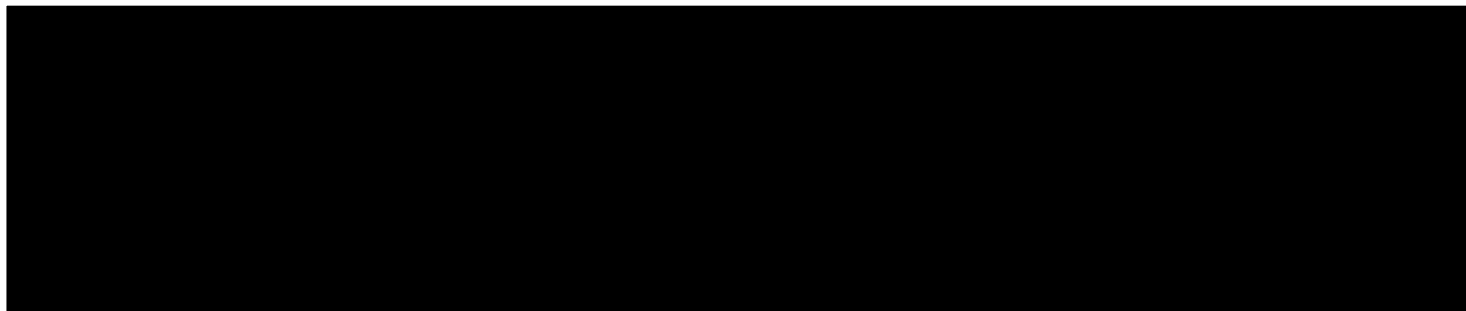
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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes ✓	No
If yes, please explain: THIS DIRECT ROUTE IS CLEARLY THE MOST SENSIBLE, WITH THE LEAST PROPERTY IMPACT AND MINIMAL PAVEMENT ADDED		
Do you have any comments about Alternative 2?	Yes ✓	No
If yes, please explain: SILLY		
Do you have any comments about Alternative 7?	Yes ✓	No
If yes, please explain: THIS APPROACH HAS SERIOUS SAFETY RAMIFICATIONS - PORTIONS OF BOTH DUNCES WEST & PARK WEST WOULD BE CUT OFF FROM THEIR POOLS & RECREATION AREAS - LEAVING KIDS WITH A 5-LANE HIGHWAY TO CROSS A HIGHWAY THRU A FRAGMENTED COMMUNITY WOULD BE A VERY "BAD FAITH" MOVE		

Please leave a comment for the project team in the space provided below:

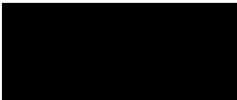
Name: EDWIN CUTRIGHT



Thank you for your interest in the Highway 41 Corridor Improvements project!

Comment Period Comment Report :

Comment Date	First Name	Last Name	Comment
05/15/2018	Kaitlyn	Hackathorn	Would love to stay informed! Please put me on the mailing list.
05/16/2018	Donna	Newton	My name is Donna, D-O-N-N-A, Newton, N-E-W-T-O-N, and I'd like some updated information on Highway 41 project. My address is [REDACTED]. My phone number is [REDACTED]. Thank you.
05/16/2018	Alexander	Alekseyenko	Absolutely ridiculous to direct through traffic through a higher density housing community following a loop, rather than directly on the current SC41 alignment.
05/16/2018	Alexander	Alekseyenko	This does not take into account the fact that PW BLVD is going to be 4 lane, and DW BLVD will need to follow suite. Also look at the bailout traffic through PW-DW due to i526 closure. DW-Bessemer definitely need to be wider. Otherwise it is reasonable. Ideally current alignment of sc41 should be widened to 5 lanes AND DW-Bessemer widened to 4 lanes.
05/18/2018	Heather	Gilbert	I think this is the best option. It would not only relieve traffic congestion but would widen the current hurricane evacuation route.
05/18/2018	Heather	Gilbert	I strongly object to this plan. I have major concerns about directing 41 traffic through the Park West/Dunes West neighborhoods. Turning Bessemer into a 5 lane highway would destroy all of the bike lanes and walking paths in the area and would direct the bulk of the flow of traffic through Park West/Dunes West, including hurricane evacuation traffic. I also have concerns about the over-development of Bessemer in general and how that will effect drainage and flooding. I am against this plan.
05/16/2018	Jeffery	Wood	This is the best alternative. Highway 41 is a highway, therefor the best corridor to handle the expansion to five lanes. It is a straight shot from 17 to the bridge and thereby the BEST Alternative!
05/17/2018	Diane	Katz	This would be the best alternative by far.
05/17/2018	diane	katz	Not a good idea to go from 5 lanes to 3 lanes back to 5 lanes.

05/17/2018	diane	katz	This is a TERRIBLE idea, impacting too many neighborhoods, both new, under construction and already developed.
05/16/2018	kira	talerico	Alternative #7 will ruin our perfect neighborhood. I SPECIFICALLY moved to this house because our last house was just off of a main road and our dog (really our first baby) was hit and killed. Because of that we SPECIFICALLY chose a neighborhood that was off the beaten path as far as our house was concerned. There are MANY young children in our community and we are out daily. If one of those kids were to get hit, it would be on your head. Newer construction is already right on top of those busy roads but the people that are choosing to move their also choose that risk. I did not. Please get rid of Alternative #7 for the sake of at least 20 kids in our tiny neighborhood, and the 100's of kids in neighborhoods around us.
05/16/2018	Neil	Yuenger	<p>I support Alternative 1. The need is to accommodate additional traffic on Hwy 41. So Widen Highway 41! Do not create a new highway through my neighborhood. Do not bring a new highway through Parkwest and Dunes West! These are residential areas! Highway 41 already exists. Keep the traffic on Highway 41! Do not bring a highway through Laurel Hill Park land! I am shocked that this can even be proposed!</p> <p>Honestly I think residents tax monies are being wasted on proposals that build new highway through public parks and residential neighborhoods when there is an existing highway that can simply be widened.</p> <p>Neil Yuenger</p> 
05/17/2018	Mike	Garrett	I think Alternative 1 is the best and most logical option. It's the only way to support growth.

05/17/2018	Mike	Garrett	I am extremely opposed to Alternative 7 and would consider any and all legal action available to me to oppose it. My house backs up to Park West Blvd near Bessemer and it's an very heavily trafficked and noisy road as a two lane road, I cant imagine how bad it would be as a 5 line. In addition, it makes ZERO sense to route large trucks, tractor trailers, etc through a subdivision. I bought inside a subdivision and not on State Route 41 for a reason. How do you plan to compensate me for the loss in property value for a 5 line road through a residential neighborhood? This is an extremely shortsighted and politically driven alternative being proposed and I cant be more adamant in my opposition to it.
05/17/2018	John	Rankin	Alt 1 is the best solution of all plans for all current and future traffic and safety issues. A five lane plan for 41 from the Wando to 17 provides the shortest and straightest route with no bottleneck issues. It does not add traffic and safety issues to other roads by changing the projected route (where there are no real traffic and safety issues currently). Finally, with regard to hurricane and other disaster situations, a straight route such as the existing route with 5 lanes is not confusing to motorists - especially out of town tourists.
05/17/2018	Phillip	Rosal	I think the 5 lane option is great with a center turn lane. What I don't understand is the "LOS for the design year 2045" does that mean will provide quality service until 2045 or it will take until 2045 to complete? cuz that is just under 30yrs out. Please elaborate.
05/17/2018	Phillip	Rosal	I don't think this out of the 3 alternatives is acceptable at all. I don't like that it goes from 5 to 3 lanes or 2 lanes back to five. That will cause congestion and be accident prone in my opinion. not a good idea. You can go ahead and scratch this one off the list
05/17/2018	Phillip	Rosal	This would actually work in my opinion, because the 5 lane option is throughout the road design. I think there will need to be better consideration for the Philips Community, but I believe Alternative 1 is still the best option, this is 2nd best, as long as the main road stays 5 lanes. I don't think Alternative 2 is even a good option.

05/17/2018	Helen	Zeng	<p>I am strongly object this plan. This plan will ruin the character of park west subdivision and totally changing life style of residents who living in the park west for more than 10 years.And also it will impacts the value of the houses around the Bessemer road and park west Blvd. it doesn't make sense this plan will solve the traffic problems on Hwy 41. Actually it is intentionally inviting more traffic to the park west which already facing the traffic problems. If Hwy 41 has traffic problems, wide the Hwy 41. In addition, why allow the developers cut all of green area in the subdivision and keep build the houses? Don't they know park west already facing the traffic problems? Some of houses they are building now it wasn't in the ariginal master plan. Who and when it be changed?</p>
05/18/2018	David	Cockrell	<p>I find Alternative 1 to be the most reasonable option. It keeps the traffic on the currently "defined" traffic corridor without diverting it "off route" through multiple intersections.</p>
05/17/2018	Vijay	Vulava	<p>All 3 alternatives look reasonable, but I think this alternative is the most reasonable one. It focuses on the main Hwy 41 expansion rather than the feeder roads to the Hwy.</p> <p>I live on a development at the end of Gregory Ferry Rd. I am worried about increased noise and loss of the natural green buffer that exists between Hwy 41 and Gregory Ferry Rd that leads to our development. A sound barrier is a must along any stretch of the expanded Hwy adjacent to a large community. The noise is going to adversely impact the quality of life and home values as well.</p> <p>The few wildlife that actively forage in the green buffers are likely to venture more into the Hwy potentially causing problems.</p>

05/17/2018	Vijay	Vulava	<p>Of the 3 alternatives, this alternative is the least reasonable. The expansion looks like a detour from Hwy 41 in Park West and Dunes West areas. Most riders are likely to stay on the main Hwy.</p> <p>I live on a development at the end of Gregory Ferry Rd. I am worried about increased noise and loss of the natural green buffer that exists between Hwy 41 and Gregory Ferry Rd that leads to our development. A sound barrier is a must along any stretch of the expanded Hwy adjacent to a large community. The noise is going to adversely impact the quality of life and home values as well.</p>
05/17/2018	Vijay	Vulava	<p>My rankings of the alternatives: 1. Alternative 1 2. Alternative 7 3. Alternative 2</p> <p>Alternative 7 is a slightly modified version on Alternative 2, but the focus is on the expansion of Park West/Dunes West/Bessemer Rd and not the entire stretch of Hwy 41.</p> <p>I live on a development at the end of Gregory Ferry Rd. I am worried about increased noise and loss of the natural green buffer that exists between Hwy 41 and Gregory Ferry Rd that leads to our development. A sound barrier is a must along any stretch of the expanded Hwy adjacent to a large community. The noise is going to adversely impact the quality of life and home values as well.</p>
05/17/2018	Jeff	Burdick	<p>I certainly feel for the historic community that this might affect the most, but unfortunately this is the best alternative for long term traffic management in this area. Most of the homes on that stretch are set well back from the road it seems.</p>
05/17/2018	Jeff	Burdick	<p>If alternative 1 receives too much pushback, which is understandable, then this in my opinion is the next best alternative. It preserves the historic community, but adds a center turn lane so turning vehicles do not impede thru traffic. It also widens 41 to 5 lanes in the sections where it is feasible to do so and does not impact any housing communities.</p>

05/17/2018	Jeff	Burdick	<p>This is the absolute worst alternative and I'm not sure why/how any one in their right mind thinks that this is something that should be considered. How are you going to fit a 5 lane road through that area?? It's already tight enough with even more new homes being built along that stretch. It also seems like it would threaten a lot of natural marsh areas. There's just no good reason a 5 lane highway should be snaked through that area. The traffic through there is already bad enough. Park West and Dunes West is supposed to be a nice walkable community for it's residents. This would turn it into trash with endless traffic and loud trucks tearing through there. Pedestrians are already at risk on the current road, this would almost certainly lead to deaths. HORRIBLE!</p>
05/18/2018	Tom	Tilden	<p>Option one has more right of way to fit five lanes. It is an evacuation route and a primary road. Option 7 is forcing a primary route in and through residential neighborhoods where additional right of way would ruin home values and create more traffic noise.</p>
05/17/2018	Jon	Lunn	<p>Great idea</p>
05/17/2018	Jon	Lunn	<p>Great Idea</p>
05/17/2018	Jon	Lunn	<p>Terrible idea</p>
05/17/2018	Matt	Smith	<p>How is this even an option? Putting a 5 lane highway through an existing neighborhood makes zero sense. And is dangerous for the many children that live there.</p> <p>Option #1 is the only logical option. Hwy 41 already exists. Use it.</p>
05/17/2018	TAMI	bee	<p>Option 7 will affect quality of life . How can diverting traffic into actual neighborhoods rather than continuing thru the expanse of 41. Dunes West and Bessemer are already overused as cut throughs and this will encourage it more. This will seriously affect the quality of life for the people living and buying homes on Bessemer, and while i do not live on that road i do see the crazy traffic and there will be loss of life for certain as the roads will be on front door stops if it is widened and sidewalks would most certainly be lost or too hazardous to walk on. Life and quality of life must be taken into consideration. Option 7 totally disregards quality of life.</p>
05/17/2018	Kelly	Ranney	<p>I believe this is the best solution. Thank you</p>

05/17/2018	Nancy	Turner	It appears that only one community in your studies is being protected from the planned loss of property, increased noise, and pollution. This seems inappropriate and discriminatory, that interests of all persons who's property will be affected by this butchery of "protected wetlands". I vote for the no build option. It you want to destroy property and beautiful natural wetlands, do it in your own backyard. Not mine.
05/17/2018	Matthew	Murphy	Alternative 7 should be taken out of consideration. I find it preposterous to even consider building a 5 lane highway inside of a quiet residential neighborhood. I am concerned about the safety of myself and my family with the proposal. I am also concerned about the impact that this proposal will have on residents in this neighborhood. The number of residents directly impacted by this proposal is far more than any other proposals. The environmental impact of this proposal seems significantly higher than other proposals as well. Relocating a state highway and hurricane evacuation route from a direct straight roadway into a winding quiet residential neighborhood makes absolutely no sense to me. Please remove Alternate 7 from consideration.
05/17/2018	Matthew	Murphy	I am in favor of this proposal. Proposal 1 should be the one that is selected. This proposal seems to address the immediate issue- widening Highway 41 where the highway already runs to try to eliminate traffic backups and improve the flow of traffic. This proposal seems to make much more sense compared to the other proposals which have highway 41 weaving and winding through heavily populated, quiet, residential neighborhoods.
05/17/2018	Jeff	Meyers	This seems like the most reasonable alternative.
05/17/2018	Jeff	Meyers	That would seem to create bottlenecks in each direction. I think Alternative 1 is better.
05/17/2018	Jeff	Meyers	No No No. I think this is the least preferable and the one that makes the least sense. Hwy 41 is a highway and it should all be widened straight through. Bessemer is basically a residential street, and was fairly recently a dirt road. I would definitely protest this alternative.

05/17/2018	Steve	Weavil	On the three proposals what would happen to the intersection of 41 and 17. Also, what is proposed for Gregorie Ferry Rd? Thank you, Steve
05/17/2018	Jolene	Roell	If this plan is implemented, will there be a traffic light at the intersection of Dunes West Blvd and Wando Plantation Way? A light will be critical to allow traffic to exit Dunes West.
05/17/2018	Wallace	Washington	I know that traffic is a major concern to all and those that live in the surrounding areas want to be able to drive through as fast as possible. However, those that live in the Phillip Community deserve to maintain its historic place as well. I think Alternative 7 does that best.
05/17/2018		Brown	This would greatly impact the community of park west that enjoy the safety of children playing and walking in the community. In addition it affects the protected county park. This should not move forward.
05/17/2018	Allisun	Chronister	I live in Arlington at Park West on Andover Way which would be negatively impacted by widening Bessemer Rd. to 5 lanes. This option -Alternative 1 is I feel the best option to provide tragic relief yet limit negative impact to homeowners.
05/17/2018	Allison	Jennings	This solution is terrible for the families living in park west and dunes west. There are kids on bikes, people running, etc along this route and they do not deserve their neighborhood to be taken away for a highway.
05/17/2018	Allison	Jennings	This is the best solution
05/18/2018	Joseph	Schrecker	Option 1 is clearly the solution. Widening Bessemer and DW Blvd without widening a section of 41 will only cause people to cut through the neighborhoods including the commercial vehicles.
05/18/2018	Joseph	Schrecker	I submitted an opinion on 1 being best, however after looking at option 2 I like it better because it keeps the intrances of DW and RT from being messed with too much. Leave them as they are. Option 7 should not even be considered
05/18/2018	Joseph	Schrecker	I submitted an opinion on 1 being best, however after looking at option 2 I like it better because it keeps the intrances of DW and RT from being messed with too much. Leave them as they are. Option 7 should not even be considered
05/18/2018	Barbara	Tilden	Would be more in favor of this option

05/18/2018	Kenneth	Wilson	I have no problem with Alt 1. If the biggest negative impact is on the Phillips Community, the I have no problem with compensating those affected, within reason. I'm not sure what is "within reason," but I'd say maybe a couple of million dollars out of the funds for this project wouldn't be consequential to the project but could very well cover their impact and maybe give them a significant improvement in quality of life.
05/18/2018	Kenneth	Wilson	I'm against this Alt 2. I don't think it's appropriate to spend over 100 million on this project and leave a big problem unresolved.
05/18/2018	Kenneth	Wilson	This Alt 7 is the one I like the most. I agree that it should give us the most relief, with less serious impact to the Phillips Community, and (I think) insignificant impact to DW/PW neighborhoods. In my estimation, the preferred list of choices is Alt 7, then Alt 1, then Alt 2 -- and I'm actually against Alt 2 (I commented on that one also).
05/18/2018	Barbara	Tilden	Horrible! There is no room for a five lanes on Bessemer without backing into homeowners space. You are taking a already busy and loud road and making it worse. As a homeowner that backs to this road it is my dear that this will drive down the value of our home.
05/18/2018	Caitlin	Coaxum	I think this option makes the most sense in terms of value for this project, although I do hate to see that beautiful section of marsh become a freeway. The video didn't give much info on pedestrian/cart paths and bike lanes. I think 41 should have a wide, designated bike lane in each direction and cart path/wide sidewalk. If this can't be accommodated in Option1, then I would vote Option2. The stretch of marsh along 41 faces west and is one of the few public vistas in north Mt. Pleasant to see the sunset. I think there is a great opportunity to keep the pleasant in Mt. Pleasant by adding benches along the marsh so that residents can enjoy the sunset.
05/18/2018	John	Simpson	I believe tis is the best option.
05/18/2018	John	Simpson	This is not a good option
05/18/2018	John	Simpson	This is a terrible option
05/18/2018	John	Robinson	Alternative 1 is the best. Any other alternative is an unacceptable use of public funds.

05/18/2018	Steven	Hodlin	I would like to know the impact on the Horlbeck Creek development for the 5 lane Highway 41 being proposed. My house is 3 houses in on Tradewind Drive from Highway 41. I would also like to know what is proposed for crossing Horlbeck Creek. Will it be bridged or landfill?
05/18/2018	Michael	Hastings	This is the best option. Please build it BEFORE 2045!!!!

05/19/2018	Edgar	Barnard	<p>Between Alternative 1 and Alternative 7, I would move for approval of Alternative 1 for many reasons.</p> <p>1) Alternative 1 minimizes community impacts:</p> <p>Alternative 1 construction, acquisition and increased traffic flow impacts one community of 200 homes compared to Alternative 7 which impacts nearly 3800 households in Dunes West, Park West and along Bessemer Road (not to mention apartments or condominiums).</p> <p>Alternative 1 provides the fastest, shortest hurricane evacuation route for Mount Pleasant north of the IOP (Isle of Palms Connector). We have only 2 evacuation routes in Mount Pleasant (Highway 17 to 26 North and Highway 41 north towards Columbia). Taking one of the only two routes we have and detouring it around a neighborhood (adding distance, intersections, congestion and travel time does not make sense for an emergency route).</p> <p>2) Alternative 1 minimizes environmental impacts:</p> <p>Alternative 1 preserves 25% more wetlands, 26.5% more stream footage, and 19% more floodplain than alternative 7.</p> <p>Alternative 1 preserves 76% more of Laurel Hill County Park (the only large undeveloped public park space remaining in Mount Pleasant) than Alternative 7.</p> <p>3) Alternative 1 follows the pattern of development for that road since 1846.</p> <p>In 1846 (15 years before the Civil War and 24 years before the start of the Phillips Community), petition was made and granted for a road to go through what was then the Phillips Property to allow commerce access to the James Gregorie Ferry connecting Mount Pleasant and this side of the Wando with the Cainhoy Community and Berkeley County.</p> <p>With development, came US Route 17 in 1926. Then in 1937 Highway 41 was built along much of</p>
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			<p>the road from 1846. Growth led to the Wando River Swing Bridge in 1939 which served for 78 years until being replaced by the bridge we have today in 2017.</p> <p>Growth and demand has been shaping Highway 41 since the original road in 1846. Its growth/widening is the next logical step</p>
05/19/2018	Julia	DeSantis	<p>I think this is the best alternative. The Phillips community is already being changed through the small new developments that have occurred along that road because Phillips Community members have sold their lang. So, if we only build a 3 lane road, it will eventually just become a string of small different developments and slowly change that community. For the future, a 5 lane road is best for all. Do it right the first time. Create an effective road that is a suitable evacuation route</p>
05/20/2018	Julia	DeSantis	<p>Would Alternative 7 change the traffic circle at park west boulevard to a light? Also the green line drawn doesn't follow the existing road, does that mean that Dunes West would lose some of the land on the sides of Dunes West boulevard? Also, would the homes that are currently along bessemer road be purchased to make room for the road?</p>
05/20/2018	Julia	DeSantis	<p>Where can the public see the details of the historical and archaeological sites along highway 41?</p>
05/20/2018	Julia	DeSantis	<p>I completely understand the reasoning behind the options for either widening 41 to 5 lanes or dunes west boulevard and dunes west boulevard to 5 lines. I'm concerned that this is going to cause racial strife between the two communities that we just don't need in Mt Pleasant. Nobody is going to want a 5 line road through their neighborhood. I would encourage you to give the public as much information as possible about why the alternatives are moving forward and help the public understand the impacts. Hopefully this will encourage healthy discussion.</p>
05/20/2018	Denny	Dogget	<p>I don't understand why there are alternates This is the common sense way by using existing road</p>
05/20/2018	Denny	Doggett	<p>Hour glass design The backup at Joe Rouse and Park West Blvd are obvious to most people</p>

05/20/2018	James	Broach	This alternative seems to be the most cot effective route and would have the least impact on the greater surrounding neighbors. While the Phillips Community would be effected immediately, to choose any of the other alternatives would only slightly delay the impact of the inevitable growth of on Highway 41 N. Park West Blvd is already receiving significant traffic increases as motorists seek to bypass the current chokepoints on Highway 41.
05/20/2018	Cheri	Wittel	Alternative 1 is the most logical proposal. It does NOT change the traffic pattern therefore causing any additional traffic congestion. It appears to be the best solution on minimizing community impacts in the Dunes West & Park West communities.
05/20/2018	C	Wittel	Since this proposal does NOT provide an acceptable Level of Service for the design year 2045 throughout the corridor, I do not even understand why it is considered to be a "reasonable" alternative. It should not be considered.
05/20/2018	Cheri	Wittel	This alternative divides the Dunes West and the Park West Communities. The residents will no longer be a community with a 5 lane roadway between them & their pool, parks, community centers. This proposal also has the most wetland impacts of all proposals and the most possible acquisitions which probably makes it the most expensive & timely. This is NOT a logical alternative. Hwy 41 should stay on the current corridor for the current & future traffic congestion, safety, minimal community and environmental impact.

05/20/2018	C	Wittel	It is obvious to anyone who uses Hwy 41 that improvement desperately needs to be made. As a Park West resident I just as desperately do not want to see 5 lanes splitting the Dunes West & Park West communities. The current state route of Hwy 41 makes sense, it is straight, easily traveled (when not over crowded) and was not built to culturally divide. I am aware of the Phillips Community and it's years of existence but when state Hwy 41 was established it was probably a "God send" for travelling convenience. It has continued to be for many years & now the communities have grown, the cities have grown and the highways must grow also. Please don't divide more communities and make the road less safe with more curves, crossroads and nearby houses where children and grandchildren are playing.
05/20/2018	Mike	Molloy	This alternative provides the best solution. As a hurricane emergency route, it provides a direct flow of traffic from 17 to the Wando River Bridge without doglegging through established residential neighborhoods.
05/20/2018	Mike	Molloy	This alternative provides a viable solution. As a hurricane emergency route, it provides a direct flow of traffic from 17 to the Wando River Bridge without doglegging through established residential neighborhoods.
05/20/2018	Mike	Molloy	This alternative is the worst solution. As a hurricane emergency route, it does not provide a direct flow of traffic from 17 to the Wando River Bridge. Instead it doglegs through residential neighborhoods which will cause additional gridlock and makes absolutely no sense. Property values in established neighborhoods will plummet due to an increase in noise, traffic and pollution on a widened Park West and Bessemer roads. This alternative must not move forward.
05/20/2018	Mike	Molloy	Alternative #7 is the worst solution. As a hurricane emergency route, it does not provide a direct flow of traffic from 17 to the Wando River Bridge. Instead it doglegs through residential neighborhoods which will cause additional gridlock and makes absolutely no sense. Property values in established neighborhoods will plummet due to an increase in noise, traffic and pollution on a widened Bessemer Rd. This alternative must not move forward.

05/20/2018	Scott	Hurley	Regardless of the option selected "schoolbus accommodations" should be designed into the 41 corridor plan. This should include designed schoolbus stops that allow a number of things: 1) easy on/off egress for the buses; 2) minimal traffic impact for vehicles on 41; 3) safe waiting areas for students including safe sidewalk access to and from the waiting areas to housing developments along 41. Without these accommodations, traffic on 41 will continue to snarl during school days, regardless of the planned widening.
05/20/2018	James	Tapager	From all aspects, this is clearly the best of the three alternatives under consideration.
05/20/2018	Carole	Baker	Please do NOT do this one! Would be total chaos traveling South on 41 merging 5 to 3 and back to 5! VERY BAD IDEA
05/20/2018	Carole	Baker	Makes the most sense. Hwy 41 is a straight line. Detouring around a section (Alt 7) is illogical at best
05/20/2018	Carole	Baker	This one, obviously, adds the most “new asphalt,” but people traveling South down 41 would have to merge down to 3 lanes or cut thru Dunes & Park West. Making Bessemer 5 lanes will be a MAJOR undertaking. Alt 1 is much better
05/20/2018	Danil	Affourtit	<p>Alternative 7 seems to be the most proficient in alleviating the traffic problems on 41. This traffic will continue to worsen unless a responsible solution that reflects the future of this section of Mt. Pleasant is accepted. Alternative 7 is the only reasonable alternative that prepares the infrastructure of this area for its unavoidable future population/travel expansion.</p> <p>It even seems reasonable to complete this work in 2 phases. The work on 41 to occur first followed by the connection through Park West.</p>
05/20/2018	Christopher	Wells	I believe this is the best option of the 3 reasonable alternatives currently being considered.

05/20/2018		Champion	<p>feels like the best option - having a road go from 5 lanes to 2-3 lanes back up to 5 is only going to create multiple merge issues on this road. I understand that you're trying to address the traffic off of Park West Blvd, but it doesn't address that 41 is an artery to 526 as we've all witnessed this last week. I beg, urge everyone involved to find a way to improve this traffic faster. I know there are multiple parties involved, including a federal process, but these issues have been coming for a long time. It's a severe miss that this process wasn't started 5 years ago. Please accelerate every possible process. thank you</p>
05/20/2018	Margaret	Janaskie	<p>NO! NO! NO! I can't believe that this is even a remote possibility!! When we moved into Park West 18 years ago this road was dirt and wasn't even considered an entrance to Park West. This is an interior development road, NOT a highway. Highway 41 is already designated as a Highway and therefore should be the ONLY option considered. I live in Arlington and there will be a significant decrease in quality of life that will occur if you cut through our neighborhood with a highway. There is already construction right up to the existing 2-lane road and the round-a-about was barely squeezed in. Homebuilding has been allowed to increase year after year after and now we are expected to just allow you to widen this road because of rampant overgrowth!</p>
05/20/2018	Lorraine	Cichowski	Great idea.
05/20/2018	Lorraine	Cichowski	Not as good as alternative 1. Drivers are bad when lanes shrink from 5 to 3 and the open up to 5 again. I foresee a lot of fender benders.m
05/20/2018	Lorraine	Cichowski	Least favorite alternative. Way more people will be inconvenienced by running a 5 lane through Park West and Dunes West. It's unfortunate that older neighborhoods have to be sacrificed when growth happens all around them. This is not unique to MP or SC.
05/20/2018	William	Bowers	Only reasonable alternative
05/21/2018	Bruce	Koedding	<p>This seems like the most reasonable alternative. I would think that this alternative would be done in phases starting from Highway 17.</p>

05/21/2018	Bruce	Koedding	I am on the citizens forum for the TOMP Comprehensive Plan for 2018-2028. I get a good sense that the TOMP, Charleston and Berkeley Counties are coordinating their respective plans. Needless to say, we hope that strategies can be put in place that can reduce the timeline for relieving the Highway 41 congestion.
05/21/2018	Bruce	Koedding	I may have missed it in the past forums, that I attended, as well as here on "hwy41sc.com". But, what are the concepts for the intersection of Highways 41 and 17, as well as the adjacent connecting roads?
05/21/2018	Bruce	Koedding	I'm not sure why Alternative #11 is not being considered. It is similar to Alternative #1 except for the 7-lane section from Highway 17. Why would the 5-lane section to the Wando River be LOS of "Red"? Other than the 7-lane section, why would this exceed LOS for 2045?
05/21/2018	Eddy	Thomas	This makes absolutely no sense at all and would create unnecessary costs by adding length to the roads instead of a straight roadway as is currently in place.
05/21/2018	Eddy	Thomas	This option will move the greatest volume of traffic in the fastest time and can be constructed in the least amount of time given the other options.
05/21/2018	Eddy	Thomas	This option will move the greatest volume of traffic in the fastest time and can be constructed in the least amount of time given the other options.
05/21/2018	Kathryn	Bingham	Of the three options (1, 2, & 7), option 2 offers the least support for traffic alleviation. Our family (four voters in 1 household and two in another) does NOT support option 2.

05/21/2018	Kathryn	Bingham	<p>Of the three options (1, 2, & 7), alternative #1 is the most appropriate first choice. First, the improvements focus solely on the requirements of traffic flow of a state highway. As an evacuation corridor, having a consistent number of lanes with optimum flow is critical in an emergency. More lanes also make it easier for first responders to navigate and for roadway traffic to yield a path. Additionally, as one of the designated detour routes for highway 526 bridge repair, highway 41 has been abysmal. There are only two egress points for close to 1700 homes in just ONE neighborhood off this highway; and multiple neighborhoods rely on the 41 as the sole point of exit. We experience extreme difficulty during peak traffic to enter or exit our neighborhood under normal circumstances. With the detour in place, we have waited up to 20 minutes (we timed it) to enter our neighborhood because vehicles in opposing traffic are backed up bumper to bumper and will not allow a vehicle to turn left into our neighborhood. PLEASE consider #1 the OPTIMAL choice for road expansion.</p>
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05/21/2018	Kathryn	Bingham	Of the three options (1, 2, & 7), alternative #7 is NOT the most favorable choice. First, the primary focus of improvements should address requirements of traffic flow of the STATE highway, not one of our community's secondary roads. Routing everyday commuting traffic around the Phillips Community does not provide the best long-term solution. As an evacuation corridor, having a consistent number of lanes with optimum flow is critical in an emergency. More lanes also make it easier for first responders to navigate and for roadway traffic to yield a path. Additionally, as one of the designated detour routes for highway 526 bridge repair, highway 41 has been abysmal. There are only two egress points for close to 1700 homes in just ONE neighborhood off this highway; and multiple neighborhoods rely on the 41 as the sole point of exit. We experience extreme difficulty during peak traffic to enter or exit our neighborhood under normal circumstances. With the detour in place, we have waited up to 20 minutes (we timed it) to enter our neighborhood because vehicles in opposing traffic are backed up bumper to bumper and will not allow a vehicle to turn left into our neighborhood. PLEASE consider #1 the OPTIMAL choice for road expansion, NOT #7.
05/21/2018	Meredith	Clark	As a resident of Park West, this is my preferred alternative. It will keep the northbound traffic on Hwy 41, while permitting Park West Blvd./Dunes West Blvd. to continue to be used primarily for residents.
05/21/2018	Meredith	Clark	This is my second choice from the reasonable alternatives proposed because as previously stated, it will keep the majority of northbound traffic on Hwy 41.
05/21/2018	Meredith	Clark	As a resident of Park West, I strongly oppose this alternative. Construction will largely impact traffic in the neighborhood, and the long-term amount of cars traversing the neighborhood would continue to increase more so than it already will.
05/21/2018	Mark	Bingham	This is insane. This option should not even be considered. Why would we want to divert highway traffic onto a neighborhood roadway? Really poor planning.
05/21/2018	Mark	Bingham	THERE's NO WAY a 5 lane-3 lane-5 lane option makes sense. CHOOSE #1 instead. Do it right the first time.

05/21/2018	Christopher	Bingham	DO NOT choose #7 (or #2)!!! Choose #1 !! Who ever thought up this idea (#7) obviously doesn't live nearby and would never have to live with the consequences. EPIC FAIL.
05/21/2018	Mark	Bingham	YES! #1 is the ONLY option on the table that generates the best traffic pattern/conditions for the associated impacts (cost/benefit analysis). DO NOT choose #2 or #7.
05/21/2018	Christopher	Bingham	#2 is a waste of time and money. Why would we not choose to run the full five lanes straight through at one time? We'd just have to come back later and do it at a higher cost. Choose #1, NOT #2 or #7.
05/21/2018	Patricia	Swope	NO, NO, NO. We are seeing first hand what the back ups on highway 41 and other route alternatives related to the bridge closure have created. Alternative 2 will just create multiple bottlenecks and merge points that, FRANKLY, South Carolinians do not seem to be good at. This will generate more aggressive driving, hazardous incidents, and accidents. Do NOT choose #2. THE BEST OPTION is #1. We need a safe, more stable traffic pattern. CHOOSE #1.
05/21/2018	Christopher	Bingham	Alternative #1 is the most sensible solution for the needs of Hwy 41 and all the neighborhoods that rely on this roadway every day. Making this five lanes will be a huge help during emergencies.
05/21/2018	Patricia	Swope	This is crazy. Why would we want to go all the way around on Bessemer and Dunes West Blvd to go back to the 41? We drive from 17 to almost the Wando Bridge to get to our neighborhood. This plan adds too much distance and doesn't use the state road as it's intended. This will be a horrible option for evacuation and result in outrageously bad traffic in an emergency.
05/21/2018	Patricia	Swope	This looks like the best use of our tax dollars. Widen a straight shot of road from the Bridge to the 17. This seems to be the safest and most logical of all alternatives, and the relative impact reflects the best options for the environment and affected properties. YES on option #1.
05/21/2018	matthew	smith	This is the only acceptable option.

05/21/2018	Sherry	Howard	This is the best option because the Parkwest subdivision is the reason the traffic problem exists. It is selfish to ruin an already existing community and make it a traffic nightmare while they get to keep their community pristine and use our neighborhood as a mere convenience. Oir lives have already been disrupted and rude drivers block our driveways so we cant get out just because they have a range rover and i drive a ford. Their arrogance and lack of regard for others is appalling.
05/21/2018	David	Ranney	This is the best alternative. 41 is already a highway and should remain a highway.
05/21/2018	Mary Margaret	Ryan	This is by far the best option. The others are just ridiculous.
05/21/2018	Leigh	Monk	This is the only option that makes sense. My children ride their bikes on Dunes and Bessemer and having that volume of vehicles would surely Get a child killed
05/22/2018	Milton	Hoagland	How can I find out what the potential land acquisitions are?
05/22/2018	Anna	Ebeling	I consider this alternative 7 despicable. It will destroy the well-being and property of hundreds of families including ours. My husband and I spent every penny we had on building our dream retirement home, which you are planning to destroy. More than that: putting a highway with semi-trucks through a peaceful residential area will negatively change the nature of Park West and Mount Pleasant as a whole. I love Park West, and I am not interested in paying high taxes for my own destruction. My government is supposed to protect me, not to abuse me! I am a retired college professor: I dedicated my life in the United States to teaching students the foundations of the American Republic: respect for the Constitution, individual rights and private property. I came to this country from the communist Soviet Union where compassion and respect for people's rights never existed. Please, don't make me feel the same way in America, the country I love with all my heart. If not, I will spend the rest of my remaining life opposing Alternative 7 up to the United States Supreme Court. Thank you!

05/22/2018	Richard	Ebeling	<p>Alternative 7 is the least desirable of the alternatives. It cuts through and radically undermines, if not destroys, the character and quality of those parts of Dunes West and Park West through which this proposed 5-line highway would be built.</p> <p>Its most damaging impact would be on that portion that includes Bessemer Road. Widening this segment to 5 lanes would require the ruining of entire homes and properties through proposed partial or total "acquisition." (A sanitized way of saying government land seizure of people's private property.)</p> <p>Many remaining properties would find themselves right at or very near this widened road, itself. The quality of daily life, the safety of children needing to cross such a 5-lane highway to other parts of Park West where the recreational facilities are located, as well as the traffic, noise and general degeneration to the general community environment cannot make this Alternative 7 "loop" acceptable. It would cut a deep and irreparable permanent scar through the entire neighborhood. (This used to be referred to as government-caused "blight" in a community.)</p> <p>This is hardly the setting that my family had in mind when we decided to make, especially, this part of Park West our family residence. I ask you, would you want to find your home right at or near what amounts to an interstate-type highway with 5 lanes, particularly when you purchased and had been living in your home with this being the last thing you would have imagined the Charleston County authorities would impose on you?</p> <p>The sheer numbers of families and homes that would be dramatically and negatively impacted if Alternative 7 were decided upon -- your own partial and total "acquisition" estimate comes to almost 300 properties -- highlights the decidedly traumatizing effect this would have for far more than a thousand people, considering that each property is, no doubt, home to more than one person.</p> <p>Alternative 7 has to be resolutely rejected.</p>
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05/22/2018	Richard	Ebeling	<p>Alternative 1 is, certainly, the most reasonable and efficient of the options. It would make possible a continuous flow of traffic along this entire stretch of 41.</p> <p>It may involve a degree of inconvenience for some in the Phillips Community, but can, no doubt, be designed with sufficient access off the properties to the new 41 running near them that it can be minimized.</p> <p>I support Alternative 1 and as the first choice.</p>
05/22/2018	Richard	Ebeling	<p>Alternative 2, would be less traffic flow efficient than Alternative 1 (which I consider the best option), but if Alternative 1 were not chosen, the second best is Alternative 2.</p> <p>While the Phillips Community segment of 41 under Alternative 2 only would be expanded to three lanes between Dunes West Blvd. and Joe Rouse Road, it nonetheless has none of the traffic flow inconvenience and huge negative community impact that would result from Alternative 7.</p> <p>If Alternative 1 were not selected, then Alternative 2 would be the second best.</p>
05/18/2018	Faye	Bourdon	<p>I would like to know who's brilliant idea it was to have option 7 on the table. A "continual bypass"?! That is completely absurd. Why are we encouraging drivers to come through neighborhoods instead of staying on 41.It's a nightmare crossing that road with drivers now going over the speed limit. You'd like my children and I to cross DW Blvd. with people going even faster and more cars. Absolutely NOT! Keep traffic on 41. That is what it was intended for! Stay away from our neighborhoods!! Widen 41. NOT in our community.</p>

05/18/2018	Kiersten	Ripley	<p>I would like to voice my grave concern with alternative 7. The more I look at this “continuous bypass” through dunes west and park west. The more I realize how extremely dangerous this will be for all the kids in our neighborhood and surrounding neighborhoods off these streets. Highway traffic so close to our crosswalks and sidewalks is a tragic accident waiting to happen. Not to mention it will be extremely difficult/dangerous for hundreds of families to drive out of the neighborhoods connected to dunes west blvd and Bessemer if we are looking at the speed traffic would flow! Planning a highway to rip through a neighborhood and residential area that is family and pedestrian friendly - multiple crosswalks across these roads - will absolutely destroy our wonderful neighborhoods and our way of life, not to mention damage the values of homes in the neighborhoods surrounding these roads. I assure you not everyone can afford to take that hit or afford to move their families to a safer location in mount pleasant. We moved to our neighborhood because it was close enough to a highway to be convenient, but not so close to be unsafe for walking with children to the playground or pool across Dunes West Blvd. Now this option to put a highway at the foot of our neighborhood is devastating and disturbing that it could be considered viable. It will completely destroy everything we love about our neighborhood. I urge you to see if destroying our community is worth saving the few extra feet it would take to widen highway 41. Alt. 1 is the best of the 3 options. 41 absolutely needs to be 5 or more lanes all the way through. A bottleneck would ensue otherwise and would be a waste of taxpayer funds. I am also extremely disappointed in the timeline of this project. The people of north mount pleasant deserve better infrastructure/evacuation route to support the growth in this area.</p>
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05/16/2018	Kiersten	Ripley	I find option 7 to be a dangerous and devastating option for the Dunes West/ Park West communities. I can't even imagine trying to walk across 5 LANES of traffic safety to bring my children to the neighborhood playground and amenity center. Yes we use the cross walk and no, not everyone always stops even with just 2 lanes to worry about! This shift of traffic off of a designated highway and onto neighborhood streets will discourage families from living here and moving to these great neighborhoods off Dunes West Blvd. Also, by failing to make highway 41 at least 5 lanes all the way though, our evacuation route will be sorely inadequate to handle daily traffic, let alone an actual emergency! This option appears to incentive through traffic to cut through our streets in order to by pass the bottle neck situation on 41 the will inevitably ensue with dropping 41 from 5 to 3 lanes at one section. Please take this option out of consideration, Dunes West Blvd and Bes semer were not planned properly for this widening, placing families homes and the sidewalks that our children use dangerously close to all the traffic this option will bring. We chose our neighborhood because there were so many families with young children. These children cross these streets to go to the playground, these children are learning to ride their bikes on these sidewalks right off these roads! 41 needs to be widened all the way through if we are to look at the future needs of our whole community.
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05/16/2018	Craig	Ripley	Option 7 will risk the lives of hundreds of neighborhood children and families. A major highway will separate our children from their playground and our families from their neighborhood amenities. It will incentivize people to cut through Dunes West through Park West to get down to 17 and will put substantial volume down near the entrances of our schools. It will destroy the neighborhood feel of the community and encourage speeding, creating dangerous scenarios for our neighborhood streets. Expand 41 to 6 lanes and keep the highway designed as a highway and as the evacuation route it is intended to be. Do not make our neighborhood streets into a major highway!!
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05/16/2018	Jim	Owens	Alternative 1 – This is the preferred method of the citizens of Mount Pleasant.
05/22/2018	Anna	Ebeling	This is the only reasonable alternative!
05/16/2018	Barbara	Perry	Alternative 2 – Best I see Alternative 7 – Best way around
05/16/2018	Alan	Schmitt	Alan Schmitt – Comment Form Alternative 1 – Traffic on 17 is the problem. (Light at the Brickyard) This option is no help! Alternative 2 – See Above Alternative 7 – See Above
05/16/2018	June	Cragg	Alternative 1 – Shortest distance between two points is a straight line. Please widen the road. Alternative 2 – Second choice. Alternative 7 – Horrible idea. Do you want all of Berkeley County heading to Mt. Pleasant through Park West/Dunes West. This is about politics. I understand the historical significance of the Phillips Community, but...the road needs to be widened.
05/16/2018	Star	Ross	41 needs to be 4 lanes!
05/16/2018	Kevin	Cunnane	Alternative 1 – No other option makes sense except option 10 for 7 lane Highway 41 Alternative 2 – Putting a highway through hi-density subdivisions makes zero sense Alternative 7 – Creates a bottleneck, dumb plan
05/16/2018	Marie	Condon	Alternative 1 – Best use of property w/o infringing on existing neighborhoods (with children, our precious resource) Alternative 2 – No!! No! Alternative 7 – What?! No way! How can you even think about Bessemer becoming 5 lanes – ridiculous. Leave Bessemer alone! No! No! No! My home! Not just a place I hang my hat
05/16/2018	David	Lovein	Alternative 1 – This alternative seems the best from a common sense stand point. Alternative 2 – Drivers in Mt. P are too stupid to merge from 5 lanes to three. Alternative 7 – This seems like the most expensive option and does not make sense from a cost perspective. Heritage is important. Do not let identity politics drive the process.

05/16/2018	John	Bagwell	Alternative 1 – Yes, main road now Alternative 2 – Yes would slow traffic some but not effect neighborhoods Alternative 7 – NO This would put great traffic through neighborhoods and endanger kids going to park west pool. Greatest impact on single family homes. No No
05/16/2018	Ken	Koch	Alternative 1 – This is the logical choice. It widens the Hurricane Evacuation Route; is the straightest, shortest distance from Dunes West Pkwy to Bessemer. It makes the most sense with heavy truck and commercial traffic on Hwy 41. It is the existing N-S (?), and it needs to be widened! Alternative 2 – This will not work. A bottleneck already exists on Hwy 41 between Dunes West and Bessemer. Leaving that section as a 3 lane road will only make things worse and send more traffic into Park West and Dunes West. Traffic jams will be horrendous and cause dangerous conditions for children in Park West/Bessemer/Dunes West. Alternative 7 – Totally ridiculous! These are residential roads, not a state highway like Hwy 41 is. This will be dangerous for the many children living and walking along this route. A bicycle and pedestrian path could be considered along Bessemer and DW Pkwy. Heavy trucks and gasoline trucks would be totally unacceptable with so many homes on this route. This alternative is total madness! 1. The safest route is widening Hwy 41 to 5 lanes from Hwy 17 to the Wando River Bridge. 2. Hwy 41 is the hurricane evacuation route and widening it is the best way to move the most people north and away from the coast and marshes. 3. Many more people would be impacted by widening Bessemer and Park West Blvd 4. The noise would be worse in the residential areas of Bessemer/Dunes West than near the marsh of Hwy 41. Please consider building and extending the Mount Pleasant Airport Extension Road.

05/16/2018	Dean	Hanson	<p>Alternative 1 – This makes the most sense to me. A straight road would handle traffic better with the projected volume increase. It also seems to be in the middle as far as overall/total impact on property and other criteria.</p> <p>Alternative 2 – This option does not make sense. Looks like it would create a bottleneck on 41.</p> <p>Alternative 7 – This is not a good plan. This is the has the highest total impact of all the plans. It cuts the Park West community in half (or at least 1/3 of it). A 5 lane hwy in this residential community would be disastrous.</p>
05/16/2018	David	Morton	<p>Alternative 1 – Probably the best solution.</p> <p>Alternative 2 – Not as effective as Alternative 1.</p> <p>Alternative 7 – Very bad plan!</p> <p>Owing to the I-526 Wando Bridge closing and extremely difficult travel throughout the region and to detours and traffic congestion, an additional Hwy 41 Corridor Improvement Public Meeting should be planned, advertised and implemented to ensure everyone wishing to attend the meeting can in fact do so. With the bridge closure associated traffic problems meeting attendance and progressive public interest will likely be skewed due to the difficulty the public will (?) trying to attend the meeting during its scheduled time of 5:30 to 7:30 pm on May 16, 2018.</p>
05/16/2018	Natalie	Payne	<p>Alternative 1 – My sons will be safe with this option! I live in Arlington and my sons have to cross Bessemer Rd to get to the recreation center + pool.</p> <p>Alternative 2 – Not an option!</p> <p>Alternative 7 – I do not think anyone who lives in the community would think this is an option! Not safe!</p>
05/16/2018	Sherry	Bagwell	<p>Alternative 1 – This is the only option that makes sense! It will keep traffic flowing! It will keep the community children safe!</p> <p>Alternative 2 – Option 2 will cause a bottleneck by 5 lanes to 3 + back to 5 lanes.</p> <p>Alternative 7 – If you realized children are constantly walking to the pool and playing in this area, you would see that #7 is a ridiculous idea. We already have deal with Park West Blvd being a thoroughfare for all the construction for Carolina Park. Our roads are being destroyed by big trucks and we do not want Bessemer Rd becoming a highway too!</p> <p>Please do a flyover at 17!</p>

05/16/2018	Carol	Hallman	<p>Alternative 1 – Workable. Traffic would flow better than it presently does. Actually, five lanes would work well for traffic flow along 41.</p> <p>Alternative 2 – Workable. Not the best of the 3, but an improvement over the current road. I like the 5 lanes from 17 to Joe Rouse.</p> <p>Alternative 7 – Totally Unacceptable. The five lane option would decimate property values in nearby neighborhoods, increase noise and pollution, and make homes almost impossible to sell. This brings city noise and pollution to a very nice suburban area with newer homes valued near ½ million dollars, and more affordable homes.</p> <p>The historic Phillips community reflects life in the 19th and early 20th centuries. I acknowledge the community's historic roots. But conditions in the late 19th/early 20th century cannot dictate decisions in the 21st century. We need five lanes along 41, especially since it is a hurricane evacuation route.</p>
05/16/2018	Randy	Olson	<p>Alternative 1 – People will want to go straight! Shortest possible route.</p> <p>Alternative 2 – Possible, but the 3 lanes will always be a choke point!</p> <p>Alternative 7 – Awful – Going from 2 lanes to 5 on Bessemer is terrible. I live in Keswick – How do kids get to school? How do we cross with bikes? So much noise in these many neighborhoods! Property values will decline! – Terrible</p>
05/16/2018	Carl	Robak	<p>Alternative 1 – I believe this is the most feasible option. Cost and flow would be the best result.</p> <p>Alternative 2 – Combined with Alt 5 should be considered.</p> <p>Alternative 7 – Property values in Park West and Dunes West would be impacted. Portions of the community would be cut off from the rest. Children's safety is a great concern. They cannot walk across five lanes to go to school, parks or amenities. Unsafe for community!</p> <p>2-5</p> <p>Consider alternative 2 and 5 combined. Expand portions of Hwy 41 to 5 lanes before and after Phillips Community. Widen 41 at Phillips Community to 3 lanes. Add 2 lane road in Park West/Dunes West.</p>
05/16/2018	April	Ata	<p>Alternative 1 – Out of all the options this is the only one that makes sense</p> <p>Alternative 7 – No – Think of our children's safety!!!</p>

05/16/2018	Alicia	Donohue	<p>Alternative 1 – This is the only option.</p> <p>Alternative 2 – This seems to be the most reasonable backup plan because it protects the majority of Phillips Community and keeps Bessemer Road from becoming a highway</p> <p>Alternative 7 – Plan 7 is terrible! My home is in a small neighborhood along Bessemer ROAD. Think of the safety of our children! We never agreed to a highway through a small community. This plan is horrible. You will spend millions moving homes, businesses, and infrastructure along the Bessmer Rd proposal. There would be far less cost to move the structures (most of which are dilapidated) on Hwy 41 in the Phillips Community.</p> <p>Traffic plan – best on option #1 if at all.</p> <p>Worst on #7 due to incredible displacement of neighborhood roads and current utilities.</p> <p>Terrible plan.</p>
05/16/2018	Rick	Higgins	<p>Alternative 1 – Yes, this looks like an excellent plan, keep 41 5 lanes and a straight shot.</p> <p>Alternative 2 – This creates a bottleneck in the Phillips Community, not recommended.</p> <p>Alternative 7 – This is unreasonable. Are you serious? Diverting 41 traffic through a residential community is a terrible idea. This is a safety hazard for children wanting to walk along the bike paths and roads in Park West. If you travel down Bessemer you will see this is a ludicrous idea. Alternative 7 causes me to lose confidence in the wisdom of the people making the plans.</p> <p>Our current problems with the 526 bridge out reveal the need to get 41 completed. We need to make a decision and get going on Alternative 1 – this is the only reasonable alternative.</p>

05/16/2018	Joyce	Scaprrchio	<p>Alternative 1 – My preferred is to do the job once so that it can handle the exported traffic out of Berkeley County + Mt. Pleasant so I think that 5 lanes is needed.</p> <p>Alternative 7 – This is an unreasonable alternative that significantly damages Park West by adding a huge increase in traffic to a neighborhood. Most of the traffic is not going into Park West normally. It will disrupt school buses, children, access to greenway and our expensive amenities. As Berkeley County grows it will cause further impact to an already burdened Park West. It also adds miles to people's commute on 41 so everyone is impacted by this. Also the traffic will contribute considerable pollution directly into the neighborhood especially in hot humid summer. This pollution will affect (?) considerably and destroy our walking trails.</p>
05/22/2018	Larry	Carter	<p>Alternative 1 – No money should be spent without a coordinated 3 county plan Rapid Transit reduces commuter gridlock.</p> <p>Alternative 2 – No money should be spent without a coordinated 3 county plan. Bus Rapid Transit to reduce commuter gridlock. Widen roads for safety and move fog lights.</p> <p>Alternative 7 – See 1 & 2 above – get Sanford to lead on more federal dollars to reduce pollution, electric buses from Proterra and hydrogen cars for the other 49 states. Only bus rapid transit can reduce commuter gridlock. All 3 counties must work together for planning & wise spending of the ½ penny tax & fuel taxes. Bicycle lanes can also widen (?) safe narrow roads for students and non-drivers. We need pollution monitoring to prove local cancer causing emissions. Also nuke monitoring when downwind from steam releases.</p> <p>Yes narrow roads add fog lights for safety.</p>
05/16/2018	Chris	Smith	<p>Alternative 1 – Seems like the logical solution.</p> <p>Alternative 2 – Not enough lanes on 41</p> <p>Alternative 7 – No! Why put a highway through a housing subdivision...</p> <p>Very surprised a highway through a subdivision is even being contemplated!</p>

05/16/2018	John	Todd	<p>Alternative 1 – 5 laning SC41 thru Phillips Community and Palmetto Hall will increase the already excessive noise in Palmetto Hall.</p> <p>Alternative 2 – Best choice except for no build alternative</p> <p>Alternative 7 – This is by far the worst alternative to dump trucks through Dunes West. Access to Dunes West pool from Palmetto Hall will require children crossing a 5 lane highway.</p> <p>This project sets in motion the creation of a corridor down SC 41 that will funnel all the traffic from the mouth end of Mount Pleasant to North Charleston and Berkeley County. Alternatives instead of this project need to be studied more.</p> <p>Noise and flooding are major issues that need to be properly addressed.</p>
05/16/2018		Tartaglia	<p>Alternative 7 – Highly oppose option 7 – 80 + feet from our corner property to edge of roadway.</p>
05/16/2018	Matt	Murphy	<p>I am strongly opposed to option 7. Seven. I feel that this alternative impacts far too many households. Having five lanes of traffic run through a quiet residential area is not a viable option to solve the traffic issue on highway 41.</p> <p>I would support alternative 1 – one.</p> <p>Widening an existing highway in a straight line as opposed to creating a new highway through a residential neighborhood seems to make the most sense.</p> <p>No To Alternative 7</p>

05/16/2018	Boris	Dashkovsky	<p>Alternative 1 – This is the most sensible alternative. Please do not forget cyclists and make a bicycle path on HW 41.</p> <p>Alternative 2 – If this option is selected please make sure cyclists are not forgotten! Bicycle path & lanes to US 17 (along Hw 41 and the intersection) are a must.</p> <p>Alternative 7 – This alternative makes the least sense! Park West is a (?) community, even the roads have an S shape to slow the traffic down, not to speed up throughout. Also, there is already construction inside Phillips Community for example Covington developed by Crescent Houses.</p> <p>Alternative 7 effects more people than any other option because it goes against the original design of the Park West neighborhoods; these are generally bedroom community where people come to rest, not get in and out quickly. Constructing up to 2.5 miles of 5 lane road to bypass 1.5 miles of Hwy 41 makes no sense, especially since there is already construction of new houses inside historic Phillips Community.</p> <p>Whatever option is chosen PLEASE DO NOT FORGET cyclists!</p>
05/16/2018	Peggy	Reider	<p>Palmetto, Cypress Pt; Ellington Woods have only 1 way to get to 41 via Dunes West Blvd. If this plan is chosen they would have a difficult time getting out of those developments. Could access road to 41 be built at the edge of the Phillips property as another way out to 41?</p>
05/16/2018	Michelle	Jenkins	<p>Alternative 1 – Best of all bad options.</p> <p>Alternative 2 – Going from 5 lanes, back to 3, then 5 again is going to cause bottlenecks.</p> <p>Alternative 7 – This seems like the worst of all of the alternatives 5 lanes on DW/PW Blvd? How many homes would be displaced? Property values? Not to even mention those houses were JUST BUILT. At this point, how about “no build” to mean no more homes built.</p> <p>Please please do not go w/ Alternative 7. Unless you really want those of us who have been in Mt. P for 10+ years to vacate ASAP. It’s already borderline unliveable, but this would guarantee the end of Mt. Pleasant as we know it.</p>

05/16/2018	Janet	McKendrick	Alternative 1 – Only reasonable plan with lowest overall impact Alternative 2 – Going from 5 – 3 – 5 will just cause bottleneck – more problems Alternative 7 – This plan is INSANE! 1. It would destroy property values 2. Increase noise 3. Make neighborhoods unsafe 4 And destroy the charm and beauty of our neighborhoods. Please consider airport alternative.
05/16/2018	Claude & Celeste	Drury	Alternative 1 – I like this one best – stay out of Park West! Alternative 2 – Won't help enough Alternative 7 – No more traffic thru Park West!
05/16/2018	Delman	MacPherson	Alternative 1 – Looks like the best balanced alternative Alternative 2 – Restriction occurs at 2 points causing backups & congestion as bad as it is now on the length of the area in focus along 41. Alternative 7 – What a disaster flooding Dunes West & Park West with expanding traffic to benefit the smaller population thru the Phillips Community.
05/16/2018	Caroline	Muhn	Alternative 1 – This is the best alternative with minimal impact on human life. Alternative 2 – 2nd best alternative. Alternative 7 – The neighborhoods will be divided with this plan. My house will be destroyed and so will the home value. Literally can't do this! Alt #1 is best for my family. Who is going to buy my property if a 5 lane road is literally in the back yard? No One! Come on you know this guys. My son will never be able to ride his bike alone! Scary! I will talk anytime you want! Literally crying over this!
05/16/2018		Muhn	Alternative 1 – This makes the most since. Expand the highway that has been in place for 81 years. Alternative 2 – Makes since, but will cause bottle necking at the 5 to 3 lane point. You would be better off going 3 the entire way but having one go to 2 lanes each way. Alternative 7 – This is terrible. It is putting a highway in a residential neighborhood. Kids can run into the street and will have to cross a 5 lane highway to get to the neighborhood pool. How would you like a highway in your backyard? I didn't buy a house on a highway for a reason. Can you even put a 5 lane highway there? How would you like a highway put in your backyard? Do NOT go with 7!

05/16/2018		Gale	Alternative 2 – NO Alternative 7 – NEVER
05/16/2018		St. Francis	Alternative 1 – This is the most direct route – Why is this not preferred
05/16/2018		Pierri	Alternative 1 – The best alternative, add an overpass as well Alternative 2 – X Alternative 7 – X ridiculous
05/16/2018	Anna	Allen	Alternative 1 – #1 is the only reasonable “alternative”/solution. It is obvious we need as many lanes possible to remedy the problem. Alternative 2 – There are many more people who would benefit from 5 lanes. 3 lanes through “Phillips Community” is perhaps attractive to the few residents that live there, but that is ALL. Alternative 7 – Re-routing Hwy traffic through 2 residential neighborhoods is dangerous and problematic. This is a ridiculous “alternative”. For your next meeting: 1) Have all options on a poster so people can compare. The touch screens are “fancy” but not helpful when comparing “alternatives”
05/16/2018	Jim	McKendrick	Alternative 1 – It is the only viable option. It has the least impact to the smallest population and the least environmental impact and it moves traffic without bottlenecking or slowing traffic Alternative 2 – Will not solve the traffic issue and will not meet the traffic demands Alternative 7 – The worst alternative. It will impact the most property owners and destroy a beautiful neighborhood and community. It is not a viable options and should be taken out of consideration. I understand the concerns associated with the impact to the Phillips Community but 41 should be five lanes from the bridge @ the Wandor River to Hwy 17 N. and the property owners in Phillips Comm. Should be compensated for their property value and new homes constructed outside the right of way. Eminate domain is law for a reason and Alt. 1 is the only viable options but the property owners in the Phillips Comm. Should be treated fairly.
05/16/2018	Jim	Klein	Closed Wando River Bridge. Can a second lane be painted on Clements Ferry short term travelling from Hwy 41 to 526 to speed flow along 41+Clements Ferry.

05/16/2018	Dianne	Brimmer	<p>Alternative 1 – This road already exists and it is the only way option that makes sense. It will move the most cars with the least impact and cost.</p> <p>Alternative 2 – I also am in favor of this option but I do believe that after Clements Ferry is built out (<10 years), the 3 lanes in the middle not be able to accommodate the added amount of traffic.</p> <p>Alternative 7 – This option is the most ridiculous thing I have ever heard. How can anyone put a 5 lane highway through a residential community where people walk, run, walk dogs, bike, ride golf carts all over PW/DW area. This is insane! Arlington all other Bessinger Rd neighborhoods would be “cut off” from their community and their property values would be useless. You wouldn’t be able to give these houses away! There are trucks using Hwy 41 to go to Clements Ferry Rd – 526. We really want to add this interstate type traffic through planned communities and neighborhoods??</p>
05/16/2018	Manfred & Patricia	Osti	<p>Alternative 1 – Great choice to address the congestion/travel problem. However included widening (4 or 5 lanes) of PW Blvd + Dunes W. Blvd. to provide relief for travelers on 41 to 17 and vice versa.</p> <p>Alternative 2 – Great choice also, but must again include widening to 4 or 5 lanes DW Blvd and PW Blvd to provide relief to 41.</p> <p>Alternative 7 – Absolutely against this scenario. Bessemer Rd should not be a major thoroughfare as it runs through communities. Safety would be a huge issue (cross walks, walk paths, etc) as well as noise issue that would be created.</p>
05/16/2018	Kevin	Pietramala	<p>Alternative 1 – Best option. Goes straight through and impacts the least amount of residents.</p> <p>Alternative 2 – 2nd best option</p> <p>Alternative 7 – The worst alternative. It impacts the most residents and goes through two HOAs (Park West & Dunes West)</p>

05/16/2018	Becky	Page	<p>Alternative 1 – YES. Best alternative, least amount of impact, evacuation route straight – bug trucks turns delay</p> <p>Alternative 2 – NO. Traffic will bottleneck – need straightshot. 41 is state hwy not Bessemer Rd, After new bridge neighborhood being formed. STOP GROWTH!</p> <p>Alternative 7 – NO. Bessemer road is in neighborhood – not state road! More homes + property affected than others. Cut off neighbors from amenities, walking trails, pollution, property value loss, noise, safety issues.</p>
05/16/2018	Kylian	Hudson	<p>Alternative 1 – This appears to impact the least amount of people</p> <p>Alternative 7 – We will get killed just trying to get to the pool. This impacts the most people and seems like it will cost the most.</p> <p>Why, why, why would you even consider option 7. How can you use our tax dollars to decrease our safety, reduce quality of life and decrease our property value. This is not an option at all!</p>
05/16/2018	Rhian	Hudson	<p>Alternative 1 – This makes the most sense.</p> <p>Alternative 7 – This option will have a significant impact on the safety of our children, reduce property values (for those not “acquired”) and decrease the overall quality of life for the residents of Park West/Dunes West. How could this option even be considered? 41 and 17 are the issue turning a residential street into a 5 lane hwy is careless. Please do not move forward with this option.</p> <p>Option 7 is terrible and will impact the largest number of residents. This option is reckless and dangerous.</p>
05/16/2018	Margo	Tabb	<p>Alternative 1 – I like just widening 41 and leaving Park West alone!</p> <p>Alternative 2 – This one is OK too</p> <p>Alternative 7 – Stupid - - - ruin lovely Park West entrance and Park West Rd</p> <p>Heard about Airport Road ext to Grey Marsh to help alive congestion getting onto 41.</p>
05/16/2018		Anonymous	<p>Alternative 1 – Most logical</p> <p>Alternative 7 – Absolutely should not happen</p>
05/16/2018	Donald	Bentz	<p>Alternative 1 – Best option! Fix Hwy 41 but leave neighborhoods alone #1 a winner</p> <p>Alternative 7 – Fix Hwy 41. Quiet neighborhoods will be ruined if Bessemer turns into a 5 lane road.</p>

05/16/2018	Kristina	Mills	Alternative 1 – This makes the most sense Alternative 7 – This option makes no sense. It impacts the most acquisitions. Creates serious safety concerns. Not action plan for how to protect current homes so close to road. Why have the plans for the 17/41 intersection been figured out? That is a large part of the issue. You can make both Bessemer & 41 50 lanes + w/o a correction to that intersection. Why was only the Phillips Community contacted about alternative 7?
05/16/2018	Lou	Broghamer	Alternative 1 – In my humble opinion, Alt 1 appears to me to be the best route – easy flow, straight shot. Alternative 2 – Seems taking Alt 2 off the main highway (41) would slow the flow of traffic Alternative 7 – Same answer as Alt 2
05/16/2018	Bob	Carpenter	Alternative 1 – Best alternative except (?) on back of the paper Alternative 2 – Bad – too much impact on Park West Alternative 7 – Bad – too much impact on Park West Alternative A Join Mount Pleasant Airport Rd to Grey Marsh to reduce traffic on US 41 Alternative B Use highway money to relocate those affected on US 41 and widen 41 to meet 3045 needs OR BOTH!!
05/16/2018	Dianne	Bach	Alternative 7 – NO NO NO! Bad for our safety and property values
05/16/2018	Sarah	Hudson	Alternative 1 – Best Option Alternative 7 – The amount of people who will be impacted by a bypass of 41 will not solve the main issue being 41 and 41-17 intersection. Widening Bessemer and Dunes West Blvd will make more people sit in front of a red light and disturb a whole community.
05/16/2018		Anonymous	Alternative 2 – We feel as though this is the best plan. Alternative 7 – It is a complete safety hazard to build a 5 lane highway directly next to a predominantly family filled neighborhood (Arlington). Also 281 partial property acquisitions is barbaric, showing little regard for the people affected by this plan. The least sensible alternative is alternative 7. Keeping Bessemer Road undeveloped is the best option. Option 2 is the best.

05/16/2018	Rose	Ong	Alternative 1 – Simple & straight routes. Best alternative. Least home destroyed. Overpass with bike lane from Bessemer to Rt. 17 would be advantageous in the using auto to run errands on stores along Rt. 17 Alternative 2 – Alternative 7 – Bad alternative!! Pollution, congestion, endangered children + population, noise, homes destroyed, decreased value of homes. Love of people or love of money? We didn't leave the city to live in a NYC or LA.
05/16/2018	Joan	Rubenstein	Alternative 1 – I support this plan. Makes the most sense. A direct route from Wando to 17 will not go thru developments. Will not negatively affect housing values. Minimum impact on Laurel Hill Park. Alternative 2 – Not acceptable – Sweetgrass stands can be replaced like 17 N. Alternative 7 – Not acceptable – Too much impact on floodplain + streams + freshwater. Too much land from Laurel Hill Park Sweetgrass basket stands can always be rebuilt (Hwy 17) Min. Freshwater acres

05/16/2018	Heather	Coll	<p>I wrote this to share my feedback regarding the idea of an alternative Hwy 41 running through Bessemer + DW Boulevard. All I ask is that those actually in charge of this decision making read it and then email me your confirmation + written response at [REDACTED]. Thank you for hearing from us and listening to our thoughts. Sincerely, Heather Coll. Feel free to share with all.</p> <p>We Are the Arlington: Feedback about the prospect of a multi-lane Highway 41 on Bessemer Part I</p> <p>We are The Arlington. A small, humble community. We have annual Halloween parades, Father's Day fishing tournaments, and Christmas time get-togethers. We bike to Joey Bag A Donuts with our families on the weekends and we meet up with Park West friends at the pool on Friday nights, ordering Pizza from our neighborhood's Dominos. We love to go to our favorite family-owned Japanese restaurant Umi for dinner on Sunday nights as a family. Our kids ride their bikes to school or to friend's houses when the weather permits. Or they share time at the bus stop together each morning and afternoon, as their parents are busy heading to work.</p> <p>We are The Arlington. Our sons play basketball almost every afternoon outside as a group since many families here cannot afford the expensive travel sports clubs that so many others kids in Mount Pleasant are away for regularly. Our boys ride their bikes with a fishing pole attached to the back and spend countless hours by our peaceful ponds. Our daughters meet up with friends outside, enjoy walks to our Park West tennis and volleyball courts, read a book on our neighborhood's bench next to the pond. The Arlington bench offers a serene space, overlook a calming fountain and is named in memory of a prior Arlington resident and leader who has passed away but is not forgotten.</p> <p>We are the Arlington. We are families with kids and dogs who've been here for ten years+ and who are grateful to raise our children here. We are low-key, hard-working residents who are happy t</p>
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05/16/2018	Shari	Sebuck	<p>With the current situation of the Wando bridge being closed, I hope now, more than ever, you understand the importance of expediting the widening process on Hwy 41. Also, with Hwy 41 a main evacuation route, this highway should remain 5 lanes the entire length of the Highway. To have it go from 5 lanes to 3 lanes and back to 5 lanes, is just illogical - how does this not create a slow down and traffic jam? The alternate route through the neighborhoods of Park West will take longer, with more turns, and more lights, which is not what you want in an emergency - I don't live there but I'm sure they are going to feel the same way. Even before this bridge situation, it is taking me 40 minutes (without accidents) to drive 3.5 miles to Laing Middle School in the morning. I cannot understand the stale and stagnant pace of your plan - or your lack of planning - until it became such a crisis. And, if you DIDN'T see this coming, that worries me even more. Why not? Who was 'asleep' at the wheel? We all know that you COULD expedite this tragedy if you REALLY wanted too. I've seen government work both ways. The lack of planning and the snails pace of implementing ANY plan is unconscionable and derelict , at best. I am losing all faith in the government of SC ... as well as Mt. Pleasant. Construction beginning in 2022 and ending in 2025???? God HELP us if there is a Hurricane, terrorist attack, or any other threat to the area, because it is evident that the State DOT and the State government of SC WON'T or should I say 'doesn't plan to until 2025'?</p>
05/16/2018	Carl	Sauer	<p>41 needs to be a minimum of 5 lanes from 17 until the bridge over the Wando. 2 lanes in each direction and one turn lane is the minimum that appears to be acceptable. Since the I526 bridge closed traffic on Rt41 and Dunes West/Park West Blvd have been a nightmare, making Dunes West/Park West Blvd will only encourage their use as a short cut to Costco from 41 when Costco opens this summer.</p>
05/22/2018	Christie	Campbell	<p>This seems like the most logical plan. It also seems to be the option with the least amount of disruption and displacement of families from their homes.</p>

05/22/2018	Christie	Campbell	It has been said that Phillip’s community is on the National Historic Registry, however, when I pulled up the map to view National Historic sites there were absolutely NONE on their website located on highway 41. Why are we protecting something under false pretenses? Is it to keep a few happy while disregarding how it affects so many? This is not how our government should be operating. When you look at this on paper, you can not possibly think option 7 is the most economically feasible. It requires the acquisition of the most property from individuals, not to mention it will impact the most in terms of the natural resources, like our streams and estuaries.
05/23/2018	David	Ryan	This alternative is the most straight forward and most effective to move traffic flow. It is probably also the cheapest to accomplish the desired result of good traffic flow. I appreciate the impact on the Simmons community and sympathize with the issue. Progress and growth apparently is not always fair. I would expect that the state provide acceptable compensation to any loss of property.
05/23/2018	David	Ryan	This alternative does not seem acceptable. The bottleneck that will occur when the lane numbers reduce will be extremely frustrating and not really solve the problem.
05/23/2018	David	Ryan	This alternative is the second best choice of the ones presented but not a very good choice. I recommend against. It does move traffic but I imagine at a much more expensive price tag. It also will dislocate and hurt property values of probably more people and higher value homes than with Alternative 1 and the Simmons community. Either solution will create some hardships so I would still prefer Alt 1. Again, I sympathize with the Simmons community and would hope that fair compensation can be provided if Alt 1 is adopted. If this alternative (7) is actually being considered, steps should be made to stop some of the current building along Bessemer, or at least slow it until a decision is made. It appears to me that houses are currently being built close to that road and would later have to be removed.

05/16/2018	Charles	Ward	<p>I don't see how alternative 7 could possible work for the Bessemer Road becoming 5 lanes. First it would destroy any greenway buffer that would cut down the noise created by 5 lanes of traffic with the Arlington Subdivision. The sidewalk and road would be up against the Arlington (Park West Sub) right in people backyards. That if they even replace the sidewalks. Then there is the problem of water runoff and drainage created by the 5 lanes. I know there is no option that would not effect someone or area, but this option would effect the most in the worse way. Glad my home does not backup to this road.</p>
05/16/2018	Beth	Mark	<p>I was told to e-mail my opinion regarding the expansion of Hwy 42 and other roads to this e-mail address.</p> <p>1.) Since 41 is our evacuating Road it definitely should be widened to 4 lanes from 17 to Clements Ferry Road. Also, it should continue to 526. All the houses ? being built along 17; Dunes West, Park West as well as new business; Costco, Home Depo and many others projected will bring more traffic to 17.</p> <p>2.)I live in the back of Park West and worry about how emergency vehicles will be able to reach us in our neighborhood once all the incoming traffic from all the new builds are completed. The road from Andover through the side of airport is a great suggestion but not sure if it is possible.</p> <p>3.). I am not in favor of making Bessemer Road a cut through for traffic by making it 4 lanes. It is bad enough everyone besides Park West and Dunes West using Dunes West Blvd as a cut through to 41.</p> <p>Let's make our roads safer! Use the increase in tax \$\$ from gas increases for what it was supposed to be used for and get these problems solved! Hopefully it will not be another 8 years of road work to get this done.</p>

05/16/2018	Justin	Epperson	So the proposal looks to avoid the problem. This is not a solution that will help with traffic if it just redirects traffic through slow neighborhoods where children are. The problem lies between the river town entrance and the gas station on 41. Every single day traffic is backed up there and there only. Many people are just cutting through to get to Clements ferry to 526. We need to fix this problem by widening 41 or we will be right back in this spot again. Neighborhoods will slow the traffic. You literally are proposing a detour!
05/16/2018	Natalie	Allgyer	Please DO NOT use option 7. It would ruin the communities on those streets. Kids would no longer be able to safely play outside. Dunes west Blvd never gets backed up. There is no need for this. I beg you to please NOT go forward with option 7.
05/16/2018	Allen & Shannon	Gonzaga	Good evening, We live on the corner of Bessemer and Dumont Road. We have 3 kids and we truly enjoy our current sidewalk behind our house. We frequently ride our bikes, go for walks and run on this path. Option 7 has Bessemer road turning into a 5 lane highway. We strongly oppose this option due to the fact that our quality of living will be greatly affected. Pls. take into considerations our opinion about this plan along with the numerous neighbors who also oppose this widening of Bessemer Road. Thank you for your time.
05/16/2018	Sara	Slocum	We moved to Cypress Pointe, Dunes West for the pleasure and safety of our young children (5,2, and one due in November 2018). Option 7 puts our children at undue risk and harm. I will never be allowed to let my child experience riding their bikes on their own as they would basically be living by a highway out their backyard. It will create a horrible bottleneck as drivers enter 41. There are much better alternatives, and option 7 is not the one we need for the peace and safety of our future.

05/16/2018	Kelly	Neely	NO TO OPTION 7!!! Please take option 7 OFF the table!!! To many children, school aged kids, and other pedestrians walk, run and bike this route daily. OPTION 7 WOULD BE A CHILD AND PEDESTERIAN KILLER!!! It has gotten more and more dangerous with all of the new development and I witness near accidents and people almost getting crushed while using the pedestrian lanes every day as it is. Please keep our kids and neighborhood safe!!!
05/16/2018	Jason	Allgyer	Option 7 separates dozens of children from their friends, their pool, and their playgrounds. Option 7 will kill children if it proceeds. It will also destroy property values and our sense of community.
05/16/2018	Charlie	Neely	I vote NO to option 7.
05/16/2018	Chad	Jenkins	Hwy 41 Alternate #7 would not be a solid alternative as dunes west parkway is littered with children and dunes and park west children. I have lived in park west and I can only see this being a major concern for children and their parents.
05/16/2018	Craig	Ripley	Option 7 will risk the lives of hundreds of neighborhood children and families. A major highway will separate our children from their playground and our families from their neighborhood amenities. It will incentivize people to cut through Dunes West through Park West to get down to 17 and will put substantial volume down near the entrances of our schools. It will destroy the neighborhood feel of the community and encourage speeding, creating dangerous scenarios for our neighborhood streets. Expand 41 to 6 lanes and keep the highway designed as a highway and as the evacuation route it is intended to be. Do not make our neighborhood streets into a major highway!!

05/16/2018	Kira	Talerico	Alternative #7 will ruin our perfect neighborhood. I SPECIFICALLY moved to this house because our last house was just off of a main road and our dog (really our first baby) was hit and killed. Because of that we SPECIFICALLY chose a neighborhood that was off the beaten path as far as our house was concerned. There are MANY young children in our community and we are out daily. If one of those kids were to get hit, it would be on your head. Newer construction is already right on top of those busy roads but the people that are choosing to move their also choose that risk. I did not. Please get rid of Alternative #7 for the sake of at least 20 kids in our tiny neighborhood, and the 100's of kids in neighborhoods around us.
05/16/2018	Elizabeth	Lamb	Can you please provide the criteria and it's weight for the decisions that will be made? I reviewed the take away from today's meeting and would like to know what percentage each of the listed factors (on back page) will be weighed in making any decision. Thank you, Elizabeth
05/16/2018	Russel	Horres	Dear Sirs: I have carefully examined the proposed Alternative 7, and find it totally flawed in its assumptions regarding traffic flow. The alternative defies common sense and I find it completely unacceptable. The option that best relieves congestion is Alternative 1. The concerns raised by the Phillips community need to be addressed in other ways including noise reduction landscaping, assistance in moving houses back, fair market buyouts for those who would rather move, compensation for lost land and an overpass with pedestrian walk ways between Bennet Charles and Sunchaser, interconnecting Sunchaser with Penders, and Bennet Charles with Elijah Smalls. We need to find a way for school buses to serve the community without stopping on 41.
05/16/2018	Delia	Parra	We just bought a house in palmetto hall in dunes west and option 7 of this plan would devastate our neighborhood and raising our children. We bought the house because of how the neighborhood is now and making 5 lanes on dunes west blvd is completely absurd. Please take option 7 off the table please!!

05/16/2018	Kiersten	Ripley	I find option 7 to be a dangerous and devastating option for the Dunes West/ Park West communities. I can't even imagine trying to walk across 5 LANES of traffic safety to bring my children to the neighborhood playground and amenity center. Yes we use the cross walk and no, not everyone always stops even with just 2 lanes to worry about! This shift of traffic off of a designated highway and onto neighborhood streets will discourage families from living here and moving to these great neighborhoods off Dunes West Blvd. Also, by failing to make highway 41 at least 5 lanes all the way though, our evacuation route will be sorely inadequate to handle daily traffic, let alone an actual emergency! This option appears to incentive through traffic to cut through our streets in order to by pass the bottle neck situation on 41 the will inevitably ensue with dropping 41 from 5 to 3 lanes at one section. Please take this option out of consideration, Dunes West Blvd and Bes semer were not planned properly for this widening, placing families homes and the sidewalks that our children use dangerously close to all the traffic this option will bring. We chose our neighborhood because there were so many families with young children. These children cross these streets to go to the playground, these children are learning to ride their bikes on these sidewalks right off these roads! 41 needs to be widened all the way through if we are to look at the future needs of our whole community.
05/16/2018	Heather	McCain	Please donâ€™t add multiple lanes to Dunes West/Park West Community. This will not solve the traffic issue. Highway 41 is the problem... it needs to be widened.
05/16/2018	Adrian	Parra	Option seven would be a detriment to the Dunes West / Park West communities. It would affect more homes then option one. Option one is the one I vote for, and would affect the least amount of homes in the community.

05/16/2018	Loretta	Weiss	I am totally against option 7. This is an established community with many children who use those walkways for biking and walking. Just because Phillips community has expressed a concern about widening 41 , which has plenty of room to widen, doesn't mean we should suffer from that. Spend the money to over the marshes, make it a straight shot down 41. Having people turn here and turn there is not going to help the problem. And while we are st it, make 41 a 6 lane highway to keep up with the growth. If not, this will only have to be addressed again at a later date.
05/16/2018	Danielle	Fabrega	Please do not consider option 7 - horrible for our communities and children!
05/16/2018	Ann	Gillespie	I support none of the options but suggest 5 lanes on 41, 5 lanes on Dunes West Boulevard, and three or four lanes on Bessemer. There are no houses on Dunes West Boulevard, it already is a major thoroughfare. The number of lanes coming from Clements Ferry Road and Park West Boulevard should match up. Many of the holdups in traffic already in Park West occur where two lanes merge to one. The right solution may not be a popular one but expecting the Phillips community, which is right on the road, to bear all the pain, is not the best solution. The solution should also be for years down the road not to just make the current situation tenable.
05/16/2018	Jennifer	Sowers	option #7 is not a viable option at all. No one who purchased in Dunes West did so thinking there would ever be a multiple lane road going through the center of the neighborhood. When we purchased here 20 years ago we did so because it was off the beaten path. This option will completely ruin the neighborhood feel of our community. There are MANY young children in our community and we are out daily. Please get rid of Alternative #7 for the sake of at least 20 kids in our tiny neighborhood, and the 100's of kids in neighborhoods around us.
05/16/2018	Beverly	Reynolds	Javing 5 lanes on Dunes West Blvd. Would only be a danger ro all thoe that live off the blvd. There are children that ride bikes to the pool. People that bime and walk on the blvd. Where is the room for all of ths ? It will take away the beauty and have way to many cars in an area that cannot accomodate. We do not need or want 5 lanes.

05/16/2018	Taleigh	Enlow	Please do not consider option #7! My family moved to the Cypress Pointe neighborhood as it was a quiet and safe neighborhood away from major traffic. We have two young children of our own and many yoind children in our neighborhood and the surrounding that needs to be thought of. Many of these children love to ride their bikes and skate boards on the sidewalks of DW Blvd, as well as many pedestrians walking and running. Our family must cross DW Blvd to access our neighborhood park and ameneties. I believe this route would potentially cause some tragic pedestrian accidents , not to mention it is going to create a major bottle neck on 41.
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05/16/2018	Theresa	Robak	<p>Tonight was an eye opener. I was at the public information meeting for the project study area for Hwy 41. Reviewing the flyer that was given out, I noticed some things.</p> <p>1- It looks like there is a definite urging to blindside and push residents towards something that will affect more homes/families than you are letting on. It lists all of these property impacts, etc, of multiple areas. Not one scenario mentions the impact of the Park West and Dunes West neighborhoods, which would be impacted with the alternative 7 option. Alternative 7 would be detrimental to those neighborhoods. Wasn't Arlington neighborhood originally annexed from the Phillips community years ago to become part of Park West? Now the other parts of the Phillips community are untouchable? Why on your maps are you including Arlington and other PW/DW neighborhoods as part of the Phillips community again? We pay Homeowner dues to PW. We live in PW. So now there's an option of separating us from our own community by a 5 lane highway?</p> <p>2- Alternative 1 shows 5 lanes from Hwy 17 straight up Hwy 41 and the section between Hwy 17 and Bessemer as slow moving. But the same stretch of road at the same 5 lanes on alternative 2 and 7 show it as green. Deceiving. Obviously, someone doesn't want to disturb that Phillips community, yet doesn't care about all of the other communities involved.</p> <p>3- Alternative 7 shows green all the way thru. Deceiving. There is no way that could happen with all of the lights that would have to be installed on that road to let homeowners and the fire department get where they need to be. That would for sure turn orange if we are being honest. Who wants to go a route that could have 5-10 lights in such a small span?</p> <p>4- The property value of all homes located along the alternative 7 option will drop drastically. You would be surrounding our homes with a highway on 2 sides.</p> <p>5- There are so many children living in these neighborhoods. How do you propose to keep them safe with highways</p>
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05/16/2018			<p>How many commuters...civilian & military.. were in gridlock for an hour each way via hwy 61, hwy 7, etc. with frequent accidents on Northbridge... only to be followed with gridlock on Westmoreland Bridge (526) after uncontrolled development?</p> <p>That's working life..... 11 hour days. Years ago 526 West Ashley was to be widened; they have forgotten about it now. Gridlock continues on hwy 61. We are bombarded on the news about complaints all over the area. Who cared about our wasted hours, our expensive new cars "blowing engines" in gridlock, folks being decapitated on hwy 61's oak trees? ...NO ONE...</p>
05/16/2018	Tom	Wittel	<p>safer for bikers to have seperate paths, off the highway. Current, corridor already splits some communities, so why split more communitites by put corridor through Park West. Informative presenations at Park West on 5/17/18.</p>
05/16/2018	Donna	Johnson	<p>No 5 lane throygh Dunes West! Children cross these streets all day long heading to pool and playground. Elderly people out walking are crossing these streets. This is a neighnorhood.....</p> <p>No place for a 5 lane highway! The safety issues woukd ne a nightmare. This IS NOT the solution. Please take this off the table. Thank you.</p>
05/16/2018	Tom	Wittel	<p>I favor expanding the existing corridor to 5 lanes since this appears to be the most cost effective solution in terms of residential disruption, utility relocation, and existing work already completed.</p> <ol style="list-style-type: none"> 1. How will Highway 41 connect to US17; i.e. left/right turn lanes, overpass, bypass, etc.? 2. What is traffic congestion effect from 5 lanes merging onto the new Wando bridge and onto Clements Ferry?
05/16/2018	Alan	Silber	<p>I think that 41 needs to be 5 or 7 lanes all the way from 17 to the Bridge. It is also very important to make sure that 17 has an exit and flyover to get on 41. It is very dangerous when light constantly backs up on 17. I am totally against going thru Bessemer and Pw Blvd. this is absurd. Please think things thru, spend the money to do it right and alleviate traffic issues for future</p>
05/16/2018	Jackie	Grey	<p>It appears that the fewest homes and the best way to proceed is to widen 41 all the way up.</p>

05/16/2018	Scott	Eblen	Hi- I am writing to STRONGLY OPPOSE OPTION 7 for fixing Highway 41 in Mount Pleasant. I live in the Cypress Pointe neighborhood in Dunes West, one of the MANY neighborhoods along the Dunes West Blvd/ Bessemer Rd that collectively contain THOUSANDS of residents. Traffic on these roads currently runs smoothly. Much of the traffic that travels on 41 comes from and is headed toward Clemens Ferry Rd and 526. Diverting all of that traffic into Dunes West and Park West would create a large amount of noise, traffic volume and unsafe conditions for the THOUSANDS of residents who live in these neighborhoods, drive on these streets and walk their families with small children on the walking paths. Turning Dunes West Blvd and Bessemer into a highway would create unsafe conditions, increase the number of wrecks, put walkers (especially small children) at risk and generate the need for stop lights (which would slow traffic flow). Property values would decrease and with it the amount that the county collects in property taxes. Hwy 41 is a major artery through this area and given the 525 bridge closure this week we have seen the vital role that this road plays in the community. The best solution for moving traffic through this area is to widen 41 to 5 lanes and provide the most direct route to go between Hwy 17 and Clements Ferry.
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05/01/2018	George & Elizabeth	Vary	We wanted to voice our opposition to the planned widening of HWY 41 to allow quicker egress for residents of Park West and Dunes West. This plan would be greatly detrimental to residents of Rivertowne, Horlbeck Creek and the Colonnade. The Council should never act in favor of one neighborhood over another, especially when the direct exit to Highway 17 is currently available.
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05/16/2018	Jonathan	Fulton	<p>Although I understand the initiative to preserve the Phillips Community as much as possible, I just don't understand how avoiding the expansion of what is an actual highway and making what is a neighborhood the pass through. I just purchased a home in Covington off of Bessemer and got hit with the fact that the town slipped a daycare under the radar to be built behind me and now I am getting a double whammy with the possibility that this could happen. You really don't think that will completely destroy the value of my home? This was meant to be a planned community. If this moves forward, you may as well buy my house and run it straight through there because my house was not cheap and would be worth probably a quarter of what it is now. This completely takes away from the fact that this is again, a planned community in which you are able to enjoy a walk down the road without 5 lanes of traffic blazing by you.</p> <p>All the venting aside, I have a really hard time agreeing with your models. I am a professional engineer and specialize in discrete event simulation. I understand how traffic flow works. I understand how system analysis based on random arrivals and peak hours works. Considering the fact that the traffic in that area is only bad 2 times in the day, I don't see how that warrants a 5 lane highway jutting through my back yard. In fact, I would be happy to help you all build discrete event models and really show you what alternative helps from a throughput standpoint.</p>
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05/16/2018	Peter	Cuneo	<p>Based on the options presented, Alternative 1 is the only viable option. Hwy 41 needs to be 5 lanes and Dunes West and Bessemer need to be expanded as well. As we all can see from the Bridge issue, 3 lanes cannot be an options. While it is unfortunate 3 land owners will be permanently displaced, my hope is the state will purchase their property and a reasonable rate and offer relocation either within the community or nearby. Of the options presented, Alt 1 is a must, and then future studies need to further look at changes to Dunes West Blvd and Bessemer. As a resident of Dunes West and previously Planters Pointe, these changes are long overdue and are only getting worse.</p>
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05/16/2018	Anthony	Pietramala	Option 1 is the best option. It will cost the least, is a shorter distance and impacts the least amount of residents, not only residents directly impacted because their property is on the roads being discussed, by there are hundreds of more homes along Dunes West Blvd and Bessemer Road that would be impacted by a 5 lane highway going through those neighborhoods as compared to the much fewer homes impacted by widening 41 to 5 lanes. Also, I believe eventually the Phillips Community would sell to a developer like similar Mount Pleasant communityâ€™s have in the past.
05/16/2018	Maria	Pietramala	Option 1 is clearly the best option. Just look at the Daya the town supplied and you can see it has the least amount of impact to the residents. There are also more residents that would hear the noise from a 5 lane highway going through Park West and Dunes West as compared to the Phillips Community.
05/16/2018	Patrick	McLoughlin	I have examined the alternatives for the Hwy 41 expansion and I believe alternative #1 is the best fit for our ever growing community.
05/16/2018	Jeffrey	Bobby	I believe that Alternate 10 is really the right answer, but I guess we will have to settle for Alternate 1. The corridor is a Hurricane Evacuation route so bottle necks can't be built (7). The infusion of all the traffic from future construction on Clements Ferry will be massive and needs to be addressed. The interchange from 17 North onto 41 North needs to be a 2 lane flyover to increase flow. The intersection at 41 and Clements Ferry also needs a flyover from 41 North to Clements Ferry. 41 South would flow under the flyover with a merge with Clements Ferry to continue on 41 South. Clements Ferry to 41 North should be the only stop sign or light to keep the flow of traffic working properly. I live in Dunes West and live this traffic everyday. I understand that you are consultants and are studying this, but the simple fact is that you don't live here and actually understand the issues. The plan I laid out is not optional, it is a necessity. This can't be phased in. It must be done right the first time and work for the future 20-30 years out. It is about time SC and the Lowcountry became Proactive, instead of being Reactive! Thank you for your consideration of our Future!

05/16/2018	Bob	Brimmer	<p>I attended the PW meeting on May 16th and spoke to many of my constituents and neighbors about their concerns about Alternative 7. As a town councilman and resident who lives along Bessemer Road, I understand the general and specific concerns as well as the review process. I think it is safe to say that the overwhelming majority of comments from last night's meeting were to abandon Alternative 7 and pursue some version of Alternative 1. I agree with this sentiment strongly. In addition, as long as Alternative 7 remains under study, I believe that resident opposition will grow and will hinder the overall process. I recommend that Alternative 7 be removed from consideration as soon as possible so that viable options along the main corridor can be the ongoing focus. Only after a preferred widening option along the corridor is evident will I support any road improvements along Bessemer Rd., PWB or DWB. If necessary, I will also work generate more support from residents and fellow Council members for removing Alternative 7 from consideration</p> <p>In addition to the above comments, I would ask that the following aspects be included in the project scope:</p> <p>1. Extension of the new SB lane on HWY 41 from Joe Rouse Rd to US 17 within the next 18 months. The current roadway cannot wait until 2022 for work to begin - immediate relief is needed.</p> <p>2. Reconsider the 6L/4L alternative in place of Alternative 7. We have to looking at a long-term solution.</p> <p>3. We need to consider that any Hwy 17/41 intersection treatment have a connection to Billy Swails Blvd. This addition would have a tremendous impact on the traffic network for the entire north end of the Town.</p>
05/16/2018	Rebecca Wynn	Amerson	<p>There will be more development west of the Wando Bridge heading to Mt Pleasant down 41. A new roadway needs to be developed with four lanes and a turn lane. Be smart and limit turn lanes. Be thoughtful in planting to place needed trees and shrubs along the corridor to block lights and sound.</p>
05/16/2018	Randall	Geuss	<p>Will minutes from last night be posted ?</p>

05/16/2018	Mabel	Arbour	Recently new resident but the short time I've been here the tragic is terrible. Best fit for everyone is option 1, but it's only to get worse if it doesn't happen soon no way this town can wait 4 yrs!!! Need it ASAP
05/16/2018	Susan	Hoffman	Option 7 is ridiculous. There are so many neighborhoods affected by this, and I'm sure you will be hearing from a lot of them. Widening 41 is the only option to set things straight, and it needs to be done as soon as possible. Thanks.
05/16/2018	Dianne	Bruggeman	<p>The options for the expansion of 41 are getting more ridiculous by the update.</p> <p>Option #7 is just plain ludicrous to consider. Option #1 looks like the best solution of all the miserable options but the timeline is astounding. Many of us will be in the “home” before this highway is widened and open.</p>
05/16/2018	Robert	Grimm	<p>My name is Robert Grimm. I live at [REDACTED] [REDACTED] I am deeply concerned about the potential of a 5 lane highway running through/near my home. If this week's bridge issue has taught us anything, it is impossible to run the number of vehicles designated by this potential road project through Parkwest. I believe such a decision borders on the ridiculous.</p> <p>Please reconsider this as an option. While the impact on one neighborhood should not outweigh other neighborhoods, the sheer number of people impacted by this decision far outweighs the number of people if the road continues as previously designed.</p>
05/16/2018	Kendra	Murphy	Hi, I appreciate y'all taking public comment. I think option 7 is not a good idea for a variety of reasons.

05/16/2018	Kathy	Aven	<p>Highway 41 expansion Option 7</p> <p>I am not a rich person. I am a retired registered nurse who with my husband took a huge financial risk and moved to a townhome on [REDACTED] .</p> <p>We moved here because we could walk or ride our bikes to the community pool, grocery store, doctorâ€™s office, and several other stores. This is important to people like my husband and I. Now I am told that as part of Highway 41 expansion, Option 7 would be diverted to run a 5 lane highway through Park West,(instead of going straight down Highway 41) dividing the community in half. The impact on the lives of families that have invested their life savings to live in this community for the reasons I have stated above is tremendous and heart breaking.</p> <p>If this highway is built, people who thought they were buying into a residential area, will be cut off from the community that they love. A high speed highway will be in front of their homes, something that seemed unfathomable a few months ago.</p> <p>I am asking that Option 7 or any option that divides my community be reconsidered for the hardships it will cause. Please let me know your thoughts on this situation.</p>
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05/16/2018	Larry	Bach	<p>My wife and I, along with almost all of our neighbors, attended the presentation regarding the multiple alternatives for the SC Highway 41 corridor improvements. Living near Hwy 41 and using it on an almost daily basis we certainly recognize the need for improvements. Of the three alternatives left on the table for consideration we have a particular interest in Alternative 7 as we live in the Park Place community directly adjacent to Bessemer Road. We have seen the traffic increase year over year on Bessemer and at this time there are three new housing developments that have broken ground with two under the construction phase. There is also a new construction entrance that has just been cut through another piece of land on the road. While the meeting staff was able to provide some general information, such as all of the alternatives met the need to handle the projected traffic capacity until 2045, regarding the three alternatives there seemed to be a lack of specific information that could be used to measure one against the other. The screening matrix does offer some metrics for comparison but there is nothing regarding how each one is weighted. There are no cost estimates or specifics regarding the traffic studies and there is nothing regarding the comparative populations impacted by each alternative. That being said there are several metrics that are most important to the people who will be most impacted by Alternative 7. These include the direct impact of having a major highway with thousands of cars traveling on it on a daily basis virtually in some peoples yards. These impacts include noise, safety, property values, health issues related to exhaust fumes, and last, but not least, quality of life. As our community will be directly impacted by Alternative 7 we must use what we have to assess how it will effect us directly. From what we have heard and seen we have strong reservations that this is a viable alternative. From our perspective the only rational alternati</p>
05/16/2018	Ron	Fowler	<p>Please take option 7 off the table for widening 41. The only option that. Makes sense is option 1.</p>

05/16/2018	Beth	Mark	<p>My vote to make Highway 41 5 lanes asap from 17 to Clements Ferry Road. I am assuming Clements Ferry will be 5 lanes to Highway 526.</p> <p>That said, I do not see a need for Bessemer Rd to be more than 2 lanes. Letâ€™s get our evacuation route done 1st. It should have been done years ago!</p>
05/16/2018	Roy	Powers	<p>Good evening. My name is Roy Powers and my wife and I live in [REDACTED] [REDACTED] Based on the alternatives listed from the online presentation we feel that Alternative 7 is the best option listed. The only questions I have is are there any alternatives where Park West Blvd is expanded all the way to the main entrance of Park West? I think this would significantly help with the traffic flow.</p>

05/23/2018	John & Robin	Crawford	<p>Many thanks for allowing public participation in this vital decision. My comments are wide ranging but hopefully concise.</p> <p>*Please try to accelerate the decision making process; the current crisis involving the Wando bridge and related traffic outcomes throughout the entire region serves to highlight the imperative to address Hwy 41 ASAP. If the road had been constructed already, the daily nightmare lasting till June 11 would have been far less severe.</p> <p>*Consider the long view as well as the original design of neighborhoods. Neither Dunes West nor Park West were originally conceived to have major thoroughfares penetrating the community at high speeds. For safety reasons alone, this is a really bad idea. Looping the highway through the current boulevards would impair the cross-traffic that is now reasonably fluent. It would separate communities and neighborhoods that were designed to be contiguous. Therefore, design #1 is the most sensible, will seem the most obvious by 2045 when it will need revision, and is more coherent in both design and purpose than the other options.</p> <p>*Lastly try to foresee the logical impact of such a road traveling at high speed through communities that need to access the Harris Teeter and /or Publix etc. Going from Wando Bridge to Hwy 17 on a direct path at 55 mph will be desirable at one level, but we need to imagine consequences going out several decades. Try to control further growth along the road and provide access to what is there already. And perhaps most importantly remember why we are here! Most of came from outside the region, admired its landscape, its riverscape, its alligators and its moss, etc. Tearing up the roadside will be needed, but where possible try to keep up appearances and respect the legacy for future generations.</p>
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05/16/2018	Ken	Carter	<p>Option 1 is the only option that makes sense of the 3 options being considered for the Hwy 41 widening project. Attempting to have a highway go from 5 lanes to 3 then back to 5 will only create bottlenecks. Widening Dunes West and Park West is also needed, but, not in lieu of widening hwy 41 all the way from Clements ferry to hwy 17.</p> <p>Remove the silly political games and make a common sense decision!</p>
05/16/2018	Timothy	Perkins	<p>Hello, Could you let me know if a traffic simulation was used to prepare the level of service estimates?</p> <p>I was surprised to not see an alternative like alternative one, but with three lanes on Dunes West Boulevard and/or three lanes on Bessemer. If the third lane was a switchable traffic lane, especially on Bessemer, it would seem to alleviate some of the impacts within the Phillips Community, perhaps allowing a decrease to four lanes.</p> <p>Bohuslav Humplik – Web Comment</p> <p>I live in Horlbeck Creek, off 41. After looking over thr prosals, i notied that every time I be had a 5 lane highway up tot he creek. As it is, we have trouble merging onto 41 out of our neighborhood, will there be a light? How will he additional road noice be handled?</p> <p>My home was here long before Dunes West and Park West was bulld up and caused all this traffic, and now youre going to destroy our community because of it?</p>
05/16/2018	Katie	Throckmorton	<p>I am alarmed that there is an idea being considered to make Dunes West Blvd from the current 2 lane road into 4 lames. We live in a neighborhood where the only people who really need to use our roads are residence of Dunes West and Park West. This is not a place for a thoroughfare for high traffic when Highway 41 and Highway 17 are easily accessible and designed for high traffic. We have many families with children and animals who regularly ride bikes and walk the streets of our neighborhood. PLEASE DO NOT disrupt the peace and safety of our community. This consideration was not well thought out.</p>

05/16/2018	Elizabeth	Lamb	All, The screening matrix (and posted under resources) that was handed out at the May 16 meeting has different numbers then what is presented in the online meeting. (See attaches screenshots). Which numbers are correct?
05/18/2018	Stuart	DeVault	Thank you for providing this information and possible options to review. Our family lives in Park West (Pembroke) and we have reviewed the 3 different plans and Alternative 1 is the only logical option in our opinion. The shortest distance from point A to point B is a straight line and we currently have that with Hwy 41, it just needs to be widened.
05/17/2018		Fess100	Have the speed limit remain the same 45 mph and have signs lighing up when a vehicle exceeds the speed limit.

05/16/2018	Julie	Wood	<p>I am e-mailing this attached pdf on behalf of my husband who could not attend the meeting on 5/16. We both feel strongly in favor of option 1 (Alternative 1) for these reasons:</p> <ul style="list-style-type: none">-This is the most direct route, would be safest option for evacuations should they occur, for the safety of residents living in a residential neighborhood that rely heavily on sidewalks for transportation and for the children at play.-Option 7 would negatively impact the value & safety of thousands of residents living on this thoroughfare that would essentially be a highway thru the neighborhood.- It is absurd to create a bottleneck on the small stretch of the Phillips Community in any alternative, this makes no sense and would save no time and would financially be much more of a tax burden to create as well as negatively impact the value of homes of thousands of residents-We believe that there is a better way to honor and collaborate with the Phillips community than re-outing all traffic, why not create a better marker for the spot or facilitate a building to honor the history which would provide a community building for those in the community that they have wanted. This would be a win, win for all. They have the land along the HIGHWAY needed for expansion where as in the RESIDENTIAL NEIGHBORHOOD we would lose neighbors, our sidewalks, current drainage, and the safety of our streets & residents-Option 7 has more impact on everyone affecting more floodplains and tidal acres, and takes more parcels of land from residents as well as from the county park <p>-TAKE OPTION 7 OFF OF THE TABLE! IT IS ABSURD!</p>
05/18/2018	Jeff	Wood	<p>Alternative 1 – Absolutely the best of the three alternatives. Highway 41 is just that, a highway! It is also a straight shot. 5 lanes from 17 to the bridge will create the easiest flow.</p> <p>Alternative 2 – This alternative creates a bottleneck and just kicks the can down the road. Better than 7, but not as good as #1!</p> <p>Alternative 7 – Worst idea ever! Not only creates a bottleneck, but takes a neighborhood road and turns it into a liability. Kids will not be safe, encourages speeding. Terrible idea!</p>

05/23/2018	Claudia	Miller	No to option 7! This area of Mount Pleasant canâ€™t absorb anymore. And what will this do the wildlife and waterways in this area. What a terrible idea.
05/18/2018	Julie	Wood	<p>My neighbor so kindly shared this screenshot from the presentation on Wednesday (below). I am the unlucky resident that lives on [REDACTED], the neighborhood of 10 homes that if option 7 is chosen will either:</p> <ol style="list-style-type: none">1. Result in my home being purchased by the city to gain right of way2. Have my driveway (which is only the length of one car!) right off of HWY Bessemer, making it impossible to enter or exit my driveway & make it unsafe for anyone to even be in their yard3. Lose our sidewalks, drainage, and multiple neighbors4. My neighborhood is not the only one effected by this terrible suggestion, if the screenshot had shown further up or down the road additional homes would be effected to the same degree. <p>Was there no regard to this before presenting this ridiculous option? The only one that is a viable option is option #1. PERIOD.</p> <p>ANYTHING ELSE IS A COMPLETE WASTE OF TIME, MONEY, REGARD FOR SAFETY. I look forward to providing more thoughts & opinions on this matter as do my neighbors.</p>
05/18/2018	Stewart	Johnson	The recent 526 bridge issue has highlighted the inefficient and ineffective traffic flow on 41. God forbid we have to use this as an evacuation route. Declare a state emergency and get this completed ASAP.
05/18/2018	Lynda	Bartemeyer	<p>My thoughts are: Why keep putting a bandaid on the situation???</p> <p>With all the growth proposed off Clements Ferry, there will an insurmountable traffic up and down Hwy 41. People will be traveling to Costco, Mount Pleasant Hospital, Walmart, Lowes, TowneCenter, etc. Build SIX lanes!!! Please think ahead! Hwy 41 should have been widened when all the subdivisions were approved and developed off of Hwy 41!</p>
05/18/2018	Sean	Reynolds	Alternative 7 will destroy my property value and sense of community. I will fight against it with everything I have!

05/18/2018	Ashley	Stribling	Just wanted to STRONGLY OPPOSE alternative 7 again as a resident of Cypress Pointe in Dunes West. Widen Hwy 41 and leave Dunes West and Bessemer alone!
05/18/2018	Natalie	Allgyer	Option 7 is the worst idea! There is no need to have a 5 lane road on dunes west Blvd. it will make the area unsafe for children to navigate that area. Kids around here go to the pool, playground, ride their bikes on dunes west Blvd. it would ruin the entire feel of our community! Option 7 will still cause a bottle neck on Rt 41 with only having 2 driving lanes (and one turn lane) in that plan. How silly?! Not to mention all of the wildlife that would be displaced!
05/18/2018	Jason	Allgyer	No on Alternative 7. Dangerous for kids, destroying property values and disruptive to the neighborhood. Add me to mailing list.
05/18/2018	Carl	Johnson	Option 7 would be dangerous for Dunes West neighborhood. We have children crossing from neighborhoods to their pool and playground. We have elderly people out walking and crossing the streets . Option 7 makes no sense for this quiet neighborhood. It would be horrific accidents just waiting to happen.
05/18/2018	Sam	Stribling	As a property owner and resident of the Cypress Pointe subdivision of Dunes West, I am HIGHLY OPPOSED to Alternative 7 of the improvement plan. This plan would drastically reduce the quality of life of all those living off of Dunes West Blvd and Bessemer Road. These roads are meant for residents of Dunes West and Park West. Highway 41 was meant as a major road and hurricane evacuation route. This road needs to be widened. Please leave the other roads alone! Thank you!
05/18/2018	Sharon	Hawkes	Alternative 1 is the best choice today. Have you looked at the impact once Costco opens? Have you looked at the impact once all the homes are built on Clements Ferry and they want to come to Mt Pleasant? We need to plan for the future another road and bridge over the Wando in “North” Mt Pleasant.

05/18/2018	Judith & Rene	Fedder Fix	<p>Please let it be known that we are in support of Alternative 1 with a caveat: extend Hwy 41 to 5 lanes from Hwy 17 to Clements Ferry Road, and connect the Phillips Community with a walking & road overpass.</p> <p>Alternatives 2 and 7, which both create bottlenecks on Hwy 41 from 5 to 3 to 5 lanes are ill planned and untenable. Additionally, cutting a 5-lane route through and right alongside homes and residential communities (Bessemer and Dunes West Pkwy) is insanity itself.</p> <p>Additionally, the county cannot wait until 2025 to have this completed—the safety of traffic and pedestrians is at risk along these routes, made even more obvious by the current I/526 Bridge crisis.</p>
05/18/2018	Aaron	Nielson	<p>Clearly bringing huge amounts of traffic through Park West is not ideal as there is a great deal of children and multiple schools. Also, this will crush home values throughout the region.</p> <p>Pretty obvious. Option Seven is an awful idea for folks that live in this area.</p> <p>Thank you for your time.</p>
05/18/2018	Kimari	Lunn	<p>Two issues that I don't seem to hear any details on...1. What is the feasibility of even GETTING the easement to make additional lanes through the Phillips Community as it is historical? I'm not sure a lot of folks understand what could possibly be involved with that decision. Second question-I hear the Dunes West/Park West folks are against the widening of PW Blvd. However, as a resident of the Rivertowne Subd., I would love to know how many Residents reside on either side of 41?? From a quick glance at a map, I would say that the PW/Dunes West folks need to accept additional lanes through their community as well. It is the only way to get around, especially w/Carolina Park and ADDITIONAL development on that side of the highway.</p>
05/18/2018	David	Neale	<p>Immediately start a one time "move here" fee of \$1000.00 per new yankee resident and use this money to build new roads.</p>

05/18/2018	Linda	Keener	We are an established neighborhood with young families, retirees, and all in between. We watch over each other and have created a tight knit community that looks after each other. We have endured the never ending development of apartments, homes, large commercial buildings & traffic the past few years! DO NOT DISTROY THE STRUCTURE OF THE COMMUNITIES THAT BUILD MT. PLEASANT! NO #7!!!!
05/18/2018		olsonrvo	I am totally against option 7. It would be a huge mistake to make those of us who call park west and dunes east live with a 5 lane monstrosity at our back door. I live in Keswick at the corner of Bessemer and park west Blvd and it would be a traffic nightmare as well as public safety hazard for walkers and bikers. Please do not do this!!! Option one is the best bet.
05/18/2018	Angela	Taylor	I live on [REDACTED], and I greatly appreciate you considering the input of the residents. I think Alternative 1 is fair for for everyone, and adds much needed lanes in the most congested areas. Alternative 2 is my second choice. No matter the alternative, a green arrow allowing cars to turn left from Hwy 41 onto Joe Rouse Road is a must! I am truly against Alternative 7, and adding more lanes to Bessemer Road. Thank you!
05/19/2018	Jim	Wright	<p>Option 1 is only option. 41 must be no less than 5 lanes from end to end, 17 to Clements Ferry. By time 41 is rebuilt the load from Clements Ferry buildout is Cainhoy Plantation will put more vehicle's onto 41 as well as all the build out of homes, schools, stadiums in upper MP will have more cars headed to 41 to get to back to Clements Ferry to either get home or to 526 via CF.</p> <p>No 5 lane options through DUnes West Blvd nor Bessemer/Joe Rouse !!</p>
05/19/2018	Jerome	Pearson	Please don't even think about alternative 7; instead of using South Carolina highway 41 for traffic, this would put the traffic onto residential streets!

05/19/2018	Kevin	Pietramala	<p>To whom it may concern,</p> <p>Attached is a letter I drafted on behalf of our entire neighborhood on Larch Lane in Park West. We look forward to your support when deciding which option is best for the residents along Bessemer Road, Dunes West Blvd and 41.</p> <p>(Included in documents section)</p>
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05/19/2018	Edgar	Barnard	<p>I attended the Highway 41 Corridor Improvement Meeting last week and unfortunately they ran out of comment forms. Please find my attached pdf comment regarding this.</p> <p>Please verify that both this email and file were received.</p> <p>Several alternatives for Highway 41 corridor improvements were presented at the public forum</p> <p>Wednesday, May 16th, 2018.</p> <p>These included:</p> <p>No build alternative</p> <p>Alternative 1</p> <p>Alternative 2</p> <p>Alternative 7</p> <p>I will not discuss the no build alternative or alternative 2 since neither can meet the acceptable projected level of service needed.</p> <p>Between Alternative 1 and Alternative 7, I would move for approval of Alternative 1 for many reasons.</p> <p>1) Alternative 1 minimizes community impacts:</p> <p>Alternative 1 construction, acquisition and increased traffic flow impacts one community of 200 homes compared to Alternative 7 which impacts nearly 3800 households in Dunes West, Park West and along Bessemer Road (not to mention apartments or condominiums).</p> <p>Alternative 1 provides the fastest, shortest hurricane evacuation route for Mount Pleasant north of the IOP (Isle of Palms Connector). We have only 2 evacuation routes in Mount Pleasant (Highway 17 to 26 North and Highway 41 north towards Columbia). Taking one of the only two routes we have and detouring it around a neighborhood (adding distance, intersections, congestion and travel time does not make sense for an emergency route).</p> <p>2) Alternative 1 minimizes environmental impacts:</p> <p>Alternative 1 preserves 25% more wetlands, 26.5% more stream footage, and 19% more floodplain than alternative 7.</p> <p>Alternative 1 preserves 76% more of Laurel Hill County Park (the only large undeveloped public park space remaining in Mount Pleasant) than Alternative 7.</p> <p>3) Alternative 1 follows the pattern of development for that road since 1846.</p> <p>In 1846 (15 years before the Civil War and 24 years before the start of the</p>
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Phillips Community), petition was made and granted for a road to go through what was then the Phillips Property to allow c

05/19/2018	Nathan	Karpinsky	<p>Too whom it may concern,</p> <p>Following the recent public meeting regarding the Hwy 41 expansion, many concerns arose that have a deep impact on not only our family directly but the community in which we live. It was brought to our attention that one of the possible alternatives, reasonable alternative 7, would take large amounts of traffic from highway 41 and route it directly through multiple communities and subdivisions along Park West, Dunes West, and more. We find this option to be a much less than reasonable alternative considering reasonable alternative 1 and 2 use the existing highway that is in place to be utilized for expansion. It is completely unreasonable to divert 20K-30K vehicles (commercial and residential traffic) from an existing highway and route them through multiple existing communities. Not only is this an inconvenience for the families along the path, but I feel it places an additional burden upon a community that already experiences a heavier traffic flow for the schools that exist in it. Simply placing a major highway artery through a community should alone make reasonable alternative 7 a nonviable option.</p> <p>Safety is a primary concern with the number of homes, children, and community commons (pools, tennis courts, etc.) along the proposed pathway of alternative 7. After reviewing additional aspects of alternative 7 it also places the largest burden impacting the wetlands, streams, flood plain, and Laurel Hill County Park. This also does not address the need to remove and relocate the large power lines that are located along the proposed road. These all must be strongly considered when compared to the other alternatives which demand less impact on these components.</p> <p>It was explained to us at the meeting that safety and community impact were two of the highest factors to be considered. Given this, alternative 7 not only lengthens the route for a designated hurricane evacuation route, it also runs through multiple communities that would need a</p>
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05/19/2018	Mary	Regen	<p>It is absolute insanity to divert HIGHWAY traffic off the HIGHWAY and onto neighborhood roads that are not HIGHWAYS. DunesWest and Parkwest are planned communities with amenities like sidewalks and neighborhood pools and playgrounds that residents (including children) travel on and to via foot and bicycle.</p> <p>I do not live in either of these communities but I do travel on 41. Alt 1 is the only reasonable approach to alleviating traffic on this major artery and hurricane evacuation route.</p>
05/19/2018	David	Priester	<p>As a long time resident of Cypress Point (24 years), I strongly object to Alternative 7 under consideration. As drawn, it would appear to have a devastating effect on the living environment in my neighborhood as well as several others. These neighborhoods are homes to many with small children. While the added noise would obviously be an issue, I am even more concerned about the added dangers the additional traffic would cause for the children.</p> <p>In looking at the options being considered, it seems alternative 1 is the obvious choice. This option seems to provide the least community impact and would likely make Hwy 41 safer than it is right now for even those residents who live on Hwy 41. Highway 41 has always been a highway. It is understood that expanding highways is always an option to deal with increased traffic. When people purchase houses in neighborhood developments, it is not expected that their neighborhood roads will eventually become highways.</p> <p>Please remove alternative 7 from consideration. It will have a devastating effect on multiple neighborhoods.</p>
05/20/2018	Janet	Sauer	<p>alternative 1 is what we need, the more direct route is what GPS guidance will pick and very few if any will turn off 41 onto a bypass.</p>
05/23/2018	Celia	Carvajal	<p>I don't agree with this project since it will ruin the quality of life in Park West. Is already hard for my son to cross the street from our subdivision to the pool since traffic does not slow downs on the round about.</p>

05/23/2018	Gayle	Ulm	<p>PLEASE PLEASE. Widen this road yesterday. !! Living along 41 has become a traffic nightmare .. !!because of the incompetence of city planners addressing this issue . An issue that has been clearly and. obviously becoming worse over the years only to be ignored while literally 1000s move into our area monthly - why is this still even a question? For many many people our quality of life has declined dramatically because of the planners, DOT , etc . failure to address this — we can't leave our houses for 3 -4 hours a day because we know what we will be faced with !! And now with the bridge down!! Well there's not enough emotional words can describe how we ALL feel.</p> <p>And What's up with that lane that was built several years ago and now is barricaded ?</p> <p>Here's a big safety question - What will happen with an evacuation? Ha. 41 is an evacuation route -?? We can't even get to 17 or 526 much less Evacuate !!!How many lives will it cost because of this ?</p> <p>This didn't just happen in 2018!!! This has been a long time coming. It matters !!</p> <p>WIDEN (all of) 41 NOW !!!</p> <p>I listen to my neighbors and 99.9 % of the residents here in mt p and assume you this is a strong major heartfelt opinion..</p>
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05/23/2018	Richard	Slack	<p>I believe that Alternative 1 is the most pragmatic alternative as it is straight and probably the low cost install. However I understand the concerns of the Phillips Community and therefore would hope that some sort of creative solution could be employed. For example assuming that there are 30 properties that are directly adjacent to SC41 with their own driveways then perhaps these landowners could be reimbursed by creating a new neighborhood of 30 acres (1 acre per property) within a section of the Laurel Hill plantation. This would provide an historical connection to the original settlement of the Phillips Community. I understand that the Laurel Hill plantation is now a county park and under some degree of conservation easement but perhaps this historical connection along with creating a new neighborhood with modern amenities (water/sewer/town hall) along with a connection to the old neighborhood would provide for a win win result.</p>
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05/23/2018	Richard	Slack	<p>This is no doubt the most expensive and disruptive alternative but given the Federal involvement and the need for their funds will probably be the one that is selected. So it comes down to what percent funding is being provided by the Feds. If it is less than 25% then I would question their involvement and build Alternative 1 with special considerations for the Phillips Community residents being impacted.</p> <p>Also I keep thinking that this alternative ought to be one way south on SC 41 and north on Bessemer making it one big circle of traffic. Many locals would be forced to go around the circle to get home but all left turns across traffic would be eliminated thus narrowing the roads and making them safer.</p>
05/24/2018	Melissa	Gaddy	<p>Seems like the issue on widening is the Phillips Community doesn't want more land disruption around their homes. Has a flyover been considered? The one at 17/Bowman road turned out so much better than expected</p>
05/24/2018	Brad	Kingsley	<p>This seems like the best of all the options. A consistent traffic pattern (number of lanes) through hwy 41 should keep traffic moving nicely and help minimize congestion points (of expanding and shrinking lanes on the route)</p>
05/24/2018	Melissa	Gaddy	<p>Seems like the issue on widening is the Phillips Community doesn't want more land disruption around their homes. Has a flyover been considered? The one at 17/Bowman road turned out so much better than expected. A three lane road could continue through Phillip as a "business road" while the flyover would be a "bypass". Creating a bottleneck through Phillips though by not expanding that section (option 2) sounds like a huge waste of money that will have to be repaired extremely soon. As an emergency evacuation route this portion of Hwy 41 needs to be enlarged ASAP. I'm not against the Bessemer/DW Blvd road but it also seems like a waste of money to build a longer road detour rather than going straight.</p>
05/24/2018	Brad	Kingsley	<p>Going from 5 to 3 then back to 5 seems like it is just asking for trouble. It leaves that large potential congestion point and seems more likely to cause new issues (like merge points and turn bottlenecks vs option #1)</p>

05/24/2018	Melissa	Gaddy	Seems like the issue on widening is the Phillips Community doesn't want more land disruption around their homes. Has a flyover been considered? The one at 17/Bowman road turned out so much better than expected. A three lane road could continue through Phillip as a "business road" while the flyover would be a "bypass". Creating a bottleneck through Phillips though by not expanding that section (option 2) sounds like a huge waste of money that will have to be repaired extremely soon. As an emergency evacuation route this portion of Hwy 41 needs to be enlarged ASAP. I'm not against the Bessemer/DW Blvd road but it also seems like a waste of money to build a longer road detour rather than going straight.
05/24/2018	Brad	Kingsley	This is a horrible "option". Routing traffic through an already dense - and getting even denser - neighborhood makes no sense to me. Keep the traffic on hwy 41 and flowing steady through that straight path.
05/24/2018	Stan	VanOstran	I prefer Option 1 as it provides many advantages over the other options, including the most direct routing of Hwy 41. Hwy 41, along with Clements Ferry, are one of the only remaining transportation corridors that remain when bridge issues arise or if needed for evacuation.
05/24/2018	Stan	VanOstran	This option really does not solve the traffic issues on Hwy 41 and will create a bottleneck at the Phillips community.

05/24/2018		White	<p>#2 and #7 make no sense; 5 lanes to 3 lanes to 5 lanes - doesn't work very well on a highway - what makes anyone think it will work on 41?! I can't even imagine how that many lanes are going to be formed without driving through the marsh and cutting down even more trees, not to mention additional displacement of the wildlife (and possibly private property).</p> <p>Wondering if any of the discarded alternatives could be better choices? Mt Pleasant should be renamed Mt UnPleasant or Mt Pavement due to the excessive, continuous residential building/clear cutting, etc...all for the mighty dollar in the builder's and town's pockets. Infrastructure (roads, schools, etc...and for example, NOT 2 Lowe's within 5+ miles) should have been in place beforehand if the town, state... knew all of this would eventually be built, or there should be MUCH larger impact fees on the builders. Where is Common sense? Driving around this town reminds me of two songs: The Last Resort by the Eagles and Big Yellow Taxi by Joni Mitchell.</p>
05/24/2018	Stan	VanOstran	<p>This option is unsafe for the many citizens who regularly use the walking/bike paths along the planned route. Even with attempts to reroute traffic, you will still experience persons taking the more direct route through the Phillips Community. The additional "jogs " at the entrances to the Phillips community will only create additional traffic issues and not resolve them.</p>
05/24/2018	Deborah	Palmer	<p>Alternative #1 is the only viable plan.</p>
05/24/2018	Deborah	Palmer	<p>This is not viable. There will be back-up from both directions into the 3-lane segment of 41.</p>
05/24/2018	Deborah	Palmer	<p>This is horrible! And undoable. There is not enough easement on Bessemer/Joe Rouse road to widen to 5 lanes. You would have to knock down all the new housing that has gone up along that road.</p>
05/24/2018	Scott	Hurley	<p>This alternative does nothing to alleviate the bottleneck at 41 and Joe Rouse Rd in the mornings and evenings...the entire reason for the project in the first place. Bad idea to spend all that money and not solve the congestion issue.</p>
05/24/2018	Scott	Hurley	<p>Best alternative of the three as long as something is done, by design, with the school bus traffic in the mornings, otherwise the congestion will accordion behind the buses in the mornings, just as it does now.</p>

05/24/2018	Mitchell	Lichtenberg	If we must build, option #1 is the best alternative. Ideally there would be as few traffic lights as possible as that is what is slowing up traffic on #41 now. I don't know how much traffic from above the Wando R. is using #41 to go north on #17, but extending Clements Ferry (SSR 33) to SSR 100 and then building a road south through the Francis Marion National Forest to #17 could remove traffic pressure on #41. Just a thought.
05/24/2018	Scott	Hurley	You got to be kidding. There is plenty of right of way land along 41 to expand the road without instituting eminent domain on the Phillips Community. Nice try. Put in real sidewalks and easy access to the parks and improve the land for all the residents living along 41.
05/24/2018	Jim	Wright	With existing numbers and traffic plus all the still to come growth in upper MP and on Clements Ferry this is the only true solution to daily traffic as well as evacuation route stress to traffic, or a big bridge in 526 being down. Seriously it's the only one that gets close to the demand. Phillips community will have to be impacted some what unfortunately but MP has changed too much to ignore this need.
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05/24/2018	James	Wright	No good. Wouldn't handle today's load on a peak demand like an evac or other heavy traffic reason. Be maxed out before it's done. If we're gonna have construction pain do the job fully and for future demand as well. No!

05/24/2018	Katherine	Prechter	<p>I am strongly against Alternative 7. I don't see how it makes sense to add lanes in a round about way and take traffic into neighborhoods. With the increased traffic in the Huger, Cainhoy, Clements Ferry Rd area it seems ridiculous to send all of these cars through the Dunes West/Park West area. Not to mention the current state of school traffic. New lights would be required to exit some neighborhoods (Dunes West) which just doesn't make sense. Please do not move forward with this option, it is not a good alternative.</p>
05/24/2018	Katherine	Prechter	<p>I think this makes the best option for the area. I recognize that the Phillips Community will be greatly impacted by this option but it seems to make the most sense for the majority. Keep the traffic flowing straight on 41 as the area on CFR, Huger, Cainhoy grows.</p>
05/24/2018	Kari	Smith	<p>This is the only viable option that would lessen the traffic congestion, have the least negative impact to all communities involved, and is likely the most budget friendly.</p> <p>Creating 5 lanes of traffic through residential communities where cars will drive 55 mph is dangerous. That plan cuts children living outside of the gates off from accessing the community pool safely. Many children ride their bikes to school and I have seen many kids almost get hit by cars when trying to cross the existing 2-lanes. Making children cross 5-lanes regardless of bike paths and crossing lanes is dangerous and would be irresponsible of the community.</p>
05/24/2018	Jana	Crews	<p>This sounds like a better option, due to the growth on 41 currently, and the future growth . New subdivisions going up all down 41 and Clements Ferry, means more people, new stores, restaurants, means more people. I believe thinking "Future" is the key... Unless we can put a NO VACANCY sign up on I 26 coming into Charleston... This is our reality... I love where I live...:)</p>

05/24/2018	Rick	Norman	<p>This alternative is a bandaid . Pulling traffic off 41 thru / affecting several neighborhoods and back does not make sense.</p> <p>This will be a traffic nightmare .</p> <p>A plan to move the traffic straight thru 41 makes better sense. I realize the cost to cross water is significant but being penny wise now will cost a lot more later. This alternative is short sighted !</p>
05/24/2018	Rick	Norman	<p>This seems like the best long-term solution to the traffic issue. Crossing the water is always a more costly approach BUT it is the best long term approach. There are too many examples of short term thinking ... please think long term.</p>
05/24/2018	Marion	Usdan	<p>Least costly, least time to complete, and most direct route to solve traffic problems we are facing and for the future!</p>
05/24/2018	Teresa	Hildebrand	<p>ABSOLUTELY not! This option is not only illogical, but it destroys the beauty of these established neighborhoods. Why in the world would 5 lanes of traffic be routed on neighborhood roads? Kids in Park West would no longer be safe biking to the pool or even waiting for the bus on Park West Boulevard. Hopefully this option will be quickly eliminated.</p>
05/24/2018	Emily	Hunter	<p>Alternative 1 is the best option in my opinion. Thank you.</p>
05/24/2018	Melissa	Lott	<p>This is the only acceptable alternative. I am a resident in Dunes West and the traffic is definitely a problem and only increasing.</p>
05/24/2018	Melissa	Lott	<p>This alternative is just a band aid fix. The road should be completely widened to five lanes all the way from 17 to the bridge.</p>
05/24/2018	Melissa	Lott	<p>This alternative should not even be considered.</p>
05/24/2018	James	Moses	<p>Not acceptable to significantly increase traffic through a rapidly growing Residential neighborhood. Park West Blvd. is already slated to be increased to 4 lanes, and the disruption of access to Park West and Dunes West would be greatly disrupted during construction.</p>

05/24/2018	James	Moses	Shortest distance between 2 points is a straight line! This is the only reasonable and effective alternative. Must take into account that the real issue here is the unregulated over development of residential building that Mt. Pleasant has failed to control, in the face of inadequate infrastructure needs. With the planned expansion in Cainhoy, you can't possibly route increased traffic through Dunes West and Park West. The needs of safe and efficient traffic flow far outweighs the so called historical issues of the Phillips Community.
05/24/2018	James	Moses	Going from 5 lanes off the Wando River Bridge to a 2 lane diversion through Dunes West absolutely makes no sense at all! Squeezing 5 lanes into 3 or 2 lanes will created an even greatly bottleneck of traffic!
05/24/2018	REBECCA	KENNEY	I think Alternative #7 is the best option for the Hwy 41 project.
05/24/2018	Henry	Coombs	This is the realistic option and the only option to handle the traffic that is continuously planned for this area. Lord help it if you need emergency help in traffic time.
05/24/2018	Jane	Bride	Alternative 1 is by far the best option for the good of all residents.
05/24/2018		Wood	This is the only alternative that makes sense for the long term without creating bottlenecks.
05/24/2018	Norman	Jones	Option 1 to widen 41 to 5 lanes is the only option that makes sense.
05/24/2018	Jim	Wiggins	I oppose alternatives #2 and #7
05/24/2018	Jim	Robertson	Alternative #1 is the only appropriate option for the betterment of the public at large. You cannot allow a small minority area to (Phillips Community) dictate traffic flows for the overall public, most importantly Highway 41 being a state highway and an important hurricane evacuation route. Alternative 7 is a joke and should be removed from consideration. Alternative 2 again does not solve the traffic flows needed yesterday, not to mention in the coming years.
05/24/2018	Catherine	Howard	Alternative #2 gets my vote, appears to solve the problem with the least amount of impact to the environment. Now if we could just get them to stop all the home building it would be great!
05/24/2018	Joe	Nitz	Most reasonable, straight forward, quickest implementation, least impact to adjacent land (close houses, businesses, landscaping, drainage, lighting, infrastructure). Least costly to tax payer.
05/24/2018	Marcie	Sanderell	Yes to #7. Makes the most sense.

05/24/2018	Cynthia	Jones	Best alternative. New homes and condominiums are being built too close the the road to widen Bessemer or Park West Blvd.
05/24/2018	Tom	Hickman	Alternative #1 is by far the best alternative to provide a solution to the traffic issues on Hwy 41.
05/24/2018	Tom	Hickman	Alternative #2 doesn't make sense and would appear to create a bottleneck. This is not a long term solution especially with growth in the Cainhoy/Wando area.
05/24/2018	Tom	Hickman	Alternative #7 looks more like a detour compared to a reasonable solution. This would not be the safest route for drivers. Alternative #1 is the best option.
05/24/2018	Joe	Bowers	<div></div> - YES to Alt. 1
05/24/2018	James	Byerly	As a Dunes West resident, I believe it to be self evident that Alternative # 1 is the most suitable, practical and economical solution of the three alternatives presented. Alternative # 1 will also constitute the lowest level of neighborhood impact (NOTE: a place where children play).
05/24/2018	Janice	Artidiello	I prefer consistency over five lanes squeezed to three lanes and then five lanes. Too many teenage drivers to navigate. Growth won't stop so build a five lane thoroughfare to accommodate
05/24/2018	Jonathan	Slocum	<p>In essence, this approach intends to divert resources away from improving a major thoroughfare (41) to create a massive “detour” route through residential neighborhoods. It will not relieve traffic congestion, as congestion is isolated on the major thoroughfare (41) that this proposal is stealing resources from! It makes zero sense.</p> <p>Please make 41 five lanes and leave park west alone. Expanding park west will not resolve traffic congestion on 41.</p>
05/24/2018	David	Sowers	Alternative 1 seems, to me at least, the most straight forward approach to the traffic situation on Hwy 41. While it impacts the Phillips community, I feel the impact would be less than for the other alternatives proposed.
05/24/2018	David	Sowers	This, in my opinion, is the least acceptable alternative. I believe necking from 5 lanes to three on each end of the Phillips community will cause more harm than good.
05/24/2018	David	Sowers	This alternative makes no sense at all to me. Re routing Hwy 41 thru existing subdivisions, in my opinion, will be expensive and cause the most disruption of the three alternatives.

05/24/2018	H	Young	Alternative 1 seems the only reasonable option to me. 41 is where the traffic problem is, so it should be expanded. Please leave residential roads alone! Don't divert the traffic onto residential roads where we're trying to walk or ride bikes safely.
05/24/2018	H	Young	Please don't divert traffic through residential areas!! We're trying to live, walk, and bike back here. We don't need our beautiful entrance destroyed to accommodate overflow from 41. Expand 41 and leave Dunes West Blvd alone!
05/24/2018	Irvin	Evans	Acceptable with center lane and appropriate turn lanes like Clements Ferry.
05/24/2018	Irvin	Evans	Not acceptable as it pushes traffic out of HWY 41 corridor.
05/24/2018	Irvin	Evans	Not acceptable as it pushes traffic out of current corridor.
05/24/2018	Irvin	Evans	Keep expanded road on current roadbed. Should look like Route 17 going through Mount Pleasant. Attention to Charleston County and Mount Pleasant: MINIMIZE CURBCUTS. Give Phillips market level compensation for takings. Provide nicely landscaped non-industrial sound barriers for residents and traffic users. Build several nice walkovers at Phillips for even better than current community connectivity. Raise the bar!
05/24/2018	Kim	Jackson	This seems to be the only efficient reasonable alternative. Also - DW Blvd and Park West Blvd should be widened to 4 lanes to provide an alternative route in/out in the event of accident.
05/24/2018	Stewart	Johnson	I recommend alternative 1. Although the timing is unacceptable
05/24/2018	George	Leventis	Alternative 1 is the only option to alleviate traffic on HWY 41. The other two options ignore the main issue. Future growth in Berkeley county which has already been approved will cause even more issues with the other two options. Let's not forget HWY is an evacuation route. Also look at what we are dealing with today. HWY 41 is a disaster right now with the issue of the bridge on Wando and Daniel Island. We only have two arteries out of Mt Pleasant today. We need four for future growth. Thank you, GALSR
05/24/2018	Ken	Knight	Alt #1 is better of the three, but leaves a 2 lane bottle neck on Bessemer road for all the new housing being built. Bessemer needs to be 3 or 4 lanes.

05/24/2018	Kathy	Wall	This seems the most logical and is a straight shot to Clements Ferry. It also is a more long term plan, not a band aid fix. Going through Plan #7 seems the worse idea ever as disrupting 2 communities and speed limit. Stick to the main Highway .
05/24/2018	Linda	Jones	I agree with this one, but how will impact Phillips community?
05/24/2018	Jerry	Holman	This seems like the least disruptive alternative.
05/24/2018	Katherine	Lazarovici	With all the growth in the area, we should increase road capacity to the maximum. I'd be interested to know how this alternative would impact traffic at DW front gate.
05/24/2018	Frank	Badolato	From someone who travels this route daily, in rush hour and other times, this is the only option. My only concern is how the need for this wasn't predicted 10-15 years ago? If you're allowing construction of hundreds of homes, its more than obvious infrastructure will be needed to support the traffic. If the infrastructure isn't there, delay construction permits until it is, pretty simple. It doesn't take detailed analysis to come to that conclusion. We must get out of the game of playing catch-up and start figuring out how to get ahead.
05/24/2018	Frank	Badolato	I can appreciate the gesture to Phillips Community, however, I see little improvement from this alternative. If you're going to do something, do it right.
05/24/2018	Todd	Ashworth	This is a non-starter regardless. Many more issues to deal with. Little or no traffic coming from Clements Ferry would use the 5 lane section. They would continue on the 3 lane section to US 17
05/24/2018	Todd	Ashworth	Really? Let's just go ahead and BUILD IN a three lane choke point from Joe Rouse to DW Blvd.
05/24/2018	Laura	Fletcher	This option should not be considered. I can appreciate this option to help preserve Phillips community, however, it would create more traffic nightmares than help. Anywhere in MP where 2 lanes need to one is horrible. In the end, 41 would need to be widen to 5 lanes anyway so let's do it as a "once and done."
05/24/2018	Shivonne	Wren	Perhaps this has been covered in the other meetings- but for the record on this forum - can someone please tell us why all three of these options will take 25 years ? Is there a way to solve this problem quicker?
05/24/2018	Laura	Fletcher	THIS IS THE ONLY VIABLE OPTION

05/24/2018	Catherine	Williams	Alternative I is the ONLY viable alternative. I do not understand why any other alternative is even being considered and also wasting time and money to evaluate. On a recent trip into Florence,SC noticed they are constructing a nice new 4 lane highway into Florence and there was zero traffic. Why are we having to wait so long and fight so hard for basic common sense plans to be implemented in constructing roads that will adequately handle our traffic situation that should have been constructed years ago??
05/24/2018	Catherine	Williams	Will not adequately handle traffic for a hurricane evacuation route.
05/24/2018	Catherine	Williams	This alternative is a disaster and not sure why it was ever considered "reasonable" or made it to the final 3 alternatives.
05/24/2018	Tracy	Barnhart	Of the proposed options, Alternative 7 would be extremely disruptive and dangerous for the community. Dunes West is a residential neighborhood and the children of the community use the sidewalks to wait for school buses and travel throughout the neighborhood. in addition, the number of bikers, walkers and runners along this road is very high. A 5 lane road through Dunes West would make the area extremely dangerous for children and families who are waiting for a bus, exercising or walking to play areas in the neighborhood. Dunes West Boulevard should remain a 2-LANE road for the safety of our residents.
05/24/2018	Ray	McElhaney	<div></div> <p>This plan seems totally reasonable, a common sense approach to an obvious current traffic problem, as well as future traffic woes.</p> <p>I am puzzled at to why Any "alternatives" to this blatantly obvious fix are even being considered. Do this, ASAP !</p>
05/24/2018	Ray	McElhaney	<p>Alternative 2 makes No sense, whatsoever !</p> <p>Why route thousands of extra cars/trucks through residential communities with small children, pets, bike traffic, and elderly residents, when one can simply widen Hwy 41, and cure the current & future traffic problems??</p> <p>I strongly oppose this so-called, "alternative," and would consider joining a class-action suit by residents to stop such a dangerous, ill-advised plan.</p>

05/24/2018	Ray	McElhaney	McElhaney Of all the three plans, this is the most irrational, grossly unnecessary, dangerous, and wrong-headed! Running a 5-lane "highway" through a peaceful residential community with children, pets, bike-traffic, joggers, and elderly residents in simply inviting numerous disasters--would destroy the integrity of these established living areas, and significantly endanger its residents. I strongly oppose this absurdly short-sighted plan, as an individual, and would most probably join legal efforts to stop such folly
05/24/2018	Linda	Fowler	This is the choice that should be made. All others are not acceptable. And because this is a hurricane evacuation route it should be done NOW or further development should be stopped until it is.
05/24/2018	Linda	Fowler	Ridiculous idea. NO
05/24/2018	Linda	Fowler	Ridiculous No no NO! There aren't any sweetgrass basket stands on Hwy 41.

05/20/2018	Nathan	Karpinsky	<p>Following the recent public meeting regarding the Hwy 41 expansion, many concerns arose that have a deep impact on not only our family directly but the community in which we live. It was brought to our attention that one of the possible alternatives, reasonable alternative 7, would take large amounts of traffic from highway 41 and route it directly through multiple communities and subdivisions along Park West, Dunes West, and more. We find this option to be a much less than reasonable alternative considering reasonable alternative 1 and 2 use the existing highway that is in place to be utilized for expansion.</p> <p>It is completely unreasonable to divert 20K-30K vehicles (commercial and residential traffic) from an existing highway and route them through multiple existing communities. Not only is this an inconvenience for the families along the path, but I feel it places an additional burden upon a community that already experiences a heavier traffic flow for the schools that exist in it. Simply placing a major highway artery through a community should alone make reasonable alternative 7 a nonviable option.</p> <p>Safety is a primary concern with the number of homes, children, and community commons (pools, tennis courts, etc.) along the proposed pathway of alternative 7. After reviewing additional aspects of alternative 7 it also places the largest burden impacting the wetlands, streams, flood plain, and Laurel Hill County Park. This also does not address the need to remove and relocate the large power lines that are located along the proposed road. These all must be strongly considered when compared to the other alternatives which demand less impact on these components.</p> <p>(Continued on Web Comment - KarpinskyN2)</p>
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05/20/2018	Nathan	Karpinsky	<p>It was explained to us at the meeting that safety and community impact were two of the highest factors to be considered. Given this, alternative 7 not only lengthens the route for a designated hurricane evacuation route, it also runs through multiple communities that would need additional access to the new Bessemer road. The amount of side road connections that would be needed to make this new "subdivision highway" feasible is unrealistic. The number of communities that would need access to this road and the additional traffic coming through would create more demand and headaches than have been realistically evaluated outside of a computer model. These are real factors and safety concerns that alternative 7 just does not answer, especially, when an existing highway has already achieved this and only needs to be modified to accommodate the higher amount of traffic. If alternative 7 is the choice that is selected it tells me a few things about the town and council members. First, it signals to me that the town council would rather pass the burden of the existing highway to multiple communities without any regard to their well-being. Secondly, it brings to light that environmental factors are being ignored when options with less impact exist. Thirdly, it runs a major highway artery and hurricane evacuation route through multiple subdivisions in which schools are located. This would require the most engineering, logistics, and utility involvement out of any of the options. Which means more resources would need to be allocated to support a poor option to begin with. It will take large amount of our tax payer dollars to try and make alternative 7 "work", money that could be allocated for other, more useful, projects within our town.</p> <p>I strongly state that this household, along with others, do not approve of reasonable alternative 7. Thank you for your time and your consideration. I appreciate the ability to voice my opinion on this very important matter.</p>
05/20/2018	Timothy	Perkins	Preferred alternative = 1

05/20/2018	Alison	Humplik	<p>We reside in the first cul de sac in the Horlbeck Creek Community. Our backyard backs up to the creek and Hwy 41 and the noise and traffic have become a nuisance to say the least. However, the cars the have landed in the creek after accidents have been steps away from our property line. I fear for our children's safety with a 5 lane highway literally in our backyard. Even if a sound barrier wall were to be built, the water that accumulates in our backyard bog area will have no way to recede back into the creek, as it currently does. In addition, this community has been an established community for over 20 years in Mt Pleasant. If the roads need to be widened because of the overdevelopment of Park West and Dunes West (because let's be honest, their higher price tag cookie-cutter homes are more desired), why don't they widen Park West Blvd and Dunes West Blvd. Afterall, that's where most of the traffic is going. We like our creekside community and have chosen this community because of the ease of Hwy 41 (making a left and right from our neighborhood) and 17. Currently, We play "frogger" every time we make a left out of our subdivision due to the overdevelopment of the Park West and Dunes West areas off Hwy 41. It will be impossible to make a left once there are 5 lanes, unless there is a light or traffic circle. Our property value will decrease with a 5 lane highway in our backyard. However, if we chose to move. we are now priced out of the homes in this area and our children will need to change schools, which is completely unacceptable. Our neighborhood is very concerned about the negative impact this expansion will have on our community.</p>
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05/20/2018	Barbara	Miller	<p>I am in favor of Alt 1 - Hwy 41 should carry the volume of traffic especially being an evacuation route. I believe the narrow buffer between new construction and the current Bessemer Rd would make it impossible to expand that road. I live in Keswick subdivision and making a turn onto Bessemer Rd is dicey currently as traffic accelerates from new roundabout. Bessemer needs to stay a feeder residential road to Park West and Dunes West Blvd. & Hwy 41.</p>
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05/22/2018	Peggy	Tapager	I am in favor of alternative 1. It is a direct, straight route and should be easy to execute as there is land on both sides of the existing highway for additional lanes.
05/24/2018	Jack	Rosenthal	This is by far the best option to alleviate traffic issues along 41
05/24/2018	Jack	Rosenthal	Going from 5 lanes down to 3 lanes on 41 will continue to cause backups from merging back down to 3 lanes
05/24/2018		Gillespie	The only goid option of the three final alternatives
05/24/2018		Gillespie	Worst of the final three
05/24/2018	Angel	Kolins	This plan only provides more merging problems which has been a huge problem at Bessemer where two turn lanes merge into one - that is now the point of the highest accidents. Adding more merges will be a failure for 41 and waste of \$. Haven't we learned that from the 41 short term lane widening at Bessemer? This plan should not be considered - fix 41 - plz
05/24/2018	Ron	Thayer	This is the only acceptable option. Highway 41 is a state highway and a very important hurricane evacuation route. Highway 41 has been the focus of an intended expansion to serve the surrounding areas for at least the last 20 years. Pushing the current and expected increase in traffic flow into the surrounding neighborhoods and beyond the already established thoroughfare of Highway 41 is unacceptable and ridiculous.
05/24/2018	Victor	Lazarovici	Option 1 is the minimum required to deal with the existing traffic, but doesn't solve the problem longer term. Highway 41 should be built to it's maximum capacity asap since it's a major route through a rapidly growing area and the evacuation route for northern Mt. Pleasant.
05/24/2018	Margaret	Tapager	This is the best and most direct route. There is enough space to add new lanes.
05/24/2018	Victor	Lazarovici	This alternative does almost nothing to alleviate congestion, particularly at rush hour and will not be adequate given continued growth.
05/24/2018	DONNA F.	REDDEN	This is what needs to be done

05/24/2018	Victor	Lazarovici	This alternative makes no sense! It diverts Highway 41 traffic onto Dunes West Blvd and Bessemer Road which are already very congested during rush hour. It lengthens the distance between Highway 17 and the Wando Bridge, which will slow down traffic flow during rush hour and, importantly evacuations. We need these roads, along with Park West Blvd to be widened to deal with current needs and expected growth, but not to absorb Highway 41 traffic. Given the growth in this part of Mt. Pleasant, the logic course of action is to maximize the capacity of all of the arterial roads in the area; and perhaps build new ones to connect the DW and PW communities to Highway 17 and 41. We also need to add road capacity to Wando HS, the new stadium and commercial activity in Carolina park.
05/24/2018	Alex	Dumin	I feel alternative 1 is the best option to improve traffic flow while limiting the impact on the related communities.
05/24/2018	Ray	Garnett	Alternative is the only reasonable solution and should be started immediately.
05/24/2018	Sabrina	Matthews	Option 1 makes the most sense. Widening an existing highway that is also an evacuation route is logical.
05/24/2018	Sabrina	Matthews	Option 1 makes the most sense. Widening an existing highway that is also an evacuation route is logical.
05/24/2018	Sabrina	Matthews	I am not sure why this is an option that you are considering. Not only does it effect the most full home acquisitions an has the largest wetlands impact. This would turn roads that were not previously highways into a highway. a lot of people walk and ride bikes on dunes west blvd. making this into a highway would increase car speeds, school bus speeds and decrease safety for our children and families in the area. Also how many additional lights would you have to build to ensure people can get out of their communities onto dunes west blvd and Bessemer? All these lights that would be needed would boytleneck traffic both on the main road and trying to get into the road. Again I am not sure why this is even being considered. Keep highways highways and side roads side roads. Thank you
05/24/2018	J	Healy	This is the best option, keeping traffic from traveling through pw neighborhood.
05/24/2018	Roma	Wallen	This is the best option!

05/24/2018	Rich	Gillespie	The only reasonable alternative. To not add lanes to 41 would make any modifications a waste of money
05/24/2018	Rich	Gillespie	To only add a center lane to 41 would be a total wasted effort.
05/24/2018	Rich	Gillespie	Far better than number 2, but it still doesn't help through-traffic on 41. Why should through-traffic to Clements Ferry and beyond be expected to go through Perk West / Dunes West? Unless 41 is widened by at least one extra lane in each direction , traffic will still be horrendous.
05/24/2018	Rich	Gillespie	Why not consider 10, the only real alternative that shows stable traffic flow through 2045 in all locations???
05/24/2018	Christy	Rasp	Let's start building our roads RIGHT THE FIRST TIME! Alternative #1 is the best alternative to widen Hwy. 41 a/k/a an Evacuation Route for all of the existing families, businesses and future homes forthcoming, located North of Longpoint Road.
05/24/2018	Donald	Busch	I oppose Alternative 7 because it would have too large of an impact on the Dunes West and Park West communities and on the level of traffic and safety around those communities. The walkable nature of those two communities would be destroyed. The Dunes West Blvd corridor is not intended to handle 5 lanes of traffic.
05/24/2018	Ben	Naylor	This option does not seem reasonable at all. It will be more dangerous for all residents along Bessemer rd and dunes west blvd as well as drivers due to introducing new high speed corners. What is the drawback to option 1? It seems to be the most efficient and I assume least cost. I can't find what would prevent option 1 from being preferred.
05/24/2018	Melissa	Bonavito	So the middle school & high school bus stop is at the entrance of Cypress Pointe neighborhood. So lets have our children stand waiting for the bus on a 5 lane road with im sure cars flying. Also one of the stops maybe drop off for the high scho is at the Dunes West parking lot across from Palmetto Hall. The kids all have to cross the street to get to whatever neighborhood they live in. Smart idea to widen the road!! How long will it be before something bad happens?!! All 5 lanes will do is make the speeders go even faster and they'll be going from lane to lane.

05/23/2018	Tami	Peterson	<p>We live at [REDACTED] and are concerned about the effects the road widening will have to our property. We are the second dock in from the road and do not want to lose water access as a result of this. Both myself and my neighbors the Thompsons, who own the dock closest to 41, purchased our homes because of water access and the ability to have boats. We fear our water access will be effected and the possibilities of flooding should you "fill in" or extend the road on our side.</p> <p>This extension is a major concern for our entire neighborhood especially the homes on our cul-de-sac. My neighbors the Humpliks, who have young children, have the backyard closest to the street and to come our way would mean the road would be even closer to the backyard her children play in. I have witnessed two cars IN the marsh as well as a fatal accident on this small stretch of roadway and I've lived here only a year.</p> <p>Another MAJOR concern is the effects this will have on our property values. We understand the need to accommodate traffic, however this is accommodating homes that have been built, or yet to be built, after our neighborhood was established. It's hard enough to get in and out of our neighborhood with just one lane.</p> <p>Our neighborhood is being greatly affected and we are all extremely concerned. We are anxiously waiting for information regarding the progress of this decision. Assurance that the road will be extended to the opposite side of our neighborhood would be a relief. Meanwhile we will continue to communicate our concerns as we gather the resources needed to address these issues.</p> <p>Thank you for your time and attention to this matter.</p> <p>Tami and Gary Peterson</p>
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05/23/2018	Greg	Diercks	<p>When will we see maps of specific alternatives showing the various options of routes that 41 might follow?</p> <p>Gregory Diercks Dunes West</p>
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05/23/2018	Carol	Spitznas	Oppose alternative 7. Worst choice, will destroy the neighborhood and cause our home values to drop precipitously. Would be unable to drive to the other side of our community to use the facilities or visit friends. Would cause our quiet neighborhood to be inundated with noise exhaust pollution. Time to get Berkeley county to send their traffic to route 17 via a route directly connected to 17 instead of down 41,
05/23/2018	Tami	Peterson	<p>I am attaching several pictures taken from our dock to show how close the road already is to our home. The last picture showing the white truck was taken by my neighbor Allison Humplik from her backyard.</p> <p>(Pictures are saved in the documents section)</p>

05/23/2018	Tami	Peterson	<p>We live at [REDACTED] and are concerned about the effects the road widening will have to our property. We are the second dock in from the road and do not want to lose water access as a result of this. Both myself and my neighbors the Thompsons, who own the dock closest to 41, purchased our homes because of water access and the ability to have boats. We fear our water access will be effected and the possibilities of flooding should you "fill in" or extend the road on our side.</p> <p>This extension is a major concern for our entire neighborhood especially the homes on our cul-de-sac. My neighbors the Humpliks, who have young children, have the backyard closest to the street and to come our way would mean the road would be even closer to the backyard her children play in. I have witnessed two cars IN the marsh as well as a fatal accident on this small stretch of roadway and I've lived here only a year.</p> <p>Another MAJOR concern is the effects this will have on our property values. We understand the need to accommodate traffic, however this is accommodating homes that have been built, or yet to be built, after our neighborhood was established. It's hard enough to get in and out of our neighborhood with just one lane.</p> <p>Our neighborhood is being greatly affected and we are all extremely concerned. We are anxiously waiting for information regarding the progress of this decision. Assurance that the road will be extended to the opposite side of our neighborhood would be a relief. Meanwhile we will continue to communicate our concerns as we gather the resources needed to address these issues.</p> <p>Thank you for your time and attention to this matter.</p> <p>Tami and Gary Peterson</p>
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05/23/2018	Deborah	Danko	<p>I find it almost impossible to believe that anyone would even come up with this proposal! Talk about government waste. How could you even consider destroying neighborhoods to gerrymander a road in favor of so few. I would like to see you post pictures of the areas which you are going to be cutting through for this new proposal as compared to the pictures of the area that would be affected widening what is already Highway 41. I doubt that anyone would believe it.</p> <p>How do we recoup the amount of money that we lose on our properties? How do we recoup the damage that you will do to our quality of life here in the Dunes West / Park West Community?</p> <p>I presume you do understand what a hornet's nest you are going to be stirring up with this proposal. I myself am willing to get out and sit in the middle of the street in front of bulldozers with a number of my neighbors and cause as much havoc as possible. This certainly is an instance of government at its worst.</p> <p>Deborah Danko</p> <div></div>
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05/23/2018	Thomas	Jacobs	I attended the meeting on 5/16 and I appreciate the hard work and time you have spent on this issue. I would like to make a few comments. Alternative 1 is the best option. This will be the safest and most efficient plan with less residential impact on the community. The closing of the Wando bridge has shown us what a nightmare traffic can be for first responders or even a storm/hurricane evacuation. Choosing Alternative 1 will be the best plan. Alternative 2 will create a bottleneck of traffic on Hwy 41 going from 5 to 3 lanes. I don't think this plan will be more efficient or safer than Alternative 1. Alternatie 7 just makes no sense to me at all. The residential impact will be the greatest among the 3 alternatives. The current roadway will not accommodate 5 lanes and not just property will be sacrificed, but homes too. This will cause the most noise and air pollution for the over 400 homes located off Bessemer and Dunes West Blvd. Additionally the safety of residents is a concern for me and also the safety of first responders or storm evacuees. Good luck with your study and I hope you come to a decision that will make the most sense for ALL of Mt Peasant. Option 1 is the best choice.
05/23/2018	Susan	McCunn	I do care about endangered animals, people's homes and waterways as Hwy 41 proceeds
05/23/2018	Terri	Ryerson	Another thought. We just finished the round about at Bessemer and dunes west. Why would anyone want to tear that up? It is working so well
05/23/2018	Terri	Ryerson	PLease. PLease Please do not consider the 5 lane option from Bessemer through Dunes west. There are way too many people that walk this area. Cross in front of Palmetto Hall to the pool and tennis courts. This is a neighbor hood and does. Not need a highway through this area. The only logical option is to expand 41 the entire way. I feel bad for the Phillips community but this has been on the table for a very long time to widen 41. Compensate these folks and move on

05/22/2018	Joel	Head	<p>I am writing to express my opinion about the proposed alternative road designs for the Highway 41 project as presented at the Mount Pleasant town meeting May 16th. Alternative 1 Doing nothing is not a viable alternative. The 41 corridor is already crowded with daily commuters and truck traffic, some 18,000 vehicles per day I am told. I cannot imagine how much traffic this road will see in 25-30 years. Something needs to be done to make sure the road is safe and a useable evacuation route in the years ahead.</p> <p>Alternative 2 Widening the full length of Highway 41 from 17 to the Wando River bridge offers the best option. It ensures that the road will adequately handle anticipated traffic and is the least disruptive to existing homes and properties in the Phillips Community because there simply are fewer homes and they are, on average, situated further back from the existing highway. Option 2 makes more sense from an evacuation perspective than diverting traffic around the Phillips community through Park West and Dunes West as Option 7 proposes.</p> <p>Option 7 I am vehemently opposed to the idea of building a five lane roadway through Park West and Dunes West as is contemplated in Option 7. Here are a few reasons:</p> <p>Population Density. Park West is heavily populated. Eight neighborhoods, which are home to hundreds of residents (453 housing units), would be directly impacted by the increased noise, pollution, and traffic caused by Alternative 7. When considering population impacts, the proposed Bessemer option would cause far more residential disruption than would widening the existing SR 41 highway through the Phillips community.</p> <p>Inadequate Roadway Width. Some sections of the existing Bessemer roadway are too narrow to adequately accommodate five lanes of traffic, sidewalks for pedestrian traffic, and sound or safety barriers. According to engineers/planners at the information meeting, possible solutions to the road width problem include significantly narrow</p>
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05/22/2018	Joel	Head	<p>Excessive Noise. A five-lane highway through Park West would significantly increase noise. So-called noise abatement installations, such as vegetation and high walls, do not significantly lower noise levels. High sound walls are unsightly and give a fortress look to neighborhoods. Noise is a quality of life issue that would have permanent negative impacts on residents and property values.</p> <p>Property values and lifestyle choices Situating a five-lane highway through the middle of existing residential neighborhoods would decimate property values. Moreover, homes would be harder to sell, because buyers will reject a home located a short walk from a busy five-lane highway. Park West residents purchased homes in a suburban environment that promotes quiet neighborhoods and peaceful outdoor living. The urban noise, traffic, and pollution that would accompany Alternative 7 are not consistent with the Park West master plan.</p> <p>It is difficult at times now to get out of my neighborhood onto Bessemer Road. And you want to build a five-lane highway over Bessemer? I might just as well stay home.</p> <p>Safety concerns. Many residents, including children, walk and bike throughout Park West. This is an important feature of life in the area, and it would be damaged by Alternative 7. For example, the proposed highway is near the Park West Pool and Tennis Center, which children frequently access by foot and bicycle. Walking and biking to these facilities would be made more dangerous and difficult by inserting a major highway into the middle of a suburban community.</p> <p>Lengthy construction process. The noise and disruption from new home construction in Park West (Coventry is behind my house) is already nuisance enough. I cannot imagine what constructing a five-lane highway over several years through an existing group of neighborhoods would contribute to noise, dust and inconvenience to hundreds of residents.</p>
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			Alternative 7 was loudly booed by participants when is appeared in t
05/22/2018	Cornelius	Sullivan	I just want my opinion noted that the Bessemer widening idea is terrible. Moving the traffic off 41 and then back onto it is a terrible idea.
05/21/2018	Dawn	Jeffus	I support your option 7. Relief on all sides. More options would create less overall congestion. Thank you. Regards, Dawn Jeffus Rivertowne Planters Point
05/21/2018	Michael	Petry	I honestly thought my neighbor (we live in Arlington of Park West) was kidding me when he said local politicians were considering turning Dunes West Blvd. and Bessemer into five lanes. Do you have any idea how many kids walk/bike across those roads to get to school, playgrounds, ball fields, pools, tennis courts, walking paths, and more. You would literally be cutting through long established neighborhoods and endangering the lives of our youth. Find another approach that does not cut directly through a community. Park West was never meant to have the equivalent of a highway running through it.
05/21/2018	David	Ranney	Hello, I would like to express my strong opposition to option 7. That is the option that makes neighborhood roads into highways. When there already is a highway (evacuation route) that could be expanded - 41 in option 1. Alternative 1 is the only reasonable solution. Thank you.

05/21/2018	Jennifer	Holmes	<p>As a Park West resident I am directly effected by the proposal to widen Bessemer Rd. Increasing traffic in Park West will not solve the problem. Students already have difficulty crossing the two-lane road to get to school, the pool, and rec department area. As a teacher my students often tell me how close they have come to being hit - or no one will stop to let them safely cross. Making this a 4-5 lane road will make it impossible for them to cross safely.</p> <p>My husband is a paralyzed veteran and it is not safe as it is now for him to cross the road. He will never cross the road if he has to contend with that many lanes and the increase in traffic. We bought in this neighborhood because it is quiet and we were unable to move elsewhere because of his needs. He is already struggling with paralysis and now with increase in traffic noise he will have to contend with his PTSD. We are just one of many families who are impacted by this decision, but how can you knowingly make a veteran suffer - who has already suffered so much to get where he is today.</p>
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05/21/2018	Nicole	Poole	<p>The townhomes in Abbotts Glen would be negatively impacted by any widening of Bessemer Road. There is very little land as is for these homes and Bessemer behind the homes is already very very loud and dangerous for children and animals. Moving this to the FRONT of these townhomes and enlarging it would make it a huge risk for the children and animals who live just off of this road. Essentially there would be a large highway type of road in the front yard of family homes that were purchased in park west because the people who live here wanted a smaller, more peaceful community to raise their children. This road would destroy the safety, home values, and quality of life of these families who have lived in these homes for less than two years. Home values would plummet as the resale market for townhomes with a highway in their front yard is extremely challenging and would be difficult to ever resell these homes at the price of what people paid for them. This is a safe ty issue, a noise issue, a property value issue, and a quality of life issue. Park west shouldn't have a major road running straight through people's neighborhood streets.</p>
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05/19/2018	Kevin	Pietramala	<p>Dear Town of Mount Pleasant Council Members,</p> <p>Attached is a letter I drafted on behalf of our entire neighborhood on Larch Lane in Park West. We look forward to your support when deciding which option is best for the residents along Bessemer Road, Dunes West Blvd and 41.</p> <p>With sincerest regards, Kevin Pietramala</p> <p>Email was forwarded from Christine Barrett at Town of Mt Pleasant on 5/21/2018. A copy is saved in the documents section.</p>
05/21/2018	Laurie	GamlieI	My vote is for Alternative #1.
05/20/2018	Mitchell	Lichtenberg	My opinion after serious study is that Option 1 is going to do the least harm to the most people. Option 7 is ridiculous! Option 2 is not much better!
05/24/2018	roger	hawkes	Alternative 1 is the only way to go. Don't waste money on the the other 2 alternative.
05/24/2018	Marcia	Bowers	No to this design. I appreciate the historical nature of the Phillips Community however this design will destroy far more homes & neighborhoods. Design plan #1 makes the most sense.
05/24/2018	Barrett	Holem Sr	This is really the only option that will solve long term growth problems. It is unfortunate for those in the Phillips community that have lived so close to what is now a major highway for so long.
05/24/2018	Barrett	Holem Sr	This is really the only option that will solve long term growth problems. It is unfortunate for those in the Phillips community that have lived so close to what is now a major highway for so long.
05/24/2018	Marilyn	Eleazer	This alternative makes the most sense. It would keep a better flow of traffic with 5 lanes on 41. Two lanes through Dunes West /Park West and Bessemer would be needed but anything wider would be too intrusive in a residential area.
05/24/2018	allen	usdan	This seems like the least expensive, fastest and most direct route.

05/24/2018	William	Campagna	Clearly, this is not the best solution of the three moving forward as this would direct entirely too much traffic into the Dunes West community which would reduce property value, disrupt family lives, and put children in the neighborhood at risk. Do not move forward with this option.
05/24/2018	William	Campagna	This is the obvious solution as it would keep traffic on the existing highway without diversion, allow for better traffic flow, and keep traffic out of the Dunes West community where families (children) will remain safe from the onslaught of traffic.
05/24/2018	William	Campagna	Of the three solutions moving forward, this is the second best choice just behind option #1 and ahead of option #7. This keeps the traffic out of the Dunes West community and on the existing path; however, option #1 is the best choice for all involved and is the one that should be selected.

05/24/2018	Amy	Inabinet	<p>Good morning,</p> <p>I live in Dunes West. I am a South Carolina native and have been living in and visiting the Mt. Pleasant/Charleston area most of my 46 years. During this time, but especially the last 10 years, things have really changed (understatement).</p> <p>I am continually amazed at all of the new housing developments. I am also continually amazed at the lack of infrastructure planning that took place prior to and continuing during this rapid development. With this said, let's stop this pattern and plan realistically for what is happening now and in the future.</p> <p>As much as I am grieved by the changes to our beautiful natural areas, culture and aesthetic, I realize that we must go forward with Alternative 1 to accomodate the development that our town seems unwilling to stop. This is for the safety of our community.</p> <p>Please realize that if an emergency occurs during our peak rush hour times in the Dunes West/Park West areas, lives are in danger due to the lack of access to care from the congested roads and lack of route alternatives.</p> <p>Please also realize that we must tax and gain more revenue from the developers who profit from the destruction of our lands and community. Please make them pay and not the citizens of Mount Pleasant.</p> <p>I appreciate your willingness to listen to mine and all of my fellow citizens concerns. I pray/hope that y'all will do the RIGHT thing if you continue to allow for all of this development...meaning plan accordingly and gain the monies needed from those profiting.</p> <p>Sincerely and with best regards,</p> <p>Amy Inabinet</p>
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05/24/2018	Amy	Dempsey	Alternative 7 - I fear for the safety of my children with 5 lanes of traffic going through our neighborhood. This is an awful idea to bring in vehicles that don't live here and the speed of traffic would significantly increase. I already have a 10 minute wait to get out of Dunes West. This alternative would make my exit at 7:00 am impossible!
05/24/2018	Donato	Rinaldi	It seems like everyone wants something done, but no one wants to be affected. Each neighborhood wants the solution to go through the opposite neighborhood rather than choosing what is best for everyone in the community. Alternative 7 appears to be the best plan. Maybe there is a better plan no one thought of yet? Right now, it is clearly 7.
05/24/2018	Nancie	Willett	Alternative 2 has Hwy 41 going from 3 lanes to 5 lanes and then back to 3 lanes. All I see from that option is a bottleneck being created in both directions, when 5 lanes go down to 3. Essentially, a version of this is already what we have on 41 southbound at Bessemer Rd...there are 2 lanes for Bessemer traffic turning on to 41, quickly going back to 1 lane. This recent change did NOTHING to alleviate the traffic headed southbound on 41 from the Wando Bridge to Hwy 17. It bottlenecks at Bessemer Road, because 2 lanes of traffic have to merge into 1. Given the increase in traffic in the coming years as development of Park West, Dunes West and especially the Clements Ferry corridor continue, the same bottlenecks will occur where the proposed 5 lane sections of 41 narrow down to 3 lanes.
05/24/2018	Nancie	Willett	I see two problems with alternative 7. First, you have the same issues as with #2.... bottlenecks created where 41 narrows from 5 lanes to 3 lanes. Second, it takes what amount to residential, neighborhood streets in Park West and Dunes West and attempts to turn them into a highway, which is ridiculous. At certain times of day, it is already very difficult to impossible to make left turns onto Bessemer Rd, Park West Blvd, and/or Dunes West Blvd. from any of the adjacent neighborhood entrance/exit roads; making this 5 lanes will mean further delays for the thousands of residents who live in these areas.

05/24/2018	Nancie	Willett	Alternative 1 is the only truly reasonable alternative. It is the only one that does not attempt to turn residential/neighborhood roads into a highway, and does not take an existing highway and alter the lane structure to go from more lanes to fewer lanes back to more lanes, an idea that would create bottlenecks in both directions.
05/24/2018	CLARK	Thompson	This is clearly the most appropriate option for moving traffic and maintaining some vague semblance of the semi rural area in which this --now needed--main artery travels through.
05/24/2018	CLARK	Thompson	Possible
05/24/2018	Brian	Marsi	
05/24/2018	Edward	Langford	I think #7 makes the most sense. It's will produce the most amount of total lanes to handle the traffic through the area, while still addressing/preserving the historic significance of the African American neighborhood in the Philips community.
05/24/2018	Gail	Marquet	This is the only alternative that should be considered. All others will be disruptive to residential communities.
05/24/2018	Gail	Marquet	This alternative will only create more bottlenecks as traffic goes from 5 to 3 lanes. Not acceptable.
05/24/2018	Gail	Marquet	Absolutely the worse possible alternative of all of them. This will turn a residential neighborhood into a thoroughfare endangering the safety of the residents.
05/24/2018	Hannah	Raes	This the only logical option and the one that I support. With More and more houses being built on Clements Ferry, traffic is only going to get worse on Highway 41 and therefore it is imperative that swift action is taken to move forward and widen the road to 5 lanes.
05/24/2018	Hannah	Raes	This is a horrible option that should not even be considered. It will have the most impact on homes/wetlands and do nothing to alleviate the traffic on a main thoroughfare/evacuation route. In future years, I believe that widening this road should be considered, but not until Highway 41 is at least 5 lanes all the way along.
05/24/2018	jeff	garner	Alternative one is the best route to move the traffic - it's a straight line - and it would be the least disruptive to the existing system.
05/24/2018	Derek	Miranda	This is the only plan presented that makes any sense.

05/24/2018	Dick	Artale	This is the only option that will work long term. There must be a way to do this without unfairly impacting the Phillips community. 5 lanes as proposed in #7 would push a high amount of traffic through some very high density areas that are continuing to add homes and children.
05/24/2018	Sarah	Pullen	I believe this looks like the best long term option to handle the increasing traffic flow.
05/24/2018	Laura	Fudge	This option makes the most sense and will help with the traffic flow. Moreover, it would allow for people to turn more safely.
05/24/2018	Laura	Fudge	Anytime you change from one number of lanes to another number of lanes, you create the opportunity for increased accidents. Option 1 seems more viable.
05/24/2018	Laura	Fudge	I am sorry, but widening Dunes West Boulevard is crazy! We have communities on each side of the road with a sidewalk where children can ride their bikes to the shopping center. Making Dunes West Boulevard 5 lanes was not in the plans that we reviewed when we purchased a home in Dunes West! Had that option been in the plans, we would have purchased a home elsewhere! Dunes West is a vibrant community that allows children to have the freedoms of yesteryear. Making a five land highway through the middle is unacceptable!
05/24/2018	Mary	Garcia	My vote would be for #7. Going from 5 lanes to 3 lanes will be a nightmare. The traffic needs a continuous flow.

05/24/2018	Jennifer	Kollegger	I oppose Alternative #1. I believe the Town of Mt. Pleasant, Charleston County, and State of South Carolina should take all necessary action to save and maintain the very few remaining African American Communities. These communities represent a very important period in our nation's history. The Phillips Community should have the very least impact from the Hwy 41 improvements. Park West and Dunes West residents oppose any option that impacts them. However, neither community is remotely close to 150 years old and the demographic making the most noise in each community will likely not live long enough to see the project to completion. The impact to the entire town should be taken into consideration, not just small parcels of two neighborhoods. NIMBY is big problem in this town. Those with the least resources often lose these battles. When that happens, ultimately we all lose. We lose the history and culture that makes the Lowcountry unique. Again, I oppose Alternative #1.
05/24/2018	Jennifer	Kollegger	I oppose Alternative #2. Of the options that have been selected for further consideration it makes the least sense and solves very little in the way of traffic congestion and flow. Alternative #2 also has too much of an impact on the Phillips Community. The Phillips Community should have the least impact from this process. I oppose Alternative #2.
05/24/2018	Jennifer	Kollegger	I support Alternative #7. However, I would like to see an improvement in the environmental impact of this option. Whether through elevated roads or improved bridge design, every effort should be made to have as little floodplain and wetland impact as possible. I believe there is always room for improvement once a course is set. Historical and environmental impacts should be lessened wherever possible. I do not support a bike lane on any 5 lane road. The residents of Mt. Pleasant find it difficult enough to drive on a two lane road when a bicycle or pedestrian is present. Please do not further endanger people by putting in a bike lane. A path or sidewalk is sufficient. I support Alternative #7
05/24/2018		Miller	I would prefer this alternative.

05/24/2018	Robert	Rasp	Appreciate the effort and time to develop the alternatives. Based on the data, I believe the best solution would be Alternative 1. While there is impact the Phillips Community, ultimately 41 is an evacuation route and safety has to be an overriding concern, in my opinion.
05/24/2018	Beverly	Zimmermann	Very Best option! Infrastructure is important. No more building houses or apartments till you can safely accommodate the current residents as well as the future ones.
05/24/2018		Ross	I feel Alternative 1 is the most sensible way to go. It is the one that gets my vote. I feel the alternatives that make Bessemer and DW Blvd into 5 lanes are too close to more children who may be riding their bikes to friends houses or to school. This option also has the middle ground for environmental impact. I also feel that this option is the one that the residents have all expected to happen. I know I have. So, there has been plenty of time for those affected by it on 41 to prepare. Those residents on Bessemer (especially those who JUST moved in to new construction) and DW Blvd may feel blindsided by the Alternative 7.
05/24/2018	Sharon	Gallagher	5 lanes to 3 is not realistic for this area. Too many will speed around the 5 lanes to avoid slower traffic on the 3 lanes. There will be multiple accidents and congestion if this choice happens.
05/24/2018	Sharon	Gallagher	NO!!! Too much traffic will cut through the residential area.
05/24/2018	Chris	Hollar	How would the (2) lane road through Rouse Road be any different from today to provide any relief? Would the intersections be changed or eliminated, and some relief be provided for people making left turns and stopping traffic (i.e. 3 lanes)?
05/24/2018	Leslie	Guglielmello	I completely agree with this option and it should be done ASAP!
05/24/2018	Steve	Richardson	Can you tell me the estimated time to completion for each alternative?? Also, for alternative 7, it is tough looking at the map to see the impact on Dunes West Blvd coming from Rivertown Parkway .. can you elaborate? Thanks!

05/24/2018	Marvin	Glover	Of the three options, this is easily my least favorite. Many homes and neighborhoods along Bessemer and Dunes West practically border the existing two-lane roads. Expanding them to 5 lanes would obliterate those communities. Large portions of Dunes West could absorb the widening without too much adverse impact but the remaining portions and all of Bessemer cannot be built according to this plan without a major and negative effect on homeowners along the route. The quality of life for those residents will never be the same and their property values will plummet. The other two viable alternatives should be the only ones remaining on the table.
05/24/2018	Marvin	Glover	I applaud those taking an aggressive and transparent approach to solving this problem. Our previous planners failed the community miserably and should be held accountable. By hiding their heads under the sand, they multiplied the consequences.
05/24/2018	paul	moore	This is the best plan. It provides a good flow of traffic along hwy 41 in each direction
05/24/2018	paul	moore	This is not good. How are u going to get 5 lines into 3 or 2 lanes at Joe Rouse. It will be a design blunder..Poor design.
05/24/2018	paul	moore	Absolutely horrible design. So this would have 5 lanes of traffic thru the interior of Dunes West and Park West. Lousy design. Noway Lousy design.....
05/24/2018	Jeanne	Higgins	This is the only reasonable consideration for alleviating traffic on highway 41.
05/24/2018	Jeanne	Higgins	This proposal is not acceptable. Traffic will back up on 41 because of the lane reduction on 41 in the area of the Philips Community.
05/24/2018	Jeanne	Higgins	This proposal is not acceptable. Traffic will back up on 41 because of the lane reduction on 41 in the area of the Philips Community.
05/24/2018	Mary	Regen	This is the ONLY sensible option. It is already a HIGHWAY.
05/24/2018	Mary	Regen	Ridiculous! I do not live in DW/PW, but they are planned communities with many current amenities (pools, playgrounds, tennis courts) that are accessed by current bike and walking paths that bisect DW and PW Blvds. Routing HIGHWAY traffic through residential high-density neighborhoods is ABSURD.

05/25/2018	Laura	Thornhill	This is the best alternative. It provides the smoothest flow of traffic with a minimum of merging, which is where delays and accidents are most likely to happen.
05/25/2018	Laura	Thornhill	This plan is RIDICULOUS!!! I'd rather leave the road alone than put in two mergers on 41. Rerouting onto Bessemer increases the distance for those traveling the length of 41, and will create havoc at the traffic circle.
05/25/2018	Laura	Thornhill	Again, ridiculous to divert traffic away from its destination. Also, this will make left turn into Dunes West gate (when coming from 41...think Harris Teeter...) nearly impossible.
05/25/2018	Laura	Thornhill	Please chose Alternative 1. It's the only one that will truly handle the volume of traffic in the most efficient way.
05/24/2018	Richard	Long	Reviewed the three. The alternative number one. Is most direct and logical
05/24/2018	Steve	Fischer	I strongly prefer and endorse Alternative 1 consisting of 5 lanes from Rt 17 to the Wando River Bridge. I find the other alternatives to be less desirable for a variety of reasons. Firstly, highway 41 is an evacuation route and as such should be a straight shot as the shortest distance between two points is a straight line. Secondly, under alternatives 2 and 7 the installation of only 3 lanes on Rt 41 from Bessemer Rd to Dunes West Blvd is likely not sufficient to handle existing as well as projected increased traffic flow. Thirdly, increasing Bessemer Rd and Dunes West Blvd to 5 lanes under alternative 7 is not desirable as it would negate the desired "straight shot" concept and introduce additional traffic flows through largely residential areas. Fourthly, alternatives 2 and 7 would cause more impacts in several more categories than Alternative 1. The avoidance of increasing traffic and possible full acquisitions in the Phillips Community should not come at the expense of greater impacts on residences along Bessemer Rd. and Dunes West Blvd - it is not in line with the increased traffic impacts that all residents of the area are experiencing as a result of past and continuing development of the area. In summary, I strongly favor Alternative 1.

05/24/2018	Guy	Kedzierski	<p>We have a townhouse on Oxborough Circle. Unless the map for alternative 7 is drawn very poorly, it appears that the 5 lane road will go right through our property. Unacceptable.</p> <p>Guy & Janeen Kedzierksi</p>
05/24/2018	Guy	Kedzierski	<p>Follow up to my other comment. Bringing a 5 lane road through the Dunes West area by expanding Bessemer and Dunes West blvd will bring unacceptable levels of traffic through a densely populated area compared to the other alternatives. Even if it doesn't go through existing buildings as the map depicts. Unacceptable.</p> <p>Guy Kedzierski</p>
05/24/2018	Mason	Smith	<p>I would rank the alternatives in order of preference as 1 then 7 and I would not do the third alternative.</p> <p>As for the interchange I would chose the simplest one the move the traffic through the interchange the quickest.</p>
05/24/2018	Ralph	BAILEY	This is the only logical option.
05/24/2018	RALPH	BAILEY	We do NOT need more bottlenecks!
05/24/2018	RALPH	BAILEY	Are you serious ? NOT an option that should even be considered.
05/24/2018	Nancy	Sharkey	Alternative 1 , looks the best, for moving traffic thru this fast growing community.
05/24/2018	Nancy	Sharkey	Alternative 1 , looks the best, for moving traffic thru this fast growing community.
05/24/2018		Sharkey	<p>Alternative 2,</p> <p>Looks to be a poor design, causing a bottle neck, with lanes going from 5 to 3</p>
05/24/2018		Sharkey	<p>Alternative 7</p> <p>Appears as the worst prospect. Putting 5 lanes in residential neighborhoods. Bad idea, Keep busy road on highway 41</p>
05/24/2018	Carolann	Norman	<p>This alternative is NOT well thought out and is an attempt at a short term solution that does not make sense. Route heavy hwy traffic thru / by several neighborhoods instead of widening the exsisting highway..... doesn't make sense short or long term.</p> <p>It is also a dangerous solution that will cause additional accidents. A great number of students use Dunes West Blvd to go to and from school ... the added congestion would not be a good solution. Alternative 1 addresses the problem with a short and long term approach.</p>

05/24/2018	Carolann	Norman	This alternative addresses the problem in the best manner. Utilize the current hwy . Don't make a short term decision, it is a long term problem.
05/24/2018	Carol	Spitznas	Most sensible alternative
05/24/2018	Carol	Spitznas	Most destructive alternative. Would destroy an entire neighborhood. Our home values would tank. Would be impossible to get to other parts of our community. Noise and exhaust pollution would destroy our quality of life.
05/24/2018	Wendy	Deitsch	I think Alternative 1 is the best route to go as this will help alleviate congestion while not hurting our neighborhoods quite as much.
05/25/2018	Mindy	Robertson	This is the only reasonable option that has the best interests of everyone in the town, not just Phillips Community
05/24/2018	Tammy	Duranceau	This plan to me makes the most sense. Please do not add more traffic onto Dunes West Blvd. It will lose it's beauty. Hwy 41 is just that....a Highway.
05/24/2018	Mary	Mitchell	I live in Dunes West, [REDACTED] [REDACTED]. Alternative 7 appears the best. However, the maps are so small, I can't really see why Alternative 7 and Alternative 1 have such a difference. Please provide a link where we can actually see the proposed route.

05/24/2018	Mary	Mitchell	<p>I live in Dunes West, Darts Point. Alternative 7 appears the best. However, the maps are so small even expanded, I can't really see why Alternative 7 and Alternative 1 have such a difference and the actual route. What would happen to the Dunes West Blvd/Rivertown. Please provide a link where we can actually see the proposed route. A concern is FLOODPLAIN IMPACTS; obviously less is better but this doesn't tell me anything unless you have the model run. Under the 3 most recent flooding events (2015 100 yr flood, Hurricane Matthew, Hurricane Irma), is would there be a significant difference? The lack of important detail does not encourage trust, especially after Bessimer Road which has made 41 traffic east worse!!!</p> <p>Regarding, SWEETGRASS BASKET STANDS, in 10 years, I have never seen any of these occupied. Regarding, NRHP HISTORIC STRUCTURES - some structures are more historic than others. Is there any significance to the 6 in Alt 1 and 4 in Alt 7. Where can I find the HAZARDOUS MATERIALS SITES in a slightly larger area than the exact route. For example, I understand the former school at 6 mile and Shipyard Park needed environmental remediation however the 6 mile site was safe enough for a school.</p>
05/24/2018	Robert	Hervey	<p>This alternative #1 is the only alternative that makes any sense. Do not mess around considering #2 or #7. Ridiculous proposals that will never be accepted by the neighborhoods and defy common sense. Please don't spend any more time on alternatives and just implement #1 so that the timeline can be minimized.</p>

05/24/2018	Angel	Kolins	<p>Seems to be in alignment with the big plan as in evacuation - emergency - growth. The history of every town is that history! Perseveration of mount pleasant and even this area of 41 will be altered - but to go around those three miles is nothing but a divergence into whose yard is touch. The traffic is unsafe that should a larger concern to continue to add merges which are where most accidents occur.</p> <p>Think or Add the re-evaluation of the school districts where the bus routes for 2.5 hours every morning and afternoon absolutely affect hwy 41 . have to 'loop' up and back Taking up so much time and road. Maybe an option to consider when the construction begins on option #1! Thx for taking comments - what you are doing is amazing and thought provoked along with understanding that sometimes decisions have already been made above and beyond all your hard work???</p>
05/16/2018	Scott	McCleary	<p>Alternative 1 – An obvious choice for the least harmful impact on my area of the Park West community.</p> <p>Alternative 2 –</p> <p>Alternative 7 – This option is terrible; most impactful to those residents living within the Park West community. Most important, I feel that it puts the children and families in harm's way who currently enjoy the sidewalks and amenities of Park West. As a resident of Larch Lane, I will strongly oppose this option.</p>
05/16/2018		Anonymous	<p>Alternative 1 –</p> <p>Alternative 2 – This is the best choice- 5/3/5- least amount of acquisitions and disruption to safety of children.</p> <p>Alternative 7 –</p> <ul style="list-style-type: none">• Safety of children crossing 5 lanes in Park West / Dunes West.• The value of homes will decline.• The noise level in the neighborhood. <p>This is not a reasonable way to handle traffic- you should have gone</p>
05/16/2018	Ethan	McCleary	<p>Alternative 1 – The best.</p> <p>Alternative 2 – 2nd best.</p> <p>Alternative 7 – It is a horrible idea, and there isn't even any space to build a 5-lane road.</p> <p>Do not make Bessemer a 5 lane highway, keep it 2.</p>

05/16/2018	Megan	McCleary	<p>Alternative 1 – I believe this is the best option. This is an evacuation route already and would aid in emergency situations as well as daily commute.</p> <p>Alternative 7 – This option is a terrible unsafe idea. This option runs directly through a heavily populated area of families with children on bikes, runners and walkers on pathways and sidewalks to exercise and to the pool. Bessemer is already a problem with people driving too fast and our children have had multiple incidents with cars running the bus stops on Bessemer. Mt. Pleasant police even sit at our bus stop for safety. Making this neighborhood street a 5 lane highway is incredibly unsafe for children in the Park West neighborhood.</p>
05/16/2018	Doyne	Love	<p>Alternative 1 – No matter which alternative is selected, it will take most of our property.</p> <p>Alternative 7 – This meeting wasn't handled as well as the first, not enough monitors and too many people.</p>
05/16/2018	Roger	Fitzgibbon	<p>Alternative 7 – Shunting high volume commuter traffic through the residential communities is a terrible way to improve traffic flow on Route 41. Keep the corridor on 41. Build in 2, seven-year plans; first 5 lanes, then 7 lanes. Do all your permits and acquisitions up front so Phase 2 can be completed quickly. (Note: your permitting /acquisition delays right now are exceedingly long.)</p>
05/16/2018	Madelyn	Gilbert	<p>Alternative 1 – I would like to cross the 2 lane road without being hit by a car. I live around younger children and the fear of having a 5 lane (Alternative #7) scares me. The town is growing and we need to build safer roads.</p> <p>Alternative 2 –</p> <p>Alternative 7 – I hate this because no children will cross the road safely when there are cars in 5 lanes.</p> <p>Please keep Bessemer Road a two lane road! I want to live in an area that doesn't make me feel unsafe when I cross the road and my neighbors too. We want to be safe and cross the road to go on bike trails or to go to the parks and pools! There are going to be more children where I live! It's common sense that Bessemer road doesn't need 5 lanes! Think of those who live around Bessemer road! Need a safer, less chaotic environment than some crazy road!</p>

05/16/2018	Rhys	McCleary	I can not get to the bus stop safely with 5 lanes, I will get hit by a car.
05/16/2018	Yvonne	Gilbert	<p>Alternative 1 – This is by far the best overall choice. If the reason is true that Federal funding will be reduced, too bad. Your lack of preparation and site survey beforehand will now need to be paid out by the taxpayers. This alternative has the least overall impact and with 526 bridge being out, it is overwhelmingly clear that expanding Route 41 to 5 lanes will be the best option. Stand by your communities who have been supportive for so many years and do the right thing- chose Alternative #1.</p> <p>Alternative 2 – This doesn’t make sense. How about instead of a 3 lane, make a double lane roundabout and get rid of the Joe Rouse Rd traffic light to keep traffic moving.</p> <p>Alternative 7 – Very poor plan- The worst of all options. Bringing a 5 lane highway through our communities is a very bad decision. Please keep the traffic on the Highway 41- we did not move to this area for traffic- we moved here for the community and a place to escape. My children will not be able to safely cross the road any longer- that is ridiculous! Very poor choice!</p>
05/16/2018	Flavio	Goto	<p>Alternative 2 – Looks to be the least impact to communities; ambient and maintain the current highway structure.</p> <p>Alternative 7 – The total impact to Park West and Dunes West community is significant. Kids would not be safe anymore. Value of several properties would have a significant depreciation in value. Why was alternative 11 crossed out?</p>
05/16/2018		Anonymous	<p>Alternative 1 – This appears to be the best option.</p> <p>Alternative 7 – Awful and impacts the most people. This is hurtful to think about how little the “decision makers” care about the people of Park West and Dunes West! Option 7 is hurtful, unsafe for members of the community and incredibly costly. No- to option 7.</p>
05/16/2018	Violet	Poole	Alternative 7 – I live right behind it and I don’t want to hear the road get any louder! 2 to 5 is a huge stretch. Park West traffic is busy as is!

05/24/2018	Lorie	Esselburn	NO,NO,NO to Alternate #7! This would bring to road too close to the condos and townhouses outside the Dunes West gate (ie Ellington Woods)and the town houses across the Dunes West Fire Dept that are part of Park West. Not to mention too close to current houses on Bessemer Road. And it's not only the intrusiveness of 5 lanes, it will change the entire feel of how Dunes West entrance feels as you enter off Hwy 41 and turn it into just along major road barreling thru and separating our community. Alternate #7 converts Dunes West Blvd & Bessemer Rd INTO Hwy 41 for all practical purposes. I strongly and wholeheartedly OBJECT and REJECT Alternate#7 as a valid choice!
05/24/2018	Lorie	Esselburn	This is my #1 choice proceeding with Alternate#1. Hwy 41 is already an existing highway and a straight shot from the Wanda River Bridge/Clement Ferry Rd and is the most straight forward solution.
05/24/2018	Franne	Schwarb	I believe we should try and preserve the Phillips community. This alternative isn't perfect, but I don't think the other 2 are better.
05/24/2018	Lisa	Gair	Not sure why we would basically turn Dunes West Blvd which is mostly in a residential community into a hwy. One major concern is that North Hwy 41 past Clements Ferry is starting to be developed and will definitely increase traffic on the Mt Pleasant side, so you will be dumping 1000's of cars into a residential community which will cause a decrease in home values and change the entire feel of the neighborhood not to mention the enormous amt of traffic noise it will cause. I have experienced this first hand as I used to live in Ravens Run with my backyard parallel to the connector. Once the connector was widened and tens of thousands of people moved into the area we couldn't even hang out in our backyard because of all the traffic noise. This was a major reason why we relocated to this part of town. Dunes West Boulevard is not called Dunes West Hwy so let's not turn it into one. Highway 41 is a Highway , so let's stick with the original plan and widen it. And I haven't even mentioned the beautiful oak trees that would be in jeopardy if Dunes West Blvd was turned into a 5 lane Hwy.

05/24/2018	Cindi	May	Alternative 1 is the only alternative of the 3 that is realistically viable. Alt 2 & 7 reroute traffic causing longer commutes, and will slow traffic down as Bessemer is incredibly windy. The homes built there recently are ridiculously close to the road, and so it will be difficult to change the shape of the road for efficient and effective passageway. Many people will neglect to take the Bessemer exit, resulting in dangerous slowing as 41 narrows from 5 lanes to 3. Accidents are likely to ensue as passengers have to be in the "correct" lane to turn or go straight, creating even greater delays. You just can't make 41 both a 5 lane and a 3 lane highway.
05/24/2018		Burke	I live in Palmetto Hall and this one is the best alternative. And hopefully you will build a sound wall for the homes backed up to 41
05/24/2018		Burke	Alternative 7 is a really bad choice. I don't want the green space on Dunes West Blvd compromised and dealing with the noise from the excessive traffic . It would ruin the esthetics of the community. It's an insane idea.
05/24/2018		Burke	Alternative 7 is a really bad choice. I don't want the green space on Dunes West Blvd compromised and dealing with the noise from the excessive traffic . It would ruin the esthetics of the community. It's an insane idea.
05/24/2018	Kangkang	Kovacs	This is the way to go. 41 should be widened instead of Park West Blvd.
05/24/2018	Bree	Robbie	I know I probably sound like a crazy person... but have you considered widening Park West boulevard to 4 lanes (seems to be plenty of land) to assist with getting people out of that community to 17 rather than taking 41? It backs up in there LIKE CRAZY!!
05/25/2018	Mark	Langston	This option does not fully address the problem and will do little to alleviate the traffic issues. It should not be considered.
05/25/2018	Mark	Langston	This option is the only one that makes sense. Alternative 7 will cause worse traffic issues since Dunes West and Park West will all dump into the existing Bessemer Road. It will make entry onto Dunes West Blvd from Dunes West extremely difficult. School traffic already is an issue down Dunes West Blvd and Alternative 7 will magnify this problem.

05/24/2018	Kathleen	Eovino	<p>Since the shortest distance between 2 points is a straight line, I believe this option makes the most sense. It's a straight road and affects the least amount of neighborhoods.</p> <p>I understand the Philips Community is an historic area. It should be recognized as such. Special plantings and signage and lighting could be incorporated along this area of Rt 41.</p> <p>The idea is to get the traffic through this area quickly and safely. Not give a grand tour of Dunes West and Park West.</p>
05/24/2018	Kim	Frankel	<p>Terrible idea, traffic will just bottleneck when going from 5 to 3 lanes. Makes no sense at all.</p>
05/24/2018	Kim	Frankel	<p>Terrible idea, why would you route traffic off the main road to cut over to Bessemer? There are already too many cars using this road to go to the schools. Dunes West Blvd is only one lane each way.</p>
05/24/2018	Kim	Frankel	<p>This is the ONLY reasonable alternative. Thinking forward and planning for the future.</p>
05/25/2018	Stuart	Singer	<p>Thank you for such a great review. I am an engineer and recently moved into Dunes West. Clearly Rt 41 has to be fixed....! Option # 1 seems to me to be a great solution.</p>
05/24/2018	Kristine	Petereit	<p>This is the only alternative that makes sense - why would you divert a highway through a residential area?</p>
05/25/2018	Jim	Lewis	<p>This appears to be the only practical alternative chosen. However, based on the amazing growth in traffic volume, especially from Hwy. 17 north of Hwy. 41, and Clemens Ferry Road, plans should be made to allow the least disruptive expansion of those 5 lanes to 7 lanes.</p>
05/25/2018	Jim	Lewis	<p>This appears to be the only practical alternative chosen. However, based on the amazing growth in traffic volume, especially from Hwy. 17 north of Hwy. 41, and Clemens Ferry Road, plans should be made to allow the least disruptive expansion of those 5 lanes to 7 lanes.</p>

05/24/2018	Dale	Tuttle	<p>This alternative is the most disruptive of all based on the Reasonable Alternatives Screening Matrix. It requires the most full and partial property acquisitions, the most tidal and non-tidal acreage, the most stream and floodplain (and Lord knows we don't need anymore negative floodplain impacts), and the most park acreage. Granted it has less impact on the Phillips Community, apparently. This alternative would negatively impact property values in the Park West and Dunes West communities, greatly increase traffic and noise, adversely affect residents abilities to get out of their neighborhoods and unnecessarily destroy additional woodland areas. This alternative should be tossed out as both ecologically unsound and unnecessarily disruptive especially since new housing construction continues along the proposed corridor which would require the acquisition and demolition of homes less than 4 years old. This just makes no logical sense.</p>
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05/24/2018	Dale	Tuttle	<p>While it appears that this alternative has the least overall impact on all the screening factors especially as far as the Phillips Community is concerned, the potential bottlenecks of reducing traffic from 2 lanes to a single lane through the Phillips area would seem to just move the congestion farther up the road from where it is now. I realize that that stretch would only be a couple of miles but that would be frustrating enough for drivers especially as traffic increases. My guess is that this option would be the least expensive and the least disruptive overall. I would vote that more study be done on this alternative, maybe going to four lanes without a turn lane through the Phillips area.</p>
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05/24/2018	Dale	Tuttle	This alternative seems to be the most logical. The road corridor already exists, there appear to be very few impediments to this. While possibly more expensive than Alt 2, it would be (I'd guess) considerably less expensive than Alt 7. Making Hyw 41 5 lanes from Hyw 17 to the Wando Bridge would speed traffic, reduce travel times, reduce congestion, and merge nicely into the Clements Ferry widening project. I do recognize that this would have a greater impact on the Phillips Community than either Alt 2 or Alt 7 I believe, given the little traffic I've seen either turn into or out of any of the side streets through the Phillips area that the disruption would be relatively minor for this area while greatly enhancing peoples ability to get around. As the I526 issue has shown our road systems can't handle any disruption and few alternatives exist to improving that situation. We must do what we can to keep traffic moving.
05/24/2018	Blake	Deane	Please go with alt # 1
05/24/2018	E.	Groesbeck	Prefer Alternative 1. It's most logical and efficient in widening hwy. 41 and not investing resources in other routes.
05/24/2018	Jeffrey	Beale	I clearly am missing why any other alternative is being considered unless there is an unstated concern with Alternative 1. More information needs to be provided beyond what seems to be an obvious choice for an evacuation route.
05/24/2018	Dick	Artale	Sounds like putting a 5 inch waterline with a 3 inch choke point. Creates a problem rather than solving a problem. Not acceptable
05/24/2018	Dick	Artale	Appears to be the only real solution. Moving high volume traffic efficiently.
05/24/2018	Oscar	Rebula	Appears to make the most sense. Why reinvent the wheel when all you have to do is make one wider. This provides a much straighter route
05/24/2018	Oscar	Rebula	This makes very little sense. Why create a bottleneck from both directions at the Phillips community? Have we not learned from the bottleneck on the Bowman flyover and the Raveland bridge approach? Do we want to send more traffic through communities that have homes that will be closer with this alternative?

05/24/2018	Oscar	Rebula	Again, like alternative 2, this is an alternative that also makes little, if any, sense. So we want to deliver more lanes and cars at higher speeds through several residential communities when we have alternative 1 that widens 41 that is straight and the current homes there have large current setbacks? And again, we want to create bottleneck on both sides of the Phillips community...WHY?
05/25/2018	Quincy	Zimmermann	Since HWY 41 is an evacuation route it option 1 is the obvious choice!
05/24/2018	Ron	Romagnoli	Go with option 1. Get on with it now!! Don't let environmentalists get in the way. We are not destroying anyone's environment. We're simply widening an already existing highway. The project needs to start now. Quit screwing around with more and more useless meetings.
05/24/2018	Keith	Grybowski	Best option
05/24/2018	Keith	Grybowski	Please publish the genius who came up with this design. This is nuts. It is already a liability with the schools and rec department. Count the speeding tickets and near collisions with school busses. And you want to build a speed way.
05/24/2018	Keith	grybowski	Why bother. It already exisits. Now if you were going to spend the money everyday and reverse the lanes, that would be novel.
05/24/2018	Taylor	Stephens	Why screw up Dunes West to solve Hwy 41 issues ? A 5 Lane in Dunes West is so stupid . Solve the Hwy 41 problems without effecting Dunes West.
05/24/2018	Taylor	Stephens	Why screw up Dunes West to solve Hwy 41 issues ? A 5 Lane in Dunes West is so stupid . Solve the Hwy 41 problems without effecting Dunes West.
05/25/2018	Priscilla	Jones	I did not know there were alternatives, but #1 would be my choice. I am to the point that the traffic in Mt. P jeopardizes my health and safety. If and when we have a major catastrophe, there is no way out.

05/24/2018	Patrick	Sandifer	Alternative 1 is the only viable option of the 3. This option allows for continued growth from Clements Ferry road (Berkley County), provides access for hurricane evacuation route and a methodology to handle the extreme current traffic flow on 41. Any routing of current 41 traffic through Park West blvd and Bessemer road will significantly put at risk the children and families that currently utilize the walking paths and crosswalks to gain access to amenities such as the public pools, nature trails and bus stops. Additionally it puts undue stress on the Dunes West community and the first responders positioned on Park West blvd. the impact of widening Park West blvd would result in reduced residential sells and significant decrease in county taxes collected based upon held real estate.
05/25/2018	Dewise	Bailey	Plan #1 is the best. We need turning lanes not medians
05/24/2018	Brien	Walker	Awful idea.
05/24/2018	Brien	Walker	Alternative 1 makes the most sense. Straight road already established to build on
05/25/2018	Phillip	Owens	Option 1 appears to be the straightest, most efficient option. It also would seem to have the least environmental and cultural impact.
05/16/2018	Abby	Poole	Alternative 7 – Yes, I’m a 12 year old who lives in the townhouses on Bessemer Rd. The road behind our house is already very disturbing and noisy. Although I’ve grown accustomed to it, it would bring many issues besides the noise. I have a dog hat I like to let outside. If the road was built I would not feel safe letting my dog out anymore. Also, it would turn PW into less of a safe, quiet neighborhood, and more into a busy traffic scene and a way to cut through the highway.

05/16/2018	Nicole	St Pierre	<p>There are homes that back up to Bessemer road with small children, pets and families. Already, the two lane road is just behind the gate of the townhomes located on Bridwell Lane. A 5 lane road would be awful for noise for people who live in those homes. Already the noise from Bessemer can be heard inside homes- making it difficult for me and my children to sleep at night. The safety issue posed by additional traffic would be of great concern- especially if homes have a virtual highway just beyond the gate. I moved me and my children to Park West because it is a quiet, walking friendly, safe NEIGHBORHOOD- having a virtual highway in our backyard would destroy the community values Park West is founded on and make it an awful place to live. We bought our townhome on Bessemer road less than two years ago- what our backyard would become is entirely different from what we purchased- or the home I would ever want to raise my children in.</p>
05/16/2018	D	Morton	<p>Alternative 2 – Not as good as Alternative 1. P→(?) traffic flow on Hwy 41.</p> <p>Alternative 7 – Highway 41 is a designated hurricane evacuation route and must be able to move people away from the coast (?) rapidly and safely. Alternative 7 (any similar alternative) increases the travel distance required to get away from the coast. Further travel on the alternative routes will not be as efficient due to the (?) (?) of the route (?) (?) intersection with neighborhood roads (?) will therefore delay moving the public out of harms way. Because alternative 7 is similar alternative (?) not in (?) public (?) (?) should not move forward or be implemented.</p>

05/16/2018	Julie	Wood	<p>Alternative 1 – Best possible scenario. Hwy 41 is a highway for a reason and needs to be widened to the max capacity. This would avoid bottlenecks and a neighborhood from becoming a cut through; would decrease safety, home values and flow of traffic. (Best scenario)</p> <p>Alternative 2 – Why bottleneck the road? This would cause major congestion on Bessemer/ Dunes/ Park West, thus decreasing safety for children and value.</p> <p>Alternative 7 – Terrible idea!! This would be the worst scenario!! We would lose our safety and our neighborhood would be a highway essentially. This will decrease the value of the neighborhood. Not safe for the bikers/walkers; noise would be a huge issue.</p>
05/16/2018	Steve	Williams	<p>Alternative 1 – We would prefer this alternative. It is currently the main East, West route. It has very little pedestrian traffic to effect. It has less effect on isolation of communities on the route.</p> <p>Alternative 2 – Not.</p> <p>Alternative 7 – This is the least favored alternative. This will affect the ability to use this as a local use road. It will eliminate bicycle and pedestrian use. It will also place the neighborhoods between 41 and Dunes West Blvd in an isolated position from the rest of Dunes West and Park West. It will also create a noise issue for these communities. It will make it very hard to have children walk or ride bicycles to the schools in Park West.</p>
05/16/2018	Harry	Ong	<p>Alternative 1 – The most reasonable, without impacting new homes; straight shot to the bridge.</p> <p>Alternative 2 –</p> <p>Alternative 7 – Emphatic no-doesn't make sense to tear down homes, even those being built. Noise pollution to existing homes. Worst alternative.</p>

05/16/2018	Catherine	Barnard	<p>Alternative 1 – Hwy 41 MUST be widened to 5 lanes. This alternative should also widen Dunes West Blvd to match widening of Park West Blvd, but this can be done at a later date. Of the 3 remaining options ALTERNATIVE 1 IS BEST!</p> <p>Alternative 2 – 5 lanes ->3 lanes->5 lanes will not calm traffic enough. Makes no sense. Must be 5 lanes all the way down Hwy 41.</p> <p>Alternative 7 – Same as above. Widening Hwy 41 5->3->5 lanes is not enough.</p> <ul style="list-style-type: none">• Hwy 41 must be widened to 5 lanes all the way from the Wando bridge to 17.• Consider a frontage road along side 41 so that the driveways do not access 41 directly. This is not safe, even the way it is today.• Consider relocating current Phillips homes that are currently right along 41 to become a group of homes further back within the Phillips Community. Possibly adding an amenity center there for them so that they can stay in their same community.• Start with Alternative 1- widening Hwy 41 to 5 lanes is a great start!
05/16/2018	Linda	Dennis	<p>Alternative 1 – This is the best route. Exercise imminent domain to have access to Phillips Community.</p> <p>Alternative 2 – This is definitely not as desirable as 1 because of disruption to an established community.</p> <p>Alternative 7 – So many reasons make this the worst alternative by far- noise, safety, speed, disruption to a community. Excellent presentation!</p>

05/16/2018	Roger	Dennis	<p>Alternative 1 – This is the only realistic option in my opinion. Imminent domain needs to be exercised to all 5 lanes straight away on 41 without going through established neighborhoods.</p> <p>Alternative 2 – Not at all- disruption of neighborhoods, which is unacceptable. The Phillips Community should be moved with incentive from the state; but this is better than 7.</p> <p>Alternative 7 – “This will kill us” with the change of traffic through neighborhoods; ie:safety, speed and noise.</p> <ul style="list-style-type: none">• A fly-over (way) needs to be considered.• A referendum needs to be considered to establish support for imminent domain- and a moratorium (?) on all construction. <p>Project team makes a positive impression!</p>
05/24/2018	Jordan	Fleming	<p>Is the Gregorie Ferry connector part of any or all the 3 alternatives that were selected to move on?</p> <p>I donâ€™t see the Gregorie Ferry connector on the video but it is mentioned elsewhere.</p>
05/24/2018	Kenneth	Aven	<p>During the meeting they commented that they were concerned about splitting up the Phillips Community, but if you look at the present Rt. 41 it there already, so why should you want to move the road that is already going thru there.</p>
05/24/2018	Kevin	Braun	<p>The completion of the Gregorie Ferry Road Connector was not addressed. Can you elaborate on the status of the proposed improvements and connection to Hwy 41. As a current resident in the Enclave at Gregorie Ferry neighborhood I am extremely concerned about increasing the flow of traffic through this proposed route and the detrimental impact that this could have on property value, safety, and quality of life. The current roadway is not suitable to accommodate increased traffic flow, especially in regards to the section of front of the apartments where current on street parallel parking is available. There is already a entrance available behind Seel's Outboard and in front of the proposed new storage facility. Please elaborate on how this proposed connector would better serve the area/traffic flow, improvements to be made to the roadway, and negating the impact to current residents along this proposed connection.</p>

05/17/2018		Anonymous	Resident that lives on [REDACTED] and I'm against the alternative number seven with the 5 Lane Highway through Bessemer Road I think it would greatly affect the beauty of the County Park and the availability for our children to play safely and walk on the pathways to the local park pools schools and recreation areas. Again I'm against the alternative seven idea. Thank you."
05/17/2018	Steve	Weavil	My name is Steve Weavil. I am calling to see when the proposals from last night's meeting are going to be on the website. We were told that they would be up first thing this morning and I have yet to be able to locate them. Please call me at [REDACTED]. Thank you."
05/25/2018	Jenny	Myers	Hello. My husband and I live on [REDACTED] in the Park West neighborhood off of Bessemer Rd. We, along with all of our fellow neighbors, do not support Alternative #7 construction plan. THIS will be completely detrimental to not only our home value but would destroy the quaint, safe neighborhood we so appreciate currently. We have lots of young families with young kids, we're actually expecting our second baby June 7th of this year. A proposed 5 lane construction is just absurd and will create greater traffic issues. I work downtown and my commute has been just fine on Bridwell going towards 41. PLEASE reconsider this plan. Your support means a great deal!
05/25/2018	Mindy	Robertson	This is the only reasonable option that has the best interests of everyone in the town, not just Phillips Community
05/25/2018	Eric	Johnson	Without a true/detailed overlay of the proposed road and its infrastructure (rainfall drainage, traffic signals, relocated power grid, etc.), it is impossible to really see the full impact of the Bessemer/Park West bypass. It seems that the route would destroy what is left of the environment and create gridlock in the center of an area that continues to be developed with no consideration of a possible 5-lane highway cutting through the center. You are asking people to express an informed opinion before really providing sufficient and specific details other than a yellow line on a map...I am opposed to any route that is not a straight line.

05/25/2018	Mindy	Robertson	This is the only reasonable option that has the best interests of everyone in the town, not just Phillips Community
05/25/2018	Scott	Cracraft	This would make for extremely heavy traffic right through the middle of all of the Dunes West neighborhoods. Very bad idea and dangerous in my opinion. Option 1 makes much more sense, is more efficient and effects far fewer people.
05/25/2018	Scott	Cracraft	This alternative makes the most sense, Traffic would flow seamlessly. This is the way to go!
05/25/2018	Keith	Nothstein	Please consider the amount of traffic on route 41 and then go forward with the route that is the fastest and most direct from Hwy 17 to the Wando River bridge. No perimeter route should be considered if it is not the fastest and involves the purchase of the fewest properties.
05/25/2018	TRISH	RICHARDSON	I THINK ALTERNATIVE 1 IS THE BEST CHOICE. CAN WE MOVE UP THE PROJECT SCHEDULE DATE. I THINK ANYONE MAKING A DECISION SHOULD TRY TO LEAVE RIVERTOWNE AT 730, 8 AND 830 TO SEE HOW BAD THE TRAFFIC BACKS UP. THANK YOU
05/25/2018	Rickey	McAteer	Alternative #1 is the only feasible option. Alternative #2 would be the next best but still a complete waist of time and money. I'm all about saving our community but that should have been considered many years ago when we opened the flood gates to development. Given 41 is an evacuation route for thousands of residents it shouldn't be delayed any longer. Just do it..
05/25/2018	Mark	Kovacs	This is the only reasonable alternative.
05/25/2018	Mark	Kovacs	This is not a reasonable alternative and should be removed from the list.
05/25/2018	Paul	Lombardino	I can't believe that this committee would even consider putting a 5 lane "highway" through a residential area of Dunes West... as proposed in alternative 7. This route is preposterous when you consider the school busses and children that must use the road everyday. The noise level alone should violate your consideration of this route. Let me remind you that the density of housing in this area of Dunes West pays more in Taxes than all of the homes on Rt 41....and speaking of taxes putting this roadway through this area will erode the value our homes. Rt 41 has always been a Highway and remains one today, Dunes West Blvrd is not! Let's keep it that way!

05/25/2018	Richard	Hamilton	Definitely Alt #1. Please don't do this half ass.
05/25/2018	William	Cochran	I like this better than 2 or 7. Hurry up! Thanks
05/25/2018	Judith	Fedder	Alternative 1 is the ONLY viable one presented. It is logical for the flow of traffic, especially as an evacuation route. Concerns over the Phillips Community should be addressed with an overpass over Hwy 41. Alternatives 3 and 7 are completely innane, poorly envisioned, and untenable. No responsible planners route a road like that through multiple neighborhoods.
05/25/2018	Donato	Rinaldi	I have studied maps and Google Earth images of Mount Pleasant and I think Alternative 7 is the best plan. Now, I want to throw in my two cents. 1). Highway 41 needs to continue as a five lane highway across Route 17 using a fly over to a point somewhere mid way between 17 and Rifle Range Road eventually bearing South to connect to Sweet basket Parkway as a five lane to Hungryneck. 2). Porchers Bluff should be a five lane to Rifle Range Road, eliminating the circle, and continuing as a five lane road down Rifle Range Road to Isle of Palms Connector. 3). Long Point Road needs to be widened all the way as a three lane road or more if possible. 4). Park West Boulevard should be a five lane road from Route 17 to the connection with the Alternative 7 plan. All three traffic circles on Park West Boulevard should be eliminated to provide a continuous highway flow eventually merging into Alternative 7 plan.
05/26/2018	Jeffrey	Stanton	RA7 is an effective way to mitigate the effects on the Phillips Community, yet relieve the school congestion in/around Parkwest and Dunes West routes. Provides best long term LOS as well. Nice job on this.
05/26/2018	John	Maize	#1 makes the most sense to me. The shortest distance between 2 points is a straight line. It also keeps heavy traffic off Dunes West Blvd which is already a failed road at rush hour. I hate to think what it would be like when Hughey is built out if Highway 41 traffic is routed that way. God forbid!
05/26/2018	John	Maize	This would be a hardship for Dunes West residents. At peak times even now there is a long queue exit and enter at the Dunes West gate. A traffic Circle might help, but a traffic light could make it worse.

05/26/2018		Marsi	Alternative 1 makes the most sense. Whatever you do, please include a bike lane on hwy 41. I'm a Dunes West resident.
05/27/2018	Mary	Ellsworth	This alternative is not a viable solution. It would provide great inconvenience to Dunes West and Park West residents.
05/27/2018	Mary	Ellsworth	Regarding the 3 alternatives, Alt 1 would move traffic the fastest and provide convenience to most surrounding residents. Alt 2 would be ok. Alt 7 would provide great inconvenience and hamper the quality of life for some Dunes West and Park West residents.
05/27/2018	Gary	Krieger	I am in favor of alternative 1. This seems to allow traffic to flow best on hwy 41.
05/27/2018	Deborah	Krieger	Although this alternative has the least property impacts, I do not believe it will solve the long range plan to decrease traffic as this plan will create bottle necks in both directions at the 3 lane area.
05/27/2018	Deborah	Krieger	Alternative 1 is the most reasonable to alleviate the traffic issues while being sensitive to other concerns of the community.
05/27/2018	Donna	Newman	I Like Alternative 1 for my vote
05/27/2018	Cheryl	Tassinari	This doesn't make sense making traffic merge at Joe Rouse Rd the again to go over the new Wando bridge. Due to the extra traffic now on 41 because 526 has caused traffic problems, citizens are complaining about the merging traffic coming from the 17 traffic light.
05/27/2018	Cheryl	Tassinari	This option will only bring more traffic thru Park West creating more traffic problems to the neighborhoods along Bessemer Rd. Have you considered how cars will enter and exit Arlington, Keswick and the 6 new neighborhoods that are now under construction or have been built in the last 3 years. SCEG would not sell property to build that newest round-about and its already a race to pull out of Keswick hoping no one will rearmed you by flying around the corner. I understand where the residents of Phillips do not want their heritage disrupted, however common sense tells you widening Bessemer and Dunes West Blvd would create a nightmare.

05/28/2018	Traci	Schilling	Strongly opposed to this as it looks to permanently alter the landscape of Dunes West and potentially hurt property values for those of us living here, particularly those “outside the gate”.
05/28/2018	Traci	Schilling	My comments on alternative 1 were meant for this alternative. I’m opposed to this one and WANT alternative 1.
05/28/2018	Traci	Schilling	I don’t understand the logic of cutting the lanes down. I oppose this. This should enhance ALL homeowners along this road and this hinders the Phillips Community.
05/28/2018	Traci	Schilling	This is my preferred option. It is the only option that I see positively impactIng all homeowners along the 41 corridor.
05/28/2018	David and Cathy	Patton	This is the best of the 3 alternatives provided for our community.
05/28/2018	Reba	McSheehy	Alternative 1 makes the most sense. It would not impact as many people and should be less expensive.
05/28/2018	Reba	McSheehy	Alternative 7 seems unreasonable. Diverting traffic into these areas will make things a nightmare and the cost would be a lot more.
05/28/2018	Elaine	McLaughlin	I vote for alternative #1.
05/28/2018	Katherine	Meredith	This is the only acceptable solution given the number of houses that have been approved to be built. Any elected official that says otherwise is being unrealistic. The time to save portions of 41 from being widened have passed with the past votes to approve more homes. It is unfortunate our elected officials choose to turn a blind eye to the glaring need to build roadways for the correct number of homes. It must be righted by approving only option #1 and owners of land displaced should be correctly compensated. Additional building must be stopped until infrastructure is corrected. It is ludicrous to do otherwise.
05/28/2018	Mirella	Abbo	It seems that this is the lesser of two evils. #2 and #7 definitely out. But what about the option of sticking with 3 lanes on 41 (with turn lanes) and then during morning and evening rush hours, convert the extra lane for use of rush hour traffic. 41 is only conested during the am and pm commutes.
05/28/2018	Mirella	Abbo	No WAY!
05/28/2018	Mirella	Abbo	No WAY1

05/28/2018	Mirella	Abbo	The Philips Community has approved 3 lanes is my understanding. I attended the info meeting recently and the spokesperson for Philips said 3 lanes are ok. Why don't we go with this and at rush hours, take the extra lane for the rush commute at both morning and evening times? The only time that 41 is crowded is at those commute times.
05/29/2018	Norman	Jones	This option is ridiculous and unsafe. Should not even be under consideration.
05/28/2018	Judith	Fedder	I am in strong support of Alternative 1. This is the only reasonable option, and makes the most sense to expedite the evacuation route. It is an inane idea to carve out a 5-lane road in the middle of multiple housing developments and I am strongly AGAINST the other alternatives. In consideration for the Phillips Community, suggest an overpass (walking or driving) that links up that community which is already separated by a state highway.
05/28/2018	Chuck	Fix	Alternative 1 is only reasonable option--I strongly support it. Making HWY 41 five lanes from US 17 to Clements Ferry Rd is logical and sound. It is insane to think about carving out a swatch of multiple housing areas and plunking down a 5-lane road through them, when the logical route is a straight road...especially for evacuation. The Phillips Community is already separated by a state road...suggest any concerns there be accommodated with an overpass that connects both sides of the road.
05/28/2018	Rene	Fix	STRONGLY support Alternative 1, which is the only logical option. It is ridiculous to carve 5 lanes in the middle of housing developments to accommodate traffic (and evacuations) when that is exactly the purpose of the state highway. Do NOT consider alternatives 2 & 7 which are illogical and unreasonable.
05/28/2018	Craig	McALhaney	Alternative 1 is reasonable in that it widens an already major artery and does not effect neighborhood roads in Dunes West and Park West. Small neighborhood roads turned into Parkways will have a devastating effect to so many new Neighborhoods that did not buy into the area to live on a parkway! and have there value go down.

05/28/2018	Craig	McAlhaney	Alternative 2 appears to be the least intrusive proposal out of the three. It would have the least amount of impact on parcels and the Phillips Community, but might cause backup on the 3 lane section as the area becomes more populated. I am not against this proposal.
05/28/2018	Craig	Mcalhaney	I cannot express how much I am against this Alternative. It takes the most parcels and effects so many upscale neighborhoods to the detriment of property values, who never imagined living on a 5 lane major hwy, this alternative will lead to so many families moveing out of the area in the misguided attempt to help them get stuck in traffic on Hwy 17 quicker!
05/25/2018	Allen	Kaufman	My wife and I are completely against option7 sr41. Why would anyone propose putting a 5 lane freeway through our community? Option 7 would inflict great harm to our existing way of life. As a veteran I must say this is not what I signed up for. Thank You Allen Kaufman 2136 Andover way
05/25/2018	Janet	Kaufman	I am against alternative 7 it should be thrown out. It is a horrid plan. Iâ€™m for No building alternative. All alternatives will have a adverse impact on our lives,and lower home values.
05/26/2018	William and Joyce	Heck	What steps are being taken to avoid flooding as was the case in several areas where too much construction was badly planned? 41 definitely needs to be widened as it is an evacuation route. However, it should not disrupt such a large number of people in Park West and Dunes West. A three lane road should be adequate in front of the Phillips Community with NO bypass on Bessemer. Will residents be advised of results of any and all flood assessments for this project?

05/27/2018	Mirella	Abbo	<p>Of the three proposals on the table, option 1 seems to make the most sense as it involves the least amount of disturbance/construction.</p> <p>One thought I have is why not just do 3 lanes all the way, (including turn lanes) from 17 to the Wando Bridge. At the appropriate rush hour times, take the extra lane and use it to increase traffic flow during am and pm rush hours. This is done in DC with major arteries. Hwy 41 is only jammed during the rush hours; the rest of the day it is free flowing.it is my understanding that the Philips Community has approved the 3 lane concept.</p>
05/27/2018	Adam	Ray	<p>To Whom It May Concern,</p> <p>Is there a video/plan layout of the Gregory Ferry Connector? Can you please provide more information? It appears as though it will directly impact my residence and would like more information.</p> <p>Thank You.</p>
05/27/2018	Adam	Ray	<p>I would like to know what the Gregory Ferry Connector will look like seeing as it directly impacts where I live. Thank you in advance for your correspondence.</p>

05/28/2018	John	Watkins	<p>From John Watkins, a resident of Dunes West:</p> <p>Issues with Alternative Seven for Highway 41 Widening</p> <p>There are several fairly serious problems created by Alternative 7 which may not have been immediately apparent to the task force, and they have to do with Dunes West, now and in the future.</p> <p>The first is traffic patterns related to Dunes West, Park West and Rivertowne. There are only two exits for Dunes West, and only one for Rivertowne. Today, those exits are onto dual lane roads, and there are material rush hour backups getting out and serious safety issues at the Hwy 41 exit for Dune West. There are about 325 more homes yet to be built inside Dunes West, bringing the total inside and out to about 2,830. Much of the traffic during morning rush hour out of Rivertowne continues on the single lane Dunes West Boulevard (DWB) creating long exit times from Dunes West (DW). Today, many DW owners are very hesitant to exit going south on Hwy 41 for safety reasons.</p> <p>Alternative 7 makes both exits from the gated portion of Dunes West, and any others which could be added, exit onto a 5 lane road. Crossing to turn left from either exit will be much more difficult. The problem for Rivertowne is even more complex for Alternative 7. Today's Rivertowne exit is served by a traffic light. In Alt 7, it appears that the 5 lane road will make a sweeping curve north of the current DWB and it is not clear how Rivertowne residents will cross the 5 lane road at any point and join Hwy 41 if going north. With the increasing numbers of residents in DW and Rivertowne who work at Boeing, Mercedes, Volvo or use the airport or other businesses, this may present a serious complication for Rivertowne and serious additional delays in exiting Dunes West (not contributed to by the fact that it is a gated community as the drivers are exiting). With 2,800 DWB households needing to get onto Alt 7, no matter which way they go, moving from neighborhoods with speed limits 30 or less onto a 5 lane</p>
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05/28/2018	John	Watkins	<p>highway is non-trivial. Today, more than 6,000 vehicles per day enter and leave Dunes West on the gated side, and one third of Dunes West is outside the gates. When the Lowes Food complex is completed, there will be about 10K entries and 10K exits daily from Dunes West on Alt 7. (including our ungated communities).</p> <p>The chart shown for Alt 7 does not clearly indicate the various neighborhood entry points and whether there would be stoplights, entrance lanes, roundabouts or others. It does not indicate whether existing parts of DWB which are not under the proposed five lane route will be abandoned or removed. Between the current Hwy 41 and the south entrance gate to Dunes West, there are currently four paved entry points on the south side of DWB and three paved entrances on the north side, along a distance of about 4,000 feet.</p> <p>One question which should be considered in choosing an alternative is “How many homes will now be much closer to a multi-land high traffic highway?” Here, Alt 1 would be much better than Alt 7. Along Bessemer Rd itself, there are two neighborhoods already under construction with significant Bessemer frontage, five or more commercial lots with two buildings already on them, and at the north end a very close condominium set on one side and an R3 residential neighborhood on the other. As Alt 7 turns along the upper end of Park West Boulevard, the route goes between two sets of condominiums, then past two more R3 neighborhoods. Approximately 128 homes along upper Bessemer and DWB/PWB which are not now on a multi-lane thoroughfare will have their property line now abut one.</p> <p>The next question deals with land usage, value of that land, and who owns it. Two key open fields belong to Dunes West Property Owners Association, a non-profit owned by 2,500+ families jointly. Our more densely populated neighborhoods (The Gates, Heritage, Palmetto Hall, Cypress Pointe, and Ellington Woods) all bought homes which included a share of open space inten</p>
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05/28/2018	Rebecca	Adler	<p>As a new homeowner with a fixed income, i attended the meeting. No questionnaires were available to comment for boxes. Inadequate scraps of blank paper were on a table. Here are my responses.</p> <p>Representatives said cost to the taxpayers are higher with #7. The number 2 objective they outlined on the website and reading material is eliminated with alternative (not reasonable) #7.</p> <p>The comment sheet distributed at the meeting asked three questions:</p> <p>Do you have comments about Alternative 1? If yes, please explain.</p> <p>Do you have comments about Alternative 2? If yes, please explain.</p> <p>Do you have comments about Alternative 7? If yes, please explain.</p> <p>Option 7: Widen Joe Rouse/Bessemer Road to Five Lanes</p> <p>Inadequate Roadway Width.Â Some sections of the existing Bessemer roadway are too narrow to adequately accommodate five lanes of traffic, plus sidewalks for pedestrian traffic, plus sound or safety barriers. According to engineers/planners at the information meeting, possible solutions to the road width problem include significantly narrowing or eliminating existing berms and tree borders along Bessemer knocking down some existing homes and, if feasible, rebuilding them elsewhere rerouting a section of Bessemer to go behind some existing homes.</p> <p>Population Density Park West is heavily populated. Eight neighborhoods, which are home to hundreds of residents (453 housing units), would be directly impacted by the increased noise, pollution, and traffic caused by Alternative 7. The number of homes/units for each neighborhood is shown below.</p> <p>Abbotts Glenn- 24</p> <p>Arlington- 159</p> <p>Bessemer Park -44 (under construction)</p> <p>Covington- 37 (under construction)</p> <p>Keswick- 40</p> <p>Mansfield- 28</p> <p>Preston- 100</p> <p>Worthington - 21 (under construction)Â</p> <p>When considering population impacts, the proposed Bessemer option would cause far more residential disruption than would widening the</p>
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existing SR 41 highway through the Phillips community.
Excessive Noise.Â A five-lane highway through Park West wo

05/28/2018	Rebecca	Adler	<p>Excessive Noise.Â A five-lane highway through Park West would significantly increase noise. So-called noise abatement installations, such as vegetation and high walls, do not significantly lower noise levels. High sound walls are unsightly and give a fortress look to neighborhoods. Noise is a quality of life issue that would have permanent negative impacts on residents and property values.</p> <p>Air Pollution Vehicles pollute air. Widening Bessemer Road would decrease air quality in a heavily populated area.</p> <p>Property values and lifestyle choices The proximity of neighborhoods to a five-lane highway would decimate property values. Moreover, homes would be harder to sell, because buyers will reject a home located a short walk from a busy five-lane highway. Park West residents purchased homes in a suburban environment that promotes quiet neighborhoods and peaceful outdoor living. The urban noise, traffic, and pollution that would accompany Alternative 7 are not consistent with the Park West master plan.</p> <p>Safety concerns.Â Many residents, including children, walk and bike throughout Park West. This is an important feature of life in the area, and it would be damaged by Alternative 7. For example, the proposed highway is near the Park West Pool and Tennis Center, which children frequently access by foot and bicycle. Walking and biking to these facilities would be made more dangerous and difficult by inserting a major highway into the middle of a suburban community.</p> <p>Construction Headaches Project spokesmen at the public meeting explained that Alternative 7 could require some homes along Bessemer to be demolished and possibly rebuilt. Other homes would experience a severe reduction in yard and tree screening. Existing homes along Bessemer are new or recent construction. Destroying and rebuilding existing homes would compound the noise and headaches associated with construction sites. Moreover, there is no assurance that</p>
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05/29/2018	Jeanie	Meyers	<p>Good Afternoon,</p> <p>Unfortunately, I was out of town during the meeting and was unable to attend. After reviewing the three viable options, I am highly concerned. Option 1 I feel is the best option. It continues the current route for Highway 41 negatively impacting the fewest homeowners and it is most direct and shortest route.</p> <p>Option 2 would probably be adequate for the next 5 years but once Clements Ferry is built out, it will not be enough to accommodate the traffic.</p> <p>Options 7 is not acceptable for the reasons listed below.</p> <ol style="list-style-type: none">1. Dunes West and Park West are live, work, play communities that are a model for neighborhoods to reduce traffic and increase physical activity and community involvement. Live, work, play embodies the national trend of this optimal neighborhood development. Option 7 is the antithesis of this type of development.2. On any given day, there are hundreds of children and thousands of adults who might cross the existing path of the proposed Option 7; 5-lane road to get to school, go to work, use community facilities, visit neighbors or exercise. The increased danger of crossing a 5-laned highway instead of 2-laned neighborhood road to accomplish these activities is unacceptable.3. There will be 8-9 intersections at a minimum that will unload neighborhood traffic onto the Option 7 5-laned road that will require either at lighted intersections or, possibly more dangerous, unlighted intersections. Option 1 corrals all of the neighborhood traffic into two, safer intersections between neighborhood roads and the 5-laned Highway 41.4. Based on above increased dangers, the county brings on completely foreseeable liability for the willful negligence it creates to safety by employing in Option 7 versus Option 1. The second bulleted point under projected goals in its presentation is improved safety for pedestrians, bicyclists and commuters. A 5-laned highway through a developed community is far worse than expanding an existing h
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05/29/2018	Jeanie	Meyers	<p>A 5-laned highway through a developed community is far worse than expanding an existing highway.</p> <p>5. It seems the cost of expanding Dunes West/Park West/Bessemer, an undeveloped, un-structurally supported and significantly longer stretch of road, will be substantially higher than of improving the existing Highway 41. Additionally, significant intersection improvements/lighted intersections will be required in at least 8-9 places along this route.</p> <p>6. The studies that I saw on the website do not speak to the fact that multiple lighted intersections will need to be installed along Option 7 in addition to some unlighted, but complicated intersections that will need to be installed. There are only two major intersections along the corresponding section of Option 1. Each additional intersection creates the dangerous hazard of a potential accident, creating more traffic delays.</p> <p>7. A planned community daycare is set to open in the near future along Bessemer Road. This daycare business is relying on safe ingress and egress that will not be possible under Option 7.</p> <p>8. Countless millions in property depreciation under Option 7 will occur relative to Option 1. This is unfair to homeowners whose primary asset is their home. In addition to Option 7 being more expensive, willfully removing these many millions of dollars from the County tax rolls is irresponsible.</p> <p>9. As live, work, play neighborhoods are the direction of the future development, Option 7 sets a precedent to undo this important movement.</p> <p>Option 7 is more dangerous, expensive and disruptive. Given the significant number of lighted and unlighted intersections required (that studies have obviously not accounted for), traffic abatement as compared to Option 1 or 2 would possibly be worse.</p> <p>Please consider taking Option 7 off of the table.</p>
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05/29/2018	Annmarie	Christopher	This is the only reasonable and acceptable plan to alleviate the traffic conditions on Hwy 41. As it is just that, a highway, it is reasonable to expect expansion to 5 lanes. It is entirely unacceptable to expand Dunes West/Park West Blvd, a residential main road, in the same fashion. It would jeopardize the safety of the children who live in these communities and walk or bike to and from school and neighborhood amenities.
05/29/2018	Bryan	Christopher	Alternative 7 is completely unacceptable and I vehemently oppose it. The only viable option is Alternative 1. Thank you.
05/29/2018	Celest	OBrien	As a resident of Rivertowne, a SC resident for all my life and a respectful admirer of the history of the Phillips Community, I favor this option. Put the traffic on the roads where the new residents are coming to live and do not disturb the cultural or the environmental landscapes of the Phillips community or Horlbeck Creek.
05/29/2018	celest	obrien	NOT in favor of this option. Leave the waterways of horlbeck creek in tact and the historic area of the freed men of Phillips alone.
05/29/2018	ann	obrian	Against this. Do not affect the Phillips community. Put the widening in the area of all the imported people who are complaining about the growth they've caused.
05/29/2018	David	Peterson	This proposal just doesn't make sense, five lanes on 41 affects fewer families and has to take less money to build.
05/29/2018	David	Peterson	This proposal will still cause congestion through the Phillips community.
05/29/2018	David	Peterson	This proposal makes the best sense to fix the traffic problems on 41 , with new homes being built throughout this area by time the improvements are made we will need five full lanes.
05/29/2018	R	White	Of the 3 offered, this is the only one that might make sense although I fail to see how all those lanes will work in such a narrow space. Whoever developed some of those alternatives wasted the taxpayers money. Need more details, more transparency, etc... Where are the 15 sweetgrass stands on 41 that would be displaced? I feel bad for all the folks that will have to deal with eminent domain. Maybe go back to the drawing board and think again about a different option.

05/29/2018	Steve	Feingold	<p>This alternative may have serious issues with implementation. If you are going to Dunes West/Park West, you will be forced into the one lane on 41 before it narrows (coming from either north or south). Consequently, there will be significant bottlenecks (with increased potential for accidents) as people merge into the appropriate lanes. The plan also assumes that the majority of the traffic is headed to those neighborhoods, neglecting Rivertowne, Planters Pointe and others. This may address the current needs but will quickly become obsolete. The 5 lane plane through Bessemer should only be done in conjunction with 5 lanes on 41. Please don't spend all this money for a partial fix.</p>
05/29/2018	Jeannie	Santillo	<p>This is the best option. RT 41 is already considered the "Evacuation Route" so widening it to improve everyone's ability to do so makes sense. It is already a major road, a connector. A smaller number of residence will be affected versus the other options.</p>
05/29/2018	Jeannie	Santillo	<p>This is absolutely NOT a good option. This will cause a major home "sell off" as residents in this area try to sell their properties before their values plummet from this disastrous plan. A an expansion of Bessemer will cause danger to children who use the sidewalks and pathways, excessive noise & pollution, and disrupt the overall beauty of the neighborhoods.</p>
05/29/2018	Norman	Jones	<p>This option makes the most sense</p>
05/29/2018	liz	vary	<p>Considering that any alternative will require cutting hundreds of trees and paving miles of irreplaceable wetlands, it appears this could create another Church Creek situation of serious flooding (not to mention damage to a valuable ecosystem). Perhaps more consideration should be given to alternative ways of getting DW and PW traffic onto 17 THRU THEIR OWN ROADS. PWB is being widened and there's another point near the airport to consider.</p>

05/29/2018	Sara	Slocum	Imagine your children trying to cross a five lane highway. How this idea was ever considered plausible is beyond me. The amount of pedestrian fatalities will sky rocket. House prices will plummet. Pollution to our beautiful landscape will tarnish the integrity Mt. Pleasant is intending keeping. You will literally ruin our lives if you do this. I moved to Mt. Pleasant to raise my family in this beautiful, safe town and you are putting my family in jeopardy by even considering this option. This will not solve the traffic issue. Keep the traffic on the main road, not within our living community.
05/29/2018	Sara	Slocum	Imagine your children trying to cross a five lane highway. How this idea was ever considered plausible is beyond me. The amount of pedestrian fatalities will sky rocket. House prices will plummet. Pollution to our beautiful landscape will tarnish the integrity Mt. Pleasant is intending keeping. You will literally ruin our lives if you do this. I moved to Mt. Pleasant to raise my family in this beautiful, safe town and you are putting my family in jeopardy by even considering this option. This will not solve the traffic issue. Keep the traffic on the main road, not within our living community.
05/29/2018	Ruth	Carr	This does accomodate the Phillips Community; however, it does inconvenience Dunes West and Park West. Alternatives #1 and #2 should be left on the drawing board, but #7 should be altered or eliminated.
05/29/2018	Jon	Glazman	Alternative 1 seems to be the most acceptable. It widens an already existing roadway without damaging a residential area (see alternative 7). The only question is whether Hwy 41 needs to be changed to 5 lanes to accommodate traffic for the next 25 years. I wonder if having reversible lanes (e.g. 4 lanes total with the two middle lanes being reversible) would potentially reduce the total lanes required.
05/29/2018	Jon	Glazman	I am not a fan of building 5 lanes through a residential area and therefore would reject alternative 7. I prefer to see Hwy 41 expanded to 3 or 5 lanes.
05/29/2018	Jon	Glazman	This alternative is the most acceptable of the three (assuming doing nothing is not acceptable) but wonder if it will really accommodate the expected traffic.

05/29/2018	Greg	Sidwell	Terrible alternative driven by politics not rational design or consideration of the greater community.
05/30/2018	Jay	Binkowitz	Alternative 1 will support what we need today and tomorrow. The other alternatives will not
05/27/2018	Nicholas	Boccabella	Highway 41 must remain the main traffic artery to Clements Ferry as cutting a new highway through the heavily residential Bessemer / Dunes West Blvd is beyond insane. The risk of delay and potentially very dangerous traffic conditions should eliminate this immediately. Honestly I was embarrassed when I saw the options that were put forward. Someone has to be able to think outside the box or everyone should and will be replaced.
05/29/2018	Richard	Losquardo	OPTION # 1 IS THE MOST REALISTIC SOLUTION. Highway 41 is an evacuation route. 2 lanes for an evacuation road is a joke. This highway needs to be widened to 5 lanes from route 17 straight to the bridge. Putting 5 lanes through Bessemer and Dunes west will only cause more delays in an evacuation when they intersect back to to hwy 41. Putting 5 lanes through heavily residential neighborhoods is dangerous for the children especially when it comes to school buses picking up and dropping off of children. Also the cost of option #7 will be far greater than all the other options. Option #7 shouldn't even be an option.
05/29/2018	Kathy	Aven	Alternative maps do not have enough detail. It looks like Alternative #7 will disrupt more lives. If that is what you are looking for, it nails it. So stupid I can't believe it's an Alternative (to what) I notice that contractors are still building in the direct line of fire. When do you plan to tell them to stop?
05/30/2018	Clark	Beirne	As a property owner within Park West Arlington I totally OPPOSE Option 7. This Option destroys the Arlington (noise, space, eco, and several existing properties). My only though as for the reason why this was considered was only to supply additional "variables" within a civil engineer's DOT table of thoughts. Should this Option PASS we will act to remove all elected officials within Charleston County who have supported this option. Our voice and votes will be heard! Option 7 destroys our community!

05/30/2018	Susan	Hoffman	<p>The only option is to widen 41 and do it as soon as possible. The Option 7 is absurd—going through so many mini-neighborhoods with five lanes of road, not to mention the large trucks traveling from 17 to Clements Ferry via the new bridge. Please take 7 off the table first thing. If anyone is not convinced of this, please call me and we'll walk the Sam Rouse/Bessemer/Park West Blvd. together to count.</p> <p>Thank you.</p> <p>Susan Lucas Hoffman [REDACTED]</p>
05/30/2018	Barbara	Beirne	<p>As an Arlington Park West property owner within Charleston County SC I Oppose Alternative 7 of this highway 41 corridor improvement as it will destroy our community - [REDACTED], Mt Pleasant, SC. What County would approve building residential lots along Bessemer Road over the past 10-15 years only to admit that the same State DOT, County and Mt Pleasant Township ALL NOW suggest that they tear down or crowd out these property owners. Alternative 7 is NOT a choice - rethink and refocus your efforts without Alternative 7.</p>
05/30/2018	mary	todd	My vote is for alternative 2
05/30/2018	Mr.	DiRienzo	This plan is outrageous in the worst possible way. There is no way this could be considered a legitimate alternative. You would have to knock out entire neighborhood communities to make this happen. No way.....forget this plan!!
05/30/2018	Mr.	DiRienzo	This is by far the BEST plan! There is plenty of space to increase road size with minimal impact on the historic community and the marshland while creating improved traffic for the growing population. Of the 3, please do this one!
05/30/2018	Mr.	DiRienzo	Illogical. This plan will create a tremendous bottleneck.
05/30/2018	Mr.	DiRienzo	Thanks for encouraging feedback. Of the 3 choices, Alternative 1 is the only logical choice.

05/30/2018	Sean	McLean	I vote against widening the road through the community and homes in the phillips community. The road in is already a narrow distance to homes and homes currently being built in under construction. Too loud for community and too many more trees taken down. Our city needs to stay green.
05/30/2018	Sean	McLean	I believe this is the best option to widen 41 to five lanes and not affecting the park west and Dunes west neighborhood by removing more trees. This is best as it won't increase noise through the neighborhood and keep construction to one area.
05/30/2018	Bobby	Carpenter	Kinda the only option and one I imagine someone promised River Towne, Dunes West and Park West would be pursued. Least impact, least expensive, least disruptive and fastest route for hurricane evac. Any of the other options will be much more expensive and big companies will probably sue to stop, not counting way more home owners. Additionally - the sidewalks along that route are already nearly wide enough to go a small five Lanes like Virginia Ave in N. Charleston. Please don't make it look like Dorchester Road. Ugly as sin and kills the view of any marsh
05/30/2018	Bobby	Carpenter	impractical of the three. This is close to doing nothing at all except makes two bottlenecks and then NASCAR speed zones at beginning and end of Phillips.
05/30/2018	Bobby	Carpenter	Worst of the three. Park West Blvd is a nightmare already with school traffic. All those bus traffic and school traffic turning left off a 5 lane road?! Plus more expensive option dealing with buying a lot more property and then you have 55 mph traffic through high density neighborhoods - not counting the entrance to Dunes West. And we won't even point out the snarls and bottlenecks and crashes at those 2 5 lane / 3 lane mergers. This would should never have been put forward as an alternative. Expensive, dangerous. Understand it protects Phillips and the marsh but still widens phillips and traffic criss crossing (or worse - stoplights) makes this one unsuitable
05/30/2018	Al	Miller	Five lanes for all or 41 is the only way to go. Five lanes stepped down to three lanes creates a choke point no one needs especially during an emergent evacuation like a hurricane. This is a no brainer.

05/30/2018	Elizabeth	Abbott	I would ask you to Consider Alternate 1 rather than the others. This would better serve our neighborhoods and allow the improved flow of traffic. Thanks.
05/30/2018	JT	Richards	strongly support widening hwy 41 to 5 lanes.
05/30/2018	Louise	Hutchinson	FOR ALT.. 1 and OPPOSED to ALT. 7

05/30/2018	Edward	Tichi	<p>I am in favor of Alternative 1, which expands the existing Hwy. 41 from 2 lanes to 5 lanes.</p> <p>I WANT:</p> <ol style="list-style-type: none">1. to see traffic continue to move more quickly and efficiently ALONG A STRAIGHT LINE2. taxpayers to save an increase of approximately 42% in construction costs by expanding the shorter, existing Hwy. 41 instead of widening Bessemer Rd. and Park West Blvd. which is approximately 42% longer3. to have fewer total property impacts4. to have fewer wetland impacts <p>I SAY “YES” TO ALTERNATIVE 1.</p> <p>NO TO ALTERNATIVE 7</p> <p>I am opposed to Alternative 7, which would convert Bessemer Road and Park West Blvd. from two 2 lane roads into one 5-lane highway.</p> <p>I DO NOT WANT:</p> <ol style="list-style-type: none">1. children PUT IN HARMS WAY as they cross Bessemer Road to go to the amenities center2. speed limits increased from 35 to 45/50 mph3. a SIGNIFICANT increase in car traffic4. a VERY SIGNIFICANT increase in truck traffic5. to have an increase in noise pollution6. to have an increase in air pollution7. to have a decrease in property values8. to have an increase of approximately 42% in construction costs paid by taxpayers' money; the distance along Bessemer Rd. and Park West Blvd. is approximately 42% longer than the distance along the present SR41 from the first traffic light to the second traffic light.9. to have an increase in total property impacts10. to have an increase in wetland impacts <p>I SAY “NO” TO ALTERNATIVE 7.</p>
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05/30/2018	John	Crouch	<p>I am in favor of Alternative 1, which expands the existing Hwy. 41 from 2 lanes to 5 lanes. I WANT:</p> <p>1. to see traffic continue to move more quickly and efficiently ALONG A STRAIGHT LINE 2. taxpayers to save an increase of approximately 42% in construction costs by expanding the shorter, existing Hwy. 41 instead of widening Bessemer Rd. and Park West Blvd. which is approximately 42% longer 3. to have fewer total property impacts 4. to have fewer wetland impacts I SAY “YES” TO ALTERNATIVE 1.</p> <p>I am opposed to Alternative 7, which would convert Bessemer Road and Park West Blvd. from two 2 lane roads into one 5-lane highway. I DO NOT WANT:</p> <p>1. children PUT IN HARMS WAY as they cross Bessemer Road to go to the amenities center 2. speed limits increased from 35 to 45/50 mph 3. a SIGNIFICANT increase in car traffic 4. a VERY SIGNIFICANT increase in truck traffic 5. to have an increase in noise pollution 6. to have an increase in air pollution 7. to have a decrease in property values 6. 8. to have an increase of approximately 42% in construction costs paid by taxpayers' money; the distance along Bessemer Rd. and Park West Blvd. is approximately 42% longer than the distance along the present SR41 from the first traffic light to the second traffic light. 9. to have an increase in total property impacts 10. to have an increase in wetland impacts</p> <p>I SAY “NO” TO ALTERNATIVE 7.</p>
05/30/2018	Art	Kaltsounis	<p>I favor alternate 1. I feel that larger roads in Parkwest and Dunes west could be dangerous for my family</p>
05/30/2018	Philip	Gagnon	<p>The existing Bessemer Rd is 2 lanes. Alternatives 1 and 2 say Bessemer will become “ 2 lanes”. Does that mean 1 way in each direction plus a center turning lane?</p>

05/25/2018	Elliot	Summey	Dear Jim, As the County Council-member representing District 3, I have been hearing loudly from my constituents regarding the three design alternatives for the Highway 41 Improvement Project. They have made it abundantly clear to me that Alternative 7 is the least acceptable alternative for this project. Specifically, I want to point out that much of the feedback I have received regarding the overwhelming opposition to Alternative 7 centers around the perceived negative impacts this alternative would have on the Dunes West and Park West neighborhoods. The impacts residents have shared with me include quality of life issues such as the proposed new road's location to adjacent residential neighborhoods, higher traffic volume, increased noise, longer commute times along the Highway 41 corridor, and negative impacts to property values. These negative impacts will affect a large number of East Cooper residents. I strongly oppose Alternative 7 for the Highway 41 Improvement Project and am pleased to add my voice to those of my constituents who stand against this alternative, which would greatly interfere with the livability of their neighborhoods. If I can be of further assistance on this matter, please feel free to contact me. Sincerely, J. Elliot Summey
05/31/2018	Macie	Molloy	This alternative provides the best solution. As a hurricane evacuation route, it provides a direct flow of traffic from 17 to the Wando River Bridge without doglegging through established residential neighborhoods. [REDACTED]
05/31/2018	Macie	Molloy	This alternative is the worst solution. As a hurricane evacuation route, it does not provide a direct flow of traffic from 17 to the Wando River Bridge. Instead it doglegs through residential neighborhoods which will cause additional gridlock and makes absolutely no sense. Property values in established neighborhoods will plummet due to an increase in noise, traffic and pollution on a widened Bessemer Rd. This alternative must not move forward. [REDACTED]
05/31/2018	Rob	Bohart	Alternative 1 appears to be the absolute best option.
05/31/2018	Eric	Martel	Alternative 1 looks like the best plan going forward.

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05/31/2018	Eric	Martel	<p>This plan doesn't make sense, you will have 5 lanes going through 2 major neighborhoods and impacting kids that walk and ride on bike path. You will also still have problems on 41 where you reduce from a 5 lane road down to a 3 lane road at Joe Rouse Road. This plan will just create a bottleneck in the 3 lane area and not relieve traffic. I vote no on this plan.</p>
05/31/2018	Christina	Kerdock	<p>To Whom It May Concern,</p> <p>As a Park West resident I support OPTION 1.</p>
05/31/2018	Norm	Bishop	<p>Hello,</p> <p>Alternative 1 gets my vote as it appears to be the best option for the highway build.</p> <p>Regards,</p> <p>Norm Bishop</p> <div></div>
05/31/2018	Richard	Keyes	<p>Alt 1 appears to be the most reasonable option that is moving forward. The plan of making SC41 5 lanes from Hwy 17 to the Wando River bridge is the only alternative that makes the most sense.</p> <p>Alt 2 is not feasible. By going from 5 lanes down to 3 and then back to 5 will only impose bottlenecks at the transition points and this option should not be considered – why would we want additional volume compressed at the chokepoints as this will undoubtedly cause significant delays during the rush hour windows.</p> <p>Alt 7 appears attractive as the projected flow remains green in almost all segments BUT the 5 lane road running through the center of Dunes West will make destroy the current ambience of the Dunes West/Park West neighborhoods and will subsequently reduce the existing value of these locations.</p>

05/31/2018	Danielle	Kaltsounis	<div>Hi</div> <div>It gravely concerns me that our town is considering adding additional lanes to Park West Blvd. The speed and aggression of drivers in our neighborhood is already terrifying, adding additional lanes would only increase speed and the opportunity to “race” to get ahead of traffic. As I was driving to school today, I passed a young boy on his bike who had been hit by a truck as he was crossing the crosswalk by the recreation department on Park West Blvd. Now imagine our children trying to cross at a crosswalk through five lanes of traffic.</div> <div>Sincerely Danielle Kaltsounis</div>
05/31/2018	Ray	Lombardi	<div>Good morning</div> <div>Please keep all highway 41 issues and solutions on Hwy 41 and NOT through our communities. Alternative # 7 is NOT a good idea as these roads are traveled heavily by our community families. A 5 lane expansion would significantly raise the danger on those roads and our families. We shouldn't have to pay the price for uncontrolled growth like this.</div> <div>Thank you and God Bless!</div> <div>“I can do all this through him who gives me strength.” Philippians 4:13</div> <div>Ray Lombardi Sent from my iPhone</div>
05/31/2018	Greg	Hoffman	<div>Option 7 is a terrible choice. What are you thinking? Put 41 back where it belongs, not in Park West.</div>
05/31/2018	Greg	Hoffman	<div>--Gregg Hoffman</div> <div>With all due respect, Option 7 is a horrible alternative moving heavy truck and all north and southbound traffic through a residential neighborhood. NO ON OPTION 7!</div>

05/31/2018	Philip	Gagnon	<p>To Whom it may concern,</p> <p>I own a unit at Park West (The Battery) and have reviewed the alternatives proposed (online). The alternatives have virtually no mass transit mentioned, or at least not that I saw. Building a 5 lane “highway” as most alternatives do, seems far more auto-centric than it needs to be. Where are the:</p> <ul style="list-style-type: none">1) Commuter parking lots on 172) Bike trails3) Bus lanes, terminals <p>Additionally,</p> <p>I would recommend raising 41 above Horlebeck Creek and other important environmental crossings, versus widening and filling.</p>
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05/31/2018	Kathleen & Rick	Amirault	<p>Dear Government official</p> <p>First I must tell you my husband and I are opposed to the widening of Bessemer Rd to five lanes. We live at [REDACTED] in Arlington and treasure this area.</p> <p>We appreciate the need to address commuter traffic needs to other towns and neighborhoods in the county but not at the expense of destroying our community. I also understand the need to be fair to the Phillips community and I suggest there must be a compromise that does not unfairly punish one community over another.</p> <p>However Highway 41 is a Highway - a state road while Bessemer is a neighborhood byway connecting two housing areas with little commercial or industrial development. Surely there are ways to expand 41 that protect that community without tearing down homes and destroying a community. Other communities throughout the country have done this. We have traveled by motorcoach in over 43 of them and know a lot about traffic and communities. But we choose our home three yrs ago in Mount Pleasant for the town's sensitivity to its citizens and proud public works record. We would hate to see the whole environment changed irrevocably. These Bessemer / Phillips proposals plan are a terrible disappointment that puts neighbor against neighbor and threatens our faith in our government officials. Do you not hear us?</p> <p>Please take the time to find alternatives that make sense - how about we expand Long Point - destroy the Plantation - take down all the Oaks for the sake of progress? Equally crazy compared to the Bessemer idea. Public transportation - a novel idea - let's hear more about that. Less cars would help.</p> <p>I could go on but I won't. A compromise exists - let's work together to find it.</p>
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05/31/2018	Chris	Smith	<p>Hello,</p> <p>My family and I have lived in the Arlington subdivision for almost 14 years. When we moved in, Bessemer was a dirt road and it was a lovely place to take nature walks. Then came the road...then came the Gas station....now we are being 9ver crowded with not 1, or 2, new subdivisions...but at least FOUR!</p> <p>NOW, you are considering a 5 lane highway through the back of the neighborhood. I implore you to do the right thing and see that the ONLY reasonable solution is to widen 41.</p> <p>Sincerely,</p> <p>The Smith family</p>
05/31/2018	Matthew	Turner	<p>Please do not increase the traffic through Dunes West and Park West. We have many children who ride bikes to school. 5 lanes of traffic would drastically hange the safety profile of our neighborhood for our children.</p> <p>Thank you for your consideration.</p> <p>Matt Turner</p>
05/31/2018	Mike	Molloy	<p>To whom it may concern,</p> <p>Alternative #7 is the worst solution to the proposed Hwy 41 expansion. As a hurricane evacuation route, it does not provide a direct flow of traffic from 17 to the Wando River Bridge. Instead it doglegs through residential neighborhoods which will cause additional gridlock and makes absolutely no sense . Property values in established neighborhoods will plummet due to an increase in noise, traffic and pollution on a widened Bessemer Rd. This alternative must not move forward.</p> <p>Alternative #1 provides the best solution. As a hurricane evacuation route, it provides a direct flow of traffic from 17 to the Wando River Bridge without doglegging through established residential neighborhoods.</p> <p>Mike Molloy</p> <div></div>

05/31/2018	Edwin	Cuttright	<p>Alt 1 - The direct route is clearly the most sensible, with the least property impact and minimal pavement added.</p> <p>Alt 2 - silly</p> <p>Alt 7 - This approach has serious safety ramifications - portions of both Dunes West + Park West would be cut off from their pools + recreation areas - Leaving kids with a 5 lane highway to cross a Highway thru a planned community would be a very "bad faith" move.</p>
05/31/2018	Dana	Cuttright	<p>Alt 1 - This option makes the most sense to relieve traffic congestion with the least impact on properties + children's safety. Highway 41 is just that, a highway.</p> <p>Alt 2 - This option makes sense as well, but will probabe not relieve traffic congestion as mich as option 1. As stated above, Highway 41 is a highway.</p> <p>Alt 7 - This option is ridiculous. It would be the most costly, impacts the most parcels of land. It cuts 2 communities into pieces when currently they are whole. The safety issue for the children in this option is horrible. This option ruins 2 planned communities + the property value of the homes cut off from their planned community. Why make another highway through 2 planned communities when one already exist? Ridiculous and a waste of money.</p> <p>Option 1 - Widen the already existing highway. It's a no brainer.</p>

05/31/2018	Terri	Ward	<p>Alt 1 - Direct route, impacts less people</p> <p>Alt 2 - Direct route, impacts less people</p> <p>Alt 7 - I would like to express my concern for why I am against alternative 7. It makes no sense to go through the middle of an existing neighborhood. Hundres of residents would be impacted, causing dangerous intersections of cars trying to get out of eight different neighborhoods converging onto a crowded Bessemer Road. The cost to make Bessemer Road wider seems like a more expensive project. Other than decreasing 453 property values that would be affected due to a 5 lane highway, I do have other concern. My main concern is the children in these neighborhoods riding or walking to our nearby pool and tennis complex. This would be very dangerous for our children. Please consider all of these factors.</p> <p>Thank you, Terri Ward</p>
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05/31/2018	Sharon	Lefko	<p>Alt 1 - This one is the best! - More efficient - Hurricane evacuation - Less residential impact</p> <p>Alt 2 - Mostly against this one</p> <p>Alt 7- Totally against this one</p> <ul style="list-style-type: none">- Inadequate road worth- Would directly impact too many homes in Park West. Where I live with my son.- Noise- Pollotion- Traffic within Park West- Safety of children- Property Values
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05/31/2018	Michelle	O'Connell	<p>Alt 1 - This alternative will still result in excessive noise, traffic congestion and long term construction. Please refer to alternative #2 and #7 comments below.</p> <p>Alt 2 - This is the most preferable alternative of #1, 2 and 7 due to less residential impact, more efficient transit & hurricane evacuation.</p> <p>Alt 7 - We as homeowners (long term since 2004) in Arlington, Park West and are strongly opposed to Alternative 7 (unreasonable in our opinion) for many reasons. We are very concerned with potential safety hazards, namely having to cross a 5 lane highway to exit our neighborhood to leave Park West, bring the children to school/activities, etc. or to use the neighborhood amenities, pools/tennis, etc. We have 2 young children who would not be able to ride their bikes out of our neighborhood, nor will we be able to easily access the many walking/biking trails in Park West. The second concern is hurricane evacuations, alternative #7 would not be conducive to many residents leaving PW on Bessemer Rd. This 5 lane highway would increase noise, pollution and traffic and would cause residential disruption, as well as further decrease the existing vegetation and green space. The proximity of our neighborhood to a 5 lane highway would decimate property values and severely further impact our quiet suburban neighborhood. Lastly construction noise, pollution and equipment will also further decrease our quality of life in Arlington, Park West. We urge you to please consider alternatives 1 or 2 for less residential impact, more efficient transit and hurricane evacuation routes.</p>
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05/31/2018	Alexander	Fleuren	<p>I vote for Option 1.</p> <p>However, it seems absurd we aren't considering Option 10, which is the only option that gives a green zone flow of traffic.</p> <p>I live in Park West, and I own a business in Mt. Pleasant.</p>
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05/31/2018	Tee	Boyle	<p>I am against option seven. I'm looking at number of households affected and number 1 impacts the least and 7 affects the most. Pulling heavy volumes of traffic thru a master planned community affects thousands of people and also will affect the accessibility of the recreational activities that are enjoyed by the children do the community as they will no longer be safe to walk to and fro as the volume of traffic will be a danger to all. Keeping the traffic moving along 41 by staying in 41 seems to be the best option. Done as a flyover or overpass will relieve the affects to the marshes.</p> <p>Tami Boyle</p>
05/31/2018	Lynda	Dunn	<p>Since this affects every resident in Mount Pleasant - why not have the developers who are making all the money do the roads? I'm tired of the congestion here just like everyone else. I have lived here 35 years and it is only getting worse. We need help from the developers who are crowding their pocketbooks and our roads.</p>
05/31/2018	Christina	Brown	<p>I am a resident of Park West and am totally against Alternative 7 for the Hwy 41 project for the following reasons:</p> <p>Park West is a COMMUNITY with trails, parks and homes meant to stay that way Children will not have the freedom to play or walk outside due to the dangers and pollution of the roads, cars, drivers, noise and trash</p> <p>I purchased and pay extraordinary housing prices to have the luxuries that this hwy would take away.</p> <p>The County Park, protected would take away streams, trees and sanctuaries for animals.</p> <p>I hope this alternative DOES NOT go through.</p>

05/31/2018	Christina	Brown	<p>My name is Christina Brown phone number [REDACTED] I live on [REDACTED] Mount Pleasant right in Park West I'm totally against alternative seven for the Highway 41 project this would eliminate the freedoms that were provided in purchasing the high cost of living in Park West in Mount Pleasant. The freedom such as having your children walk bike and live freely without a 5 Lane Highway in their midst to Dodge and dangers of noise pollution air pollution taking away trees streams and animal sanctuary in the park. I hope that this is seriously taken under consideration and does not go through. Thank you.</p>
05/31/2018	Alexandra	Fleuren	<p>Alexandra Florence [REDACTED] [REDACTED]. My question is of the options that have been presented option 10 seems to be the only option that has all the roads in the green again by 2045. It's unclear as to whether that means that they would be in the green earlier with the option one and it what isn't in until 2045 that they become in the yellow I'm concerned as a resident that we would be putting in roads(?) that don't immediately put us into a grain(?) of moving traffic efficiently is the final result is that we are still in a de level of traffic which is poor. Why would we build the road the way that you're suggesting. So I would really like some clarity on win at what point option one which is the only one that makes sense of the three we've been given which is a shame that is the of that road going to be actually in the green we ever see through option one I green flow of traffic down 41 thank you</p>
05/31/2018	Gene	D'Agostino	<p>I strongly suggested you expand RT 41 into a 5 lane highway!</p>

05/31/2018	Ken	Crowley	Yes Ken Crowley CROWLEY [REDACTED] [REDACTED]. I'm Sorry [REDACTED] [REDACTED]. I am totally completely seriously opposed to having any sort of a 5 Lane Road by our house. We have a nice community here in Abbots Glen and in Park West and we don't need to have a 5 Lane Road coming through it with my kids and the other children here. We need to cross it to see their friends on the other side or go to the pool totally totally crazy idea. You can always build them you know widen the road on 41 there's plenty of room to do that. We don't need it coming through Park West. Just to satisfy people in dunes West. Please don't do that. Ken Crowley [REDACTED] thank you.
05/31/2018	Jeff	Schoedler	After reviewing the 3 options and living in the area for 17 years I don't understand why the option to use Bessemer is being moved forward. The route 41 option seems to be the least expensive option. This will effect the least amount of property and resources. What are we saving the old vegetable stand?
05/31/2018	John	Watson	This is totally unacceptable. Have a major highway run through two large subdivisions is crazy. This makes no sense at all and is very disruptive to the Dunes West and Park West communities.
05/31/2018	Christine	Taylor	This plan has the least impact on traffic through Park West and Dunes West. Park West Blvd was designed for 4 lanes (2 in each direction) This plan does not show that . This plan has the most effect on the Phillips Community
05/31/2018	Christine	Taylor	This plan would add to traffic on Bessemer Road which is already congested and backed up. My opinion is that diverting extra traffic onto town roads from state roads is not reasonable for the homeowners in the impacted developments.

05/31/2018	Christine	Taylor	<p>This plan appears, from the map shown, to mean demolishing houses along Bessemer , taking the yards of the Arlington houses backing up to Bessemer and destroying property values.</p> <p>When I attended to drop-in meeting, it looked as if the re-routing of hwy 41 went along the west edge of Laurel Hill County Park leaving Bessemer road as-is and intersecting with Park West Blvd between Birdwell Lane and Bagley Drive. I am not sure of the need for five lanes from existing hwy 41 to Park West Blvd since there would be no interconnecting roads. This would be the fairest solution.</p>
05/31/2018	Pat	Sullivan	<p>Alternative 2 not having acceptable LOS in the Phillips Community is not acceptable or equitable for a community, established in the 1870's, which existed decades before all the new development along HWY 41 & proposed new development in Cainhoy.</p>
05/31/2018	Pat	Sullivan	<p>Alt 7 is the best because it has the least negative impact on the Phillips Community which has been in existence decades before all the other developments along HWY 41. Widening Dunes West Blvd. & creating a larger auto/bike/ped capacity with minimal negative effect on the Phillips Community is the most respectful & equitable solution</p>
05/31/2018	Adam	Smith	<p>This is the only sensible option. Anything else would be absurd. 41 is the problem and 41 is what you fix. Why would you consider anything else and de-value a neighborhood and the homes by taking this project outside the issue? It is such a simple fix to add lanes to 41, especially since it is a straight shot and a hurrican evacuation route. Do the right thing amd get you minds out of the gutter.</p>
05/31/2018	Rob	Bohart	<p>Alternative 1 is the best choice. Alternative 2 is better than Alternative 7. Alternative 7 should not be considered at all. Alternative 7 is the worst option, in my opinion.</p>

06/01/2018	scott	jacobs	I would support alternative one as the best choice. It seems to have the least impact to implement with the greatest result for total 41 flow. The I526 bridge closure recently has shown the need to consider this as an important exit route from Mt Pleasant. Expanding to 5 lanes on 41 would continue to support exiting from Dunes West and Park West onto 41 from 2 locations. Alternative 7 would require a traffic light to exit Dunes West and Park West Blvd on to the new 5 lane road.
05/31/2018	Shoshanna	Szuch	I am a sales person and frequently travel Hwy 41. I fully support Alternative 1 to alleviate the traffic jams and hope the same effort goes into Clements Ferry Road. I am opposed to Alternative 7 as I do not believe adding more lanes in a community where children ride bikes is a wise decision.
05/31/2018	Matthew	Yetsko	I am opposed to the proposed Alternative 7. The increased construction and renovation to the adjoining neighborhoods on Dunes West Blvd and Bessemer Road would be detrimental and negative to our community, especially those in the way of imminent construction
05/31/2018	Marty	Yonas	Yes to HWY 41 staying and becoming 5 lanes. No to ALT 7.

05/31/2018	Eldon	Brown	<p>The only alternative of those presented to move forward that makes sense is alternative 1. I am curious as to your thought process on what happens when you cross over the Wando River and return back to 2 lanes of traffic? I also wanted to get your thoughts on how much of the current traffic is work related, people going to and coming from work along this route all the way to Clements Ferry? I wonder what the traffic count would be if the majority of users actually lived along Rt 41 and needed this access to their homes and not just people looking for a short cut to other out lying areas? I am guessing as the proposed developments in Cain Hoy are built out, there will be more and more establishments built to meet their needs for dinning, grocery shopping, and recreation in closer proximity to where they live and they may not need to use Rt 41 as much in either direction. It could make more sense to leave Rt 41 as it is, rather than make it a speed way through mostly residential sub-divisions going to more sub-divisions. I don't think making it a 5 lane road will reduce the traffic flow, it will just allow it to move at a faster rate causing the potential for more accidents.</p>
05/31/2018	Bill	Mahony	Please go with Alternative 1.
06/01/2018	Farrell	Jensen	<p>Of the three remaining options I believe Alternative 1 makes the most sense. Would raising the road at low-lying parts of Route 41 give more flexibility/space for widening?</p>
06/01/2018	Paul	Price	<p>Alternative 7 makes absolutely no sense. It would increase the time to get to and from 17 and at the same time do nothing to relieve congestion. It would be a complete waste of our tax dollars. Alternative 1 is not perfect, but makes more sense as compared to Alternative 7.</p>
06/03/2018	Steven	Livell	<p>I support alternative 1. The expansion of Hwy 1 should remain in its current location. There will be less of an impact at its current location on the community than alternative 7. Alt 2 does not make sense. Just creates a bottleneck.</p>
06/03/2018	Steven	Livell	<p>I support alternative 1. The expansion of Hwy 1 should remain in its current location. There will be less of an impact at its current location on the community than alternative 7. Alt 2 does not make sense. Just creates a bottleneck.</p>

06/03/2018	Nancy	Livell	I support Alternative 1. Less impact on the overall communities in the area.
06/01/2018	Scott	Cave	I am confirming that I oppose this expansion. As a Park West resident, this seems like a terrible idea to invite a surplus of traffic to run through a neighborhood. It not only causes traffic but it also creates more opportunity for injury. We already have high schoolers racing around on 2 lanes. Can you imagine if we add more?
06/01/2018	Patricia	Lamanna	We live on [REDACTED] and are against the rerouting of traffic through Park West Blvd. There is far too much traffic now. Adding more traffic to this street will be impossible for residents.
06/03/2018	Gail	Nathan	<p>We are opposed to Alternative 7, which would convert Bessemer Road and Park West Blvd. from two 2 lane roads into one 5-lane highway.</p> <p>I DO NOT WANT:</p> <ol style="list-style-type: none">1. children PUT IN HARMS WAY as they cross Bessemer Road to go to the amenities center2. speed limits increased from 35 to 50/55 mph3. a SIGNIFICANT increase in car traffic4. a VERY SIGNIFICANT increase in truck traffic5. an increase in noise pollution6. an increase in air pollution7. a decrease in property values8. an increase of approximately 42% in construction costs paid by taxpayers' money; the distance along Bessemer Rd. and Park West Blvd. is approximately 42% longer than the distance along the present SR41 from the first traffic light to the second traffic light. <p>WE SAY “NO” TO ALTERNATIVE 7. Ellington Woods residents</p>
06/01/2018	Matthew	Smith	This is the only reasonable alternative that I see. While it does appear to affect the Phillips community a little more than the other two, the impact to the estuaries and other wetlands appears a lot worse. It also seems odd to do so much additional damage by pushing the highway around the Phillips community instead of widening a state highway.
06/02/2018	Charlene	Bell	This is the most reasonable alternative.

06/03/2018	Carol	Manis	<p>Alternative 1 is the ONLY reasonable alternative. Keep the traffic all on 41 with 5 lanes as indicated. The other alternatives showed reducing from 5 lanes to 3 lanes and back to 5 lanes again. This will only increase road rage, as drivers try to speed to get ahead of several cars.</p> <p>I often think “I left my house with enough time to get to my destination, so why should YOU speed in front of me. Witness this daily at morning rush hour as Joe Rouse and 41 merge from two lanes back into one. It only creates a major traffic jam. Most drivers are respectful and take their proper turn, but there is always someone who think they can make up time by traveling the right lane and cutting in front of those who know how to manage their time! Happens daily. Many people are poor time management planners, and think they are more important than the next guy. Keeping 41 as a five lane all the way is definitely a better alternative than the others.</p> <p>As a matter of fact, with the amount of new construction in the 41 vicinity, why aren't we making it 7 lanes. See how Clements Ferry has already outgrown their highway!</p>
06/02/2018	WILLIAM	HENESY	Just a thought...how about making 41 a "No Thru Trucks" restricted highway
06/02/2018	Phillip	Owens	Option 1 appears to be the straightest, most efficient option. It also would seem to have the least environmental and cultural impact.
06/03/2018	Dennis	Black	Only option that’s makes sense for long run. Other corridors not direct and problematic. If we don’t do this now will end up doing it in the future , costing us more years and dollars. Protect Phillips with a walkway or raised highway at one key stop. Include bike path the entire length. Get started now.
06/03/2018	Dennis	Black	Don’t view as reasonable to try to divert traffic off 41 into neighborhoods. People will still jam 41 as the Rouse route so indirect. Add issues to neighborhoods along that way.
06/03/2018	Dennis	Black	Crazy to bring all the Charleston to Berkeley County traffic through Park and Dunes West. With all the area development, make 41 work as direct as possible now.

06/03/2018	Karen	Phillips	I am an original homeowner in Arlington at Park West for 18 years and was a single mother when I built. Bessemer Road was unpaved, and to think it is being considered for expansion to a 5-lane thoroughfare is unimaginable. Our home values would be greatly affected and the equity in my home is a large part of my retirement. I vote ABSOLUTELY NO for Alternative 7.
06/03/2018	Nic	Enlow	How does an alternative with an LOS portion of F even remotely qualify for the final 3?
06/03/2018	Nic	Enlow	How does an alternative with an LOS portion of E move forward to the final 3? Relocating Hwy 41 to a major residential area, as well as Wando High School traffic, is not reasonable. Do you know how many walkers, runners, families, golf carts, babies in strollers, kids on bikes I see on a daily basis on Dunes West Blvd? I can't believe this option made the final cut. Please bring the 7 lane option back. There have been 18,000 building permits approved for the Clements ferry road area, with a potential of 30,000+ in the not so distant future. Build the infrastructure now so we don't go through this dance again in 5 years. Thanks for your time.
06/03/2018	Nic	Enlow	Unfortunately this is the best alternative, please bring back the 7 lane option!
06/03/2018	Nic	Enlow	Alternative 10 is the only option where an LOS lvl of A,B, or C (not sure which one) flows all the way down Hwy 41. Please bring back this alternative as the population growth is Mt Pleasant is now exceeding that of Atlanta and Seattle. Thanks for your time and take care.
06/03/2018	Curt	Brouwer	I would think this alternative would be very expensive and disruptive to a large portion of the communities. Turning Bessemer into a five lane road seems like an alternative that is being considered for reasons other than efficiency or effectiveness.
06/03/2018	Curt	Brouwer	This seems like the best long-term solution. It is direct and eliminates traffic from moving through other communities. I'm not familiar with the issues of the Phillips community but this seems like the most reasonable and hopefully cost effective.

06/03/2018	David	Roell	Alternative #1 is the best option of the three. Since a significant portion of the traffic runs from north of the Wando River to Hwy 17, the only reasonable solution is to 5 line this entire stretch of Hwy 17. If a section of Hwy 17 is left at 3 lanes it will become a bottleneck that will slow down traffic on all of Hwy 17.
06/03/2018	David	Roell	If a section of Hwy 41 is left as 3 lanes it will become a bottleneck that will slow down traffic on all of Hwy 41.
06/03/2018	Ralph	D'Amico	I support alternative 1. Infrastructure has been ignored for too long. Expand RT. 41 to 4 or 5 lanes and then develop a ring road to connect to Summerville.
06/03/2018	Joni	Spickerman	The ONLY alternative that makes sense. Make 41 5 lanes the entire way. Going through Park West and Dunes West is ridiculous.
06/03/2018	Matt	Spickerman	Alternative 1 makes the most sense. As an evacuation route, Highway 41 needs to we widened to 5 lanes from Berkely County to Highway 17.
06/03/2018	Nathan	Spickerman	Widen 41 to 5 lanes - the most direct route and shortest from point a to point b. Alternative 7 makes no sense dropping down to 3 lanes and going through neighborhoods in Dunes West and Park West.
06/04/2018	Diane	Tichi	This is the most logical plan to expand 41. It is a straight line taking what is already a highway and expanding it to meet the traffic demands. It is inevitable that 41 would have to be expanded to five lanes considering the continuing population growth along this highway.
06/04/2018	Diane	Tichi	This is not as desirable as alternative 1 because it only postpones the inevitable need to expand all of highway 41 to five lanes. It will create a bottleneck through the Philips Community that will not help traffic move along 41.

06/04/2018	Diane	Tichi	<p>This is the least desirable, and dare I say, the most ridiculous solution to 41. This would be redirecting 41 through residential communities that were constructed to have a buffer between them and 41.</p> <p>This proposal would:</p> <ol style="list-style-type: none">1. Would put Children IN HARMS WAY as they cross Bessemer Road to go to the amenities center, the community pool, sports fields and tennis courts.2. It would increase speed limits from 35 to 50/55 mph in an area where there are bike and walking paths.3. There would be a SIGNIFICANT increase in car traffic added to what is basically a residential area.4. There would be a VERY SIGNIFICANT increase in truck traffic5. an increase in noise pollution6. an increase in air pollution7. a decrease in property values8. an increase of approximately 42% in construction costs paid by taxpayers' money; the distance along Bessemer Rd. and Park West Blvd. is approximately 42% longer than the distance along the present SR41 from the first traffic light to the second traffic light.9) This plan would negatively affect more people. <p>This plan should not be considered.</p>
06/04/2018	Joanne	Lingerfelt	<p>I moved to South Carolina in January 2018 and bought a home in Park West one block off the Park West Boulevard and Grey Marsh Road roundabout. The traffic on both roads is very heavy during rush hours and school hours. The noise level is high 24 hours a day. I think I understand Alternatives 1 and 2 as maintaining the current traffic pattern in Park West which would be what I favor. Alternative 7 would bring 5 lanes into Park West which I would greatly oppose. The problem seems to be the Phillips Community. Is there no other way to get over the Phillips Community keeping the traffic on 41 and out of Park West? What can I do as individual homeowner?</p>

06/03/2018	Richard	Ebeling	<p>My wife and I are recent homeowners in Park West in Mt. Pleasant. We have been in our new home less than two months when we were informed about the proposal of "Alternative 7," which would be practically in our backyard along Bessemer Road.</p> <p>We are in our late 60s and have put a good portion of our life savings into the purchase of this house. We wanted to live in Park West because of its being a quiet, safe, peaceful and walkable community, and away from the noisier, heavier and more dangerous traffic flows.</p> <p>Alternative 7 would be a disaster for us and all the other residents in the various surrounding sub-communities that would be impacted by such a five-lane road cutting through, disrupting and destroying the quality, character, tranquil environment of this part of Park West. How will older citizens get around from one part of Park West to another, how will children easily and safely walk or bicycle to the recreational and other amenities when a five-lane highway stands as a threatening barrier to go from area to another?</p> <p>What about the noise, the greater pollution, the increased risks with trucks, trailers and a hugely heavier flow of traffic passing night and day in a community of families with babies, teenagers and older citizens? What about the increased difficulty and greater likelihood of accidents with school buses that would have to criss-cross among this faster moving five-lane highway in these Park West communities?</p> <p>All of these questions are rhetorical, because the answers are obvious: A disaster and a destruction of a community of ordinary middle class families. Alternative 7, without a doubt, will have a dramatic negative impact on the quality of everyone's life, as well as being a financial catastrophe for all affected.</p> <p>I strongly, forcefully, unequivocally say absolutely NO to Alternative 7.</p> <p>Richard Ebeling Professor, The Citadel</p>
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06/03/2018	Karen	Phillips	<p>I am an original homeowner in Arlington at Park West for 18 years and was a single mother when I built. Bessemer Road was unpaved, and to think it is being considered for expansion to a 5-lane thoroughfare is unimaginable. Our home values would be greatly affected and the equity in my home is a large part of my retirement. I vote for "No Build" and vote ABSOLUTELY NO for Alternative 7.</p> <p>If I were forced to choose one of these alternatives, it would be Alternative 2, reducing five lanes to three from Bessemer to the Dunes West entrance. Alternative 1, expanding Highway 41 to 5 lanes, will have negative effects to our marshes and result in accidents at the entrances to Bessemer, Dune's West and Rivertowne.</p> <p>Karen Phillips [REDACTED]</p>
06/03/2018	Anna	Ebeling	<p>My husband and I are senior citizens, and we spent nearly all of our life saving to buy a home where would live for the rest of our lives in our beloved Park West in the Covington subdivision.In case we have to go to an assisted living facility, we thought that we could sell the house and use the equity to be able to do so. Alternative 7 will financially destroy us, and we are 67 and 68 years old. We will be forced into foreclosure and lose everything we have ever had. We just moved into our dream house in in the area two months ago!</p> <p>I have serious vision problems and will not be able to drive around if this happens, the highway will not allow me to safely walk around as well. My husband has severe asthma and will not be able to stay in this area. How are we supposed to survive being left with nothing?</p> <p>We are not the only ones. People are angry, scared, even children realize what is going on and are terrified of what is coming.</p> <p>Have mercy on more than two thousand adults, children and the elderly!!! I say "NO" to your monstrous idea that you call Alternative 7!</p> <p>Anna Ebeling Retired</p>

06/03/2018	Karen	Phillips	<p>I would like to join this mailing list so I will be assured of receiving all information related to the Highway 41 corridor project. I am an original homeowner in Arlington at Park West for 18 years and was a single mother when I built. Bessemer Road was unpaved, and to think it is being considered for expansion to a 5-lane thoroughfare is unimaginable. Our home values would be greatly affected and the equity in my home is a large part of my retirement.</p>
06/02/2018	Thomas	Loehr	<p>To whom it may concern,</p> <p>My wife, three daughters and I live in Park West. Additionally, my Father and law and family also live in Arlington. While we understand the need to expand highway 41 to accommodate current and future traffic needs, but we strongly oppose one of the options being considered.</p> <p>Please note our strong opposition to option #7. We believe that a simple widening of highway 41 is the most practical solution and cannot imagine that rerouting all that traffic through two residential neighborhoods (Park West & Dunes West) would even be considered. In our view, option #7 will destroy property value, quality of life and place residential neighborhoods at a much greater safety risk. Additionally, in our view, the potential reroute through these neighborhood will be inefficient, impractical and potentially dangerous.</p> <p>Please consider these issues and note our strong opposition to option #7</p> <p>Thomas Loehr & Family</p>

06/01/2018	Jean	Santillo	<p>To whom it may concern,</p> <p>I am writing this letter to convey that I am strongly against the proposed plan to expand Bessemer Rd.</p> <p>My family made a huge financial sacrifice to move to Park West in order to seek all positive beauty that comes with this area, specifically the Arlington neighborhood. We chose Arlington because it was far enough away from the hustle and bustle of Park West Boulevard, it is quiet and quaint with a small number of homes, close to the amenities of the clubhouse and walking trails, full of tree-lined streets, yet still easily accessible to RT 41 and RT 17. My family has paid a hefty price for our home, just 6 months ago, and pays substantial HOA dues for these neighborhood qualities. There was no mention of this proposal from our realtor prior to us closing on this home in December 2017, otherwise we may have felt differently about our decision to live here. Now all the qualities we love about our neighborhood are in jeopardy.</p> <p>Please consider that Park West is a very large “planned” community and the expansion of an “internal road” inside our development will negatively impact a large number of people. Should Bessemer Rd be widened to a highway, we will lose trees, sidewalks, peace and quiet, and clean environmental space. More importantly, Arlington development and Park West in general will have increased road hazards to the families that walk and drive throughout the area and transport their families to schools and the clubhouse. There has already been life lost in this area. Property values will plummet as people flee to find a quieter/safer place to live. This will have a negative impact on one of Mount Pleasant’s most desirable communities! Alternatively, RT 41 is already considered the hurricane evacuation route and there would be a smaller number of people adversely affected with its widening. We are pleading that any consideration to expand Bessemer Rd will be dismissed. RT 41 expansion is the best choice for the majority of people</p>
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06/01/2018	Art	Richek	<p>I am in favor of Alternative 1, which expands the existing Hwy. 41 from 2 lanes to 5 lanes.</p> <p>I WANT:</p> <p>to see traffic continue to move more quickly and efficiently ALONG A STRAIGHT LINE taxpayers to save an increase of approximately 42% in construction costs by expanding the shorter, existing Hwy. 41 instead of widening Bessemer Rd. and Park West Blvd. which is approximately 42% longer to have fewer total property impacts to have fewer wetland impacts</p> <p>I SAY “YES” TO ALTERNATIVE 1.</p>
06/01/2018	Robert	Brinson	<p>The only logical path is alternative 1. Alternative 7 sould NOT be considered.</p>
06/01/2018	Bill	Shanaman	<p>I have seen all presentations on the widening of HW 41 and the only logical option is Alternative 1. It is the most direct , the shortest time line and the most effective dealing with the projected traffic increase. The 2nd option is a weak excuse to avoid the real problem and that is dealing with the Phillips Community.</p> <p>The 7th option is again only on the table to avoid dealing with the Phillips Community. Quit wasting everyone’s time and get on with option 1.</p>
06/01/2018	Benjamin	Lamanna	<p>Are u kidding me?Have u ever seen the traffic now on PWBlvd?It is a cut through now for everyone coming or going from 17 to 41 plus the local PW /Dunes West traffic.I am strongly against putting the 41 traffic on Park West Blvd.It is a major problem now getting out of our street.It is irresponsible to even think of that idea.Let everybody go down 17 to 526.See how that works.?</p>

06/01/2018	Christine	Diviney	<p>Hello - I have reviewed the options for getting traffic through to 17 or off to Matthis Ferry. I believe that since 41 is a designated evacuation route it should be widened to accommodate the huge volume of traffic. I think it is a bad plan to run all that traffic through Dunes West and Park West. These are residential neighborhoods with many bikers, dog walkers and children. I think it is ridiculous to think that fast moving cars and trucks will not create a big safety issue. There are few bikers on 41 and no children or dog walkers. Please do the right thing and fix 41 asap! Thank you. Christine</p> <p>Christine J. Deviney</p> <div></div>
06/04/2018	Eddie	Pagan	<p>Alternative 1 seems the most logical. This way we have 5 lanes straight down 41. It does not seem necessary to have 5 lanes added through Dunes West Blvd.</p>
06/04/2018	Marcia	Rosenberg	<p>I think Alternative 1 is the only possible sensible alternative, and I believe work must commence ASAP!! Waiting for several more years is not acceptable and every possible effort must be made to commence work before we have more disasters like bridge closures, hurricane evacuation disasters, etc. To make Alternative 1 more acceptable to everyone, especially the residents of the Phillips Community, I propose that one or two pedestrian bridges be included in the 1.2 miles of the Phillips Community so that the residents can safely pass over Highway 41. The cost of these bridges is minimal considering that the various other alternatives are highly undesirable and more disruptive of so many other people. Let's get 41 widened NOW. Thanks.</p>
06/04/2018	Marcia	Rosenberg	<p>Alternative 2 creates a bottleneck and will NOT improve traffic flow. This is not a reasonable solution to the disaster that we live with every day on Highway 41.</p>

06/04/2018	Marcia	Rosenberg	Alternative 7 is not a reasonable solution to the problem of Highway 41. I don't even live in Dunes West or Park West (I live in Rivertowne), but I'd hate to see those roads widened to 5 lanes. The problem is 41, so let's just deal with Highway 41. Widen it to 5 lanes and add in one or two pedestrian bridges for the residents of the Phillips Community to allow for safe passage across 41. Let's get it done now and not years from now. Thanks.
06/04/2018	Margalit	Neiman	Alternative 7 does NOT seem reasonable. A 5-lane road going inside a residential area presents problems of safety and of disruption of the normal expectations of owning a home in such an area.
06/04/2018	Joanne	Lingerfelt	<p>I moved to South Carolina in January 2018 and bought a home in Park West one block off the Park West Boulevard and Grey Marsh Road roundabout. The traffic on both roads is very heavy during rush hours and school hours. The noise level is high 24 hours a day. I think I understand Alternatives 1 and 2 as maintaining the current traffic pattern in Park West which would be what I favor. Alternative 7 would bring 5 lanes into Park West which I would greatly oppose. The problem seems to be the Phillips Community. Is there no other way to get over the Phillips Community keeping the traffic on 41 and out of Park West? What can I do as individual homeowner?</p> <p>Thank you, Joanne Lingerfelt</p> 
06/04/2018	Kathy	Aven	I would like a detailed map showing EXACTLY where the proposed highway will go through Dunes West and Park West. I want to know what neighborhoods will be affected. The map provided in the May 16th is not detailed enough. People are still in the dark.
06/04/2018	Savannah	Edwards	Alternative 7 makes no logical sense. I spend a significant amount of time in the park west community and this is the exact opposite of what this community was built for.

06/04/2018	Jen	Fulton	<p>How could anything besides alternative 1 be on the table here? It is a HIGHWAY. I'm not sure how diverting traffic through an area where many people have emptied their bank accounts to be able to have their children play outside and cross the street safely is even under consideration. These people aren't all millionaires that can afford to pack up and move or lose the value on their homes.</p>
06/04/2018	Amber	Fulton	<p>First off, let me start by saying my family has worked hard to be able to move into what we thought was a planned community. I understand the traffic flow problems in the area. We used to live in palmetto hall and now bought a house in Covington. Not only would this destroy the value of our home with the road being so close, it completely isolates us from the rest of the community. We moved over here with hopes of joining the community. Not being separated by a 5 lane highway. The idea of letting our kids walk to the pool.</p> <p>On top of all this, I'm doubting your models are showing reality of the situation. You really think that traffic flows better through alternative 7? Please take a minute and just think about how many stop lights are going to be demanded and eventually put in in order for people just to get out of their neighborhood. You can't tell me that was taken into account and that the "traffic" flow is actually better in alternative 7 than 1.</p> <p>Common sense is far from present here.</p>

06/04/2018	Patricia	Broghamer	I want to know where Joe Rouse Road is on any of the Alternative maps displayed at the meeting and online? That intersection is not noted on the maps. I want to see the Airport Extension Road be implemented as it will remove a great deal of traffic from the Park West Blvd. and Bessemer roads to get to Hwy 41. The largest population of Park West is in the back sections which needs an alternate ingress and egress and the Airport Road Extension makes perfect sense. I would like to hear your argument for not extending that road for over 1300 families in the back of Park West. You want to improve safety for bicyclists, pedestrians and commuters. I'm looking to save lives by a direct route to the Hospital or having the emergency vehicles have a more direct route to our homes. You are utilizing another road Gregorie Ferry to make this transition occur for Hwy 41, why not 8/10th of a mile to extend the Airport Road? Please give me the reason why our safety and emergency access is not important to you. I welcome your comments on my recommendation and please don't dance around the direct questions as you did your last email reply. Thank you. Pat Broghamer
06/04/2018	Bette	Helgesen	I think No build makes sense. I feel like you are intruding on my rights since I choose to live in a country setting not a raceway. I think if you have intentions of multiple roads flowing onto 17 you should preparing that road first
06/04/2018	Bette	Helgesen	I think No build makes sense. I feel like you are intruding on my rights since I choose to live in a country setting not a raceway. I think if you have intentions of multiple roads flowing onto 17 you should preparing that road first

06/04/2018	William	Thompson	<p>Alternative 1 – Shortest distance, smooth flow, least impact on Dunes West and Park West neighborhoods.</p> <p>Alternative 2 – Creates bottleneck area along 41. Same problem as we have today, as more and more people and traffic move into area.</p> <p>Alternative 7 – This will have major impact to neighborhoods of Dunes West and Park West.</p> <ul style="list-style-type: none">• Loss of green space• Destroys the feeling of a neighborhood community• Sound barriers will change esthetics of the area- who wants to look at a wall? <p>Hwy 41 is a state road. State roads are for major traffic flow. Dunes West Blvd and Bessemer are neighborhood roads. Alternative 7 totally changes what Dunes West and Park West are all about. Neighborhoods where people live, kids play and traffic is primarily for the local area. School buses and shopping will be impacted. Entering Dunes West Blvd from the neighborhoods will be impacted. I know Phillips Community has historic significance, but in the effective area; areas are for sale now! I've never seen a basket sold along this area in the 9 years living here.</p>
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06/04/2018	Kathy	Thompson	<p>Alternative 1 – While no alternative is perfect Alternative 1 is the clearest option; the most straightforward, reasonable option. With careful planning many concerns can be mitigated- in fact the opportunity exists to highlight, upgrade and protect this section.</p> <p>Alternative 2 – Anticipate a bottleneck at the 2 points with merging traffic on 41-area will be prone to accidents.</p> <p>Alternative 7 – Screening matrix clearly indicates biggest negative impact of this option; large concern with environmental factors. Let’s try to hold onto Mt Pleasant’s green space wherever we can!</p> <ul style="list-style-type: none">• Excellent work by the planners laying out options and communicating.• Clearly there is concern for the historical significance for Mt Pleasant’s Gullah communities.<ul style="list-style-type: none">o No one I spoke to at the presentation could identify the historic sites.o In 9 years I have not seen an active Sweetgrass Basket stand on 41.o New home construction in the Phillips Community is already diluting the presentation.o Driving the corridor I cannot visually identify major obstacles aside fro the marsh areas.• I believe cost implications (?) of Alt 7 would prove to be substantially higher than Alt 1.• And thank you for the opportunity for input.
06/04/2018	Marcia	Bocim	<p>Alternative 1 - This is the most direct route + makes the most sense - Less property, wetlands + flood plain areas are affected - Can control traffic flow more easily with one main road.</p> <p>Alternative 2 - Doesn't do enough - 5 lanes going to 3 will back up big time.</p> <p>Alternative 7 - The worst plan - It makes no sense curving through so many neighborhoods - Would have to remove traffic circle + add stoplights. More homes + areas are affected as well as more wetlands + flood plain areas - There will be major backlog @ light by Bessemer + 41 - This is a crazy idea!</p>

06/04/2018	Lois	Lefko	<p>Alternative 1 - Alternative one makes the most sense - a straight 5 lane hwy up 41 would be the fastest way to get traffic from 17 to the bridge.</p> <p>Alternative 2 - This would be my second choice - changing from 5 to 3 lanes + back again would cause congestion + bottlenecks - go for alternative one.</p> <p>Alternative 7 - I am strongly opposed to alternative 7. Putting a 5 highway on Bessimer cuts off sub-divisions from the rest of Park West. I bought my home in Arlington to be a part of a community. My grandchild would be able to walk to the pool and tennis courts - with a 5 lane highway cutting us off this isn't going to happen. A 5 lane hwy would create noise + dirt (dust). Building a 5 lane hwy on Bessimer would impact more homeowners than Alternative one or two. According to your screening matrix - alternative 7 would have more impact on the community than the other alternatives - It would also effect the property values - alternative one makes the most sense - Please do not choose alternative 7 - I really don't want to move.</p>
06/04/2018	Deryl	Wessinger	<p>You are lacking taxpayer cost from this information which is a critical thing that needs to be shown. The presentation appears to skew the data toward alternative 7 which intuitively doesn't seem correct as it is a longer travel time and appears to be more construction. Why would alternative 1 which gives a shorter overall 5 lane road from 17/41 to the Wando bridge be less efficient than alternative 7? It seems that whatever is making alternative 7 appear to have better traffic flow could be done to alternative 1 at a cheaper overall cost since it is less construction.</p>
06/04/2018	Faye	Seigel	<p>Alternative 1 is the ONLY viable alternative...to make Hwy 41 , a 5 lane road. The alternative of Bessemer Road to Parkwest Blvd. is irresponsible. Thousands of cars will be going through residential neighborhoods at high speeds, endangering the lives of residents and impinging on the quality of life.</p>
06/04/2018	Jessica	Liebhaber	<p>This option would cause bottlenecks and accidents when converting from 5 to 3 lanes. Not acceptable</p>
06/04/2018	Jessica	Liebhaber	<p>This is the best solution by far</p>

06/04/2018	Jessica	Liebhaber	Totally unacceptable to have 5 lanes of traffic thru communities that have children riding bikes. Don't have a fatality to see this is wrong
06/04/2018		Bushey	The homes are too close to toad to consider going wider than current
06/04/2018	Ann	Cockrell	Vote for Alt 1
06/05/2018	Ty	Quinn	This alternative is favored as it represents the least disruption to neighborhoods and wooded areas.
06/05/2018	Ty	Quinn	This alternative appears to create a bottleneck between the 5 to 3 lane transitions, resulting in reduced traffic flow and ultimate congestion.
06/05/2018	Ty	Quinn	This is a RIDICULOUS option and would have significant negative impact on homeowners and their property values along the proposed 5-lane roadway.
06/06/2018	Mike	Wilkins	MY WIFE WORKS AT COOPER HOSPITAL BETWEEN GETTING OUT OF PARK WEST TO RTE #41 AND THEN TO RTE #17 CAN TAKE AS MUCH 40 MINUTES, TOAL HOURS TO COOPERS HOSPITAL MOST DAYS OVER AN HOUR AND 15 MINUTES, PLEASE THINK VOTE NO THIS PROJECT! GETTING HOME IS WORSE FOLKS!!!!
06/06/2018	Sissy	Pan	This is the worst idea ever. It will have a permanent impact on our community (Park West). As a resident in Park West, I strongly against alternative #7!
06/05/2018	Robert	Reece	Alternative number one appears to be the best to me to move traffic on 41 efficiently, which is the most critical issue.
06/05/2018	Christopher	Burdick	<p>I don't like this alternative because it would push more traffic onto Dunes West Blvd/Bessemer Rd. These are residential streets and should not be modified to become commuting thoroughfares.</p> <p>If the Phillips section is category F, how can the alternate DW/Bessemer Rd not be an F also?</p>
06/05/2018	Christopher	Burdick	This alternative is completely unacceptable. It makes the Dunes West Blvd/Bessemer Rd the primary commuting route instead of Hwy 41. The widening should happen on 41 -- it's a highway after all! Dunes West Blvd/Bessemer are residential streets. Moreover, the current housing construction on Bessemer, much as I don't like it, probably prevents that road from being widened to 5 lanes.

06/05/2018	Darlene	Creaturo	<p>This alternative is NOT Acceptable. THE CITY APPROVE/PUD COMMUNITIES FOR QUIET ENJOYMENT, THEN WITH A SNAP OF A FINGER YOU TURN AND WANT TO TAKE THAT PRIVILEGE AWAY!!</p> <p>It would not be acceptable if it were your home with five lanes running in front of it.</p>
06/05/2018	Darlene	Creaturo	<p>Alternative 1 is the best Solution for our Town, Alternative 2 would be the next alternative, but whenever you widen then reduce the lanes it always causes traffic jams.</p>
06/05/2018	Kathleen	Kerrigan	<p>This is the most reasonable solution ,a direct route , in the case of immediate evacuation why would you have traffic be diverted thru Parkwest or Dunes West Blvd, makes no sense.</p>
06/06/2018		Gennarelli	<p>This option is the best option. It is direct and will handle the flow of traffic for evacuation better than the other options presented. It also will not infringe upon or disrupt either of the Dunes or Park West communities.</p>
06/06/2018		Gennarelli	<p>I strongly disagree and oppose Alt 7. It should be removed from consideration as it poses safety concerns within and around several communities and adds the least value to the community overall. However, Alt 1 is a more logical option and should be strongly considered as the best option for safety, current and future traffic flow through the community, and as an evacuation route.</p>
06/06/2018	Catherine	Mims	<p>As much as I hate to see a 5 lane hwy through the Phillips Community, I don't see another reasonable alternative. Hwy 41 is a highway while some of the proposed alternatives contain roads that are not highways, and thus, they don't make sense.</p>
06/06/2018	Catherine	Mims	<p>This alternative is ridiculous. This road is not a highway would basically place a highway through the middle of a neighborhood where a highway doesn't already exist.</p>

06/06/2018	Ted	Fischer	<p>My wife and I recently contracted with Crescent Homes to build a house in Covington Subdivision. We are moving to Mt. Pleasant from out of state. Alternative 7 would be disastrous for this subdivision and our property in terms of traffic and noise. We chose Park West based on the quiet nature of of the Park West / Dunes West area. A five lane highway would completely negate this feature and would likely have a negative impact on our property value. We are contractually obligated at today's market pricing, therefore alternative 7 represents a significant risk for us. Note that we are retired and on a fixed income.</p> <p>Furthermore, the other alternatives, with 5 lanes added to the section of highway 41 north of Bessemer make much more sense in terms of traffic flow... a straight line versus a circuitous route via Bessemer.</p>
06/06/2018	Steve	Blackman	<p>This is the worst possible scenario. Hwy 41 should be widened to 5 lanes and not run this amount of traffic thru Park West and Dunes West Neighborhoods.</p>
06/05/2018	Mary	Timbers	<p>As residents in Cypress Pointe of Dunes West, our family thinks that safest option is alternative 1, but understand that it may disrupt more properties, so alternative 2 is also sufficient. We are just worried that 2 will quickly be causing more traffic once it is completed with back ups from the narrowing lanes, so it may not be the most forward thinking alternative. Alternative 7 is just not feasible at all, especially going through so many neighborhood roads with pedestrians, cyclists, and playing children at the proposed 5 lane area. Please do not let 7 gi forward for our families' safety.</p>
06/05/2018	Julie	Porter	<p>Please do not consider Alternative #7. It does not make sense to widen the non-main roads through a residential community to 5 lanes and keep Highway 41 at 3 lanes.</p>
06/05/2018	Jamie	Curnett	<p>Making 41 a 5 lane makes the most sense. It's also an evacuation route and needs to accommodate for the growing population. Please do not make our residential roads into 5 lane roadways! I'm completely opposed to the other alternatives.</p>

06/05/2018	steve	rowe	It would appear that the least impact to already existing or already permitted homes come via RA1, and that this is also the most direct route. Of course, if I lived in Phillips Community I'd be less pleased with this, as it widens the road in there more with RA1 than with the other alternatives.
06/05/2018	Gail	Lang	While the impact to the Philips Community is significant w/the widening of 41 from 17 north to 5 lanes- the future (and present) traffic usage requires this expansion. Care should be applied to maximize softening of hardscape and incorporate buffers of greenery to support as much maintenance of livability as possible. Recognizing the identification of 41 as an evacuation route (if needed) , the route should be restricted to residential/light commercial traffic.
06/05/2018	Angela	McKee	I believe this will have less of an impact on Park West and Laurel Hills. With the Lowe's grocery the 5 lanes will better handle the traffic. Not mention new housing going in off Clemets Ferry and to serve for evacuations.
06/05/2018	Pat	Petroski	I feel this is the best and only solution to accommodate the amount of traffic that will b using this route. It is also an evacuation route which is a critical piece of the equation.
06/06/2018	Sara	Shiveler	In my experience, merging is a nightmare in the Charleston area. I don't foresee this option helping traffic flow whatsoever.
06/06/2018	Paige	Hamann	Yes we absolutely need a five lane expansion of Hwy 41 from Hwy 17 to the Wando bridge.
06/06/2018	Paige	Hamann	I am strongly opposed to Alternative 7. This is not a viable long-term solution to current traffic issues and does not make an acceptable evacuation route either.
06/06/2018	Jan	Marvin	The long term effects of this must be taken into consideration. There are more neighborhoods and businesses being built along Clements Ferry which will affect the amount of traffic on Rt. 41. Diverting a large amount traffic and trucks through the neighborhoods makes no sense at all. There will be more accidents and confusion. A straight shot of 5 lanes on 41 from Rt. 17 to the bridge makes the most sense now and in the future. Keep in mind that this is an evacuation route also. Don't waste our tax dollars on band-aid solutions and do it right the first time.

06/06/2018	Mindy	Robertson	This option is not acceptable. It absolutely does not take int to account all Mt Pleasant residents. Horrible option!!
06/06/2018	Nancy	Santiago	Please Do Not take traffic through a Residential area ... I'm talking about trucks and more traffic entering Dunes West by Harris Teeter. This would be a terrible Mistake ..
06/06/2018	Kristin	Crady	Alt 7 is a joke. Its a neighborhood road, not a state road. Widen 41 as it should be.
06/06/2018	Kristin	Crady	Alt 1 is the only acceptable option. It's a state road that also happens to be a MAJOR hurricane evac route. I'm sorry, butthere is just no other reasonable alternative
06/06/2018	Brent	Raes	This is not a sensible alternative and should not be considered. Widening Dunes West Blvd to funnel traffic onto it seems dangerous, intrusive, and does not make sense.
06/06/2018	Brent	Raes	Of the three options being considered, this is far and away the best and most sensible option. This is the option that we, as both a community and a State, should move forward with ASAP.
06/06/2018	Brent	Raes	This option does not make as much sense as Option 1 due to the change from 5 lanes, to 3 lanes, and then back to 5 lanes to accommodate the Phillips Community. Such fluctuation in lane patterns seems like it will create bottlenecks and traffic dangers.
06/06/2018	Jeremy	Yu	Bad idea with Alternative #7. Very odd design, and will have a significant negative effect to the Parkwest community.

06/06/2018	Thomas	Markey	<p>Alternative 1 is really the ONLY viable solution to the terrible traffic situation on Highway 41 out of all the other options proposed. Highway 41 needs to be a MINIMUM of five lanes all the way from Highway 17 to the Wando River Bridge. This is an EVACUATION ROUTE and to do anything less than 5 lanes is a great danger to all that live off this Highway and anyone else who is mandated to take this route in an Evacuation/Emergency situation. The recent Wando/James B. Edwards Bridge closing for 3 weeks showed just how bad Highway 41 is failing and how it is absolutely essential to widen as much as possible. A normal 20-30 min commute to work on Daniel Island went up to 1hr 30mins. When these things happen we need to have the proper infrastructure and to not widen all of Highway 41 is extremely negligent. I hope a majority of those working on this project and ultimately making the final decision got to experience this ridiculous traffic first hand the day of the last meeting on May 16th. We are living in this unsafe traffic everyday and it effects the quality of life of so many who live in communities off of this highway.</p> <p>To have Highway 41 go from 5 lanes, down to 3 lanes, and then back to 5 lanes (Alt 2) will not work and will cause a huge bottle neck, more traffic, and many more accidents. This is already currently happening where they added the two lanes on 41 to accommodate a two lane turn from Bessemer/Joe Rouse. I sit in this traffic everyday and the mid-section of 41 is a complete standstill.</p> <p>The option to widen Dunes West Blvd (Alt 3) and have more lanes going through an actual neighborhood/community than an actual Highway that is an Evacuation Route is completely insane. This wouldn't help the traffic problem now and it will barely do anything down the road in 2045 where there will be many more cars/truck on the road. All of the building of houses and stores off of 41, and also all the building going on across the river will only make traffic worse.</p>
06/06/2018	Anita	Clark	Please do not run 5 lane traffic around a neighborhood.
06/06/2018	Anita	Clark	Only reasonable alternative for current project. This is a evac route.
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06/06/2018	Rose	Sullivan	I live in Planter's Pointe in the Rivertowne entrance and travel on Highway 41 every day for work to get to my office which is near Patriot's Point. What should be a 20 minute commute, takes as long as 45 minutes when school is in session. It could take as long at 15 - 20 minutes just to get to Highway 17. Alternative 1 seems to be the best option. Alternatives 2 & 7 will cause 5 lanes to merge into 3 which creates bottlenecks. Just look at the 2 lanes turning onto Highway 41 from Highway 17 N and the genius decision to add two lanes for the people turning left from Bessemer Road onto Highway 41 causing them to merge into one lane. I have sat in traffic for hours on end and watched my property value plummet as a result of the delays and funding issues over this project. Neighbors have had houses for sale for months with no activity because nobody wants to live in Rivertowne with only one entrance and egress with no other alternatives and all the traffic nightmares. God help us if we have to evacuate for a hurricane. Please let's get this done now. By the way, now that school is out for the summer, there are no morning traffic delays on Highway 41 whatsoever but I guess that would be comment for the Charleston County School District....
06/06/2018	Tamas	Szabo	I cannot imagine how putting a 5-lane highway in the heart of Park West could be a good idea. There are barely any green areas left, wildlife is almost totally gone. I have been living at PW for over 10 years, but will move out if this proposal goes through.
06/06/2018	John	Lee	This can't be a serious proposal, right? You're going to put a 5 lane highway through the middle of Park West and Dunes West? Those are residential streets. That is the dumbest idea I have ever heard of.
06/06/2018	John	Lee	This option seems like the most reasonable.

06/06/2018	Leilani	Black	This alternative seems to be the most viable and beneficial. Not only do the residents of Dunes West, Park West, Planters Point, Rivertowne, etc, need to be addressed, but the expected traffic that will be coming from Berkeley county due to the building there requires serious consideration. There should be consideration of ways to assist the Philips Community...bike paths, pedestrian crossings, speed limits...but this is the best and most viable option. ASAP, please!
06/06/2018	Eric	Mosley	This is the best plan
06/06/2018	Eric	Mosley	This is plan just moves community concern to other members of the community, so plus disrupts traffic flow on route 41. It doesn't make much sense to me.
06/06/2018	Eric	Mosley	This isn't going to make anyone happy with the result at all. It's not a good choice.
06/06/2018	Ralph Stoney	Bates	Plan # 7 is stupid. Sending two or three lanes of highway through a residential community to save condemning small sections of land adjacent to Hwy 41 in the Phillips Community is bewildering and foolish. It would add almost two miles of additional roadway in a semi circle taking large sections of existing private property and delaying travel from Hwy-17 to I-526.
06/06/2018	Ralph Stoney	Bates	Stupid!
06/06/2018	Elizabeth	Fischer	As a current Park West property owner who is also building a new house in the Covington Subdivision off Bessemer Rd., I strongly oppose Alternative 7. This plan is unnecessarily circuitous, would disrupt the integrity of the current Park West layout, and would lower the property value of the neighborhoods along Bessemer Rd. as well as those on the remainder of the proposed route. Also, like many other residents, I enjoy riding my bicycle through Park West and a five-lane highway would make this difficult, if not impossible. Thank you for your consideration of my comments.

06/06/2018	Elizabeth	Fischer	As a current Park West property owner who is also building a new house in the Covington Subdivision off Bessemer Rd., I strongly support Alternative 1. This plan is the most direct route and wouldn't require further widening at a later date, as in Alternative 2. This plan would also maintain the integrity of the current Park West layout and protect our property values, unlike Alternative 7. Thank you for your consideration of my comments.
06/06/2018	julianne	milller	This is the only reasonable solution.
06/06/2018	julianne	milller	This will not solve our traffic problems
06/06/2018	julianne	milller	THIS IS AN OUTRAGEOUS IDEA AND SHOULD HAVE NEVER BEEN PRESENTED.
			PARKWEST IS ALREADY WALL TO WALL CARS
06/06/2018	Jon	Crawford	This is the best alternative, allows communities to access the essential corridor without negatively impacting smaller neighborhoods and builds out the obvious arterial highway connecting all of us to nodal links beyond our places of residence.
06/06/2018	Jon	Crawford	This is pointless, as it reduces access at the critical bottleneck of Joe Rouse road and creates bunching of traffic at either end of Hwy 41 when traffic slows for the light at 17 and the bridge to Clements Ferry. There would thus be 3 areas of congestion instead of just 2. Useless
06/06/2018	Jon	Crawford	Indefensibly stupid option. It would add congestion. It would cost more money. It would ruin quiet neighborhoods; It would increase both time and distance of travel. It would confuse drivers seeking the most expedient route. It would add unpredictability. It would make roundabout intersections dangerous. It would terrorize neighborhoods already built too close to the road. And it would lead to litigation since most residents would oppose this as destabilizing and deterioration of the quality of life. Please reject this one.

06/06/2018	Claudia	Piano	<p>The Highway 41 Corridor Improvement Project will have a significant and permanently negative impact on my community, which is Park West.</p> <p>That being said, if it must carry on, I am writing to say that I am amongst those who are opposed to Alternative #7, and would like to see it eliminated from consideration.</p> <p>Sincerely, Claudia Piano [REDACTED]</p>
06/06/2018	Claudia	Piano	<p>The Highway 41 Corridor Improvement Project will have a significant and permanently negative impact on our community, which is Park West.</p> <p>That being said, if it must carry on, I am writing to say that I am amongst those who believe Alternative #2 is the least offensive option.</p> <p>Sincerely, Claudia Piano [REDACTED]</p>
06/06/2018	Kathy	Lewis	<p>Alternative #1 appears the least disruptive to the largest number of residences. Please do not infringe on the current infrastructure of Park West and Dunes West. Due to recent construction of additional residences there is already a much more dense population in these neighborhoods which has led to more traffic and frustration. Most of the homes in the Phillips community do not have as long a life, another problem that will inevitably face the city. Please plan ahead since this will be the only major thoroughfare between North Mt. Pleasant and Berkeley county. It is obvious that there is continual growth on Hwy 17 N and will continue to be.</p>
06/06/2018	Allen	Kaufman	<p>I am opposed to alternative 7. Putting a freeway of 5 lanes through the Arlington subdivision is ridiculous and disruptive to all residents. What are our representatives thinking. You certainly don't have the best interests of the residents in mind with this alternative 7 for state highway 41. Alternative 1 is the right choice. Thank you</p>
06/06/2018	Heather	Norman	<p>This option makes the most sense for a consistant traffic flow on High 41 and not cause issues in the Park West neighborhood. Alternative 1 is my vote!</p>

06/06/2018	Heather	Norman	<p>This option makes no sense. Why go from 5 lanes to a 3 lane merge which would cause major traffic jams back to a 5 lane high. I don't see as many people going into an established neighborhood to continue on a 5 lane highway. This causes some major issues for this family friendly neighborhood. This is not an option I would like to see in Park West. This will cause way too many unnecessary traffic in a residential area. There are way to many children that live off of Bessemer and could cause an unsafe environment. I SAY NO TO ALTERNATIVE 7!!</p>
06/06/2018	Heather	Norman	<p>Although alternative 1 is the best for both Highway 41 and the Park West neighborhood, I would vote for this alternative over alternative 7.</p>
06/06/2018	Leslie	Norman	<p>I vote for option 1. Definitely don't want option 7</p>
06/06/2018	KAREN	BRADFORD	<p>[REDACTED]</p> <p>Logically, alternative 7 should be eliminated due to highest cost for both road costs and acquisition costs and highest environmental/historical impact. Alternative 1 looks like the logical choice.</p>
06/06/2018	Cindy	Merritt	<p>No</p>
06/06/2018	Cindy	Merritt	<p>No no no</p>
06/06/2018	Thurman	Whisnant	<p>Alternative 7 should be removed from consideration. To build a five lane road through Dunes West and Park West would have a severe negative impact on many homeowners. Additionally, this is an unnecessary and indirect route. Hwy 41 should just be widened where it exists now as it is the most logical and direct route between Hwy 17 and the Hwy 41 bridge.</p>
06/06/2018	Chris	Ballew	<p>After reviewing the options I am opposed to Option #7 and support Option #1. highway 41 is an emergency route for hurricane evacuation. With the current and expected increase in population, the emergency route needs to be widened to allow for an additional lane. in each direction. Another concern of Option 7 during normal day to day use, is that traffic will "bottleneck" and back up on 41 as the lanes decrease from 2 to 1. With the addition of many homes across the bridge in Berkeley County, more vehicles will be traveling to/from Highway 17, I am concerned that this excess capacity is not being considered.</p> <p>[REDACTED]</p>

06/06/2018	Annette	Carlson	I live in Rivertowne and feel this is the only viable option if the developers in Park West keep building on every inch of land available to them. By the time the town chooses and completes any other option, it will be obsolete. Spend the money wisely the first time.
06/06/2018	Emily	OVonnor	Horrible idea! This will ruin a community. Do people that come up with stupid alternatives actually get out from a desk and drive through the areas they are trying to ruin? There are homes along this route, bike lanes, and a full blown master community. Huge negative impact for personal luvess and property. What a disaster.
06/06/2018	Allen	Kaufman	My name is Allen Kaufman. I live at [REDACTED]. I live in Arlington Subdivision of Park West. I wanna voice my opinion and I'm totally against alternative seven for State Highway 41. I think it's disruptive in putting a freeway through our neighborhood is unconscionable. It should be stopped and an alternative plan proposed. Thank you. Once again I'm against Alternative 7 State Highway 41.
06/04/2018	Norman	Moebs	I support Alternative 1 I oppose Alternative 7 Thank you.
06/04/2018	Sara	Sauer	The best solution for the long term without having to rebuild areas of 41 is alt #1, the others only delay moving to alt #1 as traffic increases.

06/04/2018	Kathleen	Card	<p>Good afternoon.</p> <p>While we agree the highway is overtaxed by current traffic levels and should be widened to accomodate additional traffic, the action should be to widen Highway 41 and not move problem. Since you have studied the problem, you should have a good idea of how to fix it, without creating a larger problem through relocation.</p> <p>Why not widen Highway 41? Who will benefit from relocating Highway 41 with this option? We know who won't benefit from this option.</p> <p>The cost to relocate Highway 41 (widen Joe Rouse) to facilitate a regional traffic flow issue would be significant and will have a negative impact on the Park West community and home values. Road construction is billed per linear foot or cubic foot and the Length of the current Highway 41 under consideration for expansion, versus the redirect Length of the Park West loop area, is vastly shorter and therefore less expensive, and a prudent choice.</p> <p>Relocating Highway 41 seems like it would be much more costly than widening a road.</p> <p>Park West is a planed residential community and that should not include a 5 lane Highway. We are already relieving the community of traffic pressure as a cut through on Park West. We respectfully appeal to your common sense and ask you to reject Alternative 7.</p> <p>thank you for you attention to this matter. Kathleen Card <div></div></p>
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06/05/2018	Brandon	Courter	<p>Alternative 7 makes no sense. It will be very disruptive to the neighborhood to have both the construction and the additional traffic going through people's backyards.</p>
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06/05/2018	Richard	Agudelo	<p>Please don't choose option 7. Park West doesn't have to be a 5 lanes highway. Turning lanes on Park West Blvd would resolve most of the traffic congestion. Training for people on how to use a round about and bringing awareness that the school bus is an excellent alternative for dropping the kids in school would resolve most of the traffic problems in the morning.</p>
06/05/2018	Dennis	Wyszynski	<p>Alternative 1 – This is the best option. I understand the concerns of the Phillips community but there does not appear to be any other viable alternatives. If crossing Hwy 41 is an issue, I would suggest placing 1 or 2 pedestrian bridges in the Phillips community.</p> <p>Alternative 2 – This option is short sighted. You would think this is obvious since the experiment at the intersection with Joe Rouse road where they created two lanes before the red light in an attempt to get more cars through in less time. That was a complete disaster and removed within a week of being installed.</p> <p>Alternative 7 – This is a bad plan.</p> <p>1. You are in effect rerouting highway 41 through Park West and Dunes West which are planned developments with access to highways. The Phillips community on the other hand was built straddling highway 41. (I know it will not be labeled highway 41 but the effect is the same)</p> <p>2. Park West and Dunes West are residential neighborhoods planned and designed for pedestrians and local traffic, not a five lane state highway. Routing a five lane highway through these developments will have significant impact on safety and pedestrian and car traffic.</p> <p>3. Today children walk, ride bikes and golf carts to get to the swimming pool. Placing a five lane highway in their path will have severe safety impacts.</p> <p>4. In comparing Alternative 2 to alternatives 1 and 7, it would appear that Park West, Dunes West would lose 5 homes compared to Phillips losing only 3. Even more significant is that Park West, Dunes West partial acquisitions would be 99 compared only 25 for Phillips. Where is the logic in that decision?</p> <p>5. In addition Alternative 7 has the highest impact on Wetlands, Streams, and the Floodplain.</p>

06/05/2018	Terri	Fowler	<p>Alternative 1 is the most reasonable alternative presented to assist with traffic flow or level of service. Alternative 1 also has the least number of impacts on property/environment.</p> <p>Alternative 2 is a poor option due to the decrease in lanes through the Phillips Community (creating a bottleneck).</p> <p>Alternative 7 is also a poor option (even worse than Alternative 2). This option appears to have significant impact on property/environment, but does not improve traffic flow (decreasing lanes through Phillips Community, creating a bottleneck).</p>
06/05/2018	Eric	Stone	I am in favor of Alternative 1 or 2 for the project.
06/06/2018	Hillary	Repik	Please consider remove/ replacing (2) existing hwy. 41 causeways at Horlbeck Creek for change to span bridges. The roads were susceptible to overtopping with surge events. Upstream of the main causeway is the Laurel Hill Plantation dam that could breach and damage road. Consider elevating bridges for surge and rise, hang or bore utilities, and use causeway removal for salt marsh mitigation offsets?
06/06/2018	Laurie	Holstein	<p>I am writing to voice my adamant opposition to Alternative 7 for Highway 41. This alternative will negatively impact several hundred residents who did not build on Highway 41. Noise, pollution, safety, loss of property value are just a few of the issues that will result from this proposal.</p> <p>I have signed petitions and will continue to voice my opposition in all possible ways to this alternative.</p>
06/06/2018	Ronald	Steel	Please DO NOT widen Bessemer Road. This will annihilate property values and uglify massively the Park West area. Restrict growth before you do this thing which is the most stupid idea I have ever seen any municipality consider. I beg you - throttle back in this outrageous plan!!!!

06/06/2018	Enid Hinkes	William Markovich	<p>On Wednesday, June 6 Enid Hinkes and William Markovich sent an email with an attached pdf document voicing their opposition to Alternative 7 to the project email and CC'ed Bob Brimmer, Joe Bustos, Jim Owens, Kevin Cunnane, Gary Santos, Kathy Landing, Tom O'Rourke, Guang Ming Whitley and Will Haynie all on the Town of Mount Pleasant's City Council.</p> <p>Due to the length of the letter it has been uploaded as an attachment in this database titled "Enid Hinkes & William Markovich".</p>
06/06/2018	Mike	Wilkins	YOU ARE MESSING WITH REAL PEOPLES LIVES AND LIVELY HOODS, FOLKS
06/06/2018	Julianne	Miller	41 needs to widen now to 5 lanes. This bridge problem created a great hardship on everyone that lives off 41. I am unclear why the Phillips community can not have 5 lanes thru it. West Ashley has 5 lanes thru it on HWY 17. Hwy 17 original had homes on it. I use to live in a house that backed up to 41. I moved. Lots of houses on Rifle Range. This is ridicules argument.
06/06/2018	Claudia	Piano	<p>The Highway 41 Corridor Improvement Project will have a significant and permanently negative impact on our community, which is Park West.</p> <p>That being said, if it must carry on, I am writing to say that I am amongst those who are opposed to Alternative #7, and would like to see it eliminated from consideration. And I find Alternative #2 the most tenable of the options.</p>

06/06/2018	Denise	Hurlock	<p>I am very upset and angry about the Town's and State's plan to modify route 41 # 7. Why should Park West become a major thoroughfare for the convenience of other residents and people passing through? Why should our property values suffer? What about OUR traffic? We can't get out of our neighborhood because of all the Wando traffic and now you want to put more cars on our roads? I would like to see the Dune West/ Park West entrances become for RESIDENTS ONLY. The Town of Mount Pleasant and the State's poor planing has caused this nightmare situation and the residents of Park West /Dunes West should not bare the brunt of the current and continuing overdevelopment. The town of Mt Pleasant has RUINED our community - DON'T MAKE IT ANY WORSE!</p>
06/06/2018	Ted	Fischer	<p>Â My wife and I recently contracted with Crescent Homes to build a house in Covington Subdivision. We are moving to Mt. Pleasant from out of state. Alternative 7 would be disastrous for this subdivision and our property in terms of traffic and noise. We chose Park West based on the quiet nature of of the Park West / Dunes West area. A five lane highway would completely negate this feature and would likely have a negative impact on our property value. We are contractually obligated at todayâ€™s market pricing, therefore alternative 7 represents a significant risk for us. Note that we are retired and on a fixed income.</p> <p>Furthermore, the other alternatives, with 5 lanes added to the section of highway 41 north of Bessemer make much more sense in terms of traffic flow... a straight line versus a circuitous route via Bessemer.</p>
06/06/2018	Allen	Kaufman	<p>I am against putting in a 5 lane freeway through the Arlington subdivision of park west which is what alternative 7 would do why would you want to disrupt people's lives by choosing this alternative 7 it's a severe impact on all residents. Alternative 1 is the right choice.</p>
06/06/2018	Jeremy	Yu	<p>Alternative #7 should not even be considered. It must be the oddest design ever, and will leave a permanent, ugly scar to the community. As a resident of Parkwest and Mt Pleasant, I strongly oppose the idea.</p>

06/07/2018	Jennifer	Barrett	<p>While Alternative 7 helps minimize impact to the Phillips Community, it affects many communities in the Park West and Dunes West areas. Making that road 5 lanes cuts way too far into existing neighborhoods. Turning that road into 5 lanes to route traffic through Park West and Dunes West is ridiculous - you're pushing traffic through a community development instead of a main highway where it belongs. Not to mention the impact of the additional cars would have on traffic and roads themselves inside Park West and Dunes West.</p> <p>Please eliminate this Alternative plan from consideration.</p>
06/07/2018	John	Boyer	<p>This alternative appears to offer the best overall solution, as it shares the impact with all involved communities. Attempting to avoid ANY impact to the Phillips Community could cause major resentment among the thousands of residents of the other affected communities. Again, the impacts should be fairly shared by all.</p>
06/07/2018	John	Boyer	<p>Better than nothing.</p>
06/07/2018	John	Boyer	<p>This alternative places virtually all impact on the Dunes West/Park West communities, apparently solely to avoid impacting the Phillips Community. This is not only unfair, it will outrage the thousands of residents of Dune West/Park West. Additionally, it would have to be significantly more expensive due to the need to “take” by eminent domain hundreds of private properties, and adversely impact by noise and traffic hundreds more. This impact will undoubtedly increase the timeline due to the large number of lawsuits that it will generate. This is an alternative designed by civil engineers, with zero consideration by human engineers. Lastly, it would definitely seem to violate the stated purpose of the design process — to minimize adverse impacts to the most people. This alternative should be withdrawn.</p>

06/07/2018	Marvin	Glover	I just want to reiterate my previous comment on Alternative 7. Carving 5 lanes through Bessemer and Dunes West will devastate those communities. If you want to take "serene" and "beautiful" out of the description of the neighborhoods bordering those roads while driving down their property values, build the 5 lanes. My home will not be directly affected by this alternative but I pity my nearby neighbors who looked at the development plans and purchased their dream home with those in mind if this option goes through. The only option, as I see it, is to widen the already existing highway 41. Plowing through residential areas makes sense only on paper.
06/07/2018	Marvin	Glover	Of the three options, Alternative 1 will provide the greatest relief and a long term, hopefully permanent, solution to the traffic woes on Hwy 41. I realize all three plans have their drawbacks, with Alternative 7 being absurd in my opinion, but Alt 1 makes the most sense. It's no easy decision and I don't envy those charged with making it but Alt 1 will fix the issue and 2 will dramatically help. 7 will wreck the Dunes West and Bessemer communities.
06/06/2018	Thurman	Whisnant	Alternative 1 is the best option. Alternative 7 is an unnecessary detour and would affect a number of newer homes and properties in Dunes West and Park West. A widening of the existing Hwy 41 would be the most direct route and most feasible. Not to mention it would provide an opportunity to improve and beautify the section of Hwy 41 that goes through the Phillips Community that is needed.

06/06/2018	Neil	Yuenger	<p>Hi,</p> <p>I am a resident and property owner in Parkwest. (Preston subdivision)</p> <p>Thank you for taking my feedback which follows;</p> <p>Alternative 1, to me is the clear solution. It is the most common sense solution. It takes the existing Hwy41 and widens it to 5 lanes. Done.</p> <p>Alternative 4, 5, and 6 are no longer being considered thank goodness! Because those alternatives would put a highway right through our Laurel Hill Park!!! Honestly I do not see how such a proposal can even be made public. I find it shameful.</p> <p>Alternative 7 widens Hwy 41 to 5 lanes everywhere EXCEPT at Parkwest and Dunes West! It would keep Hwy41 3-lanes in that stretch between Parkwest and Dunes West, and detour a new 5 lane highway right through our neighborhoods in Parkwest and Dunes West! I don't see the sense in this proposal. Nor do I want a highway running through the neighborhoods. We are already getting Parkwest Blvd widened to 4 lanes. Enough already! There is a Highway. Highway 41. So widen the highway! Don't create a new highway through my residential area.</p> <p>Alternatives 3, 8, 9, 10, 11, 12 are not moving forward.</p> <p>Finally, Alternative 2 is similar to Alternative 7 in that it widens HWY41 to 5 lanes EXCEPT for the stretch adjacent to Parkwest / Dunes West. That stretch would be 3 lanes and overflow traffic would route through Bessemer to Parkwest Blvd. OBJECTION!</p> <p>In summary, I am very strongly opposed to Alternative 7 and 2. My objection is al the more stronger knowing that we have such an obvious alternative 1 to simply widen the existing highway.</p>
06/07/2018	Cornelia	Rhodes	<p>This is Cornelia Rhoads, [REDACTED] and I do not want 41 coming into Park West. Thank you</p>

06/07/2018	Judy	Dawkins	<p>Please eliminate Alternative #7 from the possibilities on the Highway 41 expansion. This would be a disaster for those of us living in the Dunes West/Park West area.</p> <p>Judy Dawkins - [REDACTED]</p>
06/07/2018	Megan	Hauer	<p>Hello. Alternative 1 seems to be the only reasonable alternative as it would widen the main corridor significantly from 17 up to Clements Ferry. Alternative 7 is not a viable option as it would have severe impacts on not only the people who live off of Dunes West Parkway and Bessemer but would also have severe impacts on the landscape and wildlife along those roads as well.</p> <p>Regards, Megan Hauer</p>
06/07/2018	Sebastian	Hauer	<p>Please vote for Alternative 1 as it seems to be the most obvious alternative as it would widen the main corridor significantly from 17 up to Clements Ferry. Alternative 7 is not a viable option as it would have severe impacts on not only the people who live off of Dunes West Parkway and Bessemer but would also have severe impacts on the landscape and wildlife along those roads as well.</p>
06/07/2018	Jim	Robertson	<p>Alternative 7 is a joke and should be removed from consideration.</p> <p>Alternative 1 is the only acceptable option to be approved, funded and built.</p> <p>Let's get on with it.</p>
06/06/2018	Ellie	Cutright	<p>Alternative 1 – This alternative is the most logical option, considering the direction of traffic flow and location of existing communities. It affects fewer total properties than Alternative 7 and significantly less county park acreage.</p> <p>Alternative 2 – This alternative is least logical, it would cause severe bottlenecking, thus creating more traffic. It would inevitably result in further expansions. It makes little sense in the long run.</p> <p>Alternative 7 – This alternative is also extremely illogical. This option disregards the actual flow of traffic, which is currently a straight shot from 17 to the Wando River Bridge. It also impacts more properties than alternative 1 and significantly more county park acreage.</p> <p>Alternative 1 is clearly the most logical option.</p>

06/06/2018	Adam	Cutright	Alternative 1 – Only actual reasonable alternative. Alternative 2 – Will cause bottle-necking. Stupid. Alternative 7 – Will affect far more people than Alt 1; very dangerous for kids. The other alternatives make no sense.
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06/06/2018	Gordon	Hanson	<p>Alternative 1 – This alternative seems to be the most obvious and best overall for cost and functionality. I imagine that is why this was Alternative 1. A straight highway is by far the most cost effective and safest route. This is particularly true as an evacuation route. Having to wind an evacuation through a residential area does not make sense. It is my understanding that the primary objection to Alternative 1 is the disruption to the Phillips community. Alternatives 2 and 7 also have existing Hwy 41 being widened to 3 lanes, so there will be a disruption to the Phillips community with all options. The cost and impact of 2 additional lanes (approximately 25 feet) would be far less than that of Alternative 7.</p> <p>Alternative 2 – This alternative has the lowest impact on property and other factors, but unfortunately, it looks like it would have built-in bottle necks which would slow and possibly stop traffic. Especially in the case of an emergency evacuation and during heavy traffic hours.</p> <p>Alternative 7 – This alternative has the highest negative impact on environment, property and community lifestyle than the other alternatives. The following compares Alt 1 to Alt 7. Alt 7 has 29% more Full Property Acquisitions and 36% more Partial Property Acquisitions. Impact on Wetlands is 13% more for Estuarine (tidal), 81% more for Freshwater (non-tidal) and Streams are impacted 36% more with Alt 7. Also disturbing is the Floodplain impact which is 23% higher with Alt 7. The only screening criteria with lower impact numbers for Alt 7 is Cultural and Historic with NRHP Historic Structures which drop from 6 to 4 for Alt 1 vs. Alt 7 and Sweetgrass Basket Stands which drop from 15 to 13 for Alt 1 vs. Alt 7. The estimated costs of the 3 Alternatives was not provided at the meeting, but the cost and construction time difference between Alt 1 and Alt 7 would have to be significantly more with Alt 7.</p> <p>By changing Bessemer Road, Dunes West Blvd and part of Park West Blvd to a 5-lane</p>
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06/06/2018	Hanson	<p>highway, you would be dividing both the Dunes West and Park West communities. The information provided at the meeting regarding the layout of these communities was misleading. The map outlining the communities on slide No.11 in the Power Point Presentation for the Community Characterization Report was not accurate. (See map images below.) It shows a section of the Park West community as part of Dunes West. But actually the proposed highway replacing Bessemer Road and a portion of Park West Blvd will divide Park West separating hundreds of residents from the Park West Community and the walking/biking trails, swimming pools, tennis courts and other amenities they support with annual dues. Eight neighborhoods, which are home to hundreds of residents (453 housing units), would be directly impacted by the increased noise, pollution, traffic and falling property values caused by Alternative 7. The number of homes/units for each neighborhood is shown below.</p> <p>Abbotts Glenn- 24 Arlington- 159 Bessemer Park -44 (under construction) Covington- 37 (under construction) Keswick- 40 Mansfield- 28 Preston- 100 Worthington - 21 (under construction)</p> <p>After taking a couple weeks to thoroughly analyze the information provided at the community meeting on May 16th, I would like to share thoughts and concerns about the alternative plans for the Highway 41 Project. I will start by saying the No Build Alternative does not fix any existing or future issues and will obviously not impact any communities due to constructions or changes. So there is no need to comment on that alternative. I will focus here on Alternatives 1, 2 and 7. In conclusion, the impact would be the least using Alt 2, but unfortunately I believe Alt 2 has inherent bottle necks and would not function as required. Alt 7 has too many negative impacts, significantly more than the other alternatives and would negatively impact a much larger population of residents. Alt 1 is the most logical and</p>
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			cost effective option, uti
06/07/2018	Margaret	Perkins	We live in Dunes West and do not want to see Dunes West Boulevard become an alternate for Highway 41 traffic. Please select an alternate route that will be more direct but not injure the Phillips Community.
06/07/2018	Marcus	Sizemore	5-lane sections should be reserved for areas where many businesses and/or residents are close to the roadway and therefore the option to turn left is warranted. Dedicated turn lanes at signalized intersections have proven to be much more effective when the majority traffic is commuter traffic and businesses and residential areas are sparse. I believe that the center turn lane is not warranted in these areas and would lead to further congestion and more accidents. Highway 17 through Mount Pleasant has been very effective and even when drivers are required to make U-turns at certain intersections to access businesses or homes, there are less accidents.
05/16/2018	Mike	Parkhill	With the construction and increased traffic by widening the road, what will he done to address the increased noise affecting homes that back up to 41? I live in The Colonnade and widening the road is going to bring traffic that much closer to my backyard. In addition to the noise, I have concerns that a vehicle accident could send a car into my backyard where my kids play. Are there any plans to add large sound barrier walls like outside of Charleston National on 17 and Snee Farm at the corner of 17 and Long Point? This would address both the noise and safety concerns.
06/07/2018	mark	mcCollam	McCollam Though I understand the plight of the Philips Community, regardless of the direction of the widened roadway citizens will be negatively impacted. The decision in this case must be based on fiscal responsibility. We need every dime available for infrastructure while we are experiencing this great influx of new residents.
06/07/2018	Patricia	Broghamer	<div></div> I live in Park West and I do not want to see Alternative #7 running through Park West. NO TO # 7.

06/07/2018	Raymond	Stewart	I live in Ellington Woods IV, off Dunes West Boulevard. Alternative 1 is the most direct route; however, it will disrupt the Phillips Community. I therefore consider Alternative 1 to be the last resort. It is my least favorable choice of Alternative 1 versus Alternative 2.
06/07/2018	Raymond	Stewart	I live in Ellington Woods IV, off Dunes West Boulevard. Alternative 2 is the most direct route; however, it will disrupt the Phillips Community less than Alternative 1 with 3 instead of 5 lanes from Joe Rouse to Dunes West Blvd. I therefore consider Alternative 2 to be my top choice.
06/07/2018	Raymond	Stewart	I live in Ellington Woods IV, off Dunes West Boulevard. Alternative 7 is an unmitigated nightmare for anyone living in the region of the proposed 5 lane Bessemer Road bypass. I do not consider this alternative to be viable and do not support it at all.
06/07/2018	Trevor	Speelman	Please widen Hwy 41 and leave dunes /park west Blvd alone. Don't divert your problem into my back yard!
06/07/2018	Steve	Treibly	This alternative is excellent!
06/07/2018	Steve	Treibly	This alternative fall short as most traffic at rush hour is headed to the Rivertown area and beyond.
06/07/2018	Steve	Treibly	This alternative is crazy. There is new construction too close to the road side that will either prevent the extra lanes it will have to be torn down to accommodate the extra lanes.
06/07/2018		Karam	Here's to be the most feasible of many implausible alternatives
06/07/2018	Jennie	Nelson	My backyard is already backed to 41. That means I would probably lose my home!!!!!!...
			NO, NO, NO. I moved from N. VS because of greedy land development, and now all they do is add more lanes to the roads, more and more and more!!! If you want to see the devastating effects fly into Dulles International airport and as your landing look out the widow of the plane
06/08/2018	Kevin	Overend	This is by far the best option to move forward with. This is a straight forward and common sense approach to the traffic issue. This option would avoid turning on and off highway 41 which introduce places for accidents to occur.

06/08/2018	Kevin	Overend	<p>This option will not provide the desired longterm traffic relief this area needs. Not only data for year 2045 but also hurrican traffic should be considered. This option would result in a choke point for the traffic in the Phillips community and would result in unnecessary congestion that would be avoided with option 1.</p>
06/08/2018	Kevin	Overend	<p>This is the worst option as it would result in a dangerous 5 lane traffic through residential area with families. This option needs to be dropped for the serious safety issues it would cause. I also fear many people would continue to stay on highway 41 and would still result in serious congestion. Please drop this alternative as I would prefer doing nothing to this option.</p>
06/08/2018	Nancy	Schoedler	<p>I am writing to voice my opposition to the HWY41 Project. Dunes West and Park West already has major traffic problems, by making this decision will only increase these traffic nightmares.</p> <p>Road work has been done, houses have been built, a round about was completed by DW/Bessemer Rd. How can you support making this change when so much money has already been spent for these improvements. Who is going to pay? Us the Tax payers in MT Pleasant.</p> <p>This will be an injustice for all impacted by this "detour". Please consider an alternative.</p> <p>Nancy Schoedler Dunes West Resident for 17 years who is tired of seeing all the growth without thought and impact to the residents in this area.</p>
06/08/2018	Pedro Cindy	Alcantara	<p>We are residents of Park West and want to vehemently oppose alternative #7 due to the fact that it will worsen the traffic patterns through our service roads to Rt41.</p>

06/08/2018	Joe	Calandra	<p>I am concerned about what has been proposed for highway 41 widening project. Please be advised if the idea of widening Hwy 41 is to keep traffic flowing and to keep neighborhoods safe for pedestrians and cyclists the only reasonable alternative is # 1.</p> <p>We all know when a highway goes from more lanes to less lanes there is a traffic back up. Cars do not follow Bernoulli's Principle. This is often forgotten by civil engineers. And after reviewing the alternatives it is obvious the designers again did not take this into account on two of their proposals.</p> <p>(Please travel I 95 from GA to SC and see the difference in traffic flow. When that Hwy goes from 3 lanes to 2 lanes the traffic backs up) ...</p> <p>Dunes West / Park West have the most residents in the region and therefore increasing Dunes West Blvd to 5 lanes would adversely affect the safety of the most people of the town, including children riding their bikes to school. Hwy 41 going from 5 lanes to 3 lanes will cause the most traffic back up and that is what the widening project is supposed to alleviate. I strongly oppose option # 7</p> <p>It appears the same engineers who designed the 526 / 26 interchange (malfunction junction) are at it again.</p> <p>Sincerely Joseph Calandra [REDACTED]</p> <p>PS The SCDOT has stated they cannot build over the marshes, this is an outright lie! They widened Hwy 17 thru the ACE Basin. There were several marshes which were either bridged or partially filled in the region the Hwy was widened.</p>
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06/07/2018	Jeff & Heather	Walker	<p>Good evening! We are residents of Dune West and were not able to attend the public presentation; however, we've reviewed the documents available on the website. We strongly oppose Alternative 7. We have lived here for 8 years and are parents of teenage children. Our children attend Wando and Cario and we regularly use the MPRD complex on Park West Blvd. Needless to say, we spend a good deal of time on all of the roads being evaluated, and we feel that Alternative 7 presents the worst option being considered in terms of safety and quality of life for those residents living in Dunes West, Park West and frankly most of the neighborhoods in this area. Widening Dunes West Blvd and Bessemer/Joe Rouse would divert entirely too much traffic onto roads that are better suited to be "neighborhood roads." So many families spend time walking/jogging/biking on those roads, and essentially turning them into 5-lane Highways, while leaving part of HIGHWAY 41 as a 3 lane road makes no logical sense. Widening 41 to allow for the "thru traffic" between 17 and Clements Ferry Road allows those commuters a more effective straight shot, instead of encouraging traffic to divert through neighborhoods. We believe Alternative 1 is the most effective compromise of all the options.</p>
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06/07/2018	Rebecca Wynn	Page	<div><div>Hwy41SC Project Team,</div><div>Below are thoughts and comments regarding the Hwy41Project and the alternatives presented. Park West residents are particularly alarmed by Alternative 7, which would convert Bessemer Road into a 5-lane highway from SR 41 to Park West, Blvd. If Alternative 7 is chosen, construction will directly, significantly, and permanently affect life in Park West.</div><div>Reasons for not preferring Alternative 7:</div><div>Inadequate Roadway Width. Some sections of the existing Bessemer roadway are too narrow to adequately accommodate five lanes of traffic, plus sidewalks for pedestrian traffic, plus sound or safety barriers. According to engineers/planners at the information meeting, possible solutions to the road width problem include<ul style="list-style-type: none">· significantly narrowing or eliminating existing berms and tree borders along Bessemer· knocking down some existing homes and, if feasible, rebuilding them elsewhere· rerouting a section of Bessemer to go behind some existing homes.</div><div>Population Density Park West is heavily populated. Eight neighborhoods, which are home to hundreds of residents (453 housing units), would be directly impacted by the increased noise, pollution, and traffic caused by Alternative 7. The number of homes/units for each neighborhood is shown below.</div><div>Abbotts Glenn- 24 Arlington- 159 Bessemer Park -44 (under construction) Covington- 37 (under construction) Keswick- 40 Mansfield- 28 Preston- 100 Worthington - 21 (under construction)</div><div>When considering population impacts, the proposed Bessemer option would cause far more residential disruption than would widening the existing SR 41 highway through the Phillips community.</div><div>Excessive Noise. A five-lane highway</div></div>
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through Park West would significantly increase noise. So-called noise abatement installations, such as vegetation and high walls, do not significantly lower noise levels. High sound walls are unsightly and give a fortress look to neighborhoods. Noise is a quality of life issue that would

06/07/2018	Rebecca Wynn	Page	<p>would have permanent negative impacts on residents and property values.</p> <p>Air Pollution Vehicles pollute air. Widening Bessemer Road would decrease air quality in a heavily populated area.</p> <p>Property values and lifestyle choices The proximity of neighborhoods to a five-lane highway would decimate property values. Moreover, homes would be harder to sell, because buyers will reject a home located a short walk from a busy five-lane highway. Park West residents purchased homes in a suburban environment that promotes quiet neighborhoods and peaceful outdoor living. The urban noise, traffic, and pollution that would accompany Alternative 7 are not consistent with the Park West master plan.</p> <p>Safety concerns. Many residents, including children, walk and bike throughout Park West. This is an important feature of life in the area, and it would be damaged by Alternative 7. For example, the proposed highway is near the Park West Pool and Tennis Center, which children frequently access by foot and bicycle. Walking and biking to these facilities would be made more dangerous and difficult by inserting a major highway into the middle of a suburban community.</p> <p>Construction Headaches Project spokesmen at the public meeting explained that Alternative 7 could require some homes along Bessemer to be demolished and possibly rebuilt. Other homes would experience a severe reduction in yard and tree screening. Existing homes along Bessemer are new or recent construction. Destroying and rebuilding existing homes would compound the noise and headaches associated with construction sites. Moreover, there is no assurance that homes claimed by eminent domain would be compensated at fair market values. The road itself will have a chilling effect on property values.</p> <p>Reasons for Preferring Alternatives 1 and 2 (Widen the existing SR 41)</p>
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			Less Residential Impact Widening SR 41 along the existing right-of-way would impact far fewer homes and residents than would widening Bessemer Road.
06/07/2018	Rebecca Wynn	Page	<p>More Efficient Transit Widening SR 41 would preserve what is essentially a straight shot to Clements Ferry Road, providing a more efficient route between US17 and US 526. Residents who live in neighborhoods along SR 41 would not need to wind through Park West to reach their destination.</p> <p>Hurricane Evacuation During hurricane evacuations, Alternative 1 or 2, and especially Alternative 1 (5 lanes along SR 41) would provide easier and safer options for directing evacuating traffic and reversing lanes.</p> <p>Thank you for serving our community and we hope you will support us by not supporting Alternative 7.</p> <p>Park West Resident</p>
06/07/2018	John	Danko	<p>Do not build Alternative 7 driving Highway 41 through the Middle of Park West. This will destroy the property values of park west, ruin homes, and demolish many people's homes which are brand new. Why on earth would the current location of highway 41 be diverted from it's present course? It is ludicrous.</p> <p>There is plenty of room to widen highway 41 to five lanes at its present location. There is no room to widen park west boulevard, Bessemer road, or dunes west boulevard to make those roads highway 41 instead. Those roads are residential neighborhoods in master planned communities. 41 is a state highway already for crying out loud. Alternative 7 is madness.</p> <p>Alternative 1 should be constructed for Highway 41 instead.</p>

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06/07/2018	John & Deborah	Danko	<p>1. The alternatives must have a cost effectiveness analysis and comparison. Factors that should be included are: initial capital cost and life maintenance cost. Also, the economic impact on land values affected by the alternatives should be quantified. The front footage along HWY 41 will soar and the land the home values through Dunes West & Park West will plunge. All of these economic costs can be accurately estimate and should be shared with the public and will likely show HWY41SC Alternative 7 should not be approved.</p> <p>2. The Phillips community is being given preferential treatment and the negative impact on the Dunes West and Park West communities are being ignored. This bias is obvious even in the public exhibits used for public information. The Phillips community is greatly enlarged and not delineated with to its true boundaries and Dune West and Park West communities, of equal importance, are not even shown. HWY41SC Alternative 7 would physically split these communities and should not be approved.</p> <p>3. The Park West Blvd and Dunes West Blvd are collector roadways for their communities and bordered with green space. They are an integral community space used by both communities that was necessary for original governmental approval of the both PUD's, planned urban developments. HWY41SC Alternative 7 would eliminate and destroy this major community connecting feature and should not be approved.</p>
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06/07/2018	Ronald	Coker	<p>Please do not build alternative 7. I currently live on Andover Way, which backs up to Bessemer. The noise is bad enough during rush hours let alone being awakened late at night and early morning hours from motorcycles ,booming music, barking dogs in back of pickup trucks and vehicles with very loud exhaust systems. Thank you, Ronald [REDACTED].</p>
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06/07/2018	Paul	Suchy	<p>We put our house on the market last year and had quite a few lookers.</p> <p>No one made an offer.</p> <p>All comments were that Bessemer rd was to busy.</p> <p>Our house backs up to Bessemer.</p> <p>Can you imagine what Alt #7 would do to the value of our house?</p> <p>We took it off the market and decided to remain here.</p> <p>We pray Alt #7 goes away very soon.</p> <p>If not, I'm afraid our world would crumble.</p> <p>PLEASE PLEASE PLEASE!!!!</p>
06/07/2018	Cornelia	Rhodes	<p>I do not want hwy41 coming into Park West</p>
06/07/2018	John	Danko Jr	<p>1. The alternatives must have a cost effectiveness analysis and comparison. Factors that should be included are: initial capital cost and life maintenance cost. Also, the economic impact on land values affected by the alternatives should be quantified. All of these economic costs can be accurately estimate and should be shared with the public. HWY41SC Alternative 7 should not be approved.</p> <p>2. The Phillips community is being given preferential treatment and the negative impact on the Dunes West and Park West communities are being ignored. This bias is obvious even in the public exhibits used for public information. The Phillips community is greatly enlarged and not delineated with to its true boundaries and Dune West and Park West communities, of equal importance, are not even shown. HWY41SC Alternative 7 would physically split these communities and should not be approved.</p> <p>3. The Park West Blvd and Dunes West Blvd are collector roadways with bordered green space are an integral community space used by both communities that was necessary for original governmental approval of the both PUDs, planned urban developments. HWY41SC Alternative 7 would eliminate and destroy this major community connecting feature and should not be approved.</p>

06/07/2018	Tia	Konte	<p>NO to Alternative 7 due</p> <p>Safety concerns-Park West is a family oriented subdivision, children cross Bessemer road to access the pool, tennis courts, rec center & school bus pickup/drop off located at the pool on foot & on bikes</p> <p>Homeowner Disruption-numerous PW residents would be negatively affected, more people affected than the other 2 options</p> <p>Traffic Noise-Excessive noise will affect quality of life</p> <p>Air Pollution-negative impact on health of many children & families whose homes are located off Bessemer Road.</p> <p>Not Original Plan-This option was not part of the master plan for PW. We purchased a home in PW to be in a safe, family oriented, self-sustaining neighborhood near schools & recreation.</p> <p>Option 7 creates a dangerous living situation, reduces property values & disrupts our way of life.</p>
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06/07/2018	Vivienne	Zhu	<p>I strongly against the alternative 7 for two reasons:</p> <p>1) it doesn't meet the requirement that the high way 41 is the evacuation road and it has to be widened from the current one line "highway"</p> <p>2) there is NO rational to extend the Dunes West Blvd to a five line road, Dunes West is a persevered residential area with restricted traffic and transportation development.</p>
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06/07/2018	Tom	Angelich	<p>Iwe are in favor of Alternative #7 for the proposed widening/traffic plan for Hwy 41 from Wando River Bridge to Hwy 17. This plan best utilizes land use not currently in use/developed and would assure a faster approach to Clements Ferry/526 and Hwy 17 for the highest density of residents in the area from Dunes West and Park West. It seems only right to not disturb the Phillips Community as little as possible and to alleviate the vast numbers of cars from DW and PW through their community. Obviously, traffic issues from high numbers of their residents were not planned for by DW and PW developers or the T of Mt P years ago when both neighborhoods were developed. Condos, town homes and single family homes are still being built in these neighborhoods that further burden the road capacity. These neighborhoods should share in the responsibility of moving and improving traffic flow. It would actually increase the desirability of these neighborhoods for ingress and egress. We are in favor of Alternative 7. Brilliant idea!</p>
06/07/2018	Mark	Semo	<p>Traveling 41 on a daily basis we feel that alternative 1 makes the most sense without impacting the quality of life for those live on or near the Dunes West Blvd. We would oppose alternative 7</p>
06/07/2018	Richard	Norman	<p>Running hwy traffic thru a neighborhood(s) does NOT make any sense. It is short sighted and dangerous. The Hwy is designed to be a Hwy !!! Expand it to handle the traffic, today and anticipated. Option #7 is not a reasonable approach for current or future needs.</p>

06/07/2018	Sharon	Angelich	<p>Hi good morning this is Sharon Angelic name is spelled SH a RON last name ANGELICH the number is [REDACTED]. [REDACTED]. I'm calling because I am in favor. My husband and I both are seven plan I just leave an email for the Highway 41 email address. The reason being it seems like it was just an outstanding idea to cut this new road utilize some vacant land in dunes West vacant land in Park West to to widen(?) Bessmer and to bypass the Philips community I think they deserve the right to be affected by this as little as possible. I understand there's some heirs and other land that really should not be touched so I'm in favor of that community being affected as little as possible. I also think that Park West in dunes West. I got stated in the email should be on the burden of their sub divisions or developments have such high density number of residence cars and I think that another ingress and egress to those communities is definitely warranted and the developer should have thought of that a long time ago. I've been appointed(?) to West. I think a lot of it should have been thought a long time ago including that right turn lane coming out of the gate. So I think this would be a great improvement to the whole area and.</p>
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06/07/2018	Rich	Hamilton	<p>Hi it's Rich Hamilton. I live in dunes West right off what's currently 41 and I put my alternative and the only real alternative is alternative one but that's not really why I'm calling. I would like to see Highway 41 named and not after some damned politician. You know who would I contact about that my is Francis Marion or the Swamp Fox Parkway something like that you know something that gets the history of the area to be bad like being living on the Swamp Fox Parkway and I don't know but you know that's what he really is. Can someone get back to me [REDACTED]. Thanks.</p>
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06/08/2018	Caitlin	McCudry-Robinson	<p>To whom it may concern:</p> <p>I am a resident of palmetto hall and wanted to provide input of the current difficulty of crossing dunes west Blvd. It has become difficult to cross the street with the traffic and even though I go to the cross walk that has yield to pedestrian signs I often cannot cross even with my child in a stroller. Sometimes we get stuck mid road and have to wait until enough cars pass because the traffic will not stop for us. Which is dangerous for myself as well as my child. And this is with only 2 lanes so I am concerned about the impact of 5 lanes.</p> <p>Thank you for your time and consideration</p>
06/08/2018	Paul	Moore	This is very bad plan. Very very bad plan
06/08/2018	Eddie Shirley	Smith	We are residents of Dunes West and are very aware of the significant increase in traffic traveling down 41. Looking to the future, based on the amount of new building this volume will continue to increase. As traffic will be compromised during this major roadwork, we think the 5 lane option is the correct one because it will handle the traffic and disruption will be limited to one event rather than having to revisit this project if option 2 is selected as over time, it will be proven that 3 lanes is insufficient.
06/08/2018	Eddie and Shirley	Smith	Over time Option 2 will not be sufficient to handle traffic. 41 needs to be 5 lanes.
06/08/2018	Eddie Shirley	Smith	Option 7 is totally unacceptable!! How anybody could come up with a plan to direct traffic from a major road into a growing neighborhood with all the risks associated with families living their normal life is beyond human logic. This option is both dangerous and totally against the wishes of the residents.
06/08/2018	Therese	WARD	This alternative seems to be the most direct route while affecting the least amount of homeowners.
06/08/2018	Therese	WARD	I am against alternative 7. It would be in the middle of an existing neighborhood and would affect a large amount of homeowners. Children walking or riding bikes to the nearby pool and tennis could be put in danger due to a busier highway. It would also decrease property values affecting numerous neighborhoods. The cost of this alternative seems to be more costly. Thank you !

06/08/2018	Beth	Sisler	Absolutely NOT! This is not a viable option. This is affecting families in their homes and would require you to demolish existing homes. I'm sure you can find an option that does not do this. Park West is a planned community and people bike and walk in this area that you are proposing for a 5 lane road. ???
06/08/2018	Nelson	Novo	This alternative is unacceptable since it would change the nature of the Dunes West, it wooded drive, increased road noise, etc. What coordination is taking place with Berkely County with all the unabated residential construction along the Clements Ferry corridor and the major projects slated for the area North of the Wando where the 41 bridge crosses? All these people will use 41 to get to Mt. P. Also, what ever happened to the 7000 building permit limit we enjoyed in 2003+? How about controlling demand in the future? This growth is unsupportable and your 2045 estimate doesn't seem to account for the above stated construction. No to option 7.
06/08/2018	Jeff	Schoedler	Reasonable and logical, least amount of expense and cross traffic
06/08/2018	Melissa	DiRienzo	This is the only logical plan. It will make driving the hwy 41 stretch much more efficient.
06/08/2018	Melissa	DiRienzo	Not the smartest plan.
06/08/2018	Melissa	DiRienzo	What on earth are you thinking?!?!?! How could this be considered reasonable? This idea is catastrophically STUPID!
06/08/2018	Tony	D	This plan is the best choice.
06/08/2018	T	D	Not the brightest of ideas.
06/08/2018	T	D	Insanity. What dummy thought this would be a reasonable plan? Terrible. Terrible. Bad. Shameful. Shame.
06/08/2018	Scott	Greene	While I understand the historical impact this project has on the area, the human and environmental impacts are too great to seriously consider Alternative 7 a viable option. Alternatives 1 and 2 are clearly the only 2 options that should be on the table at this point.

06/11/2018	Robert Carole	Fredricks	With the increasing traffic for the foreseeable future, this make the most sense. It takes and existing highway, which is the shortest and most direct route between the two points, and provides maximum relief for the near future. It has the least impact on quality of life and property values. It also provides the best alternative if increase traffic volume requires additional lanes.
06/11/2018	Robert Carole	Fredricks	<p>Other than preserving the historic Phillips community I don't see any other positive benefit for this alternative but a lot of negatives.</p> <ul style="list-style-type: none"> - It's an indirect route between these two points - The serpentine nature of the road will require lower speed limits with increase in rate of accidents - It impacts the quality of life for many, many more families than the alternative 1. - It's impact on property values will be many, many times greater than option 1. - When this route requires additional lanes to handle the future traffic(which it will) the impact of families and quality of life will be an order of magnitude greater than on alternative 1.
06/08/2018	Bryan	Johnson	No! Why reroute a highway off the established strait-line route thru a planned residential neighborhood? Makes no sense. Just expand the existing hwy 41 route.
06/09/2018		Yovanof	This is the most logical option.
06/10/2018	Catherine	Reinhart	<p>Reinhart</p> <p>This option would negatively impact the residential communities in Park West. The existing traffic is dangerous to our children, pedestrians and bicycles as travel is heavy and many do not stop for pedestrian traffic. Noise is another detrimental aspect to this option. Additionally, current green space, residential areas and wild life would be negatively impacted. The widening of Highway 41, either option 1 or 2 is the most logical since it is an existing "highway" and to create another "highway" through the residential neighborhood of Parkwest would be a disaster.</p>

06/10/2018	John	Disk	This alternative is not reasonable. Highway 41 is already a dedicated hurricane evacuation route and a state highway. Why would they reroute this highway through a residential neighborhood and impact numerous children, families, wetlands and other protected lands instead of widening highway 41? This alternative is not anywhere close to being the best alternative and needs to be abandoned as the other alternatives make much more sense.
06/10/2018	Paul	Michaud	I AM IN FAVOR OF ALTERNATIVE 1 because: It is the less intrusive; The shortest distance between two points; Follows existing long standing SC state highway 41 that runs from NC border to US highway 17 in Mount Pleasant
06/10/2018	Paul	Michaud	I am NOT in favor of alternative 2 because the proposed 3 lane section will NOT alleviate bumper to bumper traffic.
06/10/2018	Paul	Michaud	I am NOT in favor of Alternative 7 because: 1. Alternate 7 diverts traffic from existing, long standing SC state highway 41 that runs from NC border to US highway 17 in Mount Pleasant; 2. Transfers/diverts traffic from State Highway 41 through extensive, heavily developed residential areas; 3. Alternate 7 total property impact is 36% greater than Alternative 1; 4. Alternate 7 wetland impact is 35% greater than Alternative 1; 5. Alternate 7 stream impact is 23% greater than Alternative 1; 6. Alternate 7 impact on Laurel Hill County Park is 325% greater than Alternative 1. The shortest distance between two points is a straight line so ALTERNATIVE 1 IS THE PREFERRED ALTERNATIVE
06/10/2018	Joyce	Scapicchio	I am highly opposed to this alternative. It takes a straight, direct route and lengthens and, adds curves, corners, increases and complicates the traffic. Not only that it threatens one of the premiere mt pleasant neighborhoods with excessive traffic and pollution. I see no benefit to this alternative and many deficiencies.

06/10/2018	Carol	Naas	Opposed to alternative 7 as regular user of 41. Outraged you would consider lengthening my route and making it more dangerous by winding it through a highly populated neighborhood.
06/10/2018	Carol	Naas	Opposed to alternative 7 as regular user of 41. Outraged you would consider lengthening my route and making it more dangerous by winding it through a highly populated neighborhood.
06/10/2018	Amelia	Scapicchio	I am opposed to increasing the traffic in my neighborhood by bringing 41 through it.
06/10/2018	Joseph	Naas	Plan 7 doesn't make any sense. I am incensed to think that taking a circular route through Park West would even be an option under consideration. Stick with a plan tha goes straight down 41!!!
06/10/2018	Rowan	Burns	Why would you even consider routing 41 through parkwest? It would increase my drive and make it more dangerous By adding more traffic and complexity. Park west is densely populated area which would add hazards of many children and adults on the side of the road. There is also an active fire station directly on this road. The goal should be to make a straight, fast, safe route that reduces the commute of thousands of people.
06/10/2018	Lorraine	Bergman	Alternative 7 is the most disruptive plan of the 3 final contenders proposed to date. It impacts the most personal properties, the most wetlands and compromises the overall area in a way that simply does not make sense. Highway 41 is a main artery, a county road designated as an evacuation route for North Mt. Pleasant. It is not acceptable to detour the road through a subdivision. The other plan to neck down to 3 lanes during the pass through of the Phillips Community is perfectly acceptable. This a very short section of the road overall. I do not support Alternative 7. Use Alternative 2 as the least disruptive to our environment and residents who already live along Highway 41.

06/10/2018	Lorraine	Bergman	Alternative 2 is the best of the 3 contenders. It has the least amount of impact to the surrounding communities while still helps to open up the flow of traffic. The area through the Phillips Community can tolerate a 3 lane span. It is a short stretch, 1 mile or so I think. Not the end of the world and a much happier solution for the many homeowners and our important wildlife and environmental/water issues through this area. I vote for Alternative 2!
06/10/2018		Morton	Alternative 1, (or Alternative 10) offer the best long term traffic solution. Solving traffic congestion is the entire reason for this project, therefore Alternative 1, (or Alternative 10) surpass all other options. It would be irresponsible to spend taxpayer money and not actually solve the fundamental problem. Attempting to solve the traffic congestion problem by blending multiple incomplete and ineffective designs as cobbled together in other Alternatives is a short sighted effort trying to satisfy too many competing interests and ignores the reality of the long historic and traditional existence of roads along the Hwy. 41 alignment. Implementing anything less than the effective solutions offered by Alternative 1, (and Alternative 10) will require further future improvements to solve the remaining Hwy. 41 traffic congestion problem. Future improvements will necessitate the restarting of the entire corridor improvement process and additional construction at higher future dollar costs. Failure to implement a true solution now as offered in Alternative 1, (or Alternative 10) represents negligent use of taxpayer money.

06/10/2018	Morton	Owing to the I-525 Westbound Wando Bridge closure and extremely difficult travel throughout the region due to detours and traffic congestion, an additional Highway 41 Corridor Improvement Public Comment Meeting should be planned, advertised and implemented to ensure that everyone wishing to attend the meeting can in fact do so. While an “online meeting” is helpful, it is not the same as a meeting allowing for face to face conversations with the project team. With the bridge closure’s associated traffic problems meeting attendance and public interest was likely skewed due to the difficulty the public encountered trying to attend the meeting during its scheduled time of 5:30 – 7:30 PM on May 16, 2018.
06/10/2018	Morton	The recent I-526 Westbound Wando Bridge closure clearly demonstrates the need for efficient alternative traffic routes. Hwy. 41 was used as one of the alternate routes during this bridge shutdown and was not able to adequately support the additional traffic. Highway 41 needs to be expanded to five+ lanes along the current straight, efficient, historic and traditional route in order to handle existing daily traffic, hurricane evacuation, other weather related traffic, and extraordinary situations (looking at you I-526 Wando Bridge). Re-routing Highway 41 as proposed in Alternative 7 and similar Alternatives onto slower meandering neighborhood roads, (old Joe Rouse Road, Bessemer Road, Park West Blvd., Dunes West Blvd.) along with delays the additional traffic controls necessary to manage traffic volumes and intersections connecting to neighborhood roads would require is not an efficient, prudent or reasonable Alternative. Even with the straightening and realignment of Bessemer Road and Dunes West Blvd. hinted at in the Alternative 7 graphic, Alternative 7 and similar Alternatives would still be longer, have more curves than the current historic and traditional alignment of Hwy. 41, and potentially will require additional costly property acquisition above published levels. Again, Alternative 7 and similar Alternatives remain poor choices and are not reasonable Alternatives.

06/10/2018	Morton	<p>Bessemer Road was resurfaced only about two years ago and a section of the road just had to be repaired and resurfaced again in early May 2018 because it was failing. This clearly shows Bessemer Road is not engineered or constructed to handle even the current volume of traffic. Re-Routing Highway 41 onto Bessemer Road would require additional engineering and expensive construction/rebuilding in order to handle the immediate increase and forecast increases in traffic volume. Bessemer Road and all the roads proposed in Alternative 7 and similar Alternatives would need to be sufficiently robust to handle all types of vehicles that would be seen on a major thoroughfare and hurricane evacuation route. (Remember for a hurricane evacuation route that means citizens leaving ahead of a storm and heavy equipment and help arriving to assist rebuilding after a storm.) Failure to build a route to standards sufficiently capable to handle all types and volume of vehicles that would transit the route proposed in Alternative 7 and similar Alternatives would put the public at risk. The cost associated with this substantial rebuilding and realignment of existing roads to create a longer Alternative route to avoid sections of the current straight, shorter, historic and traditional route of Highway 41 is difficult to justify and not reasonable given Highway 41 is already of sufficient construction to handle the types of vehicles transiting it on a daily basis and simply needs to be enlarged to accommodate additional traffic volumes. Therefore Alternative 7 and similar Alternatives remain expensive poor choices and are not reasonable Alternatives.</p>
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06/10/2018	Morton	<p>Highway 41 is a designated hurricane evacuation route and must be able to move people away from the coast rapidly and safely prior to a storm as well as allow heavy equipment, resources and supplies back to the coast to assist with rebuilding after a storm. Alternative 7, (and similar Alternatives) increase the travel distance required to get away from the coast. Additionally travel on the proposed Alternative 7 and similar Alternatives will not be as efficient as the current straight, shorter, historic and traditional route of Highway 41 due to the winding nature of Alternative 7 and similar Alternatives, even after any re-routing and re-alignment of Bessemer Road and Dunes West Blvd.. Alternative 7 and similar Alternative routes cross multiple large intersections and many neighborhood roads which will cause delays moving the public out of harm's way on a primary hurricane evacuation route. Because of these factors Alternative 7, (and similar Alternatives) are not in the public interest, not reasonable, and should not be implemented.</p>
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06/10/2018	Morton	<p>Whatever plan is ultimately adopted and implemented for the Hwy. 41 corridor it is critical that improvements also take place on the Berkeley County side of the Hwy. 41 Wando bridge otherwise traffic flow will be slowed and build back into Charleston County. The State needs to step up to the plate and take care of this State road. Developers in Berkeley County need to contribute substantially to infrastructure improvements as well. Alternative 1, (or Alternative 10) are the best options for moving traffic along the Highway 41 corridor and reducing traffic congestion, therefore Alternative 1, (or Alternative 10) should be adopted and implemented.</p>
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06/10/2018	Morton	<p>Alternative 7 and similar Alternatives increase vehicle travel distance by approximately 1 mile, (even after the straightening and realignment of Bessemer Road and Dunes West Blvd. hinted at in the Alternative 7 graphic, Alternative 7 and similar Alternatives would still be about 1 mile longer, have more curves and cross more intersections than the current straight, shorter, historic and traditional route of Highway 41). Based on a 2017 traffic count of 24,800 vehicle trips per day on Highway 41 (https://scdot.maps.arcgis.com/apps/MapSeries/index.html?appid=fe2e97641eac493094342c502369814b), that equates to approximately 24,800 additional miles traveled daily if Alternative 7, (or similar Alternatives) are implemented. (That's nearly 8.5 trips from Joe Rouse Road to Seattle, Washington – Daily!) The additional fuel consumption and associated CO emissions will be substantial over time not only because of the increased travel distance but also because of fuel consuming features Alternative 7 and similar Alternatives incorporate which vehicles will have to negotiate. Features such as curves, intersections, traffic controls and their associated increased number of accelerations, decelerations, starts and stops are more prevalent on the Alternative routes, whereas they exist to a much lesser degree on the current straight, shorter, historic and traditional route of Highway 41. Traffic volume has assuredly increased since the year+ old 2017 data was collected and it will continue to increase based on projections. Alternative 7 and similar Alternatives impose an additional cost burden to the public due to increased fuel consumption resulting from transiting these longer, less fuel efficient Alternative routes. (Gasoline is about \$2.69/gallon currently, and likely to increase in both the short and long term.) Alternative 7 and similar Alternative routes do not make good environmental sense, will cause increased cost to the public and therefore should not be implemented.</p>
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06/10/2018	Morton	Alternative 7 and similar Alternatives increase route distance by approximately 1 mile over the existing Hwy. 41 route. Maintaining an additional mile of roadway will increase costs to the public and is unnecessary since the current Hwy. 41 alignment is the most direct route to transit this region. These additional costs are not warranted or reasonable and Alternative 7 and similar Alternative routes should be abandoned.
06/10/2018	Morton	Alternative 7 and similar Alternatives pose an unreasonable risk to school buses and children along the proposed Alternative routes (Bessemer Road, Park West Blvd., Dunes West Blvd.). It will be completely unsafe having school buses attempt to enter and depart a three, four, or five lane highway from the various subdivisions along Bessemer Road, Park West Blvd., Dunes West Blvd.. (Moving the bus stops from inside the subdivisions to the actual proposed Alternative route is not a solution to this issue as it puts children and buses at great risk from inattentive drivers and causes traffic delays and congestion along the Alternative route.) Because of the unreasonable risk to school children created by rerouting thousands of vehicle trips per day onto neighborhood roads Alternative 7 and similar Alternatives must not be implemented.
06/10/2018	Morton	Due to the close proximity of many existing properties and the active continued construction of new properties along the proposed Alternative 7 and similar Alternative routes, project costs will soar because of the requirements specified in The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act). These significant increased project costs and disruptions to multiple families and planned neighborhoods are unnecessary and could be reduced if the current straight, shorter, historic and traditional Highway 41 route alignment is followed for the expansion as shown in Reasonable Alternative 1, (or Alternative 10). Therefore, Alternative 7 and similar Alternative routes are not reasonable and must not be implemented.

06/08/2018	Jason	Crowley	<p>Dear Mr. Oyer,</p> <p>Thank you for providing the opportunity for the public to weigh in on the preferred alternatives for increasing mobility along the Highway 41 corridor. Because of the unique cultural resources and significant wetlands along Highway 41, the Coastal Conservation League urges the County to pursue an alternative that have the most minimal impact to environmental and cultural resources and greatest ability to provide multi-modal transportation opportunities. Alternative 7 provides the greatest ability to achieve all of these aspects.</p> <p>Widening Highway 41 from US17 to Jack Rouse Road to five lanes, with only three lanes through Phillips, and then going back to five lanes past Dunes West Boulevard to the Wando Bridge is a reasonable compromise to increase mobility along the highway without negatively impacting the historic African American settlement community that has been declared eligible for inclusion on the National Register of Historic Places. Further, the ability to widen Bessemer Road and Dunes West Boulevard to five lanes adds more connectivity to the larger area and creates an equitable compromise that disperses the traffic to all of the surrounding communities and not rely only on Highway 41.</p> <p>This project must be approached in the most equitable way possible, the Phillips community has already suffered in recent years from increased development pressure as massive new subdivisions encircled the historic settlement community and inundated the former agricultural community with excessive traffic congestion. Increasing connectivity within and throughout the surrounding neighborhoods provides the ability for traffic to be dispersed into a street-grid network and not rely exclusively on only one single thoroughfare. Further, the Town of Mount Pleasant is already in the process of widening nearby Park West Boulevard, which eventually turns into Dunes West Boulevard, so it makes sense to widen Dunes West Boulevard and Bessemer Road for additional c</p>
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06/08/2018	Jason	Crowley	<p>capacity, as proposed in Alternative 7.</p> <p>None of the proposed alternatives will make everyone happy, or frankly, provide long-lasting traffic relief without incorporating rapid transit infrastructure. Alternative 7 is the most equitable solution that enables the highest level of traffic dispersion without negatively impacting only one single community. The Coastal Conservation League encourages Charleston County to choose Alternative 7 as its preferred route and spend more time identifying solutions to make multi-modalism a key feature of this corridor project.</p> <p>Sincerely,</p> <p>Jason Crowley Director of Communities & Transportation South Carolina Coastal Conservation League</p>
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06/11/2018	Jamie	Markey	<p>Dear Project Team:</p> <p>Alternative 1 is really the ONLY viable solution to the terrible traffic situation on Highway 41 out of all the other options proposed. Highway 41 needs to be a MINIMUM of five lanes all the way from Highway 17 to the Wando River Bridge. This is an EVACUATION ROUTE and to do anything less than 5 lanes is a great danger to all that live off this Highway and anyone else who is mandated to take this route in an Evacuation/Emergency situation. The recent Wando/James B. Edwards Bridge closing for 3 weeks showed just how bad Highway 41 is failing and how it is absolutely essential to widen as much as possible. A normal 20-30 min commute to work on Daniel Island went up to 1hr 30mins. When these things happen we need to have the proper infrastructure and to not widen all of Highway 41 is extremely negligent. I hope a majority of those working on this project and ultimately making the final decision got to experience this ridiculous traffic first hand the day of the last meeting on May 16th. We are living in this unsafe traffic everyday and it effects the quality of life of so many who live in communities off of this highway.</p> <p>To have Highway 41 go from 5 lanes, down to 3 lanes, and then back to 5 lanes (Alt 2) will not work and will cause a huge bottle neck, more traffic, and many more accidents. This is already currently happening where they added the two lanes on 41 to accommodate a two lane turn from Bessemer/Joe Rouse. I sit in this traffic everyday and the mid-section of 41 is a complete standstill.</p> <p>The option to widen Dunes West Blvd (Alt 3) and have more lanes going through an actual neighborhood/community than an actual Highway that is an Evacuation Route is completely insane. This wouldn't help the traffic problem now and it will barely do anything down the road in 2045 where there will be many more cars/truck on the road. All of the building of houses and stores off of 41, and also all the building going on across the river in Caihoy will only</p>
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06/11/2018	Jamie	Markey	<p>Caihoy will only make traffic worse.</p> <p>There have already been many deadly car accidents on this road. Turn lanes into the communities need to longer to keep traffic flowing. The intersection of Hwy 41 and 17 needs to be altered to handle all the traffic coming off of 41.</p> <p>WE NEED RELIEF NOW! This project has been talked about for so long and has the funding, and the fact that construction is not starting until 2022 and won't be completed until 2025 is absurd. And let's be honest, it will probably take longer as everything seems to be delayed. If the southern portion of Highway 41 could be widened (from Bessemer down to Highway17) first and the intersection of 41/17 could be addressed that would be a HUGE, huge help in the meantime. This is the worst part of traffic and it seems there is barren land on both sides and not the housing/land issue of the Phillips Community. I hope the project team would consider widening this portion of Hwy 41 first and open those lanes as soon as they are completed.</p> <p>So many people are counting on you to make the right decision for the long-term...please don't let us down! And thank you for taking our feedback.</p> <p>Sincerely, Jamie Markey Rivertowne Resident</p>
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06/10/2018	Robert & Kathleen	Hicks	<p>FACTS:</p> <p>HWY 41 is a MAJOR evacuation route.</p> <p>The shortest distance between 2 points is a straight line.</p> <p>The intersection of Rt. 41 and Rivertown and Dunes West is already the scene of many accidents.</p> <p>When people are evacuating because of a storm, they are already phoning, texting, frustrated, apprehensive, and nervous. They don't want to be diverted onto Bessemer Road through Park West and Dunes West back to Rt 41.</p> <p>The Police Department and Fire Department need to concentrate their forces on a straight 5 lane Rt 41.</p> <p>The widening of Rt 41 to 5 lanes on Alternative 1 is by far the best plan.</p> <p>PLEASE USE SOME "COMMON SENSE" TO DETERMINE CHANGES TO RT. 41.</p> <p>We appreciate your efforts to do this.</p> <p>Robert and Kathleen Hicks</p>
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06/10/2018	David	Williams	<p>I am a resident of Arlington subdivision off Bessemer road and wish to express my opposition to alternative #7 of the hwy 41 widening project.</p> <p>Routing all the truck traffic though Bessemer and Park West Blvd will be a great disruption to the community.</p>
06/10/2018	RM	Ross	<p>To whom it may concern What brought you to propose a 5 lane road through a stable neighborhood? It makes NO SENSE to rout traffic in a U shape proposal only to send all these cars back onto highway 41 only to appease the small area of Phillips Community? Respectfully RM Ross Arlington Park West</p>
06/09/2018	Jim	Lewis	<p>Alternative # 1 is the only one that makes sense. It is logical, practical, and minimizes the negative impact on the greatest number of South Carolina citizens that live in the area. It also is the most practical stepping stone to Alternative #11 as the area traffic increases past 2045. I understand the issues regarding the Phillips Community. However, I drive thru the area at least 2 times per day and have looked for any historical items that might be impacted by increasing from 2 to 5 lanes. There are literally no obvious significant items or areas that will be negatively impacted. Alternative #7 is illogical, impractical, and will negatively impact more of our citizens from a lifestyle and financial perspective. To be kind, it fails the IQ test.</p>
06/09/2018	Judy	Jackson	<p>Very opposed to Alternative 7. Please do not widen Bessemer Rd.</p>
06/09/2018	Glenn	Jackson	<p>We are opposed to Alternative 7 for all the reasons stated by others who have opposed it.</p>

06/09/2018		Hudson	<p>Alternative 7 is detrimental to safety, the environment, property values and quality of life. Turning a residential street into a 5 lane highway is irresponsible. Children walk to school, ride bikes and wait for the bus on Bessemer. You are asking residents pay for the county to endanger their children by building a highway through a neighborhood. The constant building is already causing floods and destroying the marsh and forest. Why continue this trend when you can expand HWY 41 (it is a HWY) or one of the main boulevards that was designed for this type of future expansion. Additionally, Alternative 7 reduces property values. Most of us are not wealthy and our homes/property is where we have invested everything we've for. Building a 5 lane highway through our neighborhood will significantly reduce home values. People don't move to Mount Pleasant to live next to busy highways. It is incredibly hurtful to think endangering our kids, destroying the environm ent and destroying home values is being considered with Alternative 7. Please do not choose Alternative 7. Traffic is not that bad here. Recommend a moratorium on new construction (residential and commercial) be considered. Please do not choose Alternative 7.</p> <p>Very Respectfully,</p> <p>Hudson</p>
06/09/2018	Linda	Kaufman	<p>Please DO NOT CONSIDER ALTERNATIVE SEVEN!!! This will have a huge impact on the lives of many, many people in an area with most of your families involved in Mt Pleasant activities and policies. Furthermore by significantly lowering our property values, you will lose these (higher-taxed) residents. Alternative 7 is NOT a good move for Mt Pleasant.</p>
06/09/2018	Pamela	Brown	<p>I am in favor of Reasonable Alternative 1. In addition, has anyone thought of building an overpass from Joe Rouse Rd to Dunes West Boulevard? An overpass could be 2 lanes in each direction and avoid all the traffic lights and turns. It would be an express way to drive without</p>

06/09/2018	Mike	Block	<p>The alternative #7 is an ill conceived plan. The widening of Dunes West Blvd would require the destruction of substantial areas of woodlands and create a traffic nightmare. There are many homeowners that would be adversely affected. Housing developments were designed and sold as planned communities. To reconfigure the entire roadway would put an undue burden on all of these homeowners.</p> <p>Hwy 41 should be widened. It is the obvious choice as it has the egress area with the least impact on property owners and is the most expeditious route to Hwy 17 or 526.</p> <p>Michael Block</p> <div></div>
06/09/2018	Julie	Fanelli	Please add to email list
06/11/2018	Maureen	Maguire	<p>If this option includes widening Bessemer Rd I am totally against it.</p> <p>Sent from my iPhone Maureen K Maguire</p> <div></div> <p>Park West</p>
06/11/2018	Craig	Wiechman	<p>I would like to vocalize my opposition to routing 5 lanes of Hwy 41 through Dunes West Blvd and Bessemer Rd contained in Option #7. Given the traffic that is already carried by Dunes West Blvd through the intersection with Bessemer Rd to Park West Blvd during the school year, this intersection would become impossible. By splitting school traffic and continuing to expand Hwy 41 on its current route, traffic load in the morning would be split with School traffic taking Dunes West Blvd and traffic headed to Hwy 17 continuing on the current Hwy 41 route.</p> <p>Additionally, I would like to point out that 5 lanes of Bessemer Rd would take the street right up to the fences of homes and town homes contained in Arlington and Arian.</p> <p>Option #7 is not a fix.</p> <p>Craig</p>

06/11/2018	Jamie	Markey	<p>Alternative 1 is really the ONLY viable solution to the terrible traffic situation on Highway 41 out of all the other options proposed. Highway 41 needs to be a MINIMUM of five lanes all the way from Highway 17 to the Wando River Bridge. This is an EVACUATION ROUTE and to do anything less than 5 lanes is a great danger to all that live off this Highway and anyone else who is mandated to take this route in an Evacuation/Emergency situation. The recent Wando/James B. Edwards Bridge closing for 3 weeks showed just how bad Highway 41 is failing and how it is absolutely essential to widen as much as possible. A normal 20-30 min commute to work on Daniel Island went up to 1hr 30mins. When these things happen we need to have the proper infrastructure and to not widen all of Highway 41 is extremely negligent. I hope a majority of those working on this project and ultimately making the final decision got to experience this ridiculous traffic first hand the day of the last meeting on May 16th. We are living in this unsafe traffic everyday and it effects the quality of life of so many who live in communities off of this highway.</p> <p>To have Highway 41 go from 5 lanes, down to 3 lanes, and then back to 5 lanes (Alt 2) will not work and will cause a huge bottle neck, more traffic, and many more accidents. This is already currently happening where they added the two lanes on 41 to accommodate a two lane turn from Bessemer/Joe Rouse. I sit in this traffic everyday and the mid-section of 41 is a complete standstill.</p> <p>The option to widen Dunes West Blvd (Alt 3) and have more lanes going through an actual neighborhood/community than an actual Highway that is an Evacuation Route is completely insane. This wouldn't help the traffic problem now and it will barely do anything down the road in 2045 where there will be many more cars/truck on the road. All of the building of houses and stores off of 41, and also all the building going on across the river in Caihoy will only make traffic</p>
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06/11/2018	Jamie	Markey	<p>Caihoy will only make traffic worse.</p> <p>There have already been many deadly car accidents on this road. Turn lanes into the communities need to longer to keep traffic flowing. The intersection of Hwy 41 and 17 needs to be altered to handle all the traffic coming off of 41.</p> <p>WE NEED RELIEF NOW! This project has been talked about for so long and has the funding, and the fact that construction is not starting until 2022 and won't be completed until 2025 is absurd. And let's be honest, it will probably take longer as everything seems to be delayed. If the southern portion of Highway 41 could be widened (from Bessemer down to Highway17) first and the intersection of 41/17 could be addressed that would be a HUGE, huge help in the meantime. This is the worst part of traffic and it seems there is barren land on both sides and not the housing/land issue of the Phillips Community. I hope the project team would consider widening this portion of Hwy 41 first and open those lanes as soon as they are completed.</p> <p>So many people are counting on you to make the right decision for the long-term...please don't let us down! And thank you for taking our feedback.</p>
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06/08/2018	Jeremy	Yu	<p>Jeremy Yu sent the following email to Mt. Pleasant Mayor Will Haynie on 6/8/2018</p> <p>Dear Mayor,</p> <p>As a resident of Parkwest, I would like to express my objection to the Alternative #7 plan. I think this must be the oddest plan I have ever imagined, which if moved forward, would leave a permanent scar to the community in Parkwest and Mount pleasant. It looks ugly, unnecessary, and a very bad design!</p> <p>Thanks,</p> <p>Jeremy Yu</p> <div></div>
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06/11/2018		Morton	<p>The Park West bicycle and foot path is a wonderful quality of life feature for the Park West community. As part of the Park West Master Plan the community design including the bicycle and foot path factored in to the decision to move to Park West for hundreds of home owners. It can be difficult to cross Bessemer Road using the bicycle and foot path due to the current traffic volume. Should Alternative 7 or similar Alternative plans be implemented it would be very dangerous and almost impossible for bicyclists, joggers, walkers, golf carts, dog walkers, etc. to cross a high volume three, four or five lane highway. Because of the negative impact to resident's quality of life and the increased danger posed by Alternative 7 and similar Alternatives those Alternative must not be built.</p>
06/11/2018		Morton	<p>Are there Federal or State requirements that must be met for a road to qualify as a Hurricane Evacuation Route? Would Alternative 7 and similar Alternatives stand up to scrutiny regardless of the existence of any evacuation route requirements? Does redirecting the current straight, shorter, traditional hurricane evacuation route onto an evacuation route that lengthens travel distance onto winding roads with tight curves and multiple intersections pass the common sense test? I wouldn't want to be the one in a post evacuation after action hearing defending the decision to reroute Hwy. 41 onto back roads past congested neighborhoods. (Even slightly straightened longer distance back roads.) Alternative 7 and similar Alternatives are not reasonable and are not in the best public interest. Don't build them.</p>
06/11/2018	Shayna	Bingham	<p>Alternative 1 makes sense. We drive highway 41 frequently and see bottlenecks and accidents all the time. In an emergency, a full five lanes will still make navigating this road possible around a traffic event. Choose the 5 lane from the bridge to Hwy 17--a straight shot--with visibility and direct routing. This offers a safe, effective option.</p>
06/11/2018	Shayna	Bingham	<p>There is nothing "reasonable" about #2. This is a waste of money and time, and creates multiple points where converging traffic can generate more accidents on our roads.</p>

06/11/2018	Shayna	Bingham	You have GOT to be KIDDING. this "alternative" creates problems for residents of SEVERAL neighborhoods where there's only one way in/out. Why would we route people off a straight state highway and into access roads for neighborhoods? This would be a disaster for emergencies, and has a much more significant impact on the environment. NO on Alt 7.
06/11/2018	Kenneth	Bingham	Of the current options, ONLY #1 makes sense for taxpayers. This balances the least impact to both homes and other properties that would need to be purchased to create room for expansion, while also minimizing environmental issues. This is an evacuation zone. The BEST option for evacuations and emergencies is to offer a straight shot with the shortest distance between two major points--the intersection with hwy 17 and the Wando Bridge. I absolutely "get" the sensitive nature of creating an expansion through the Philips Community. At the same time, I've heard some excellent solutions to support/benefit impacted families. Mt. Pleasant, Charleston County, and South Carolina need to make the right decision to focus on SMART choices. Alternative #1 is the smart choice for highway 41.
06/11/2018	Kenneth	Bingham	Alternative 2 should have already been eliminated as unreasonable. Why are we wasting time commenting on an alternative that will never be selected? Let's be honest, this is only here as a foil to #1 & #7. This is not a real solution.
06/11/2018	Kenneth	Bingham	As a history buff, I understand why Alternative 7 was created. At the same time, the impact matrix references questionable data. As an example, the number of sweetgrass basket stands seems totally fictional. Where are they? Even on Hwy 17, where there are plenty of stands that have been damaged by named storms, the EVIDENCE of existence is clear. We need to respect Philips Community and honor the history this neighborhood represents, but we do not do that here. Nor do we help a rapidly growing community expand critical infrastructure with the least environmental impact. We need to take Alternative 7 off the table, and look at ways to make Alternative 1 work--being sensitive to the needs of impacted properties/families. The best investment is Alternative #1.

06/11/2018	Ray	McElhaney	I strongly oppose Alternative 2 and Alternative 7's rerouting Hwy 41 through long-established, quiet neighborhoods. This is an unreasonable, and yes potentially dangerous plan that would permanently, & negatively impact both Park West and Dunes West--thousands of families! A multi-lane Highway through tranquil residential communities of children, seniors, dog-walkers, joggers, and bicyclists is irrational, dangerous, and would surely damage residents' property values. This is stunningly wrong headed, when compared to the blatantly obvious solution of simply widening existing HIGHWAY 41, a designated Evacuation Route! Why are Any alternatives even being considered ? No Official has publicly addressed that Elephant-in-the-living room question.
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06/11/2018	Richard	Sykora	<p>I am writing to provide my input to the Highway 41 project. For the data I see, this is an initial input. A couple of additional items I don't see for the three alternatives, in order for me to make a final decision, is the cost of the three alternatives, and top 5 causes of traffic.</p> <p>If I had the costs, and the reasons, my decision may be more valid.</p> <p>My assumption is the following:</p> <p>Reasonable Alternative 1 is most cost efficient with the greatest potential of Level of Service for Highway 41 Most of the traffic cutting through Park West is mainly due to school traffic to Wando and the Cario complex. When new high school on Whipple is open, this will alleviate some traffic through Park West. Additional schools opening and updated school lines will also have tremendous impact to the traffic volume. Therefore assuming in a few years' time I see another High School built either farther north of 17, or closer to Ravenel Bridge. Either way a third high school will have impact to traffic volume in the 41 corridor.</p> <p>Therefore, Alternative 1 , 5 lanes all the way on 41, would be the best, and savings can be applied to whichever intersection option chosen.</p> <p>The bottom line is we should never have been here in the first place, and new builds should be strictly limited until a total plan is actually in place.</p>
06/11/2018	Peter	Nastro	<p>Alternative 1 (5 lanes down 41 the entire way) is the best option. 41 is a part of a Hurricane evacuation route we need that road to be able tad open as possible in the event of an emergency. Option 7 (rerouting traffic through dunes west and park west) will lead to more congestion.</p>
06/11/2018	Karen	Nastro	<p>Option 1 is the best choice. We need 41 to be 5 lane all the way to 71 and clements Ferry rd. This is part of an evacuation route. We DONT need more traffic coming through Parkwest and dunes west â€” option 7 is a HORRIBLE IDEA.</p>
06/11/2018	Michael	Nastro	<p>Option 1 makes the most sense. 41 needs to be 5 lanes all the way from Clements Ferry Road to 17. We need help with the traffic. Any other option is not viable.</p>

06/11/2018	Peter	Nastro	We need Highway 41 to be a 5 lane road it will alleviate traffic. Routing traffic through Dunes west and Parkwest is a horrible idea. Do not do that!
06/11/2018	Taylor	Nastro	Option 1 — is the best option. We need 5 lanes on 41. Any other option does not fit the needs of the community.
06/11/2018	Gus	Holly	I oppose Alternative #7 making Dunes West and Park West Blvd 5 lines. As a resident of Mansfield Park West construction of a 5 lane road would cause severe drainage problems for the Mansfield Townhomes.

06/11/2018	Daniel	Gaita	<p>To whom it may concern,</p> <p>I write to you as a resident of Park West in a neighborhood very near the alternative proposed Hwy 41 roadway expansion area along Bessemer Road, Laurel Hill Park and SCEG power-lines. I also write as a married disabled combat veteran with 3 children who relocated to the Park West area of Mount Pleasant following careful consideration of the overall neighborhood plan. Specifically, sidewalks, Golf cart trails, bike trails and interconnectedness with area parks and open space areas. I literally relocated my entire family to SC from CT because of the design and plan for Park West.</p> <p>I was told that all building would be completed by 2018 and that the Park West subdivision would soon thereafter be under the direction of the Master Association. That being said, I have concerns that the area we moved to, based on a great deal of planning, promises and due diligence is soon to be greatly altered from its original plan and promise to its residents to something that has yet to be envisioned until only a few months ago.</p> <p>I respect the Philips Community and its legal standing on its land. I respect cultural preservation. I can not make that point clearer.</p> <p>That being said, my ultimate concern in any type of road widening, HWY 41 expansion into Park West is the aesthetics of the plan. Landscape, architecture, and topography plans? Sound mitigation plans? Fencing etc. Will we lose our wide multi-use trails and sidewalks that I and thousands of other residents (especially the disabled) rely on for physical therapy, exercise and transportation? How can we guarantee that these amenities are not lost as a result of “not enough funding to complete” issues that often accompany a project of this magnitude?</p> <p>I am aware that a petition has been gaining traction to stop Alternative 7. I am aware that those signing the petition are operating off a fear that their houses will be demolished and they will be forced to relocate (again)</p> <p>Additional fears include conce</p>
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06/11/2018	Daniel	Gaita	<p>I am aware that a petition has been gaining traction to stop Alternative 7. I am aware that those signing the petition are operating off a fear that their houses will be demolished and they will be forced to relocate (again)</p> <p>Additional fears include concerns over road safety, house values, neighborhood safety, loss of open space, and aesthetics of a Hwy going through a once peaceful and quiet sub-division.</p> <p>Perhaps more answers to the above concerns could bring us together on this, rather than creating a toxic division between two (currently) peacefully co-exisintg neighborhoods. Show us what this will look like when it is done and perhaps we will see greater buy-in and less fear, legal action, or worse.</p> <p>Kim Hurd and Joan Spier were CC'ed on this email to the project team.</p>
06/08/2018	Tony	Belcastro	<p>if you complete the 41 corridor project you are going to cause the residents that pay the largest portion of taxes for county to leave. what happens then?</p>
06/11/2018	Robin	Scarella	<p>41 needed to be widened long ago. Bring traffic to our neighborhood and we are a neighborhood is a disaster for all. Wonder what officials would say if it was proposed in their neighborhood. Stop building more places for more people until our roads can handle it. No brain surgery!!!</p>
06/11/2018	Jeremy	Yu	<p>As a resident of Parkwest, I would like to express my absolute opposition to the Alternative #7 plan. I think we need to really think about the long term. Alternative 7 would leave a permanent, ugly scar to the community in Parkwest as well as in Mount Pleasant in general, which if moved forward would be there forever. This option should not be there in the first place. A straight HWY 41 will be most efficient for the traffic, but least damaging to our beautiful Mt. Pleasant community.</p>
06/08/2018	Katherine	Lazarovici	<p>I live in Dunes West and I am very concerned that we will not be able to get out of our front or back gate with any of these plans. It is already difficult during the school year. How do you propose to deal with this issue? Katherine Lazarovici</p>

06/08/2018	Jeremy	Yu	<p>Thank you for your comment on the Highway 41 Corridor Improvements project. Charleston County, the South Carolina Department of Transportation, and the Town of Mt. Pleasant are currently evaluating reasonable alternatives. The identification, consideration, and analysis of alternatives are a key step in the National Environmental Policy Act (NEPA) process. Your comment will be included in the environmental document as part of the public record and all comments will be reviewed and addressed, to the extent practicable, when the draft document is published. The draft environmental document will contain the results of our cultural, environmental and traffic studies. The next steps in the process are the identification of a preferred alternative and a public hearing held by the US Army Corps of Engineers.</p> <p>Thank you for your interest in the project.</p>
06/08/2018	David	Sibrinsz	<p>Am having a hard time understanding the need to impact 12-15 neighborhoods (re: Alternative #7), increasing the complexity of the Hwy41 Project while probably increasing the total project cost, and still building along the existing Rt 41 to widen it to 3 lanes. Let's just keep Rt41 a straight shot (as it is today) from Rt17 to the 41 Bridge. Also less disruption while it's being built, simpler decisions, and why would the town of Mt Pleasant be willing to turn town roads into a County Rd? Who would have to agree/commit/decide this change? Who would be responsible for the maintenance/control of the road if Bessemer/Park West Blvd/Dunes West are considered to be part of Rt41. Is it even legal to turn these town roads into a County road.</p> <p>I'm more concerned with the design of the 41/17 intersection as it has to prospect of impacting whatever is done to Rt41 negatively if not done right. Won't matter how well the traffic flows down/up Rt41 if the intersection at Rt17 is a choke point. Guess we'll be exiting Park West thru the main entrance for years to come to avoid the confusion Rt41 will create while it's built and afterwards.</p>

06/08/2018	Gil	Jacobs	<p>I am in favor of Alternative #1 for easing the traffic on Highway 41.</p> <p>Gil Jacobs</p> <div></div>
06/08/2018	Michael	McWhirt	<p>Alternative 7 is anything but reasonable. Who would consider building a 5 lane road through a neighborhood setting where children play and commute to school. Any elected official that votes for alternative 7 will not receive my vote in the future.</p>
06/11/2018	William	Murphy	<p>Def not this one I fear there would be near riot. (only a figure of speech)</p>
06/11/2018	William	Murphy	<p><div></div>.....MY 1st choice is no build, but if it must be I would prefer #1 OPTION.</p>
06/11/2018	Robert Carole	Fredricks	<p>Traffic is a major quality of life issue in all of Charleston and Berkeley counties. Why build a road with bottle necks when thousands of homes and hundreds of business are approved and being built along Clements Ferry road and route 41. This road will need to be widen in the near future so go with alternative 1 . The fate of the Phillips community was determined years ago when the unchecked development was approved and hasn't been addressed yet.</p>

06/11/2018	Morton	<p>Alternative 7’s proposed increase of Bessemer Road, Park West Blvd. and Dunes West Blvd. to a rerouted 5 lane Highway 41 would effectively cut off Park West neighborhoods and hundreds residents to the west of the route from the rest of their community and the amenities they pay for. In order to benefit from and enjoy the quality of life, seclusion, convenience and preservation of natural features offered in the thoughtfully designed Park West community, families made the conscious decision to move into these planned neighborhoods based on the community design detailed in the Park West Master Plan. This proposed 5 lane highway bisecting the Park West community will destroy that quality of life for hundreds of residents and was never part of the Park West Master Plan. The community features were carefully and deliberately designed and did not evolve gradually and organically over time encroaching on well known existing roads as many communities have. Alternative 7 and similar Alternatives disregard and disrupt the carefully planned nature of the Park West community. Alternative 7 and similar Alternatives are too burdensome and unreasonable for multiple neighborhoods and hundreds of residents and must not be built.</p>
06/11/2018	Morton	<p>I live in the Arlington neighborhood of Park West. Please explain why my children must be placed at grave risk if they want to walk or bike to our community pool if the 5 lane re-routed Hwy. 41 alternatives are built? Unreasonable risk to residents. Do not build Alternative 7 or other alternatives like it.</p>
06/11/2018	Morton	<p>Trucks travel Hwy. 41. Some trucks carry HAZMAT. They probably shouldn’t be re-routed onto curvy neighborhoods roads. That’s just common sense. Because of the unreasonable risk to the public, Alternative 7 and similar alternatives must be abandoned.</p>

06/11/2018	Morton	<p>The cost to mitigate traffic noise caused by tens of thousands of vehicle trips per day on Alternative 7 and similar routes passing through Park West neighborhoods will be significant and is an unnecessary expense since Highway 41 should be expanded along its existing route, (as detailed in Alternative 1 or Alternative 10). Further, the unsightly methods used to mitigate traffic noise will forever negatively alter the Park West neighborhoods and communities. The associated noise impacts and mitigation costs created by Alternative 7 and similar alternatives to the Park West neighborhoods they pass by are unreasonable and should receive no further consideration or be built.</p>
06/11/2018	Morton	<p>Alternative 1, (or Alternative 10) keep traffic routed through the areas where Sweetgrass Basket stands have traditionally existed along Highway 41. Recent expansion along Highway 17 has shown that an enlarged road and Sweetgrass Basket stands can exist together and could act as a model for the Highway 41 corridor improvement if Alternative 1, (or Alternative 10) were adopted. Alternative 7 and similar Alternatives would negatively impact the unique and special Sweetgrass Basket tradition of the Lowcountry by diverting traffic and potential customers away from the Highway 41 Sweetgrass Basket stands. Alternative 1, (or Alternative 10) should be implemented in order to help preserve the unique and special Lowcountry Sweetgrass Basket tradition.</p>
06/11/2018	Morton	<p>Part of Mt. Pleasant’s appeal has been its areas of unspoiled natural beauty and the elevated quality of life these areas bring. No one questions that the number of trees and undeveloped areas of Mt. Pleasant are disappearing and have been for years, slowly taking away the very essence of what makes Mt. Pleasant appealing. Alternative 7 seeks to follow this pattern of chipping away at the special unspoiled natural beauty of Mt. Pleasant by removing 4 ¼ times the amount of unspoiled natural land from Laurel Hill County Park than Alternative 1 would. Alternative 7 seeks to accelerate the loss of Mt. Pleasant’s dwindling greenspaces thus degrading the quality of life for Mt. Pleasant residents and is therefore not a reasonable alternative and should not be pursued.</p>

06/11/2018		Morton	Alternative 2 will not solve the traffic congestion problem and instead creates traffic “choke points”. Areas of improved traffic flow feeding into areas of reduced traffic flow and capacity cause dangerous unpredictable traffic slowdowns and put the traveling public at risk. Solving traffic congestion is the entire reason for this project. It would be irresponsible to spend taxpayer money and not actually solve the fundamental problem. Implementing anything less than an effective solution now will require further future improvements to solve the remaining Hwy. 41 traffic congestion problem. Future improvements will necessitate the restarting of the entire corridor improvement process and additional construction at higher future dollar costs. Failure to implement a true solution now represents negligent use of taxpayer money. Because Alternative 2 puts the traveling public at risk and does not offer an effective solution to the Highway 41 traffic problems it is not a reasonable alternative and must not be pursued or implemented.
06/11/2018	Barbara	Hatten	I oppose Alternative 7 and believe Alternative 1 is the best option. I hope that community input is truly considered.
06/11/2018	Marie	Condon	I am extremely opposed to widening Bessemer Rd to 5 lanes as this will put a busy, but not congested, road in the back & front yards of well established as well as new & future residents who desire a quiet, natural environment. This is an unnecessary alternative - just widen 41.

06/11/2018	Joan	Simpson	<p>My husband and I strongly oppose option 7. It would isolate the Arlington, Keswick, Coventry and other smaller neighborhoods of Park West as well as Ellington Woods, Cypress Pointe and Palmetto Hall of Dunes West from the rest of their neighborhoods. For these areas it would be difficult for children and adults who ride bikes to reach their development amenities including pools and tennis facilities.</p> <p>Route 41 is already a highway and has been designated as a hurricane escape route. By running it through the above developments , you would be adding extra miles, creating a serpentine way and ultimately slowly the very process of evacuation.</p> <p>We are cognizant of the historic area that the other options would bisect, but they are already dealing with a highway. I have driven the Phillips neighborhood multiple times, and have never seen an historic building .</p> <p>Joan and Wayne Simpson</p> <div></div>
06/11/2018	Bonnie	Townsend	<p>A 5 lane highway cutting through Park West disrupting neighborhoods and resident lifestyles, requiring acquisition of homes, cutting more trees and eliminating more wildlife is shocking. I am opposed to Alt 7.</p> <p>Bonnie Townsend</p>
06/11/2018	John	Nagel	<p>Whenever roads are widened some people are usually adversely affected. Compromises have to be made. The criteria should be how to affect the fewest number of people at the lowest cost while achieving the objective. The consideration should no be who is affected. No one because of status should receive special consideration. Life never has been fair. Can't see any reasonable approach short of just follow 41 as it exists and widen it.</p>

06/11/2018	Joan & George	Dehne	<p>Just to comment on the proposed options for Highway 41: We feel option #7 would negatively impact particularly those on Bessemer Road as well as necessitating a traffic light just outside the gate for Dunes West.</p> <p>This does not seem feasible either when considering the space available on Bessemer Road for widening. Five lanes would end up running through living rooms from our perspective.</p> <p>Many thanks for your consideration, This is the only viable alternative</p>
06/11/2018	Richard	Bocim	
06/11/2018	Richard	Bocim	<p>Going from 5 lanes to 3 and back to 5 will not solve the problem. This is not a viable plan.</p>
06/11/2018	Richard	Bocim	<p>I definitely oppose this alternative. This would cause significant congestion in Dunes West, Parkwest, and Rivertowne.</p>
06/11/2018		Anonymous	<p>Alternative 7 appears to be the best option as far as Level of Service goes. That is what everyone complains about. The Phillips Community has been there far longer than the Rivertowne, Park West and Dunes West developments, whose residents are screaming "not in my back yard." But who is fighting for those residents in the Phillips Community? Just to be blunt, it appears that people assume the "nicer" houses and "nicer" neighborhoods shouldn't have to be affected because they are simply "nicer" and more expensive. I really hope the impacts to the historical Phillips Community are carefully considered. All of the residents who bought their little piece of paradise in these nice new developments should have considered their commutes before buying. Thank you for your time and considerations.</p>
06/11/2018	Mary	Mitchell	<p>[REDACTED]. I support Alt 1. It is not intuitive that this alternative would not perform as well as Alt 7. There is not sufficient detail to make a good decision. Where can I get access to a map that makes this clear. Some of the rational is flawed/biased. There are not 15 active Sweetgrass Basket stands. I have not seen any or the 4 or 5 along Hwy 41 used in the 10 years I have lived in Dunes West. Furthermore I want to see a list of what you consider historic sites.</p>

06/11/2018	Elizabeth	Lamb	This is the only alternative that makes sense. This is the most direct and impacts the least amount of people (compared to alternative 7). It makes sense to make a HIGHWAY wider.
06/11/2018	Elizabeth	Lamb	This is the worst alternative ever. NO NO NO NO! Making a neighborhood road into a HIGHWAY is just wrong. As an Arlington resident, this alternative would cut my family out of the ability to live in a safe environment. My family would be cut off from our schools, recreation center, pool, bike paths, Laurel Hill Park, shops and much more. My children would no longer be able to ride their bikes to school or the pool. I have worked very hard and made many sacrifices so that my children could grow up in a safe, family friendly environment. This alternative would rip away everything that I have sacrificed. I have lived in my home for 9 years and never in my wildest dreams would I think that my government, where I pay taxes from the money that I work 60 hours a week for, would even consider this an alternative. Take this out of consideration NOW!
06/11/2018	Jim and Denise	Stanfield	Alternative 1 is the best option for eliminating bottleneck traffic by having the 5 lanes all the way from Hwy. 17 to the Wanda River Bridge.
06/12/2018	Clinton	Yeo	This is NOT a Reasonable Alternative. This is a Diversion of traffic thru numerous neighborhoods. There are too many people, children walkers, runners, bicyclists who use these Neighborhood roads to get to the Pools, Playgrounds, Schools etc. How will they be able to cross 5 LANES Safely? How about the NOISE from Traffic? How will we be able to leave our neighborhoods when we will need get onto one of these 5 lanes? Are they going to put Traffic Lights at the entrances of each subdivision?? This is Absurd!!! Lets not forget about Hurricane Evacuations!!! Take the Path of Least Resistance...The Path Straight Up US HWY 41

06/12/2018	Meagan	McCleary	<p>Hi,</p> <p>I'm writing to voice my opposition to Highway 41 Alternative 7. This will many negative impacts to my neighborhood (Park Place) that lies just at the entrance to Park West and have many negative impacts on our neighborhood and family quality of life. I will be willing to join my fellow neighbors in pursuing further actions to stop Alternative 7 should it continue to get approvals in this process.</p> <p>Thank you,</p> <p>Meagan McCleary</p> <div></div>
06/12/2018	Ingrid	Weeks	<p>I am opposed to Alternative 7. It would be disruptive to the Park West and Dunes West Communities and, in my opinion, would not be feasible. I have never seen a major highway take a jog as this alternative suggests. Normally, attempts are made to make highways as straight as possible. And human nature being what it is, if Alternative 7 is carried out, what will happen is that many people will simply continue on the current two-lane section through the Phillips Community. I do feel for the people in the Phillips Community as they have owned their property for several generations.</p> <p>I suggest that the most viable alternative would be to bridge the highway through the Phillips Community. Of course it would be costly, but no more costly than the suggested jog.</p> <p>I hope that you will consider another alternative to Alternative 7.</p> <p>Ingrid Weeks</p> <div></div>

06/12/2018	Walter	Winkler	<p>Park West Resident Comment: Having been a resident of Park West for five years now, I'm pretty familiar with the Mt. Pleasant traffic problems. Certainly hwy 41 needs widening in the near term. Park West Blvd needs widening too. Traffic on these roads is particularly bad during morning rush hour, such that being retired, we delay going out until after the morning rush & try to return home before school lets out. It shouldn't have too be this way. Your website indicates that hwy 41 might be widened about 2045. We'll be long gone dead & buried by then, but I will comment on the proposed widening alternatives --- #1 looks OK, #'s 2 & 7 don't make any sense at all as they will leave a narrow section of 41 & divert 41 traffic off of the current straight line 41 thru the already traffic overburdened residential areas of Park West & Dunes West. Looks like a disaster to me. Who comes up with these schemes? Thank you, Walter Winkler</p>
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06/12/2018	Scott	McCleary	<p>Hi,</p> <p>I'm writing to voice my opposition to Highway 41 Alternative 7. This will many negative impacts to my neighborhood (Park Place) that lies just at the entrance to Park West and have many negative impacts on our neighborhood and family quality of life. I will be willing to join my fellow neighbors in pursuing further actions to stop Alternative 7 should it continue to get approvals in this process.</p> <p>Thank you,</p> <p>Scott McCleary</p>
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06/11/2018	Elizabeth	Lamb	<p>Decision Makers of the Hwy 41 project,</p> <p>Alternative 7 must be removed from consideration. It has the greatest negative impact to the most number of people and should be removed from consideration for the following reasons:</p> <p>Dunes West Blvd and Bessemer Road, are NEIGHBORHOOD roads, not a HIGHWAY. Highway 41 is just that, a HIGHWAY. I would NEVER have bought a house on or close to a highway and this would be forcing a neighborhood road to act as a highway. The recent closing of the Wando bridge is a perfect example of why it is WRONG to force a neighborhood to act as a highway. Alternative 7 would force tractor trailers to use a NEIGHBORHOOD road. You would be creating a HUGE safety hazard for all those living near Dunes West Blvd and Bessemer Road.</p> <p>Bessemer road does not have the capacity for a five lane road.</p> <p>As a resident of Arlington, you would be putting my children's health and safety at risk, as well as 100s of other children.</p> <p>The noise caused by a 5 lane road, less than 100 yards from my house, would impact my quality of life. I paid for (with my hard earned money) a house in a neighborhood, not one on/near a 5 lane road.</p> <p>My daughter has asthma. The increase in air pollution would be a detriment to my daughter's health and life.</p> <p>My children ride to school by a county provided bus. By forcing the bus to cross a 5 lane road multiple times a day, the risk of an auto accident increases.</p> <p>Bessemer road used to be an alternative, not primary way, of getting to 41 and 17. As time has gone by and the bridge at 41 was completed, the amount of traffic on 41 has increased. Residents of Dunes West do not have the ability to safely exit onto 41 through their back gate. With the completion of the circle at Park West Blvd and Bessemer it is now safer for Dunes West residents to exit out the front gate and take Bessemer road to 41. If you put a light on 41 at the back gate of Dunes West, the number using Bessemer road will decrease considerably. Was any of this consider</p>
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06/11/2018	Elizabeth	Lamb	<p>Was any of this considered when the traffic studies were conducted? I saw the one person at the Bessemer/Park West circle counting cars. Was that the traffic study that was conducted? Highway 41 is an evacuation route. Making Bessemer into a 5 lane road will prevent me from being able to safely evacuate. I would never be able to turn onto the road to go North. Quality of Life. Putting a 5 lane road on Dunes West/Bessemer roads would cut my family, including my two children, out of being able to safely live and enjoy our community. They would no longer be able to safely ride their bikes, walk their pets or walk to the pool, school or friends houses. The numbers provided by YOUR Environmental Impact Study are clear:</p> <p>Total Property Impacts: (I do not know why you called the Phillips Community out to show its exclusive property impact, but because you did I am calling out the other neighborhoods to show their exclusive property impacts)</p> <p>Possible Full Acquisitions:</p> <p>Alternative 1 Total – 7 Phillips Community – 3 Other Communities – 4</p> <p>Alternative 7 Total – 9 Phillips Community – 0 Other Communities – 9</p> <p>Possible Partial Acquisitions:</p> <p>Alternative 1 Total – 207 Phillips Community - 80 Other Communities – 127</p> <p>Alternative 7 Total – 281 Phillips Community - 55 Other Communities – 226</p> <p>The above numbers clearly show that Alternative 7 has the greatest negative impact on both possible full and partial acquisitions. In addition to the above, Alternative 7 has the greatest negative impact in the following categories: Wetland Impacts Stream Impacts Floodplain Impacts Laurel Hill County Park Using YOUR numbers, if Alternative 7 is selected, it is VERY clear that you do so because you put more value in the lives of the people who live in the Phillips Community than those who live elsewhere.</p> <p>Thank you for giving me the opportunity to express my concerns with Alternative 7. I would be happy to discuss them with any decision maker at any time. I look forward to you being transparent in both</p>
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06/11/2018	Kerry	Hankinson	Please do NOT put a highway through the middle of our neighborhood. We would not be able to let the children ride around like we do. It would not be safe. They would have a highway between the pool/tennis/playground area and our home. It's crazy! The safe surroundings is why we live where we live. Thank you, Kerry Hankinson
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06/12/2018	Lorie Tekiele	Kornuta	<p>Hi there,</p> <p>I'm not able to find the proposals for the Highway 41 project on the Corridor Improvements website, but I did see very briefly a couple weeks ago a new proposal that would divert the 41 widening into Dunes West/Park West. I live in Preston at Park West, am an AICP certified planner and former transportation planner, and am very opposed to this option from both a personal and professional point of view.</p> <p>Personally, the impact on mine and my neighbors' quality of life and value of our homes must be adversely affected by this option (even more so for our community members directly adjacent to the widening proposal - we are at least a few feet down the road in Preston). However, my professional opposition is even more significant. Without any planning experience whatsoever, any layperson can look at that design and see its absurdity, when simply widening the straight 41 arterial is so obvious and would offer so much more traffic relief than a diversion into DW/PW. I understand the homeowners along 41 are opposed to the widening, but nothing more than logic is required to see it must be done for the greater good of our community.</p> <p>Additionally, I have two kids in the Park West schools who take the bus each morning, and it also takes me up to 10 minutes to turn left onto Park West Blvd. every time I leave my house in the morning for work or at 4:00 when taking my kids to their extracurricular activities. I cannot fathom the impact on the kids' bus schedules and all the parents driving their kids to school (which is a total nightmare already), and my personal ability to get out of my neighborhood, if the widening project were just a football field's length away from Conant Rd.</p> <p>Thank you for your time and consideration of my opposition to the widening project's diversion into DW/PW, and support of widening the entire Hwy 41 corridor.</p>
06/11/2018	Carol	Mitchell	I support Alt 1. I oppose Alt 7

06/11/2018	Catherine	Donato	I live in Park West with my family, which consists of my two school aged kids. They often ride their bikes to the Park West pool on Park West Blvd. It is for this reason, among many others, that I strongly oppose option #7- the widening of Dunes West/Park West Blvd & Bessemer. I think it is without good judgment, common sense or forward thinking to have this option move forward. No family friendly neighborhood needs a 5 lane highway cutting through it, while 'Highway' 41 would be only 3 lanes.
06/11/2018	Edward	Kabernagel	Highway 41 should stay on Highway 41. There is no reason to divert 41 into the Dunes West/Park West neighborhoods. There is plenty room to widen the existing 41 including the Philips Mill Community.
06/11/2018	Robert	Gair	<p>The expansion of Highway 41 to 4 or 5 lanes is drastically needed to support the 'over growth' of Mount Pleasant. Highway 41 is a State highway and all architectural and engineering plans should be directed to that highway. Any divergence to have off shoots through residential neighborhoods should be immediately tabled. To divert through the Park West and Dunes West neighborhoods is beyond comprehension. The divergence would be a loop rather than the straight line that Hwy41 provides in the mile+ area under consideration, plus this would cause a major disruption to existing neighborhoods, and totally compound a severe traffic problem each morning and afternoon during school time.</p> <p>Please put common sense in play and drop this 'wild' non-solution.</p>

06/11/2018	Tom	Meddaugh	<p>I think none of the offered solutions will last five years after completion. Four lanes will not fix it long. There needs to be a way to extract traffic going onto Long Point Rd going to Rt. 17 just to get to 41. Set up some cameras to find out the volume taking that route and I believe you will see an enormous amount of people are going that way. To mitigate, put a road through from LongPoint at the Whipple Rd. light that then runs along the electric wire overhead, through the marsh, curving up to a round-about at the Bessimer Rd and 41 intersect. The new marsh road should also have a passage road to 526 that allows people to bypass Longpoint completely. This would unload the Hwy 17 overload and distribute the traffic more efficiently at peak times. Tom Meddaugh</p>
06/11/2018	Gail	Meyers	<p>To Whom It May Concern, I am a resident of Park West and I am appalled by the proposed Bessemer Rd. widening! Why would anyone propose an evacuation route through a development? I am strongly opposed to alternative 7 through Park West.</p>
06/11/2018	Chris	Dyches	<p>I own a property in Park West and don't believe that Alt 7 and adding 5 lanes into this community (Bessemer/Dunes West Blvd) is the right thing to do. Two lanes of traffic through Bessemer/DW Blvd is acceptable with 5 lanes along hwy 41 therefore I believe Alt 1 is the correct choice.</p>
06/09/2018	Jennifer & Brad	Schulte	<p>I think the project has not been discussed enough with the residents affected. Each of the options needs to be more fully explained. Currently it appears that the option supported by government inconveniences many more people than other routes, which seems unfair.</p> <p>Jennifer and Brad Schulte</p>

06/08/2018	Michael	McWhirt	<p>As a native Charlestonian and long-term (42 years) Mt. Pleasant resident I am writing to express my concerns about “Alternative 7” for the Highway 41 Corridor Improvements. This design is described as a “reasonable” alternative to correct the traffic congestion on Highway 41. Who in their right mind thinks that building a 5-lane road through the middle of a residential area is a “reasonable alternative”? The primary reasons this should not be considered an alternative are:</p> <ol style="list-style-type: none">1. Children live, play, ride bikes, walk to school, visit neighborhood recreational areas and open spaces along the Alternative 72. Alternative 7 creates a 26% greater impact to the surrounding wetlands areas when compared to Alternative 13. Alternative 7 creates a 19% greater impact to floodplains areas when compared to Alternative 14. Alternative 7 has a 76% greater impact to Laurel Hill County Park. Based on the “East Cooper Land Trust” this is a parcel of land that according to the “Executive Summary” is “Permanently Protected: 17 parcels totaling 1,479 acres comprised of lands that are protected forever under conservation easements held by land trusts and other conservation entities.” It should come as no surprise to owners of parcels along Highway 41 that this highway may be widened at some point as designed in “Alternative 1.” Established in 1939 as a “highway” to connect the Charleston area to the Pee Dee region it was not designed as a residential community, but as a thoroughfare to expedite travel from one point to another. Subject to expansion as public needs demand. Residents in areas that were designed as residential neighborhoods should not have to be concerned that quiet neighborhood streets are turned into 5 lane highways running through their front yards. What is next? Sound barrier walls all along Bessemer Road & Dunes West Blvd? Elevated walkways so children can commute through their neighborhoods? At what additional cost will this come at? Alternative 1 is the only common-
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06/12/2018	Carleton	Bodkin	<p>Christine Barrett forwarded the following comment on 6/12/18.</p> <p>My name is Carleton Bodkin. I am a direct descendant of Joe Rouse and property owner on highway 41. I'm requesting that Charleston county remove the widening of Highway 41 as an option. The Phillips community was purchased by freed slaves after the civil war. The descendants of the freedmen are still in this community. We must embrace such a place. The historical marker located on highway 41 is a symbol of new found freedom of my ancestors and also recognizes Dr.John Rutledge that was the owner of the Phillips plantation. Dr.Rutledge is the father of Edward Rutledge that signed the Declaration of Independence as well as John Rutledge that signed the U.S. Constitution. I'm appealing to you to spare this significant and historical community. I'm confident that the fine people in Charleston County will do the right thing and explore the other options that will not destroy the Phillips community as we know it.</p>
06/11/2018	Jeff	Zimmerman	<p>Yes hi my name is Jeff Zimmerman ZIMMERM a N I'm calling to just give you my two cents worth I think the alternative seven choices is like a reasonable choice because I think if you go on you to lessen the five lanes that they're predicting there. I think we're just gonna be in the same problem over time and specially you know rush hour traffic is the worst we're gonna(?) add on that it's Nobody spencer(?) Park West Boulevard in Park West and that is one of the worst connectors you know going through there because it's not a five lane all the way through there which it should be specially with school morning traffic it's the whole road it's backed up we can't get anywhere. So not sure why they're not even looking at Park West make sure it's five lane or at least four lanes through there but it definitely needs to be that way. I live in Park West I live in the Preston. My number is [REDACTED]. Thank you.</p>

05/30/2018	Clark	Beirne	<p>The following email was sent to Mt. Pleasant City Council on 5/20/18 and forwarded by Christine Barrett on 6/8/18</p> <p>> I am emailing each of you to express my total disagreement for alternative 7 as it is an unsafe and decreased property owner value solution to the ever ending traffic issue facing all of Mt Pleasant. I am a property owner in Arlington Subdivision which empties out onto Bessemer Rd. My address is [REDACTED]. This is in follow up to my communication on the HWY41 Project web page.</p> <p>></p> <p>> Arlington subdivision would be greatly affected if Bessemer Road is widened. There are many children that walk to and from the schools, the amenity center and to friends houses nearby that their safety would be a great risk. It would turn a small thoroughfare into a highway and affect existing residential buildings forcing relocation of same. Park West and Dunes West, both would be affected negatively with 5 lanes on Bessemer.</p> <p>></p> <p>> In addition I can not see the purpose of diverting traffic from SR 41 for maybe two miles to simply put all back onto to SR 41. Right now 41 is a straight shot from Hwy 17 to US 526. Making the widening of SR 41 a much more efficient route for transit and even more so for Hurricane evacuation.</p> <p>> Forget Alternative 7 and place alternative 1 or 2 as your choice. - Clark Beirne</p> <p>VOTE NO TO ALTERNATIVE 7 on this project!!</p>
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06/07/2018	James	Cannon	<p>Christine Barrett forwarded this email from 6/7/18 on 6/8/18:</p> <p>Will, I need your help with option 7 of the proposed project for Hwy 41. I have been told that up to 50 Dunes West homes will be destroyed and our main entrance will be seized by the state and our beautiful fields will be paved over. Please help us to stop this option. I have fought hard to keep our town safe from this sort of thing and my neighbors and I are counting on this option to be eliminated. You know I appreciate your help!</p>
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06/07/2018	Ken	Wilson	<p>Christine Barrett forwarded this email from Kenneth Wilson on 6/7/18 on 6/8/18:</p> <p>Will, and Kevin:</p> <p>I don't agree with the Dunes West POA on this.</p> <p>I think the impact on Dunes West isn't such a big deal, and I think it's a more reasonable plan than (for you) to have to deal with the Phillips Community, who will try to hold up the plan for ransom.</p> <p>Further, I think it's FAR more important to the future of DW and our property values, to GET SOMETHING DONE about 41. I think these people are losing perspective on that.</p> <p>Thanks for listening.</p> <p>KW</p>
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06/07/2018	Jeff	Wood	<p>Christine Barrett forwarded this email from Jeffery Wood on 6/7/18 on 6/8/18</p> <p>Please,</p> <p>We beg of you. Option 3 for the expansion of Bessemer Road to plow a 5 lane road through the Park West and Dunes West neighborhoods has to be eliminated from consideration. This is a residential road, not a highway like 41! Children play here and a 5 lane road running through a neighborhood is dangerous and ill advised!</p> <p>Option 1 is the only Option! It is an evacuation route during hurricane seasons and creating bottlenecks on this road is very dangerous! You only need to look at the rules of navigation we all learned as kids. The shortest distance between two points is a straight line. Highway 41 needs to be expanded to 5 lanes from 17 to the new bridge over the Wando River!</p>
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06/07/2018	Jay	Glenn	<p>Christine Barrett forwarded this email from Jay Glenn on 6/7/18 on 6/8/18</p> <p>Alternative 7 would establish a five lane roadway from Highway 17 to Bessemer Road. The five lane section would continue along Bessemer and Dunes West Boulevard to a five lane section on Highway 41 to the Wando River Bridge, making a continuous bypass around the Phillips Community. Existing Highway 41 would be widened to three lanes from Joe Rouse Road to Dunes West Boulevard through the Phillips Community. This alternative is moving forward for further evaluation.</p> <p>I have never seen a worse plan and for so many reasons.</p> <p>This is another example were real estate developers maximized density with no regard for traffic flow or access.</p> <p>The only viable solution is widen 41 and enter into respectful discussions with the Phillips Community.</p> <p>Jay Glenn</p>
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06/06/2018	Ted	Fischer	<p>Christine Barrett forwarded this email from Ted Fischer on 6/6/18 on 6/8/18</p> <p>Dear Mayor Haynie,</p> <p>The purpose of this e-mail is to express my strong opposition to Alternative 7 of the Highway 41 widening project.</p> <p>My wife and I own a condo in Park West, where we live part time. We recently contracted with Crescent Homes to build a home in Covington Subdivision off of Bessemer Road, and we will be moving to Mt. Pleasant permanently this fall. Alternative 7 would be disastrous for Covington subdivision and our property in terms of traffic, noise, and property value. We chose Covington and Bessemer based on the quiet nature of the Park West / Dunes West area. Changing Bessemer to five lanes would completely negate this feature and would most certainly have a negative impact on our property value. We are contractually obligated with the builder at a market price based upon Bessemer Road as it is today. We have invested a large sum. Alternative 7 represents a significant risk for us, as we are retired and on a fixed income.</p> <p>Furthermore, the other alternatives (widening highway 41 north of Bessemer) make much more sense in terms of traffic flow... a straight line versus a circuitous route via Bessemer. Also, from what I've seen of the Environmental Screening Matrix, alternative 7 has a greater negative impact versus alternatives 1 and 2.</p> <p>Please take these concerns into consideration as a Highway 41 widening alternative is selected.</p>
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06/03/2018	Gordon	Hanson	<p>Dear Community Leader,</p> <p>Below are thoughts and comments regarding the Hwy41Project and the alternatives presented. Park West residents are particularly alarmed by Alternative 7, which would convert Bessemer Road into a 5-lane highway from SR 41 to Park West, Blvd. If Alternative 7 is chosen, construction will directly, significantly, and permanently affect life in Park West.</p> <p>Reasons for not preferring Alternative 7:</p> <p>Inadequate Roadway Width. Some sections of the existing Bessemer roadway are too narrow to adequately accommodate five lanes of traffic, plus sidewalks for pedestrian traffic, plus sound or safety barriers. According to engineers/planners at the information meeting, possible solutions to the road width problem include</p> <ul style="list-style-type: none">· significantly narrowing or eliminating existing berms and tree borders along Bessemer· knocking down some existing homes and, if feasible, rebuilding them elsewhere· rerouting a section of Bessemer to go behind some existing homes. <p>Population Density Park West is heavily populated. Eight neighborhoods, which are home to hundreds of residents (453 housing units), would be directly impacted by the increased noise, pollution, and traffic caused by Alternative 7. The number of homes/units for each neighborhood is shown below.</p> <p>Abbotts Glenn- 24 Arlington- 159 Bessemer Park -44 (under construction) Covington- 37 (under construction) Keswick- 40 Mansfield- 28 Preston- 100 Worthington - 21 (under construction)</p> <p>When considering population impacts, the proposed Bessemer option would cause far more residential disruption than would widening the existing SR 41 highway through the Phillips community.</p> <p>Excessive Noise. A five-lane highway through Park West would significantly increase noise. So-called noise abatement installations, such as vegetation and high walls, do not significantly lower noise levels. High sound walls are unsightly and give a fortress look to neighborhoods. Noise is a quality of life issue that would have</p>
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06/03/2018	Gordon	Hanson	<p>Noise is a quality of life issue that would have permanent negative impacts on residents and property values.</p> <p>Air Pollution Vehicles pollute air. Widening Bessemer Road would decrease air quality in a heavily populated area.</p> <p>Property values and lifestyle choices The proximity of neighborhoods to a five-lane highway would decimate property values. Moreover, homes would be harder to sell, because buyers will reject a home located a short walk from a busy five-lane highway. Park West residents purchased homes in a suburban environment that promotes quiet neighborhoods and peaceful outdoor living. The urban noise, traffic, and pollution that would accompany Alternative 7 are not consistent with the Park West master plan.</p> <p>Safety concerns. Many residents, including children, walk and bike throughout Park West. This is an important feature of life in the area, and it would be damaged by Alternative 7. For example, the proposed highway is near the Park West Pool and Tennis Center, which children frequently access by foot and bicycle. Walking and biking to these facilities would be made more dangerous and difficult by inserting a major highway into the middle of a suburban community.</p> <p>Construction Headaches Project spokesmen at the public meeting explained that Alternative 7 could require some homes along Bessemer to be demolished and possibly rebuilt. Other homes would experience a severe reduction in yard and tree screening. Existing homes along Bessemer are new or recent construction. Destroying and rebuilding existing homes would compound the noise and headaches associated with construction sites. Moreover, there is no assurance that homes claimed by eminent domain would be compensated at fair market values. The road itself will have a chilling effect on property values.</p> <p>Reasons for Preferring Alternatives 1 and 2 (Widen the existing SR 41)</p> <p>Less Residential Impact Widening SR 41 along the existing right-of-way would impact far fewer homes and residents than wou</p>
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06/03/2018	Gordon	Hanson	<p>Reasons for Preferring Alternatives 1 and 2 (Widen the existing SR 41)</p> <p>Less Residential Impact Widening SR 41 along the existing right-of-way would impact far fewer homes and residents than would widening Bessemer Road.</p> <p>More Efficient Transit Widening SR 41 would preserve what is essentially a straight shot to Clements Ferry Road, providing a more efficient route between US17 and US 526. Residents who live in neighborhoods along SR 41 would not need to wind through Park West to reach their destination.</p> <p>Hurricane Evacuation During hurricane evacuations, Alternative 1 or 2, and especially Alternative 1 (5 lanes along SR 41) would provide easier and safer options for directing evacuating traffic and reversing lanes.</p> <p>Thank you for serving our community and we hope you will support us by not supporting Alternative 7.</p> <p>Park West Resident</p>
06/02/2018	Ralph	Miller	<p>Mr. Mayor, I have always been taught that the shortest distance between two points is a straight line. The idea of constructing a bypass will only add to the cost of this project. I am sure many other residents have the same feeling and I ask you to consider the straight line approach.</p> <p>Ralph Miller</p>

05/28/2018	Jean	Santillo	<p>Dear Mayor Haynie,</p> <p>I am writing this letter to convey that I am strongly against the proposed plan to expand Bessemer Rd.</p> <p>My family made a huge financial sacrifice to move to Park West in order to seek all positive beauty that comes with this area, specifically the Arlington neighborhood. We chose Arlington because it was far enough away from the hustle and bustle of Park West Boulevard, it is quiet and quaint with a small number of homes, close to the amenities of the clubhouse and walking trails, full of tree-lined streets, yet still easily accessible to RT 41 and RT 17. My family has paid a hefty price for our home, just 6 months ago, and pays substantial HOA dues for these neighborhood qualities. There was no mention of this proposal from our realtor prior to us closing on this home in December 2017, otherwise we may have felt differently about our decision to live here. Now all the qualities we love about our neighborhood are in jeopardy.</p> <p>Please consider that Park West is a very large “planned” community and the expansion of an “internal road” inside our development will negatively impact a large number of people. Should Bessemer Rd be widened to a highway, we will lose trees, sidewalks, peace and quiet, and clean environmental space. More importantly, Arlington development and Park West in general will have increased road hazards to the families that walk and drive throughout the area and transport their families to schools and the clubhouse. There has already been life lost in this area. Property values will plummet as people flee to find a quieter/safer place to live. This will have a negative impact on one of Mount Pleasant’s most desirable communities! Alternatively, RT 41 is already considered the hurricane evacuation route and there would be a smaller number of people adversely affected with its widening. We are pleading that any consideration to expand Bessemer Rd will be dismissed. RT 41 expansion is the best choice for the majority of people.</p> <p>Tha</p>
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05/28/2018	Terri	Ward	<p>To Whom it May Concern</p> <p>I would like to state my opinion for why I am against Alternative 7. It makes no sense to go through the middle of an existing neighborhood. Hundreds of residents would be affective, causing dangerous intersections for various neighborhoods trying to get onto Bessemer. Also, I would think the cost of widening Bessemer would be more expensive than the other alternatives. With 8 neighborhoods possibly being affected, over 400 property values would decrease. However, my main concern is the children in these 8 neighborhoods riding or walking to our nearby pool and tennis complex. This could be very dangerous for our children. Please consider all these factors.</p>
06/02/2018	Richard & Anna	Eberling	<p>Dear Cathy, My wife, Anna, and I have met you several times. We remain extremely anxious and angry about the "Alternative 7" option for Highway 41 through Park West, as are many others in the neighborhoods that would be affected. Anna and I would very much like to get together with you as soon as your schedule permits, if possible early this coming week (Monday or Tuesday), since there is not much time left until the County Council votes on this on June 16th. Thank you very much, Richard and Anna Ebeling</p>

06/01/2018	Griffin	Honig	<p>Hello,</p> <p>My name is Griffin Honig, I am 15 years old, and I am part of BSA Crew 529. Throughout the year I have noticed that the traffic is increasing with the growing population. I live in Dunes West and my mother works for Wando High school. The importance of this is that during the school year, I left at 7 AM every morning. We get to Wando at around 7:30 AM. It takes 30 minutes to travel 3 miles. And with the growing population of Mt. Pleasant it will only get worse. I have lived here for a decade now, and the traffic has been getting worse each year.If we keep the road system we have now, it will only get worse. That being said, what is your plan or proposal to fix the road system? I am especiall interested with the progress on the expansion of 41. thank you in advance for your time and support.</p> <p>Sincerely, Griffin Honig</p>
06/08/2018	Theresa	Ward	<p>"Theresa Ward THERESEW a RD [REDACTED] [REDACTED]. I am the alternative seven mainly because for one thing I think the children walking back and forth to the pool. It will affect that in addition to all the traffic congestion that we already have and property values will certainly decrease. My phone number is [REDACTED] [REDACTED]. Thank you. No one needs to call me back I just wanted to voice my opinion. Thank you."</p>
06/12/2018	virginia	maglio	<p>this proposal seems to be the best alternative overall impacting the least amount of residential homes/communities as well as the environment. it seems to provide a more continuous flow of traffic both northbound/southbound on 41 without chokepoints at several points throughout the phillips community. this is a major evacuation route and should be free from these chokepoints. routing traffic through park west/dunes west during an evacuation would only cause chaos.</p>
06/12/2018	charles	maglio	<p>straight thru not having any slow downs</p>

06/12/2018	Gina	Richardson	Consideration of making the stated traffic adjustments through the Park West community is uncalled for. Five lanes of traffic in a residential area covering the projected level of traffic is unreasonable. Build a raised highway - think outside the box but stop impacting a community that people move to due to the quite, friendly neighborhood and low traffic levels.
06/12/2018	Gina	Richardson	Consideration of making the stated traffic adjustments through the Park West community is uncalled for. Traffic in a residential area covering the projected level of traffic is unreasonable. Build a raised highway - think outside the box but stop impacting a community that people move to due to the quite, friendly neighborhood and low traffic levels.
06/12/2018	Glna	Richardson	Consideration of making the stated traffic adjustments through the Park West community is uncalled for. Traffic in a residential area covering the projected level of traffic is unreasonable. Build a raised highway - think outside the box but stop impacting a community that people move to due to the quite, friendly neighborhood and low traffic levels.
06/12/2018	Yvonne	Gilbert	This alternative is the most reasonable as it has the least impact on individuals, flood plains, and does not go through communities like Park West. I have lived off a state highway and know how eminent domain works, this is why I chose to live in a community and pay the extra money. Living off a state highway with large road frontage, along a MAJOR evacuation route, one living on this highway can expect to be impacted by an expanded population - NOT PRIVATE COMMUNITIES.
06/12/2018	Yvonne	Gilbert	This is not a good option as it will affect the flood plain and will not provide a direct major route like option 1 does. Great example of this and Alt 7 not being effective alternatives were the significant backups of traffic when the I-526 bridge was out. People were cutting through Joe Rouse to Bessemer to Dunes West and having to still wait for the traffic light to turn numerous times to get onto Rte 41. EXPAND STATE HIGHWAY 41 TO 5 LANES!

06/12/2018	Yvonne	Gilbert	By far this is the WORST Alternative. The largest number of individuals will be affected, the largest number of flood plains will be destroyed, this option increases many safety issues and is detrimental to our family and community. I spoke to hundreds of individuals, we all agree that a 5 lane Bessemer Road will result in significantly lowered property values, unsafe road crossing accessibility to the pool and tennis courts that we pay high fees for through our HOA, destruction of more townhouses in order to make room for this alternative. We moved to this area in order to be close to Highway 41 so that we can evacuate as necessary. A 5 lane highway will significantly limit our ability to evacuate. This option is very poorly planned and doesn't make any sense.
06/13/2018	Lisa	Cyr	Alt.#1 seems like the most reasonable plan. Of the 3 plans, this would allow for the most consistent traffic flow as it is a straight/direct route. It also looks like it would be more cost-effect as a straight route.
06/13/2018	Lisa	Cyr	Would like to know how going from a 5-lane down to a 3-lane and back to a 5-lane will help with traffic flow. This will only slow at the change & cause a bottle neck sotuation.
06/13/2018	Lisa	Cyr	Alt.#1 seems like the most reasonable plan. Of the 3 plans, this would allow for the most consistent traffic flow as it is a straight/direct route. It also looks like it would be more cost-effect as a straight route.
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06/13/2018	Lisa	Cyr	Alt.#7 seems like the worst plan of all 3 options. It takes away more personal land, more wetland/marsh and more from the Co. Park land. This option should also be the most expensive to build with all it's twists & turns. Will there be stop-lights at both points where you leave Hwy 41 and where you re-join it?? Not going to be smooth flow there.
06/13/2018	Dennis	Martin	In favor of alternative 1
06/13/2018	Andrew	Cirillo	Alternative 1 is the best for the community. It is the only real option that solves many needs and existing issues.

06/13/2018	Andrew	Cirillo	NO! NO! NO! This is not reasonable at all? Why route all this traffic around the Phillips Community and thru PW/DW community? Widen 41 as it exists to 5 Lanes ! Alternative 1 is the best for everyone!
06/13/2018	Deborah	McDowell	Alternative one makes the most sense!
06/12/2018	Dale	Tuttle	I see that you have conducted traffic and data studies but I can find that traffic data anywhere on the site. Have you tracked the number of cars leaving each neighborhood as it relates to Option 7? Have you tracked entrance numbers along Hwy 41 through the Phillips Community?
06/12/2018	Linda	Jones	I vote for project 1.(To widen highway 41
06/12/2018	Christie	Sullivan	<p>I have lived here since 1997 and seen the growth east of the Cooper. I have lived in both Charleston National and Park West. The only option to allivuste traffic is Option 1. I believe this is the best option which would not impact the human environments of family living.</p> <p>I would appreciate you considering my input.</p> <p>Respectfully,</p> <p>Christine Sullivan</p>
06/12/2018	Trisha	Montgomery	I vote for Option 1
06/13/2018	Charles	Turbe	Alternative 7 (taking the expansion through Bessemer Street and Dunes West) adversely impacts too many homeowners and should be dropped from further consideration. Thank you.
06/13/2018	Trey	Nicolette	<p>To whom it may concern:</p> <p>I write to express my objection to one of the approved Alternatives for the road project on Highway 41. I object to Alternative 7 that expands Bessemer Rd. though Park West to 5 lanes. This would create an unacceptable condition for the quite neighborhoods that currently exist. I am all for expanding Highway 41 itself, but a 5 lane highway through Park West is ludicrous and would negatively affect the entire community. Thank you</p> <p>Trey Nicolette, Arlington resident</p>
06/13/2018	Tammy	Duranceau	I say NO to option #7!!
06/13/2018	Cheri	Tapager	<p>Please proceed with Reasonable Alternative 1. I strongly oppose Reasonable Alternative 7.</p> <p>Thanks!</p>

06/13/2018	Susie	Koch	<p>This is the ONLY Alternative that makes any sense. It is a straight shot from point A to point B. It IS the existing state highway right now. The State or county probably owns most of the right of way at this time.</p> <p>Hwy 41 is already a very important, but obsolete, Hurricane Evacuation Route from Sullivans Island, Isle of Palms and Mount Pleasant northward and needs to be widened to 5 lanes immediately, not just to Clements Ferry but at least as far as Jamestown. Widening on winding and highly residential Bessemer Road and Park West Blvd. doesn't make any sense at all. It is INSANITY.</p>
06/13/2018	Susie	Koch	<p>Alternative 2 is simply an IDIOTIC IDEA. LOOK AT THE MAP. Does that make any sense at all to divert traffic from a straight road, which has 5 lanes, to a narrower, winding road that goes through a highly developed residential area. What a horrible bottleneck you are going to create with this alternative. This I guarantee you will lead to a giant lawsuit from the residents of Park West and Dunes West against the County/State. Remember, Hwy 41 is the Evacuation Route in a Hurricane emergency. How is that going to work, when the traffic gets to Joe Rouse? It ISN'T. Traffic will back up back to the Isle of Palms Connector. Again, this is a ridiculous idea.</p>
06/13/2018	Susie	Koch	<p>Atl. 7 is the MOST RIDICULOUS proposal of all. You have a straight line road on existing Hwy 41, with most if not all the right of way that you need to expand to 5 lanes. That is just 1 and 1/2 lanes wider on both sides of the road than Hwy 41 is right now. I drive up and down this road almost everyday, and you can plainly see that there is plenty of right of way there that will hardly affect any homes, if Hwy 41 is widened. How many homes along Bessemer Road will have to be leveled to make room for 5 RIDICULOUS LANES OF TRAFFIC? Do I have to mention again the fact that Hwy 41 is the HURRICANE EVACUATION ROUTE FROM THE OCEAN AND MARSH? Also, this Alternative will result in a Huge lawsuit brought by the homeowners of Park West and Dunes West residents. Quit playing politics and widen the road that makes the most sense, and that quite obviously is Hwy 41 itself. Thank you.</p>

06/13/2018	Amelia	Scapicchio	I am opposed to increasing the traffic in my neighborhood by bringing 41 through it.
06/13/2018	Robert	Wise	This incorporates neighborhood roadways into a highway plan. The character of the neighborhoods would be forever lost, and the safety of children on bicycles and on foot would be impacted in a very negative manner. Children of various ages would be positioned to need to cross a multi-lane highway as opposed to a neighborhood two lane road. A much more dangerous situation, especially for the younger children heading to school or to use facilities that are part of the neighborhood design. Traffic flow on Bessemer would eventually jam resulting in little benefit. Better alternatives should be sought that will have less impact on the lives of neighbors who have a peaceful and established lifestyle. 41 is an evacuation route, a highway by nature, and should be the focus of changes intended to reduce congestion and maintain safety.
06/13/2018	Robert	Wise	This is the best of a somewhat limited and not very nice set of choices. At least it is a pre-existing highway and a designated evacuation route. Limitations on the impact to businesses and homes along the route should be considered.
06/13/2018	Robert	Wise	This option creates a bottleneck and promises plenty of opportunity for accidents in the turn lane. It does however maintain the highway and evacuation route as the focus of the project.
06/14/2018	Laura	Thornhill	Do NOT use alternative 7! Widen 41 to 5 lanes from 17 to the Wando River Bridge, and move the traffic in the most efficient and direct way possible.

06/13/2018	William	Wells	<p>I attended the public meeting on Hwy41 on May 16, 2018 I am disgusted that option 7 is even a consideration as Park West is a unified community that was developed with a plan of interconnections of neighborhoods and amenities such as common areas and swimming pools. Everyone can travel about the Park West community neighborhoods by walking, bicycle, and golf cart paths that allow freedom to truly enjoy quiet community life by following the meandering paths. Every day, residents from around all the Park West neighborhoods venture to the swimming pool with their kids by car, golf cart, bicycle, or walking along the interconnected paths to enjoy the serenity of the quiet neighborhood and pool location. There is no 18 wheeler traffic in a planned neighborhood that is designed to be off the interstate. That is why you buy into a community that is off of the interstate. Everyone who has bought into this planned community did so with the understanding that it was not part of Hwy 41, but instead near to Highway 41 and 17. If Park West has traffic volume issues, which it does already as witnessed by its morning and afternoon school rush hour traffic, Park West will need to deal with it in a way that does not destroy the neighborhood. Adding Hwy 41 traffic including truck and 18 wheeler traffic to an already overcrowded neighborhood is not the answer. It would completely destroy the Park West communities common interconnection infrastructure, make the current calm neighborhoods and pool into a noisy mess next to all the Hwy 41 truck traffic and make it undesirable if not impossible for some Park West neighborhoods to try to fight traffic of a 5 lane interstate to take the kids across to the once quiet pool in their strollers or golf carts.</p> <p>Although I have sympathy for people living along present Hwy 41, it is Hwy 41. And if a highway needs to be expanded it should either be widened along its current path, or another new Highway should be planned to provide a new path</p>
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06/13/2018	William	Wells	<p>Although I have sympathy for people living along present Hwy 41, it is Hwy 41. And if a highway needs to be expanded it should either be widened along it's current path, or another new Highway should be planned to provide a new path to offset some of the current and growing traffic. Perhaps a new Hwy from further north on 17 cutting across to join 526 or 26 before new neighborhoods are designed to take up all the real estate. Infrastructure paths need to be planned in advance of neighborhoods and communities being built. Highway 41 as a road was planned before people built next to it. Anyone who builds next to a road knows that someday, some or all of it may be taken away for traffic expansion. Expansion of an interstate is always a nuisance, but you decide how wide it needs to be and you proceed, or you pick an entirely different path through virgin territory that has no impact if available. You don't go in and slice up new communities by stabbing them with major expanded interstates right down their hearts. Option 7 would destroy a thriving Park West community and probably parts of Dunes West as well. I'm sure they have the same issues with interconnections of neighborhoods and amenities.</p>
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06/13/2018	Paul	Donato	<p>Christine Barrett from the Town of Mount Pleasant forwarded this email from Paul Donato sent to Mayor Haynie on 6/13/18.</p> <p>Dear Mayor Haynie,</p> <p>First off I can't believe I even have to spend time to email you about the idea of a 5 lane highway going through Dunes and Park West communities, let alone any highway idea of amount lanes etc. Asinine!</p> <p>I live in Park West and if any of those options ever got approved I can tell you that my family and probably hundreds if not more would revolt and eventually put our house up for sale and move out - netting a crushed home / land value nightmare! How is it even feasible to think this is a good idea for a 2 lane, let alone a 5 lane highway corridor through a family community. Ridiculous!! If even one of those options outside of just widening 41 as it was planned from the beginning gets approved no one gets my vote on council and I sure bet as well all the others with my opinion will do the same, hmmm a lot of votes reside in Park and Dunes West – think about that for a second. Such a disgrace! Please don't let this happen to our beautiful community! I am father with a family of 3 and of which 2 are small young children, we deserve better than these absurd recommendations.</p> <p>Please stop this for all us</p> <p>Signed,</p> <p>Paul</p> <p>Ps. I voted for you and don't make me regret it! Ever!</p>
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06/14/2018	Mary	Todd	<p>Hello, I am a resident of Palmetto Hall, off Dunes West Blvd. Any highway widening project will affect me. Hwy 41 is practically in my backyard and our neighborhood is off Dunes West Blvd., as I mentioned.</p> <p>The real and only solution to the traffic mess, preservation of quality of life and the environment is MASS TRANSIT system. There is just no other way. Some one really needs to come up with a plan for that, put incentives in place like tax breaks, vouchers for Starbucks, whatever it takes, because that's what is needed.</p> <p>Not holding my breath for that, however, so I will go with option 2 and strongly oppose option 7.</p> <p>Thank you. Mary Todd</p>
06/14/2018	John	Creveling	<p>Unable to comment on alternatives due to lack of statistical traffic data. Data needed: current volume by direction, type[i.e. heavy commercial, light commercial, passenger], time of day, origin and destination.</p> <p>Also the current new bridge over the Wando appears to be only a 3 maybe 4 lane bridge. Would not that bridge create a bottle neck for any 5 lane consideration? Were any considerations given to construction of a new inter county connection route slightly further north on US 17 say at Chandler Road and skirting the the Marion Nation forest?</p>
06/14/2018	Mary Ayn	Devrise	<p>Good morning it is, it is Wednesday, it is 14 June. It is about 10:00 AM in the morning. My name is Mary Ayn last name is Devrise. I live at the Battery Park West in Mount Pleasant. My address is [REDACTED] [REDACTED]. I am very very much opposed to alternative number seven. My phone number is [REDACTED] again [REDACTED] [REDACTED] I feel that you have to find another way of completing this project. Thank you.</p>

06/14/2018	Christine	Taylor	<p>Gentlemen,</p> <p>I have lived in Arlington since Bessemer Road was a dirt road. Now you have plans to make it a five lane road leaving me and my neighbours living on a traffic island with difficult access to the amenities we pay for.</p> <p>Have you gentlemen ever heard of a master plan ? How many years is it since we had to fight city hall to get a circle, rather than traffic lights, at the intersection of Park West Boulevard and Bessemer Road ?</p> <p>React planning is expensive as can be seen from your lack of planning for traffic congestion alleviation with Alternative 7 .</p> <p>Why approve all this housing construction and then have to plan highway modifications that affect recently built structures ?</p> <p>The drop-in presentation at the gym was impressive but the portrayals of the alternative routes were so small that it was not possible to determine the impact of the various options.</p> <p>I understand the reluctance to impact hwy 41 residents by increasing to 5 lanes but is it reasonable for me to live on a traffic island in a house whose value has dropped through the floor.</p> <p>I am supposing that my lot will not actually be affected but who can tell from the tiny pictures on the website.</p> <p>Needless to say I am totally opposed to Option 7.</p> <p>Why don't you come up with a better plan using Laurel Hill Park and leave Bessemer alone. Connection to Park West Blvd could be between the town houses facing Bessemer opposite Arlington and those adjacent to the Park West Amenity Center. I would have difficulty in getting to the town and Park West amenities but at least I could get out of Arlington without having to cross 3 or more lanes of traffic. Dunes West will have to decide what they want for themselves.</p> <p>Christine Taylor - BS Eng (L'pool) MBA (NYU)</p>
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06/14/2018	Rick	Amirault	<p>I just can't believe our elected representatives would willingly crucify home values and neighborhood safety if they choose this bizarre alternative plan.</p> <p>Please add my negative comments to the others.</p> <p>Just say NO to Alternative 7</p>
06/14/2018	William	Mills	<p>This has to be the most ridiculous idea ever conceived. Why in the world would you detour through an existing neighborhood? This adds millions of dollars to the project, lengthens travel time, creates unnecessary intersections, is more dangerous and problematic for evacuations. Do the right thing and expand the existing Hwy 41 to five lanes in a straightforward manner.</p>
06/14/2018	William	Mills	<p>Absolutely the BEST ALTERNATIVE. Lets get it done!</p>
06/14/2018	Matt	Rothwell	<p>This is the best/safest option for our community.</p>
06/14/2018	Ed	Shropshire	<p>This is the only reasonable option. I have been a police officer for more than 30 years dealing with traffic issues. Having reviewed to options this is the only one that makes sense. All of the options will require a reduction in residential building in this area so as not to overwhelm these improvements.</p>
06/14/2018	Ed	Shropshire	<p>This is not a good idea. A highway in a straight line is obviously more efficient. Re-routing the highway through a residential community will create even more traffic issues during the long construction process. Everyone has known for years that 41 would have to be widened. Changing that now, and impacting the neighborhood is not the right thing to do, and would create more hazards withing the community.</p>

06/14/2018	Karl	Young	<p>I prefer alternative 7.</p> <p>The preservation of the Philips Community is a highest priority, because it connects us with the charism of Mount Pleasant, black contribution to our area and America. It also prevents the incursion into this community. Bessemer Road is also a heavily travelled road, even now, as witnessed by the new light and traffic pattern at Bessemer and 41. It is hard to imagine that Park West Blvd. between 17 and 41 will not become a 5 lane road and its connection to Bessemer is logical. (Stockton is virtually commercialized now and it will add immense volume of traffic to Park West Blvd. in the future as well.)</p> <p>Sincerely, Karl W. Young</p> <div></div>
06/14/2018	Karl	Young	<p>I prefer alternative 7.</p> <p>The preservation of the Philips Community is a highest priority, because it connects us with the charism of Mount Pleasant, black contribution to our area and America. It also prevents the incursion into this community. Bessemer Road is also a heavily travelled road, even now, as witnessed by the new light and traffic pattern at Bessemer and 41. It is hard to imagine that Park West Blvd. between 17 and 41 will not become a 5 lane road and its connection to Bessemer is logical. (Stockton is virtually commercialized now and it will add immense volume of traffic to Park West Blvd. in the future as well.)</p> <p>Sincerely, Karl W. Young</p> <div></div>
06/14/2018	Joy	Dryden	<p>Alternative 7 is a terrible idea. Highway 41 should be widened, not detoured through the Park West and Dunes West neighborhoods. This alternative is particularly awful for families living along Bessemer Road. They don't have much land to spare, so a highway through there would create a dangerous environment for their children. Suppose a family in the Arlington subdivision wants to bike to the Park West pool. Under this plan, they would have to cross a five-lane highway. Impossible!</p>

06/14/2018	Mary	Horres	<p>Dear Project Team:</p> <p>I am writing to urge that Dunes West Boulevard be removed from consideration as Alternative 7 for Highway 41 corridor improvements. It was not designed to be a state highway, and it serves a valuable function now as a roadway that interconnects the Dunes West neighborhoods with each other and with schools, restaurants, and stores without adding additional traffic onto Highway 41. I support Alternative 2 or Alternative 1 with additional measures such as a pedestrian overpass and noise-abatement walls for the Phillips Community. I do think that every measure should be taken to assist the Phillips Community in this project, but turning Dunes West Boulevard and Bessemer Road into a five-lane section of Highway 41 is not acceptable.</p> <p>Dunes West is a gated community of over 1700 homes (2500 at build-out in a few years) that has two entrance/exit points –the main gate at Dunes West Boulevard and a north gate at Highway 41. Each day there are about 12,000 entrances and exits at the main gate. In addition, there are four Dunes West neighborhoods outside the gates, and the hundreds of residents in each of these communities have only one entrance/exit point at Dunes West Boulevard. If Dunes West Boulevard were to become a five-lane portion of Highway 41, all five Dunes West neighborhoods would be directly entering Highway 41 every day at the Dunes West gate and at four additional Highway 41 intersections, one at each of the other neighborhoods. How would the hundreds of residents turn left at these intersections without additional traffic lights? How would the residents, especially children, in the three neighborhoods on the south side of Dunes West Boulevard safely cross the five-lane highway to go to their neighborhood pool and tennis courts? Twice a day for nine months of the year, school buses and car traffic to schools would clog this section of Highway 41 as well.</p> <p>Alternative 7 also has the greatest environmental impact of the three alternatives propos</p>
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06/14/2018	Mary	Horres	<p>Alternative 7 also has the greatest environmental impact of the three alternatives proposed. Floodplain impacts are 23% more for Alternative 7 than for Alternative 1, acres of wetland impacted increase by 36%, and stream impacts increase by 36%. These are flood-prone areas, and we should be reducing environmental impacts as much as possible, not increasing them.</p> <p>Thank you for your consideration of my concerns, and please add me to the mailing list for project updates.</p> <p>Sincerely, Mary Horres</p> <div><div></div><div></div></div>
06/14/2018	Michael and Elizabeth	Lierly	<p>As property owners in Dunes West since 1989 when development oversight was solely Charleston County, one could see the eventual and potential growth in this area. For several reasons I/we are in favor of Alternative 1 only. State Highway 41 was clearly the designed direct (straight) road between U.S. Highway 17 and the southeastern most point of the bridge crossing the Wando river. There was and still remains sufficient state or county property rights of way to afford Alt.1 without enlarging the re-routing traffic via the other options. They would include an additional mile (in length) of travel as well as numerous issues with higher density structures both residences and light commercial. As my grandfather used to say, the shortest distance between two points is a straight line.</p>
06/14/2018	Paul	Michaud	<p>Paul Michaud submitted an email comment on 6/14/18, due to the length of the email it has been uploaded as a PDF to the database for reference.</p>
06/14/2018	Mark	Skoner	<p>Mark Skoner sent an email comment on 6/14/18, due to the length of the email it has been uploaded to the database.</p>

06/16/2018	David	Deborah	Oyster	<p>Alternative 1 is the worst thing that could happen to Phillips Community. This would once again SHORT-CHANGE the African-American Communities, which has already been done with Hungryneck, Sweetgrass, and now Swails. Snowden has also been impacted. Mt. Pleasant seems destined to ruin all of the Freeman communities.</p> <p>Remember this is projections for 2045. Now it's an inconvenience during peak traffic in the AM and PM, but otherwise quite tolerable other times during the day.</p> <p>Having moved to Dunes West 20 years ago, the last thing I want to see is the Phillips Community half-decimated with a 5 lane road through-out.</p> <p>Going to Alternative 2 would slow traffic, but give all pause regarding the Freeman Communities.</p> <p>If traffic slows even more maybe developers will give up, and folks won't crowd this area anymore.</p>
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06/16/2018	David	Deborah	Oyster	<p>Best alternative given that this is for a 2045 projection. In 20 years the topography will have changed to a better option. But for now the traffic is only heavy for a brief time in the AM and PM.</p> <p>Five lanes through marsh in the Phillips Community and removing frontage from all the neighborhoods along this path is horrible at best.</p> <p>Alternative 7 is an abomination for the neighborhoods that enjoy the entrance to Dunes West and Park West.</p>
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06/16/2018	David Deborah	Oyster	<p>This alternative is horrible for several reasons. Remember this is a 27 year projection. Ruining the entrance to Dunes West and Park West is a non-starter. This would decimate the median on Dunes West Blvd a major reason folks choose to live here. Much of the development is in Carolina Park. Let them figure out the best way to enter Carolina Park is Hwy 17, not Dunes West Blvd/Park West Blvd.</p> <p>It would preserve to an extent Phillips Community for a time. 27 years later this topography will have changed and other alternatives can then be explored.</p> <p>Developers should take heed and slow down. The NO BUILD OPTION could be continued as long as possible and just maybe folks would stop moving here.</p> <p>Finally, regardless of the final decisions, there should be plans to make it easier, not harder, for Phillips Community to stay connected with proper crossings be they flashing crosswalks, overpasses, or other alternatives. Dividing this community is another travesty such as Hamlin, Snowden, 6 mile, etc.</p>
06/15/2018	Luciana	Roncon	<p>As a new resident of Park West I am very concerned about the "reasonable" alternatives to hwy 41. Having traffic come through Park West does not sound reasonable at all to me, I am sure I am not the only resident that chose Park West because it is a contained environment and having thousands more vehicles drive through my back porch every day is NOT what I signed up for, traffic during the school year is already bad enough, we do not need any more added to it. Not to mention the fact that I can't even imagine what the construction phase will be like.</p> <p>I am outraged by this plan on the part of the city.</p> <p>Sincerely,</p> <p>Luciana Roncon</p> <div></div>

06/15/2018	Layne	Bessho	In favor of this option.
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06/14/2018	Shannon	Hellwig	On 6/14/2018 Shannon Hellwig send Mayor Will Haynie an email with an attached letter stating her comments and concerns on the project. Due to the length of the letter it has been uploaded in the database.
06/16/2018	Mary	Bell	Prefered option. Do not let the rich people in those 2 subdivisions ruin the Phillips community that has had family land for over 100 years. Besides that, there would be wetlands to fill.

06/15/2018	Michael	Perry	<p>I am unconditionally OPPOSED to Alternative 7. Taking a treelined, manicured, parklike boulevard with lampposts and walking/bike paths and widening it to a 5 lane highway through a residential planned community seems so obviously absurd that I am shocked it is even being considered. It is absolutely NOT a “reasonable” alternative. Highway 41 is a highway and should be maintained as a highway. I am opposed to the increase in traffic caused by diverting the flow of highway 41 traffic onto this winding residential network of roads for the following reasons:</p> <p>1. Safety: These changes raise serious safety concerns.</p> <p>a) Dunes West Blvd. and Bessemer Road are feeder roads for several communities, and all of those communities will intersect with this new highway making motor vehicle accidents more likely.</p> <p>b) Obviously there are walkways and bike paths along Dunes West Blvd. and Bessemer Road as well as green space bordering the road in most places. Will we feel comfortable walking and biking alongside a highway, or letting our children do the same? No, we will not.</p> <p>c) Drivers coming from NW on 41 and turning onto Dunes West “Highway” will soon figure out that they can turn onto Park West Boulevard and avoid the Rte 41/ Rte 17 intersection. This route will take them all the way through Park West, past all the schools, recreation facilities, pedestrian crosswalks, and homes. What will be next? Will we then have to widen Park West Blvd to 5 lanes?</p> <p>d) Highway 41 is a straight line hurricane evacuation route. I don’t see the logic in transforming that to a meandering route through a large residential development.</p> <p>2. Environmental impact: According to the studies and summary statistics that the project team provided, compared to the other alternatives, Alternative 7 negatively impacts the most Wetlands acreage, the most Floodplains acreage, and the most Laurel Hill County Park acreage. I would also wonder about the number of homes directly impacted by poorer air quality and inc</p>
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06/15/2018	Michael	Perry	<p>increased noise compared to the smaller number of homes bordering highway 41.</p> <p>3. Property values: As a family who purchased a home in Park West after “shopping” for 5 years, we can attest to the fact that the tree-lined, picturesque access to the community was a factor in our decision to buy and live here. Widening Dunes West Blvd and Bessemer Road would undoubtedly decrease the value of many more homes than would widening Highway 41. I am certain that several homes would go on the market immediately if alternative 7 was chosen. Perhaps it would put an end to the seemingly endless (reckless) building of new homes in the area, but that is the only upside I can envision.</p> <p>As someone who grew up in New Jersey, I am very familiar with balancing the value of honoring historic places and structures with the modern needs of the public at large. With all due respect to the concerns of the Phillips community and to the history of that area, I really do not see how widening Highway 41 destroys any of the historic nature or integrity of that community. Today a busy highway bisects the community. I feel very sad for the folks who are working hard to keep up their homes along the highway and for the folks who apparently don't have the means to maintain or improve their property. But let's be honest; there is really nothing there except a historic marker sign to indicate the community's historic significance. How will it be any different if the highway is widened? Smart people who are experts in planning and civil engineering should be able to propose improvements along that corridor that would add to the safety, the value, and the historic integrity of that stretch of road. That is why I support Alternatives 1 and 2 and OPPOSE Alternative 7.</p>
06/15/2018	Mike	Skoner	<p>On 6/15/18 the project team received a letter from Mark Skoner with his comments on the project. A pdf of this letter has been uploaded to the database.</p>

06/15/2018	Michael and Sherryl	Perry	<p>#1 seems to me to be the most reasonable alternative to address the stated goals of IMPROVED CAPACITY ALONG THE CORRIDOR and IMPROVED SAFETY (The other main goals are more focused on the intersection with Rte 17 and are not pertinent to the stretch of highway through the Phillips community)</p> <p>In comparison to alternative 7, Alt #1 is BY FAR the better option in terms of safety. Measures can and should be taken to improve safety along 41 through the Phillips community (cross walks with traffic lights? pedestrian overpass(es)?) instead of degrading the safety across the board through a residential planned community.</p> <p>#2 would be acceptable as an alternative to #1. With consideration for the historic nature of the Phillips community and the concerns of that community, it would be I think an agreeable concession to only widen the highway to 3 lanes in that area. This would also allow for safety improvements like sidewalks, crosswalks, etc. Common sense tells me that the traffic study assumption of severe traffic through that 3 lane strip is overstated. Almost all of the traffic going in and out of Joe Rouse/Bessemer Road and Dunes West Blvd will be traveling in the direction away from the Phillips community. In other words, if I am leaving Park West or Dunes West and headed for Rte 17 today, I will take Bessemer Road to 41 and turn left/south-east away from Phillips community. If I am headed to Clement Ferry road, I will take Dunes West Blvd. and turn right/north-west away from Phillips community. This logical travel pattern will naturally alleviate some of the strain on that stretch of 41 that passes through the Phillips Community.</p>
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06/15/2018	Michael and Sherryl	Perry	<p>I am unconditionally OPPOSED to Alternative 7. Taking a treelined, manicured, parklike boulevard with lampposts and walking/bike paths and widening it to a 5 lane highway through a residential planned community seems so obviously absurd that I am shocked it is even being considered. It is absolutely NOT a “reasonable” alternative. Highway 41 is a highway and should be maintained as a highway. I am opposed to the increase in traffic caused by diverting the flow of highway 41 traffic onto this winding residential network of roads for the following reasons:</p> <p>1. Safety: These changes raise serious safety concerns.</p> <p>a) Dunes West Blvd. and Bessemer Road are feeder roads for several communities, and all of those communities will intersect with this new highway making motor vehicle accidents more likely.</p> <p>b) Obviously there are walkways and bike paths along Dunes West Blvd. and Bessemer Road as well as green space bordering the road in most places. Will we feel comfortable walking and biking alongside a highway, or letting our children do the same? No, we will not.</p> <p>c) Drivers coming from NW on 41 and turning onto Dunes West “Highway” will soon figure out that they can turn onto Park West Boulevard and avoid the Rte 41/ Rte 17 intersection. This route will take them all the way through Park West, past all the schools, recreation facilities, pedestrian crosswalks, and homes. What will be next? Will we then have to widen Park West Blvd to 5 lanes?</p> <p>d) Highway 41 is a straight line hurricane evacuation route. I don’t see the logic in transforming that to a meandering route through a large residential development.</p> <p>2. Environmental impact: According to the studies and summary statistics that the project team provided, compared to the other alternatives, Alternative 7 negatively impacts the most Wetlands acreage, the most Floodplains acreage, and the most Laurel Hill County Park acreage. I would also wonder about the number of homes directly impacted by poorer air quality and inc</p>
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06/15/2018	Michael and Sherryl	Perry	<p>increased noise compared to the smaller number of homes bordering highway 41.</p> <p>3. Property values: As a family who purchased a home in Park West after “shopping” for 5 years, we can attest to the fact that the tree-lined, picturesque access to the community was a factor in our decision to buy and live here. Widening Dunes West Blvd and Bessemer Road would undoubtedly decrease the value of many more homes than would widening Highway 41. I am certain that several homes would go on the market immediately if alternative 7 was chosen. Perhaps it would put an end to the seemingly endless (reckless) building of new homes in the area, but that is the only upside I can envision.</p> <p>As someone who grew up in New Jersey, I am very familiar with balancing the value of honoring historic places and structures with the modern needs of the public at large. With all due respect to the concerns of the Phillips community and to the history of that area, I really do not see how widening Highway 41 destroys any of the historic nature or integrity of that community. Today a busy highway bisects the community. I feel very sad for the folks who are working hard to keep up their homes along the highway and for the folks who apparently don't have the means to maintain or improve their property. But let's be honest; there is really nothing there except a historic marker sign to indicate the community's historic significance. How will it be any different if the highway is widened? Smart people who are experts in planning and civil engineering should be able to propose improvements along that corridor that would add to the safety, the value, and the historic integrity of that stretch of road. That is why I support Alternatives 1 and 2 and OPPOSE Alternative 7. We support alternatives 2 or 1.</p> <p>We OPPOSED to Alternative 7.</p>
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06/15/2018	Catherine	McGinnis	Hi my name is Catherine C McGinnis that's C-A-T-H-E-R-I-N-E, middle initial C, last name McGinnis M-C-G-I-N-N-I-S and I live at [REDACTED] and that's [REDACTED] and that's in the town of Mount Pleasant that's M-O-U-N-T Pleasant P-L-E-A-S-A-N-T Mount Pleasant South Carolina SC and the zip is 29466. My phone number is [REDACTED] and a convenient time to call me would be anytime between 10 in the morning and about 8 at night 10:00 AM to 8:00 PM. I was not able to attend the meeting which was I think on May 16 and I am very much concerned about the fact that my entrance to my home could possibly become a 5 line(?) Highway. I just moved here from James Island and I'm in my 60s retired and this was to be my calm safe place and now just think that I'm gonna have a super highway...
06/15/2018	Debbie	Riddick	I am a 25 year resident of Dunes West and I am concerned about future plans to widen Dunes West Blvd. Please reconsider widening Dunes West Blvd.! I think this is the worst solution to a horrendous traffic problem and it will hurt our property values in Dunes West. In my opinion, it makes more sense to widen Hwy.41.
06/15/2018		[REDACTED]	Please do not widen Dunes West or Bessemer, makes all the sense in the world to widen through the Phillips Community.

06/15/2018	Helen	Head	<p>I am writing to express my opinion regarding the three options on the table for handling the traffic on 41.</p> <p>Option 1: Option 1 is not a viable option. Currently, Hwy 41 is not able to adequately handle the traffic. With all of the construction currently in progress along with additional future home building and business building, it will only get worse and be totally inadequate.</p> <p>Option 2: This option seems to be the best option. It is a "straight shot" from 17 to the Wando Bridge. I understand the issue of historical significance of this option but it is the most reasonable. The number of persons affected by this option is way less than option 7. Is it possible to use the land west of the current 41 to put in the 5 lanes. There appears to be quite a bit of vacant land behind (west of) the Phillips Community.</p> <p>Option 7: I am extremely opposed to this option. The number of persons affected is huge. It is my understanding that some homes which have just recently been built and occupied would be torn down to accommodate the five lanes--totally unacceptable.</p> <p>It is my understanding that many homes/townhomes which have recently been build and occupied would be torn down and the homeowners displaced. The Dunes West and Park West Communities are heavily populated family communities; the noise level and high traffic would be very disturbing to the residents of these community. The safety of children would be put in jeopardy--those who bike to the pool, jog along the sidewalks, etc.</p> <p>Option 7 is totally unacceptable for many reasons. It should not be considered as a viable solution.</p>
06/15/2018	Robert	Cassity	<p>██████████. Why can't there just be turning lanes for left and right turns. Better for a turning vehicle to stop in a turning lane rather than block traffic which is the root of the back up on HWY 41.</p>

06/15/2018	Bruce	Bremer	The community that contributes so much of the traffic doesn't want to contribute to the solution. Typical not in my backyard response.
06/16/2018	Scott	Schmitz	This is a creative and reasonable solution, please proceed with this as the chosen alternative.
06/15/2018		Goto	Great option, maintain the current Hwy with a decent traffic, and a compromise during rush hours. And for the cultural side, why not change the name to Phillips Hwy and make a mark with a small Park.
06/16/2018	Mary	Mitchell Collins	Doing nothing to improve the flow is the worst of all alternatives. What happens during an evacuation? I prefer Alt 1 but will live with Alt 7 if I could only see exactly what this entails. Maps are too small to visualize what is planned. Alt 1 Change # of Sweet Grass Basket to those in use = 0; Alt 7 - I don't live in Rivertown but what happens? Would the light be moved to where Harris Teeter is.
06/16/2018	James	Butler	In my opinion this is the worst alternative. How many neighborhoods will be affected by a 5 lane road running through them not to mention the property value. The powers to be have already downgraded the Phillip's Community with development after development being built and the only way in and out is Hwy 41. I can't blame the Phillip's Community not wanting a 5 Lane Road through their community. The best option my be a 3 Lane Road for 41 which my not upset the Community too much.
06/16/2018	Lawrence	Borowiecki	The three [voting] adults within our household live within Dunes West and we are in favor of Alternative 1 because it will: be least dis- ruptive of our typical local travel plans; be more direct for traffic heading to/from Hwy 17, shopping develop-ments on HWY 41, and to/from present and future develop-ment on Clements Ferry, as well as access to HWY 526.
06/16/2018	Rex	Atkinson	Alternative 7 is a good idea. This is the alternative we support. We live on Hwy 41 at Cardinal Hill. In the 5 lane version how would we exit our neighborhood?

06/16/2018	Marianne	Greco	Alternative 7 is a terrible alternative. I believe it would actually increase traffic and noise for all communities. Why is there no alternative with Dunes West and Park West going to 4 lanes, which is reasonable, with Hwy 41 going to 5 lanes all the way up and down? Dunes West and Park West need to grow their infrastructure to 4 lanes to accommodate the monstrous traffic problems inside our communities that occur because of schools in the community (Wando High,Cario, and Pinckney). Increase everything-but Hwy 41 also needs to increase all the way up and down- detouring around the road in the middle is a ridiculous option. EVERYTHING needs to grow- Hwy 41 to 5 lanes AND Dunes West and Park West Blvd.'s to 4 lanes. Everyone shares in the growing pains. Thanks for considering this .
06/16/2018	Patricia	Lamanna	Of 1-2-7 this is the least attractive, it impacts the most people with many homes along and next to the adjoining route.
06/16/2018	Patricia	Lamanna	I think this makes the most sense ,a straight shot of 5 lanes from 17 to the bridge ,even though I feel badly for the Phillips Community.
06/16/2018	Patricia	Lamanna	This would be my 2nd choice even though I think it would still be a large bottleneck between 5 lanes to 3 lanes then to 5 lanes again.
06/16/2018	Patricia	Lamanna	This would be my 2nd choice even though I think it would still be a large bottleneck between 5 lanes to 3 lanes then to 5 lanes again.
06/16/2018	Benjamin	Lamanna	Although I do have empathy for the Phillips Community, I am strongly in favor of Alternative 1 I believe it is the most efficient and safest alternative. Dunes West /Park West Blvd is presently congested with school buses and cars near to schools Other alternatives would be a concern.
06/16/2018	sarah	jacob	I support this alternative as it would have the least impact on the Philips community and we need to preserve our historic African American communities. Too many African American communities are already gone.
06/16/2018	sarah	jacob	I oppose this alternative as it increases the pressure on the Philips community and does not ask of the Caucasian communities that are largely responsible for the need to widen highway 41.

06/16/2018	Gregory	Shore	This is the only alternative that leaves the Philips Community intact and should be used. Hwy 41 carries more traffic because of Park West and Dunes West and they should bear the inconvenience and burden. The small African American communities in the East Cooper area have been pushed and squeezed for far too long and are an important part of Gullah-Geechee Corridor.
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06/16/2018	Russ	Smith	<p>Alt 1 is the only one I'd consider of the 12 you proposed due to fewer negatives than the others more so than more positives. At a basic level it makes much more common sense than Alt 7, as it modifies an existing Hwy that carries close to 25k vehicles/day instead of trying to put a round peg into a square hole, as Alt 7 does by cramming 25k vehicles/day through a planned development that was never intended to have such traffic running through it. It would also allow heavy vehicles that are currently prohibited on Dunes West Boulevard to run through the planned development.</p> <p>Between 5 and 10 thousand residents of Mt Pleasant live in property purchased in Dunes West and nearby neighborhoods based in large part on how the PUDs, zoning, subdivision plats and associated infrastructure have been legally established through the years. This planned development approach represented the nature of these neighborhoods for 25 years. By fundamentally diminishing the aesthetics, livability and appeal of these neighborhoods, those who would approve Alt 7 would be placing at risk the market value, likely > \$1 Bn, and equity currently owned by these residents and many mortgage lenders. Needless to say, for many, these investments are by far the most valuable financial asset they own.</p> <p>I believe it is a serious flaw in the environmental impact analysis to acknowledge an assigned historical status of a community consisting of ~100+ dwellings and apparently assigning disproportionate weight and favor to these residents while absolutely ignoring the potential economic impact on the owners of more than 3,000 dwellings.</p> <p>None of the data that has been provided to the public gives any hint at the technical approach for managing the entrances to ~ 7 neighborhoods that lie along the proposed Alt 7 "bypass." This includes the main entrance to Dunes West, which is known to have 3,000 vehicle entries/weekday. How in the world would that (continued in subsequent message)</p>
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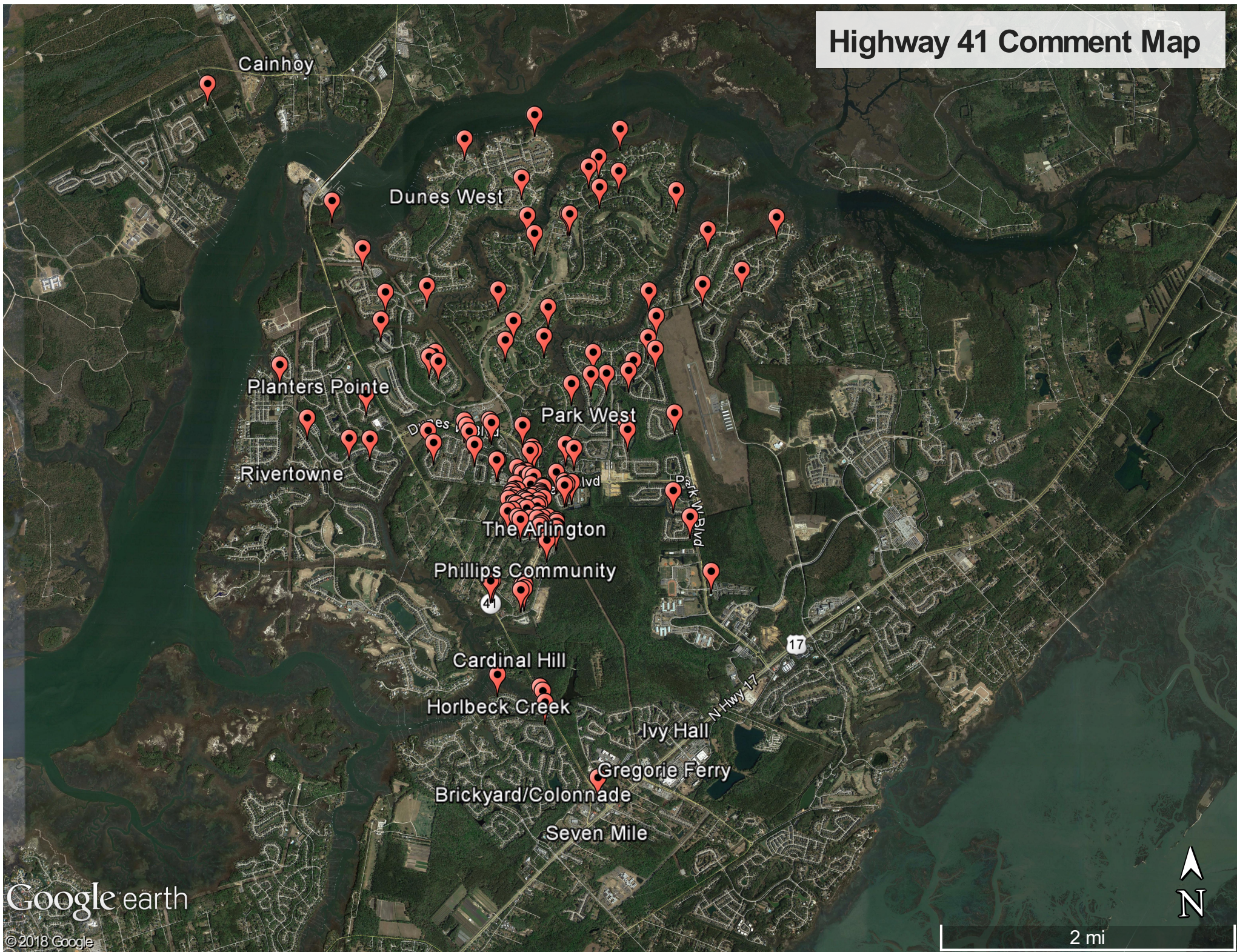
06/16/2018	Russ	Smith	<p>Alt 1 is the only one I'd consider of the 12 you proposed due to fewer negatives than the others more so than more positives. At a basic level it makes much more common sense than Alt 7, as it modifies an existing Hwy that carries close to 25k vehicles/day instead of trying to put a round peg into a square hole, as Alt 7 does by cramming 25k vehicles/day through a planned development that was never intended to have such traffic running through it. It would also allow heavy vehicles that are currently prohibited on Dunes West Boulevard to run through the planned development.</p> <p>Between 5 and 10 thousand residents of Mt Pleasant live in property purchased in Dunes West and nearby neighborhoods based in large part on how the PUDs, zoning, subdivision plats and associated infrastructure have been legally established through the years. This planned development approach represented the nature of these neighborhoods for 25 years. By fundamentally diminishing the aesthetics, livability and appeal of these neighborhoods, those who would approve Alt 7 would be placing at risk the market value, likely > \$1 Bn, and equity currently owned by these residents and many mortgage lenders. Needless to say, for many, these investments are by far the most valuable financial asset they own.</p> <p>I believe it is a serious flaw in the environmental impact analysis to acknowledge an assigned historical status of a community consisting of ~100+ dwellings and apparently assigning disproportionate weight and favor to these residents while absolutely ignoring the potential economic impact on the owners of more than 3,000 dwellings.</p> <p>None of the data that has been provided to the public gives any hint at the technical approach for managing the entrances to ~ 7 neighborhoods that lie along the proposed Alt 7 "bypass." This includes the main entrance to Dunes West, which is known to have 3,000 vehicle entries/weekday. (Continued in subsequent submittal)</p>
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06/16/2018	Russ	Smith	<p>(Continued - Pt 2) How in the world would that intersection be designed to avoid enormous backups twice/day without usurping even more existing open space privately owned by Dunes West property owners for some elaborate intersection? Cars coming into and out of the DW main gate currently have to cope with a few thousand vehicles/day at that intersection. How does that work when that number gets increased by several hundred percent? How will the hundreds of vehicles/day that have to make left turns out of and into neighborhoods such as The Heritage, Palmetto Hall, Cypress Point, Ellington Woods and Arlington? Are there going to be 5-6 signalized intersections handling thousands of vehicles/day in cross traffic if rerouted Hwy 41 if Alt 7 is selected? What effect will that have on the average speed along a rerouted Hwy 7?</p> <p>Conversely, adding 2 lanes, 2 bike lanes and a “suicide lane” would expand the existing right of way through Phillips by about 20 feet on each side. And half of that 20 feet is either grass or sidewalk, so aesthetically, to the curb and gutter, the growth in the right of way is 10 feet per side. The number of existing properties that would be affected more than 50% is THREE. Less than 50% more Phillips properties than Alt 7 would be affected partially. Why are we even debating this?????</p> <p>Bottom line: the Phillips Community ALREADY HAS 20,000 VEHICLES DRIVING THROUGH IT NOW. The impacts on it with Alt 1 are at the margins, whereas the impacts on Dunes West with Alt 7 could fundamentally impact the value of a development where affluent people make purchasing decisions based on aesthetics and lifestyle, neither of which are compatible with 25,000 vehicles/day and a new 5 lane state highway ruining what is one of the more iconic gateways into a development in the Charleston metro area.</p> <p>(Continued in subsequent submittal - pt 3)</p>
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06/16/2018	Russ	Smith	(Continued from Pt 2) By the way, I'm all for modernizing the Dunes West Blvd/Rivertowne Parkway/Hwy 41 intersection if Alt 1 is selected even if it means consuming some of the DW-owned open space nearest Hwy 41. If you don't dramatically improve that intersection and the Hwy 17N intersection as an integral part of this project then it won't matter where you run Hwy 41.
06/16/2018	Tram	Sanborn	This is the best solution. An escape route needs to be a straight, shortest line.
Total records in this page :1185 Records			

Report Generated by :Hwy41SC
Generated on :06/21/2018 03:21 PM

Highway 41 Comment Map



Highway 41 Proposed Alternative Virtual Public Meeting

COMBINED OUTREACH CONTENT DOCUMENT

This document contains outreach materials related to the Highway 41 Proposed Alternative virtual public meeting.

Document	Audience	Launch
Stakeholder Working Group Meeting Email Invitation	Stakeholder Working Group	Wednesday, August 5
E-Newsletter for Launch	E-mail List	Thursday, August 13
Legal Ad	General Public	
Stakeholder & Elected Officials Letter	Project Stakeholders & Elected Officials	
Press Release	Media Outlets	
Postcard	Expanded Study Area Residents	
Hotline Script	General Public	
Social Media Content	General Public	
Phillips & Seven Mile Community Mailers**	Phillips & Seven Mile Community	
Directly Impacted Landowner Letter	Impacted Landowners	

**Include Charleston County and SCDOT logos on all outreach items.*

***Phillips and Seven Miles newsletters will be in a separate file.*

The Below Content is for pre-launch – August 5

Stakeholder Working Group Meeting Email Invitation

Subject: Highway 41 Corridor Improvements project Stakeholder Working Group Meeting – August 12

Dear Stakeholder,

Thank you for your continued support and participation in the Highway 41 Corridor Improvements project.

Since our last meeting in 2019, Charleston County and the project team have been evaluating the impacts of Alternative 1 and Alternative 7a under the National Environmental Policy Act (NEPA) to identify a proposed alternative for the project to move forward for construction. The project team has also evaluated intersection design concepts to improve traffic flow and safety at the intersection of Highway 41 and Highway 17, as well as surrounding intersections.

We will hold a virtual Stakeholder Working Group meeting on Wednesday, August 12 to provide you with a detailed overview of the County's proposed alternative for the project, as well as preliminary environmental analysis results. Your attendance at this upcoming meeting is very important as we reach a crucial project milestone.

Date: Wednesday, August 12, 2020
Time: 1:00 to 3:00 p.m.
Location: Web Ex

Following the Stakeholder Working Group meeting, the project team will launch an on-demand virtual public meeting to present the proposed alternative and additional project information on the project website www.hwy41sc.com from August 13 through September 11, 2020.

The current health crisis has changed the way we interact and the Highway 41 project team has decided to present the proposed alternative in a virtual format with opportunities for one-on-one meetings with the community and stakeholders as requested. The virtual public meeting will present the same information that a typical in-person public meeting would present and will provide opportunities to submit comments on the proposed alternative.

Public comments will be accepted for 30 days until September 11, 2020. In addition to the virtual public meeting, comments can also be submitted to the project email at hwy41sc@gmail.com, via the project hotline at (843) 972-4403 or by standard mail to Highway 41 Corridor Improvements, c/o HDR, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

We hope that you will attend the Stakeholder Working Group meeting on August 12. Please reach out directly if you have questions prior to the virtual meeting.

Sincerely,



Cal Oyer, P.E.
Project Manager
Charleston County Public Works



Charleston County
Transportation Development

4045 Bridge View Drive, Suite C204, North Charleston, SC 29405

www.hwy41sc.com

The Below Content is for Day of Virtual Meeting Launch – August 13

E-Newsletter for Launch

Subject: Highway 41 Project Team Identifies Alternative 1 as the Proposed Alternative

Charleston County has identified Alternative 1 as the proposed alternative to reduce congestion within the corridor and accommodate future traffic projections.

[Line Map of Alternative 1]

Alternative 1 will widen Highway 41 to a four lane roadway with a center turn lane from the Wando River Bridge to the intersection of Highway 41 and Highway 17. This alternative design will also improve traffic flow and safety at the intersection of Highway 41 and Highway 17, as well as the surrounding intersections at Hamlin Road, Brickyard Parkway, Gregorie Ferry Road, Winnowing Way, and Porchers Bluff Road.

Alternative 1 was identified as the proposed alternative due to greater improvements in traffic times, less effects from noise, fewer impacts on wetlands and Laurel Hill County Park, and the lowest overall project cost. **The project team is working to minimize impacts of Alternative 1 on surrounding communities, and the virtual meeting includes conceptual mitigation measures that will be refined with community input.**

Features of Alternative 1

- More Lanes on Highway 41 – Two travel lanes in each direction with either a center raised island or two-way left turn lane from Highway 17 to the Wando River Bridge.
- Multi-Use Path – A multi-use path for pedestrian and bicycle use along the west side of Highway 41 connected to other existing and proposed multi-use paths.
- Pedestrian Friendly – A sidewalk along the east side of Highway 41 with signalized crosswalks to improve pedestrian mobility and safety.
- Intersection Improvements – An innovative design concept at the intersection of Highway 41 and Highway 17, and surrounding intersections along Highway 17, to improve regional traffic and provide alternate routes for commuters.

On-Demand Virtual Public Meeting

You are invited to an on-demand [Virtual Public Meeting](#) to learn more about the proposed alternative and findings from the extensive environmental review.

Due to the ongoing response to COVID-19 and for public safety, the information on this project will be presented in an on-demand virtual public meeting. You can attend this meeting anytime between August 13, 2020 and September 11, 2020, at your convenience.

If you have additional questions that are not answered in the online meeting and wish to meet virtually or by phone with a project team member, please email hwy41sc@gmail.com or call the project hotline at 843-972-4403 to coordinate.

Comments will be accepted for 30 days through Friday, September 11, 2020. The on-demand virtual public meeting is available for review on the website at www.hwy41sc.com.

Comments may be submitted by way of:

- **Virtual Public Meeting:** www.hwy41sc.com



Charleston County
Transportation Development

4045 Bridge View Drive, Suite C204, North Charleston, SC 29405

www.hwy41sc.com

- **Project Website:** www.hwy41sc.com
- **Project Email:** Hwy41SC@gmail.com
- **Project Hotline:** (843) 972-4403
- **Project Mailing Address:** Highway 41 Corridor Improvements, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405

Thank you for your continued interest in the Highway 41 Corridor Improvements Project. We hope you will attend our on-demand virtual public meeting and provide comments!



Legal Notice

[Newspapers: Charleston Chronicle, Post & Courier, Moultrie News]

Charleston County Will Host On-Demand Virtual Public Meeting for Highway 41 Proposed Alternative

The Highway 41 Corridor Improvements project team has been evaluating the impacts of Alternative 1 and Alternative 7a under the National Environmental Policy Act (NEPA) to identify a proposed alternative for the project to move forward for construction.

Due to the ongoing response to COVID-19 and for public safety, the information on this project will be presented in an on-demand virtual public meeting. **The on-demand virtual public meeting is available for review on the project website at www.hwy41sc.com starting Thursday, August 13, 2020.**

Comments will be accepted through September 11, 2020. The on-demand virtual public meeting is available for review on the project website at www.hwy41sc.com starting August 13. Comments may be submitted by way of the project email at hwy41sc@gmail.com, the project hotline at (843) 972-4403, or standard mail to Highway 41 Corridor Improvements, c/o HDR, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.



Stakeholder and Elected Officials Letter

August 13, 2020

<<Address>>

Re: Highway 41 Corridor Improvements Project – On-Demand Virtual Meeting for the Proposed Alternative

Dear <<Name>>:

Over the past year, the project team has been evaluating the impacts of Alternative 1 and Alternative 7a under the National Environmental Policy Act (NEPA) to identify a proposed alternative for the project to move forward for construction. **Charleston County has identified Alternative 1 as the proposed alternative to reduce congestion within the corridor and accommodate future traffic projections.**

Alternative 1 will widen Highway 41 to a four lane roadway with a center turn lane from the Wando River Bridge to the intersection of Highway 41 and Highway 17. This alternative also includes an intersection design to improve traffic flow and safety at the intersection of Highway 41 and Highway 17 as well as the surrounding intersections at Hamlin Road, Brickyard Parkway, Gregorie Ferry Road, Winnowing Way, and Porchers Bluff Road.

Alternative 1 was identified as the proposed alternative due to greater improvements in traffic times, less effects from noise, fewer impacts on wetlands and Laurel Hill County Park, and the lowest overall project cost. The project team is working to minimize impacts of Alternative 1 on surrounding communities, and the virtual meeting includes conceptual mitigation measures that will be refined with community input.

[insert map of Alternative 1]

Virtual Public Meeting – Live Now Through September 11, 2020

Due to the ongoing response to COVID-19 and for public safety, the information on this project will be presented in an on-demand virtual public meeting. You can attend this meeting anytime, at your convenience.

If you or your constituents have additional questions that are not answered in the online meeting and wish to meet virtually or by phone with a project team member, please email hwy41sc@gmail.com or call the project hotline at 843-972-4403 to coordinate.

Comments will be accepted for 30 days through Friday, September 11, 2020. The on-demand virtual public meeting is available for review on the website at www.hwy41sc.com.

Comments may be submitted by way of:

- **Virtual Public Meeting:** www.hwy41sc.com
- **Project Website:** www.hwy41sc.com
- **Project Email:** Hwy41SC@gmail.com
- **Project Hotline:** (843) 972-4403
- **Project Mailing Address:** Highway 41 Corridor Improvements, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405

Thank you for your interest in the Highway 41 Corridor Improvements Project. If you have questions about the project, please contact me directly at (843) 202-6148.



Sincerely,



Cal Oyer, P.E.
Project Manager
Charleston County Public Works



Press Release

For Immediate Release:

August 13, 2020

For More Information:

Shawn Smetana

Charleston County Public Information Officer

(843) 958-4007

ssmetana@charlestoncounty.org

Charleston County Hosting On-Demand Virtual Public Meeting for Highway 41 Proposed Alternative

Charleston County has identified Alternative 1 as the proposed alternative to reduce congestion within the corridor and accommodate future traffic projections. Alternative 1 will widen Highway 41 to a four lane roadway with center turn lane from the Wando River Bridge to the intersection of Highway 41 and Highway 17. This alternative also includes an intersection design to improve traffic flow and safety at the intersection of Highway 41 and Highway 17 as well as the surrounding intersections at Hamlin Road, Brickyard Parkway, Gregorie Ferry Road, Winnowing Way, and Porchers Bluff Road.

Alternative 1 was identified as the proposed alternative due to greater improvements in traffic times, less effects from noise, fewer impacts on wetlands and Laurel Hill County Park, and the lowest overall project cost.

Virtual Public Meeting – Live Now Through September 11, 2020

Due to the ongoing response to COVID-19 and for public safety, the information on this project will be presented in an on-demand virtual public meeting. The public can attend this meeting anytime, 24 hours a day, seven days a week through September 11, 2020.

Comments may be submitted through September 11th by way of:

- **Virtual Public Meeting:** www.hwy41sc.com
- **Project Website:** www.hwy41sc.com
- **Project Email:** Hwy41SC@gmail.com
- **Project Hotline:** (843) 972-4403
- **Project Mailing Address:** Highway 41 Corridor Improvements, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405

To learn more about the project, please visit the project website at www.hwy41sc.com.

###



Postcard

[Specs: 8.5x5.5, double-sided]

Front:

c/o Highway 41 Corridor Improvements
4400 Leeds Avenue, Suite 450
North Charleston, SC 29405






ALTERNATIVE 1 IDENTIFIED AS THE PROPOSED ALTERNATIVE


VIEW THE VIRTUAL PUBLIC MEETING


Virtual meeting live August 13-September 11 for review and comment.
www.Hwy41SC.com


Back:





Charleston County has identified Alternative 1 as the proposed alternative for the Highway 41 Corridor Improvements Project.

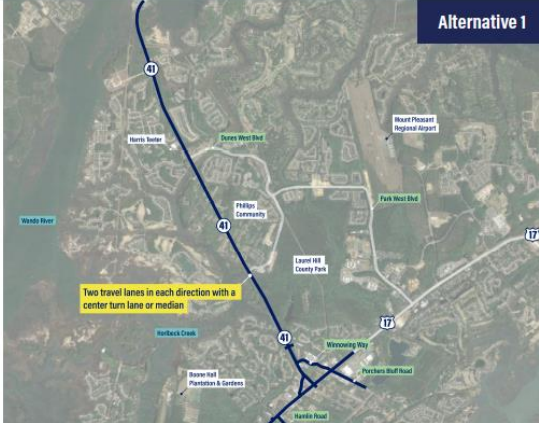
 Greater improved traffic times

 Fewer impacts to Laurel Hill County Park

 Less effects from noise

 Lowest overall project cost

 Fewer impacts to wetlands



Alternative 1

Attend the On-Demand Virtual Public Meeting -
Live August 13 through September 11

www.Hwy41SC.com

Due to the ongoing response to COVID-19 and for public safety, the information on this project will be presented in an on-demand virtual public meeting. You can attend this meeting anytime, at your convenience.

The project team is working to minimize impacts of Alternative 1 on surrounding communities, and the virtual meeting includes conceptual mitigation measures that will be refined with community input.

If you wish to meet virtually or by phone with a project team member, please email hwy41sc@gmail.com or call the project hotline at 843-972-4403 to coordinate.

If you do not have access to the internet, you can request meeting materials to be sent via mail by calling the project hotline at 843-972-4403.

Comments will be accepted for 30 days through September 11, and can be submitted by way of:

Project Website www.hwy41sc.com
Project Email Hwy41SC@gmail.com
Project Hotline Voicemail 843-972-4403
Standard Mail c/o Highway 41 Corridor Improvements
4400 Leeds Avenue, Suite 450
North Charleston, SC 29405



Charleston County
Transportation Development

4045 Bridge View Drive, Suite C204, North Charleston, SC 29405

www.hwy41sc.com

Hotline Script

(843) 972-4403

[Main Greeting]

Thank you for calling the Highway 41 Corridor Improvements Project hotline.

Charleston County has identified Alternative 1 as the proposed alternative to reduce congestion within the corridor and accommodate future traffic projections

Press one for more information about the on-demand virtual public meeting.

Press two to submit a comment to the project team.

Press five for media inquiries

Press the star key to hear this message again.

For more information, please visit our project website at w-w-w-dot-H-W-Y-four-one-S-C-dot-com.

[Extension one – virtual public meeting information]

Due to the ongoing response to COVID-19 and for public safety, the information on this project will be presented in an on-demand virtual public meeting. You can attend this meeting anytime, at your convenience until September 11, 2020.

Thank you for your continued interest in the Highway 41 Corridor Improvements Project. We hope you will attend our virtual public meeting and provide comments!

Press the star key to hear this message again.

[Extension two – public comments]

Thank you for using our automated comment recording system. Project team members do not receive your recorded message instantaneously. We appreciate your patience, as your questions and comments are very important to us.

Please begin your comment by clearly stating and spelling your name, address, city, state, and zip code. Please leave your phone number with area code and a convenient time if you would like a return call from a member of the project team.

Press the star key to hear this message again.

[Extension five – Media inquiries]

For media inquiries, please contact Shawn Smetana, Public Information Officer for Charleston County, at eight-four-three, nine-five-eight, four-zero-zero-seven or email at S-S-M-E-T-A-N-A-at-Charleston-county-dot-org.

Press the star key to hear this message again.



Social Media Content

Post Copy

The Hwy 41 proposed alternative has been identified & is available for review and comment via the virtual meeting until Sept 11!
www.hwy41sc.com

Visit the Hwy 41 virtual meeting to see the proposed plans and leave comments. Available at www.hwy41sc.com now thru Sept 11!

Charleston County has identified Alternative 1 as the proposed alternative for the Highway 41 Corridor Improvements project. To learn more about the proposed alternative, please visit www.hwy41sc.com.

Post Graphic

VIEW THE VIRTUAL MEETING!

LIVE 8/13 – 9/11

WWW.HWY41SC.COM

PROVIDE COMMENTS NOW
ON PROPOSED ALTERNATIVE 1

WWW.HWY41SC.COM

VIEW THE VIRTUAL MEETING!

LIVE 8/13 – 9/11

WWW.HWY41SC.COM



Directly Impacted Landowner Letter

August 13, 2020

<<Address>>

Re: Highway 41 Corridor Improvements Project Property Impacts

Dear <<Name>>:

Charleston County has identified Alternative 1 as the proposed alternative to reduce congestion within the corridor and accommodate future traffic projections. Alternative 1 will widen Highway 41 to a four lane roadway with center turn lane from the Wando River Bridge to the intersection of Highway 41 and Highway 17. This alternative also includes an intersection design to improve traffic flow and safety at the intersection of Highway 41 and Highway 17 as well as the surrounding intersections at Hamlin Road, Brickyard Parkway, Gregorie Ferry Road, Winnowing Way, and Porchers Bluff Road.

The design will consist of either center turn lanes or raised medians, and will also include multi-use paths, sidewalks and crosswalks at signalized intersections to improve pedestrian connectivity throughout the corridor. A map of the proposed alternative is enclosed for your review.

You are receiving this letter because your property is located either on or along the route of the proposed alternative.

Due to the ongoing response to COVID-19 and for public safety, the information on this project will be presented in an on-demand virtual public meeting. You can attend this meeting anytime, at your convenience through September 11, 2020 via the project website. If you have additional questions that are not answered in the virtual meeting, or by using the interactive mapping tool on the website, and wish to meet virtually or by phone with a project team member, please email hwy41sc@gmail.com or call the project hotline at 843-972-4403 to coordinate.

Following the virtual meeting, the project team will collect, respond to and evaluate public comments, which are being accepted until September 11. The project team will then complete the draft environmental report and submit it along with the permit application to the U.S. Army Corps of Engineers, who will review the documents and issue a public notice for the proposed project. The public notice is estimated to be issued in January 2021. At that time, a right-of-way agent will contact you directly to begin the right-of-way acquisition process.

Because Highway 41 is a road owned and operated by the SC Department of Transportation, Charleston County will follow the SCDOT right-of-way process. You can review the right-of-way acquisition process manual by visiting <https://www.scdot.org/business/right-of-way.aspx>.

Comments will be accepted through September 11, 2020, and can be submitted by way of:

- **Virtual Public Meeting** (www.hwy41sc.com)
- **Project Website** (www.hwy41sc.com)
- **Project Email** (Hwy41SC@gmail.com)
- **Project Hotline Voicemail** (843-972-4403)
- **Standard Mail** (Highway 41 Corridor Improvements, c/o HDR 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405)

Thank you for your interest in the Highway 41 Corridor Improvements project.

Sincerely,





Cal Oyer, P.E.
Project Manager
Charleston County Public Works

Enclosure: Proposed Alternative 1 Map













Community Mitigation Advisory Committee

The project team is forming a Community Mitigation Advisory Committee to review and provide input on the draft and final Community Mitigation Plan. The Committee will be comprised of stakeholders and community members representing Seven Mile and Phillips Community. If you are interested in joining the Committee, fill out and mail the comment card that is inside this newsletter.

ENVIRONMENTAL REPORTS

Several studies have been completed to date and are available for review on the Resources page at www.hwy41sc.com. If you would like to have a copy of any of these reports mailed to you, please call the project hotline **(843) 972-4403**.

- | | |
|--|--|
|  Alternatives Analysis Report |  Draft Cultural Resources Survey Report |
|  Detailed Noise Analysis |  Phillips Community Cultural Landscape Technical Report |
|  Community Characterization Report and Impact Assessment |  Biological Assessment |
|  Wetlands Report |  Draft Community Mitigation Plan |

WHAT'S NEXT?



Following the virtual meeting, the project team will collect, respond to and evaluate public comments, which are being accepted until **September 11**.

The project team will then complete the draft environmental report and submit it along with the permit application to the U.S. Army Corps of Engineers, who will review the documents and issue a public notice for the proposed project and hold a public comment period.

You are encouraged to provide your comments.

COMMENTS

Comments on the proposed alternative may be submitted through **September 11 at the following:**



Submitting the comment form included with this newsletter



Project Email:
Hwy41SC@gmail.com



Project Website:
www.hwy41sc.com

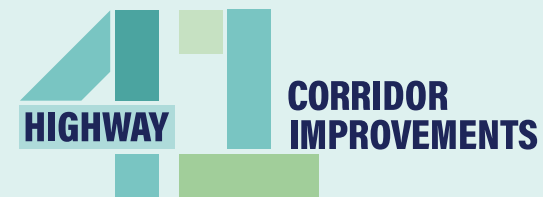


Project Hotline:
(843) 972-4403



Project Mailing Address:
Highway 41 Corridor Improvements,
4400 Leeds Avenue, Suite 450,
North Charleston, SC 29405

CHARLESTON
COUNTY
SOUTH CAROLINA



SEVEN MILE COMMUNITY NEWSLETTER

SUMMER 2020

Dear community member:

For the past two years Charleston County and the Highway 41 Corridor Improvements project team have been working to identify a solution to manage the ongoing and growing traffic congestion on Highway 41. Alternative 1, which widens the highway to two lanes in each direction with either a center turn lane or median, has advanced as the proposed project to move forward. The proposed alternative also includes enhancements to the intersections of Highway 41 at Highway 17, Winoaning Way at Porchers Bluff Road, and Brickyard Parkway at Hamlin Road.

We recognize that this project will have impacts on your community. As we move into the next stage of the project, we commit to working hand in hand with the community at large to lessen those impacts.

Within this newsletter is more detailed information about the Highway 41 project and how you can be involved and provide comments as the project moves forward.

Sincerely,

Cal Oyer, P. E.

Project Manager

Charleston County Public Works

We encourage you to view the options on the back of this newsletter for submitting comments to the project team.

VIRTUAL PUBLIC MEETING

Live August 13 through September 11, 2020


Due to the ongoing response to COVID-19 and for public safety, the proposed alternative will be presented in an on-demand virtual public meeting. You can attend this meeting anytime between August 13 & September 11, at your convenience by visiting **www.hwy41sc.com**.




If you do not have access to the virtual public meeting, you can call the project hotline anytime and request that meeting materials be mailed directly to you: **(843) 972-4403**.

PROPOSED ALTERNATIVE 1

Alternative 1 was identified as the proposed alternative because it meets the purpose and need of the project, which is to reduce congestion along Highway 41. Based on peak travel time, residents will get to work, school, and home faster with Alternative 1. Alternative 1 has:




Greater improvements to traffic times




Lowest overall project cost



Less effects from noise



Fewer impacts to Laurel Hill County Park



Fewer wetland impacts

Alternative 1

- 1

Sidewalks will be added along the east side of Highway 41
- 2

Multi-use paths will be added along the west side of Highway 41
- 3

Bicycle and pedestrian improvements at Highway 17 will allow for safer crossings at signalized crosswalks and medians will be added so individuals can safely cross one section of the road at a time
- 4

Winnowing Way will feature a multi-use path that will tie over to Billy Swails Boulevard
- 5

To prevent unsafe weaving across many lanes of traffic, lefts from Highway 17 onto Hamlin Road will be removed; cars can instead safely u-turn at Old Georgetown Road to access Hamlin Road or can take 41 to Winnowing Way to Porchers Bluff to Billy Swails
- 6

Highway 17 improvements include additional turn lanes to accommodate turning movements to and from Highway 41. No additional thru lanes on Highway 17 are required.
- 7

Access to and from Greater Goodwill AME Church will be improved



HIGHWAY 41/17 INTERSECTION



Although Highway 17 will be widened to include one additional lane in each direction, pedestrians and bicyclists will be able to cross more safely with the new design than they are today.

OUR COMMITMENT

We are committed to working collaboratively with you to lessen impacts associated with the Highway 41 Corridor Improvements project. Through this process and with input from the community, we aim to identify and fund projects that will benefit Seven Mile for the long-term.

We realize each individual property is unique. For individual property owners who are directly impacted, we are committed to going above and beyond the traditional right-of-way acquisition process to make sure we are addressing each property individually.

With input heard from you and community representatives over the past few years, we have developed a draft Community Mitigation Plan to define commitments to Seven Mile and Phillips Community. The draft Plan can be reviewed on the Resources page at www.hwy41sc.com or you can call the project hotline to request a copy be mailed to you: (843) 972-4403. The Plan will remain draft and will be finalized by the Community Mitigation Advisory Committee.

COMMUNITY MITIGATION IDEAS

Specific mitigation ideas for impacted communities may include:

- › Identify a Community Mitigation Advisory Committee to include stakeholders and community members representing Phillips Community and Seven Mile; the Committee will meet to review, define and provide input on the Mitigation Plan

› Work with impacted property owners to enhance their property

› Assist heirs property owners through the acquisition process

› Develop educational programs on historic communities in the project area

› Support for community events
- › Identify, document, and evaluate Gullah African-American Traditional Cultural Properties

› Develop recreation fields and/or community center

› Provide historical and cultural signage

› Improve access to Greater Goodwill AME Church

› Minimize impacts to existing sweetgrass basket stands

FREQUENTLY ASKED QUESTIONS

How will Charleston County work with impacted landowners in this community?

We are committed to working with directly impacted landowners to enhance properties that are in close proximity of the proposed project. We realize each property is unique and we want to address each owner's needs individually. The project team will contact directly impacted landowners to begin the right-of-way (ROW) process. The ROW acquisition process will begin once the project's ROW plans are approved in 2022. A ROW agent will work with you and certified appraisers to determine a fair compensation amount. During the ROW process, heirs properties will be identified and the County will coordinate with landowners to allow for fair compensation to individuals.

What are the immediate next steps for the project?

Following the virtual meeting, the project team will collect, respond to and evaluate public comments, which are being accepted until September 11, 2020. The project team will then complete the draft environmental report and submit it along with the permit application to the U.S. Army Corps of Engineers, who will review the documents, issue a public notice for the proposed project and hold a public comment period.

How will the Community Mitigation Plan be developed?

The project team is developing a Community Mitigation Plan to define commitments to the Seven Mile and Phillips communities. The project team has developed an early draft of the Plan, and is establishing a Community Mitigation Advisory Committee to include stakeholders and community members representing Seven Mile and Phillips. The Committee will meet to review, define and provide input on the Mitigation Plan.

Will noise walls be constructed?

The project team follows the SCDOT Noise Abatement Policy for determining potential locations for noise barriers. A detailed noise analysis was completed and noise walls were assessed for reasonability and feasibility. No noise walls were recommended for the corridor. The Detailed Noise Analysis Report can be found on the Resources page at www.hwy41sc.com.

When will the project be constructed?

Currently, construction is anticipated to begin in 2023 and expected to be completed in 2026. Until the project can be constructed, Charleston County and the Town of Mt. Pleasant have partnered to design and permit interim improvements in the corridor, which are expected to begin in Fall 2020 and be completed in early 2021. The interim improvements will not impact the Phillips Community, but the project will have near-term benefits on traffic within the community.



Name

Address

Email

Phone Number

I have a comment about: (circle one or more)

- Proposed Alternative 1
- Highway 41 at Highway 17 Intersection
- Bicycle & Pedestrian Connectivity
- My Property
- Environmental or Traffic Studies
- Community Mitigation Plan
- Other

*Note: All fields are required.
Information provided, including
name and address, will be
published and is subject to
disclosure under the Freedom of
Information Act.*

PROVIDE A COMMENT TO THE HIGHWAY 41 CORRIDOR IMPROVEMENTS PROJECT TEAM

Comment Period: August 13 – September 11, 2020

Comment:



COMMUNITY MITIGATION ADVISORY COMMITTEE

A Community Mitigation Advisory Committee will be formed to provide input on the draft and final Community Mitigation Plans. Regular meetings will be held between the project team and Advisory Committee. The advisory committee will be comprised of stakeholder groups who have had an interest in the project and representatives from the local community who may be directly or indirectly impacted by proposed Alternative 1.

We are looking for members of the public to join the Committee who primarily live in Phillips Community or Seven Mile, or who may be directly impacted by the project.

1) Do you live along the Highway 41 corridor or in the project area?

☐ YES ☐ NO

2) Do you work along the Highway 41 corridor or in the project area?

☐ YES ☐ NO

3) Which community would you represent on the Committee?

4) What is most important to you with regards to this project?

- ☐ a. Preserving communities
- ☐ b. Bicycle and pedestrian accommodations
- ☐ c. Cultural resources or landmarks
- ☐ d. Wetlands and waterways

4) What is your name?

5) What is your address?

6) What is your email address and/or phone number?

7) Are you able to commit to regular Advisory Committee meetings over the next four years?

☐ YES ☐ NO

The meeting will begin shortly.

To help this meeting run as smoothly as possible, please consider the following tips:

- Remain muted at all times, unless you are speaking or asking a question.
- Disconnecting from VPN or third-party security connections may help to increase bandwidth and maintain connectivity.

Video is encouraged, but not required.

This meeting will be recorded and shared with committee members who were unable to attend.

Please take a moment to familiar yourself with the WebEx platform:





Highway 41 Update Community Meetings

August 2020



Topics for Discussion

- 1** Provide an update on the status of the project
- 2** Present the Proposed Alternative
- 3** Present the Dunes West/Highway 41 Intersection Design
- 4** Discuss community mitigation
- 5** Review the next steps



Project Status

SCREENING 1

Identify Reasonable Alternatives

Eliminate and advance preliminary alternatives based on:

- Ability to meet purpose/need
- Public input

SCREENING 2

Refine the list of Reasonable Alternatives

Eliminate and advance preliminary alternatives based on:

- Ability to meet purpose/need
- Public input
- Refined traffic analysis.

SCREENING 3

Identify Reasonable Alternatives

Eliminate and advance preliminary alternatives based on:

- Public input
- Environmental Factors
- Cost
- Logistics

WE ARE HERE

SCREENING 4

Identify Proposed Alternative

Identify proposed alternative based on:

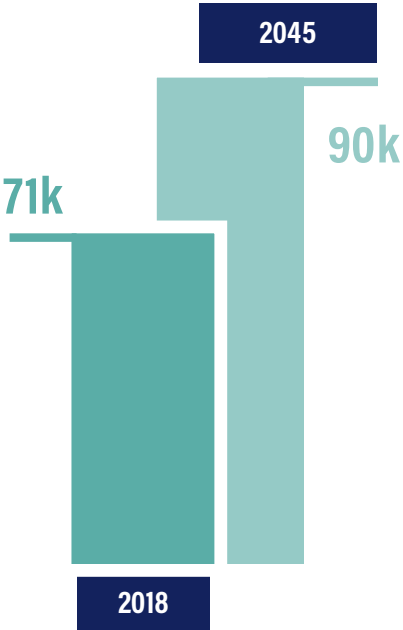
- Ability to meet purpose/need
- Public input
- Environmental Factors
- Cost
- Logistics

Video





Overview of Project Need



Traffic projections for Highway 17 between Long Point Road and Highway 41



Proposed Alternative

Widening Existing Highway 41 (Alternative 1)



PROPOSED ALTERNATIVE HIGHLIGHTS



Greatest improved traffic times



Lowest overall project cost



Less effects from noise



Fewest impacts on wetlands



Fewer impacts on Laurel Hill County Park



Features of Alternative 1



MORE LANES ON HIGHWAY 41

Proposed Alternative 1 will consist of two travel lanes in each direction with either a center raised island or two-way left-turn lane from Highway 17 to the Wando River Bridge.



MULTI-USE PATH

A multi-use path for pedestrian and bicycle use will be constructed along the west side of the Highway 41 roadway, connecting with a network of existing and proposed multi-use paths.



PEDESTRIAN CROSSINGS

Pedestrian crossings will be included throughout Highway 41 and signalized crossings will be included at two locations in the Phillips Community.

Features of Alternative 1



PEDESTRIAN SIDEWALKS

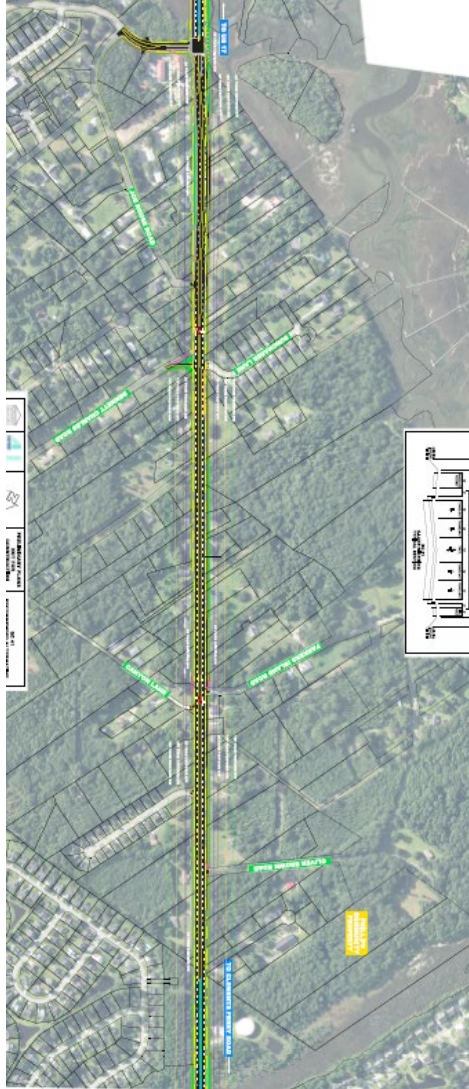
A sidewalk will be included along the east side of the Highway 41 roadway and will include pedestrian crossings at signalized intersections to improve pedestrian mobility.



INTERSECTION IMPROVEMENTS ALONG HIGHWAY 41

The Highway 41 and Highway 17 intersection is a critical piece of the regional traffic system. To alleviate congestion and minimize impacts to properties and businesses, the design concept will include enhancements to improve the regional traffic system and provide motorists with alternate routes.

Widening Existing Highway 41 (Alternative 1)



Build New Location off Dunes West Blvd (Alternative 7a)



Environmental Matrix

		Alternative 1	Alternative 7a
What are the environmental impacts?			
Wetlands	Tidal	5.3	5.0
	Freshwater	2.9	6.2
	Wetlands under restrictive covenants <i>(tidal and freshwater)</i>	0.8	4.2

Environmental Matrix

		Alternative 1	Alternative 7a
What are the noise impacts? <i>Following the public meetings, the project team will solicit input on noise barriers directly from impacted receivers (individuals/homes) in the corridor.</i>			
	Impacted receivers <i>(residential, recreational, churches, restaurant patios)</i>	60	103
	Preliminary noise barriers identified	0	2

Environmental Matrix

		Alternative 1	Alternative 7a
What are the community impacts?			
Properties	Full acquisitions or relocations <i>(number of parcels)</i>	0	0
	Partial acquisitions <i>(Number of parcels)</i>	214	163
	Right-of-way <i>(acres)</i>	30.4	58.3
Phillips Community Cultural Landscape	Full acquisitions or relocations <i>(number of parcels)</i>	0	0
	Partial acquisitions <i>(Number of parcels)</i>	88	2
	Right-of-way <i>(acres)</i>	5.8	0.6

Environmental Matrix

	Alternative 1	Alternative 7a
What are the Environmental Justice impacts of each alternative?		
	Disproportionately high and adverse effects to Phillips Community	No disproportionate effects
What are the cultural and historic impact of each alternative? <i>National Register of Historic Places (NRHP)</i>		
NRHP Archaeological Sites	1	2
NRHP Historic Structures	Potential adverse effect	No effect
Sweetgrass Basket Stands	Potential adverse effect	Potential adverse effect
Laurell Hill County Park	0.7	19.4



Traffic Times

Travel Time (Minutes)

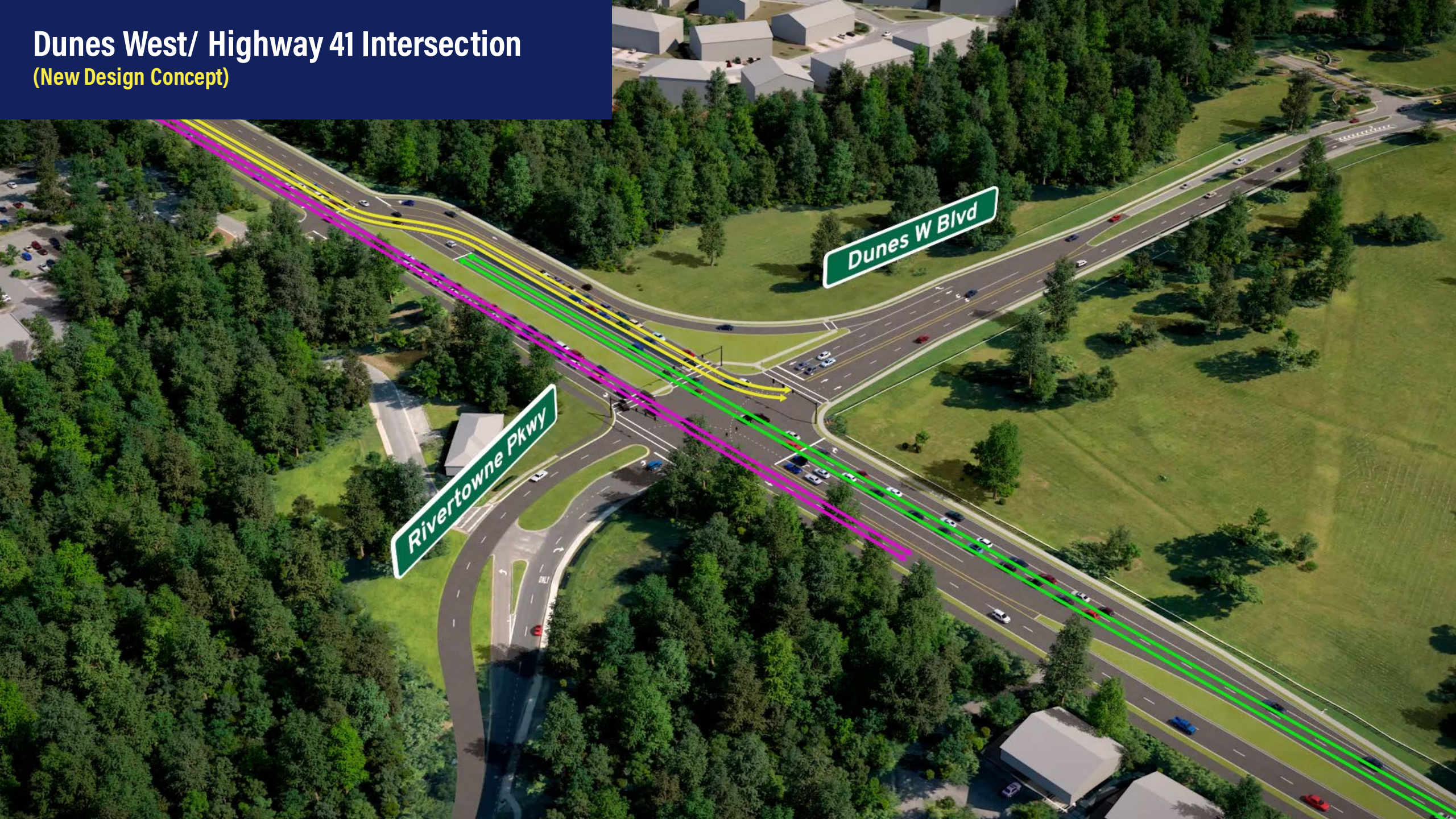
	2045 No Build		2045 Build Alternative 1		2045 Build Alternative 7a	
	AM	PM	AM	PM	AM	PM
SC 41 Northbound	7.0	22.4	7.4	8.5	8.8	13.8
SC 41 Southbound	37.6	32.0	7.6	9.8	9.6	10.8
US 17 Northbound	14.6	11.5	6.0	5.9	7.3	5.7
US 17 Southbound	17.0	33.8	6.9	6.0	6.3	6.7

Environmental Matrix

	Alternative 1	Alternative 7a
What is the estimated total cost? <i>(millions)</i>	\$125.4	\$155.1
	\$29.7 million difference	

Dunes West/ Highway 41 Intersection

(New Design Concept)



Mitigation

The project team is developing a Community Mitigation Plan to define commitments to adjacent communities and the natural environment.

The project team has been listening to the local communities and has developed an early draft of the Community Mitigation Plan, and portions of the plan will be available for review.

A Community Mitigation Advisory Committee is being established to include stakeholders and community members representing Phillips Community and Seven Mile. The Committee will meet to review and provide input on the Mitigation Plan.



Draft Mitigation Strategies

- Work with impacted property owners to enhance their property
- Assist heirs property owners through the acquisition process
- Develop educational programs on historic communities in the project area
- Support for community events
- Identify, document, and evaluate Gullah African-American Traditional Cultural Properties
- Develop recreation fields and/or community center
- Develop access to Horlbeck Creek
- Add landscaping as buffers on Highway 41
- Enhanced historical and cultural signage
- Improve access to Greater Goodwill AME Church

Schedule



What's Next?

IMMEDIATE NEXT STEPS

Complete the draft environmental report and submit it along with the permit application to the U.S. Army Corps of Engineers, who will review the documents, issue a public notice for the proposed project and hold a comment period.

PUBLIC COMMENT PERIOD

The public comment period is to begin on August 13 and end on September 11, 2020.

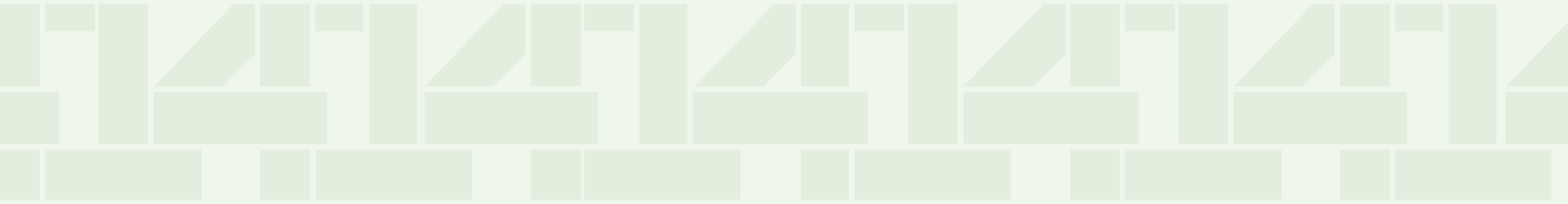
HOW WILL CHARLESTON COUNTY WORK WITH IMPACTED LANDOWNERS?

The project team will contact directly impacted landowners on an individual basis. The acquisition process will begin once the ROW plans are approved in 2022.

PROJECT CONSTRUCTION TIMELINE

Currently, project construction is anticipated to begin in 2023 and expected to be complete in 2026. Interim improvements will begin in Fall 2020.

Thank you!





Highway 41 Update **MASTER**



Purpose of this Meeting

1 Provide an update on the status of the project

2 Present the County's proposed alternative

3 Present the Highway 17/ Highway 41 Intersection Design

4 Present the Dunes West/Highway 41 Intersection Design

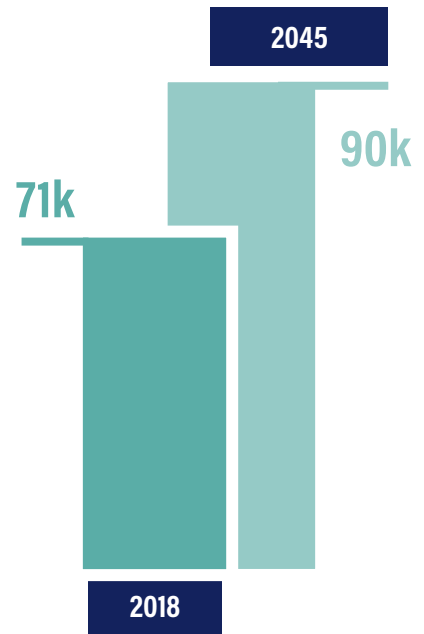
4 Discuss community mitigation

5 Review the next steps





Overview of Project Need



Traffic projections for Highway 17 between Long Point Road and Highway 41



Project Status

SCREENING 1

Identify Reasonable Alternatives

Eliminate and advance preliminary alternatives based on:

- Ability to meet purpose/need
- Public input

SCREENING 2

Refine the list of Reasonable Alternatives

Eliminate and advance preliminary alternatives based on:

- Ability to meet purpose/need
- Public input
- Refined traffic analysis.

SCREENING 3

Identify Reasonable Alternatives

Eliminate and advance preliminary alternatives based on:

- Public input
- Environmental Factors
- Cost
- Logistics

WE ARE HERE

SCREENING 4

Identify Proposed Alternative

Identify proposed alternative based on:

- Ability to meet purpose/need
- Public input
- Environmental Factors
- Cost
- Logistics

Proposed Alternative

Widening Existing Highway 41 (Alternative 1)



PROPOSED ALTERNATIVE HIGHLIGHTS



Greatest improved traffic times



Fewest impacts on wetlands



Fewer impacts on Laurel Hill County Park



Less effects from noise



Lowest overall project cost



Insert Visualization



Environmental Matrix

		Alternative 1	Alternative 7a
What are the environmental impacts?			
Wetlands	Tidal	5.3	5.0
	Freshwater	2.9	6.2
	Wetlands under restrictive covenants <i>(tidal and freshwater)</i>	0.8	4.2

 = Fewer Impacts

Environmental Matrix

		Alternative 1	Alternative 7a
What are the noise impacts? <i>Following the public meetings, the project team will solicit input on noise barriers directly from impacted receivers (individuals/homes) in the corridor.</i>			
	Impacted receivers <i>(residential, recreational, churches, restaurant patios)</i>	60	103
	Preliminary noise barriers identified	0	2

 = Fewer Impacts

Environmental Matrix

		Alternative 1	Alternative 7a
What are the community impacts?			
Properties	Full acquisitions or relocations <i>(number of parcels)</i>	0	0
	Partial acquisitions <i>(Number of parcels)</i>	214	163
	Right-of-way <i>(acres)</i>	30.4	58.3
Phillips Community Cultural Landscape	Full acquisitions or relocations <i>(number of parcels)</i>	0	0
	Partial acquisitions <i>(Number of parcels)</i>	88	2
	Right-of-way <i>(acres)</i>	5.8	0.6

 = Fewer Impacts



Environmental Matrix

		Alternative 1	Alternative 7a
Environmental Justice		Disproportionately high and adverse effects to Phillips Community	No disproportionate effects
Cultural and Historic Sites <i>National Register of Historic Places (NRHP)</i>	NRHP Archaeological Sites	1	2
	NRHP Historic Structures	3	0
	Sweetgrass Basket Stands	4	0
	Laurell Hill County Park	0.7	19.4

 = Fewer Impacts

Environmental Matrix

	Alternative 1	Alternative 7a
What is the estimated total cost? <i>(millions)</i>	\$125.4	\$155.1

Alternative 1 was identified as the proposed alternative because it has the least impacts on wetlands, Laurel Hill County Park, noise and lowest overall project cost.

In the project's opening year, Alternative 7a would reduce traffic congestion, but quickly over time, traffic would be just as congested as it is today.

 = Fewer Impacts

Traffic Times

Travel Time (Minutes)						
	2045 No Build		2045 Build Alternative 1		2045 Build Alternative 7a	
	AM	PM	AM	PM	AM	PM
SC 41 Northbound	7.0	22.4	7.4	8.5	8.8	13.8
SC 41 Southbound	37.6	32.0	7.6	9.8	9.6	10.8
US 17 Northbound	14.6	11.5	6.0	5.9	7.3	5.7
US 17 Southbound	17.0	33.8	6.9	6.0	6.3	6.7

Alternative 1 was identified as the proposed alternative because it has lower average travel times and the greatest improved average speed through the corridor.



CAGE Only - Boone Hall – Highway 17 Alternative



The Boone Hall/ Highway 17 Alternative was a Task Force Recommendation in 2006



An alternative on this corridor would impact the Boone Hall registered historic property.



Traffic network development in Mount Pleasant has focused on improvements to US 17 and the Hungryneck Boulevard/Sweetgrass Basket/Billy Swails Blvd corridors, due to large traffic volumes and longer trips to and from north Mount Pleasant.



Overall, the proposed parallel roadway would not provide enough relief to keep Highway 17 from having to be widened in the future to meet traffic demand and would not meet the purpose and need of this project.

Brickyard and Hamlin Intersection Update

(New Design Concept)

To access Hamlin Road from southbound Highway 17, traffic will use a signalized u-turn at Old Georgetown Road

McConnell Lane

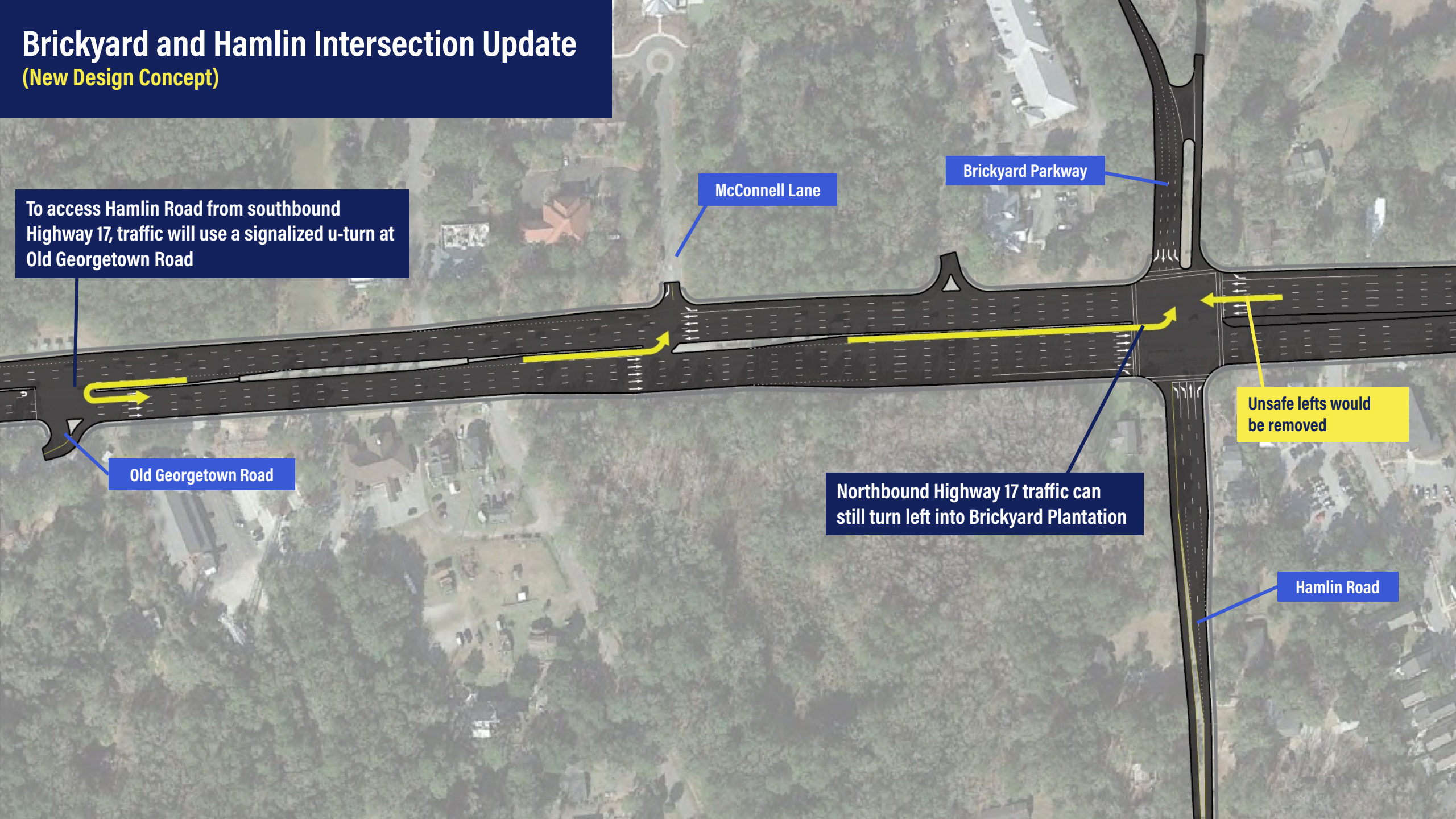
Brickyard Parkway

Old Georgetown Road

Northbound Highway 17 traffic can still turn left into Brickyard Plantation

Unsafe lefts would be removed

Hamlin Road



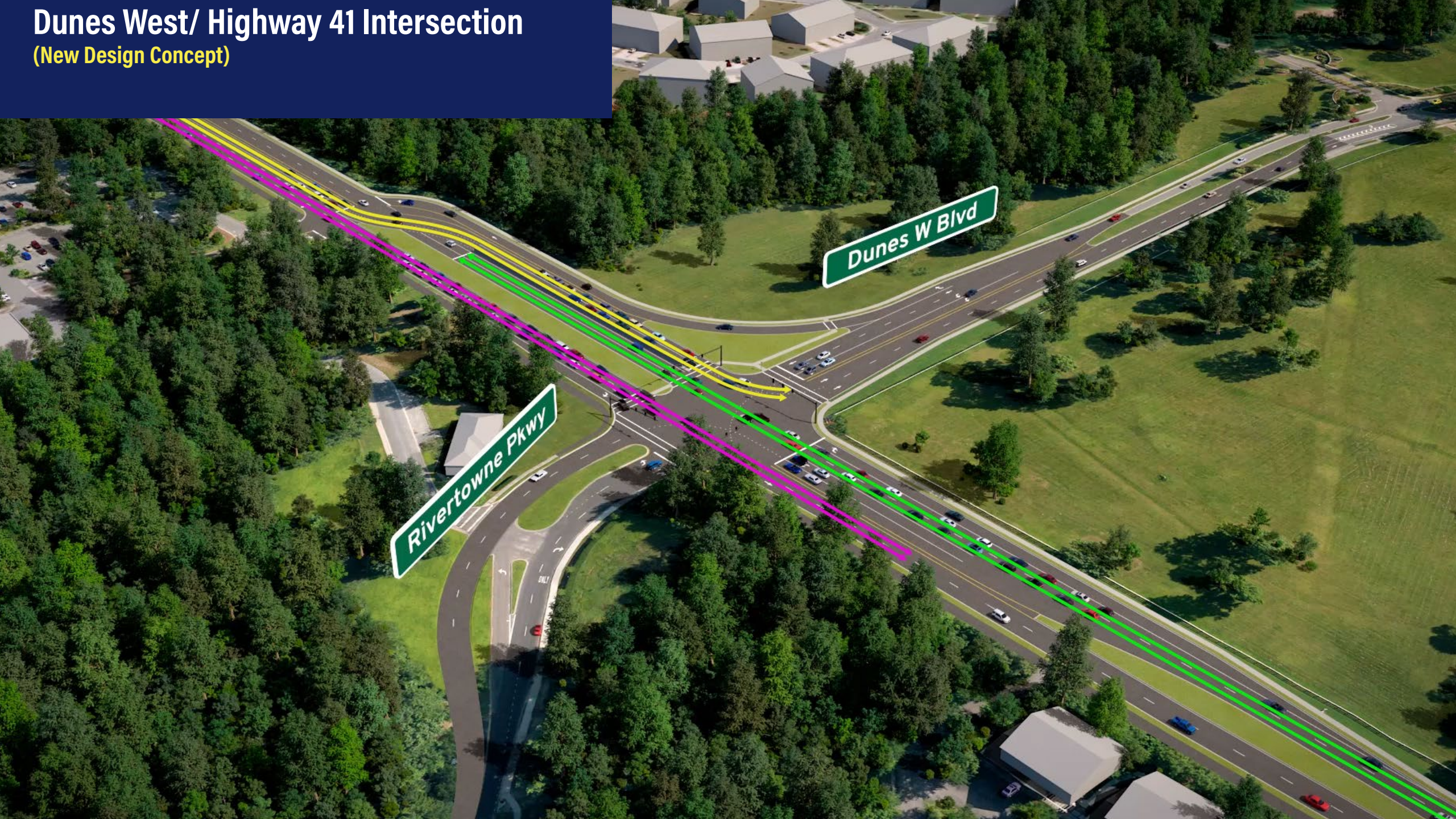
Insert Videos

Keeping videos in a different slide deck due to size. Videos include:

- Brickyard AM & PM Traffic looking NE
- Brickyard AM & PM Traffic looking SE
- Highway 41/ 17 Intersection AM & PM Traffic

Dunes West/ Highway 41 Intersection

(New Design Concept)





Features of Alternative 1



MORE LANES ON HIGHWAY 41

Proposed Alternative 1 will consist of two travel lanes in each direction with either a center raised island or two-way left-turn lane from Highway 17 to the Wando River Bridge.



MULTI-USE PATH

A multi-use path for pedestrian and bicycle use will be constructed along the west side of the Highway 41 roadway, connecting with a network of existing and proposed multi-use paths.



CROSSWALKS

Crosswalks will be included throughout Highway 41 and signalized crossings will be included at two locations in the Phillips Community.

Features of Alternative 1



PEDESTRIAN SIDEWALKS

A sidewalk will be included along the east side of the Highway 41 roadway and will include crosswalks at signalized intersections to improve pedestrian mobility.



INTERSECTION IMPROVEMENTS ALONG HIGHWAY 41

The Highway 41 and Highway 17 intersection is a critical piece of the regional traffic system. To alleviate congestion and minimize impacts to properties and businesses, the design concept will include enhancements to improve the regional traffic system and provide motorists with alternate routes.

The Phillips Community

The Phillips Community is a Post-Bellum African American community that was settled by emancipated African Americans and their decedents beginning in the 1870s during the Reconstruction Period. Proposed Alternative 1 will widen Highway 41 through the Phillips Community:

- 16 homes will now be located within 4-30 feet from the proposed footprint of Highway 41 (sidewalk or multiuse path).
- Impacted properties in the Phillips Community are heirs' properties, meaning that the property is owned by many relatives in a common partnership.



The Seven Mile Community

The Seven Mile community is a Gullah African American community adjacent to the Highway 41 and Highway 17 intersection. Both alternatives will impact sweetgrass basket stands in the Seven Mile community and will incorporate intersection improvements at Highway 17 and Hamlin Road.

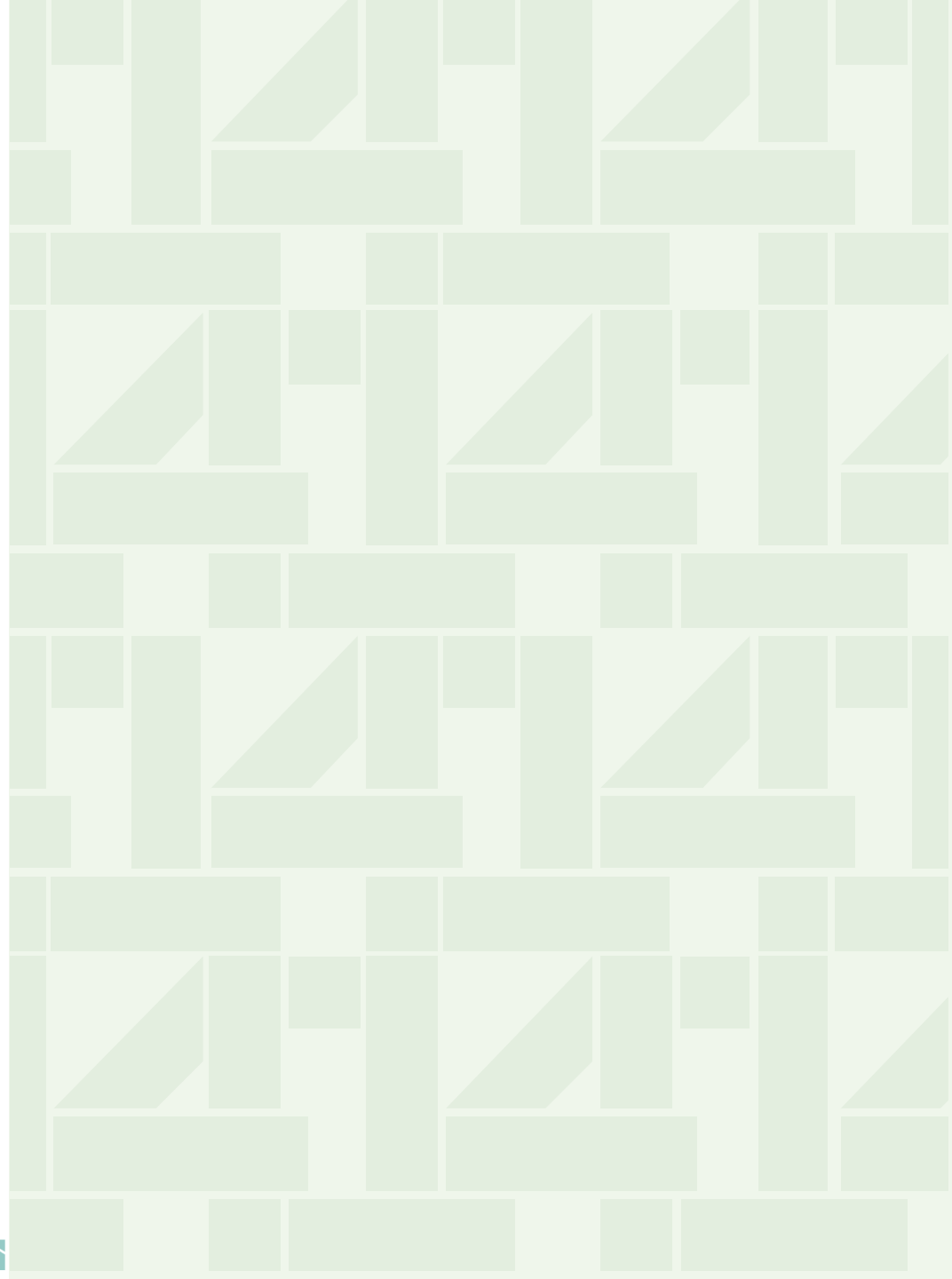


Mitigation

The project team is developing a Community Mitigation Plan to define commitments to adjacent communities and the natural environment.

The project team has been listening to the local communities and has developed an early draft of the Community Mitigation Plan, and portions of the plan are available for review.

A Community Mitigation Committee is being established to include stakeholders and community members representing Phillips Community and Seven Mile. The Committee will meet to review and provide input on the Mitigation Plan.



Mitigation

Environmental Justice, Cultural, and Cumulative Effects

- Develop educational programs and curriculum modules on the Phillips Community, Seven Mile, and the Sweetgrass Basket Stand Corridor and present these to local schools, libraries, and neighborhood associations.
- Contribute funds to Phillips Community Association for the community's annual Family Day.
- Contribute funds to CAGE for community events similar to the Phillips Community's Family Day.
- Identify, document, and evaluate Gullah African-American Traditional Cultural Properties in the Mount Pleasant vicinity.

Mitigation

Land Use

- Develop recreation fields and/or community center and possibly expand the Phillips Community's property known as the Park.
- Purchase the property associated with the Bridge on Horlbeck Creek in the Phillips Community, and rehabilitate or reconstruct the Bridge for community use.
- Develop recreation fields and/or a community center on CAGE's property in Seven Mile.
- Develop recreation fields and/or picnic space on Goodwill AME Church property in Seven Mile.

Mitigation

Sensory/Visual

- Plant vegetative buffers on either side of SC 41 and US 17 that represent and enhance the cultural and historic character of the Phillips and Seven Mile communities.

Mitigation

Residential

- Through the right-of-way process, the project team will work with directly impacted property owners to enhance their properties (will be negotiated on a case-by-case basis).
- Assist multiple owners of heirs properties during Right-of-Way acquisitions to better allow for fair compensation to individuals.
- Closely collaborate with the Center for Heirs Property Preservation (CHPP) to employ effective best practices in addressing heirs' property acquisition in public projects and potentially develop a workshop for affected property owners.

Mitigation

Enhance Mobility, Access, Public Health, and Safety

- Enhanced historical and cultural signage near the Phillips and Seven Mile community boundaries to assist with public safety.
- Install two pedestrian crossings with flashing beacon signals in Phillips Community.
- Improved access to Greater Goodwill AME Church.

What's Next?

IMMEDIATE NEXT STEPS

Complete the draft environmental report and submit it along with the permit application to the U.S. Army Corps of Engineers, who will review the documents and issue a public notice for the proposed project.

PROJECT CONSTRUCTION TIMELINE

Currently, project construction is anticipated to begin in 2022 and expected to be complete in 2025.

HOW WILL CHARLESTON COUNTY WORK WITH IMPACTED LANDOWNERS?

The project team will contact directly impacted landowners to begin the right-of-way (ROW) acquisition process if/when the permit is issued by USACE.

Immediate Next Steps

August 2020

- Meetings with Stakeholder Communities
- Stakeholder Working Group Meeting
- Online Meeting Launch

Fall 2020

- Environmental Report Submittal with Permit Application to USACE

Alternatives Evaluated

Widening Existing Highway 41 (Alternative 1)



New Location Along Dunes West BLVD. (Alternative 7a)



Meeting Minutes

Project: Highway 41 Corridor Improvements

Subject: Cardinal Hill Community Meeting

Date: Friday, September 11, 2020

Attendees:	Hoyt Rowell, Cardinal Hill John Mashburn, Cardinal Hill Rex Atkinson, Cardinal Hill J Austin, Cardinal Hill Colleen, Horlbeck Creek Senator Larry Grooms, State of South Carolina Councilman Herb Sass, Charleston County	Shannon Meder, HDR David Kinard, HDR Michael Darby, HDR Samantha Dubay, HDR Robert Flagler, HDR Rhett Reidenbach, Reveer Group
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Welcome & Introduction

- Rhett Reidenbach opened the meeting at 11:00 a.m. by introducing the project team, thanking everyone for joining today and reviewing the topics for discussion.
- Sen. Grooms thanked everyone for their time this morning, spoke on the importance/need of the project and the background of the project.

Project Update & Status

- Rhett provided an update on the project status, spoke on the project need and reviewed the steps taken by the project team to date.

Proposed Alternative

- Rhett spoke on the steps taken to identify the proposed alternative and handed the discussion over to Michael Darby to provide additional context.
- Michael Darby spoke about the proposed changes at the intersection of Highway 41 and Joe Rouse Road. Updates included:
 - Cardinal Hill entrance; adding a dedicated left turn into the neighborhood, but removing left turn option out of the neighborhood.
 - Planned u-turn at Colonnade Drive would maintain access from removed left-turn, but an additional u-turn at new Laurel Hill Park entrance would be possible.
 - Colonnade would be signalized.
- J. Austin asked about the proposed signal at Colonnade entrance, the colors on design map, placement of the multi-use path/sidewalk and if the team could use the entrance of Cardinal Hill for these instead since no one uses the Laurel Hill side.
 - Michael Darby stated this is possible if the park is willing to allow it and there would be signalized pedestrian crosswalks in Phillips, which would be an option to cross Highway 41.
 - J. Austin stated a future main entrance to the park is an egress for Cardinal Hill and there are safety concerns with this since individuals could use other paths to get in the park.
- J Austin asked if there were any common threads between Cardinal Hill, Colonnade, and Phillips Community wanting any crosswalks/multi-use paths in public comments and stated this would make it more challenging for people turning onto Highway 41 which is already challenging.
 - Rhett Reidenbach stated the comment period ends today and will be identifying trends and themes as they analyze comments after the comment period ends.

Intersection Design – Horlbeck Creek and Colonnade Entrance

- Michael Darby presented the proposed changes to the entrances of Horlbeck Creek and Colonnade neighborhoods which includes a new road to provide access to Gregorie Ferry Road and justifies a signal at the entrance of Colonnade.
- Rex Atkinson asked how many lanes would be on the bridge going over wetlands.
 - Michael Darby stated there would be four lanes on the bridge, but they would be phased in.
 - Rhett Reidenbach added it would be a flat slab bridge with pilings and columns.
- Rex Atkinson asked why the plan did not leave the existing road to Bessemer, stating it seems the cost is driven by impacts to the wetlands. The new park entrance could be a good alignment, with an access road. He added he is concerned about large vehicles turning into Cardinal Hill and safety of traffic in that area and doesn't believe the current plan addresses these concerns.
 - Michael Darby stated the project team could look at a frontage road option.
 - Jeff Austin stated if this could be done it would be a benefit for the community.
 - Rhett Reidenbach added the project team had to look at impacts, safety and other factors to develop this design, which has been built in areas around design occurs in Charleston.
 - John Mashburn added he was also concerned about safety and worried about future traffic growth.
 - Colleen stated the Horlbeck Creek community agrees and is concerned about safety and supports a frontage road option.

Community Mitigation

- Rhett Reidenbach reviewed the mitigation efforts and considerations the project team would evaluate moving forward.
- Hoyt Rowell stated the Phillips community has moral high ground here.

Next Steps

- Rhett Reidenbach reviewed the project schedule and next steps moving forward.
- Rex Atkinson asked what their next steps were and if this was the last time they would hear from the project team before they submit everything to the US Army Corps of Engineers.
 - Rhett Reidenbach stated the project team will review all of the public comments, possibly come back with tweaks and recommendations, this would not be the last time the community hears from the project team and the Corps would have their own comment period.
- Senator Grooms reminded everyone that the design isn't final and would need a county council vote and federal approvals before moving forward. Senator Grooms reminded everyone the project team is here to listen to you and the community, praised the team for their to date and reminded people to submit comments before the comment period closes.
- Colleen stated the Horlbeck HOA gets copies of most of the comments their residents submit to the team and that most agree on their needs/view on the project related to safety and appreciate the work the team has done.

The meeting adjourned at 12:00 p.m.

Meeting Minutes

Project: Hwy 41

Subject: Dunes West Community Meeting

Date: Tuesday, August 25, 2020

Attendees:	John Watkins	Richard Turner, Charleston County
	Derek Miranda	Shannon Meder, HDR
	Russ Smith	David Kinard, HDR
	Jim Middleton	Michael Darby, HDR
	Scott Peace	Theresa McClure, HDR
	Sen. Larry Grooms	Robert Flagler, HDR
	Richard	Rhett Reidenbach, Reveer Group
	Cal Oyer, Charleston County	

Introductions

- Derek Miranda introduced the HOA board and Dunes West representatives.
- Theresa McClure introduced the project team and handed the floor to Senator Grooms.
- Senator Grooms thanked everyone for scheduling the meeting and the work over the years on the project.
- Rhett Reidenbach thanked everyone for participating in the meeting, reiterated Senator Grooms' statements, clarified the alternatives recommendation process and the importance of public input at this stage and provided an overview of the meeting.

Project Status and Update

- Rhett Reidenbach provided an overview of the alternatives screening process, criteria evaluated to identify the proposed alternative, factors justifying the project need.
- The project team played the project overview video from the virtual meeting to provide additional information on the project.

Proposed Alternative

- Rhett Reidenbach discussed the proposed alternative, its features and operations, potential impacts and compared it against Alternative 7a.
- Derek Miranda stated he had no questions, but supported the decision.
- Richard asked if there are more things that could be done for the Phillips Community to make them seem more like a community and suggested donating acreage at Laurel Hill could be donated for a community center or other efforts.
- Russ Smith asked how final the design was and the role public comments would play in approval from the US Army Corps of Engineers.
 - Rhett Reidenbach stated the project team had strong NEPA document to justify these decisions, but there were significant efforts from organizations and members of the community to encourage support for Alternative 7a.

Dunes West/41 Intersection Design

- Rhett Reidenbach explained the design concept and traffic flow for the continuous flow intersection proposed at the intersection of Dunes West and Highway 41.
- Derek Miranda asked how much acreage of the north pasture would be taken and would this allow a left-turn into the Harris Teeter parking lot.

- Michael Darby stated slightly over an acre of ROW would be acquired and access to the Harris Teeter shopping center would be through Rivertowne Parkway, but turn lanes could be included with a design change if needed.
 - Derek Miranda added that the proposed access to Harris Teeter would be an issue for residents in Dunes West.
- Russ Smith added a potential gas station at this intersection could increase the traffic load on Rivertowne Parkway.
- Richard asked what was planned for the area around the intersection of Highway 41 and Harpers Ferry Way.
 - Michael Darby stated the roadway would be shifted to the east to avoid wetlands impacts.
- Derek Miranda stated the homes near the Highway 41 and Dunes West Blvd intersection already experience flooding and what efforts would be made to address this.
 - Michael Darby stated this is something that would be evaluated in design, but efforts would be made to limit impacts/ROW needs.
- Russ Smith stated the impacts of this pale in comparison to Alternative 7a and is happy with this.
- Jim Middleton asked if the widening of Dunes West Blvd to the roundabout was considered as a compliment to this project.
 - Russ Smith stated that could be a town project.
- Russ Smith asked if the project team had reached out to Park West for a similar meeting.
 - Rhett Reidenbach stated the team is scheduling meetings with Park West and Rivertowne, had met with Phillips Community before the virtual meeting launched and would have an open invitation for meetings to other communities.
- John Watkins asked if the alternatives included what the hurricane evacuation routes would be in the future, if a surface elevation study had been completed and the socio-economic considerations.
 - Michael Darby stated a surface elevation study has not, but would be completed in the future.
 - Shannon Meder stated property value changes would not be included in environmental documentation.
 - Michael Darby stated the project team coordinated with SCDOT and highway patrol but they had no concerns on either of the alternatives.
- Russ Smith stated the visualization shows people living at Trade Winds Drive would not be able to make left-turns off Highway 41 and asked if there were additional plans or designs that could be shared with the public.
 - Michael Darby stated access to Trade Winds Drive would require a u-turn.
 - Theresa McClure added the interactive map on the virtual meeting had been updated to show more information and she would work with the team to identify materials to share.

Community Mitigation

- Russ Smith asked if the existing ROW for the paved portion of 41 would accommodate the proposed widening.
 - Rhett Reidenbach stated the additional ROW would be to accommodate multi-use paths, sidewalks, grass medians and other features.
 - Senator Grooms added the ROW acquisitions along Highway 41 vary in size/footage required and all of these features are included to improve safety.
- Richard asked if the bike path could be put along the Alternative 7a route to give people more space and why a flyover was not considered for the left lane going up Highway 41.
 - Rhett Reidenbach stated these were great comments and encouraged Richard to submit them through the website and added the flyover and similar features would increase the cost and impacts and were eliminated early during the evaluation process.

Next Steps

- Rhett Reidenbach provided an overview of the schedule and next steps for the project.

- Derek Miranda thanked everyone for participating in the meeting, appreciated the project team explaining this information and the work put into the designs.

The meeting adjourned at 2:00 p.m.

Meeting Minutes

Project: Hwy 41

Subject: Horlbeck Creek Meeting

Date: Friday, September 04, 2020

Attendees:	Steve Magoon, Horlbeck Creek	Senator Larry Grooms, State of South Carolina
	Mark Creech, Horlbeck Creek	Councilman Herb Sass, Charleston County
	Ron Burkeen, Horlbeck Creek	Cal Oyer, Charleston County
	Matthew, Horlbeck Creek	Shannon Meder, HDR
	Colleen, Horlbeck Creek	Michael Darby, HDR
	Mark Creech, Horlbeck Creek	David Kinard, HDR
	Magalee Creech, Horlbeck Creek	Theresa McClure, HDR
	Jenny Brown, Horlbeck Creek	Robert Flagler, HDR
	Ken Burkeen, Horlbeck Creek	Rhett Reidenbach, Reveer Group

Overview

- Theresa McClure opened the meeting and introduced the project team and thanked everyone for joining today.
- Senator Grooms thanked everyone for participating, spoke on the project, and encouraged everyone to comment.
- Steve Magoon asked about US Army Corps of Engineers participation and how they would get the feedback from this particular meeting.
 - Shannon Meder explained the role of a lead federal agency and the project team's documentation and database efforts.
- Rhett Reidenbach spoke on the purpose of the project, clarified the status, and gave an overview indicating that Alt 1 was identified.
- Michael Darby spoke on the intersection at Tradewinds Drive and Highway 41 by presenting a graphic of that intersection and explained projected 2045 traffic at this location poses challenges.
- Ken Burkeen stated a blinking sign alerting drivers that a neighborhood exit is ahead could assist traffic entering or exiting the neighborhood.
- Mark Creech expressed concerns about larger vehicles using the proposed configurations and asked if a frontage or access road would be possible.
 - Michael Darby stated the project team would discuss impacts of a frontage road in this area.
 - Colleen added her support to get on the southbound lane with a frontage road around Bessemer Road so Horlbeck Creek and Cardinal Hill could take a left on the frontage road from Tradewinds Drive to Cardinal Hill to Bessemer Road to go north instead of going south to get north.
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- Jenny Brown asked if this U-turn would be signaled.
 - Michael Darby indicated that it would.
- Mark Creech expressed concerned about sharpness of U-turn and asked if they could be split and larger like those on Rivers Ave.
 - Michael Darby stated the project team would take a look at that option.
 - Colleen stated we are getting a worse situation, why would we have a worsening condition.
 - Steve Magoon indicated this area went from a level of service of D to an F in the project team's documents.

- Theresa McClure stated this feedback is what needs to be submitted during the comment period and it was not too late for the project to address these concerns.
- Michael Darby discussed the level of service for 2045, causes of that project level of F and how that analysis was developed.
- Rhett Reidenbach stated connecting Horlbeck Creek with Colonnade is similar to issues at Hamling Road and Brickyard, and the proposed design is a reasonable situation and would work, but Brickyard residents didn't want it. The project team can look at it, but if Colonnade doesn't agree, it's another issue.
 - Colleen stated this was a different issue; Brickyard had new people coming in and the area for the frontage road is just empty land, and they are okay with wetlands impacts here. The only problems are at Colonnade but they're getting a light. It seems like they are getting everything and Horlbeck Creek is getting nothing.
- Mark Creech stated the frontage road could function without interfering with Colonnade with dual left turns.
- Ken Burkeen expressed concerns about construction on widening his road in front of homes.
- Mark & Magalee Creech expressed concerns about safety.
 - Ken Burkeen stated he didn't understand why a traffic light would be an issue.
- Jenny Brown stated this is an issue of lives and safety.
- Colleen shared all the accidents in this area result in the road being closed and the impact of that on traffic.
- Rhett Reidenbach stated the proposed design is safe, just inconvenient – if larger vehicles were accommodated there would still be issues.
 - Mark Creech stated this solution was not good enough as there were still issues turning onto Highway 41 and Tradewinds Drive.
- Mark Creech asked about next steps and when they would meet with the project team again.
 - Shannon Meder explained the comment review & response process.
 - Rhett Reidenbach suggested possibly reconvening after the comment period ends.
- Mark Creech expressed concerns that comments have not already been incorporated.
 - Cal Oyer indicated that this was the purpose of this meeting and the comment period.
- Senator Grooms encouraged everyone to comment and submit feedback.

The meeting adjourned at 12:00 p.m.

Meeting Minutes

Project: Hwy 41

Subject: Park West Community Meeting

Date: Wednesday, September 02, 2020

Attendees:	Kerry Roller, Park West David Golden, Park West Sheryl James, Park West Joan Spier, Park West Matthew Jones, Park West Senator Larry Grooms, State of South Carolina Councilman Herb Sass, Charleston County Cal Oyer, Charleston County	Brad Morrison, Town of Mt. Pleasant Shannon Meder, HDR Michael Darby, HDR David Kinard, HDR Theresa McClure, HDR Robert Flagler, HDR Rhett Reidenbach, Reveer Group
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Overview

- Theresa McClure opened the meeting, introduced the project team, conducted roll call and thanked everyone for participating in today's meeting.
- Senator Grooms thanked everyone for participating in today's meeting, spoke on the importance of the project and its history up to this point and encouraged everyone to submit their comments.

Project Status & Update

- Rhett Reidenbach provided an overview of the project status, reviewed the screening process to date, spoke on the project's need and how the project team arrived at this point.

Proposed Alternative

- Rhett Reidenbach presented the proposed alternative, spoke on the highlights and features and compared the design to Alternative 7a.

Intersection Design – Dunes West Blvd & Highway 41

- David Kinard and Rhett Reidenbach spoke on the proposed design for the intersection of Dunes West and Highway 41, how traffic would operate through the intersection and the factors considered in the design.
- Matt Jones asked how traffic from Dunes West Blvd would access Harris Teeter without the left turn from Highway 41.
 - Rhett Reidenbach stated there would be access along Rivertowne Pkwy and existing access along southbound 41 would remain.
- David Golden expressed concerns about no left turn capabilities out of Harris Teeter onto Highway 41.
 - Michael Darby stated traffic traveling north on Highway 41 could make a left turn at the intersection by turning onto Rivertowne Pkwy.
 - Matt Jones stated taking a left turn at this intersection is difficult and these grocery stores are heavily used.
 - David Golden added the project team would need to redo that intersection to accomplish this and would add additional cost to the project.

Community Mitigation

- Rhett Reidenbach presented on the community mitigation plans and efforts by the project team.

Next Steps

- Rhett Reidenbach discussed the project schedule and next steps for the project team.

The meeting adjourned at 3:30 p.m.



DRAFT

Highway 41 Comment Report 9/22/20

Lead ID	First Name	Last Name	Comment	Response
zcrm_280620700003898061	Tracie	Lamb	I strongly support alternative 1. It is the only logical solution. This is a hurricane evacuation route, the road needs to be widened.	Acknowledgement response
zcrm_280620700003946487	Todd C	Phillips	<p>Dear sir or madam,I have been seeing all the commits and vast media cover of why Hwy 41 should not go in the location of the existing Hwy 41 corridor. While the plans for the Alternative 7A are still not finished the:1. cost2. wetland impacts3. partial storm system study4. time of construction5. relocation of existing major utilities with new easements requirements6. condonation process for new right-of-way7. traffic flow study show that using Park West Blvd. will not meet the requirements for the expansion8. destruction of dedicated park lands Hwy 41 has historical been in the location it is now since the entablement of the communities that grew up around it, Phillips community included. Hwy 41 has always been on the maps to be improved when traffic volume demanded it, i.e. the widen areas of right-of-way already in position of SCDOT and others. If Park West Blvd is to be used I have not seen any studies placing lights at and of the single point inertances of the subdivisions that currently use the road. The proposed traffic study should show additional 4 to 5 lights for the Alterative route 7A. In this pollical charged environment it would be incurable mistake to allow it to derail the propose of the improvements on Hwy 41 and spend millions of tax pavers dollars more on Alterative 7A. The studies that you commissioned state these facts and will be an issue for anyone and everyone against the selection of Alterative 7A. It would be illegal and a travesty to allow the rampant pollical environment interfere w ith the facts of a clear and indisputable choice of using the existing Hwy 41 corridor for the new improvements.</p>	Acknowledgement response



zcrm_28062070 00003946486	Towne r	Magill	Subject: Please don't widen through Phillips Community. It's very rare that we can preserve anything left of the old Mount Pleasant. [REDACTED] ematic of that, and they don't deserve it. Considering the issues of heirs' property, their situation is not an easy one to remedy. If there is a way for residents of Park West and Dunes West to be pushed more quickly through Park West Blvd, please exercise that option. The traffic inside of that neighborhood alone is horrendous in the morning and afternoon commute, and if they can be directed out to 17 more quickly the expansive widening of 41 would be less necessary. Thanks for your consideration!--Towner Magill [REDACTED] [REDACTED]	General Response + Phillips Non Resident
zcrm_28062070 00003922001	Tom	Kerrigan	Highway 41 has been a main thoroughfare for a long long time. It is the road that all of us have depended on and utilized for years and years. The proposed alternative 1, the widening of the current hwy 41 passage is clearly the best, least obtrusive, most practical and makes the most sense. That being said, all of the Phillips community should be granted fair compensation and assisted with any movement of homes, mobile homes at no cost. This is the right thing to do. Not sure how the taxation works on these properties, but perhaps include also a 10 year waiver of taxes that may make this a win win	General Response + Phillips Non Resident
zcrm_28062070 00003946485	Tom	Jahn	Subject: Proposal 1 please!! I've studied this for months- please accept proposal 1 as the best alternative. And lived in Mt P since 1998. Thank-you Tom [REDACTED] Mt Pleasant SC	Acknowledgement response
zcrm_28062070 00003946484	Mary De	Luzuriga	I am strongly opposed to the widening of highway 41 and decimating the Philips community.	General Response + Phillips Non Resident
zcrm_28062070 00003919081	Julie	Heckman	I support alternative 1. It is the fastest approach and solution	Acknowledgement response
zcrm_28062070 00003883041	Meridith	Fessenden	I believe the CCDOT Project Team's recommendation of Alternative 1 is absolutely the right one. It is the safer option (for both vehicle and pedestrian traffic), less impact to our wetlands/marshes and to the park off Hwy 41, and keeps the route where it currently is (and should be) at the least cost. Sincerely - Meridith Fessenden	Acknowledgement response

zcrm_28062070 00003946483	Ted	Kuchinski	<p>Subject: Hwy 41 Comments. Thank you to the committee for your hard work. I know you are probably hearing all negative commen[REDACTED] also have to submit mine. The positive is that we are finally getting the road widened. I agree with the current plan to go straight along the road's current route as the shortest distance is a straight line and that is what is planned. My only request is that you provide sound barriers along those stretches where the road abuts people's back yards (such as ours). It will at least make things a bit more tolerable than to have the additional noise constantly bombarding us. The two areas where I think the plan has fallen short is the Hwy 17/41 intersection. In my opinion, the plan as it now stands will not alleviate the two major problems, the 17N to 41N traffic and the 41S to 17S traffic. The 17N to 41N turn will still be a nightmare with traffic backed up on 17N every afternoon as traffic waits to make the left turn on to 41N. It really needs a right exit with an overpass over the highway to get on to 41N. That overpass makes a [REDACTED] for the Porchers Bluff intersection. The other is the 41S to 17S intersection. Until the Brickyard light is removed or an overpass on 17S is built over that intersection, whenever the light is red it is going to cause all traffic to back up on 17S. As the plan now stands, traffic coming off of 41S is going to hit the red light and lose the ability to merge onto 17S because all of the morning traffic will be stopped at that light thereby creating a parking lot and backing up traffic on the 41S road. To use the funnel analogy, if the neck in the bottom is blocked it doesn't matter how big you make the head, things will still be backed up. On other notes, as the plan now stands, I think the no left turn at Brickyard light is ridiculous especially with the schools down Hamlin. I think the U turn plan is an accident waiting to happen and th</p>	General Response + Phillips Non Resident
zcrm_28062070 00003916021	Tanya	Rudman	<p>Based on expense and being the most direct route this seems to be the best alternative.</p>	Acknowledgement response
zcrm_28062070 00003895121	Tim	Faber	<p>As a home owner in Dunes West I fully support Alt 1 as the safest and cleanest way for a direct evacuation route for all visitors and residents in this north Mt Pleasant area. I am also the owner of Kids R Kids of Mount Pleasant located at [REDACTED] in Park West.</p> <p>We care for up to 300 local children in Mount Pleasant and employ up to 50 people and have a considerable amount of traffic that could be negatively impacted (from a safety perspective) if alternative 7 or 7a were implemented in this area. The safety of our children, their families, and our employees is extremely important!</p>	Acknowledgement response

zcrm_28062070 00003886081	Terry	Horres	<p>I want to express my opinion on the 41 improvement. I support the Alternate 1 for the following reasons. 1. The cost is drastically less (\$30 million) and within the initial budget because it will be the fastest and shortest route. 2. This was the original route suggested years ago by our town council and seemed to be the most logical then and now with a straight and most direct route. 3. This route is reasonable for evacuation out of town for emergencies (hurricane) and has already been designated such because it is a state road. 4. This route will not interrupt the plans for the Laurel Hill Park which is a county amenity to be shared by the tri county and state. 5. Dunes West's population will not be divided with 680 on the south side cut off from the subdivision and have more difficulty entering and exiting their neighborhoods (also making it dangerous for these residents to use the subdivision's amenities). 5. Entrance and egress from Dunes West will remain safer onto Dunes West Boulevard and not onto a five lane Highway 41. 6. Environmental impact is serious, not only for Laurel Hill County Park but for our wetlands.</p> <p>Thank you for your consideration on this matter. It is my hope that Alternate 1 will be the choice of County Council. Terry Horres</p>	Acknowledgement response
zcrm_28062070 00003946482	Thomas	Jacobs	<p>Alternative 1 is the best option for Mount Pleasant. Safety is key and this will be the safest option for first responders. It makes good sense financially to widen the existing road and avoid potential issue with wetlands mitigation and the potential to move homes and even a fire station. as a resident of park west i believe option 1 is the only option to provide safety and good value to the tax payers and residents.</p>	Acknowledgement response

zcrm_28062070 00003946481	Toni	Handshoe	<p>Subject: Consideration of other plans. I hope that the decision makers reevaluate these plans. There are other ways to improve the traffic on Hwy 41 other than plowing through the Phillips community. Perhaps expanding the other roads to 2 lanes or improved intersections allowing for smoother flow of traffic at multiple locations. Continuing to dump ALL traffic onto one road is contrary to all logic. In addition to ruining people's lives because of greed on the part of developers our officials are not only condoning bad development but additionally rewarding and encouraging more of the same. Absolutely disgraceful! Also, the multiple lane turns out of Brickyard are not necessary. Our traffic loads are finite as we are built out. The road capacity is fine. The problem is one of alignment and of signalization. Both of these issues could be solved with very little expenditure of money and no destruction of landscaping and road bed. I sincerely hope that you come up with a better plan that better serves our ENTIRE community, not just the people who are creating the problems. Toni Handshoe Old Brickyard, Mt Pleasant</p> <p>Sent from my Verizon, Samsung Galaxy smartphone</p>	General Response + Phillips Non Resident
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zcrm_28062070 00003919061	Thoma s	Gillespi e	<p>I propose a new alternative from the Wando Bridge to Highway 17 as follows:</p> <ol style="list-style-type: none">1. Provide four lanes from the Wando [REDACTED].2. Divide traffic just south of Dunes West Blvd.3. Route southbound traffic west around Phillips on a new two lane elevated bridge-road that follows the marsh and creek to rejoin Highway 41 at Bessemer.4. Keep the current two lanes of Highway 41 to serve as two lanes of northbound traffic from Bessemer to just south of Dunes West Blvd.5. Provide four lanes from Bessemer to Highway 17. <p>[REDACTED]</p>	Acknowledgement response
zcrm_28062070 00003907021	Tamar a	Fann	<p>I strongly recommend that the board approve the Proposed Alternative 1 for the Hwy 41 widening project.</p> <p>I do not want my property value to decrease because Alternative 7A is chosen.</p>	Acknowledgement response

zcrm_28062070 00003926041	Tim	Albrecht	<p>I like this plan out of all the options.</p> <p>Things I like [REDACTED]</p> <p>1) Controlled pedestrian cross walks for residents along Hwy 41. I think this access will help residents maintain the close knit nature of their communities.</p> <p>2) The flyover bridge on Hwy to keep traffic flowing</p> <p>3) The Cris-cross on Hwy 41 for those turning off Northbound 17 onto Hwy 41. It looks confusing until you study the picture but I think this will work great.</p> <p>4) The revised left turn lane off N 17 into Brickyard.</p> <p>I hope that we are able to move forward with this plan and I look forward to the shorter commute times it will enable.</p> <p>Tim Albrecht [REDACTED]</p>	Acknowledgement response
zcrm_28062070 00003946480	Theresa	Robards	<p>The proposal to route this road “improvement” through the Phillips community reeks of white privilege and systemic racism. Let the “comynas” bear the burden of infrastructure development that will benefit only themselves, and have some respect for the Black community that has lived on this land for centuries. Do the right thing and choose Alternative 7a.</p>	General Response + Phillips Non Resident

zcrm_28062070 00003946479	Suzanne	Chastain	<p>Subject: Highway 41 Project. To: Charleston County Council</p> <p>It is becoming increasingly obvious that Charleston county is taking [REDACTED] out of the Hwy 41 widening project. Never mind the imminent destruction of a 150 year old minority community, which has ALWAYS gotten the "short end" of any road project. Mount Pleasant and their development permitting process, along with the developers' lack of proper traffic flow planning are TOTALLY RESPONSIBLE for the situation confronting the Phillips community today. After viewing the aerial maps of the area, it is obvious that the initial approved plan is the better traffic alleviation plan, but of course lawsuit threats...! Oh, and wetland destruction..., that didn't seem to matter so much when the hundreds of homes were permitted by Mount Pleasant. It seems to me that Charleston county needs to DECREASE the number of homes and developments they are permitting. Susannah Miles, historian, gave us a very clear historical picture of the multiple road decisions negatively [REDACTED] nally found a glaring example of the very definition of "Systemic Racism," right here and now! Charleston county, it's time to do what is RIGHT, not expedient or easy. -The Phillips community, a historic, minority community is in NO way responsible for the traffic increase on Hwy 41. -Many of the property owners will NEVER see any compensation for their property if Alternative 1 is passed. They live on their property, with no clear title to their property. That alone should be cause for discarding this plan. -WIDEN Dunes West Blvd. and Joe Rouse Rd., as the original development plan called for. Why wasn't this done originally? It was in the development plan. Using wetlands is a very poor excuse for not choosing Alternative 7a. Wetlands didn't seem to be a concern when developers were allowed to build hundreds of NEW homes outside the boundary of the Phillips community, even encroachi</p>	General Response + Phillips Non Resident
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zcrm_28062070 00003881161	Sydney	O'Neill	<p>I am a resident of Dunes West so was initially torn between the proposed alternatives. I do not want to see my neighborhood negatively impacted by traffic, BUT I feel as though what many fail to do in this instance is think of how this will impact others instead of just how it might impact themselves, which leads me to the Philips Community.</p> <p>I would like to know how these residents will be compensated for some displacement or land loss. It seems wrong since the traffic is created by the communities of DW and PW, yet we are pushing the solution and the impact onto others. I would like to know that they will be taken care of and know that this decision has been made with them in mind as equally as the residents of Dunes West. If my neighborhood suffers a bit more traffic so that others will not be displaced from their homes then that is okay with me. No one should be displaced and I do feel as though the widening of roads in Dunes West and Park West would have more room to widen without impacting individuals. The option 1 is impacting individuals whereas the alternative is not so much an individual thing as a neighborhood thing.</p>	General Response + Phillips Non Resident
zcrm_28062070 00003946478	Susanne	Query	<p>Subject: Do not use Option 1. Pleading for voting fairly and doing away with option 1 thru the Phillips community. You already know why this is the moral and responsible choice. Susanne QuerySUSANNE</p>	General Response + Phillips Non Resident

zcrm_28062070 00003917061	Susan Brooks	Iâ€™ve lived in Charleston since starting at the College of Charleston in 1989, and have lived in Dunes West since 1998. Since then, Iâ€™ve seen so many changes due to growth and development in this area. Hwy 41 has gone from an old country road to a bustling busy highway. I can remember the day that the woods dividing Dunes West and the developing Park West were cut down and within a short time, that pass through the woods was paved and suddenly, these two mega neighborhoods were (for all intents and purposes) connected. Iâ€™ve seen single-family private residences along 41 bought and turned into entire neighborhoods, as well as the development of so many neighborhoods on Clements Ferry, and even now, there continues to be growth in both Dunes West and Park West. Iâ€™ve always been very interested in the heritage and history of the land here in Mount Pleasant. The Story of the Phillips community is straight out of Civil War history and the end of slavery. Iâ€™ve recently read articles on how difficult it is for the residents living on those tracts of land to actually benefit financially from the purchase and development of parcels of land, due to the nature of acquisition by heir inheritance that began in the 1800â€™s and the many obstacles that are necessary for title searches. What guarantee is there that interested parties/residents/landowners agreeing to the development on Hwy 41 that will impact their property, will receive generous and prompt compensation, without fail? There ought to be a way to secure that individual payments would be possible without further efforts toward property title research and any further distress caused to those families. I donâ€™t love the idea of alternate 7A, but certainly would not oppose it if a just and profitable agreement can not be reached for all Phillips Community members. Perhaps the best thing would be to make no change - after all, the growth will only continue until there is no space left to build.	General Response + Phillips Non Resident
zcrm_28062070 00003946477	Susan Lucas	Hoffman Subject: 41. Interested parties,Why couldnâ€™t we build a flyover on 41 with a lovely park underneath, named for and honoring the community?Susan Lucas HoffmanKensington/Park West(843) 303-1113	General Response + Phillips Non Resident
zcrm_28062070 00003897041	dayana sand	I am a Charleston County Taxpayer and I do not want my tax dollars to be spent on Highway 41 alternative one. I will not contribute to the destruction of the historic Phillips Community, which was founded on land purchased by freedmen in the 1870â€™s and persists to this day.	General Response + Phillips Non Resident

zcrm_28062070 00003946476	David	Hruska	Subject: 41 improvement plan. please minimize impact on the Phillips Community.7A may be best	General Response + Phillips Non Resident
zcrm_28062070 00003909021	Ellen	Artale	Alternative 1 ai the most logical and functional of the alternatives. Provides for the best and most efficient flow and is economically the best choice,	Acknowledgement response
zcrm_28062070 00003895141	Cheryl	Stringer	This is unbelievable that in 2020 this is still happening. I'm sure an alternate route could be found.	General Response + Phillips Non Resident
zcrm_28062070 00003874081	Stephe n	Diercks	I prefer the option widening the current Hwy 41 footprint. If we use the detour option thru Dunes West Blvd and we leave the current Hwy 41 footprint in place as is, everyone will still use the current Hwy 41 route anyway and avoid the long, out of the way, detour option. So, we'll spend a lot of money with no change to the situation. Shortest distance between 2 points is a straight line. Steve D	Acknowledgement response
zcrm_28062070 00003946266	Cecily	Lilly	Protect the Phillips Community. By routing through this historic Black community, our state perpetuates its exploitation of descendants of enslaved people. Widen the road through the McMansions (tell them itâ€™ll make their lawn bill smaller) and protect the people whoâ€™ve been the community for generations.	General Response + Phillips Non Resident
zcrm_28062070 00003926021	Sara	Sauer	I believe alternative 1 is the best solution for HiWay 41 as it appears to able to handle todays traffic and many years to follow. The proposed crosswalks should be increased. A sidewalk should be on both sides of 41 if possible.	Acknowledgement response

zcrm_28062070 00003946265	Shawn	Mertz	Subject: Hwy 41 Alternative One Comment. To whom it may concern:I am a Charleston County taxpayer and I do not want my [REDACTED] alternative one. I will not contribute to the destruction of the historic Phillips Community, which was founded on land purchased by freedmen in the 1870s and persists to this day.Thank you,Shawn MertzCostume AssistantThe Righteous Gemstones [REDACTED]	General Response + Phillips Non Resident
zcrm_28062070 00003911001	Lee	Smith	I support Alternative 1 as proposed Improvement plan for HWY 41.... I am wondering if a flyover (like the one in the video on HWY 17 N) could be done at the Phillips community area... I know there is some concern about pedestrians crossing there and impact on community. Could a flyover both E and W on 41 at that site help? Or a bridge where East bound traffic went up and Westbound went below To keep the width of the Hwy 2 lanes each way? Anyway I support the alternative 1 for our area. Thx	Acknowledgement response A flyover through Phillips Community is not warranted and would have significant impacts to homes through this area as well as project costs.

zcrm_28062070 00003881101	Steven	Livell	<p>I support proposed Alternative 1. The cost is \$30M less than Alternative 7a of taxpayer dollars. There will be less of an impact [REDACTED] road will be much safer to drive (a straight line) than to have a twisted, curvy road like 7a. There will be less of a residential impact using alternative 1. Under 7a, it will lower property values and thus reducing property tax revenue. The properties along Rt 41 in the Phillips community is already being sold off for development and the Phillips community has no intention to register the Phillips community in the National Register of historic places, as then they could not sell of the land.</p> <p>[REDACTED]</p>	Acknowledgement response
zcrm_28062070 00003912001	SHELDON	LEVIN	I am in favor of alternative 1	Acknowledgement response
zcrm_28062070 00003946264	Sharon	Watson	I support option 7A and am fully behind protecting the integrity of the Phillips Community. Put the responsibility and burden of this increased traffic on the source, not on Phillips Community .	General Response + Phillips Non Resident

zcrm_28062070 00003946263	Current Resident	<p>Subject: Highway 41 and 17N issues. Charleston County Council Members: I wish to share my opinion on the proposed Alternative 1 for Highway 41 in Mount Pleasant. I believe that it puts too much of a burden on the residents of the Phillips Community who long ago established their homes at that site. It again proposes to take land from them and there is no guarantee of adequate compensation because the land is heirs property. It further divides families physically putting an even wider unsafe road for them to cross. The governing bodies which allowed many new developments on both sides of Highway 41 and northeast of Highway 17N did not plan well enough for the number of cars which would have no other access to and from these new homes than Highway 41. I believe that it is unfair for only the Phillips Community to suffer for the lack of planning and insight by these governmental entities resulting in today's problems. I believe that Alternative 7a is a more just choice for changing Highway 41. It may cost more but is more fair and protects the historic Phillips Community. There need to be other remedies especially with the huge developments planned above the Wando River bridge. Other ways to get from Highway 17N to north of Wando River need to be considered. Another problem is the proposed change which removes the left turn onto Hamlin Road from Highway 17N going south. There are over 2,000 students who attend Jennie Moore Elementary and Laing Middle School which are off Hamlin Road between Highway 17N and Rifle Range Road. The proposed U-turn south of the Hamlin Road/Brickyard Parkway light for the many busses and cars trying to get to these schools from 7 to 8:45a.m. will be dangerous and almost impossible since the busses and cars must go across 3-5 lanes of traffic going north during rush hours. The same is true when the schools release students in the afternoon. The number of parents picking up students at Laing is so great that they</p>	<p>General Response + Phillips Non Resident</p> <p>As it stands today, the Old Highway 41 Access Road merge onto Highway 17 south provides an unsafe weaving distance for those attempting to cross four lanes in such a short distance in order to turn left onto Hamlin Road. Instead, school traffic and buses will be able to continue to Winnowing Way and connect to Porchers Bluff Road and Billy Swails Boulevard to reach schools on Hamlin Road. We have coordinated with Charleston County School District on this proposed improvement and their buses currently utilize the Billy Swails route.</p> <p>The project team is evaluating, in coordination with SC Department of Transportation, whether signaling the u-turn at Old Georgetown Road would be warranted to accommodate traffic accessing Hamlin Road.</p> <p>In addition, the design provides the alternative route for drivers to utilize Porchers Bluff to Billy Swails in order to access the schools or to drive south toward the IOP connector and I-526. The project team met with Charleston County School District to discuss this plan and they stated that they already recommend buses and drivers to utilize Porchers Bluff Road to Billy Swails to access the schools, and that this design would further encourage this travel movement.</p>
zcrm_28062070 00003946262	Shannon Shelly	<p>Subject: Highway 41. To whom it may concern,As a Charleston County taxpayer, I do not want my tax dollars to be spent on Highway 41 Alternative One. I do not want to contribute to the destruction of the historic Phillips Community, which was founded on land purchased by Freedmen in the 1870s and persists to this day. I have no doubt that if this were a white community, this would not be considered a viable option. Please, find a way to preserve the Phillips Community. Thank you.Sincerely,Shannon ShellyJames Island</p>	<p>General Response + Phillips Non Resident</p>

zcrm_28062070 00003946261	James	Sinclair	Alternative 1 seems to be the most cost effective, with the least amount of environmental impact. From the untrained eye, it also appears to help traffic flow the best. Seems to me we have to do what is the best use of our financial resources.	Acknowledgement response
zcrm_28062070 00003908041	Norman and Maryann	Russell	We are in favor of Alternative 1 for several reasons. Alternative 1 makes more sense. It is the fastest most efficient and effective route with the least environmental impact. It is also financially within budget and less expensive. [REDACTED]	Acknowledgement response
zcrm_28062070 00003918001	Scott	Principi	Please move forward with alternative 1. I have lived in park west and dunes west for 20 years. Nothing will be made better by running a new highway thru areas with parks, schools, bike riding children and families walking their pets. None of that happens on hwy 41.	Acknowledgement response
zcrm_28062070 00003908061	Scott	Peace	I fully support Alt 1 as it would maximize benefits in solving the ever growing expansion of our community as well as creating the least amount of impact (economic, environmental, political, etc.) of the proposed alternatives.	Acknowledgement response
zcrm_28062070 00003912061	Scott	Cracraft	As a 40 plus year resident of Mt Pleasant I have seen the the tremendous growth in our town. It is obvious to me that Alternative 1 makes the most sense. Thanks, Scott	Acknowledgement response

zcrm_28062070 00003891021	Scott	McClea ry	I believe that the proposal put forward, Highway 41 Alternative 1, is currently the best option. We have been engaged since the begin [REDACTED] ovides optimal multi-use pathways, protection for the Laurel Hill County Park, and reduces congestion both on Highway 41 and through the existing Park West Neighborhood.	Acknowledgement response
zcrm_28062070 00003875121	Tram	Sanbor n	<p>Alternative 1 is the most efficient and sensible solution. The shortest path for an escape route is a straight line. You do not want future generation looking at the wandering escape route and scratching their heads, "What were they thinking?" We will be all gone, but the straight highway will be around for many generations to use.</p> <p>Phillips Community has to be moved as a whole to a new place. They need to be compensated adequately. This is the one chance we have to honor their wish and do the right thing.</p> <p>Please do not persuaded to make an emotional decision. Thank you for your wise, thoughtful and efficient decision.</p>	Acknowledgement response
zcrm_28062070 00003909081	Sam	Carroll	Widening a highway next to a community already being gentrified is far from an acceptable alternative! If there are concessions for bridges along Highway 17 then moving the past of a widening highway 41 away from this community should also be possible.	General Response + Phillips Non Resident

zcrm_28062070 00003895021	Steven	Feingold	<p>I favor Alternative 1 for numerous reasons:</p> <ol style="list-style-type: none">1. Cost: The other alternative exceeds the proposed cost while Alternative 1 is within budget.2. Traffic: Travel times are faster with Alternative 1.3. Fairness and Greatest Good for the Greatest Number: We are in a sensitive time with respect to race relations in this country. That said, while Alternative 1 negatively impacts the residents of the Phillips community, I would make a couple of points:<ol style="list-style-type: none">A. Alternative 1 impacts a stretch of road (41 between Bessemer and Dunes West Blvd) that is less than 2 miles and has fewer than 100 homes fronting out on 41. The other alternative impacts about 10 times that number of homes.B. Hwy 41 is our current evacuation route and was initially created as a trade route. It is a highway. So the expectation is that it is a major artery.C. I have previously commented on pedestrian bridges, trails that might increase access to Laurel Hill, the playgrounds and schools. I support other mitigation efforts as would be appropriate.4. Safety and Access to and from Neighborhoods on Dunes West Blvd would be significantly compromised and drainage would be an issue. That would adversely affect property values of >1000 homes and would consequently affect the tax base.5. Backups would occur on Wando Plantation Way entering and exiting Dunes West affecting thousands of vehicles and the traffic pattern. <p>For all these reasons, I strongly urge you to approve Alternative 1 and support mitigation efforts for the Phillips Community.</p>	Acknowledgement response
zcrm_28062070 00003895061	Steven	Feingold	<p>Please see my previous comment supporting Alternative 1. You are welcome to contact me by email. Thank you.</p>	Close comment

zcrm_28062070 00003946260		Current Resident	Subject: FW: Alternative 1 is wrong. This county and state should be ashamed of such a proposal! We continue to jeopardize this community with a ridiculous solution.Government officials and developers created this situation without ever looking beyond the \$\$\$\$ signs for their coffers.You should be looking at mass transit system and let people contend with the traffic. If you let people contend with traffic ----- they just might begin to see the advantages of mass transit.You do not create problems for such a historical area that has struggled for so long to maintain their homes.Resident of Park West	General Response + Phillips Non Resident
zcrm_28062070 00003886121		Russ Smith	Your choice is between Alt 1 and Alt 7A. Many have claimed running a 5-lane highway through Phillips Community would take their land from them and destroy their historical settlement pattern. The difference between these two alternatives is 12 feet on either side of the highway. 12 feet is the standard width of a lane for a highway of this nature. The choice is between 3 lanes and 5 lanes, with the middle 3 lanes being identical for both alternatives. Please ask yourself if reversing the result of the technical work the Project Team has done over the past 2 years would be justified by a 12-foot difference on either side.	Acknowledgement response

zcrm_28062070 00003886141	Russ	Smith	Based on standard highway cross sections published by the project team, the 5-lane roadway should be 63 feet wide inside of curb to inside of curb. I believe curbs add another 2 feet on each side. The existing public right-of-way along Highway 41 is 75 feet wide. If the new highway is constructed centered along the existing right-of-way, then the paved portion of the highway excluding any right turn lanes will lie entirely within the existing public right-of-way with 4 feet to spare on either side counting the curbs. The project team will have to acquire narrow strips of land on either side to accommodate the new right-of-way, but the critical point is that most people perceive their front yards to end at the back of the curb, not at the edge of the right-of-way. Most don't even know where that boundary is. The new right-of-way then would have a sidewalk on one side and a multipurpose path on the other, with most of the rest of it being landscaped and indistinguishable from the front yards of the properties fronting the new highway.	Close comment
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zcrm_28062070 00003886161	Russ	Smith	<p>As our elected representatives, I ask that you approach this issue with an open mind, careful perspective and place trust in what the [REDACTED] ask that especially for those properties in Phillips Community that would be most affected by being too close to the highway (some might not comply with contemporary residential zoning setbacks as they are now) that the Council and state legislature go above and beyond what is typical compensation based on prorated assessments of the value of the land taken. This is an opportunity for government to not only make things right with those property owners but also improve their homes and properties.</p> <p>[REDACTED]</p>	Close comment
zcrm_28062070 00003886181	Russ	Smith	<p>My primary concerns should Council reverse the outcome of the unbiased project team's work include cost, schedule, and the safety and quality of life of Dunes West residents who live on both sides of the planned route for Alt 7A. Because Alt 7A would involve constructing a 5 lane, 45 mph highway where none was previously present and part of it being constructed where no road exists, I would be very concerned about its schedule being significantly longer than that required to construct Alt 1. In either case construction will be a major disruption to the tens of thousands of vehicles that normally travel Highway 41 daily.</p>	Close comment

zcrm_28062070 00003886201	Russ	Smith	<p>There are several single-entry/exit neighborhoods on Dunes West Boulevard and Park West Boulevard that would be very negative [REDACTED] pods, not counting the traffic in and out of the main gate of Dunes West, have several times more dwellings and drivers than the neighborhoods within Phillips Community. When the traffic from the main gate at Dunes West is included the result is a risk of many vehicles getting backed up into these neighborhoods in the morning rush hour and a significant reduction in quality of life for these households which number well over a thousand. Dunes West Blvd and Park West Blvd were designed as collector roads for all these neighborhoods and should remain that way.</p> <p>[REDACTED]</p>	General Response
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zcrm_28062070 00003886221	Russ	Smith	<p>The neighborhoods along Dunes West Blvd and Park West Blvd would experience a many fold increase in traffic if Alt 7A were implemented, not to mention the 30+ percent increase in speed limit. There has always been a sign on Highway 41 leading up to the Dunes West Blvd intersection prohibiting vehicles with more than 2 axles. Obviously, this can't be completely complied with considering the need for moving vans and some construction vehicles. But the point was and remains that Dunes West Blvd runs through a very dense planned residential area and was intended to be a calm, 35 mph boulevard, not a 5 lane, 45+ mph highway with traffic loads approaching 50,000 vehicles/day near the end of the projected life of the project. The net impact of increased traffic through this area is much greater than would be with Alt 1 through Phillips Community. If nothing were built, that community would experience high volumes of traffic like what they would with Alt 1.</p>	<p>General Response</p>
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zcrm_28062070 00003886241	Russ	Smith	<p>I am confident that the project can and will build a highway with very attractive landscaping aesthetics along its entire [REDACTED] West Blvd is unique in Mt. Pleasant. It is one of the rare open space areas in a residential development or elsewhere in the town consisting of over 75 acres that will never be developed or commercialized. There are historic trees, lush landscaping, and wetlands in addition to the wide-open pastures. Those who drive, walk, run or cycle along Dunes West Blvd can enjoy the unique aesthetics whether they live in Dunes West, Park West or elsewhere. If Alt 7A were to be implemented this natural setting would be irreversibly harmed by the routing of the highway and amount and type of traffic. Dunes West Blvd may be widened to 4 lanes by the Town at some point, but because its speed limit is capped at 35 mph by the radii of curvature of the existing curves, it is likely the existing right-of-way could be reused and the medians, pastures, surrounding forest, wetlands and landscape preserved.</p> <p>[REDACTED]</p>	<p>Acknowledgement response</p>
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zcrm_28062070 00003886261	Russ	Smith	I'm very impressed with the innovative and very effective designs the project team has come up with for the intersection of Hwy 41 and Hwy 17 and for the intersection of Hwy 41 and Dunes West Blvd. This represents some very clever and out-of-the-box thinking. One thing I would point out is that we should not limit the ability of drivers to make left turns into and out of the Harris Teeter shopping center directly from Hwy 41. RiverTowne Parkway is the only way in and out of the neighborhoods in RiverTowne. We should not encourage or force drivers to use the access road off of RiverTowne Parkway to get in and out of that shopping center because the more traffic that goes that route, the more congested the only way in and out of the RiverTowne neighborhoods will be. There is a project to add a fuel center to this shopping center and the possibility that a high volume restaurant may be built on the opposite side of RiverTowne Parkway, also using RiverTowne Parkway for access, so we should plan for the worst case.	Acknowledgement response
zcrm_28062070 00003886281	Russ	Smith	I read the draft Community Mitigation Plan and liked what I saw. As I noted in another comment, I would strongly encourage the project to subsidize the cost of some of the property owners on Hwy 41 through Phillips Community to move or rebuild their homes further from the highway where needed and possible.	Acknowledgement response
zcrm_28062070 00003886301	Russ	Smith	Is there a plan with Berkeley County to restripe the Wando River bridge to 4 lanes once the 2nd phase of Clements Ferry widening is completed?	<p>Thank you for your comment on the Highway 41 project. As part of this project, the bridge will be restriped to four lanes once complete and when the Highway 41 project is constructed.</p> <p>Berkeley County is currently in the process of finalizing design of Clements Ferry Road Phase 2 Widening, which will widen Clements Ferry Road from Jack Primus Road to the Highway 41 Bridge. Construction is expected to begin in 2021.</p>
zcrm_28062070 00003946258	Caitey	Ronan	Hello, I am a taxpayer in Charleston County and I strongly suppose the Highway 41 alternative 1. I think the destruction of the Historic Phillips community is terrible and I will not contribute to that. I hope you reconsider this proposal.	General Response + Phillips Non Resident

zcrm_28062070 00003946257	Bob	Mullen	I reject the Alternative 1 proposed by DOT and the town of Mt. Pleasant as a traffic solution through the historic Philips Community off of HWY 41, SC. Go back to the community you plan to destroy and listen to them for better proposals	General Response + Phillips Non Resident
zcrm_28062070 00003946254	Seaward R Middle ton	iii	<p>I am opposed to widening SC Highway 41 to five (5) lanes through the Phillips Community because I have a stake in the community, and know that this action will not be in the best interest of the community’s lifetime residents and property owners. I acquired my property from my grandparents, Mr. and Mrs. Elijah Smalls, Sr., who, typical of the tradition in the community, had themselves acquired [REDACTED] This property has been in the family since the 1800s, following the Civil War. I recall my grandparents sadly and regretfully telling us of having to give up land from this parcel for an earlier widening of the same Highway 41. Now, decades later, here we are facing the same battle that they and their neighbors faced and lost well over a half century ago. Widening Hwy 41 to 5 lanes would cause many in the Phillips Community to lose their homes and / or property that have been in their families for nearly two centuries.</p> <p>This rural community has always been small, predominantly Black, and close-knit. Due to development, it finds itself almost surrounded by new, affluent communities: Park West, Dunes West, Rivertowne, etc., and understandably, these residents desire to be able to get to and from their homes in a timely and safe manner.</p> <p>The Phillips Community members also desire to live in a unified community that is safe for themselves and their children. Widening Hwy 41 through the middle of Phillips as currently proposed will devastate this historic community. It will no longer be safe for the children and other community members to cross the street to go to other family members’ homes. It will no longer be safe for the children to play in their yards without fear of speeding cars whizzing by and / or automobile accidents taking place in front of their homes.</p> <p>The decision to push forward with widening Hwy 41 through the heart of the Phillips Community only demonstrates that the decision makers have placed the desires and expediency of some new / recent residents over the safety of other residents who have been living and / or connected to this area for centuries. The residents and property owners of the Phillips Community should not have to shoulder the entire burden of this project. As it stands this Option 1 will have the greatest negative impact on the Phillips Community. Which leads me and others to ask how much consideration was truly given to the needs of the historic Phillips Community. Like the construction of the Septima P. Clark Parkway impact on surrounding neighborhoods in Charleston, SC. The expansion of Hwy 41 through the heart of the Phillips Community will result in the destruction of the Phillips Community.</p> <p>As you know, the Phillips Community was founded by freed slaves after the Civil War. The Phillips Community is eligible to be included in the National Register of Historic Places. Destroying this community by widening Hwy 41 would be devastating to the local, state, and national history. Last year Charleston County Council passed a new historical preservation ordinance that I believe the Phillips Community falls under.</p> <p>We often ask why, when these new large developments were first proposed, they were not required to build alternate main arteries to move such a large number of residents to and from their homes quickly and safely. Basic urban planning should have foreseen the need for this inclusion. Therefore, it is my and many other people associated with the Phillips Community desire that option 1 not be followed. Option 5A should be utilized. A new road that runs parallel to Hwy 41 is the best possible option. Much of this road would follow an easement for power lines. It would impact a huge county park, but that county park has a lot of land and can easily absorb a new highway which will still have a</p>	<p>Thank you for your comment on the proposed alternative for the Highway 41 Corridor Improvements project. Your comment has been logged and recorded as part of the public record and will be included as part of the permit application package to the US Army Corps of Engineers (USACE).</p> <p>Through the National Environmental Policy Act process, Alternative 1 was determined to be the most effective solution for addressing the traffic congestion that exists today and in the future. However, Alternative 1 does not come without impacts and we recognize that your community will be among those impacted by the project. As we move forward, we are committed to working hand in hand with each property owner.</p> <p>Alternative 1 will not displace any property owners. We recognize that each property is unique. So for those directly impacted property owners, we are committed to going above and beyond the traditional process to make sure we are addressing each property individually. Our primary goals are to keep people in their homes, on their property, to keep you safe and to maintain or improve quality of life.</p> <p>Also, as we move forward and with input and participation from the Phillips Community, we will identify and fund projects that will benefit the Phillips Community for the long term. To initiate this process, the project team is forming a Community Mitigation Advisory Committee to review and provide input on the draft and final Community Mitigation Plan.</p> <p>The project team has put together some initial ideas based on input from you over the past few years, including:</p> <ul style="list-style-type: none">o Development of a community center with recreation fieldso Providing community access to Horlbeck Creek for fishing, crabbing and other recreationo Adding landscaped buffers on Highway 41o Supporting community events such as the Annual Family Day evento Providing enhanced historical and cultural signage throughout the communityo And more. <p>A copy of the Draft Community Mitigation Plan is available on the project website for review and comment: http://hwy41sc.com/assets/documents/Draft-Community-Mitigation-Plan.pdf. We plan to refine the plan with input from Phillips Community residents as we move forward.</p> <p>Direct physical impacts to community resources associated with the Phillips Cultural Landscape would be avoided or minimized by the Project. While the Highway 41 right-of-way would be nearer residences in the Phillips Cultural Landscape, no commercial or residential relocations are expected to be necessary for the Project. Alternative 1 is expected to indirectly alter the traditional culture of the Phillips Community and the traditional cultural identities of community members, both of which are key aspects of the community that are supported by the Phillips Cultural Landscape. The alternative matrix indicates that Alternative 1 has the potential for an adverse impact on the Phillips Community, which is eligible for the National Register of Historic Places (NRHP). We say “potential” because the project has not been reviewed by the State Historic Preservation Office (SHPO) yet. SHPO consultation will begin upon submittal of the permit application to the US Army Corps of Engineers. Alternative 1 would not affect the eligibility of the Phillips Community for the NRHP. Details about the Phillips Cultural Landscape can be found in the Cultural Landscape Report on the</p>

lot of land after the road is built. Therefore, this park can absorb this new road. It would also impact some homes in the Park and Dunes West S [REDACTED] these recently built subdivisions' main roads such as Dunes West Boulevard, Park West Boulevard, Wando Plantation Way, and Harpers Ferry Way, all have ample green space to allow for the widening of those roads with minimal impact to people's homes. The homes and families located along Hwy 41 in the historic Phillips Community do not have these things.

I ask that the same consideration be granted to the Phillips Community's lifetime property owners, heirs and residents. Since a solution is needed, for the most part, to accommodate the new communities, I again am writing in opposition to Option 1 and a new more equitable option be selected.

Thank you in advance for your consideration.

[REDACTED]

project website [Resources page](#). Upon submittal of the permit application to the USACE, the SC SHPO will review these findings and initiate consultation on project impacts and mitigation.

Following the public comment period on September 11, the project team will present to Charleston County Council and ask for feedback on the project. The team will then finalize the environmental report along with the permit application and submit them in early 2021 to the USACE, who will conduct an independent review and determine whether a permit will be issued for the project. As part of their review, the USACE will issue a 30 day public notice and comment period for the proposed project.

We sincerely appreciate your input on the proposed alternative for Highway 41.

zcrm_28062070 00003946255	Seaward	Middletown	Subject: Hwy 41 Expansion & the Phillips Community. To Whom It May Concern,I am opposed to widening SC Highway 41 to five (5) lanes through the Phillips Community because I have a stake in the community, and know that this action will not be in the best interest of the community’s lifetime residents and property owners. I acquired my property from my grandparents, Mr. and Mrs. Elijah Smalls, Sr., who, typical of the tradition in the community, had themselves acquired the property from my great, great grandmother. This property has been in the family since the 1800s, following the Civil War. I recall my grandparents sadly and regretfully telling us of having to give up land from this parcel for an earlier widening of the same Highway 41. Now, decades later, here we are facing the same battle that they and their neighbors faced and lost well over a half century ago. Widening Hwy 41 to 5 lanes would cause many in the Phillips Community to lose their homes and / or property that have been in their families for nearly two centuries.This rural community has always been small, predominantly Black, and close-knit. Due to development, it finds itself almost surrounded by new, affluent communities: Park West, Dunes West, Rivertowne, etc., and understandably, these residents desire to be able to get to and from their homes in a timely and safe manner.The Phillips Community members also desire to live in a unified community that is safe for themselves and their children. Widening Hwy 41 through the middle of Phillips as currently proposed will devastate this historic community. It will no longer be safe for the children and other community members to cross the street to go to other family members’s homes. It will no longer be safe for the children to play in their yards without fear of speeding cars whizzing by and / or automobile accidents taking place in front of their homes.The decision to push forward with widening Hwy 41 through the heart of the Phillips Communit	General Response + Phillips Non Resident
zcrm_28062070 00003873061	Rilla	Crothers	Please choose Alternate 1	Acknowledgement response
zcrm_28062070 00003946253	Rick	Higgins	I strongly support Alternative 1 for the following reasons: 1. Less expensive, 2. Less impact to wetlands, 3. Minimizes the congestion on Park West and Dunes West Blvd, 4. The shortest distance between two points is a straight line., altternative 1 is widening an existing road rather than creating a new road through the marsh and woodlands.	Acknowledgement response

zcrm_28062070 00003946252	Kathy	Richard son	Subject: Hwy 41 Project comments. Hi,I am a Mount Pleasant resident, and I strongly condemn any plans for widening Hwy 41 through the Phillips community. This is a problem caused by mostly white populations moving to Mount Pleasant without regard to existing infrastructure; a historic Black community dating back to Reconstruction (and generations enslaved before that) should not bear the burden. The Charleston area has made great strides in preserving aspects of our Black heritage throughout the metro area, from Sweetgrass basket stands along Hwy 17 to the new International African infrastructure Museum to shifting the narrative to be more inclusive at historic plantations. But we cannot stand by and commodify Black history while at the same time destroying a historic community. Please, find another way to relieve traffic along Hwy 41 that keeps Philips intact.I believe the other existing alternative makes more sense for our community as a whole. It will relieve traffic and impact the communities that caused the traffic problems to begin [REDACTED]n29466	General Response + Phillips Non Resident
zcrm_28062070 00003946251	Richar d K	Giffen	I am a Charleston County taxpayer and urgently oppose our tax dollars being spent on Highway 41, option one. I oppose the destruction of the Phillips Community which was founded on land purchased by freed slaves in the 1870's. African Americans and their descendants endured and survived slavery. Black lives matter and we especially have no right to destroy their property.	General Response + Phillips Non Resident
zcrm_28062070 00003946250	Lars R	Nelson	I drove a school bus for Laing Middle School from 2008-2016, much of it on Hwy. 41. It should be left at 2 lanes from Colonade to 1/4 mile before Dunes West with a few turn lanes in that community. Hwy 41 could be widened to 5 lanes from Colonade to Hwy 17 & near Dunes West. Lower speed limit to 35 mph. This should allow a slow steady flow through Philips with the wider areas near 17 & Dunes West absorbing higher volumes waiting for traffic signals. Also could leave 17 as is except to add a left turn flyover from 17 northbound onto 41, Lengthen existing turn lanes (Porcher Bluff, Hamlin Rd, etc.) Shorten traffic signal intervals on 17.	Acknowledgement response
zcrm_28062070 00003909041	Randall	Geuss	Noise pollution will result in such a beautiful and quite area. Not happy at all. Home values will plummet.	Acknowledgement response

zcrm_28062070 00003883121	Bobby	Funcik	<p>I'm sure the decision has probably already been made, but I urge you to reconsider this alternative if there will be an additional [REDACTED] ty. As a resident of a similar community in Mt. Pleasant (Remley's / Scanlonville), I know how important it is to long-time residents to maintain their cultural fabric. The Phillips Community has already suffered enough with the massive increase in traffic on Highway 41 in the past few years. Even if the traffic relief is not as great by routing the traffic around the community and through Park West via alternative 7A, I believe that option should be pursued if at all possible. These communities created the traffic issues, so they should be the ones to provided the solution rather than further encroaching on residents who have lived in Phillips Community for generations.</p> <p>[REDACTED]</p>	General Response + Phillips Non Resident
zcrm_28062070 00003946249	Richard	Fleming	Please do not approve Alternative 1 through the Phillips community and consider other alternatives (7a).	General Response + Phillips Non Resident
zcrm_28062070 00003946248	Robert	Gair	Subject: Hwy 41 Project. Thank you to the selection committee for concluding with the right choice. If the goal was to move traffic efficiently, at the best price, with the least interruption to neighborhoods; then the goal has been reached. Robert Gair Park West	Acknowledgement response

zcrm_28062070 00003924001	Brent	Reeves	<p>I support Alternative 1. It's obviously the best choice. It works with what already exists and should be a no-brainer. It's less expensive, it won't elongate the travel times, it won't break through neighborhoods (especially for those of us in Dunes West). It will create the least amount of congestion getting in and out of Dunes West and it won't add thousands of cars onto Dunes West Blvd. (cars which don't need to be diverted from the already obvious Rt. 41 straight shot).</p> <p>It's time to finally put this debate to bed and do what should have been done years ago. Relief is needed now. Let's get construction started ASAP. -Brent Reeves-</p>	Acknowledgement response
zcrm_28062070 00003946246	Douglas	Gilligan	I realize someone had to be affected more than another, but I believe the correct line of travel has been chosen. Thank you.	Acknowledgement response
zcrm_28062070 00003946247	Douglas	Gilligan	The grass on the inside of the sidewalk is a long term bad idea, no one will maintain it	Acknowledgement response
zcrm_28062070 00003909101	Russell	Caswell	I have been a property owner in Mount Pleasant for coming up on 5 years. During that time I have followed the replacement of the Wando River Bridge and the proposed widening of Hwy. 41. I have been in agreement that all options should be considered. My understanding is that most of the land needed to widen Hwy. 41 through the Phillips Community is already owned by the county. It seems that the safest and most cost effective route is Alternative 1. More importantly Hwy. 41 is a designated Evacuation Route for thousands of area residents. Adding time and distance to an evacuation route seems irresponsible and unnecessary.	Acknowledgement response
zcrm_28062070 00003890021	Danielle	Jess	I favor Alternative 1.	Acknowledgement response

zcrm_28062070 00003946245	Jim	Stewart	Looks good to me!Appreciate all the hard work!! [REDACTED]	Acknowledgement response
zcrm_28062070 00003878061	Tom	Pomposelli	The Rt 41 expansion is a very political decision (what isn't these days). I encourage you to vote for the most economical and least destructive to existing wetlands and green space. I know this will adversely impact the Phillips community. Routing traffic through Dunes West and Park West will not help with traffic flow once the Point Hope project really gets under way. All of that traffic will still drive straight down 41. Either expand Rt 41 or perhaps do nothing and save the money for other projects. That will force people to alter their commuting times and perhaps take care of the problem. It only backs up twice a day. Thank you.	General Response + Phillips Non Resident
zcrm_28062070 00003946244	Patrick	Mchugh	I am in favor of Alternative 1. It is more direct and will affect the environment much less than the wide bump in Alternative 7A. It also seems more likely to improve traffic. Rerouting a major road to satisfy a small area of NIMBYs regardless of the environmental impacts and affects on other members of the community is irresponsible. Alternative 1 is clearly superior.	Acknowledgement response
zcrm_28062070 00003946243	Pat	Patterson	Subject: Hwy. 41 Widening Project. Voting in favor of Alternative 1	Acknowledgement response
zcrm_28062070 00003946242	Josephine	Stewart	You know what the right thing too do is. Deed the properties to the current heirs who live there and pay them for the land as you take it. DO NOT cheat those African-Americans out of land they've lived on for over 150 years. J. Stewart	General Response + Phillips Non Resident

zcrm_28062070 00003946241	Posey	Haynie	Please do not widen Highway 41 and upset the Phillips community. ilt is a community thatâ€™s been there for over 150 years and they are not the ones that have caused the traffic problems yet theyâ€™ve already had to alleviate it one time to their detriment. Please, I implore you to look at the communities that have caused a traffic problem And let them be inconvenienced a little bit. A lot of the Phillips community is heirs property so they will not be paid or compensated to relocate and they cannot afford to move anywhere else.	General Response + Phillips Non Resident
zcrm_28062070 00003946240	Amy	Lenczewski	ose an alternative route and respect the ownership of this community that would be displaced by the hwy41 project.	General Response + Phillips Non Resident
zcrm_28062070 00003946239	Michael	Capps	Don't let the vocal minority win, proceed with alternate 1!!	Acknowledgement response
zcrm_28062070 00003946238	P. L.	Harrell	Subject: Highway 41 - Alternative 1. * Alternative 1 would disrupt the lives and culture of Phillips and 7 Mile communities. * These communities are not only the homes for these families but are the heritage of freed slaves following the Civil War. The communities are themselves, historic and worth of preservation and protection. * The Charleston County Council should not write another chapter in the long history of the diminution of African-American heritage, tradition, and real property. * Communities of color are under-represented in local government and as such their concerns are often not understood. * Under-represented communities of color are systemically impacted by transportation projects in this area and even nationwide.This would not even be an issue, in my opinion, if the developers were required to have a traffic and road plan BEFORE construction and not after when the traffic and issues have become overwhelming. Find another way. This is unfair and wrong to the people and culture of Phillips and 7Mile communities. Do your job from the beginning, not after.Thanks,	General Response + Phillips Non Resident

zcrm_28062070 00003923021	Pam	Sprague	I agree with the issues raised by Charleston Moves and the Coastal Conservation League among others regarding Alternative 1 as the selected approach to address traffic congestion along the Highway 41 corridor. However, Alternative 1 creates more problems than it resolves including disproportionately impacting the Phillips Community. I ask that the project is re-evaluated to find an equitable solution that protects wetlands, allows for safe multi-modal use, and preserves cultural and historical values of established communities. Alternative 1 is not it. Thank you for the opportunity to comment.	General Response + Phillips Non Resident
zcrm_28062070 00003918081	Marianne	King	It is unconscionable that Charleston County should be considering approving a plan to widen Highway 41 which will predominantly impact the Phillips Community when another alternative exists. In existence long before the Park Wests and Dunes Wests, it is grossly unfair to expect residents of the Phillips Community to disproportionately bear the burden of the project when the shortcomings of the current roadway are the result of the rapidly increasing population of the surrounding housing developments and poor planning. With the increasing awareness in our country today of the many social and racial injustices that exist, Charleston County has an opportunity to do the right thing here and to be a part of the solution. Nothing will ever make up for the unspeakable injustices that the first members of the Phillips Community were subject to prior to the Civil War or for the injustices of Jim Crow or for the legal complications that now exist because so many of the properties are heirs' properties as the result of the legal resources historically being unavailable to residents of the community. Choosing another alternative for widening Highway 41 one would be a step in the right direction.	General Response + Phillips Non Resident
zcrm_28062070 00003871161	Philip	Cathcart	I fully support Alternative 1. Thank you for the opportunity to comment. Phil Cathcart	Acknowledgement response
zcrm_28062070 00003946237	Paula	Greer	Subject: Phillips Community. I believe it would be an unfair travesty to widen Hwy 41 through the Phillips Community. Their history, culture and community should be preserved. They were not responsible for the growth in new residential areas off of Hwy 41. If anyone has to be disadvantaged by the widening, it should more rightfully be placed with those in the residential areas that created the problem. Please do not vote to harm the Phillips community by the widening of Hwy 41. Thank you. Paula Greer [REDACTED] Mt. Pleasant, SC	General Response + Phillips Non Resident

zcrm_28062070 00003946235	Stephanie	Bynum	Subject: Highway 41. I hope and pray that any plans regarding Highway 41 will honor and protect the residents of the Phillips community, especially those residents of color who deserve respect and deference.Blessings,Rev. Dr. Peter Bynum	General Response + Phillips Non Resident
zcrm_28062070 00003946234	Henrietta B..	Parker	I do not think the Highway 41 expansion should be routed through the Phillips Community. I grew up driving along Highway 41 to my family's country place in Huger since the early 1960s, [REDACTED] there. What has added to the increase in traffic is the new subdivisions such as Dunes West and River Town. Those new residents have caused the problem, and they should bear the burden for its solution. I urge Charleston County to go with Alternative 7A and not cause more damage to a historic community.	General Response + Phillips Non Resident
zcrm_28062070 00003946232	Patricia Giblin	Wolman	Please protect the Phillips community by going around rather than through it.	General Response + Phillips Non Resident
zcrm_28062070 00003946231	Patricia M	Scott	I think it is outrageous that a long time, peaceful, beautiful community like the Phillips community here East of the Cooper would even be in the sights of the engineers widening Hwy 41. A Community in long-time, good standing should ALWAYS take preference over newcomersâ€™ traveling problems. A decision ignoring their communityâ€™s well-being would show yourselves to be where most people suspect: in the Laps of the moneyed developers!STOP! Go back to the maps and drawing boards. Let them live - in peace - where they have been for decades. Give them the respect they deserve!	General Response + Phillips Non Resident

zcrm_28062070 00003946230	Pam	Kobyra	Subject: Save the Phillips Community. Please leave the Phillips Community intact and use Alternative 7a plan for Highway 41. The newer developments caused the increased traffic and they should accept the road expansions in their neighborhoods that would help solve their self-generated problems. Each new development should plan for and provide solutions for increased traffic and storm water management. Choices made in the 1940s to divide the Phillips Community rather than route the highway around Boone Plantation set the stage for this problem. Please respect this historical and precious community, culture and people.Thank you,Pam Chestnut-Kobyra	General Response + Phillips Non Resident
zcrm_28062070 00003898041	Paige	Perry	<div>My opinion- the opinions of OWNER property owners in the proposed A1 solution area, should really be considered. What do the residents of Phillips Community think? Do they need monetary help with the building of a better water infrastructure and homeowners amenities? If so by all means there is no question but to proceed with A1. Could we add a larger "memorial" to the actual families that were originally slaves? The adverse damage to the surrounding homes and neighborhoods is catastrophic. Winding a 5 lane road hurts us as well as Mt. Pleasant in general. I see a drop in house prices, more use of traffic police and every intersection looking like 41&17. Horrible. Please proceed with A1.</div>	General Response + Phillips Non Resident
zcrm_28062070 00003946229	Patricia R	Osti	I support the recommended Alternative 1. The design as outlined here in the video look very good to aleve the travel and congestion issues. I have a question: when traveling toward Hwy 17 on Hwy 41, what is the mechanism to facilitate getting over to the continuous feed left lanes to go into Dunes West? (your car has to wait to safely move over, cross through the opposing traffic, to get to the continuous feed left lanes--can't have another stop light to stop the oncoming traffic since there is one at that DW entrance)	Acknowledgement response

zcrm_28062070 00003895261	Kevin	Ormond	<p>I SUPPORT ALTERNATIVE 1.</p> <p>As a taxpayer + voter in Charleston County, I support Alternative 1. Alternative 1 meets the projects needs and budget. Alternative 7A exceeds the budget and is \$30 million more expensive. This is a no-brainer. The engineers have done their job and delivered an objective analysis in favor of Alternative 1. Now, it's up to you, the politicians, to remain objective and do right by the taxpayers who put you in office. This isn't the time to be guided by social media loudmouths, self-styled social justice warriors, and uninformed letters to the newspaper. I live in a neighborhood that will be changed beyond recognition if Alternative 7A is chosen, so I've been following this issue for 3+ years. I've read all the reports + analyses, and I suggest you do the same. There is no logical, legit argument against Alternative 1. It's the shortest route, so travel times are faster with Alternative 1 -- which is the whole point of the project! On the other hand, if you reject Alternative 1... I represent one of about 700 residents on West Blvd who would have to cross 5 lanes of traffic to reach playgrounds, tennis courts, swimming pool, and other amenities on the other side of DW Blvd. These amenities are a big part of why we chose to live here. The 4 communities outside Dunes West gates represent 800+ homes with 3 times as many drivers who will have to enter + leave via a major highway. There are many times more homes in these communities than in the Philips Community. Traffic will be a nightmare. There will be major backups at Dunes West gate at Wando Plantation Way and Dunes W Blvd. The community I bought into will be destroyed, reshaped as the perimeter of a major highway taking an absurdly indirect route thru a residential area. Reasons for living here will disappear. It won't be safe for pedestrians. Noise+pollution will increase dramatically. My property's value will drop dramatically. Don't do this to us</p>	<p>Acknowledgement response</p>
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zcrm_28062070 00003881141	Odessa	Webber	<p>First and foremost, the correct name for the highway that runs through the Phillips Community is Major General Abraham J. Turner Highway, and it should be addressed as such. Major General Abraham J. Turner,(Ret.) is a product of the Phillips Community. His mother and other family members still reside in our Community. He, along with a number of our community members proudly served our Country in various branches of the military. We, the residents of the Phillips Community are just that, a community of families who love each other and our Community. Our Community is not just "a key corridor connecting the traveling public along bustling US 17 in Charleston County to communities in Mt. Pleasant to I-526. We are tax paying, law abiding citizens whose top priority is to prevent the further destruction of our Community. The project is called an "Improvement Project", this begs the question, improvement for whom? This will in no way improve living conditions for our residents; on the contrary, it will have a negative impact on our quality of life. As far as traffic is now, due to the influx of the surrounding sub-divisions, it is extremely difficult to turn onto and exit Major General Abraham J. Turner Highway. Adding more lanes will only compound this problem. Indulge me just a moment, how would you feel if an entity entered your Community and proposed to widen the street(s) causing your front lawn to become a part of the highway? Imagine the noise level and danger posed by the passing cars. This is exactly what this proposal will do to our Community. A Community that has been in existence dating back to the 1800's. We ask that Alternative 7A be adopted in an effort to fairly resolve the traffic issue while preserving the Phillips Community.</p>	<p>Thank you for your comment on the proposed alternative for the Highway 41 Corridor Improvements project. Your comment has been logged and recorded as part of the public record and will be included as part of the permit application package to the US Army Corps of Engineers (USACE).</p> <p>We do recognize the official designation of Highway 41 as Major General Abraham J. Turner Highway and appreciate you bringing this to our attention.</p> <p>Through the National Environmental Policy Act process, Alternative 1 was determined to be the most effective solution for addressing the traffic congestion that exists today and in the future. However, Alternative 1 does not come without impacts and we recognize that your community will be among those impacted by the project. As we move forward, we are committed to working hand in hand with each property owner.</p> <p>Alternative 1 will not displace any property owners. We recognize that each property is unique. So for those directly impacted property owners, we are committed to going above and beyond the traditional process to make sure we are addressing each property individually. Our primary goals are to keep people in their homes, on their property, to keep you safe and to maintain or improve quality of life.</p> <p>Also, as we move forward and with input and participation from the Phillips Community, we will identify and fund projects that will benefit the Phillips Community for the long term. To initiate this process, the project team is forming a Community Mitigation Advisory Committee to review and provide input on the draft and final Community Mitigation Plan.</p> <p>The project team has put together some initial ideas based on input from you over the past few years, including:</p> <ul style="list-style-type: none"> o Development of a community center with recreation fields o Providing community access to Horlbeck Creek for fishing, crabbing and other recreation o Adding landscaped buffers on Highway 41 o Supporting community events such as the Annual Family Day event o Providing enhanced historical and cultural signage throughout the community o And more. <p>A copy of the Draft Community Mitigation Plan is available on the project website for review and comment: http://hwy41sc.com/assets/documents/Draft-Community-Mitigation-Plan.pdf. We plan to refine the plan with input from Phillips Community residents as we move forward.</p> <p>Following the public comment period on September 11, the project team will present to Charleston County Council and ask for feedback on the project. The team will then finalize the environmental report along with the permit application and submit them in early 2021 to the USACE, who will conduct an independent review and determine whether a permit will be issued for the project. As part of their review, the USACE will issue a 30 day public notice and comment period for the proposed project.</p> <p>We sincerely appreciate your input on the proposed alternative for Highway 41.</p>
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zcrm_28062070 00003946228	Lucinda	Olasov	Subject: Reject Alternative 1. Re: the proposed widening of Highway 41:I urge that Alternative 1 be rejected. It fails both morally and [REDACTED] port, alternative #1 fails at basic level of service: by 2045, it would have 4 failing intersections, while #7A has zero. The estimated cost of #1 is \$30M less, but the costs of community reparations are not noted, so there has not been a true cost comparison. It bears noting that 50% of the Phillips community is heirs property, which furthers the inevitable inequity of the proposal.This country, and this county, have a long history of saddling Black communities with the destructive impacts of transportation infrastructure. It is well past time to stop this shameful practice. Phillips Community was established in 1878, Dunes West development began in 1992, Cainhoy Plantation this year. Who is responsible for the growth in traffic, and who has the better claim to the land? The African American Settlement Communities are under constant pressure. Environmental injustice impacts on them must cease now, before [REDACTED] been stewards of this land for centuries â€” first as enslaved workers, then for the past 150 years, as landowners.If the decision to widen 41 through Phillips stands, that first bulldozer will rip up more than dirt. It will rip another hole in the Lowcountryâ€™s soul, a wound that can never be healed. We can and must do better. (Suzannah Smith Miles)Sincerely,lucinda olasov	General Response + Phillips Non Resident
zcrm_28062070 00003946227	Lisa	Nonnenmann	I am asking Alternative 1 is selected.Highway 41 is currently over wrought with endless congestion and Is unsafe.Thank you	Acknowledgement response
zcrm_28062070 00003946225	Nancy	Osterhaus	Subject: Phillips Community. Please vote unanimously to preserve the historic Phillips community. This community represents a century and a half of rich African-American history as well as a currently vibrant and vital community. Please do not disrupt the people of this community because of past over-development. We cannot solve traffic problems by decimating this community.Your vote showing your care and sensitivity for this community is important during these turbulent times.Nancy Osterhaus1412 Longspur DriveOyster Point	General Response + Phillips Non Resident

zcrm_28062070 00003946224	Joan	Simpson	Subject: Highway 41. Wayne and Joan Simpson support option 1 as a means to relieve the congestion on Highway 41. It is the most direct route and considering that it is an emergency evacuation route, it only makes sense to utilize this route.Joan SimpsonWayne SimpsonNjjoaner	Acknowledgement response
zcrm_28062070 00003897061	Nasrin	Ejlali	I am in favor of Alternative-1. This alternative: 1. Is less expensive by almost \$30M 2. Safer for the residents 3. Environmentally friendlier 4. Perhaps quicker to build [REDACTED]	Acknowledgement response
zcrm_28062070 00003891081	Niurka	Adorno	As an impacted citizen, I support proposed Alternative 1 for the Hwy 41 project.	Acknowledgement response
zcrm_28062070 00003908181	Theresa	Ponessa	I recommended /vote for Alternative 1 in HWY 41 expansion. Thank you	Acknowledgement response
zcrm_28062070 00003946223	Narni	Summerall	Subject: Highway 41. To who it may concern,I am a Charleston County taxpayer and I do not want my tax dollars to be spent on Highway 41 alternative one. I will not contribute to the destruction of the historic Phillips Community, which was founded on land purchased by freedmen in the 1870s and persists to this day.Best,Narni Summerall	General Response + Phillips Non Resident
zcrm_28062070 00003886061	John	Narkunas	Vote for alternative 7	Acknowledgement response
zcrm_28062070 00003946222	Nancy	Tye	I support alternative #1.	Acknowledgement response

zcrm_28062070 00003890041	Nancy Schoedler	<p>To whom it may concern,</p> <p>I am a concerned tax paying citizen of Mt Pleasant for over 17 years. I have previously voiced my concern when these alternative plans began being discussed years back. To choose alternative 7A would increase the proposed budget by millions.</p> <p>Alternative 7A will affect hundreds of homes, families both adults and children. Building a 4-5 lane highway in Dunes West is a dangerous plan for all. Access to and from these communities would be very dangerous for all involved including the drivers on this proposed highway.</p> <p>I do understand the impact that Alternative 1 would have on the Philips Community and [REDACTED] mitigate any negative impact on their community. But I believe that Highway 41 was always supposed to expand lanes on Highway 41 as it was done in other areas of Hwy 41 throughout the low country.</p> <p>Please consider my concerns and continue with the planned expansion on Hwy 41 as had been the plan when developing this highway.</p> <p>Regards, Nancy Schoedler [REDACTED]</p>	Acknowledgement response
zcrm_28062070 00003946221	My Mother's Keeper Independent	<p>Living</p> <p>Subject: Fwd: Highway 41 Concerned Citizen. Thank you for your attention to my concerns.Thank youJackie Jackson-----Original Message-----From: My Mother's Keeper Independent Living To: My Mother's Keeper Independent Living ; Hwy41SC@gmail.com Sent: Sun, Sep 6, 2020 4:43 pmSubject: Highway 41 Concerned CitizenThank you for your attention to my concerns.Kind RegardsJackie Jackson [REDACTED]</p>	Close comment

zcrm_28062070 00003927081	Rebeca Mueller	I vote for Alternative 1. I respect the Philips Community has been in existence for a long time, But progress is taking shape in many fo [REDACTED] all of my life (1978) Mt P has been growing Pretty much exponentially ever since. Alternative 1 will have less impact on overall numbers of people/families/school routes; cost less; be more efficient.	Acknowledgement response
zcrm_28062070 00003946220	Mary Susan Zavos	RE: Highway 41 Corridor Improvement. Alternative 1I am against this plan for the following reasons:Alternative 1 would disrupt the lives and culture of Phillips and 7 Mile communities.These communities are not only the homes for these families but are the heritage of freed slaves following the Civil War. The communities are themselves, historic and worth of preservation and protection.The Charleston County Council should not write another chapter in the long history of the diminution of African-American heritage, tradition, and real property.Communities of color are under-represented in local government and as such their concerns are often not understood.Under-represented communities of color are systemically impacted by transportation projects in this area and even nationwide.Additionally, other better alternatives exist and should be re-evaluated to make this project safer and more functional for all pedestrians, bicyclists, and drivers,	General Response + Phillips Non Resident

zcrm_28062070 00003895201	Mark	Skoner	<p>I am writing in full support of Alternative 1. I live in Cypress Pointe subdivision, on a side-street adjacent to Dunes West Blvd, w [REDACTED] Alternative 7A -- I would literally have a 5-lane highway next to my house, and would seek eminent domain compensation for its current market value because it would not be habitable, given noise + pollution impacts from Alternative 7A. I am retired, my house is my primary asset, and I wasn't intending on moving again in my lifetime, due to health issues, let alone engaging in a legal battle for just compensation. There has been no mitigation or compensation plan specified for residents like me! Please remember:</p> <p>1) The alternatives have been under study by CCDOT for over 3 yrs. The documents posted (NEPA analysis, etc) show clearly that Alternative 1 has the lowest environmental impact (wetland destruction, etc). In this era of severe storms and rising oceans, the unnecessary destruction of wetlands is pure folly. Both Highway 41 alternatives will impact the corridor's [REDACTED] Alternative 1 has the lowest impact, because it preserves and protects more wetland ecosystems which are incredibly valuable and irreplaceable.</p> <p>2) CCDOT findings are not political, they are technical, process-driven, based on objective scientific + engineering methods. They tell us what the facts + data show in accordance with NEPA law. The NEPA law is not political -- it is based on objective science, designed to protect the environment for EVERYONE. Now, a political decision-making process begins, and I see much emotional commentary on social media and in the newspaper trying to influence your decision. A decision against Alternative 1 based on uninformed public opinion and an emotional onslaught instead of CCDOT findings will likely result in ACOE sending the County Project Team back to the drawing board. Years of additional delay. Can the county really afford that?</p>	Acknowledgement response
zcrm_28062070 00003918021	linda	Bergman	<p>I live in Dunes west I am Opposed to alternative 1 going thru an historic community; we the new developments that caused the problem should be the ones to pay the price for the remedy However it would have been helpful if town planners realized the increase of homes required forethought in developing an infrastructure</p>	General Response + Phillips Non Resident

zcrm_28062070 00003873101	Roy	Hutchinson	I urge County Council to review the op-eds and letters opposing Alternative 1 that have appeared in the Post & Courier over the [REDACTED] community (measured by 150 years of faithful stewardship of the land) should not be sacrificed for the convenience of motorists (measured by minutes saved while commuting). Please also consider putting the brakes on development beyond Dunes West and Rivertowne. [REDACTED]	General Response + Phillips Non Resident
zcrm_28062070 00003886021	John	Watson	Alt 1 works best for a number of reasons. 1. Less cost (Taxpayer). 2. Better utilization of existing state highway. 3. Less impact on wetlands. 4. Less interruption of large neighborhoods. 5. Better traffic flow.	Acknowledgement response
zcrm_28062070 00003946219	Chri	Thomas	Subject: Alternative 1. I am a charlestonian who has lived here for 40 years, and I with all of my heart opposed the employment of alternative one as opposed to Alternative 7 in the expansion of Highway 41. This is a historic community that has been there for over a hundred years. There is no reason on Earth that it should be chosen instead of Dunes West to expand Highway 41. For once can we be on the right side of History with what we choose to tear down in order to develop.	Acknowledgement response

zcrm_28062070 00003946218	Kathy	Hicks	Where would we be if Rte 17 were still a 2 lane road and the Ravenel bridge were not built. I'm sure there were people who didn't want those changes too but both were necessary. Expanding Rte 41 is another necessity. Vote for alternative 1. Progress is needed for safety.	Acknowledgement response
zcrm_28062070 00003922041	Molly	Gwisc	As a Mount Pleasant resident, I am in favor of Alternative 1. My support of Alternative 1 is [REDACTED] ng that this option would have the least overall impact.	Acknowledgement response
zcrm_28062070 00003946217	Melinda	Summer	Subject: Highway 41 Plan. The virtual video was well done BUT nothing was mentioned about the impact on the Phillips Community. I oppose Alternative 1 because of the impact on the Phillips Community. Where is the video on Alternative 7a? I realize that Alternative 1 is considered the best for the Mt. Pleasant but I don't feel sorry for the developers and people who moved into the developments on Highway 41. Whether they were local or from off when they bought on 41, they knew the traffic problem would occur. The Phillips Community is part of the history of Mt. Pleasant, SC and the US and those families should not be endangered because of the growth and traffic. FIND ANOTHER ROUTE! FYI: I am white and a long time Mt. Pleasant resident. Melinda Summer [REDACTED]	General Response + Phillips Non Resident
zcrm_28062070 00003946216	Manfred	Osti	I approve the proposed changes	Acknowledgement response

zcrm_28062070 00003878121	Michae l	Lemper t	I can't imagine alternative 1 not being the more sensible approach. Rt. 41 is already a major thoroughfare and appears as the more direct and least costly way of accommodating traffic flow. Alternative 7A is unimaginable in how it will disturb the Dunes West housing community. Not only will it be unsightly, but environmentally disruptive and potentially dangerous. Additionally, it will be more costly to construct and will have a substantial negative impact on property values. Our community has already been impacted by a glaring failure to properly plan for infrastructure impacts from excessive population growth. In that regard, it would be more accurate to call the alternatives Reaction 1 and Reaction 7A. I support Reaction 1.	Acknowledgement response
zcrm_28062070 00003871041	Merle	Ford	All I am hearing is about traffic flow nothing about the impact on the Phillip Community residents, this proposed road way will be in some residents front door and you say it's the best alternative. Why do you need a 10' Multi-Use Path and a 5' sidewalk? Praying that you will do what's best for the Phillip Community Residents living on Hwy 41 and the direct impact on those whose homes are impacted by the widening of Hwy 41 in Phillip.	General Response + Phillips Non Resident

zcrm_28062070 00003895221	Mark	Campbell	<p>Widen 41 as previously planned. There are many properties and acreage for sale on Highway 41 to be developed into new subdivisions opening.</p> <p>Highway 41 is an evacuation route and direct link to Clements Ferry & I-526. This is a state highway, not a private road. The plan to widen this road has been on the books for many years and the town just keeps allowing additional growth. It does not make sense to reroute an already planned expansion.</p> <p>[REDACTED]</p>	Acknowledgement response
zcrm_28062070 00003923103	Mary Kay	Shealy	<p>I live in Dunes West and strongly support Alternative 1 as the best and only choice for widening Hwy 41. It is a straight line on an existing designated highway. Cost millions less in taxpayer dollars, is safer, and with less impact to wetlands and existing green spaces/ parks. To even contemplate bisecting Dunes West as shown with 7a makes no logical sense. Creating a 5 lane Hwy through the middle of a densely populated large subdivision where no Highway exists today would create nightmares for families with children that walk and bike to amenities, parks,, and friends. Expand the existing straight line highway 41. Please vote for Alt 1.</p> <p>Mary Kay Shealy</p>	Acknowledgement response

zcrm_28062070 00003946215	Jessica Mixon	<p>I am a resident of the Phillips Community on Hwy 41. I live in Phillips Manor, and I drive down Hwy 41 every day and see the neighbors, cooking out with family, selling sweetgrass baskets, and working in their yards. These properties have belong to families for decades, and what you are considering is not only heartbreaking but detrimental to the character of this area. For once, I wish that decision makers would consider heritage, tradition, and families over money, convenience, and power. The wealthy, white neighbors in the Park West and Dunes West areas have been given priority in this situation, and it's a shame. Our country is so divided, and I refuse to believe that division is a result of interactions among neighbors; it is the result of systemic racism and classism just like what is happening in this case. The wealthy, white neighbors poured their time and resources into making sure their voices were heard; meanwhile, the other residents were left in the dark about this process until decisions were made. It's a shame that more effort wasn't made the homes and land area is more valuable than the homes and land area along the Hwy 41 corridor? Who gets to determine that value? I ask that you please, for once, put money and privilege aside and consider the history and community of this area.</p>	<p>Thank you for your comment on the proposed alternative for the Highway 41 Corridor Improvements project. Your comment has been logged and recorded as part of the public record and will be included as part of the permit application package to the US Army Corps of Engineers (USACE).</p> <p>Through the National Environmental Policy Act process, Alternative 1 was determined to be the most effective solution for addressing the traffic congestion that exists today and in the future. However, Alternative 1 does not come without impacts and we recognize that your community will be among those impacted by the project. As we move forward, we are committed to working hand in hand with each property owner.</p> <p>Alternative 1 will not displace any property owners. We recognize that each property is unique. So for those directly impacted property owners, we are committed to going above and beyond the traditional process to make sure we are addressing each property individually. Our primary goals are to keep people in their homes, on their property, to keep you safe and to maintain or improve quality of life.</p> <p>Also, as we move forward and with input and participation from the Phillips Community, we will identify and fund projects that will benefit the Phillips Community for the long term. To initiate this process, the project team is forming a Community Mitigation Advisory Committee to review and provide input on the draft and final Community Mitigation Plan.</p> <p>The project team has put together some initial ideas based on input from you over the past few years, including:</p> <ul style="list-style-type: none">o Development of a community center with recreation fieldso Providing community access to Horlbeck Creek for fishing, crabbing and other recreationo Adding landscaped buffers on Highway 41o Supporting community events such as the Annual Family Day evento Providing enhanced historical and cultural signage throughout the communityo And more. <p>A copy of the Draft Community Mitigation Plan is available on the project website for review and comment: http://hwy41sc.com/assets/documents/Draft-Community-Mitigation-Plan.pdf. We plan to refine the plan with input from Phillips Community residents as we move forward.</p> <p>Following the public comment period on September 11, the project team will present to Charleston County Council and ask for feedback on the project. The team will then finalize the environmental report along with the permit application and submit them in early 2021 to the USACE, who will conduct an independent review and determine whether a permit will be issued for the project. As part of their review, the USACE will issue a 30 day public notice and comment period for the proposed project.</p> <p>We sincerely appreciate your input on the proposed alternative for Highway 41.</p>
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zcrm_28062070 00003900041	Miriam Van Scott	Please do not build a major road through the Philips Gullah Community land. The construction will have a terrible impact on the families who have lived there for years. Destroying Gullah communities to build roads, put up houses or build more retail space would be like dynamiting the pyramids so the stones could be used to pave driveways. It's a waste that can never be recovered. Please choose an alternative. Thank you	General Response + Phillips Non Resident
zcrm_28062070 00003908121	Mike Trojecki	I would like to extend my support for Alternative 1. It is the only logical solution to the problem. It takes into account the environmental concerns, people and fixes not only 41 but helps to reduce traffic issue on Rt. 17 as well.	Acknowledgement response
zcrm_28062070 00003946214	Michae I Kotula	Subject: Support for Alternative 1. My wife and I have a home in Rivertowne off Highway 41. We have watched over the past ten years as traffic has become a nightmare. We strongly support Alternative 1 and the widening of Highway 41 to deal with the existing traffic and the traffic in the years to come as more development happens all around us. The anticipated buildup of Cainhoy and areas around us will continue to put a greater traffic burden on the existing 2-lane Highway 41, which is now plainly inadequate for the existing load. We urge you to move with all due speed to widen Highway 41 and fix the existing and future problems. Thank you!Michael and Stephanie Kotula	Acknowledgement response

zcrm_28062070 00003916001	Melissa	Gaddy	I live in Dunes West and am NOT in support of Alternative 1. I do not want the Phillips Community to bear the burden for my own selfish gain. Yes, the shortest distance between two points is a straight line, but these larger, wealthier, predominantly white communities and developers should have been obligated to plan for their own infrastructure and traffic growth. We, speaking as a Dunes West white resident, should NOT use our collective power to force an African American community to sacrifice. That feels like systemic racism that I would no longer like to be a party of.	General Response + Phillips Non Resident
zcrm_28062070 00003946212	Melissa	Gaddy	I am a current Dunes West resident (and former RiverTowne resident) who has traveled Hwy 41 to my home since 2001. Traffic along this corridor needs to be better managed, but I do NOT want to negatively affect the Phillips community to improve my quality of life. The predominately white wealthy voices of these large planned neighborhoods (DW, PW, etc) are certainly more powerful than this quiet Phillips community, but I believe we should use our influence to help preserve these rural and historic neighborhoods. These newer neighborhoods and developments are the ones at fault; they should have been required to build adequate infrastructure to support their residents, rather than asking forgiveness later while taking away front yards of a lesser important neighbor. This is textbook disenfranchising of the Phillips Community. The predominantly black families of Phillips have names and faces - they aren't just parcels of land. The shortest distance between two points is a straight line, but in this case a straight line was never equitable. A straight line (Hwy 41 Alternative 1) facilitates a group of residents to assert power over a less wealthy community. I would love to think we are smart enough to come up with a better solution than driving through an existing neighborhood and paying them off for the inconvenience with a baseball field and a dock. This feels like systemic racism to me, and it is never too late to do the right thing. Please do not support Alternative 1. Alternative 1 - residential relocations 0 - commercial relocations 0 - impacted parcels Phillips 70 Seven Mile 20 Alternative 7a - residential relocations 0 - commercial relocations 0 - impacted parcels Phillips 1 Dunes West 1 Park West 7 Seven Mile 20	General Response + Phillips Non Resident
zcrm_28062070 00003946213	Melissa	Gaddy	I live in Dunes West and oppose Alt 1 on the grounds of disenfranchising the Phillips Community. Systemic racism must end	General Response + Phillips Non Resident

zcrm_28062070 00003946211	M F	Kite	Here are my concerns:Alternative 1 would disrupt the lives and culture of Phillips and 7 Mile communities.These communities are n[REDACTED]t are the heritage of freed slaves following the Civil War. The communities are themselves, historic and worth of preservation and protection.The Charleston County Council should NOT write another chapter in the long history of the diminution of African-American heritage, tradition, and real property.Communities of color are under-represented in local government and as such their concerns are often not understood.Under-represented communities of color are systemically impacted by transportation projects in this area and even nationwide.Please consider these impacts and the history that Charleston must work to honor and respect.Thank you, [REDACTED]	General Response + Phillips Non Resident
zcrm_28062070 00003899161	Michae l	Fabrizio	With all the growth, widening of 41 is necessary to efficiently move traffic to the growth areas. I do believe at some point widening of Dunes West Blvd like Park West Blvd will also be a necessity to move local travel through the neighborhood.	Acknowledgement response
zcrm_28062070 00003887061	Katheri ne	Meredith	I strongly support Alternative 1. It makes the most sense for traffic flow.	Acknowledgement response
zcrm_28062070 00003946210	Paul	Luman	Close 41 through thee community and make a proper route around.	Acknowledgement response

zcrm_28062070 00003914001	Melissa	Murdoch	<p>There is zero reason for the historic Phillips community to bear the brunt of a problem that they did not create. This is both a land use and a racial issue. It is a blatant and unacceptable. The people who live in these newer communities chose to live there and they knew exactly what they were getting. There is an easy solution to their problem that does not involve stealing the property of a historic, Black neighborhood. Put in a turning lane where it's needed and let the inhabitants of these new communities accept that and deal with any inconveniences of their own making. It is high time that wealthier, whiter communities deal with their own problems and stop dumping them on poorer Black communities. Get your knees off their necks!</p> <p>[REDACTED]</p>	General Response + Phillips Non Resident
zcrm_28062070 00003946209	Megan	Schneberger	<p>Alternative 1 is another example of Charleston's historic and continued displacement and destruction of Black communities. As a homeowner and tax-payer in Charleston County I am appalled that my money would be spent to further erase an important part of Charleston's history. The memory and legacy of the Freedpeople who purchased the land to start the Philips community should be respected. If the new development of Mt Pleasant needs larger roads then those roads can be built in the the new developments.</p>	General Response + Phillips Non Resident
zcrm_28062070 00003879081	Megan	Smith	<p>We need to widen the stretch of 41 and not cut through neighborhoods. The parts of 41 that would affect neighbors are already on a main road. Why go the round about way and ruin all the neighborhoods. Just stick with widening 41.</p>	Acknowledgement response
zcrm_28062070 00003946208	Barbara	Pace	<p>I am opposed to the alternative that will further impact the historic Phillips African American community. We can do better!</p>	General Response + Phillips Non Resident

zcrm_28062070 00003946206	Maria	Pietram ala	Subject: Highway 41. Iâ€™m for alternate 1 because the cost of Alternative 1 actually falls below the projectâ€™s budget. Alternâ€™rough the corridor due to the significant additional distance being proposed. I also believe the Phillipâ€™s community should receive money from the county/town so they are more than compensated for their land.Regards,Maria Pietramala--Regards,Maria [REDACTED]	Acknowledgement response
zcrm_28062070 00003885061	Maya	Green	I am a Charleston County taxpayer and I do not want my tax dollars to be spent on Highway 41 alternative one. I will not contribute to the destruction of the historic Phillips Community (which is what this alternative is, although the virtual meeting presents it differently). The Phillips Community was founded on land purchased by freedmen in the 1870s and persists to this day. Mt. Pleasant should celebrate and uplift this history, instead of running a highway through it for the ease of urban sprawl. I hope you will do the right thing and reconsider other alternatives.	General Response + Phillips Non Resident
zcrm_28062070 00003946203	Christy	Siegling	Please consider other options that wonâ€™t harm the community! There are other ways to accommodate drivers/growth & we value that community the way it is. And... maybe sometimes during all this city growth cars donâ€™t get priority over community. Hopefully this will be one of those times. Community first. Heart first.	General Response + Phillips Non Resident
zcrm_28062070 00003946202	Mary	Regen	Subject: 41. Alt 1 with the planned mitigation is the only logical answer.Mary Regenfrom my I-Pad	General Response + Phillips Non Resident

zcrm_28062070 00003946201	John M Campbell	Subject: Highway 41 widening - Horlbeck Creek subdivision. To whom it concerns,I live in Horlbeck Creek subdivision on Highway [REDACTED] We need it.However, my neighborhood needs the ability to turn both left and right out of the neighborhood. We donâ€™t need or want a median that prevents us from turning left.Heck, if Colonade gets a stoplight, we should have a stoplight as well, one that is triggered only when needed to leave the neighborhood turning left.And with regard to the path of the widening, I see no reason why the widening would have to encroach on the entrance to my neighborhood when the north side of the highway is all woods.I would be pissed if my neighborhood gets screwed in this widening project.JOHN CAMPBELL [REDACTED] [REDACTED]	Acknowledgement response We met with Horlbeck Creek community leaders on September 4 and are currently reviewing design options available.
zcrm_28062070 00003909061	Leigh Lim	I vote for alternate 1	Acknowledgement response
zcrm_28062070 00003946200	Marian n Grantham	D'Arcangelis Please protect the existing community. Please don't do the expansion.	General Response + Phillips Non Resident
zcrm_28062070 00003946199	Marc Tye	I support the proposed Alternative 1.	Acknowledgement response

zcrm_28062070 00003946198	Malayeshia	Hubbard	Subject: A Plea for the Phillips Community. I am a Charleston County taxpayer and I do not want my tax dollars spent on Highway [REDACTED] to the destruction of the historic Phillips Community, which was founded on land purchased by freedmen in the 1870s and persists to this day.	General Response + Phillips Non Resident
zcrm_28062070 00003946197	Maryanna Adams	Dunham	Highway 41 has already disrupted and displaced some residents of the PhillipsCommunity when it was first built. It is simply not right that they should be adversely affected again. Also, I'd like to see some attorneys offer to help clear up ownership of those heirs properties. Why, the very idea that residents of those heirs properties homes would be forced to move out of their family homes with NO remuneration is adding insult to injury! Land on the other side of the road should be used, in my humble opinion.	General Response + Phillips Non Resident
zcrm_28062070 00003917021	Lucy	Richmond	My husband and I feel Alternative 1 is the best option.	Acknowledgement response
zcrm_28062070 00003946195	Luann	Rosenzweig	I have written before but feel so strongly about this issue, I must write again. Please, please protect the Phillips Community and pick Alternative 7a for this project. We all have the chance to counteract hundreds of years of systemic racism by preserving the historic Phillips Community.	Close comment – already responded
zcrm_28062070 00003915001	Lora	Goude	Please don't further negatively impact the families in the Phillip's community with HWY 41 "improvements." Respect them, please!!!	General Response + Phillips Non Resident

zcrm_28062070 00003919041	lisette	glenno n	<p>My preference is for Alternative 1 for the following reasons:</p> <p>It is the shortest and fastest route. It will not add thousands of additional cars on Dunes West Blvd daily. The cost is \$30 Million less than the other option and within budget. It will not slow entry to Dunes West gate and my neighborhood Palmetto Hall. Cars do not stop for pedestrians currently and it's a two lane road. Hoping this project will start sooner than later.</p>	<p>Acknowledgement response</p>
zcrm_28062070 00003919101	Lisette	Glenno n	<p>This NEEDS to be looked at again for the following reasons as I drive this route everyday.</p> <p>1. Using Old Highway 41 to merge onto Hwy 17 will back up because it's too close to the Brickyard signal. The Brickyard signal will back up to the 41 signal at times now. Exactly like it did in the past when this road was the main road to merge. Just make the current merge and make it two lanes dedicated from HWY 41 to HWY 17 and then let them merge after the Brickyard signal. The Old Highway Rd can be used only if you need to make the left turn at the Brickyard signal and your not using the two dedicated lanes from HWY 41 onto HWY 17.</p> <p>2. The U-turn at Old Georgetown Road will be very dangerous and impossible at the rush hour times. The left turn at the signal is a much safer option for all.</p> <p>3. MAJOR PROBLEM adding a new traffic signal in the diverging diamond interchange. This intersection driving north and turning left onto Hwy 41 backs up at the current signal to the Brickyard signal now... adding another signal will be DISASTROUS!! This is the intersection that needs the fly over, NOT the Porches Bluff Rd intersection. Porches Bluff Rd signal has no current issues and should be left alone. Use that money to fly over from HWY 17 to HWY 41 with NO SIGNALS AT ALL!! Keep it all moving with no stopping. That diverging diamond will NOT WORK to keep traffic moving.</p>	<p>General Response + Phillips Non Resident</p> <p>This intersection of Highway 41 at Highway 17 is a critical piece of the regional traffic system and the proposed design will enhance regional traffic flow, improve efficiency by providing alternate routes for traffic, and minimize impacts to properties and businesses in this area. Traffic going towards downtown Charleston from Highway 41 will be able to veer right onto the old Highway 41 Access Road and free flow onto Highway 17. Our traffic studies showed that this will provide efficient traffic relief through year 2045. A flyover is not warranted as it would have significant impacts to right-of-way acquisition to neighborhoods and businesses in this area.</p> <p>The project team is evaluating, in coordination with SC Department of Transportation, whether if a signalized u-turn at Old Georgetown Road would be warranted to accommodate traffic accessing Hamlin Road.</p> <p>The proposed intersection improvements at Highway 41 and Highway 17 consist of a diverging diamond. While this design looks very different from a conventional signalized intersection, a diverging diamond will be the most effective at moving a large amount of traffic through this intersection, while improving safety and mobility in this highly congested area. The benefits of a diverging diamond are that they often have less construction costs compared to conventional interchanges, they are intuitive for the driver, and can handle more traffic without having to widen the roadway or build bridges.</p> <p>The diverging diamond will allow traffic going left to Highway 41 and north on Highway 17 to go at the same time, thus reducing the number of times traffic on Highway 17 will have to stop. This is especially important to alleviating congestion along Highway 17, which faces a significant amount of traffic during the AM and PM peak hour periods.</p>

zcrm_28062070 00003919121	Lisette	Glenno n	Pedestrian Crossings in the Phillips Community: Instead of two flat crossings I suggest a single raised fly over crossing with a ramp instead of stairs. This will be a MUCH SAFER option and traffic will not have to stop. I have seen may cars drive through crosswalks when the signal lights are flashing. Up and over is the way to go. The ramp can be used by bikes and anyone in a wheelchair.	Acknowledgement response
zcrm_28062070 00003919141	Lisette	Glenno n	Dunes West Blvd at HWY 41 intersection: The proposed new plan seems VERY DANGEROUS at the point you need to cut across two lanes of on coming traffic to get into the continuous flow lane. This lane will have to stop at the signal at some point to let other traffic go through the intersection. I don't see how this plan is safe! This will interfere with entering and exiting the Harris Teeter shopping center.	Acknowledgement response The project team is currently reviewing access to the Harris Teeter shopping center near the Dunes West intersection.
zcrm_28062070 00003873021	Lindsay	MacLeo d	I am writing today to state my strong opposition to the proposal of this widening project running through the community of Phillips. It should now be the county's first priority, at this point in the intense and painfully obvious overdevelopment of Charleston which has allowed the traffic to become as congested as it is, to preserve what is left of any remaining small communities, most especially any that bear historic significance as Phillips does. In light of recent events and damaging riots over mistreatment of our black community members, I feel that it would be utterly disgraceful to put a vulnerable community that has been peacefully abiding in their homes in this area for a hundred years in a position of loss for the sake of not inconveniencing/causing loss of property to the residents of the much more affluent Park West and Dunes West communities. Preservation includes protecting wetlands but it also includes protecting people, cultures, and the communities in which they thrive. Before large developments like PW/DW were ever permitted to be built, road developments in anticipation of amplified traffic should have been a priority. They were not, and that is not the residents of Phillips responsibility to bear. The county, the developers, and even the owners of the properties in these large neighborhoods need to take responsibility for the issue that is the affect of their actions and ABSOLUTELY NOT require an innocent adjacent historic community to pay for these mistakes. It would be yet a further blight on Charleston's character, we would loose more of what makes this place special and significant, and, frankly, at this point we should all know better. It is my sincere hope that the County's decision reflects its moral obligation to protect the most vulnerable in our communities at any cost and preserve what remains of Charleston's historic areas and neighborhoods.	General Response + Phillips Non Resident
zcrm_28062070 00003875061	Linda	Thomas - Otterbe in	I totally support Proposed Alternative 1.	Acknowledgement response

zcrm_28062070 00003895041	Lily	Feingold	<p>I favor Alternative 1 because of cost, traffic, fairness, and safety. First, the other alternative exceeds the proposed cost while Alternative 1 is within budget. Second, regarding traffic, the travel times are faster with Alternative 1. Regarding fairness, from an objective and quantitative perspective, while Alternative 1 negatively impacts the residents of the Phillips community, the other alternative impacts more than 10 times as many homes and creates a highway where there was never intended to be one. That creates safety, access, and drainage issues in and around Dunes West Blvd, significantly adversely affecting property values. Backups would also occur on Wando Plantation Way entering and exiting Dunes West, affecting thousands of vehicles and the traffic pattern.</p> <p>For all these reasons, I strongly urge you to approve Alternative 1 and support mitigation efforts for the Phillips Community.</p>	Acknowledgement response
zcrm_28062070 00003896021	Lynda	Hamilton	This is the plan I vote for	Acknowledgement response
zcrm_28062070 00003946193	Leslie	Cantu	Choosing the alternative that goes through Dunes West is the equitable choice, as that is where the traffic is coming from. The Phillip's community shouldn't bear the brunt of development woes in Mt.P.	General Response + Phillips Non Resident
zcrm_28062070 00003883101	Nancy and Richard	Lee	Proposed Alternative 1 makes the most sense. Even though we feel so bad for the people impacted along 41, the other alternative gives us horrendous traffic in our quiet neighborhood and decreases our property value. Please choose Alternative 1.	Acknowledgement response
zcrm_28062070 00003946192	Leah	Marett	Alternative 1 is the way to go!! Straight up 41	Acknowledgement response

zcrm_28062070 00003879061	Leah	Pederse n	I oppose Alternative 1. The historic Phillips Community has already been split in two due to racist transportation policy of the past. [REDACTED] concern was shown for the "brick walls and guard shack" of the newer development, but no consideration was given to what remains of the heirs property that Alternative 1 will erase without means for proper reimbursement. Alternative 1 should be rejected, and a better, more equitable solution, like the one advanced by the Phillips Community itself, should be adopted. The longstanding families and culture of the Phillips Community deserve to be preserved in the face of unrelenting development. Thank you. [REDACTED]	General Response + Phillips Non Resident
zcrm_28062070 00003946189	Lil	Bogdan	Subject: Hwy 41 project. I have lived in Brickyard for 20 years and there is not a problem with traffic. We are in a pandemic and people are working from home and children are not going to school. Wait for 2 years and then do the study, you will see that there will not be a problem. Many businesses have failed and will continue to fail and there will not be a traffic problem. I do not want any expansion done. It is pre mature at a time when there is no traffic going anywhere and not in the foreseeable future. No businesses, no schools, no one is comutting. Take a look around. This is a waste of tax payers money and with no jobs and businesses, there will not be many tax payers left.Best regards,Lillian Bogdan [REDACTED]	Acknowledgement response
zcrm_28062070 00003877141	Kimberly	Handy	I support Alternative 1	Acknowledgement response
zcrm_28062070 00003946188	Laurie	Steinke	Subject: Opposition to plan. To Whom It May ConcernNo doubt in your hearts you know that Alternative 1 is a bad idea. It does not serve the community it disrupts, and in fact takes advantage of the under representation of said community in local government. Is this who we are? I feel ashamed that this is even being considered, and ask that you halt this plan immediately.Sincerely,Laurie Steinke [REDACTED]	General Response + Phillips Non Resident
zcrm_28062070 00003946187	Lauren	Schumann	I oppose Alternative 1 in support of the Phillips community. Their land rights should not be sacrificed in the pursuit of convenience.	General Response + Phillips Non Resident
zcrm_28062070 00003898081	Laura	Kozma	PLEASE use common sense in your decision! Alternative 1 expansion of Hwy 41 is the safest for the most citizens!	Acknowledgement response

zcrm_28062070 00003880021	Larry	Arringt on	<p>We are pleased and strongly agree with the decision to implement Alternative 1 for the new design of highway 41. This alternative [REDACTED] reasons, as was expertly presented by the project team. Alternative 1 will allow for more efficient traffic flow and faster commute times for those of us traveling highway 41 various purposes. An additional positive aspect of Alternative 1 is the obvious cost savings, at a time when tax revenue could and should be used for other high priority and worthwhile projects. Of utmost importance to my family is the reduction in impact to our natural resources. We have lived in Dunes West for over 25-years and have seen a tremendous loss of natural resources as the area was developed to accommodate the influx of people to this region. It's good to finally see consideration of these resources in decisions such as this. Furthermore, Alternative 1 will result in a more efficient commute, resulting in less fuel burned and cleaner air, as well as reduced wetland and green space impact. Saving and protecting these natural resources [REDACTED] Alternative 1 the only acceptable option.</p>	<p>Acknowledgement response</p>
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zcrm_28062070 00003946186	John T Sorensen	I live at the intersection of 41 & Colonnade.I love the light at 41 & colonnade. Currently, it is unsafe to turn on or off 41 to and from Colonnade.1. Are we getting a high wall as a sound barrier?2. I love the options for the intersection of 41 and 17. These turns can currently be difficult, your plan is better. I'm not sure that the one left turn from 41 North onto 17 is enough, through that box. The slowest part of our day is turning onto 17 North from 41.3. I am concerned about the Phillips Community, created by former slaves from former Laurel Hill Plantation land. On the one hand, I believe that the road was already there when the Phillips Community was created, so there is little credibility to complaints about the expanded road going through Phillips. However, a history might show how other land surrounding Phillips changed hands. As a matter of economic and racial justice, I hope that project leaders do everything possible to make residents whole. This includes a possible overhead pedestrian bridge, park and other improvements that the community might ask for, and reimbursement for land-taking given the unusual title problems of land transfer of ex slaves. I suggested state funded title search history and community history.4. Finally, the CCPRC and project designers should discuss developing the currently closed entrance to Laurel Hill Park from 41. With the sidewalk on the Park side of 41, I and others could easily bike or walk into Laurel Hill from 41, instead of having to drive around into the TOMP Park West Recreation Complex to gain access to Laurel Hill Park, which I do now.Great Job! Lets get started!John Sorensen, [REDACTED]	General Response + Phillips Non Resident The project team follows the SC Department of Transportation Noise Abatement Policy for determining potential locations for noise barriers. A detailed noise analysis was completed and noise walls were assessed for reasonability and feasibility. Based on these findings, no noise walls were recommended for the corridor based on SCDOT's policy. The proposed alternative provides bike and pedestrian infrastructure throughout the Highway 41 corridor. A sidewalk will be added along the east side of Highway 41 and a multi-use path for bicycles and pedestrians will be added along the west side of Highway 41, which will connect to a network of existing and proposed multi-use paths throughout this area.
zcrm_28062070 00003946185	Leonard Greene	Alt 1 is a shameful burden on a historic community for the benefit of white newcomers. It is institutional racism.	General Response + Phillips Non Resident
zcrm_28062070 00003946184	Charlotte Diane Levin	I would like to submit my choice for the Hwy. 41 Extension Project. OPTION #1 !!! It is quite a shame that it is necessary to uproot resident's lives and families by cutting through the properties that they have loved and cherished for most of their lives! This would not have been necessary had the proper advanced planning occurred by not allowing the excessive building which caused excessive population and traffic. Shame on the poor planning of our county government and now we the residents have to pay the price for the greed of our politicians. Please submit my vote for Option #1 because we have a lovely community and it should not be allowed to be ruined because of lack of foresight by those in office for the past 20 years! To repeat. : OPTION # 1 !	Acknowledgement response
zcrm_28062070 00003946183	Jana Lynn C Larson	I have a concern that the poorest people with little to no voice will be taken advantage of and disregarded in this process. They will be the ones who are most impacted by this new route, and they are the ones who've lived here the longest--since the 1800's. I feel terrible that more than likely most will not see a dime for their land because of rules that were already in place to make it difficult to find all the heirs to their land. I'm pretty certain this is not by accident. It's just another example of systemic racism and the oppression of black people. It's not fair nor is it right.	General Response + Phillips Non Resident

zcrm_28062070 00003927021	Katie	Bridges	I support Alternative 1. I am a resident of Dunes West neighborhood and think this option is the least disruptive to family life.	Acknowledgement response
zcrm_28062070 00003946182	Kristy	Ellisor	Well logically option 1 makes the most sense, and as great as that option would be for me and my family, I donâ€™t feel at ease with it due to the burden it puts on the Phillips community. Because some of the properties involved with imminent domain being heirsâ€™ properties, it could be an expensive and difficult process just for them to get paid for their land, which seems harmful and unjust for those families. Thatâ€™s just adding insult to injury when their land is being taken. If you move forward with option 1, which does require the taking of land, I would ask that special financial consideration be given to the residents of those homes, not just the Land/homeowners of record, due to them being on heirsâ€™ land. [REDACTED] help them navigate the legal process of proving their ownership, helping them to expedite the process that could (and has) taken years. That help, in my opinion, should be in service and monetary (for immediate compensation to the home dwellers), particularly in the case of heirsâ€™ land. Is all of this legally required? No, it probably isnâ€™t. But we want to live in a community of good neighbors, not just taking advantage of whatâ€™s legal and what we can get away with For our own gain. Thank you sincerely for your time and consideration.	General Response + Phillips Non Resident
zcrm_28062070 00003946181	Karen	Szlosek	This road absolutely does NOT belong going through the historic Phillips community. Please reconsider.	General Response + Phillips Non Resident
zcrm_28062070 00003946180	Kathy	Perkey	Alt 1 is the best and most cost effective way to expand highway 41.	Acknowledgement response
zcrm_28062070 00003920061	Mark	Kovacs	I support the proposed Alternative 1 option. --Mark Kovacs	Acknowledgement response
zcrm_28062070 00003881121	Helen	Knepper	I support proposed alternate 1 plan as this is the least expensive plan, provides the best evacuation routes, and will improve travel times for the public.	Acknowledgement response
zcrm_28062070 00003946179	David	Kite	Protect the Phillips community!!	General Response + Phillips Non Resident

zcrm_28062070 00003925081	Kirsten	Abrahamson	I oppose proceeding with Alternative 1 because there are other options that satisfy traffic concerns and do not impact the Phillip [REDACTED] historic community. I believe that the traffic is created not by the Phillips Community or the 7 Mile Community but by the growth in the Dunes West and adjacent communities. These growth communities should bear the burden of road changes and play a part in easing their traffic woes. It is my understanding that Alternative 7A was the favored option until communities of power played their cards. In 2020, we as a nation need to stop taking advantage of communities of color who are politically under-represented, often financially disadvantaged and not responsible for the problem. We all pay a price for this. If not now, then later. We need to start solving these problems better here at home and honor the historic value of the settlements founded by the enslaved people whose ancestors still reside on their land. It is part of the cultural heritage of Charleston and the Lowcountry and this effort should not only [REDACTED] ay to celebrate this history. It is shameful that there was no discussion in the presentation about the issues laid out at the beginning under the NEPA priorities. Cultural heritage was not addressed. Environmental issues were not addressed. Only traffic was addressed and getting somewhere faster is not the only quality of life issue.....if it is an issue at all. A better explanation is required and one that each of you can look in the mirror while telling it.	General Response + Phillips Non Resident
zcrm_28062070 00003875041	K	DW	Opposition to this proposal. Through no fault of their own many families will lose their land because of outdated and discriminatory laws regarding the ownership of land.	General Response + Phillips Non Resident
zcrm_28062070 00003920041	Kimberly	Moening	I wholeheartedly agree with the Proposed Alternative 1 option for the expansion of Highway 41. The other option would negatively impact our neighborhood and home values. Alternative 1 also makes the most sense for traffic flow. Thank you!	Acknowledgement response

zcrm_28062070 00003881201	Kathy Hicks	Please vote for alternative 1. It is best plan for evacuating in case of another Hugo. It is necessary for the increasing traffic and best route to travel between Rte 17 and Wando bridge. Just think what travel would be like if Rte 17 was not expanded and the Ravenel bridge not built. Progress is inevitable.	Acknowledgement response
zcrm_28062070 00003917081	Kimberly Heck	<p>Before commenting, I wanted to research this issue so I can view it from as many [REDACTED]plex issue.</p> <p>I feel the best choice is for Option 1 and the expansion of State Highway 41.</p> <p>1. School Traffic. Even with the new circles, the traffic still backs up almost to Bessemer Road (when school is in full session). Option 7A would cause increased traffic, accidents and related issues. 2. There are 3 neighborhoods in Dunes West outside of the gated portion of the neighborhood. With option 7A, that would have hundreds of families that need to cross a 5 lane state highway to get to the pool and amenity center. 3. State Highway 41 was built in 1937. History shows that state roadways expand. We were looking at moving onto a lot on Highway 17...we would have to expect that at some point in the future, there would be a road expansion. 4. Having a major highway go through densely populated neighborhoods may affect the value of the homes and therefore, the value of the tax revenue as they are based on current market value.</p> <p>When looking at the residents along the 41 corridor, it is a tough situation. It's my hope, going forward with option 1, that the residents will be accommodated appropriately. This is a unique area where many of the property is heirs property so really any money given to the owner really won't get to them. Let's find a way to help the current owner/occupants in ways that won't be complicated with title issues.</p>	Acknowledgement response
zcrm_28062070 00003946178	Kery Dysart	I am in favor of Alternative 1. Thank You!	Acknowledgement response

zcrm_28062070 00003900021	Keith	Butler	I believe Alternative 1 is the best of the two options that were presented. I would not support Alternative 7a as too many neighborhoods [REDACTED] the road around the Phillips Community by going over the marsh and around the community and coming back in right before the Dunes West And Rivertown traffics light.	Acknowledgement response
zcrm_28062070 00003914021	Keith	Bantle	Alternative 1, while not ideal for all, seems to be the most cost effective and least disruptive solution. I vote in favor of this plan. Thank you.	Acknowledgement response
zcrm_28062070 00003917001	Kim	Banks	I prefer the Alternate 1 for this improvement	Acknowledgement response
zcrm_28062070 00003908241	Carol	Yeager	I support Alternative 1	Acknowledgement response
zcrm_28062070 00003922021	Michae l	Wilson	Expanding the existing Hwy 41 is by far the most practical approach. It should have the lowest overall cost, impact the least total number of people, and should definitely have less of an impact on the environment than the other alternatives.	Acknowledgement response

zcrm_28062070 00003911041	Kathy Lewis	<p>Please vote for Alternative 1 for widening Hwy 41 from Hwy 17 to the Wando River! We live at the back of Dunes West, and it takes [REDACTED] re to Hwy 17. Traffic has increased tremendously. The historic area, I realize, would be most affected; however the changes could be addressed so aesthetically that the property values could actually increase, making it a win-win situation for the Phillips community and the North Mt Pleasant community as well. No one, Iâ€™m sure, expected the massive population growth here, but now the infrastructure needs to improve to catch up & support it. We have studied and approve of all aspects of the Alternative 1 proposal!</p> <p>Please vote for Alternative 1!!</p> <p>[REDACTED]</p>	Acknowledgement response
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zcrm_28062070 00003946176	Kate	Young	<p>Subject: Vote NO to Hwy 41 Expansion through Phillip Community. Dear Mt. Pleasant City Council and Charleston County Commission,As an anthropologist who has worked in the historic black communities of Mt. Pleasant for decades, I urge you to protect the community of Phillip from the proposed widening of HWY 41. Such an action would impact approximately 80 parcels of land, reducing their already small land holdings and house plots. Philip is one of seven communities in historical Christ Church Parish (Mt. Pleasant) established by freedmen and women 150 years ago; communities which were, until post World War II, vital to Charleston’s local food supply and economy.Phillip, as well as all of Mt. Pleasant’s historically black communities, are part of The Gullah Geechee Cultural Heritage Corridor established by the U.S. Congress to recognize the unique culture of the inhabitants of historic black coastal landed communities of South Carolina, North Carolina, Georgia and Florida https://gullahgeecheecorridor.org/Mt. Pleasant’s African-inspired basket-making tradition is celebrated as part of the nation’s cultural heritage in the Smithsonian Institute’s National Museum of African American History and Culture. These traditions have survived to the present day, because of the stable community land base, which sustained the people and the life they created independent from the dominant white society.Disrupting the modest land base of these communities with the potential for displacing families from this vibrant community center of Gullah American culture would be both a social and economic travesty. The bonds of kinship and connection reach back generations of families worshipping together, caring for each other’s children, and fabricating and marketing baskets as an historic artist collaborative.The community of Phillip is a quintessential part of the Lowcountry’s history and local tourism economy. As National Endowment of the Arts Heritage Award winner and basket-maker, M</p>	General Response + Phillips Non Resident
zcrm_28062070 00003914101	Karen	Yossef	<p>I vote for Alternate 1</p> <p>This is the second time I submitted my vote</p>	Acknowledgement response
zcrm_28062070 00003946175	Karen	Burke	<p>This is terrible to displace a historic neighborhood that has been handed down for generations. This is not okay and at best incredibly insensitive to a founding black neighborhood and their ancestors. We can and should be held to a higher standard Charleston!!</p>	General Response + Phillips Non Resident

zcrm_28062070 00003946174	Julia	Royall	Subject: Hwy 41 and the historic Phillips community. To the members of Charleston County Council,I have read many articles and [REDACTED] way 41 Corridor Improvements Project. There is nothing I can add to what has already been said, including Robert Rosen's article in today's Post & Courier.Add my voice to those who do NOT support Alternative 1 and I ask that you vote to preserve the historic Phillips community.Thank you for your consideration,Julia Royall [REDACTED]	General Response + Phillips Non Resident
zcrm_28062070 00003946173	Jeff	Current Resident	Subject: Highway 41 Comment. Alternative 1 is the ONLY ALTERNATIVE! We teach our children that the shortest distance between two points is a straight line. Winding through the Pinckney park and leaving a 1 mile stretch as-is creates a bottleneck which in turn makes the traffic problem worse at best!Please choose ALTERNATIVE 1Thanks and have a great day,Jeff WoodOn Behalf of all houses and neighborhoods along Bessemer Road [REDACTED]	Acknowledgement response
zcrm_28062070 00003896041	James	Willis	Option one is the only one that makes sense.	Acknowledgement response
zcrm_28062070 00003946172		Current Resident	Subject: Highway Project: public input. I want to add my voice to the growing crowd of people who see tremendous injustice in the decision to widen Highway 41 by plowing through the Phillips community. This is VERY unacceptable. The traffic is a result of Park West, Rivertowne, and Dunes West, among other developments. There are other more acceptable and fairer ways to mitigate the traffic problems. I expect my beloved Mount Pleasant to be more compassionate in their decision-making especially when it has such an impact on the historic Phillips community.We have taken such efforts to create places along Hwy 17 for basket makers to sell their wares and at the waterfront park to showcase their work. Tremendous effort and expense is being expended to build what will undoubtedly be a significant African American Museum. We have the opportunity to preserve not only a historic but living African American community in Mount Pleasant. Why canâ€™t we do that? We must!Sincerely,Sally Langston Warren [REDACTED] from AOL Mobile MailGet the new AOL app: mail.mobile.aol.com	General Response + Phillips Non Resident
zcrm_28062070 00003914041	James	Pierantozzi	Alternative 1 is the logical choice. 7A will leave the community of Dumes West trapped by a 5 lane Hwy at both gates causing traffic flow issues. Alternative 1 will allow the communities of Rivertown Dunes West and Planterâ€™s Pointe to completely avoid Highway 41 during congested school hours. .	Acknowledgement response
zcrm_28062070 00003897081	Joy	Dryden	I support Alternative 1 for the expansion of Highway 41. Alternative 1 is a better option than 7A for several reasons. Alternative 1 is less costly for taxpayers, moves traffic more efficiently, and impacts fewer property owners. I also support mitigation efforts to reduce any negative impact Alternative 1 may have on the Phillips Community.	Acknowledgement response

zcrm_280620700003886041	Josh	Davidson	Highway 41 is already a highway, please widen it there. Dunes West/Park West Boulevard is not. Kids and families walk/ride/cross [REDACTED] hood and NOT a highway.	Acknowledgement response
zcrm_280620700003878101	Jonathan	Guy	I support the project only with the implementation of alternative 7A. As a resident of Dunes West, alternative 7a provides better mobility (reduced travel times, reduced congestion, etc.), higher property values, and does not impact the residents in the Philips Community. As one of the last contiguous communities of freedman that have maintained generational ownership, this must be saved and celebrated! It is incumbent upon the leadership of this great county and community to do the right thing, and not push the congestion coming from Berkeley County and the surrounding neighborhoods (Rivertowne, Dunes West, Park West) on the Philips Community.	General Response + Phillips Non Resident
zcrm_280620700003908261	Joanne	Klump	My property is directly across from Harris Teeter. As I am sure you are aware, there is a narrow line of trees that separate the traffic and the backs of our properties on Kings Gate. The traffic noise is already very loud (especially in the winter when there are minimal leaves on the trees to muffle the noise). I am sure the traffic noise will be unbearable with 5 lanes of traffic. As it is, it is difficult to carry on a conversation on my back porch now. It will be virtually impossible after this project is finished. I used to own a condo on Highway 17 when that road was widened. After much legwork on the homeowners part, a brick sound barrier was approved. It made a tremendous difference in the voice level (any my current home on Kings Gate is much, much closer to the road than my condo was). I would certainly expect that a similar sound barrier would be approved for the homeowners impacted as it is only a short stretch of road from Lowes to the light at Rivertowne that would need it. There are no other homes in the entire area that have this issue so the additional expense should be insignificant compared to the total cost of the project.	The project team follows the SC Department of Transportation Noise Abatement Policy for determining potential locations for noise barriers. A detailed noise analysis was completed and noise walls were assessed for reasonability and feasibility. Based on these findings, no noise walls were recommended for the corridor based on SCDOT's policy.
zcrm_280620700003946171	Joseph	Naas	Subject: Comment. I am in favor of alternative 1	Acknowledgement response

zcrm_28062070 00003946170	Jodi	Sutley	<p>I do not want my tax dollars to be used for any project that directly results in the erosion of a Black community. By ignoring their need [REDACTED] County has created this problem. Charleston County should solve it without further deterioration of their community. From here, I will quote the well-written piece from the P&C directly:By 2005, it was becoming increasingly difficult for Phillips residents to get in and out of our driveways.We commissioned a proposal to widen Highway 41 to three lanes with 16-foot-wide buffers on either side, large enough for trees and bicycle and walking paths along 41. At Joe Rouse Road and Dunes West Boulevard, our proposal had a roundabout replacing traffic lights at both intersections to keep traffic flowing while giving people a safe way to turn into and out of the new developments.Our plan for three lanes on 41 was adopted by the Charleston Area Transportation Study Policy Committee as a workable solution to address traffic along the corridor, and a four-lane proposal was removed from its long-range plan.</p> <p>[REDACTED] he state did anything with our proposal. All the while the traffic continued to increase.When Charleston County voters passed a half-cent sales tax increase for road projects in 2016, Highway 41 was on the list. We thought our plan would finally get some traction. However, right from the start the traffic planners kept advancing Alternative 1, which would push a five-lane Highway 41 straight through Phillips while eliminating a dozen other possible alternatives.We became increasingly worried and frustrated until the planners presented a new alternative that blended our original three-lane plan through Phillips with a new five-lane Highway 41 around our community following Dunes West Boulevard and Joe Rouse Road. That was Alternative 7a that the county eliminated in August in favor of Alternative 1.Phillips doesn't have a lot of money to pay for fancy lawyers or</p>	General Response + Phillips Non Resident
zcrm_28062070 00003946169	Joanne	Stebbins	<p>Alternative 1 is not the way to go! Black, Asian and Hispanic neighbors in the study area will be most affected, and the Phillips and Seven Mile Communities are expected to experience disproportionately high and adverse effects. The Phillips and Seven Mile Communities should be protected. Do not force out our non-white neighbors, many of whom are heirs. This would be very culturally insensitive.</p>	General Response + Phillips Non Resident

zcrm_28062070 00003894021	Joan	Weaver	Having been in the Highway/Heavy Construction Business for 47 years, Alternative 1 is the only way to go. Straight down 41. I tru [REDACTED] all people living on 41. There will be some impact, but I don't thing that it will be so tremendous that it will affect or displace anyone without them being properly compensated by the SCDOT. Widening 41 will make life much better for all those living and traveling on it every day. [REDACTED]	Acknowledgement response
zcrm_28062070 00003931001	Jennife r	Perrelli	Please move forward with the widening of hwy 41. There is no justification for spending 30 Million dollars of tax payer money, to spare private property. The Alt 7a would add time & mileage to the average commute & it would have far more environmental impacts than widening the road everyone already uses. The shortest and least expensive route is the only logical choice.	Acknowledgement response
zcrm_28062070 00003946168	Jennife r	Perrelli	Subject: Choose option 1. I support the widening of hwy 41. Please be fiscally responsible and widen the current, straight road, rather than divert it in a way that will add time and mileage to the drive, through a densely populated neighborhood. \$30 million dollars is a lot of additional tax dollars. That money should be spent on improving schools or adding parks or greenspaces, which would benefit all of Charleston instead of a very few.Thank you,Jennifer & Robert Perrelli [REDACTED] Get Outlook for Android	Acknowledgement response

zcrm_28062070 00003872061	Joyce	Scapicchio	I am in support of alternative 1	Acknowledgement response
zcrm_28062070 00003946167	Jennifer	Metts	<p>I oppose Alternative 1 because it would unfairly disrupt the lives and culture of the Phillips and 7 Mile communities. These communities are not only the homes for many families but are the heritage of freed slaves--they are historic and worth of preservation and protection! My God, hasn't Charleston County Council, by allowing rampant development of our lands done enough damage to African-American heritage, tradition, and real property on behalf of its white citizens?</p> <p>[REDACTED]</p>	General Response + Phillips Non Resident
zcrm_28062070 00003946166	Jackie	Mcgee	<p>Subject: Phillips Community. I would like to add my voice OPPOSING widening Hwy 41 through this historic Phillips Community. My understanding is that two years ago, the county determined that looping the widened highway through Park West and Dunes West would improve traffic more than widening it through Phillips Community. We all know that affluence has trumped minorities In the past. This time we need to do the right thing. Please spare the Phillips Community this time. Thank you, Jackie L. McGee [REDACTED]</p> <p>[REDACTED]</p>	General Response + Phillips Non Resident
zcrm_28062070 00003946165	Janice	Lewis	<p>Do not run 5 lanes through the middle of the Phillips Community. This is home to African Americans whose families have been on that land since the post-civil war era. I strongly oppose your plans.</p>	General Response + Phillips Non Resident

zcrm_28062070 00003887081	Joyce	Arrington	We are pleased and strongly agree with the decision to implement Alternative 1 for the new design of highway 41. This alternative is obviously the best choice for several reasons, as was expertly presented by the project team. Alternative 1 will allow for more efficient traffic flow and faster commute times for those of us traveling highway 41 various purposes. An additional positive aspect of Alternative 1 is the obvious cost savings, at a time when tax revenue could and should be used for other high priority and worthwhile projects. Of utmost importance to my family is the reduction in impact to our natural resources. We have lived in Dunes West for over 25-years and have seen a tremendous loss of natural resources as the area was developed to accommodate the influx of people to this region. It's good to finally see consideration of these resources in decisions such as this. Furthermore, Alternative 1 will result in a more efficient commute, resulting in less fuel burned and cleaner air, as well as reduced wetland and green space impact. Saving and protecting these natural resources alone should be ample reason to make Alternative 1 the only acceptable option. Thank you.	Acknowledgement response
zcrm_28062070 00003895101	James	Carroll	The cumbersome but necessary process has produced what is the result that Blg Blue might have arrived at and the answer that makes the most sense is Alternative 1....so let's vote and start the next phase, expeditiously please.	Acknowledgement response
zcrm_28062070 00003946164	James	Parker	I favor Alternative 7a and am opposed to the 41 corridor going through the Phillips community.	General Response + Phillips Non Resident
zcrm_28062070 00003874041	Joseph	Gaglione	I prefer Alternative 1. Joe Gaglione	Acknowledgement response
zcrm_28062070 00003878081	Joe	Bowers	First, let me mention the totally biased and unfair treatment of this project by the Post & Courier. In my view, they report, in a totally one-sided fashion, 100% against the proposed alternative 1 without ever mentioning the logic/price/fairness to landowners etc. the county and project team have presented. Hopefully this almost daily reporting bias will not sway those who will be making, what is obviously, the right decision! I am for Proposed Alternative 1. Kudos to your team for a balanced, fair and thorough work and presentation!	Acknowledgement response

zcrm_28062070 00003895281	Jeffrey Brooks	I have lived in Mount Pleasant since 2004 in both Park West and Dunes West. I am concerned that alternative one would not only up [REDACTED] over 150 years, but that there would be issues in how these individuals might be compensated due to deeding questions leading back to the Civil War. I am also concerned that option 7A would have negative environmental effects as well as negatively affecting a large number of families and their property. I strongly ask that yâ€™all consider a different optionâ€™! Which is tabling the decision or deciding that nothing needs to be done to the roadways. Yes, Highway 41 can be dangerous and very crowded. I drive Highway 41 every day, and by being careful and using common sense and patience it can be safe. I feel like most accidents occur due to carelessness and people not paying attention, and that wonâ€™t change with a wider road, it just may increase speed at which it happens. Also, lâ€™m OK if not creating a larger roadway slows development. I do believe development is good, but I also do believe that we can [REDACTED] e feel like enough is enough. Maybe this is a sign that enough is enough? Rather than change the roads and create a situation that negatively affects our community either way, we just leave things the way they are and say thatâ€™s how itâ€™s going to be. Thank You for the opportunity to voice my opinion.	Acknowledgement response
zcrm_28062070 00003946163	James Ewing	I would like to add my name to the chorus of those who believe that Alternative 7a is vastly preferable to Alternative 1. Communities such as Phillips are integral to who we are as a Lowcountry, and more importantly, these people and their families have been on this land for over 150 years. They did not bring the developmental pressures that require a widening of Highway 41, and they should not be the ones to suffer because of it. Our fellow citizens in Phillips do not want a five lane 41; they did not ask for a five lane 41, and we should not force it upon them.Let us - for once - do right by our African-American brothers and sisters. Let the new 41 follow Alternative 7a.	General Response + Phillips Non Resident
zcrm_28062070 00003909121	Jerome Pearson	Please widen Highway 41 for the traffic; do NOT deviate the traffic through residential developments. Over the last 20 years I have watched the widening of Highway 17, and it was not deviated through residential developments. The race of the homeowners was not considered in the process, and it should not be considered in widening Highway 41.	Acknowledgement response
zcrm_28062070 00003946162	Jeff Gulko	Don't agree with the proposed plan at all. Not right to have the road go through their community when there are other options. Those less wealthy should not continue to be the ones to draw the short straw every time something like this comes about.	General Response + Phillips Non Resident

zcrm_28062070 00003886101	Jeff	Dempsey	Frankly, I'm stunned at the complexity of widening a road already in existence to have lanes that go opposite to the natural inclination [REDACTED] (people drive on the right side of the road in the US), Also, taking and routing traffic through neighborhoods (Brickyard) in an effort to "ease flow". Is this a serious consideration, or is this somebody's 6th grade traffic science project? Where, in the USA, has something like this been implemented successfully? Plus, putting people at risk by having them walk/ride bikes down the center of the street? Now, these people are at risk of being hit from both sides, and they still have to cross the street to get to the median. If I didn't know any better, I'd think this was an attempt to sink this project, and make it so stupid that it makes Alternative 7 (scraping the bottom of the barrel of stupidity on that one) start to look intelligent. Stop playing SimCity with these roads, and look at 120 years of road development, and maybe learn a thing or two from the simplicity of just widening the current road, and maybe throwing a [REDACTED] y, where has this been done (in the USA?)	Acknowledgement response
zcrm_28062070 00003924021	Jeff	Lynn	I support alternative 1. I understand that no option will make everyone happy but I do hope alternative 1 is approved.	Acknowledgement response
zcrm_28062070 00003946161	Jennifer	Barrett	As a long time resident of Park West, when the initial options were presented I quickly went for the one that impacted us in PW the least. I feel completely different now. The alternative chosen isn't fair for the people of the Phillips community, who were here long before any of us were. I'd rather see us in PW take the brunt of the impact, even at a higher cost, and preserve one of the few remaining communities that have existed here for hundreds of years.	General Response + Phillips Non Resident
zcrm_28062070 00003923001	Jim	Augerinos	I feel this method will have the least overall impact on the environment and the local community. It will also make things safer for the current people living along 41 with the addition of sidewalks and crosswalks. It also seems to be the most affordable solution and the most practical widening option that has been brought to the table since this discussion began. I am in favor of proposed alternative and hope to see it come to fruition.	Acknowledgement response
zcrm_28062070 00003877101	Dwain	Bartels	I support proposed alternative 1. For those of us in the Dunes West community, alternative 1 is the safest option for families to continue to be outside and enjoy the walkways around the community.	Acknowledgement response
zcrm_28062070 00003946159	Jessica	Ford	I am against the alternative 1 plan. This is my community where I grew up in and it shouldn't have to be destroyed due to gentrification and the selfishness of others	General Response + Phillips Non Resident

zcrm_280620700003946158	Lucretia	Townsend	Name: lucretia townsend [REDACTED] Comments:i favor the Alternative 7a	Acknowledgement response
zcrm_280620700003921021	Judith	Fedder	I strongly support proposed alternative 1 for the widening of Highway 41. It is clearly the soundest and most cost-effective solution for this is essential project. The option of winding so much traffic through multiple residential neighborhoods, as well as the severe environment impact, is completely unacceptable.	Acknowledgement response
zcrm_280620700003927061	John Angela	Demo	In favor of this plan! Jd & ad	Acknowledgement response
zcrm_280620700003946157	Jackie	Ashbaugh	[REDACTED] It is 2020! Shouldn't we be mindful of who and how we are displacing and disrupting the Phillips Community?. I firmly oppose the expansion of Highway 41 in this corridor.	General Response + Phillips Non Resident
zcrm_280620700003925001	Peter	Lamb	<p>I support Alternative 1 because;</p> <p>Lowest overall cost;</p> <p>Due to the lower overall costs, the budget will allow for extensive mitigation, including, but not limited to:</p> <p>Minimize environmental impacts!</p> <p>-improvements to and/or the rebuilding of some of the existing homes;</p> <p>-beautifying the existing corridor;</p> <p>-noise abatement;</p> <p>-designating land protection;</p> <p>-new access to waterways for fishing;</p> <p>-building a Gullah cultural center; and more</p> <p>Less noise impacts;</p>	Acknowledgement response

<p>Least impacts to wetlands; and</p> <p>Least impacts to Laurel Hill County Park!</p> <p>To me, Alternative 1 seems to be an overall win-win for EVERYONE and will meet ALL of the projectâ€™s primary AND secondary purposes to:</p> <p>Reduce congestion in the corridor;</p> <p>Accommodate future traffic projection;</p> <p>Enhance safety;</p> <p>Improve transportation and community connection;</p> <p>Provide bicycle and pedestrian accommodations;</p> <p>Minimize community impacts;</p>				
zcrm_280620700003899081	Ingrid	Russell	I believe it is important to preserve all the neighborhoods	<p>General Response + Phillips Non Resident</p> <p>The proposed alternative provides bike and pedestrian infrastructure throughout the Highway 41 corridor. A sidewalk will be added along the east side of Highway 41 and a multi-use path for bicycles and pedestrians will be added along the west side of Highway 41, which will connect to a network of existing and proposed multi-use paths throughout this area.</p>
zcrm_280620700003907041	Ingrid	Russell	Bicycle and pedestrian path need to be incorporated in all planning so both young and old can enjoy htis beautiful area	Close comment
zcrm_280620700003907061	Bryan	Lerew	Alternate 1A is the best option and being fiscally responsible on spending	Acknowledgement response

zcrm_28062070 00003946156	Patricia	Hyland	I am against Alternative 1 as a means to widen Highway 41. Alternative 1 would disrupt the lives and culture of Phillips and 7 Mile communities. These communities are not only the homes for these families but are the heritage of freed slaves following the Civil War. The communities are themselves, historic and worth of preservation and protection. Under-represented communities of color are systemically impacted by transportation projects in this area and even nationwide. Please consider other alternatives that will not disrupt/impact these special communities. Thank you.	General Response + Phillips Non Resident
zcrm_28062070 00003946155	A Hoyt Rowell	lil	We live in Cardinal Hill and object to the adoption of Alternative 1 as follows:1 It is manifestly unfair to the Phillips and they may have legal recourse under the Constitution and Laws of the United States2The plan does not allow a left turn out of Cardinal Hill which by the way is a [REDACTED] g to go east for as mile plus and make a u turn is totally unreasonable3Cardinal Hill qualifies for a noise barrier and one should be built	Acknowledgement response We met with Cardinal Hill community leaders on September 11 and are currently reviewing design options available.
zcrm_28062070 00003919001	Howard	Killgo	Alternative 1	Acknowledgement response
zcrm_28062070 00003946153	Hillary	King	I am opposed to the use of Alternative 1 which would have detrimental and irreversible effects on the historic Phillips Community. The county needs to work harder to preserve our unique local history and culture, and Alternative 1 is a step in the wrong direction. It prioritizes cars over people and makes Charleston County a worse place for all of us.	General Response + Phillips Non Resident
zcrm_28062070 00003877121	Beth	Magee	I vote for Alternative 1	Acknowledgement response
zcrm_28062070 00003897021	Harry	Hoffon	I support Alternative 1 on Hwy 41 expansion.	Acknowledgement response

zcrm_280620700003871081	Heather	Ford	I live along 41 by the Wando River bridge. My property will be impacted. This is the least congested part of 41, the bridge and roadways up here are relatively new. 2 lanes in each direction and a median seem excessive. Especially considering the lack of land on either side...Homes including mine on one side and marsh on the other. How wide is this extending into the homes/marsh? Does it REALLY need to be 5 lanes? How does the marsh side get leveraged and can it take the brunt of the extension vs the houses?	Thank you for your comment on Highway 41. Based on our traffic studies, two lanes in each direction are warranted in this area. The current design shifts the widening away from the marsh. The design presented in the online meeting is preliminary and may be refined based on public and stakeholder comment.
zcrm_280620700003920081	Heather	DiSandro	I do not think the right answer to this topic is to ruin tons of homes and neighborhoods in the Dunes West area. It makes much more sense to widen the current Hwy 41 or donâ€™t do [REDACTED]	Acknowledgement response
zcrm_280620700003891121	Sebastian	Hauer	Please widen 41 all the way down. It is the only thing that makes sense if we are all honest here. Coming up with convoluted plans redirecting 41 passing through or near-by existing developments costing us tax payers millions more makes no sense just to appease the few. Don't give in to the current political pressure of the vocal few and do the common sense thing that should have been done years ago. 41 is a vital emergency evacuation route and we are playing with fire if we don't already widen it.	Acknowledgement response
zcrm_280620700003946151	Madison	Hall	Subject: Taxpayer against the HWY 41 Expansion Project. Hello,I was raised in North Mount Pleasant. My family and I continue to pay taxes in Charleston County. I believe expanding highway 41 and destroying the historically black Phillips Community is an injustice. This land was purchased by freedmen in the 1870s and their families continue to utilize what little is left to them today.Mount Pleasant in general has been ravaged by poor city planning and over expansion. Each time I drive home along 41 I see less and less of the beautiful marsh and the old homes I used to know. I urge you to not destroy more.Madison Hall	General Response + Phillips Non Resident
zcrm_280620700003946150	Haley	Merrill	Please do not widen 41 through Phillips/Seven Mile. Please come up with another plan.	General Response + Phillips Non Resident
zcrm_280620700003881061	gregory	Sidwell	On behalf of 4 drivers in my household, strongly support Alternative 1.	Acknowledgement response
zcrm_280620700003946148	Gregory J	Nonnenmann	I choose alternative one	Acknowledgement response

zcrm_28062070 00003946147	Greg	Gorgone	I completely agree with Alternative 1 for this project. As a resident and commuter of Mount Pleasant who regularly travels on this corridor, the logical outcome is to widen the existing roadway. The traffic will always exist on Highway 41 regardless if there is another path to go around.	Acknowledgement response
zcrm_28062070 00003926061	Grea	Durkee	<p>I support alternative 1 as it is the most cost effective, has the least environmental impact and provides be easiest route for evacuation during our frequent storms. Hopefully the potential [REDACTED] given there is already a straight path laid in the current 41.</p> <p>I am hopeful all of the families that are displaced will be fairly compensated. Perhaps the money hungry builders should be required to rebuild a house for these families free of charge since they and Mt. Pleasant's poor planning are responsible for this mess on 41.</p> <p>I am always at a loss for words when considering the absence of responsible planning that has allowed these builders to come in and profit handsomely with out forcing them to invest in the infrastructure needed to support the numbers of families sending their kids to overcrowded schools and having to drive in grossly overcrowded roads. Ultimately it results in a poor quality of life.</p>	Acknowledgement response
zcrm_28062070 00003946146	Grayson	Capps	Build Alternate 1, don't listen to the complainers - build it.	Acknowledgement response
zcrm_28062070 00003946145	Graham	Stewart	Hello,I am a Charleston County taxpayer and I do not want my taxes to be used on Hwy 41 alternate one. The proposal seen through will see the historic Phillips Community destroyed which was founded on land purchased by new freedmen in the 1870s and continues to this day. A solution that does not require the neighborhood to be destroyed must be found.	General Response + Phillips Non Resident
zcrm_28062070 00003877081	Gerrick	Munoz	This project plan is by far the best one presented over the last few years. Hopefully the plan will pass quickly so construction can start soon. Thank you for providing the virtual meeting.	Acknowledgement response
zcrm_28062070 00003881081	Virginia	Herrick	I am opposed to the new road going through the Phillips Community.	General Response + Phillips Non Resident

zcrm_28062070 00003908081	Gil	Copeland	<p>The best alternative for Highway 41 is to widen the existing highway and pay VERY generous prices to the people displaced. There is plenty of room on the western side of the highway to relocate the people forced to move, so the community would stay intact.</p> <p>The cost of rerouting the highway through the Dunes West and Park West neighborhoods would be excessive and displace a lot more people. AND it would add extra miles to the commute of thousands of workers, both ways, every day.</p>	Acknowledgement response
zcrm_28062070 00003912041	George	Forni	<p>Option 1 for Highway 41!</p>	Acknowledgement response
zcrm_28062070 00003946143	Robert	Gerth	<p>I am Charleston County resident and tax payer and I am disgusted that our county would consider seizing over 70 different heirs properties in order to widen a road in the Mount Pleasant area. I would not be as concerned with purchasing heirs property through imminent domain, if there was a realistic way for those descendants of the owners to be paid. Currently there is no possible realistic way that all of the descendants of the heir property in the Philips Community will be justly paid for their land. The original settlers of the Philips community fought their way out of slavery and purchased that land to make a better life for themselves. For another 100 years our state and local government denied them the right to vote, ride a bus, get a quality education, and fair trials. Fast forward to the 21st century and thousands of white upper middle class residents have built homes on huge neighborhoods that our own County has approved and zoned for. Again, I am disgusted that Charleston County is even considering purchasing (seizing) the land in the Phillips Community to widen Hwy 41. The traffic problem is caused by the neighborhoods and the traffic solution should go through land in the same neighborhoods that our own county failed to manage through zoning and infrastructure approvals. I will not vote for any County Council members who vote to support the seizure of the Phillips Community land.</p>	General Response + Phillips Non Resident
zcrm_28062070 00003946142	Thomas	Gibbs	<p>Subject: Winnowing Way Curb Cut. HelloMy name is Tom Gibbs, my company, Gibbs Construction Group, owns an one acre parcel on [REDACTED].Iâ€™m inquiring as to the curb cut/access to our property during and after the widening of Winnowing Way.Could someone pls inform us as to the planned project and potential impacts it may have on us.Thank you in advance.Tom Gibbs [REDACTED]</p>	Close comment with note: Michael Darby returned this call and spoke with the owern of Gibbs construction.

zcrm_28062070 00003913041	Morris	Hasson	My wife and I are in favor.	Acknowledgement response
zcrm_28062070 00003878021	Gary	Baucom	I urge that you vote for alternative 1. It is the one that will cost taxpayers the least and will disrupt the fewest number of people.	Acknowledgement response
zcrm_28062070 00003946141	Gary	Lawrence	Subject: Hwy 41. Sir/Madam,Iâ€™d like to thank you all for the work you are doing to ease congestion on Highway 41. Everyone complains about growth but growth is inevitable in this area. Even if we stopped growth in Mount Pleasant, explosive growth in nearby Berkeley County would affect road travel on 41.So, what do we do? We (you all) must do what is necessary. Iâ€™m sure widening 41 and having to move homes from the proposed route isnâ€™t an easy one. And with political pressures from all sides it only muddies the waters.The historic Phillip Simmons community wants a different route. Problem is, how do you do it? And, news flash, Hwy 41 already runs through their community and traffic on that road will only increase (even if you pick an alternative route). No, the most logical solution is to widen the highway with your current plan. Any other plan is just nonsense.Thanks for your hard work,Gary LawrenceSent from Yahoo Mail for iPad	General Response + Phillips Non Resident
zcrm_28062070 00003946140	Ginger	Arnold	I live in Horlbeck Creek this project will affect me leaving my development and will not be able to turn left. Now why in the world would you do this. There has to be something else you can do!!!Ginger Arnold	Acknowledgement response We met with Horlbeck Creek community leaders on September 4 and are currently reviewing design options available.
zcrm_28062070 00003946139	Joseph	Gardner	Subject: Hwy 42. We live in colonnade and it takes us sometimes 15 minutes to get out on 41. Also there need to be an exit out by our pool area that leads to brickyard area for emergencies. They could cut road thru there. We have no options out of our area.ThanksThe Gardners	Acknowledgement response

zcrm_28062070 00003946138	Kari	Whitley	<p>The soul of the Lowcountry is being destroyed by our want for apartments and subdivisions. Weâ€™re losing our â€œsense of placeâ€ [REDACTED] I am in love with this region. We are becoming Anywhere, USA. Communities like Phillips give us depth and history and community and things that we canâ€™t replace or replicate. The county should have planned for this 20 years ago. And it should never have impacted the ORIGINAL landowners. Itâ€™s shameful.</p> <p>[REDACTED]</p>	General Response + Phillips Non Resident
zcrm_28062070 00003923083	gail	holdcraft	<p>STOP THE BUILDING!</p> <p>We all moved out here knowing the traffic was going to be bad because of the town of mt pleasant's oversight. LIVE WITH IT!</p> <p>We don't need a 5 lane highway with all kinds of convoluted intersections. Let the traffic be so people will stop building out this way. WE ARE FULL!!!!</p>	Acknowledgement response
zcrm_28062070 00003921001	Kathy	Simpson	<p>Best choice!!</p>	Acknowledgement response
zcrm_28062070 00003946137	Darcy	Patterson	<p>I am strongly opposed to the Highway 41 Corridor Improvement that goes through and compromises the Phillips community. Why should this community be disrupted so that people in the surrounding new and expensive communities can have a better traffic flow? Another plan needs to be considered.</p>	General Response + Phillips Non Resident
zcrm_28062070 00003890061	Frances	Pizzi	<p>I would prefer option 1 for 41</p>	Acknowledgement response

zcrm_28062070 00003946136	Kathryn D	Brown	<p>Subject: SC Hwy 41 Alternate 1 Comments and Concerns. September 11, 2020</p> <p>Good Afternoon, As a current resident and taxpayer of the Horlbeck Creek Community, I am writing again today the final day for acceptance of public comments to express my comments and grave concerns regarding the proposed Alternate 1 Widening Project of SC Highway 41 as it is currently shown and how it will negatively impact the safety of our neighborhood. Please find the following list of my comments and concerns regarding this proposed project alternate: Our neighborhood will go from a "D" safety rating to an "F" safety rating at the completion of the project. We will no longer have the ability to turn left OUT of our neighborhood which we are currently able to do. We will not have the ability to safely turn left INTO our neighborhood at the completion of the project. We will not have a traffic signal to provide our community with a safe entrance into and exit from our neighborhood. Hurricane evacuation along Highway 41 from our neighborhood will be negatively impacted. Design of the marsh crossover will lead to excess tidal flooding and erosion of our property. Our family built in the Horlbeck Creek Community in 1997 and are some of the original families that settled here. We have seen many changes to the area surrounding our neighborhood as well as to the Town of Mount Pleasant during the last 23 years. We know that change and growth are inevitable in any community and we have seen our share of that as well. But change and growth should bring improvements and enhance quality of life for all residents of a community and not to just a select few. Accordingly, this proposal does not meet those standards as currently shown and, therefore, we cannot support Alternate 1 unless these safety concerns are addressed. We would welcome the opportunity to discuss our concerns with the Project Team at their convenience. Thank you for the opportunity to express our safety concerns about the Alternate 1 proposed construction. We</p>	<p>Acknowledgement response</p> <p>We met with Horlbeck Creek community leaders on September 4 and are currently reviewing design options available.</p>
zcrm_28062070 00003908221	Fred	Ejlali	<p>Alternative 1 makes logical sense,.....</p> <p>It is less expensive by \$30M, and it is straight thru,.....</p> <p>It does not cut through the neighborhood. It does not create an unsafe neighborhood and does not impact environmental disaster either.</p> <p>My vote for Alternative 1 hands down</p>	<p>Acknowledgement response</p>

zcrm_28062070 00003946135	Karen	Jenkins	I am extremely disappointed that all the effort, time & proof submitted by dedicated members of my neighborhood & community has yet fallen on deaf ears. When is enough, ENOUGH? So many have struggled & fought to preserve the Legacies our forefathers have left for us only to CONSTANTLY have it taken away from us one way or another. For many centuries caucasians were synonymous with Plantations & slaves which equated with wealth while blacks were synonymous with land which meant heritage, something to pass down through the family that was as good as gold. Why must black & brown people ALWAYS be victimized & affected the most for the sake of economic & community growth? How many affluent neighborhoods (primarily white) have been created by the displacement of low economic neighborhoods (primarily black/brown)? How unfortunate that yet again the voices of the rich has out weighed the less fortunate & show that despite concrete evidence & proof of alternate options, they will call in every favor & spend nearly every dime to ensure their neighborhoods or property aren't negatively impacted by change. The poor & disenfranchised deserve the same treatment & courtesy afforded to the rich . STOP IMPACTING THE POOR TO BENEFIT THE RICH WHITE NEIGHBORHOODS. Even though it's sometimes more of a struggle WE PAY TAXES TOO!	General Response + Phillips Non Resident
zcrm_28062070 00003946134	Mary	Brown	I write to support the residents of the Phillips community. They have a right to not have their way of life disrupted by traffic. Because of over population, and the need for new residents to get where they need to go quicker and faster. I was raised in Mt. Pleasant and have Not lived in the area for sometime, I feel qualified to write in my support. I am a Mt pleasant homeowner/ property tax payer and that gives me the right.	General Response + Phillips Non Resident

zcrm_28062070 00003946133	Emily	Walter	Subject: HWY 41. Hi!! hope youâ€™re doing well. My name is Emily Walter and I am a resident of Charleston County. I live at [REDACTED].I am writing today to express my strong support to NOT use the alternative one route through the Phillips community. I do not want my tax payer dollars to contribute to the destruction of the historic Phillips community and the Seven Mile community. The traffic and congestion that is caused by the highway is a direct result of the increase of recently build suburban developments. The Phillips community and other historical, Reconstruction-era Black communities should not be displaced for the continued gentrification of their city.If the County choose alternative one, members will be letting down black residents in Mount Pleasant and causing immeasurable harm to historic black communities. The grassroots movement that has led the fight against the expansion will continue to stand up against this move of environmental racism.Best,Emily Walter (she, her, hers)Community Outreach CoordinatorACLU of South [REDACTED]	General Response + Phillips Non Resident
zcrm_28062070 00003899201	Evelyn	Persinger	Alternative 1 seems to satisfy all the criteria for a realistic plan to guarantee an improvement in traffic flow and safety.	Acknowledgement response
zcrm_28062070 00003908201	Eva	Barna	Alternative 1 would disrupt the lives and culture of Phillips and 7 Mile communities. These communities are not only the homes for these families but are the heritage of freed slaves following the Civil War. The communities are themselves, historic and worth of preservation and protection. The Charleston County Council should not write another chapter in the long history of the diminution of African-American heritage, tradition, and real property. Communities of color are under-represented in local government and as such their concerns are often not understood. Under-represented communities of color are systemically impacted by transportation projects in this area and even nationwide.	General Response + Phillips Non Resident

zcrm_28062070 00003923063	eugene	carrick	agree	<div></div>	Acknowledgement response
zcrm_28062070 00003923043	eugene	carrick			Close comment
zcrm_28062070 00003913021	Eric	Samuel son	I fully support proposed alternative 1. This is a well thought out and rational option that will effectively serve the needs of the broader community. Other ideas, like routing through Dunes West and Park West are inefficient and expensive and negatively impact many people for a long time to come. I realize there are those who oppose this route, but there will never be solutions that everyone supports. We have to look at these things from the perspective of which option provides the greatest utility at the lowest cost, while negatively impacting as few as possible.	<div></div>	Acknowledgement response

zcrm_2806207000003946132	Elizabeth Cantey Waters	<p>Subject: Highway 41 expansion concerns. Dear Highway 41 Project Team, County Council Members and Town Council Members:I am a resident of Horlbeck Creek and Mt. Pleasant native, and write to express my concerns regarding the proposed Alternative 1 expansion of Highway 41. My main concern is the safety rating the we currently have (a D) and the proposed "improvements" lowering it to an "F". That shouldn't be acceptable for any neighborhood.My support of Alternative 1 is contingent upon improved safety and level of access at the Horlbeck Creek intersection without any further encroachment. Below are the main issues impacting Horlbeck Creek which must be addressed:1) Inability to safely turn left out of neighborhood2) Inability to safely turn left into neighborhood3) Dangers of crossing bidirectional multi-use lane4) Dangers of proposed U-Turn without sheltered turn lanes5) Dangers of proposed U-Turn during an evacuation6) Access for school buses and larger vehiclesWe request that project team review the possibility of using the existing highway as a frontage road from the Phillips Community, past Cardinal Hill and Horlbeck Creek, to approximately the proposed traffic signal at the Colonnade, as well as any other alternatives that provide greater safety and level of access to Horlbeck Creek without any further encroachment.Your consideration for our safety is greatly appreciated.Elizabeth Cantey Waters</p>	<p>Acknowledgement response</p> <p>We met with Horlbeck Creek community leaders on September 4 and are currently reviewing design options available.</p>
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zcrm_28062070 00003883081	Elliot	Greenberg	<p>I have always been taught, the shortest distance between two points is a straight line. It appears to me that alternative 1 make [REDACTED] ntally. Although there may be some home owner displacement along 41, the money saved widening this route should easily cover those costs. When we first moved here the widening of hywy 17 was just being finished. A road that takes you STRAIGHT into downtown. A project that, I my opinion was logical based on the increase in population here in North MP. With a winding road like Park West Blvd. already cutting through our neighborhood, the introduction of countless more vehicles would make commuting unbearable and unfair to the communities of Dunes and Park West. Thank you for your consideration.</p> <p>[REDACTED]</p>	Acknowledgement response
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zcrm_28062070 00003946131	Current Resident	<p>Subject: Hwy41 Alternatives. Gentlemen: I strongly support Alternative 1 for the widening of Hwy41. As has been pointed out in the articles in the Charleston media outlining why the initial decision has been made to recommend Alternative 1: taxpayers will save \$30 million , significantly fewer homes (about one third fewer) will be impacted by the increased noise and construction, and there will be a more significant environmental impact if Alternative 2 is chosen. Most of those opposing this option are basing that opposition purely because they feel that the Phillips Community has been in existence for many years. Just because a grouping of homes sits on property that has been around for a very long time does not make the case for letting the taxpayers incur extra expense at the detriment to a newer community. In reality, one should wonder how many of these homes would still be there and be occupied if the owners could have been identified and a clear deed established allowing rightful owners to sell these properties over these many years. Phillips Community has no more reason to be spared than the Park West/Dunes West homes that represent a major investment by their owners. I question if this would be such a contentious issue if it were not for the current political environment that we are suffering through today. The current political emphasis on Black Lives Matter should not sway this decision. The significant economic loss in property values that the Park West/Dunes West homeowners would suffer by comparison to the impact this would have on those living in the Phillips Community needs to be considered. When added to the extra \$30 million in taxpayer expenditures to construct Alternative 2, and the environmental impact that Alternative 2 would have, makes a clear case for Alternative 1. Thank you for your consideration.</p> <p>E</p>	Acknowledgement response
zcrm_28062070 00003919021	Erin Aylor	<p>As a resident of Dunes West who travels 41 frequently, I support Alternative 1 as long as the project includes ample connectivity and a safe way for residents along the corridor to cross. I also support a dedicated bicycle lane to keep everyone safe. I believe this alternative not only improves the flow of the road but also makes it safer.</p>	Acknowledgement response

zcrm_28062070 00003916061	ELIZAB ETH	DEATO N	Alternate 1 is the better choice for several reasons. It is less expensive and more direct. It will keep additional cars out of the Dunes West/ Park West neighborhoods which have a high number of children and families that use Dunes West Blvd for biking and walking.	Acknowledgement response
zcrm_28062070 00003946130	Dylan	Outlaw	Subject: Highway 41 Alternative one. Hello,I hope this finds you well. I am a concerned citizen that stands firmly against harm to the Philips community. It was founded on land purchased by the Philips family in 1880. The building is just as important as any other old building we treasure downtown. I am pleading with you to pursue another alternative that doesnâ€™t harm this community. I know their are others that would not take such a significant chunk from this area. God blessDylan Outlaw	Acknowledgement response
zcrm_28062070 00003895081	David	Poole	Alternative 1 is the right choice. Financially, logistically, overall impact, speed to completion - all the right reason. And while I respect the residents and their heritage of the area most directly impacted, the actual impact is minimal and retain the LEAST impact of any other alternatives. And the congestion issue must be resolved for safety and quality of life reasons.	Acknowledgement response
zcrm_28062070 00003917041	dan	winka	Alternate 1 is the only logical option when the issues are considered from a non political stance. The local newspaper has made issues where there are none. There will always be people objecting but this effects the fewest people at an effective cost.	Acknowledgement response

zcrm_28062070 00003895181	Don	Tracy	I strongly prefer alt 1 on the highway 41 widening!	Acknowledgement response
zcrm_28062070 00003946129	David	Mikell	<p>Subject: Re: Thank you for your comment. Dear Mr. or Ms. Oyer, Thank you for taking the time to send me a response. Splitting the Phillips Community for the sake of a poorly conceived development is the wrong thing to do. Sincerely, David Mikell</p> <p>On Aug 31, 2020, at 6:43 PM, Highway 41 Corridor Improvements wrote:»Dear Mr. Mikell, Thank you for your comment on the proposed alternative for the Highway 41 Corridor Improvements project. Your comment has been logged and recorded as part of the public record and will be included in the permit application to the US Army Corps of Engineers (USACE). For the past two years Charleston County has been working to identify a solution to manage the ongoing and growing traffic congestion on Highway 41. Through the National Environmental Policy Act [REDACTED] Highway 41 where it exists today, was determined to be the most effective solution for addressing the traffic congestion that exists today and in the future. In addition, this alternative was within the current budget for the project and approximately \$30 million less than the other alternative. Alternative 1, overall, had less impacts on noise and surrounding environmental resources. This project was funded by Charleston County taxpayers and is a major infrastructure investment in the region. Highway 41 is a priority corridor as it serves a growing population in the area and is a major lifeline for hurricane evacuation. Following the public comment period, the project team will finalize the environmental report along with the permit application and submit them in early 2021 to the USACE, who will conduct an independent review and determine whether to permit or not permit the project. The USACE will also hold a public comment period after review of the application. Alternative 1 does not come without impacts and we recognize the historic African American communities of Phillips and Seven Mile will be among those most impacted by the project. A commu</p>	Close comment
zcrm_28062070 00003946128	Douglas	Perkey	I agree with alternative 1	Acknowledgement response

zcrm_28062070 00003899141	Doyle	Costello	<p>I understand the enormous time and energy that has been brought forth in deciding the "improvement" of highway 41. The go [REDACTED] ing and the afternoon. But at what cost are we willing to do this? Many people in my community are quick to point the finger to the Phillips community taking the brunt of the impact. Is this fair? Is this reasonable? So, do we put the road through other neighborhoods and rip down forest instead? Is this logical? Sometimes, no matter how hard you try, you might just have to walk away from the drawing board. I am not ready to displace people and ruin their history so I don't have to sit in traffic. I am not ready to destroy more trees and wetlands so I can get to sleep in ten minutes more in the morning. Maybe we should tell the builders to take a break too while we are at it. I vote no for all options on the table and to keep things the way they are.</p> <p>[REDACTED]</p>	General Response + Phillips Non Resident
zcrm_28062070 00003926001	Donna	Johnson	<p>We strongly support Alternative 1. Quicker, less expensive. This area needs relief as soon as possible. And highway funds are desperately needed all over SC so should be used as wisely as possible. Disrupts far fewer people. Hwy. 41 is already a state highway. Mitigation for Phillips Community can be well funded with the savings over Alternative 7a. Thank you!</p>	Acknowledgement response
zcrm_28062070 00003890101	Don	Barber	<p>I believe that Alternate 1 is the best option for widening Hwy 41. Best flow of traffic.</p>	Acknowledgement response

zcrm_28062070 00003919161	Donald	Busch	I support Alternative 1 for Highway 41. It meets the budget and more effectively improves traffic flow. I also support remediation that goes above and beyond what is required for the Phillips Community. Thank you.	Acknowledgement response
zcrm_28062070 00003899061	Domini c	DiSandr o	I am in favor of the proposed alternative 1 as recommended by the County’s engineers. This seems like the most efficient and cost effective option as , Highway 41 is already in place and widening the existing road seems like the best option. [REDACTED]	Acknowledgement response
zcrm_28062070 00003875021	Dave	Muirhe ad	I support Alternative 1. It will be more cost effective, safer for everyone and will allow for more efficient traffic movement - a need that we will increasingly have as more homes are built along Hwy 41 and Clements Ferry.	Acknowledgement response

zcrm_28062070 00003946127	Denise	Maksi	Subject: Highway 41 & Phillips Community. Add our names to those who strongly oppose the imposition of the plan to widen Highway [REDACTED] community. The generations who lived and live in this community - simply put - got here first. These families have passed their land through ensuing generations. Mount Pleasant developers came in recent years, with sub-optimal development plans building hundreds of homes without the necessary infrastructure. Now that that has become clear, it appears the Mt Pleasant Council prefers to remedy these substandard plans at the expense of the Phillips Community. This is outrageous! Please do the right thing and go back to the drawing board and or pursue plan 7A. Under no circumstances should the residents of the Phillips Community be disadvantaged to alleviate the traffic of Highway 41 or 17. It would be a travesty to ignore the historic origins of the Phillips Community. Thank you for considering our point of view. Denise & Dennis Maksimowitz Mt. Pleasant, SC [REDACTED]	General Response + Phillips Non Resident
zcrm_28062070 00003887021	Donna	Graham	Traffic congestion is a terrible problem on Hwy. 41. Increasing the lanes would be very helpful. I think it would decrease accidents and save lives. I fully support this Proposed Alternative 1.	Acknowledgement response
zcrm_28062070 00003946126	David	Dysart	I am in favor of Alternative 1 which will be the least burden on taxpayers and makes more sense as it is a straight route which alleviates navigation and accident concerns	Acknowledgement response
zcrm_28062070 00003946125	Donna Brown	Newton	I want to know why all roads to support the public always run through Settlement Communities and displace Black residents. Build roads where most cars and people with cars live.	General Response + Phillips Non Resident

zcrm_28062070 00003872081	Joseph Nitz	<p>I, Joseph A. Nitz, strongly support Alternative 1. I have lived in Dunes West for 23 years.</p> <p>Â· COST: As a taxpayer and voter in Charleston County, it is important that my hard-earned tax dollars be spent wisely. Alternative 1 meets the projects needs and budget while Alternative 7A exceeds the budget and is \$30 million more expensive.</p> <p>Â· TRAFFIC: According to the Alternatives Analysis Report, travel times are faster with Alternative 1. This is the main purpose of the project.</p> <p>Â· MITIGATION: I fully support the Project Team taking whatever measures are necessary to mitigate any negative impacts to residents of the Phillips Community. The Project Team's Draft Community Mitigation Plan is a big step in the right direction towards Phillips Community. I support additional funding to make that happen.</p> <p>Â· SAFETY OF CHILDREN: Both children and adults who live in the 680 homes South of Dunes West Boulevard would have to cross 4-5 lanes of traffic to reach the Dunes West playground, tennis courts, swimming pool complex and many other amenities by foot in the gated portion just to the North. Not only would the speed of this traffic increase by almost 33%, but the volume of traffic would increase dramatically making this more dangerous for hundreds of Dunes West residents.</p> <p>Â· ACCESS TO AND FROM NEIGHBORHOODS ON DUNES WEST BLVD: The four major neighborhoods outside of the privacy gates whose entrances are now on Dunes West Boulevard would have much more difficulty entering and leaving their neighborhoods. This applies to 830 homes with 3 times as many drivers. While residents of Phillips Community would face a similar situation along Highway 41, there are many times more homes in these Dunes West neighborhoods.</p> <p>Â· BACKUPS AT WANDO PLANTATION WAY: The gate at Wando Plantation Way and Dunes West Boulevard has thousands of vehicles per day pass through it in either direction each</p>	Acknowledgement response
zcrm_28062070 00003946124	Diane B Mcguire	<p>I live downtown on the Peninsula unthreatened by widening highways but have lived in Charleston for nearly 50 years and am saddened to see some of the changes that have taken place due to growth. One of those that is still preventable is the situation in the Philips Community. The residents of that community deserve have not created the congestion that led to a need to accommodate more traffic. I am in favor of Option A which will route the traffic around rather than through that community.</p>	General Response + Phillips Non Resident
zcrm_28062070 00003875101	Dave Squalli	<p>I support the proposed solution 1 to widening HW41</p>	Acknowledgement response
zcrm_28062070 00003873041	Peggy Devine	<p>I strongly support alternative 1 for the widening of Hwy 41. For several reasons it is the best choice. Peggy Devine</p>	Acknowledgement response

zcrm_28062070 00003914081	James Russ	<p>Please vote in support of Alternative 1. It is clearly the option that makes the most sense expanding the existing infrastructure a [REDACTED] requiring additional, and unnecessary, routing through existing residential areas.</p> <p>I also strongly support the addition of the sidewalks and multi-use paths along 41 as walking and/or biking along the existing highway can be frightening and down right dangerous.</p> <p>I am not sure about the proposed new intersection components but assume the experts designing these have a basis for their recommendations.</p> <p>[REDACTED]</p>	Acknowledgement response
zcrm_28062070 00003946123	Denise K James	<p>As i always say, any city or town worth a damn has people of all races and socioeconomic backgrounds. Keep Mount Pleasant culturally relevant and interesting by welcoming and fostering all neighbors. F white supremacy!</p>	General Response + Phillips Non Resident

zcrm_28062070 00003895241	Jerry	Waldrop	<p>100% in support of Alternative 1. Reasons:</p> <p>1) If Alternative 7A is chosen, I will live [REDACTED] behind Dunes West gate. 3-4 neighborhoods along Dunes West Blvd, outside the gate, will be DESTROYED by Alternative 7A. These are nice neighborhoods inhabited by retirees and families with kids. We moved here 25 yrs ago never imagining that a major highway might cut through our neighborhood. Hwy 41 has run thru Philips Community for a long time, and, until recent arguments about preservation, I'm sure everyone living there assumed that someday Hwy 41 would have to be widened. (Makes sense.) On the other hand, Dunes West residents assumed, logically, that Hwy 41 would remain within its present corridor, not take a dog-leg through Dunes West. (Makes no sense!)</p> <p>2) The most equitable solution is to take good care of Philips residents displaced by Alternative 1, AND preserve quality of life + property value for hundreds of families in the [REDACTED] current Hwy 41 corridor. Philips residents deserve full +fair compensation for their property. But take a look at Philips: Much of the property, once part of the Community, has already been sold to developers. Philips has already been hollowed out by multiple major developments that have nothing to do with the old Community or its legacy. Development was allowed to proceed by Mt. Pleasant. Where was concern about historical/cultural preservation then? Cries for preservation now, at the expense of Dunes West, ignore the fact that there's not much of the original Philips Community left. Mt Pleasant ignored preservation there during 25 years of rampant development! How hypocritical to call for it now. Also, emotional accusations re victimization of Philips ignore the sensitive design presented by the Project Team to mitigate Community impacts. Comparable mitigation of Alt 7A impact on multiple communities along Dunes W Blvd would be much more difficult + expensive.</p>	Acknowledgement response
zcrm_28062070 00003898101	Debbie	Mahoney	<p>I am pleased with this proposal and am very much against ANY plan that would have made Joe Rouse/Bessemer Rd the main highway thorough fare to be expended, to accommodate Hwy 41 traffic. The amount of impact of that would have been huge and unnecessary. Alternative 1 is certainly the most reasonable and equitable plan FOR ALL CITIZENS CONCERNED, without regard for favoritism to any specific group. Thank you.</p>	Acknowledgement response

zcrm_28062070 00003946122	Deborah	Campbell-Lawson	<p>Dear Project Managers: I have lived in diverse communities in the Caribbean and in Hawaii before settling here in SC. Unfortunately [REDACTED] historical villages get impacted as well as younger towns. In those island communities there was a high resistance to change, such as with this project. I empathize with the Phillips Community and its history. However, as a taxpayer in a country that is now so currently quite deep in debt I feel the only right thing to do is to choose Alt 1 as a viable option. BUT, given the savings with this choice, it behooves the planners to fully compensate the residents that are impacted with very generous monetary sums. In addition, there needs to be some common element of 'community investment ' such as an historical park or community shelter or center or even a heritage scholarship program for the residents, so they can endeavor to sustain some semblance of a community identity into the future. I do not see anything of this sort in your proposal, but the devil is in the details and perhaps this has already been discussed. We all [REDACTED] cannot be obtained. I hope there will be future 5 year updates and feedback, so the community does not feel they are left out of additional planning and changes. Kind Regards,Deborah</p>	General Response + Phillips Non Resident
zcrm_28062070 00003946121	Debby	Olney	<p>Subject: Phillips Community. I would like to voice my opinion on the widening of Highway 41. I believe that the Phillips Community deserves better than taking the precious land that they and their ancestors have called home for centuries. As a realtor, I have dealt with heirs property owners, and getting clear title can be a nightmare. Please consider other options, and give these landowners the respect that they deserve.Thank you so much!Debby Olney</p>	General Response + Phillips Non Resident
zcrm_28062070 00003946120	Jim	Deavor	<p>Subject: In support of the Phillips Community. I email you in support of the Phillips Community and ask that alternative strategies be implemented. The residents of that community deserve better.Thanks.James P. Deavor [REDACTED]</p>	General Response + Phillips Non Resident
zcrm_28062070 00003899101	L. Dean	Weaver	<p>I am a civil infrastructure contractor here in Mount Pleasant that is experienced in building highways and subdivisions for 46 years. The Alternate route no. 1 is the best route to go with and the most economical.</p>	Acknowledgement response

zcrm_28062070 00003885081	Dean	Creed	<p>In 1997, my wife and I built the fourth home in Horlbeck Creek. In watching and experiencing the good and bad of 23 years' of development in our community, we've known Highway 41 would be expanded. We support measures to accommodate the increased traffic volume, but we cannot support the current "Alternative 1" approach as is. As a professional engineer, I would never consider approving any design that receives an "F" on a key design criterion. While quality of life is important, public safety must be the foremost criterion.</p> <p>Our basic need is to be able to safely enter and exit our subdivision, to - or from - any direction. This need should not be compromised. U-turn designs in this case, when exiting from a non-signalized intersection to a multi-lane highway, are neither safe nor reasonable. Any knowledgeable driver, much less a seasoned transportation engineer, fully understands that a vehicle turning from Tradewind Drive onto 41 Southbound could reasonably be expected to safely enter either a Median or Restricted Crossing U-Turn design as soon as Colonnade Drive. Implementing this would guarantee future legal action, starting no later than the first accident and ending with likely numerous successful plaintiffs.</p> <p>It is in all parties' best interests to address the above concern. If we appeal to the creativity of the engineers and project leaders, we would arrive at a design our community would support. Using the two existing 41 lanes as a frontage road terminating at Colonnade Drive may solve numerous problems for Horlbeck Creek and Cardinal Hill, and possibly also Phillips. Please dedicate some discussion and engineering design time to this potential solution.</p> <p>I simply ask that you envision designs from the perspective of a Horlbeck Creek resident. Please put yourself "in my shoes" and honestly consider if your decision will be meeting the basic need, and hopefully reasonable concerns, of families in our subdivision.</p>	<p>Acknowledgement response</p> <p>We met with Horlbeck Creek community leaders on September 4 and are currently reviewing design options available.</p>
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zcrm_28062070 00003946118	Dean	Creed	Subject: Highway 41 & Horlbeck Creek. Dear Highway 41 Expansion Project Team:In 1997, my wife and I built the fourth home in Horlbeck Creek. In watching and experiencing the good and bad of 23 years' of development since becoming part of the community, we've known Highway 41 would be expanded. We support measures to accommodate the increased traffic volume, but we cannot support the current Alternative 1 approach as is. As a professional engineer, I would never consider approving any design that receives an "F" on a key design criterion. While that aspect is certainly important, I believe public safety must be the foremost criterion. It's what our PE license exists to ensure. It's what I'm writing to you about.Our basic need is to be able to safely enter and exit our subdivision, to - or from - any direction. This need should not be compromised. U-turn designs in this case, when exiting from a non-signalized intersection to a multi-lane highway, are neither safe nor reasonable. Any knowledgeable driver, much less a seasoned transportation engineer, fully understands this. There is no way a driver turning right from Tradewind Drive onto 41 Southbound could reasonably be expected to safely enter either a Median or Restricted Crossing U-Turn design as soon as Colonnade Drive. Implementing this would guarantee future legal action, starting no later than the first accident and ending with likely numerous successful plaintiffs.I firmly believe it is in all parties' best interests to address the above concern. I feel certain that if we appeal to the creativity of the engineers and project leaders, we would arrive at a design our community would support. Using the two existing 41 lanes as a frontage road terminating at Colonnade Drive may solve numerous problems for Horlbeck Creek and Cardinal Hill, and possibly also Phillips. Please dedicate some discussion and engineering design time to this potential solution.You have a key role in this very significant endeavor, and I simp	Close comment
zcrm_28062070 00003946117	Diane	Lauritson	How has a proposed design that will significantly impact historic communities risen to the top? By discounting the communities as having little value and no power. This is the wrong choice, and we insist that a less impactful solution be chosen. It is time to do the right thing, not the most expedient thing.	General Response + Phillips Non Resident
zcrm_28062070 00003913001	Donna	Bott	Please don't complete proposed alternative 1. My house backs up to 41 and the value is already plummeting . I'm trying to sell now and can't due to this proposal. Thank you for listening.	Acknowledgement response The project team follows the SC Department of Transportation Noise Abatement Policy for determining potential locations for noise barriers. A detailed noise analysis was completed and noise walls were assessed for reasonability and feasibility. Based on these findings, no noise walls were recommended for the corridor based on SCDOT's policy.

zcrm_28062070 00003920001	Doug	Bott	My house backs up to Hwy 41 now. You are saying a sound wall is not necessary if alternative 1 is chosen. I disagree. Please consider [REDACTED] and this will not effect the Phillips community and in turn not myself. You have to live in this area to understand and CARE!	Acknowledgement response The project team follows the SC Department of Transportation Noise Abatement Policy for determining potential locations for noise barriers. A detailed noise analysis was completed and noise walls were assessed for reasonability and feasibility. Based on these findings, no noise walls were recommended for the corridor based on SCDOT's policy.
zcrm_28062070 00003871121	Darlene	Benton	I feel strongly that this alternative for Highway 41 is best for the good of all residents. It is the most direct option. Thank you.	Acknowledgement response
zcrm_28062070 00003946115	Jan	Burleigh	Subject: Highway 41 Corridor Improvements. Hello,As a resident of Park West I would like to ask the project team to re-group and come up with another alternative other than the 2 final plans they submitted. I feel this way for many reasons.First, I believe that too many lanes lead to way too much traffic. Instead of alleviating congestion, more lanes have shown to increase traffic congestion.Secondly, businesses and schools are changing how they operate now that we are in a pandemic. Yes, many are not operating at full capacity and things will have an uptick in the future, but I also think businesses will now allow more employees to work at home thereby alleviating some traffic.Thirdly, and I have thought this throughout this process. We don't have major issues at all times of the day on Hwy. 41 - just early mornings and early evenings. Most of that early morning congestion is because parents are not putting their children on the buses. I'm fine with that, but then I do think they need to realize that there will be more congestion.Lastly and most importantly - I do not think the Phillips community should bear all the construction. I read the article in the Post & Courier where in 2005 the community presented a plan with 2 roundabouts and 2 lanes and did not receive the time of day. I would suggest the project team review that plan again and see if they can enhance the original idea. Wouldn't it be better to have a road built with input from those who live in the area?Thank you.Jan Burleigh [REDACTED]	General Response + Phillips Non Resident
zcrm_28062070 00003946114	Daniel	Duffrin	I vote for Alt 1, widen 41.	Acknowledgement response
zcrm_28062070 00003946113	Dallas	Baker	Don't widen highway 41 to 5 lanes, diminishing historic African American communities. The growth in the city is seriously out of control and no one gives a shit	General Response + Phillips Non Resident

zcrm_28062070 00003875141	Charles	Yost	Although I favor Alternative 1, care must be taken regarding the Phillips Community to provide fairness to all those who may be displaced. Perhaps legal representation could be provided pro bono to protect their interests.	General Response + Phillips Non Resident
zcrm_28062070 00003946110		Current Resident	Subject: Phillips Community. As a resident of Mount Pleasant, I am firmly against the widening of Hwy. 41 through the Phillips Community. The encroachment of nearby communities should not be a burden to the Phillips community, destroying community, [REDACTED] [REDACTED] were not responsible for the growth in new residential areas on or Hwy 41. If the traffic is intolerable, the solution should come from within the residential areas that created the problem. Please do not vote to harm the Phillips community by the widening of Hwy 41. Thank you. Jim Custer [REDACTED] [REDACTED]	General Response + Phillips Non Resident
zcrm_28062070 00003946109	Caroline	Tucker	African American communities must be protected. Enough damage has been done in our history. Please preserve what remains. Thank you in advance!	General Response + Phillips Non Resident
zcrm_28062070 00003946108	Carl	Robak	I support Alt 1 which is the best option	Acknowledgement response
zcrm_28062070 00003946107	Creech	Current Resident	Subject: 41 comment. My support for Alternative 1 is contingent on using existing 41 as a two lane frontage road running between Horlbeck Creek and Cardinal Hill without any further encroachment towards the neighborhoods. I believe that the associated incremental costs for this approach are vastly outweighed by the benefits to safety, property values, scenic beauty, and general quality of life. We have an opportunity now to do things the right way and, as was impressed on me since I was a child, leave things better than when you found them. Without adopting this proposed change I believe that current Alternative 1 falls short of meeting this basic societal obligation. Mark Creech, Horlbeck resident	Close comment – responded previously
zcrm_28062070 00003946106	Charles	Bell	2 questions: Why not just construct a bypass from Awendaw to Interstate 26. Once your proposed project is finally completed, it is at capacity? Your project adds another lane on Highway 17, how do you propose the residents of Wexford Park (20 homes) enter Hwy 17 into 5 lanes of traffic? I have emailed several times without a reply!	Acknowledgement response

zcrm_28062070 00003946105	Deborah	Craig	I feel the proposed alternate 1 plan to improve HWY 41 traffic is the correct solution for the community. While the concerns for the historic Phillips community are noble, the needs of the entire community should take precedence. All attempts should be made to compensate these residents for any land lost, but to hold the majority of the residents hostage under the guise of historic preservation of an underdeveloped, low tax generating housing area makes little common sense.	Acknowledgement response
zcrm_28062070 00003873081	A Russell	Leach	When can you get this going? [REDACTED] ties grow. Mt Pleasant is growing and will continue. People are moving here, to Charleston county and settling in the various communities. We are ALL interlocked. We look to our elected representatives to make decisions that facilitate growth. Like it or not, Growth happens. I have visited GHOST Towns where the community died. That is not here! we are growing.	Acknowledgement response
zcrm_28062070 00003946103	Collin	Weiward	Subject: Opposition to Highway 41 Alternative One. To whom it may concern,I am a Charleston County citizen and I am in opposition to the Highway 41 alternative 1 project. This project should not be completed at the cost of the destruction of the historic Phillips Community, which has historical significance by being land purchased by Freedmen in the 1870s and still persists today.Thank you for the time,Collin Weiward	General Response + Phillips Non Resident
zcrm_28062070 00003946102	Coleman M	Legerton	I feel strongly that it is totally unfair to disrupt the Phillips community, that existed long before Dunes West, Rivertown and other high end developments were built, leading to the traffic problems on this road. This is a community of families who support each other and have a long history on this property. They do not have the political clout that their neighbors in the high end developments have and will be sorely disadvantaged by this plan. Further, I have concern that this plan will be only a temporary solution at best to the problem of growth and congestion in this part of the county.	General Response + Phillips Non Resident
zcrm_28062070 00003946100	Deb	Brown	Subject: Alternative 1. Please vote NO for Alternative 1-Hwy 41. Keep the Phillipsâ€™ community intact.	General Response + Phillips Non Resident
zcrm_28062070 00003946101	Debra	Brown	Please vote NO for Alternative 1-Hwy 41. We need to keep the Phillips' community intact.	Close comment
zcrm_28062070 00003874101	Cynthia	Morton	Alternative 1 is the logical and least expensive alternative. Hwy 41 should be expanded in its existing location to provided direct traffic access. I support Alternative 1.	Acknowledgement response

zcrm_280620700003918041	Christopher	Merrell	I agree that Alternative 1 is the best widening proposal for Highway 41 given that less wetland will be impacted in compariso[REDACTED]	Acknowledgement response
zcrm_280620700003946099	Carol	Mcdonnell	Subject: Phillips Community. Please reconsider your plan to run a widened 41 through this old community. These residents should not be penalized for the convenience of new comers. The communities that have erupted through the area, Dunes West, Rivertowne and Carolina Park should have created their own traffic plans.Route the new road through new building sites.Sincerely,Carol McDonnell[REDACTED]	General Response + Phillips Non Resident
zcrm_280620700003916041	carolee	maniscalco	[REDACTED]	Acknowledgement response
zcrm_280620700003946097	Catherine	Malloy	Please know that I support the Phillips 7 mile community. Stop this reckless proposal now. It is not necessary to destroy an established community. We can do better than this!	General Response + Phillips Non Resident
zcrm_280620700003946098	Catherine	Malloy	Please know that I support the Phillips 7 mile community. Stop this reckless proposal now. It is not necessary to destroy an established community. We can do better than this!	Close comment
zcrm_280620700003925061	Charles	Jones	This is the best approach. It is the most cost effective and has the least impact on the environment. Additionally, 90% of the proposed road is already owned by the county or a government agency.	Acknowledgement response

zcrm_28062070 00003918061	Dmitar Ciganovic	<p>I strongly support Alternative 1.</p> <p>[REDACTED]</p> <p>I don't understand why all the sudden comments related to "saving" the Phillips Community have come up. This process started Nov. 2017 and everyone with an interest has had time to share their thoughts and concerns many times.</p> <p>This should have been addressed by the Town of Mt. Pleasant and SC DOT 20 years ago when Dunes West and Park West submitted plans for (at that time), around 5000 homes. It wasn't. Progress now requires alternative 1 to accommodate the large number of persons using route 41, the buses going to all the schools here in this part of town, the potential growth on the Cainhoy Peninsula and more development in Carolina Park.</p> <p>[REDACTED] ve 1 and not be swayed by this last minute effort which I feel is misguided and late.</p>	Acknowledgement response
zcrm_28062070 00003946096	Charles Rund	<p>Subject: Highway 41 Alternatives. While I sympathize with the Phillips community in their opposition to Alternative 1, there is one aspect of the debate that I rarely see raised. That is the fact that Alternative 7A, adds about 1 additional minute to the commute as compared to Alternative 1. As I understand it, this is based on average daily traffic. However, lost in the debate is the fact that Highway 41 is an Evacuation Route, and Alternative 1 is one minute shorter than Alternative 7A based on current average driving times. This one minute of additional commute time during a normal commute day can stretch to many minutes and additional delays when a mass exodus is caused by an incoming hurricane. The shortest distance between two points is a straight line, and time saved by using a more direct route during a mass exodus could potentially mean the difference between life and death to those who are evacuating from the coast. In addition, there are no crosswalks currently existing on Highway 41 for the Phillips community. Alternative 1 does provide for several crosswalks for residents of the Phillips community to cross to safety, while the current flow of non-stop traffic makes it difficult and dangerous to cross the highway. The overriding decision should be based on drive time during an evacuation, and Alternative 1 meets this requirement. Charles Rund</p>	Acknowledgement response

zcrm_28062070 00003946095	Clarence W. Legerton MD	D.	<p>I write to oppose in strongest terms the proposed widening of Highway 41 through the Phillips Community. Since the Mother E [REDACTED] understand issues of race. One of the terms I have learned is systemic racism. I can think of no better example than this proposal. White people move into an area and then traffic becomes a problem and the solution is to damage or destroy an historic minority community that had nothing to do with creating the problem. Please do the right thing by our citizens and solve this problem by other means. Thank you for your leadership. Clarence W. Chip Legerton MD [REDACTED]</p> <p>[REDACTED]</p>	General Response + Phillips Non Resident
zcrm_28062070 00003920021	James Franklin		<p>I strongly recommend Alternative 1 for this project. This is the most efficient way to manage the increased traffic for our growing population. It will also allow for increased commercial development along 41, which is needed to serve our community.</p> <p>Thanks</p>	Acknowledgement response
zcrm_28062070 00003915041	Cheryl Etheridge		<p>I am 100% for Proposed Alternative 1 and the widening of State Highway 41.</p> <p>I am opposed to Alternative 7A</p>	Acknowledgement response
zcrm_28062070 00003946093	Carol Degnen		<p>Subject: Preserve the Phillips Community. The Phillips Community is an important part of our community and our southern history. I urge you to discard Alternative 1 as a means of expanding Highway 41. We must respect this thriving community, its history and its value to the diversity of our Charleston area. * Alternative 1 would disrupt the lives and culture of Phillips and 7 Mile communities. * These communities are not only the homes for these families but are the heritage of freed slaves following the Civil War. The communities are themselves, historic and worth of preservation and protection. * The Charleston County Council should not write another chapter in the long history of the diminution of African-American heritage, tradition, and real property. * Communities of color are under-represented in local government and as such their concerns are often not understood. I expect that you will do the right thing and discard Alternative 1 in your consideration of the Highway 41 project. Carol Degnen [REDACTED]</p>	General Response + Phillips Non Resident

zcrm_28062070 00003946094	Carol	Degnen	<p>The Phillips Community is an important part of our Southern Heritage and, as such, should be respected and preserved in any project. [REDACTED] you to do the right thing in opposing Alternative 1 in consideration of how you proceed in this project. Alternative 1 would disrupt the lives and culture of Phillips and 7 Mile communities. These communities are not only the homes for these families but are the heritage of freed slaves following the Civil War. The communities are themselves, historic and worth of preservation and protection. The Charleston County Council should not write another chapter in the long history of the diminution of African-American heritage, tradition, and real property. Communities of color are under-represented in local government and as such their concerns are often not understood. Especially at this time, I expect the council to do the right thing, Carol Degnen [REDACTED]</p> <p>[REDACTED]</p>	General Response + Phillips Non Resident
zcrm_28062070 00003946091	Catherine	Coughlin	<p>I live in Dunes West. Phillips should not experience a loss of land because I made the decision to live here. Rather, Dunes West and Park West should have had a worst case scenario plan for paying for traffic they would create. This is not the heirs problem. Put it back on us, let us figure it out. DW and PW can pay for and live with the cost of what they've created. I won't take from Phillips to live here. We should and will pay what it costs to protect the heirs land.</p>	General Response + Phillips Non Resident
zcrm_28062070 00003891141	Bobby	Carpenter	<p>As an engineer myself, any other option than the straight path forward would make my boss scratch his head and ask if I got my degree online. He's also want to know we planned to explain the waste fraud and abuse or just claim incompetence. There was never any other option. Pay the home owners well, avoid the silly detour no one will take, and save me millions of tax dollars. We've wasted enough on nuke plants that never open.</p>	Acknowledgement response

zcrm_280620700003887041	Caroline	Edwards	I strongly AGREE in support of proposed Alternative 1 in widening Highway 41. I believe Alternative 1 is better for many reasons including the following few: it's the more direct and efficient route that locals knew was going to happen when Highway 41 became the only access to some of the neighborhoods many years ago (this is why property values along 41 have been substantially lower than those off of 41), it's the more financially friendly option, it's arguably slightly better for the environment over the other option, and it's less disruptive to the neighborhoods established along Dunes West Blvd. Thank you for your time! I look forward to seeing this project in motion!	Acknowledgement response
zcrm_280620700003925041	Vincenzo	Carano	I support proposed alternative 1, highway 41 expanded to 2 lanes in each direction with a median area.	Acknowledgement response
zcrm_280620700003946090	Richard	Stuhr	I feel it is highly unfair to make the families in the Phillips Community shoulder the traffic burden created by poor planning on the part of government. The folks who live in Dunes West , Rivertown and other relatively new developments are the bulk of the cause of the growing congestion.	General Response + Phillips Non Resident

zcrm_28062070 00003946089	Crystal Pabody	<p>Subject: Highway 41 Horlbeck Creek Community impact. To Whom It May Concern, * I am a resident of Horlbeck Creek and write to [REDACTED] proposed Alternative 1 expansion of Highway 41. I commute daily during peak travel times and can attest to the present hazards of ingress and egress from Horlbeck Creek, which the project team has graded as a "D". The grade assigned to our community after implementing Alternative 1 drops down to an "F". As a threshold matter, the current Alternative 1 is unacceptable because it makes access to Horlbeck Creek less safe than it is now. This is in direct contradiction the project team's stated purposes of enhancing safety throughout the corridor and improving the transportation system. It is also unacceptable that enhancing safety is considered a secondary purpose in light of the number of serious accidents that have occurred on this highway. As a taxpayer, I cannot support Alternative 1 unless safety at our intersection is improved. Using existing Highway [REDACTED] Hill, past Horlbeck Creek, to approximately the proposed traffic light at the Colonnade would improve the safety and level of service for both Horlbeck Creek and Cardinal Hill. This minor modification is achievable without encroaching further towards these communities as ample land is available on the northeast side of Highway 41. As it stands, the current version of Alternative 1 clearly targets the high volume of traffic caused by the three largest neighborhoods on Highway 41 but has no impact on the existing infrastructure of those neighborhoods despite an abundance of surrounding land. This very fact illustrates the project team's failure to anticipate and address the impact of the proposal and related safety issues with smaller communities including Horlbeck Creek. We should not have to sacrifice our sa</p>	<p>Acknowledgement response</p> <p>We met with Horlbeck Creek community leaders on September 4 and are currently reviewing design options available.</p>
zcrm_28062070 00003946088	Cameron Mcmanus	<p>For the love of God, please stop disrupting black communities in this city with roadways. It's truly, truly shameful, and as a born and bred South Carolinian seeing Charleston yet again prioritize a PLANTATION over land black people acquired after slavery?? It boggles the mind. What history is really worth preserving here? Please prioritize communities of color for once here.</p>	<p>General Response + Phillips Non Resident</p>

zcrm_28062070 00003946087	Colleen Mcconn ell	<p>Subject: Please properly prioritize improved safety & access for the oldest & smallest communities along the hwy41 corridor [REDACTED]rically significant and environmentally beautiful and unique area, so as the longest serving member of the Horlbeck Creek POA, Inc. Board of Directors, I feel compelled to reach out to you all in the final minutes of this comment period, to ask that you prioritize differently then the Project team reflects thus far and that you open the door to see the opportunity for this area to be another shining star for Charleston County and Mount Pleasant. Please note, I truly love the potential of government, and so I attended every Hwy 41 widening meeting open to me, I reviewed the Town's Comprehensive Plan including Mount Pleasant Way, we made many safety and access suggestions to the Project Team and we told our residents to remain calm & patient and our neighborhood would be protected by these skilled professionals. I respect the time and sacrifice of state & local elected officials and never want to cancel the [REDACTED]h hour, so maybe you all could consider a couple points in hopes we can efficiently move forward. My first (more micro in nature) of two points today, is that the comments you'll see from residents and Charleston County taxpayer friends of Horlbeck Creek (HbC) and Cardinal Hill (and hopefully the Phillips Community soon) reflect a united message we believe appropriate for this stage and comment period: We request the project team review the possibility of using the existing highway as a frontage road from the Phillips Community, past Cardinal Hill and HbC, to approximately the proposed traffic signal at the Colonnade, as well as any other alternatives that provide greater safety and greater access to HbC and Cardinal Hill without any encroachment to HbC and Cardinal Hill. Our support for 41 widening is contingent upon improved safety and improved access a</p>	<p>General Response + Phillips Non Resident</p> <p>As you are aware, we met with Horlbeck Creek community leaders on September 4 and are currently reviewing design options available.</p>
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zcrm_28062070 00003946086	Edward	Weber	Subject: Hwy 41 and Horlbeck Creek. I am a resident of Horlbeck Creek, and write to express my concerns regarding the proposed Alternative 1 expansion of Highway 41. My support of Alternative 1 is contingent upon improved safety and level of access at the Horlbeck Creek intersection without any further encroachment. Below are the main issues impacting Horlbeck Creek which must be addressed:1) Inability to safely turn left out of neighborhood2) Inability to safely turn left into neighborhood3) Dangers of crossing bidirectional multi-use lane4) Dangers of proposed U-Turn without sheltered turn lanes5) Dangers of proposed U-Turn during an evacuation6) Access for school buses and larger vehiclesWe request that project team review the possibility of using the existing highway as a frontage road from the Phillips Community, past Cardinal Hill and Horlbeck Creek, to approximately the proposed traffic signal at the Colonnade, as well as any other alternatives that provide greater safety and level of access to Horlbeck Creek without any further encroachment. Additionally, I do not believe it is fair that a small established community such as Horlbeck Creek, Cardinal Hill and Phillips should bear the worst possible traffic impacts from this highway "improvement" while the communities actually responsible for the traffic increases gain all the advantages. It is not right. I recognize that my small community of less than 100 homes does not have the voice or political power of the thousands of homes in Park West and Dunes West. Nor do we have the historical significance of Phillips and therefore don't garner the same attention and support from SELC or CCL. There are other options that could protect our community, our residents and home values. I have a young driver in the house and it is already too hard and unsafe for her or me to take a left into and out of our neighborhood- and this "improvement" makes it worse. For the safety of my family, frie	Acknowledgement response We met with Horlbeck Creek community leaders on September 4 and are currently reviewing design options available.
zcrm_28062070 00003871101	Kanani	Burns	Do not expand Highway 41 at the expense if the Phillip community. These are historic communities that continue to be pushed out of an area we've inhabited for years.	General Response + Phillips Non Resident
zcrm_28062070 00003946085	Bernard	Brueggemann	Please move forward with the proposed plans to widen Hwy 41 and improve the intersection of Hwy 17 and Hwy 41.	Acknowledgement response
zcrm_28062070 00003946084	Beverly	Utz	I do not think that the Phillips Community should suffer the loss of land for the widening project. Alter the new subdivisions that were built along Hwy 41. They are the reason for the increase in traffic not the longstanding Phillips Community.	Acknowledgement response

zcrm_28062070 00003946083	Brian	Heyward	Subject: Horlbeck Creek Neighborhood Access. Dear Sir/M'am,Thank you for taking the time to read the following email. I am a resident of Horlbeck Creek, and am writing to express my concerns regarding the proposed Alternative 1 expansion of Highway 41.My main concern is that the highway 41 traffic report, page 14, states For urban intersections, LOS D or better is considered acceptable. The level of service (LOS) for the Horlbeck Creek neighborhood for the AM and PM traffic times under Alternate 1 is F. According to the wording on page 14 of the traffic report, this is unacceptable.I respectfully request the project team evaluate additional options that can meet the team's own definition of acceptable for all neighborhoods in the highway 41 corridor. I also do not agree with the inability to turn left out of Horlbeck Creek on to Highway 41 (toward the new Wando bridge). I also request the team evaluate additional options to allow for left turns out of Horlbeck Creek without encroaching on Horlbeck Creek neighborhood property. In addition to the LOS F evaluations, I believe the inability to turn left results in additional safety issues for this neighborhood as we will be forced to routinely find U-turn locations on highway 41.I request the project team review the possibility of using the existing highway as a frontage road from the Phillips Community, past Cardinal Hill and Horlbeck Creek, to approximately the proposed traffic signal at the Colonnade, as well as any other alternatives that provide greater safety and level of access to Horlbeck Creek without any further encroachment.Very respectfully,Brian Heyward [REDACTED]	Acknowledgement response We met with Horlbeck Creek community leaders on September 4 and are currently reviewing design options available.
zcrm_28062070 00003871141	Jennifer	Browne	I vote for proposed alternative 1	Acknowledgement response
zcrm_28062070 00003946082	Brittany	Meibers	Love the proposal and plans, much needed and appreciated!!	Acknowledgement response

zcrm_28062070 00003883061	Brian	Doyle	Hello- Alternative 7a seems like a much more costly, labor intensive, and impactful to the environment type of endeavor. With a [REDACTED] on this end of town, the wildlife increasingly has to relocate and rebuild...7a cuts way more into the laurel hill county park where much of this wildlife has to relocate to. Also, highway 41 already has plenty of space on both sides to widen the road. It is a clear-cut and streamlined hurricane evacuation route for many and has been for years...it should remain as to-the-point as possible. Also, Phillips community people continue to cash in and sell off parcels of land that have been family owned for decades in order to benefit from the explosive population growth here...you can't have it both ways...soon there will be no more "Phillips Community" once all the developers are through. The plan to widen the existing road just seems to make the most sense and folks need to adapt to the changing times and population growth being experienced all over the US, not just in north Mount Pleasant. Thank you for your [REDACTED]	Acknowledgement response
zcrm_28062070 00003885041	BARRY	HARVEY	IT'S A STRAIGHT LINE AND PRACTICAL. REMEMBER HIGH SCHOOL GEOMETRY, THE SHORTEST DISTANCE BETWEEN TWO POINTS IS A STRAIGHT LINE.	Acknowledgement response
zcrm_28062070 00003874123	Brett	Wilson	The route through Dunes West, from what I have read, will cost \$30 million more than the direct route via Highway 41. That is all that needs to be said.	Acknowledgement response
zcrm_28062070 00003946081	Dan	Bradley	I believe alternative 7a should be chosen. While Alternative 1 may be a better solution from a traffic perspective, I don't think it is right to impact the Phillips community under Alternative 1. That community was well established before building out Dunes West and Park West, and they should not bear the brunt of the impact.	General Response + Phillips Non Resident
zcrm_28062070 00003925021	Norman	Bass	Alternative 1 disrupts the lives of the fewest number of people not to mention that it is most cost efficient approach offered.	Acknowledgement response

zcrm_2806207000003946080	William	Boggan	Subject: Highway 41 Widening. Highway 41 Committee Members and Decision MakersIt seems like the same song and 4000th verse. Letâ€™s build a new road or modify an existing road to allow people who moved into new developments to have safe and easy access to their new homes. Oh! It looks like in doing so it may disrupt the lives of other people whose families have lived on their properties for 200 plus years. Well, you canâ€™t please everybody so lets just please the new folks. Heaven forbid that they should be disrupted, their homes uprooted, and lives impacted.The question of widening or altering Highway 41 is more than another decision about building a road, but rather should be a moral consideration to protect those people whose lives and histories have been in the Phillips Community. If newcomers chose to move out to new developments on and off Highway 41, then that was their choice, but they should be the ones to bear the burdens of disruption and perhaps decreased property values and removal of homes.Do the right thing committee and make alternative plans that donâ€™t involve disruption of this long-standing and important community.Sincerely,William Boggan [REDACTED]	General Response + Phillips Non Resident
zcrm_2806207000003927041	Brent	Morocco	It will be a total waste of time and taxpayer dollars to do any other alternative except for widening Highway 41 to 5 lanes itâ€™s a straight path. Anything else would be a waste of taxpayer dollars it would be awful to have this come through Parkwest Dunes west. If this is a private scenario the other alternatives would never be considered only in a taxpayer base or money is not exactly yours you would choose something this ridiculous. Hopefully this will not happen and you want to use the whining of Highway 41 straight through and save as much money as a taxpayers as you can. Respectfully Brent	Acknowledgement response

zcrm_28062070 00003946078	Barbara Griffin For The League Of Women	Area	I am writing on behalf of the League of Women Voters of the Charleston Area to express our objection to Alternative 1 which would profoundly divide the Phillips Community and adversely impact the Seven Mile Community. Solving the traffic congestion created by recent development should not be born by these historic Settlement Communities. This congestion should have been anticipated when the new developments were approved and suitable provisions should have been included in approving the development. Growth and development often come with sacrifice. However, we do not want our current county leadership to approve Alternative 1 and in the process become yet another classic example of institutional bias at the expense of our minority citizens and historic communities. We urge the County to not approve Alternative 1. Respectfully, Barbara Griffin, President of the League of Women Voters of the Charleston Area.	General Response + Phillips Non Resident
zcrm_28062070 00003946077	Ann	Emery	I sent a letter earlier against putting the road thru the Phillips Community	Acknowledgement response
zcrm_28062070 00003899181	Robert	Heck	<p>Understanding that based on population density and traffic density, an expansion is needed. With any expansion consideration, there is benefit and detriment. In reviewing the provided data, I do not believe option 7A makes as much sense as option 1. The travel time will be longer with option 7A, the environmental (wetlands) impact greater with option 7A, the noise impact greater with option 7A and the cost will be greater with option 7A. Regardless of choice, there will be some level of negative impact to some citizens as well as benefits - it's a matter of weighing overall benefit versus negative impact and choosing the path that results in the greatest overall benefit for the masses - present and future, as this is a decision that affects the local communities in this area of Mt. Pleasant and also the county.</p> <p>The existing path of Hwy 41 has been well established for many years and expansion of the existing path make more sense on many levels, from travel time, to the number of homes impacted by the pattern changes, to logistics, to environmental impact, to noise impact and also the fiscal aspect.</p> <p>I absolutely respect and acknowledge the impact potentials as a result of either decision, but if an expansion is to occur, option 1 seems to make the most sense overall. I would hope that any decision to expand will be made with absolute consideration and respect to the citizens who's property could be impacted by the expansion.</p>	Acknowledgement response
zcrm_28062070 00003908141	Betsy	Thompson	The wisest choice is Alternative 1.	Acknowledgement response

zcrm_28062070 00003873121	Joel	Berling hier	The existing Highway 41 is already the main highway from the Wando bridge to its intersection with Highway 17. It is the shortest distance between those two points with a road which is almost a straight line. The right of way for the two existing lanes already exists and there appears to be sufficient room on each side of that right of way to add the additional three lanes proposed in "Alternative 1". Any taken land should of course be compensated for. The marsh areas that will have to be filled for the added three lanes near the Wando bridge and further east of Phillips Community already have the disturbance and runoff of the existing road. The cost of the Alternative 1 plan is millions less than any of the other proposed routes. The complexity of construction and route travel time are all less than any of the other proposed routes. Alternative 1 would seem to be the right and proper choice.	Acknowledgement response
zcrm_28062070 00003946076	Ben	Roth	As a resident of Mount Pleasant and a concerned citizen I oppose the widening of highway 41 through the Philips community. We must find another alternative that does not steal from and destroy a community for profit and unchecked development . Developers are ruining communities and our natural resources and this road project has no long term positive impact, it only leads to more traffic and wanton destruction of the beautiful forests and a community that was built by hard working families.	

zcrm_28062070 00003891101	Becky	McFerran	I am not in favor of Alternative 1. I live in Dunes West. Please find another way around this community.	Acknowledgement response
zcrm_28062070 00003946075	Beatrice	Burton	Subject: Phillips Community. I am a Mount Pleasant resident and a historian of the U.S. South and the historic memory of slavery, and I strongly condemn any plans for widening Hwy 41 that would involve our historic Phillips community. This is a problem caused by white populations flocking to Mount Pleasant; a historic Black community dating back to Reconstruction (and generations enslaved before that) should not bear the burden. The Charleston area has made great strides in preserving aspects of our Black heritage throughout the metro area, from Sweetgrass basket stands along Hwy 17 to the new International African American Museum to shifting the narrative to be more inclusive at historic plantations. But [REDACTED] history while at the same time destroying a historic community. Please, find another way to relieve traffic along Hwy 41 that keeps Philips intact. Thank you. Sincerely, Beatrice Burton 29464	General Response + Phillips Non Resident
zcrm_28062070 00003946074	Bonds	Current Resident	Please change your recommendation for HWY 41 to one which has the Least Negative Impact on the Phillips Community. People are more important than environmental or financial considerations. You work to improve the lives of underprivileged people and the current recommendation does exactly the opposite.	General Response + Phillips Non Resident

zcrm_28062070 00003915021	Barbara	Carano	I support Proposed Alternative #1 [REDACTED] To widen highway 41 to two lanes in each direction with a center median and turn lane.	Acknowledgement response
zcrm_28062070 00003946073	V. J.	W	Subject: PLEASE STOP BOTH RT 41 alternatives. PLEASE STOP!!Many residents have had to say NO to many things in their everyday life! COVID has changed driving conditions as well as everything else! Step back and take another look.With all due respect, have yâ€™all traveled Rt 41 lately?Traffic flows at the speed limit plus now.More housing developments are north of the Wando Bridge on Rt 41. Extend Clements Ferry Rd north of the Wando and DISTURB NOTHING in comparison to either Alternatives.Park west Blvd is not even finished! How do you know how this effects the situation ? We donâ€™t know!PLEASE USE OUR TAX DOLLARS more wisely! The NEW NORMAL will be much different from what most of us have lived. We voted you in the to work on our behalf, please proceed with caution and taxpayers future income in mind.Best Regards,Vivian Wohlford [REDACTED]	Acknowledgement response
zcrm_28062070 00003911061	Barbara	Avery	I support Alternative1.	Acknowledgement response
zcrm_28062070 00003885021	Alicia	Schuster	Please make the right choice and continue to move forward with extending what is already a highway!!!!	Acknowledgement response

zcrm_28062070 00003946072	Aruni De	Silva	<p>Subject: Hwy41 project. Dear All,I live in Brickyard Plantation () and I am writing to you to express my support for highway 41 Corridor Project based on the assumption that the alternative excludes the traffic circles at the Brickyard/Hamlin Road intersection.The present plan (Alternative 1 as currently proposed as of 13 August 2020) avoids the traffic circle at Brickyard and Hamlin Road and instead routes left turning traffic into Hamlin past the intersection to a new light on 17 for a u-turn instead. I much prefer that to having a traffic circle inside Brickyard. Alternative 1 also seems like the logical and more cost-effective option. I hope mitigation efforts will be implemented and taken seriously on behalf of the adjacent communities affected negatively by the widening of Highway 41.Alternative 1 has my strong support.Sincerely,Aruni Pehl-DeSilva--A. Pehl</p> <p></p>	Acknowledgement response
zcrm_28062070 00003912021	Alison	Hynd	Widening Hwy 41 with Alt 1 would be the safest for hurricane evacuation.	Acknowledgement response
zcrm_28062070 00003911021	Ann	Mitchel I	Alternative one intuitively makes the most sense and is the least costly, most direct, and keeps the burgeoning traffic challenges out of the subdivisions. The simple concept of widening Highway 41 should press on. Separating the huge traffic challenges from the subdivisions is essential with the continuing increase of cars into this area.	Acknowledgement response
zcrm_28062070 00003946071	Anna	Ebeling	Subject: Hey 41. I completely agree with the final option! Thank you for your hard work!!!Anna Ebeling	Acknowledgement response

zcrm_28062070 00003914061	Anna	Allen	<p>I have lived off 41 for 17 years, and I am in favor of Alternative 1 as proposed.</p> <p>Reasons I support Alternative 1:</p> <ul style="list-style-type: none">-Lower cost-Less environmental damage-No homes condemned-Safer for all users-Fewer residents impacted-Increased commerce/sales tax dollars exchanged b/w Berkeley County/Wando/Clements Ferry & Mt P-Increased quality of life for all area commuters traveling North & South Bound-North Mt Pleasant's only Hurricane Evacuation route	Acknowledgement response
zcrm_28062070 00003908161	Angel	Kolins	<p>This is the most reasonable and cost affective for all persons in all surrounding communities. Remember this is an evacuation route for hurricanes and other possible disasters. The other alternatives will create backups with all of the turns and merges.</p>	Acknowledgement response
zcrm_28062070 00003874143	Andrea	Pritchard	<p>The traffic signal as you turn left from 17 onto HWY 41 does not seem like an efficient solution at it is now, the flow of traffic already gets backed up with 2 turn lanes bottlenecking to 1, Now you are Bottlenecking 3 lanes into 2, and adding an additional light. Instead, get rid of the diamond interchange and spend the money and add the additonal lane needed going north on HWY 41 and add the pathway and sidewalk on the southbound lane of 41. Seems more sensible and less confusing for drivers that will have to cross over into oncoming traffic and then will be stopped by a light, again causing the traffic to back up onto 41.</p>	<p>Thank you for your comment on Highway 41. The proposed intersection improvements at Highway 41 and Highway 17 consist of a diverging diamond. While this design looks very different from a conventional signalized intersection, a diverging diamond will be the most effective at moving a large amount of traffic through this intersection, while improving safety and mobility in this highly congested area. The benefits of a diverging diamond are that they often have less construction costs compared to conventional interchanges, they are intuitive for the driver, and can handle more traffic without having to widen the roadway or build bridges.</p> <p>The diverging diamond will allow traffic going left to Highway 41 and north on Highway 17 to go at the same time, thus reducing the number of times traffic on Highway 17 will have to stop. This is especially important to alleviating congestion along Highway 17, which faces a significant amount of traffic during the AM and PM peak hour periods.</p>

zcrm_28062070 00003946070	Amaksi m	Current Residen t	Subject: Do not destroy the Phillips Simmons community. Please find a less culturally destructive way to handle the traffic on Highway 41.Andrea Maksimowitz	General Response + Phillips Non Resident
zcrm_28062070 00003946069	Alyssa	Lundy	Subject: Proposed 41 Expansion. Hello,I am a Charleston County taxpayer and I strongly object to my tax dollars being spent on Highway 41 alternative one. I will not contribute the the destruction of the historic Phillips Community, founded on land purchased by freedmen in the 1870s and persists to this day.It is your imperative to listen to and respond to the demands of your taxpayers.Thank you,Alyssa Lundy [REDACTED] [REDACTED]	General Response + Phillips Non Resident
zcrm_28062070 00003946067	Allison	Ross- Spang	Subject: Highway 41 Project. To whom it may concern:I am a Charleston County taxpayer and I do not want my tax dollars to be spent on Highway 41 alternative one. I will not contribute to the destruction of the historic Phillips Community, which was founded on land purchased by freedmen in the 1870's and persists to this day.Best,Allison Ross-Spang	General Response + Phillips Non Resident
zcrm_28062070 00003946068	Allison L	Ross- Spang	I am a Charleston County taxpayer and I do not want my tax dollars to be spent on Highway 41 alternative one. I will not contribute to the destruction of the historic Phillips Community, which was founded on land purchased by freedmen in the 1870's and persists to this day.	General Response + Phillips Non Resident
zcrm_28062070 00003908021	Adam	Lerner	I appreciate the thoughtful and detailed work done to evaluate this project and all ramifications. I would like to offer my strong support for Alternative 1. I agree that it is the best plan for this community and offers the safest and least invasive way of dealing with the tremendous growth that continues in this area.	Acknowledgement response

zcrm_28062070 00003881181	Ritter		Where would we all be if Rte 17 were not expanded or Ravenel bridge not built? Keep moving forward and vote alternative 1. [REDACTED]	Acknowledgement response
zcrm_28062070 00003891041	Todd	Smith	I vote for alternative 1 for widening of highway 41 from Clements Ferry to Highway 17. Thank you.	Acknowledgement response
zcrm_28062070 00003906021	Jennie	Smith	I am in favor of expanding highway 41 from clements ferry to highway 17. I do not support any other alternative	Acknowledgement response
zcrm_28062070 00003922061	Christopher	Meis	Alternative 1 as this is an evacuation route. Hopefully the existing people are compensated for their land but also if a decent bike path could be put from 17 to say Lowes. A lot of locals on 41 ride their bikes or walk on 41. Hilton Head has done a great job providing seperate bike/walking lanes and bridges.	Acknowledgement response
zcrm_28062070 00003927001		Gagliardo	We SUPPORT ALT 1 for Rt 41. It's the ONLY plan that.... MAKES SENSE !!	Acknowledgement response

zcrm_28062070 00003946494	Chatland	Whitmore	Subject: Phillips Community. While I find myself in the unaccustomed position of agreeing with the Coastal Conservation League [REDACTED] it's hard to disagree with their opposition to the Route 41 alterations affecting the Phillips Community. How many times must African Americans resign themselves to having their ancestral lands violated? Surely there has to be an alternative to the current road-widening plan that goes directly through the Phillips area. It seems to me that much of Route 41 has already been built over former wetlands. So, when the transportation department claims that it can't build over wetlands the claim seems very hollow. I find it interesting that there has been an outpouring of opinions expressed in editorial columns and letters to the editor, written mostly I presume by white people, deploring the plans to widen Route 41 through the Phillips Community. I cite in particular the commentary co-written by Jon Marcoux and Katherine Premberton in the 8/23/20 edition of the Post and Courier as well as the opinion [REDACTED] Richard Habersham, Fred Smalls, Jonathan Ford and Elijah Smalls) in the 9/6/20 newspaper. May the powers take notice. It's really important. Chatland Whitmore [REDACTED]	General Response + Phillips Non Resident
zcrm_28062070 00003922181	Ryan	McMicking	Stop contributing to gentrification and displacing of black peoples.	General Response + Phillips Non Resident
zcrm_28062070 00003946236	Peter	Dodds	Subject: Hwy 41. Alternative 1 serves to benefit a group that has created the problem at the expense of those that reap no real benefit. Please reconsider this option. In the current political landscape it currently shouts "Black lives don't matter" Peter Dodds Mt Pleasant	General Response + Phillips Non Resident
zcrm_28062070 00003946233	Peg	Eastman	I support your position.. Thank you.	Acknowledgement response

zcrm_28062070 00003897101	Pablo Rivero	<p>I'm concerned that we don't have a safe way for pedestrians to cross Hwy 41 and use the Laurel Hill park trails. [REDACTED]</p> <p>Also, turning left from Cardinal Hill into Hwy 41 is something that we constantly do and this option will be eliminated with this plan and not easy way to do that.</p> <p>We would like the entrance and landscape to continue to have some charm to our neighborhood and the noise barrier is an important item to be considered as well. We love Cardinal Hill and built our house and moved here a few months ago and are very worried that the piecefulness and charm of it will be ruined by this why construction.</p> <p>[REDACTED]</p>	<p>Acknowledgement response</p> <p>The proposed alternative provides bike and pedestrian infrastructure throughout the Highway 41 corridor. A sidewalk will be added along the east side of Highway 41 and a multi-use path for bicycles and pedestrians will be added along the west side of Highway 41, which will connect to a network of existing and proposed multi-use paths throughout this area.</p> <p>We met with Cardinal Hill community leaders on September 11 and are currently reviewing design options available.</p>
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zcrm_28062070 00003906041	Natalia a	Deynek	I am writing as a resident of Charleston County to express my concerns with Proposed Alternative 1. At the same time that many cities planning or have already removed highways initially constructed in a way that purposefully bifurcated Black neighborhoods, Charleston County's Proposed Alternative 1 instead seeks to continue the indisputably racist policies of the past. What strikes me as especially twisted in this proposal is that many of the individuals in the community that stands to be most impacted by this alternative are the literal descendants of the slaves who built and maintained the nearby plantations that continually bolster the local economy by serving as disturbing tourist attractions and/or premier wedding venues for certain visitors to Charleston County. Is there truly no end to what the County is willing to do at the expense of its Black residents? This shameful proposal should be rejected in full.	General Response + Phillips Non Resident
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zcrm_28062070 00003915061	Robert Long	<p>Alternative 1 is the only proposal that makes sense. It is the most direct route between US 17 and the Wando River bridge. It is also t [REDACTED] e read in the proposal very little land will need to be acquired from current property owners along Hwy 41. People who lose land along the way should be compensated very generously, perhaps overly generously. If possible, perhaps they can swap their land along Hwy 41 for some other comparable county owned land in the area. It is regrettable that this has to happen but time marches on and development will continue in this area. When US 17 was widened to three lanes in each direction through Mt. Pleasant about 7-8 years ago many of the Sweetgrass Basket stands were effectively put out of business. This was unfortunate but with the curbs and sidewalks cars were no longer able to pull over and browse the stands. Nevertheless the road had to be widened because of all of the new development. The same thing is happening now regarding Hwy 41. I hope you will go forward with Alternative 1.</p> <p>[REDACTED]</p>	<p>Acknowledgement response</p>
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zcrm_28062070 00003946205	Margaret	Richardson	<p>Subject: Proposed highway project through Phillips community. To Whom It May Concern:I am writing to express my concern and opposition to the proposed Highway 41 Expansion plan which would cut through the Phillips community. Just a few months ago my son's neighborhood was one of those being considered as a possible site for the proposed highway. We were naturally concerned, and were grateful that they were spared this atrocity because of the presence of SCE&G power poles which are placed through the area. However, I do not believe it is right or fair to invade the historic community of Phillips either. I strongly believe that Highway 41 should be left exactly as it is. Developers knew when they chose to build out there what the situation was. People purchasing homes in the newer neighborhoods knew what the traffic situation was. Did they just assume that others would give up their homes and land to accommodate the perceived need to get places faster as more and more people chose to live in the area? This seems like a situation that is unjust and unwarranted. People should consider the roads and traffic and plan accordingly. If that is a serious issue for anyone, perhaps they should move to a different area.To those who will vote on this decision I would ask that you consider how you would feel if this were your neighborhood, the land where your ancestors had settled and passed down to future generations. Please reconsider this gross injustice and do not succumb to the false idea thatthis is a good idea.Sincerely,Margaret B. Richardson</p>	General Response + Phillips Non Resident
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zcrm_28062070 00003922081	Traci	Schilling	<p>I live in Dunes West and I support Alternative 1. It is the most cost effective and least environmentally impactful solution. Th [REDACTED] pugh study and I do not support any request to continue it or start a new one. I also understand the plight of the residents along 41 that have issues with clear titles to their properties. However, I believe that is a separate issue that exists whether a new road is built or not and should not be used a reason to not proceed with Alternative 1.</p> <p>Finally, I hope as these comments come in, those being made by the citizens of the neighborhoods along 41, (which include but are not limited to Dunes West, Parkwest and Rivertowne as well as the Philips community) carry more weight than citizens voicing opinions from outside the impacted areas.</p> <p>[REDACTED]</p>	Acknowledgement response
zcrm_28062070 00003946194	Linda	Frederick	Please don't do it!!!	Acknowledgement response
zcrm_28062070 00003909141	Katherine	Hurren	I oppose plan 1a and my preference is for plan 7a. Please do not do plan alternative 1a.	Acknowledgement response
zcrm_28062070 00003927101	Katherine	Gaglione	I am in support of Alternative Number 1. I am against number 7	Acknowledgement response

zcrm_28062070 00003908281	John	Gelston	<p>Alternative 7 or 7a (or whatever it is now called) SHOULD BE SELECTED.</p> <p>In no way should the long term families and residents of the historic Phillips Community be again abused by permitting the development of Alternate 1 for Highway 41 modifications. I am a resident of Dunes West, and Alternate 7 will absolutely adversely effect me and my neighbors in the Dunes West, Park West, Rivertowne, Sunchaser, et al communities. However, this is the price we pay for moving to these neighborhoods realizing full well that Hwy 41 cannot always efficiently move traffic north and south at certain times of day. But the residents and families whose ancestors purchased the Phillips Community properties should NOT be penalized because of the negligence of the TOMP and SC politicians and bureaucrats who allowed development of so many homes without having the developers of the above neighborhoods fully fund road systems that could have bypassed the Phillips Community and run through then-undisturbed land. Even making roadway improvements to Bessemer Rd and Park West/Dunes West Blvds, will require substantial financial penalties to TOMP and SC for properly reimbursing existing homeowners along those roads for traffic signals, sound barrier walls and loss of property values, etc. This substantial penalty is the result of previous city councils and state regulatory authorities not properly executing their fiduciary responsibilities during development of these more modern high population communities. Implementation of Alternate 1 modifications will prove that Jim Crow is not yet dead in South Carolina.</p>	<p>General Response + Phillips Non Resident</p>
zcrm_28062070 00003880041	Jo-Ann	Geuss	<p>Pedestrian bridges should be built over 41 to allow the Phillips community easy access to both sides of 41. An additional bridge should be in place to allow safe crossing of 41 for access to the Harris Teeter Plaza as well as the Lowe's Foods Plaza by the nearby communities.</p> <p>The improvements to the 41 and 17 intersection should ease the traffic backups created by the current red lights and allow for continuous traffic flow. Will this be sufficient enough to improve traffic conditions without widening 41 with additional lanes?</p>	<p>General Response + Phillips Non Resident</p> <p>Even with the improvements to intersections along the corridor, Highway 41 will still need to be widened to accommodate traffic through the design year of 2045.</p> <p>To improve pedestrian safety and mobility, crosswalks will be added at signalized intersections throughout the entire corridor. Some un-signalized locations may include the installation of marked crosswalks with flashing beacon signals to alert vehicular traffic of pedestrians crossing. Within the Phillips Community, these beacon signals are proposed at two locations: between Penders Boulevard and Bennett Charles Road, and between Parkers Island Road and Canyon Lane.</p>

zcrm_28062070 00003946152	Linda	Frederick	Subject: I want to help. Please don't widen the road . <div></div>	General Response + Phillips Non Resident
zcrm_28062070 00003946144	Laura	Graham	Subject: Phillips community. As I am preparing to teach a unit on Civil Rights to my students this year, I have been listening to speeches and the writings of Dr. Martin Luther King. It is amazing how far we have NOT come in the past 60 years!!! Please do NOT disrupt the Phillips community! Highway 41 does not need to be widened because of the Phillips community. Thus, that community should not be the one to be impacted!!! Thank you for your consideration in doing the right thing!Laura Graham	General Response + Phillips Non Resident
zcrm_28062070 00003885101	Elena	Yacoub	I support Alternative 1. Please install noise walls.	<p>Acknowledgement response</p> <p>The project team follows the SC Department of Transportation Noise Abatement Policy for determining potential locations for noise barriers. A detailed noise analysis was completed and noise walls were assessed for reasonability and feasibility. Based on these findings, no noise walls were recommended for the corridor based on SCDOT's policy.</p> <p>The proposed intersection improvements at Highway 41 and Highway 17 consist of a diverging diamond. While this design looks very different from a conventional signalized intersection, a diverging diamond will be the most effective at moving a large amount of traffic through this intersection, while improving safety and mobility in this highly congested area. The benefits of a diverging diamond are that they often have less construction costs compared to conventional interchanges, they are intuitive for the driver, and can handle more traffic without having to widen the roadway or build bridges.</p> <p>The diverging diamond will allow traffic going left to Highway 41 and north on Highway 17 to go at the same time, thus reducing the number of times traffic on Highway 17 will have to stop. This is especially important to alleviating congestion along Highway 17, which faces a significant amount of traffic during the AM and PM peak hour periods.</p> <p>A flyover in this area would have significant impacts to residences and businesses.</p>

zcrm_28062070 00003887101	Elena	Yacoub	<p>Diverging diamond interchange will be major congestion and accident point. I suggest building flyover over there , that cars turning left from HWY 17 to HWY41 would go on flyover instead of the ground level interchange. Actually, why not to start that flyover on HWY17 itself, only 2 left lines, turning to HWY41. Cars could go on flyover over southbound HWY17 and over diamond intersection on HWY 41. It makes more sense to me then flyover at Porches Bluff Road</p> <p>[REDACTED]</p>	Close comment – responded above
zcrm_28062070 00003922101	David	Morton	<p>Please let this comment serve as my support and endorsement for proposed Highway 41 Corridor Improvement Alternative 1, (four travel lanes and one turning lane from the Wando bridge to Highway 17 along the existing Highway 41 alignment).</p> <p>Alternative 1 clearly best meets the project’s purpose and needs with the most efficient movement of traffic while limiting environmental and social impacts.</p> <p>In combination with my support for proposed Alternative 1, I also offer these additional observations and comments:</p> <p>• To be effective in the long term, the Highway 41 / Dunes West Blvd. Continuous Flow Intersection must have long enough lanes for the anticipated lines of traffic while at rest waiting to turn left from Hwy. 41 to Dunes West Blvd. This is also a potentially confusing design for drivers, particularly those turning left onto Dunes West Blvd. as they must travel between lanes of cars traveling the opposite direction - Westbound on Hwy. 41 and traffic merging Westbound onto Hwy. 41 from Dunes West Blvd. Clear, repeated signage, pavement markings, and good lighting will be important safety additions for this intersection and approaches.</p> <p>• The proposed marked pedestrian crosswalks with flashing beacon signals along Hwy. 41 should improve pedestrian safety and appear to be appropriate good additions for both the early neighborhoods and the several new housing subdivisions directly along Hwy. 41 within the established community.</p> <p>• The proposed sidewalk and Multi Use Path along Highway 41 are important and critical safety additions that have been missing particularly for a community historically located along and divided by an active and key road.</p> <p>• Expanding Winnowing Way and utilizing it as additional access to Hwy. 17 and improved access to Porchers Bluff Road is a good idea.</p> <p>• It is not clear in the rendering where the cars turning Southbound onto Hwy. 17 emerging from under the proposed flyover at Hwy. 17/Winnowing Way/Porchers Bluff Rd. originate from.</p>	Acknowledgement response

zcrm_28062070 00003922121	David Morton	<p>â€¢ The proposed flyover at Hwy. 17/Winnowing Way/Porchers Bluff Rd. is an excellent idea, however the Hwy. 17 Southbound traf [REDACTED]ted during both the morning and afternoon commutes and on weekends. It is appropriate that a flyover for the Southbound traffic be reconsidered. Since costs were sighted as the reason to not also build a Southbound flyover, would a single six lane flyover be a viable cost reducing option in order to provide the needed uninterrupted traffic flow on Hwy. 17 at this intersection?</p> <p>â€¢ Eastbound traffic on Hwy. 41 exiting onto Old Hwy. 41 in order to merge onto Southbound Hwy. 17 is an excellent idea.</p> <p>â€¢ The Diverging Diamond Interchange is appealing in its ability to allow traffic to turn both onto and off Hwy. 41 and Hwy. 17 simultaneously, however that is about as far as the appeal extends. This counterintuitive traffic pattern and infrequently seen design could create great confusion and therefore great risk and danger. At least it is not a roundabout.</p> <p>[REDACTED] North in the proposed plan only one lane of traffic will be able to turn left onto Hwy. 17 North while the other lane can only proceed straight onto Dingle Lane. Currently two lanes of traffic can make the left turn onto Hwy. 17 North with the right hand of those two lanes also allowed to travel straight onto Dingle Lane. Reducing the turning lanes from the current two to one will increase congestion.</p> <p>o It is unclear how traffic departing Dingle Lane to Hwy. 17 will be able to go South onto Hwy. 17.</p>	Close comment
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zcrm_28062070 00003922141	David Morton	<p>o As proposed the Diverging Diamond Interchange will reduce the frequency of stops required by vehicles on Hwy. 17, (which of course is desirable), but accomplishes this by adding a signal to stop traffic on Hwy. 41. This is merely taking congestion from one area and adding it to another area. Currently and certainly in the future, given the volume of traffic turning from Hwy. 17 North onto Hwy. 41 North it is highly probable that traffic will back up from the proposed new signalized interchange on Hwy. 41 causing vehicles to be unable to turn off Hwy. 17 during the green light portion of the cycle. If the proposed Diverging Diamond Interchange remains on the plans, please consider moving the entire Diverging Diamond further North on Hwy. 41 closer to the Winnowing Way interchange in order to lengthen the lanes receiving traffic from Hwy. 17. This might also entail having to create or extend a right lane for Eastbound Hwy. 41 traffic that will veer right onto old Hwy. 41.</p> <p>o Having three lanes turning from Hwy. 17 North onto Hwy. 41 West is helpful but the right-hand lane becomes a right turn only and drops by Winnowing Way. This right lane will carry both turning traffic from Hwy. 17 North and a single lane of traffic turning onto Hwy. 41 West from Hwy. 17 South most of which will have to merge left in order to continue on Hwy. 41 West. This is currently a bad problem in the same direction and general location where two lanes become one lane on Hwy. 41 a short distance past Gregory Ferry Road at the Sherwin-Williams Paint Store. The lane drop frequently causes congestion and aggressive driving. Please consider methods to reduce or eliminate the lane drop issue in proposed Alternative 1.</p> <p>o The rendering only depicts passenger cars going through the Diverging Diamond. Are the lane widths and curve radii such that larger trucks, tractor trailers, boat trailers, school busses, etc. able to negotiate the turns at speed without crowding or entering adjacent lanes?</p>	Close comment
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zcrm_28062070 00003922161	David Morton	<p>o Clear, repeated signage, pavement markings, and good lighting will be important safety requirements for the entire Diverging [REDACTED]</p> <p>â€¢ Are there other options for the U-Turn at Old Georgetown Road? Rivers Avenue has demonstrated that U-Turns/Michigan Lefts etc. are problematic.</p> <p>â€¢ Can of Worms: Could redirecting â€œallâ€ Hwy. 41 traffic onto Winnowing Way and consolidating the Hwy. 17 and Hwy. 41 Diverging Diamond Interchange with the Winnowing Way, Hwy. 17, Porchers Bluff Road flyover interchange create a cost savings and more efficient traffic flow? Perhaps a multi-level interchange with North and South bound Hwy. 17 traffic using the upper level of the interchange similar to the currently proposed Northbound flyover while cross traffic and turning traffic would use the ground level.</p> <p>[REDACTED] se comments and for your consideration.</p>	Close comment
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zcrm_28062070 00003946119	Deas Richar dson	Iv	Subject: Opposition to the suggested plan. To whom it may concern:I oppose the suggested proposal to repurpose land owned by members of the Phillips Community to meet the goals of the Hwy 41 corridor improvements. I similarly opposed Alternative 5A, which would have trisected my own neighborhood. We are asking the wrong parties to pay for the sins of overdevelopment with infrastructure changes as a mere afterthought, and it has devastating consequences.I understand that your studies suggest this to be the most efficient, least disruptive, and least damaging to home values. But I still feel that this is repugnant.This plan strikes me as an example of systemic racism; taking from an underrepresented and disadvantaged group of African Americans in order to fix a problem brought by a largely white and well off population flowing into the area.I feel much the same as I did before, when I opposed 5A. The best plan would not inconvenience neighborhoods which are not responsible for the surges in traffic. Certainly not the Phillips Community. The best plan in my mind would appropriately be placed in the relatively affluent and newer neighborhoods (Dunes West, Park West) which do directly contribute to the need to increase traffic capacity. And we should seriously think about expanding infrastructure before adding any more developments. Our town did this. This is the town's failure. Not that of the Phillips Community.I don't envy the job of making a selection. I imagine that there is stress and pressure in choosing a plan when somebody is going to lose no matter what. If you move forward with this one, though, I hope you realize the weight of it.Sincerely,Deas Richardson	General Response + Phillips Non Resident
zcrm_28062070 00003946112	Cynthi a	Rivers	Subject: Hwy 41. To Charleston County Council,I highly object to option 1 for the Highway 41 project. The Phillips community should not have to pay for poor planning by developers and county planners! Please do the right thing and do not widen highway 41 through the Phillips Community.Thank you for your service and consideration!Cynthia and Ralph Rivers	General Response + Phillips Non Resident
zcrm_28062070 00003946111	Cyndy	Creech	Protect the Phillips community. Find another path that will preserve current neighborhoods. Respect your citizens.	General Response + Phillips Non Resident
zcrm_28062070 00003894041	Camer on	McMan us	Please prioritize communities of color in Charleston over plantations, by not widening highway 41 and further dividing the Phillips community, and opting for the proposed alternate route.	General Response + Phillips Non Resident
zcrm_28062070 00003895301	Carol in e	Requier me	I am a Charleston County resident and taxpayer, and I do not want my tax dollars to be spent on Highway 41 alternative one. I will not contribute to the destruction of the historic Phillips Community, which was founded on land purchased by freedmen in the 1870s and persists to this day.	
zcrm_28062070 00003925101	Barbar a	Cohn	I prefer Alternative 1.	Acknowledgement response

zcrm_28062070 00003946079	Bob	Carpenter	Have been following this project for several years including some of the forums you have had to inform the public of different options you have studied..... many years ago I was part of a team in Kentucky that was designing a portion of the Interstate highway system and know that getting the right option to balance all options is not easy....but in studying the alternatives for Highway 41 , the only option that makes real sense to me is Alternative 1.	Acknowledgement response
zcrm_28062070 00003921041	Brian	Marsi	The Alt 1 proposal is by far the most reasonable option for consideration due to the cost, environmental impact, numbers of people negatively impacted (fewest) for the numbers of people served (traffic impact). I believe a decision to convert neighborhood roads into a highway instead of widening an existing highway is not logical, and is counter to the objective of moving the highest number of folks efficiently through the area. The city chose to change the area through widespread development expansion some years ago, and hwy 41 expansion was, and still is, the best choice for accommodating the resulting traffic count increase. I have been a resident of the area for almost 30 years, and understood at that time that this expansion was an eventuality. We have all had ample time to make our choices. To choose an illogical route for expansion would be a discredit to thousands of residents who put their trust in the city to expand responsibly.	Acknowledgement response

zcrm_28062070 00003921061	Anna	Wilson	<p>I am strongly opposed to Alternative 1 as the final choice for improvements to Hwy 41. It looks lovely on the video but totally inappropriate for the Phillips community. The newspaper report indicated the main reason it was chosen was because of less wetlands involvement than Alternative 7A. We all know there are wetland mitigation programs but there are no programs to alleviate the historical and cultural devastation Alternative 1 would wreak on the Phillips community. It is inconceivable to me that in the year 2020 anyone would think it was appropriate or acceptable to destroy an African-American community that has been there 150 years so that wealthy newcomers can reach their destinations 5-10 minutes faster. All across the Lowcountry we have built roads, neighborhoods, and shopping centers with no thought to the people being displaced. We built the Crosstown and bisected an African-American community with devastating consequences. It is time to quit thinking about who is voting for whom in the next election, about who is donating to what cause, about how fast people want to get to work. It is time just to do the right thing.</p> <p>I have been delivering Meals on Wheels in this area for almost 20 years and know many of the residents of the Phillips community. I also deliver in Dunes West, Park West, Rivertowne, and Planters Pointe. Many of the homes affected by Alternative 7A have been built in the last five years. I doubt that any family whose property might be affected by 7A has lived there 10 years, compared to the century and a half of ownership by families in the Phillips community. Hwy 41 has already bisected the Phillips community and traffic makes it difficult to cross the road. Let's not make it any worse. Let's not let the frantic pace of people "from off" ruin the lives of those whose roots have been here for generations.</p> <p>PLEASE do NOT proceed with Alternative 1.</p>	General Response + Phillips Non Resident
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zcrm_28062070 00003946259	R	Rosengarten Dale	Subject: Vote NO to Hwy 41 Expansion through Phillip Community. To the members of the Mt. Pleasant City Council and the Charleston who has spent her career researching and writing about the tradition of sweetgrass basketmaking unique to Mt. Pleasant, I implore you not to run a major highway through the heart of the Phillips community—a traditional center of this remarkable art. Introduced by Africans to the Lowcountry 350 years ago, the basket is recognized today as both an art object and an icon of Gullah/Geechee life. The contemporary gallery at the Gibbes Museum of Art, for example, is named for world-famous Lowcountry basketmaker Mary Jackson. The widening of Highway 17 for six-miles has made selling baskets on the roadside (the sewers’ main point of sale since 1930) difficult at best. Widening Highway 41 through Phillips’ paving over culturally valuable land and depreciating a historic African American community that dates back almost a century and a half—would be a second blow to the survival of the craft and an ,Dale RosengartenDale Rosengarten, Ph.D.Curator, Special Collections, Addlestone LibraryCollege of Charleston tel: For more information, please see links below: https://www.sc.edu/uscpres/books/1993/9956.html https://www.knowitall.org/collections/row-upon-row-sea-grass-baskets-sc-lowcountry https://issuu.com/theafricacenternewyork/docs/grass_roots_-_african_origins_of_an?e=23433780/33392220 https://africa.si.edu/exhibits/grassroots/index.html	General Response + Phillips Non Resident
zcrm_28062070 00003946204	May	Jones	I am heartsick at the idea of Alternative 1 which rips the Phillips community asunder. The cost of population growth should NOT be borne by the historic Black communities of Charleston County. Please save the community, even if it means slightly more environmental impact to the creeks and marshes. The people who have lived along highway 41 for generations should have greater consideration given to them than their more recent and more affluent neighbors!	General Response + Phillips Non Resident
zcrm_28062070 00003946154	Heidi Ward	Ravenel	I am very much opposed to the current plan to widen the highway through the Phillips community. It is unthinkable that this historic African American community should be disrupted to support infrastructure to accommodate all the development that has gone on around them and as heirs properties, they will not even receive just compensation for the loss of their properties. The alternative plan should be adopted. The interests of this community should be respected more than wetlands and expense, and the communities that have created the need for the expansion should bear some of the burden.	General Response + Phillips Non Resident



Community Meetings

September 20-22, 2017

Wando River Bridge

Hwy 41 at Clements Ferry Road

Focused Study Area

Expanded Study Area

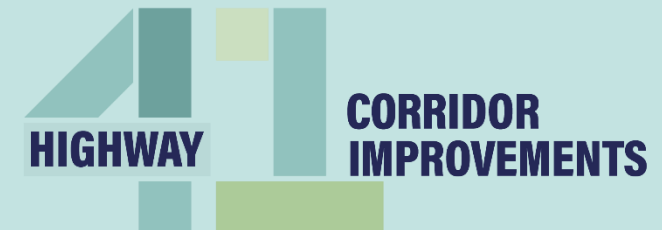
Gregory Ferry Road

Hwy 41 at US Highway 17

**PROJECT
STUDY
AREA**

Project Goals

- Improved capacity along the corridor.
- Improved safety for bicyclists, pedestrians and commuters.
- Improved capacity at the intersection of Highway 41 and Highway 17.
- The completion of the Gregory Ferry Road connector.



Project Phases

PHASE 1

- Introduction of the Project Letter of Intent
- Traffic Analysis and Field Data Collection
- Development of Conceptual Alternatives
- Determine NEPA Class of Action

PHASE 2

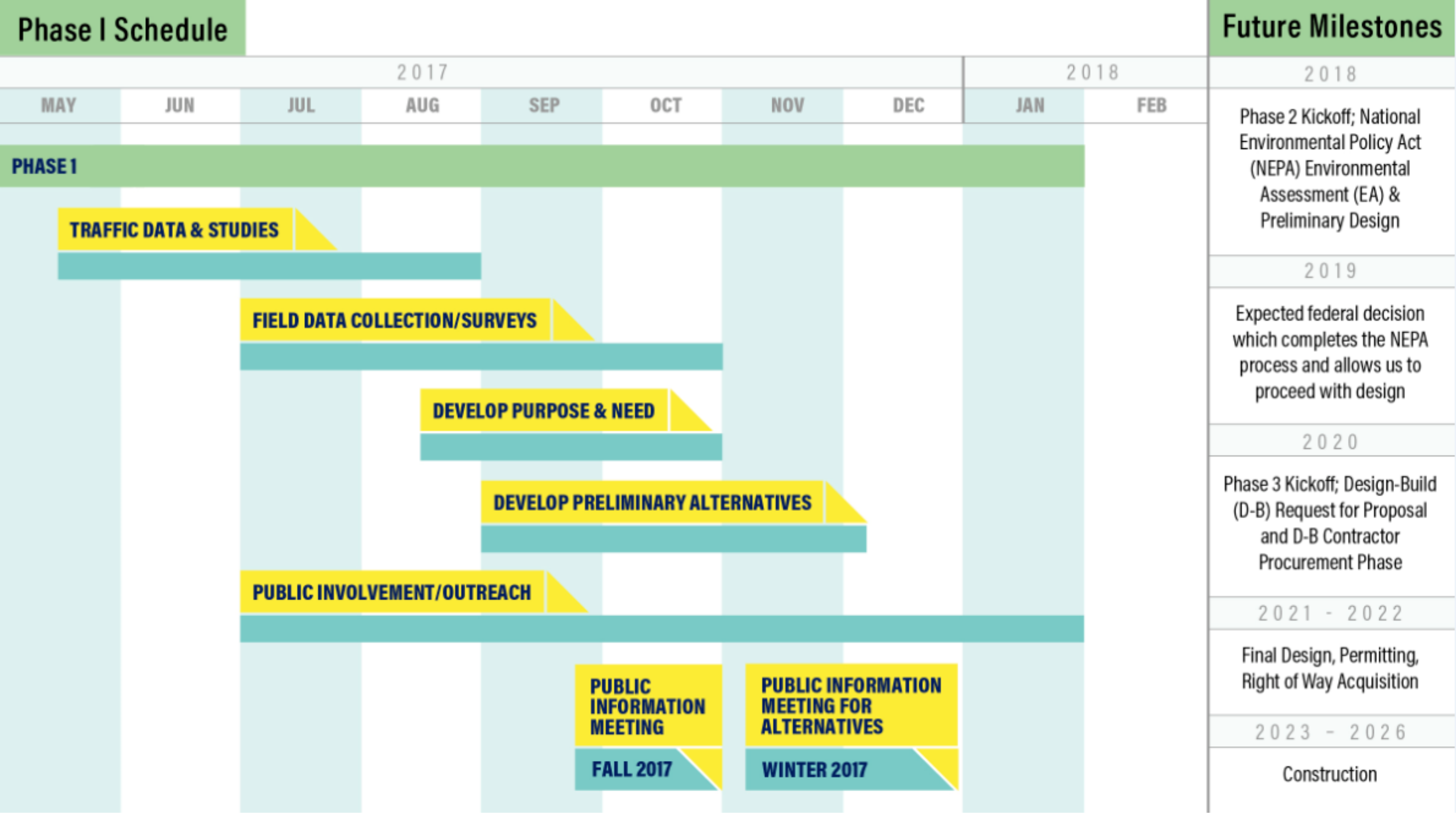
- Environmental Assessment or Impact Statement & Completion of NEPA process
- Perform preliminary alternatives development
- Conduct alternatives analysis
- Identify proposed alternative(s)

PHASE 3

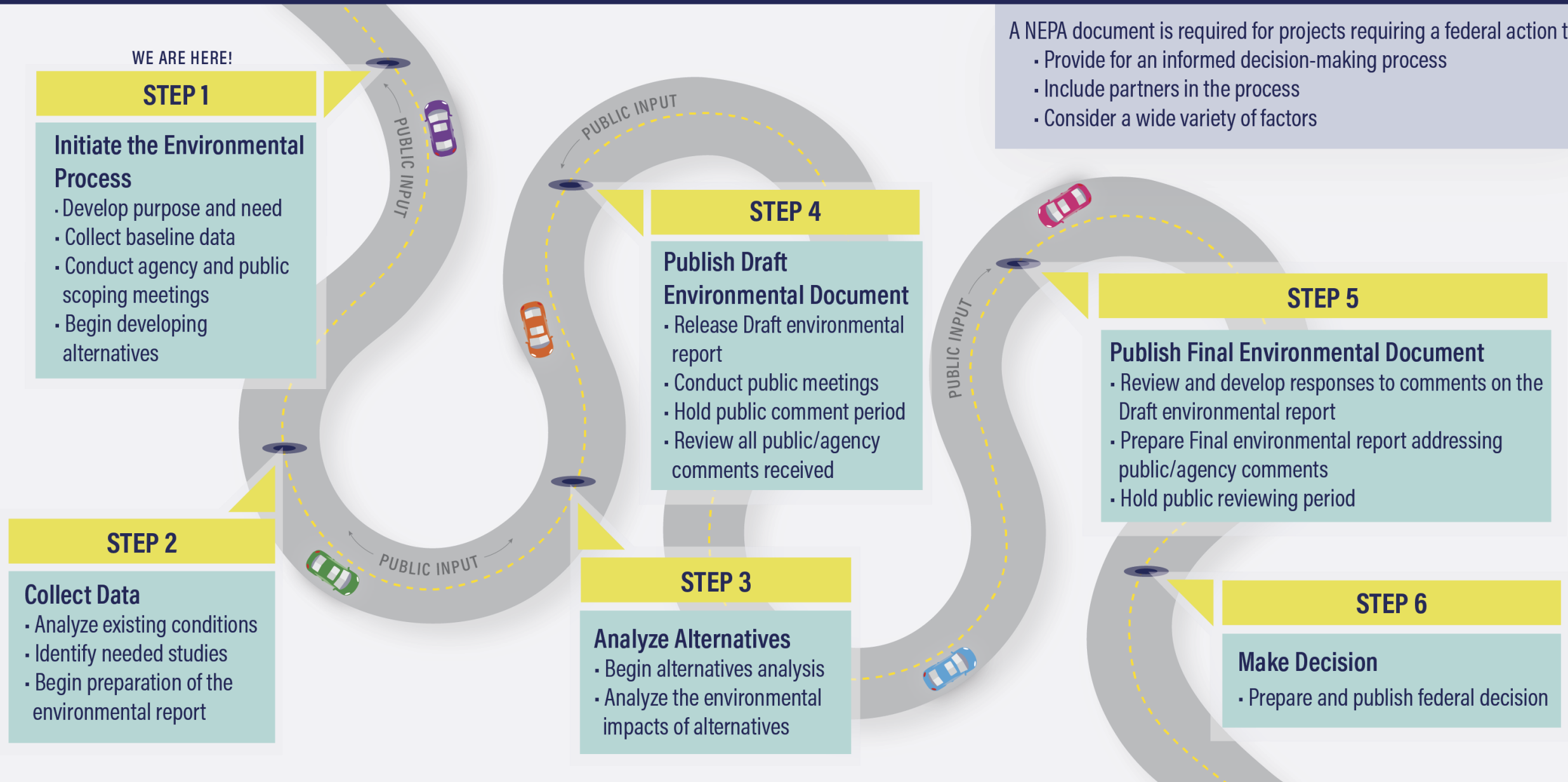
- Final Design and Permitting
- Procurement

PHASE 4

- Construction



National Environmental Policy Act (NEPA)



Project Development

As part of the National Environmental Policy Act (NEPA) process, an extensive environmental review must take place before a project requiring a federal action can be designed and constructed.



Factors examined in the environmental review:



Scoping During the NEPA Phase

Why do we do Scoping?

To take your feedback and define the focus of the study.

Scoping is a process that:

- Involves the public and federal, state and local agencies
- Identifies issues in the environmental document
- Develops and evaluates alternatives in the development phase
- Defines the focus of the study

Scoping identifies:

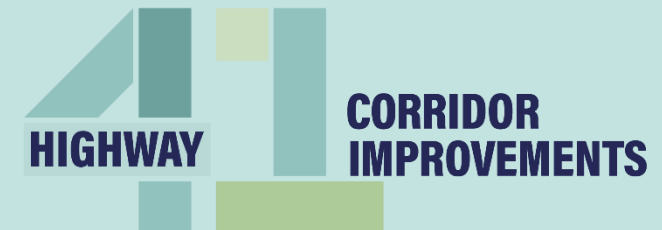
- Transportation deficiencies
- Study boundaries
- Reasonable alternatives
- Agency roles
- Environmental factors
- Permits

Purpose & Need

The project's Purpose and Need statement will be developed with the project team, local and federal government agencies and additional stakeholders after the scoping process to state the problem and justify the need for the project.

Preliminary Project Purpose & Need

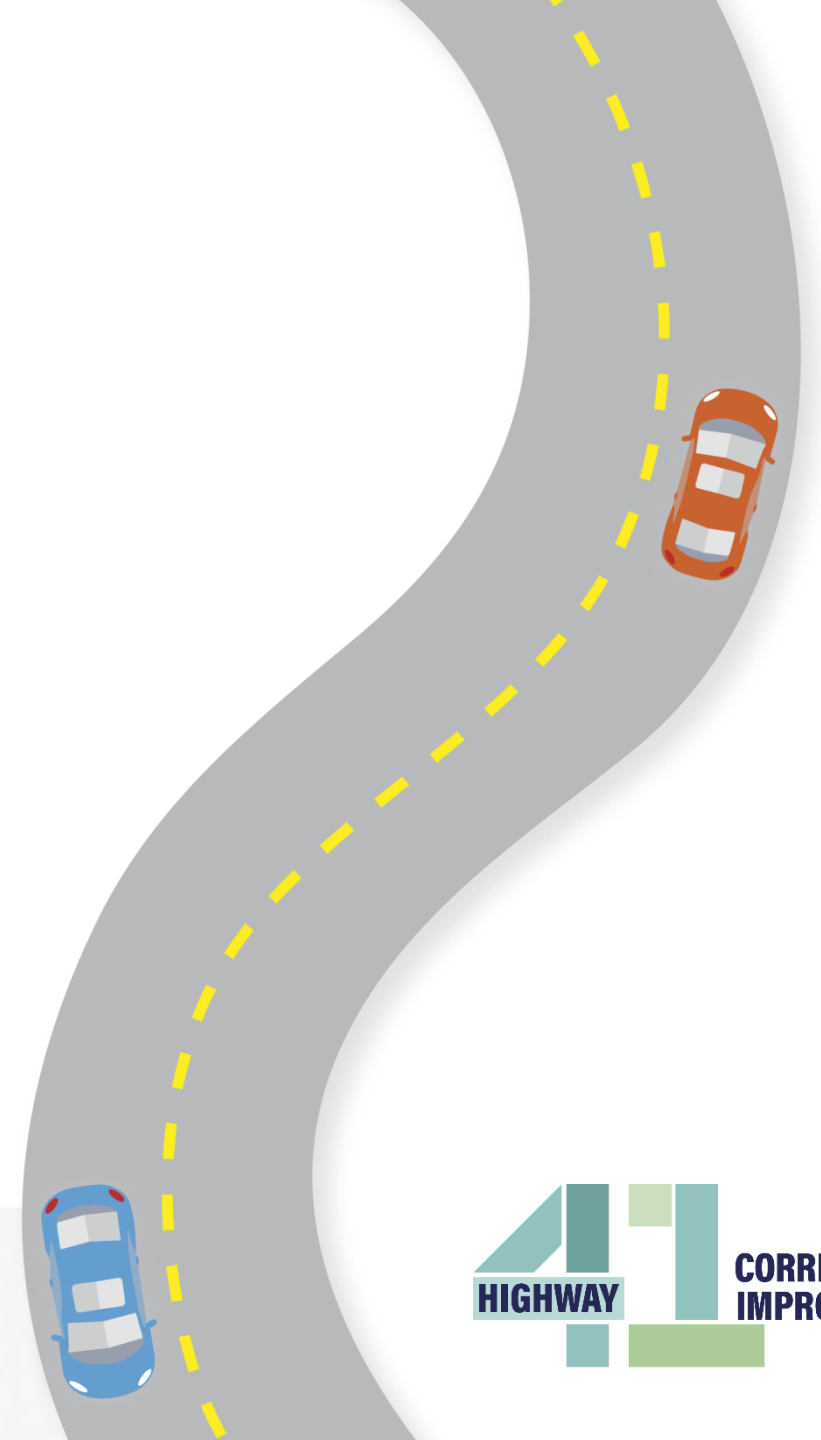
To reduce traffic congestion by improving the flow of traffic and capacity within the project corridor.



Current Traffic Activities

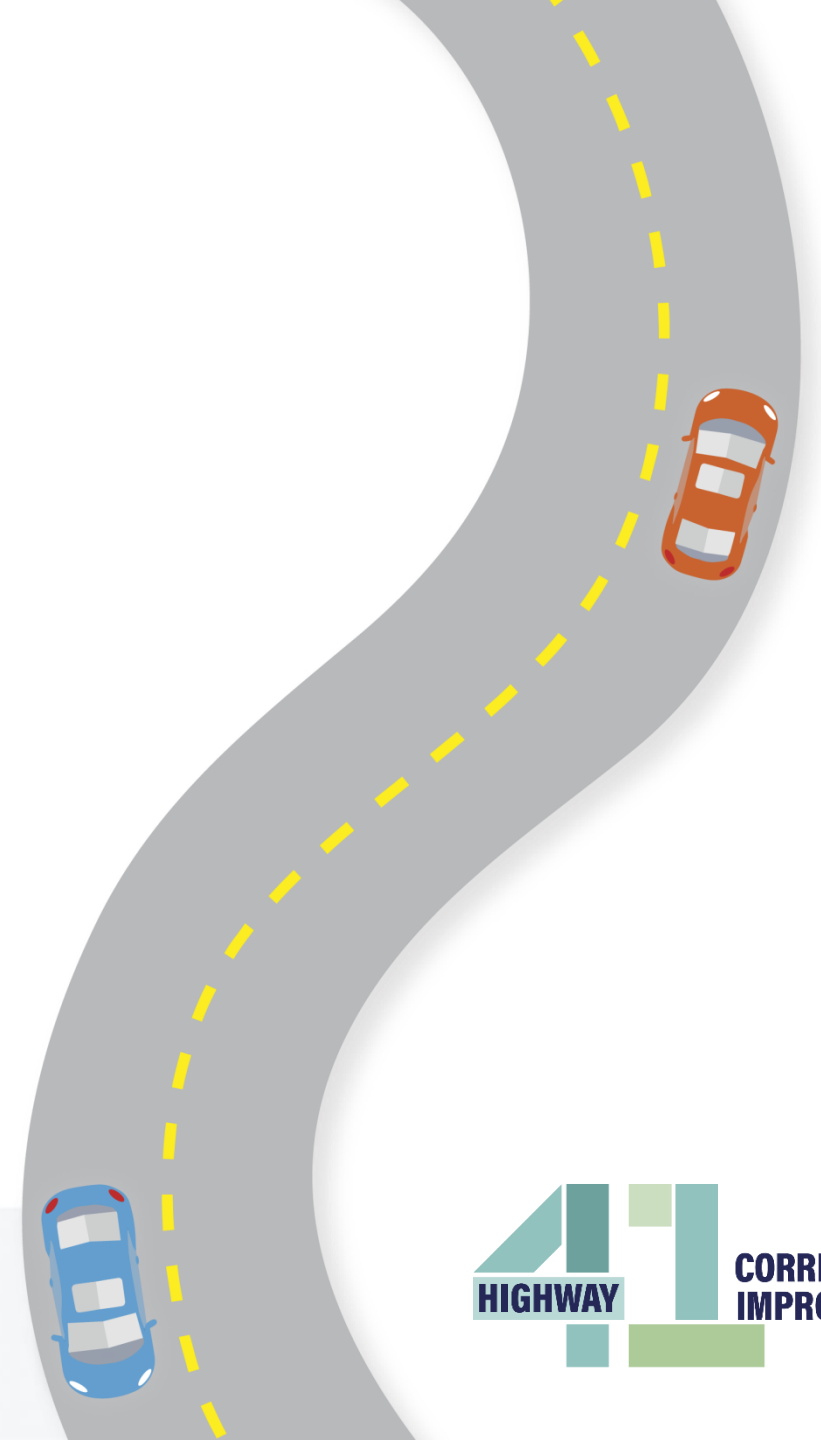
Gathering detailed growth information to include in the Charleston Area Transportation Study model:

- Highway 17 near Highway 41
- Along Highway 41 from Highway 17 to Joe Rouse Road and Bessemer Road
- Along Highway 41 from Joe Rouse Road and Bessemer Road to Clements Ferry Road
- Along Clements Ferry Road



Future Traffic Activities

- Forecasting traffic volumes to future conditions (2045)
- Analyzing various alternatives using the Charleston Area Transportation Study model
- Analyzing alternatives for the intersection of Highway 41 and Highway 17



Public Involvement & Outreach



- Public and Online Meetings
- Website
- Social Media
- Newsletters



- Visual Aids
- Email Correspondence
- Project Hotline
- Direct Mail



Public Information Meetings

Two public meetings will be held in open house format during Phase I to provide information and receive comments on the project:



- **Fall 2017:** Public Scoping Meeting
- **Proposed Late 2017/Early 2018:** Public Meeting for Alternatives

Online Meeting



- Complements any in-person public meeting
- Includes all in-person meeting materials
- Available through the project website: www.hwy41sc.com
- Facilitates online comment submission
- Hosted on the project website for a 30-day comment period

Top Comments to Date:



Traffic Safety



Bike/Ped Accommodations



Existing/Planned Utilities



Residential Areas



Schedule

*As of 9/18/17

FAQ: NEPA



What is NEPA?

NEPA stands for the National Environmental Policy Act process. Under the NEPA process, an extensive environmental review must take place in order to complete a rigorous analysis of the project area and to examine reasonable alternatives for the improvements. The environmental review is done in order to avoid, minimize or mitigate environmental impacts and to ensure public participation is incorporated into the decision making process. Public input is critical during the environmental review process to provide important insight to Charleston County as the project plans and scope are refined.

FAQ: Property



How will I know if my property will be impacted by the project?

Directly impacted landowners will be identified and contacted when a recommended preferred alternative is selected for this project.

FAQ: Noise



How will you address noise impacts in the corridor?

Noise impacts are key factors that will be evaluated during the environmental review process. Data collected will be evaluated and mitigation measures, such as noise abatement, will then be considered based on physical or environmental constraints, cost effectiveness, and the viewpoints of the local community and residents.

FAQ: Safety



Will this project address safety concerns? If so, how?

During the development of this project, safety concerns will be addressed through the implementation of current design standards, the addition of turn lanes, and implementation of pedestrian and bicycle accommodations.

FAQ: Pedestrian and Bicycle Access



Will pedestrian and bicycle access be accommodated?

Improved access for pedestrians and bicyclists will be considered and evaluated in the project development process in order to provide safer options and more connectivity for residents.

Contact Us



Visit: www.Hwy41SC.com



Email us to leave comments or
join the project mailing list:
Hwy41SC@gmail.com



Leave a message for the project
team: **843-972-4403**



Follow Charleston County on
Facebook and **Twitter**



Cal Oyer, P.E.

Project Manager

Charleston County Transportation Development

843-202-6148

coyer@charlestoncounty.org



MEETING MINUTES

Project: Highway 41 Corridor Improvements
Subject: Community Meetings
Date: September 20-22, 2017
Location: Highway 41 Corridor Community Groups
Meeting: Cal Oyer, Charleston County
Support: Randy Williamson, HDR
Shannon Meder, HDR
Samantha Dubay, HDR
Rotating: Robert Flagler, HDR
Meeting: Harriet Richardson-Seacat, HDR
Support: Josh Fletcher, HDR
Natalie Lawrence, Joyst Communications
Cheryl Harleston, CHH Communications
Ed Givens, Fellowship Strategies

Overview

The Highway 41 Corridor Improvements project team held eight (8) meetings with community, neighborhood and business groups over the course of three days in an effort to present to leadership from these groups on the National Environmental Policy Act (NEPA) process and project schedule, and receive input on the project development process. Cal Oyer, Randy Williamson, Shannon Meder and Samantha Dubay presented at each meeting.

Post cards were sent to invite business owners to attend the Business Owner Meeting. The project team coordinated directly with community group leadership in order to schedule each community meeting.

Meeting materials included a presentation, meeting handout, sign in sheets, comment forms, and project study area map. Below is a summary of discussions that took place at each meeting.

Business Owner Meeting, September 20 at 10:00 a.m.

Approximately 70 individuals were invited to attend the Business Owner Meeting. The meeting was held at Greater Goodwill AME Church with eight business representatives in attendance. The majority of the businesses were from businesses along Gregorie Ferry Road at the Station 41 plaza.



- Individuals had concerns over drainage responsibilities and maintenance: Charleston County (County) vs. Town of Mt. Pleasant (Town) vs. SC Department of Transportation (SCDOT).
- Individuals had concerns over the currently-unsafe connection from Gregorie Ferry Road/41 to access Highway 17, which makes it difficult to make left hand turns onto Highway 41. There were also concerns expressed over traffic backing up from Joe Rouse Road and extending down Highway 41 to Gregorie Ferry Road at rush hour.
- Other input/concerns expressed included:
 - Short-term solutions for traffic issues;
 - Planned development (Lowes grocery store);
 - Allocated project funding;
 - Hurricane evacuation route – current Highway 41 capacity is not sufficient;
 - Traffic demand for the new baseball field;
 - Accident/safety data being collected along the corridor.

Planter's Pointe Meeting, September 20 at 2:00 p.m.

Approximately 10 individuals attended the Planter's Pointe meeting; attendees consisted of board members, HOA staff and residents. The meeting was held in the Planter's Pointe Clubhouse.

- Individuals wanted assurance that the project team was considering future development in the area such as the proposed traffic light at Dunes West, Lowe's grocery store, other growth in the Town of Mt. Pleasant, growth on Clements Ferry Road.
- Individuals in attendance prefer more lanes to accommodate traffic.
- Other input was provided on:
 - Noise and how the speed limit will affect noise;
 - Emergency responder's access (typical response time is currently about 45 minutes);
 - Project schedule/timeline is too long;
 - Hurricane evacuation route – current Highway 41 capacity is not sufficient;

Park West Meeting, September 20 at 4:00 p.m.

Approximately six individuals were in attendance at the Park West Clubhouse, which consisted of board members and HOA staff.

Input from attendees included:

- Clements Ferry Road widening project;
- Highway 41 as an evacuation route;
- Widening of Park West Boulevard as a favorable option;
- Incorporation of bike lanes (some opposed, some were pro);
- Prefer to focus on widening the road to move traffic and focus less on landscape in the corridor;
- Short-term solutions for Bessemer Road.

Action item:

- *Send board members the presentation and handout for distribution.*

Phillips Community Meeting, September 20 at 7:00 p.m.

Approximately 35 individuals attended the Phillips Community Meeting held at Greater Goodwill AME Church. To supplement the project team presentation, Harriett Richardson-Seacat from HDR presented to the group on the Phillips Community being evaluated in the project development process as a Traditional Cultural Property (TCP) to assess adverse effects. TCPs must be evaluated in federal undertakings and the project team will be interviewing community representatives to gather details on community history, cultural practices, inventorying important places and overall TCP extent.

- Questions were asked about the project schedule and when documents would be submitted for a federal decision and what type of studies would be taking place.
- Individuals were concerned over right-of-way acquisition and whether the community would be further divided.
- Individuals also asked that the project team look at alternative connections outside of the Highway 41 corridor and to consider bypass roads.
- The attendees were against noise walls in the area.
- There was a request for more meetings with the Phillips Community and to meet with other communities to hear what they prefer from the project.

Action item:

- *Harriett Richardson-Seacat will schedule interviews with individuals to formulate the TCP study.*
- *The project team will hold a second meeting with the Phillips Community Association.*

Rivertowne, September 21 at 2:00 p.m.

Approximately five individuals attended the Rivertowne meeting, which was held at 1978 Sandy Point Lane. Individuals in attendance included community residents.

- Input was expressed on the following topics:
 - Flooding in the area;
 - Future development in Berkeley County;
 - Noise walls vs. noise berms;
 - Access for emergency vehicles;
 - Public meeting times;
 - Gas station proposed at neighborhood entrance;
 - Right-of-way process.

The Colonnade, September 21 at 4:00 p.m.

Approximately eight individuals attended this meeting which was held at the Brickyard Clubhouse and consisted of representatives from The Colonnade, Brickyard Plantation, and The Landing.

- A main concern from this meeting was noise and vibration. Representatives from The Colonnade were concerned over right-of-way and corridor noise.
- Individuals expressed that they preferred noise walls along the corridor.
- Individuals also asked if more traffic lights would be added.

Action item:

- *Send board members the presentation for distribution.*

Horlbeck Creek, September 21 at 6:00 p.m.

Nine individuals attended the Horlbeck Creek meeting held at 1414 Black River Road and consisted of the neighborhood Board of Directors.

- The group requested the project team look at routes for improving traffic other than the Highway 41 corridor.
- The group was concerned over the project affecting their quality of life and requested noise walls to combat noise and vibration.
- Concerns were also raised over:
 - How close the road expansion would come to houses;
 - Impacts to marsh areas;
 - Planned development;
 - Clements Ferry widening;
 - Traffic safety/fatalities.

Action item:

- *Send board members the presentation for distribution.*

Dunes West, September 22 at 2:00 p.m.

Thirteen board members attended the meeting held at the Dunes West Office.

- Questions included topics on zoning and future development, funding available for the project, and other potential funding sources to speed up the process.
- Individuals suggested widening Bessemer Road and Dunes West Boulevard to four lanes to accommodate traffic.
- Individuals asked about Joe Rouse Road construction and its expedited timeline.
- A question was asked about how the new Dunes West light at Harpers Ferry Way would be affected by the project.
- The group also offered to provide the data that was being collected at Dunes West traffic gate.



Public Information Open House

Meeting Summary

January 15, 2018

Public Information Open House Meeting Summary

Meeting Summary

Charleston County Transportation Development hosted a public kickoff meeting to provide details on the proposed Highway 41 Corridor Improvements project along Highway 41 in Mount Pleasant, South Carolina. The meeting was held on Monday, November 13, 2017, at Park West Gym in Mount Pleasant. The meeting was an open house format; no formal presentation was given.

Upon entering the meeting, attendees viewed a “Navigating the NEPA Process” video which detailed the environmental and project development processes, including opportunities for public involvement. In a separate room, meeting boards provided additional information on the NEPA process, project schedule, environmental factors being considered, traffic and noise studies, the study on traditional cultural properties, and next steps. Project team members were available at board stations to discuss various aspects of the project. Roll out maps and comment stations were provided for attendees to leave comments on the project and existing elements in the study area.

An online meeting, displaying the same video and materials as the in-person meeting, was available at www.hwy41sc.com from November 13 to December 14, 2017 for a 30-day comment period.

Open House Overview

The meeting began at 5:00 p.m. and closed at approximately 7:00 p.m. The meeting location was determined and reserved by HDR through the Town of Mount Pleasant’s Parks and Recreation Department. The open house format allowed for discussions between the public and project team members, including staff representing engineering, environmental, and public involvement from Charleston County, Town of Mt. Pleasant, SCDOT, and consultants. Meeting Sign-In Sheets can be viewed in Appendix C. Meeting materials including the meeting boards, handout, blank sign-in sheet and comment form can be viewed in Appendix B.

In-person Public Information Open House Meeting Information

Table 1

Date & Time	Venue	# of Attendees
Monday, November 13 5:00 – 7:00 p.m.	Park West Gym 1251 Park West Blvd Mount Pleasant, SC 29466	134

Agenda

- 2:00 p.m.: Project Team Arrival and Setup (HDR and Public Involvement Consultants)
- 3:30 p.m.: Charleston County/SCDOT/Town of Mt. Pleasant/Consultants

- 4:00 p.m.: Team meeting & safety briefing
- 4:30 p.m.: Doors open
- 5:00 p.m.: Meeting begins
- 7:00 p.m.: Meeting ends/doors close
- 7:15 p.m.: Team debrief and breakdown
- 8:00 p.m.: Team departure

Attendees

A total of 134 people attended the in-person kickoff meeting and 100 people attended the online meeting.

Staffing

Project team members from Charleston County, SCDOT, Town of Mount Pleasant, HDR and sub-consultants staffed the in-person kickoff meeting. All staff were knowledgeable about the project and were prepared to communicate with the community. Table 2 summarizes the roles and responsibilities of each team member.

Table 2

Organization	Name	Role/Station
Charleston County	Cal Oyer	Goals/Phases/Schedule Boards
Charleston County	Shawn Smetana	Media Management/Sign in
Charleston County	Steve Thigpen	Floater
Charleston County	Jim Armstrong	Floater
Charleston County	Taylor Hall	Comment Table
HDR	Randy Williamson	Goals/Phases/Schedule Boards
HDR	Shannon Meder	NEPA Boards
HDR	Samantha Dubay	Meeting Manager/Floater
HDR	Robert Flagler	Sign-In
HDR	Blair Wade	NEPA/Noise Boards
HDR	Michael Darby	Roll Maps
HDR	Renee Mulholland	NEPA Boards
HDR	Josh Fletcher	TCP Board
HDR	Harriet Richardson-Seacat	TCP Board
HDR	Miles Spenrath	Video Station
Stantec	Jim Fisher	Traffic Board
Joyst Communications	Natalie Lawrence	Sign-In
CHH Communications	Cheryl Harleston	Welcome/ Video Station
Fellowship Communications	Ed Givens	Welcome/Video Station
ATJ Engineering	Alvin Johnson	Roll Maps
SCDOT	Mark Mohr	Floater
SCDOT	Michael Fulmer	Floater
SCDOT	Will McGoldrick	Floater
Town of Mt. Pleasant	Brad Morrison	Goals/Phases/Schedule Boards
Air Hub	Terri Sciarro	Noise Board
The Reveer Group	Rhett Reidenbach	Roll Maps
Brockington & Associates	Dave Baluha	TCP Board
Brockington & Associates	Charlie Phillips	TCP Board

Outreach Activities

Invitation postcards, stakeholder notification letters and an e-newsletter were distributed to promote the Public Information Open House and online meeting. Table 3 summarizes the invitation outreach efforts for this meeting. See Appendix A: Outreach.

Table 3

Type	Total Distributed	Date of Distribution
Stakeholder Notification Letter	154	10/27/2017
Postcard	2,450	10/30/2017
Press Release	1	10/30/2017
E-Newsletter	264	10/31/2017
Flyer	22	11/01/2017
Yard Signs	50	11/01/2017

Online Meeting Information

An online meeting was hosted at <http://hwy41sc.com/onlinemeeting/>. The online meeting was active from November 13 to December 14, 2017. Online Meeting Boards are available to view in Appendix B.

Duration	URL
November 13 to December 14, 2017	http://hwy41sc.com/onlinemeeting/

Analytics

Type	
Sessions	100
Avg. Session Duration	10:44
Pageviews	131
Devices	Desktop – 40 Mobile – 34 Tablet - 16

Video Plays

Video	Play Rate	Plays	Avg Engagement
Navigating the NEPA Process	39%	75	66%

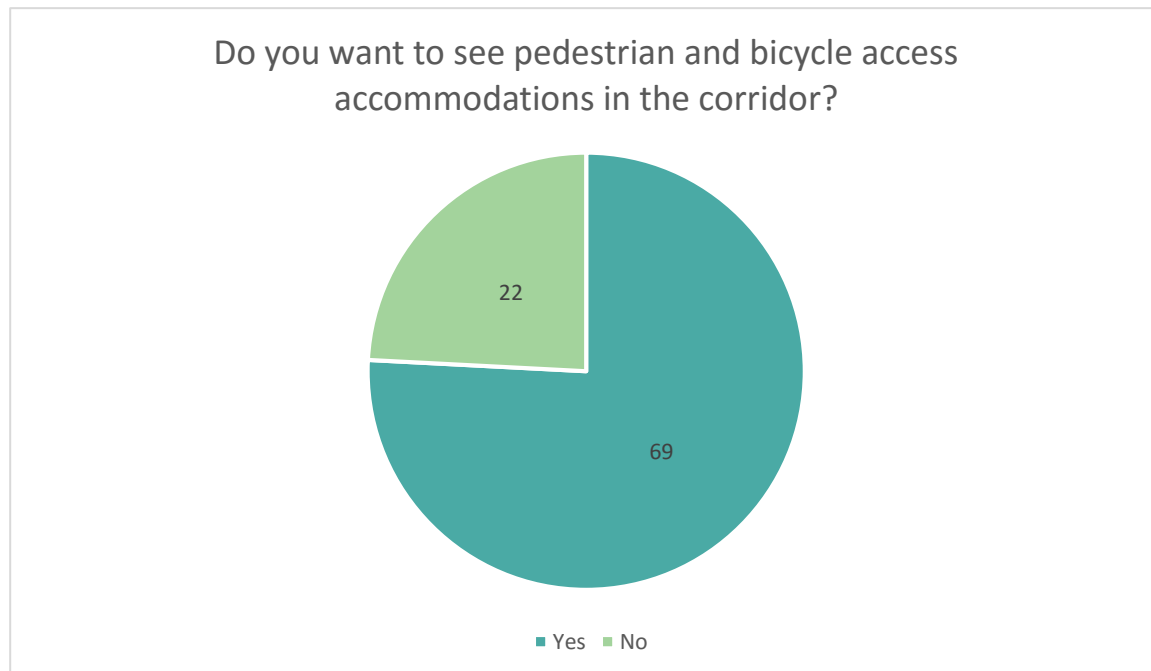
- *Play Rate is a measure of the number of people that loaded and played the video.*
- *Average Engagement is a measure of the number of people who watched the video compared to the total hours the video has been watched.*

Comment Summary

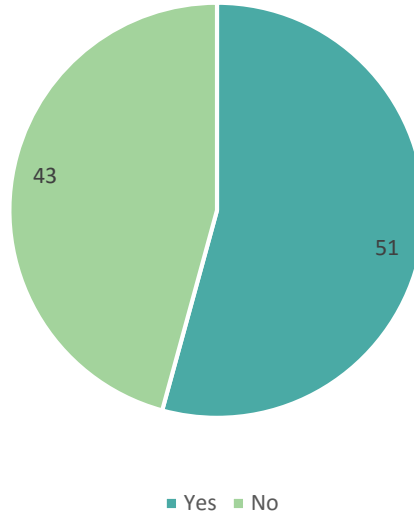
In order to collect feedback during the kickoff meeting, two comment tables were setup to allow the public to provide feedback. Additionally, a rollout map of the project area was provided where attendees could provide comments on the study area. Finally, 56 comment forms were collected during the kickoff meeting (See Appendix C). The project website and online meeting received 81 comments between the launch of the online meeting on November 13 and its closing on December 14, 2017.

Type of Comment	# of Comments Received
Web Comment Form	60
Hotline Voice Mail	3
Comment Forms	56
Email	21
Letter/Mail	1
Total comments received during comment period	141

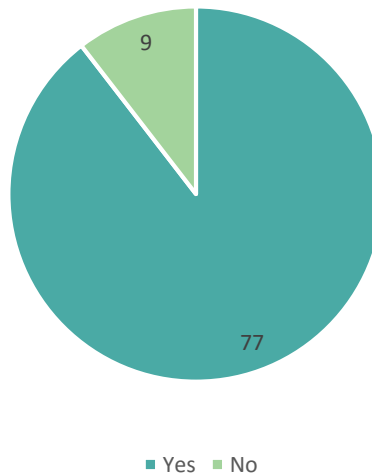
Each comment form, whether received in-person or online, included five yes or no questions to collect further information on key issues such as noise, commuter behaviors and support for pedestrian and bicycle accommodations along Highway 41. The charts below detail the responses from members of the public that attended the in-person meeting and/or the online meeting.



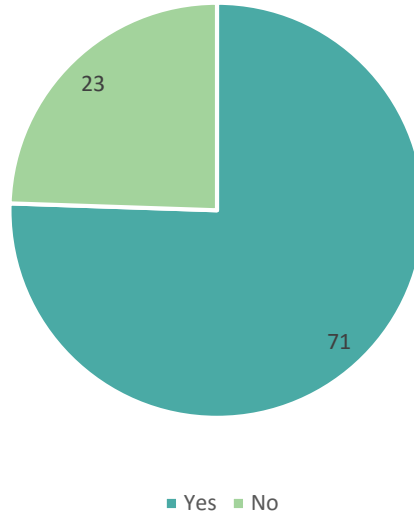
Are you concerned about noise in the corridor?



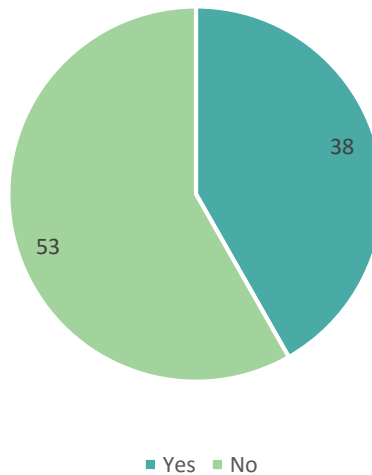
Are you open to alignment options not directly located on Highway 41 to help reduce congestion?



Do you travel Highway 41 on a daily basis?

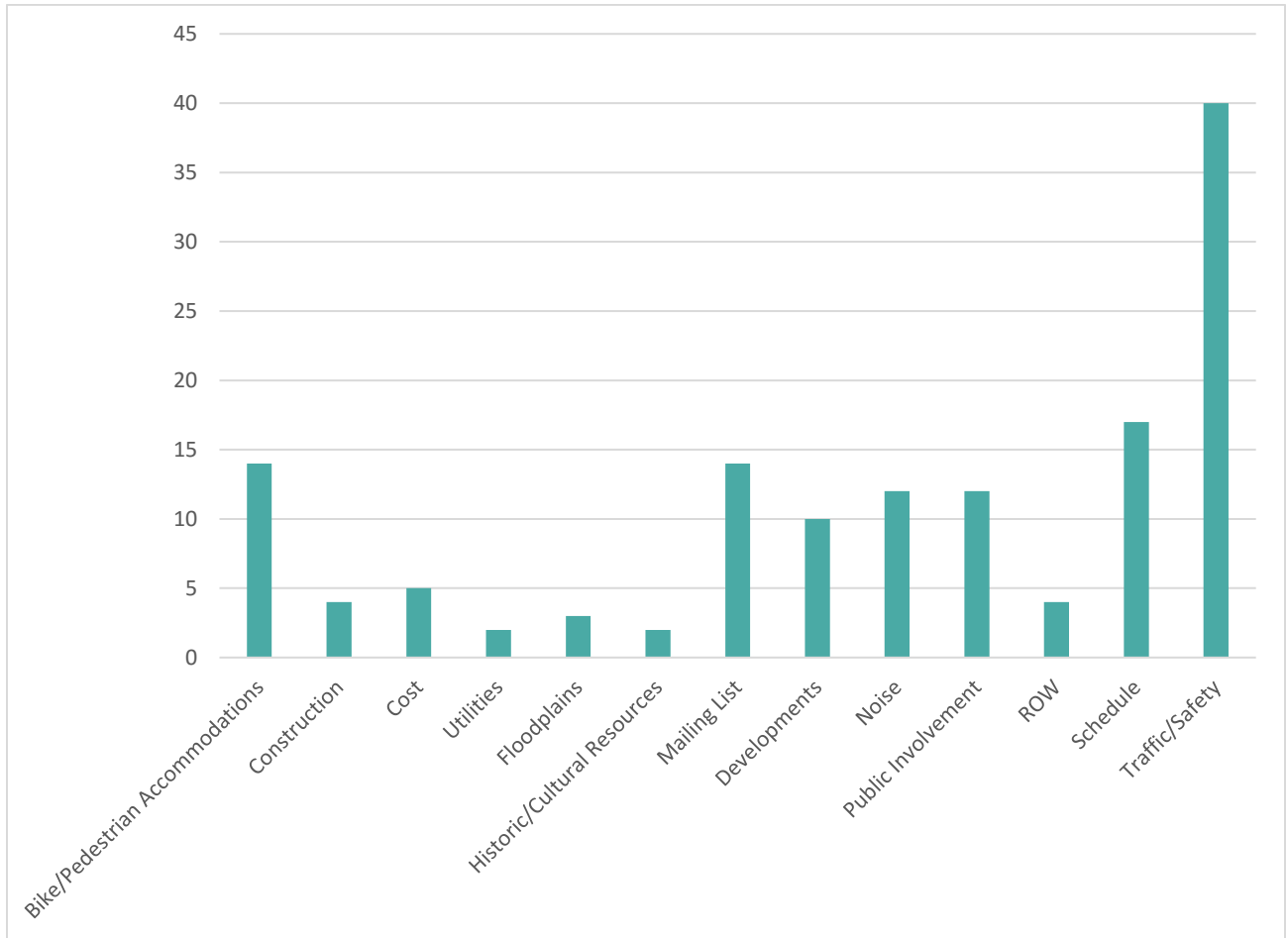


Do you often take alternate routes to avoid congestion on Highway 41?



Comment Themes

The comments collected between November 13 and December 14, 2017 were categorized based on themes and topics, with many comments having multiple themes and topics. The chart below summarizes the data to identify the most common comment topics.



Appendix A: Outreach

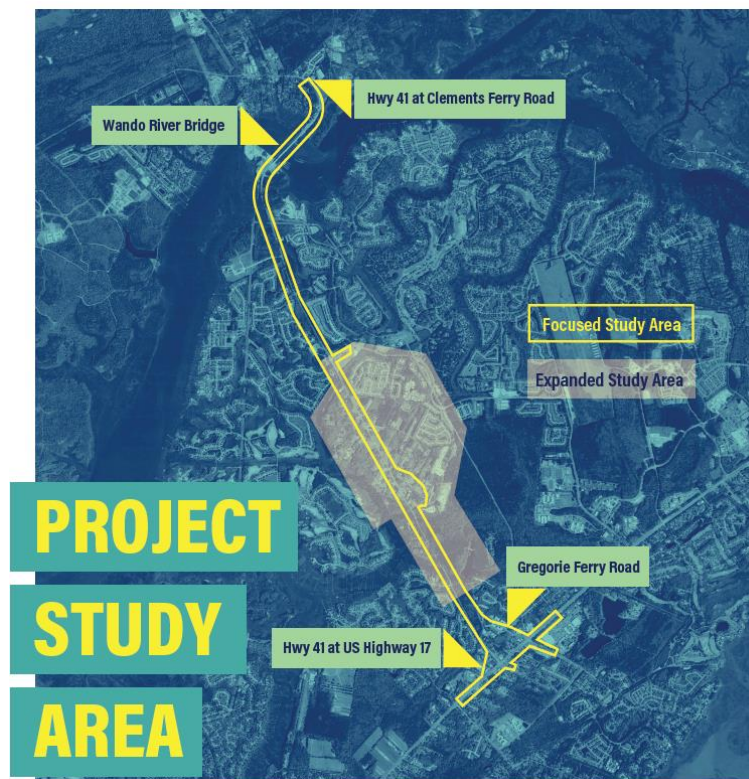


October 24, 2017

<<Address>>

Re: Public Information Open House on November 13, 2017, for Highway 41 Corridor Improvements

The Highway 41 Corridor Improvements project is a top priority for Charleston County, the Town of Mount Pleasant, and the South Carolina Department of Transportation. Charleston County is following the federal National Environmental Policy Act (NEPA) process to evaluate the project's impacts and study various improvement alternatives. These alignment alternatives would accommodate the anticipated increase in traffic volumes with the goal of easing traffic congestion along Highway 41. We are in the early stages of the NEPA process, which involves collecting data to evaluate the overall project area and understand the existing conditions of the human and natural environments as well as the current traffic conditions along the corridor. Following this initial phase, the team will then begin to determine possible alignment alternatives that avoid and minimize impacts to the existing conditions.



In order to properly assess the issues, opportunities, and impacts of potential improvements within the study area, it is critical that we gather input from the surrounding community. In late September 2017, the project team held small community meetings with leadership from some of the key communities along the corridor including the Phillips Community, Dunes West, Park West, Rivertowne, Planter's Point, The Colonnade, Horlbeck Creek and Greater Goodwill AME Church. These small community meetings included special outreach to these specific groups for inclusion in the public involvement process. In addition to hosting the community meetings, we also held a special meeting for businesses located along the corridor as well as a Stakeholder Working Group



Charleston County
Transportation Development

4045 Bridge View Drive, Suite C204, North Charleston, SC 29405

www.hwy41sc.com

meeting which included elected officials, local municipalities, utility companies, state and local agencies and community organizations.

We will be holding a Public Information Open House to provide an overview of the project, the environmental review process and the estimated project schedule. The meeting will be in an open house format; no formal presentation will be made.

Date: Monday, November 13
Time: 5:00 to 7:00 p.m. – Open house
Location: Park West Gym
1251 Park West Boulevard, Mount Pleasant, SC 29466

Individuals who are unable to attend the meeting in person can join us online at www.hwy41sc.com beginning November 13 to view all of the meeting materials and leave a comment on the project.

Agency, stakeholder and public input are critical during the environmental review process. We will inform you of the project's progress throughout the process. Should you have any questions, visit www.hwy41sc.com or contact me at (843) 202-6148.

Sincerely,



Cal Oyer, P.E.
Project Manager
Charleston County Transportation Development



Charleston County is partnering with the Town of Mount Pleasant, the South Carolina Department of Transportation and the Federal Highway Administration to improve roadway capacity and ease traffic congestion along Highway 41, a key corridor in and out of Mount Pleasant. In order to properly assess the issues, opportunities, and impacts of potential improvements within the study area, it is critical that we gather input from business owners along the corridor.

Join us at a meeting for the businesses along the Highway 41 corridor to learn more about the project and provide your thoughts on future improvements:

MEETING INFORMATION

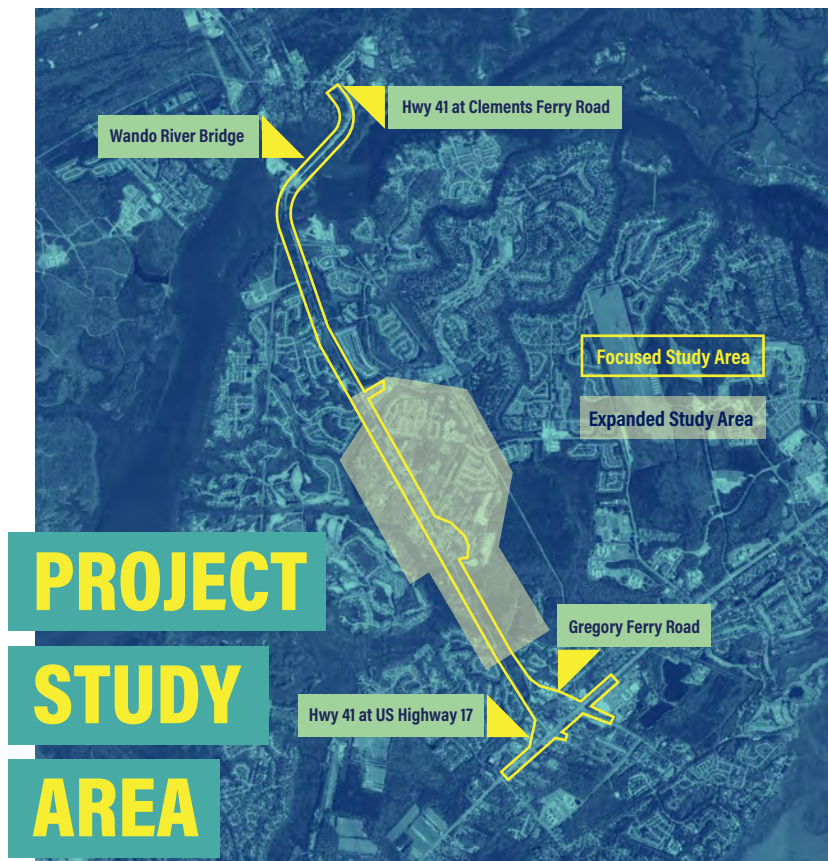
Wednesday, September 20, 2017
10:00 - 11:00 a.m.

Greater Goodwill AME Church
2818 N. Highway 17, Mt. Pleasant, SC 29466

A presentation will be given on the project process followed by a Q&A session. Please **RSVP by Friday, September 15** by emailing Hwy41SC@gmail.com or calling **843-972-4403**.

ADDITIONAL INFORMATION

Visit www.Hwy41SC.com for more information on the project.



Located in the heart of Mount Pleasant, Highway 41 is a key corridor connecting the traveling public along bustling US 17 in Charleston County to communities in Mount Pleasant and to I-526.

c/o Charleston County
4400 Leeds Avenue, Suite 450
North Charleston, SC 29405



YOU ARE INVITED!

BUSINESS OWNER MEETING

Join us to learn about the Highway 41 Corridor Improvements project and provide input on future improvements.



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Return Address:
c/o Charleston County
4400 Leeds Avenue, Suite 450
North Charleston, SC 29405

YOU'RE INVITED

Join us for a Public Information Open House to learn more about the Highway 41 Corridor Improvements project and provide your thoughts on future improvements!

 Monday, November 13

 5:00 - 7:00 p.m.
Drop in anytime!

 Park West Gym
1251 Park West Boulevard
Mt. Pleasant, SC 29466

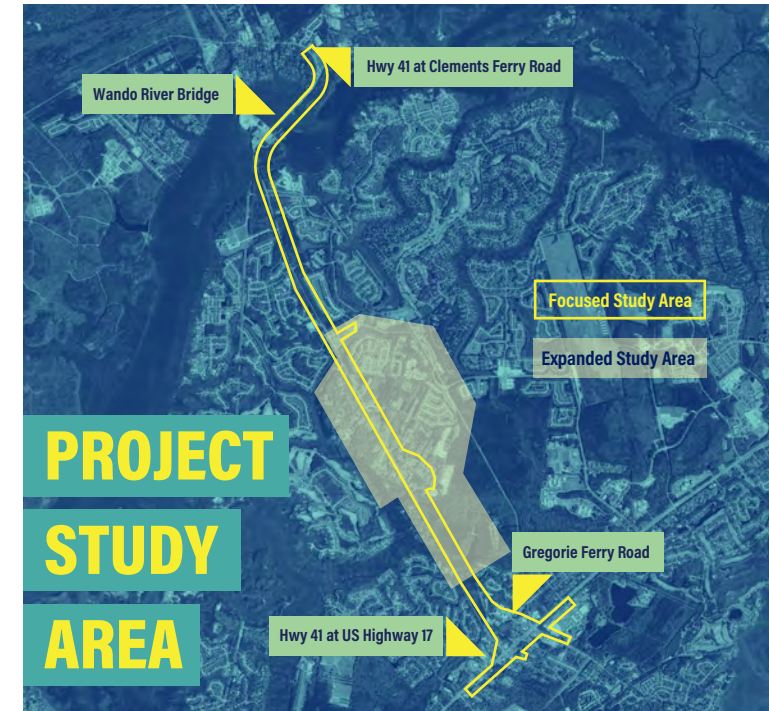
A Message from the Project Manager

You likely travel Highway 41 each day and know that the corridor has reached maximum capacity, resulting in daily traffic backups during peak travel times. The Town of Mount Pleasant held a meeting in early 2016 to introduce the project to the public, and later that year, taxpayers voted in favor of Charleston County's sales tax referendum. As a result, Highway 41 received funding for the project to begin under the management of Charleston County's Transportation Development Office.

As part of the initial project development, Charleston County is following the federal National Environmental Policy Act (NEPA) process to evaluate the project's impacts and study various improvement alternatives.

These improvements would accommodate the anticipated increase in traffic volumes with the goal of easing traffic congestion along Highway 41. We are in the early stages of the NEPA process, which involves collecting data to evaluate the overall project area and understand the existing conditions of the human and natural environments.

Following this initial phase, the team will then begin to determine possible alignment alternatives that avoid and minimize impacts to the existing conditions.



A wide range of environmental resources will be considered during the environmental process, many of which may be identified through stakeholder and public involvement.

In order to properly assess the issues, opportunities, and impacts of potential improvements within the study area, it is critical that we gather input from the community. In September we held small meetings with representatives from communities located along the Highway 41 corridor to present on the project timeline and development process, and gather early feedback. We invite you to join the project team for a public information open house Monday, November 13 from 5:00 to 7:00 p.m. at the Park West Gym to learn more details about the project, the environmental review process, and the estimated project schedule.

Our commitment to promoting and protecting the quality of life in Charleston County by delivering services of value to the community is at the heart of everything we do.

Sincerely,

Cal Oyer, P.E.
Project Manager
Charleston County Transportation Development

Join us for a Public Information Open House!

Monday, November 13



Park West Gym
1251 Park West Boulevard
Mt. Pleasant, SC 29466

5:00 - 7:00 p.m.
Drop in anytime; a formal
presentation will not be given.



The project team is holding a public information open house to provide an overview of the project process and gather input on future improvements. Your participation is very important to us. Can't attend in-person? Please join us online beginning November 13 to view all of the meeting materials and leave a comment by visiting our website at www.Hwy41SC.com.

Follow Charleston County



Leave a message
for the project team: 843-972-4403



Email us to leave comments
or join the project mailing list:
Hwy41SC@gmail.com



Visit: www.Hwy41SC.com



STAY INFORMED

Project Overview

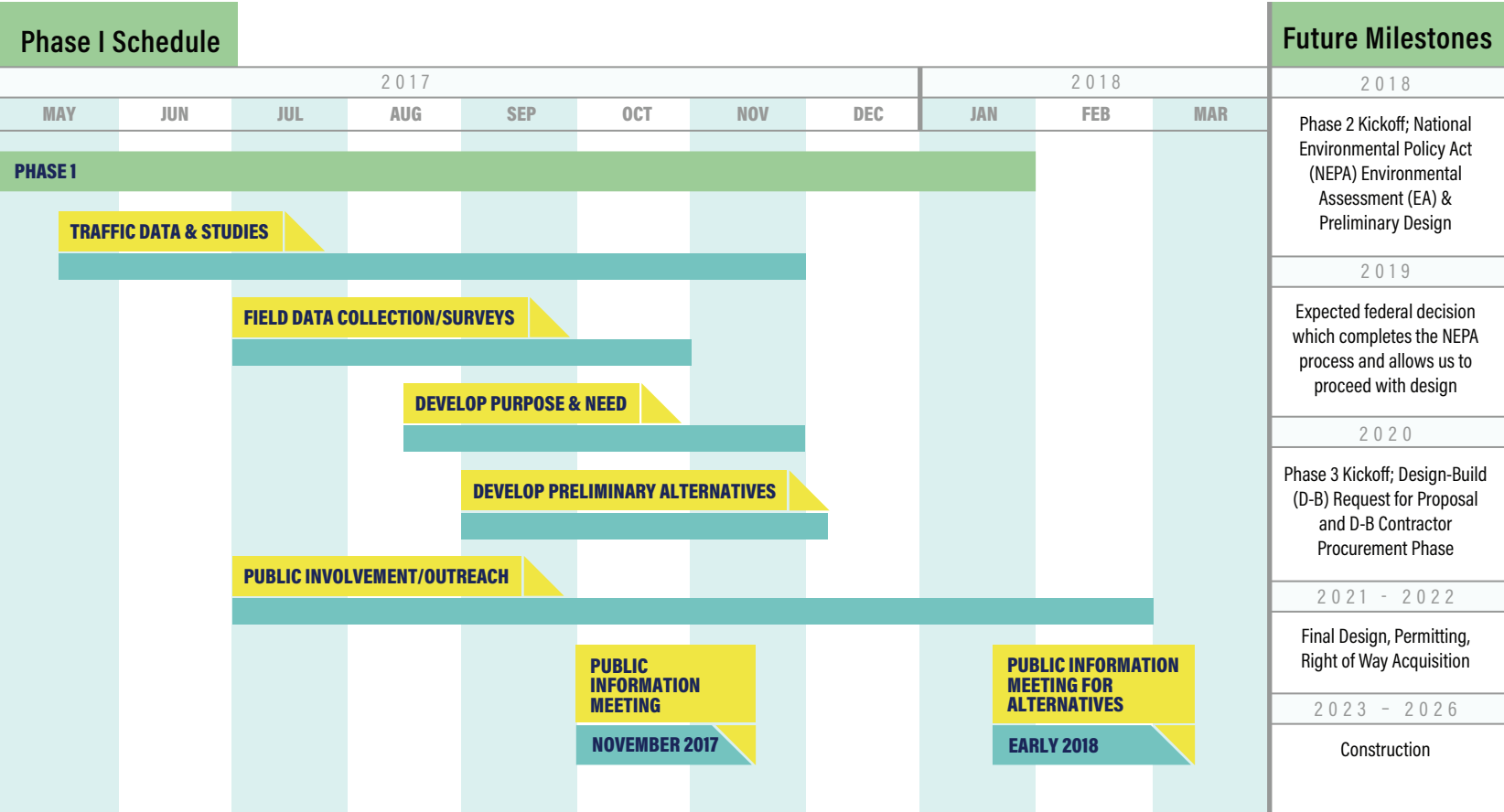
To accommodate an increase in traffic volume, Charleston County, the Town of Mount Pleasant and the South Carolina Department of Transportation are partnering to improve roadway capacity and ease traffic congestion along Highway 41.

Future improvements to Highway 41 may:

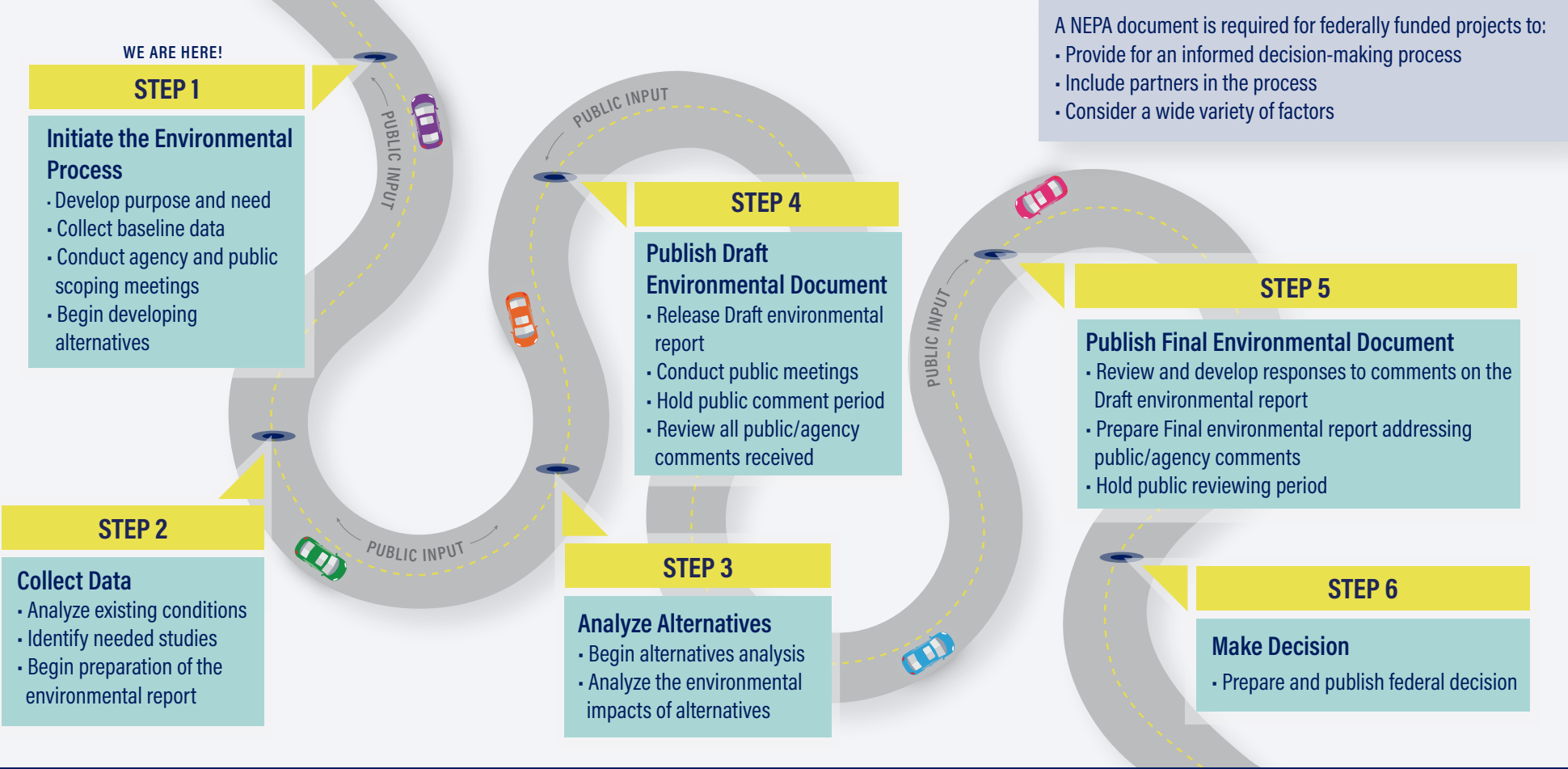
- Improve capacity along the corridor
- Improve safety for bicyclists, pedestrians and commuters
- Provide improved capacity at the intersection of Highway 41 and US 17
- Complete the Gregorie Ferry Road connector

As part of the National Environmental Policy Act (NEPA) process for the Highway 41 Corridor Improvements project, a wide range of environmental resources will be considered while ensuring that the community and stakeholders are involved.

Charleston County will oversee the design and permitting process of the project which will be divided into multiple phases. Phase 1 includes project scoping to understand existing environmental, cultural and traffic conditions of the study area which extends from the intersection of US 17 and Highway 41 to the Highway 41 bridge over the Wando River at Clements Ferry Road intersection. A range of alternatives will be developed and presented to the public based on these findings. Following Phase 1, more detailed studies will commence in Phase 2, along with preliminary engineering design and completion of the draft and final environmental review documents. The project team is evaluating potential ways to expedite the design, permitting, and construction phases of the project. Current traffic data indicates that the section of Highway 41 between US 17 and Joe Rouse Road has reached its capacity and is a key section for which improvements would alleviate the ever-increasing traffic within the whole corridor. The project team’s goal is to construct this section as soon as possible following completion of the NEPA process.



National Environmental Policy Act (NEPA)



PUBLIC INFORMATION OPEN HOUSE

YOU'RE INVITED

Join us for a Public Information Open House to learn more about the Highway 41 Corridor Improvements project and provide your thoughts on future improvements!

Your participation is very important to us. Individuals who are unable to attend the meeting in person can join us online at www.hwy41sc.com beginning November 13 to view all of the meeting materials and leave a comment on the project.

MEETING INFORMATION



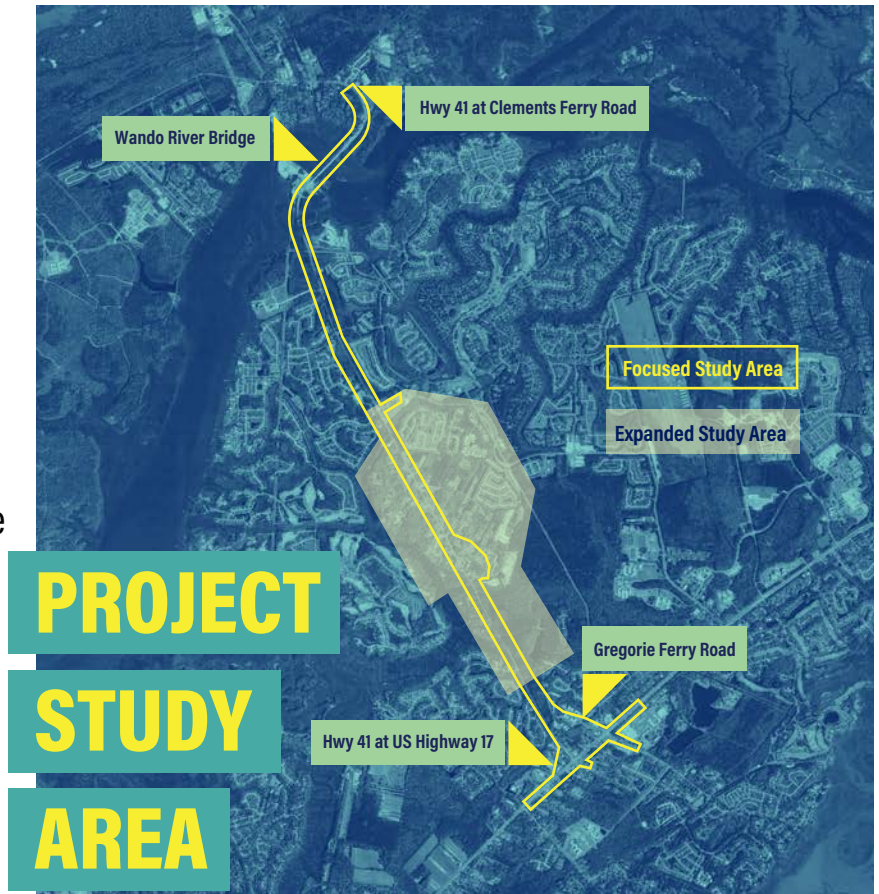
Monday, November 13, 2017



5:00 – 7:00 p.m.
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Park West Gym
1251 Park West Blvd
Mt. Pleasant, SC 29466



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Visit:
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Hwy41SC@gmail.com



Leave a message
for the project team:
843-972-4403



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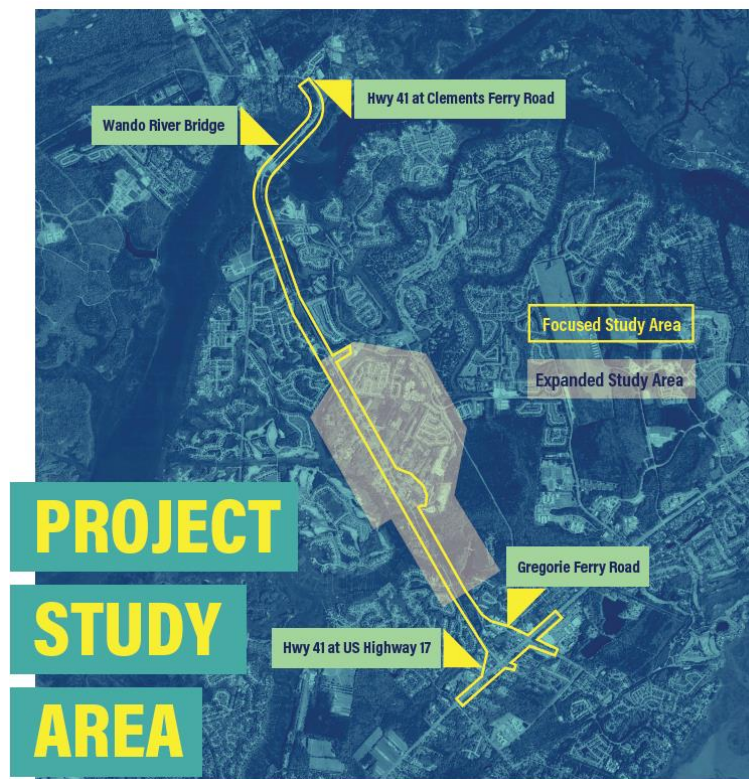


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<<Address>>

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Sincerely,

A handwritten signature in blue ink, appearing to read 'Cal Oyer'.

Cal Oyer, P.E.
Project Manager
Charleston County Transportation Development



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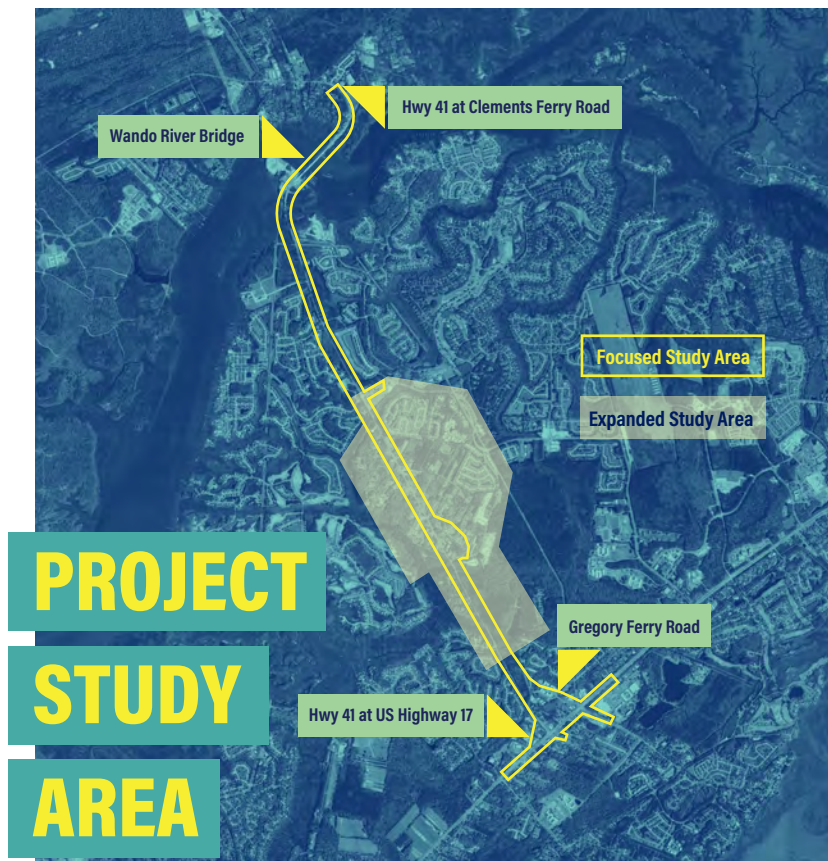
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Greater Goodwill AME Church
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c/o Charleston County
4400 Leeds Avenue, Suite 450
North Charleston, SC 29405



YOU ARE
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BUSINESS OWNER MEETING



Join us to learn about the Highway 41 Corridor Improvements project and provide input on future improvements.



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HDR
4400 LEEDS AVE
SUITE 450
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Order Number	Class Number	Start Run	End Run	Run Times	Lines	Description
1631312	985	10/30/17	10/30/17	2	63	Open House - November 13th

Payment Detail	Pay Date	Type	Card or Check #	Card	Exp	Amount
Current Payment						\$127.74
Order Price						\$127.74
Total Payments					-	\$127.74
Balance					=	\$0.00
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Order Number	Class Number	Start Run	End Run	Run Times	Lines	Description
1631312	985	10/30/17	10/30/17	2	63	Open House - November 13th

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Order Number	Class Number	Start Run	End Run	Run Times	Lines	Description
1631313	985	11/01/17	11/01/17	2	63.0	Open House - November 13th

Payment Detail	Pay Date	Type	Card or Check #	Card	Exp	Amount
Current Payment						\$48.25
Order Price						\$48.25
Total Payments					-	\$48.25
Balance					=	\$0.00
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Account: 
Phone: 
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Return Address:
c/o Charleston County
4400 Leeds Avenue, Suite 450
North Charleston, SC 29405

YOU'RE INVITED

Join us for a Public Information Open House to learn more about the Highway 41 Corridor Improvements project and provide your thoughts on future improvements!

 Monday, November 13

 5:00 - 7:00 p.m.
Drop in anytime!

 Park West Gym
1251 Park West Boulevard
Mt. Pleasant, SC 29466

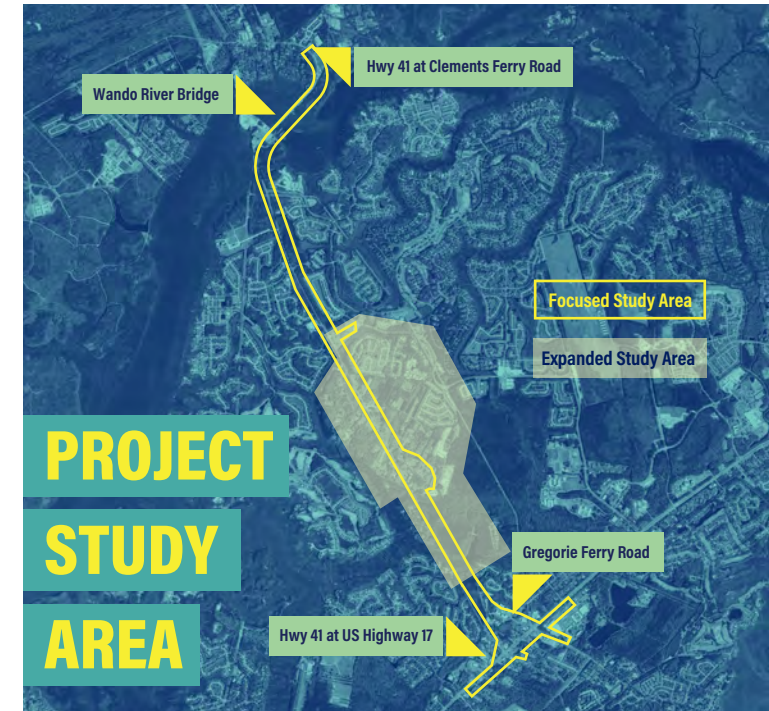
A Message from the Project Manager

You likely travel Highway 41 each day and know that the corridor has reached maximum capacity, resulting in daily traffic backups during peak travel times. The Town of Mount Pleasant held a meeting in early 2016 to introduce the project to the public, and later that year, taxpayers voted in favor of Charleston County's sales tax referendum. As a result, Highway 41 received funding for the project to begin under the management of Charleston County's Transportation Development Office.

As part of the initial project development, Charleston County is following the federal National Environmental Policy Act (NEPA) process to evaluate the project's impacts and study various improvement alternatives.

These improvements would accommodate the anticipated increase in traffic volumes with the goal of easing traffic congestion along Highway 41. We are in the early stages of the NEPA process, which involves collecting data to evaluate the overall project area and understand the existing conditions of the human and natural environments.

Following this initial phase, the team will then begin to determine possible alignment alternatives that avoid and minimize impacts to the existing conditions.



A wide range of environmental resources will be considered during the environmental process, many of which may be identified through stakeholder and public involvement.

In order to properly assess the issues, opportunities, and impacts of potential improvements within the study area, it is critical that we gather input from the community. In September we held small meetings with representatives from communities located along the Highway 41 corridor to present on the project timeline and development process, and gather early feedback. We invite you to join the project team for a public information open house Monday, November 13 from 5:00 to 7:00 p.m. at the Park West Gym to learn more details about the project, the environmental review process, and the estimated project schedule.

Our commitment to promoting and protecting the quality of life in Charleston County by delivering services of value to the community is at the heart of everything we do.

Sincerely,

Cal Oyer, P.E.
Project Manager
Charleston County Transportation Development

Join us for a Public Information Open House!

Monday, November 13



Park West Gym
1251 Park West Boulevard
Mt. Pleasant, SC 29466

5:00 - 7:00 p.m.
Drop in anytime; a formal
presentation will not be given.



The project team is holding a public information open house to provide an overview of the project process and gather input on future improvements. Your participation is very important to us. Can't attend in-person? Please join us online beginning November 13 to view all of the meeting materials and leave a comment by visiting our website at www.Hwy41SC.com.

Follow Charleston County
on Facebook and Twitter



Leave a message
for the project team: 843-972-4403



Email us to leave comments
or join the project mailing list:
Hwy41SC@gmail.com



Visit: www.Hwy41SC.com



STAY INFORMED

Project Overview

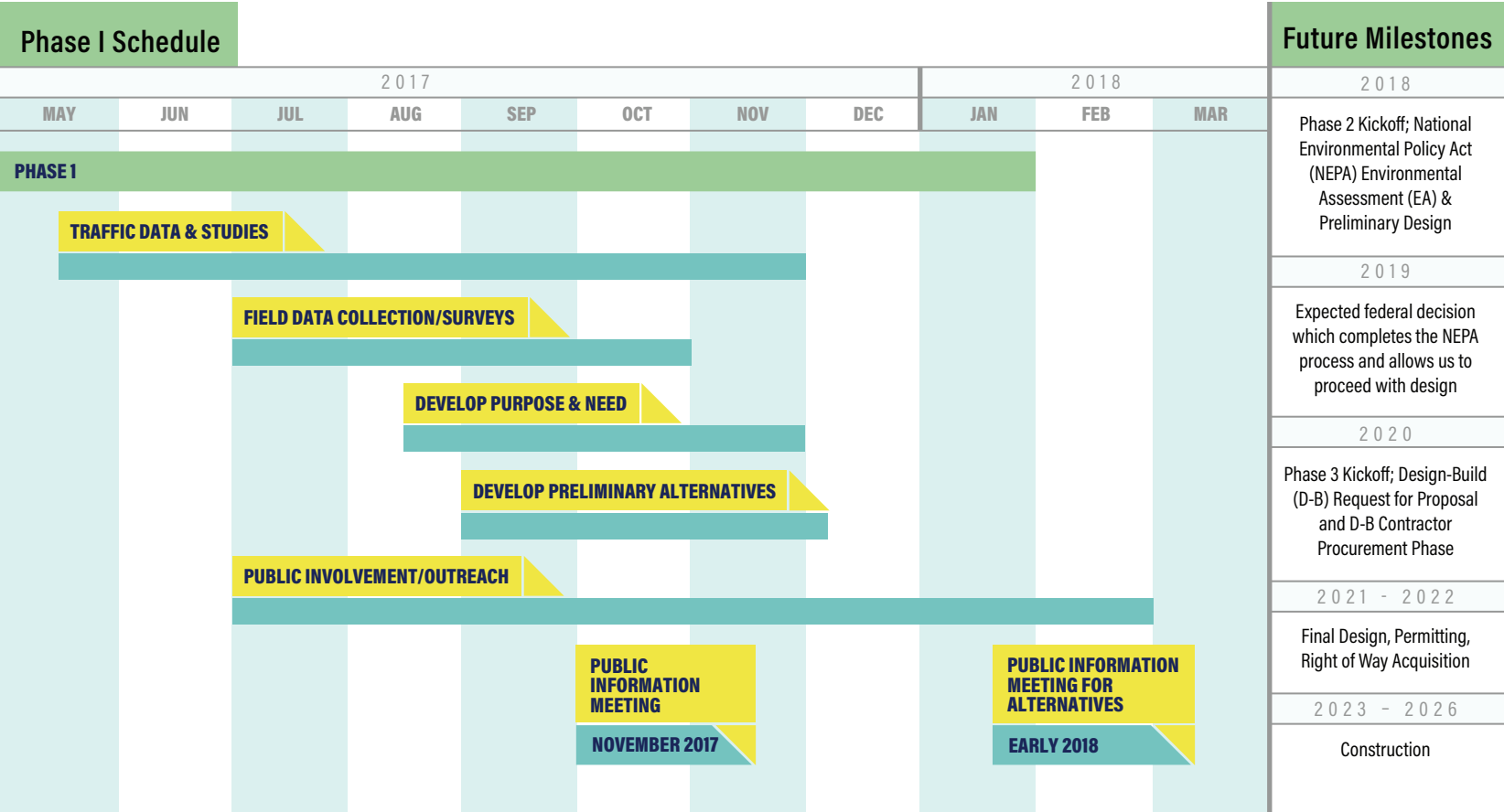
To accommodate an increase in traffic volume, Charleston County, the Town of Mount Pleasant and the South Carolina Department of Transportation are partnering to improve roadway capacity and ease traffic congestion along Highway 41.

Future improvements to Highway 41 may:

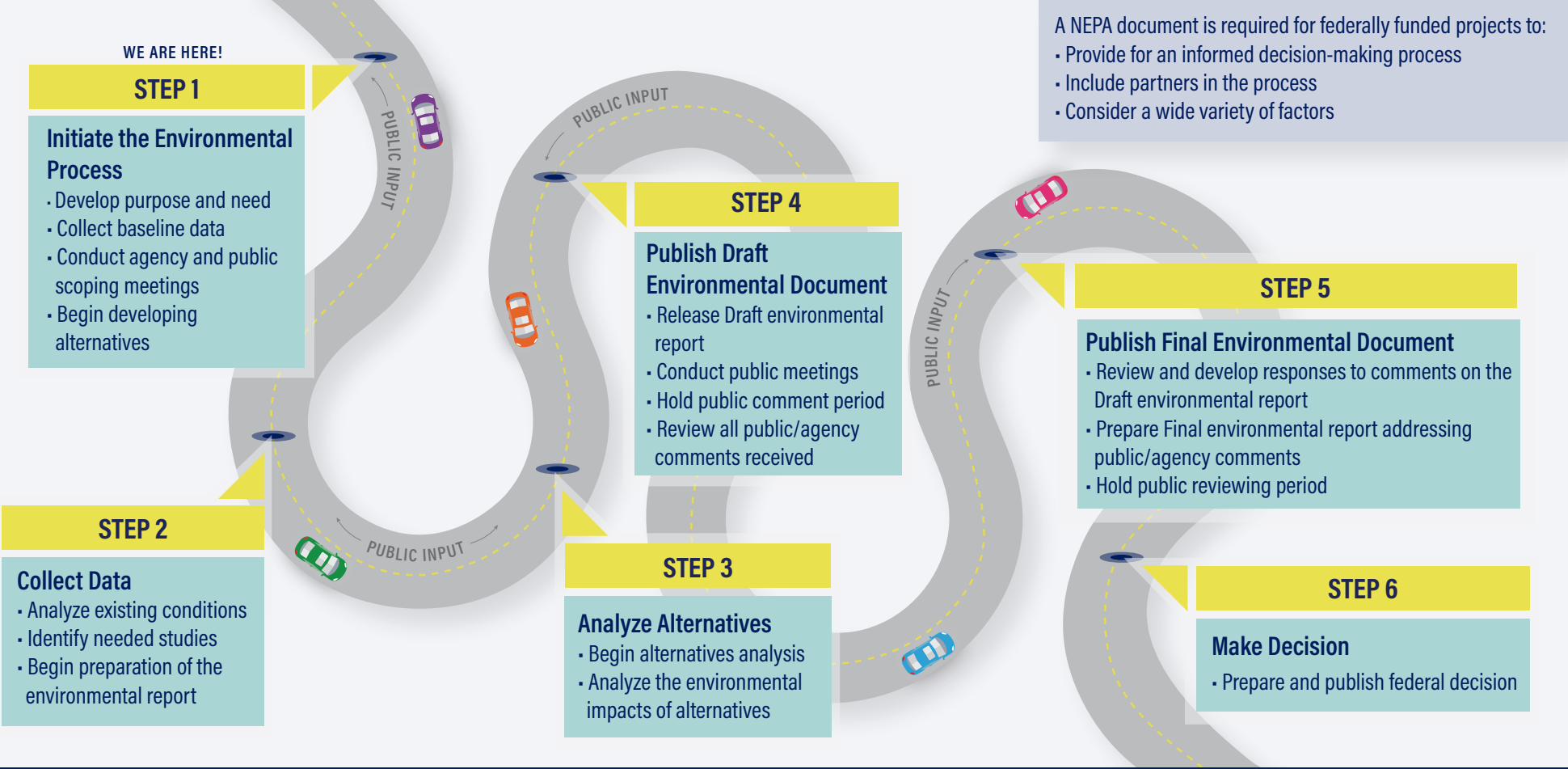
- Improve capacity along the corridor
- Improve safety for bicyclists, pedestrians and commuters
- Provide improved capacity at the intersection of Highway 41 and US 17
- Complete the Gregorie Ferry Road connector

As part of the National Environmental Policy Act (NEPA) process for the Highway 41 Corridor Improvements project, a wide range of environmental resources will be considered while ensuring that the community and stakeholders are involved.

Charleston County will oversee the design and permitting process of the project which will be divided into multiple phases. Phase 1 includes project scoping to understand existing environmental, cultural and traffic conditions of the study area which extends from the intersection of US 17 and Highway 41 to the Highway 41 bridge over the Wando River at Clements Ferry Road intersection. A range of alternatives will be developed and presented to the public based on these findings. Following Phase 1, more detailed studies will commence in Phase 2, along with preliminary engineering design and completion of the draft and final environmental review documents. The project team is evaluating potential ways to expedite the design, permitting, and construction phases of the project. Current traffic data indicates that the section of Highway 41 between US 17 and Joe Rouse Road has reached its capacity and is a key section for which improvements would alleviate the ever-increasing traffic within the whole corridor. The project team’s goal is to construct this section as soon as possible following completion of the NEPA process.



National Environmental Policy Act (NEPA)



Frequently Asked Questions

What is the purpose of this project?

As the area continues to grow, traffic congestion will grow, too. The Highway 41 Corridor Improvements project will reduce traffic congestion by improving the flow of traffic and increasing capacity along the project corridor.

How will I know if my property will be impacted by the project?

Directly impacted landowners will be identified and contacted when a recommended preferred alternative is selected for this project at the end of the NEPA process.

What will you do to reduce the noise in the corridor?

Noise impacts are key factors that will be evaluated during the environmental review process. Data collected will be evaluated and mitigation measures, such as noise abatement, will then be considered based on physical or environmental constraints, cost effectiveness, and the viewpoints of the local community and residents.

PUBLIC INFORMATION OPEN HOUSE

YOU'RE INVITED

Join us for a Public Information Open House to learn more about the Highway 41 Corridor Improvements project and provide your thoughts on future improvements!

Your participation is very important to us. Individuals who are unable to attend the meeting in person can join us online at www.hwy41sc.com beginning November 13 to view all of the meeting materials and leave a comment on the project.

MEETING INFORMATION



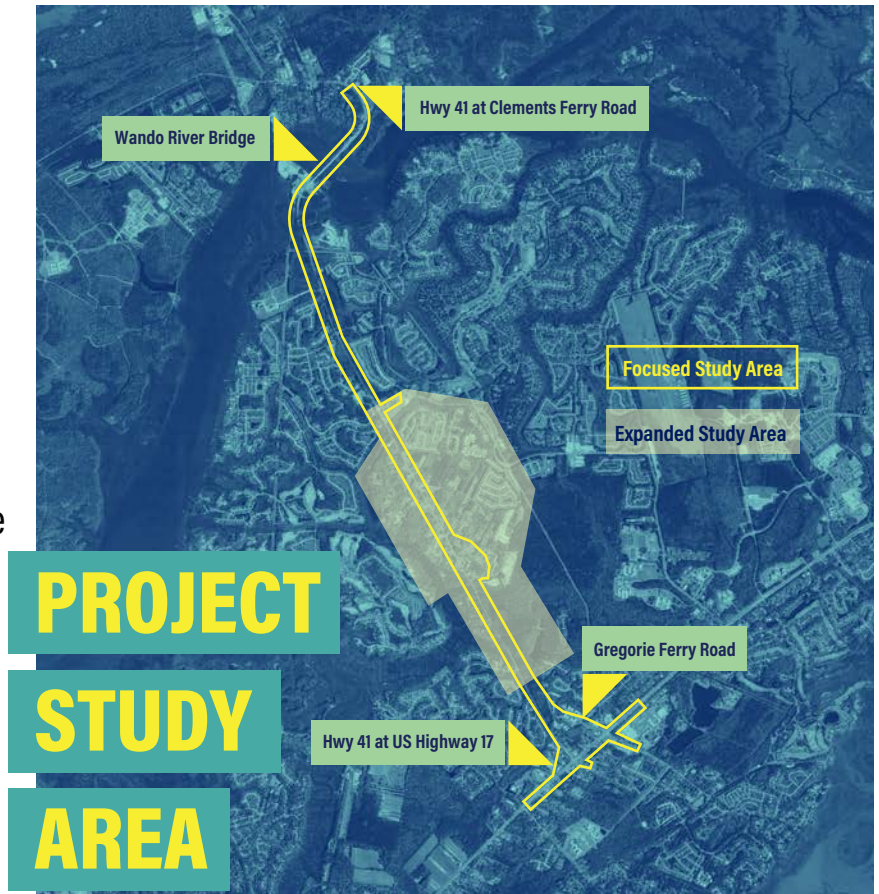
Monday, November 13, 2017



5:00 – 7:00 p.m.
Drop-in anytime; a formal presentation will not be given.



Park West Gym
1251 Park West Blvd
Mt. Pleasant, SC 29466



Charleston County is partnering with the Town of Mount Pleasant and the South Carolina Department of Transportation to improve roadway capacity and ease traffic congestion along Highway 41, a key corridor in and out of Mount Pleasant.



Visit:
www.Hwy41SC.com



Email us to leave comments or
join the project mailing list:
Hwy41SC@gmail.com



Leave a message
for the project team:
843-972-4403



Follow Charleston County





Charleston County
Transportation Development



CORRIDOR IMPROVEMENTS

www.hw41sc.com

843-972-4403

Appendix B: Meeting Materials

Frequently Asked Questions

How is the project funded?

This project has a combination of committed funds from Charleston County, Charleston Area Transportation Study (CHATS) and the Town of Mount Pleasant. Taxpayers voted in 2016 to increase Charleston County's sales tax and as a result, Highway 41 was allotted \$130 million of sales tax funding to fully fund the proposed improvements. Additionally, the CHATS Transportation Improvement Program (TIP) has allocated two million dollars for this project.

How will I know if my property will be impacted by the project?

Directly impacted landowners will be identified and contacted when a recommended preferred alternative is selected for this project.

What will you do to reduce the noise in the corridor?

Noise impacts are key factors that will be evaluated during the environmental review process. Data collected will be evaluated and mitigation measures, such as noise abatement, will then be considered based on physical or environmental constraints, cost effectiveness, and the viewpoints of the local community and residents.

What is NEPA?

NEPA stands for the National Environmental Policy Act process. Under the NEPA process, an extensive environmental review must take place in order to complete a rigorous analysis of the project area and to examine reasonable alternatives for the improvements. The environmental review is done in order to avoid, minimize or mitigate environmental impacts and to ensure public participation is incorporated into the decision making process. Public input is critical during the environmental review process to provide important insight to Charleston County as the project plans and scope are refined.

Will the project address safety concerns? If so, how?

During the development of this project, safety concerns will be addressed through the implementation of current design standards, the addition of turn lanes, and implementation of pedestrian and bicycle accommodations.

Will pedestrian and bicycle access be accommodated?

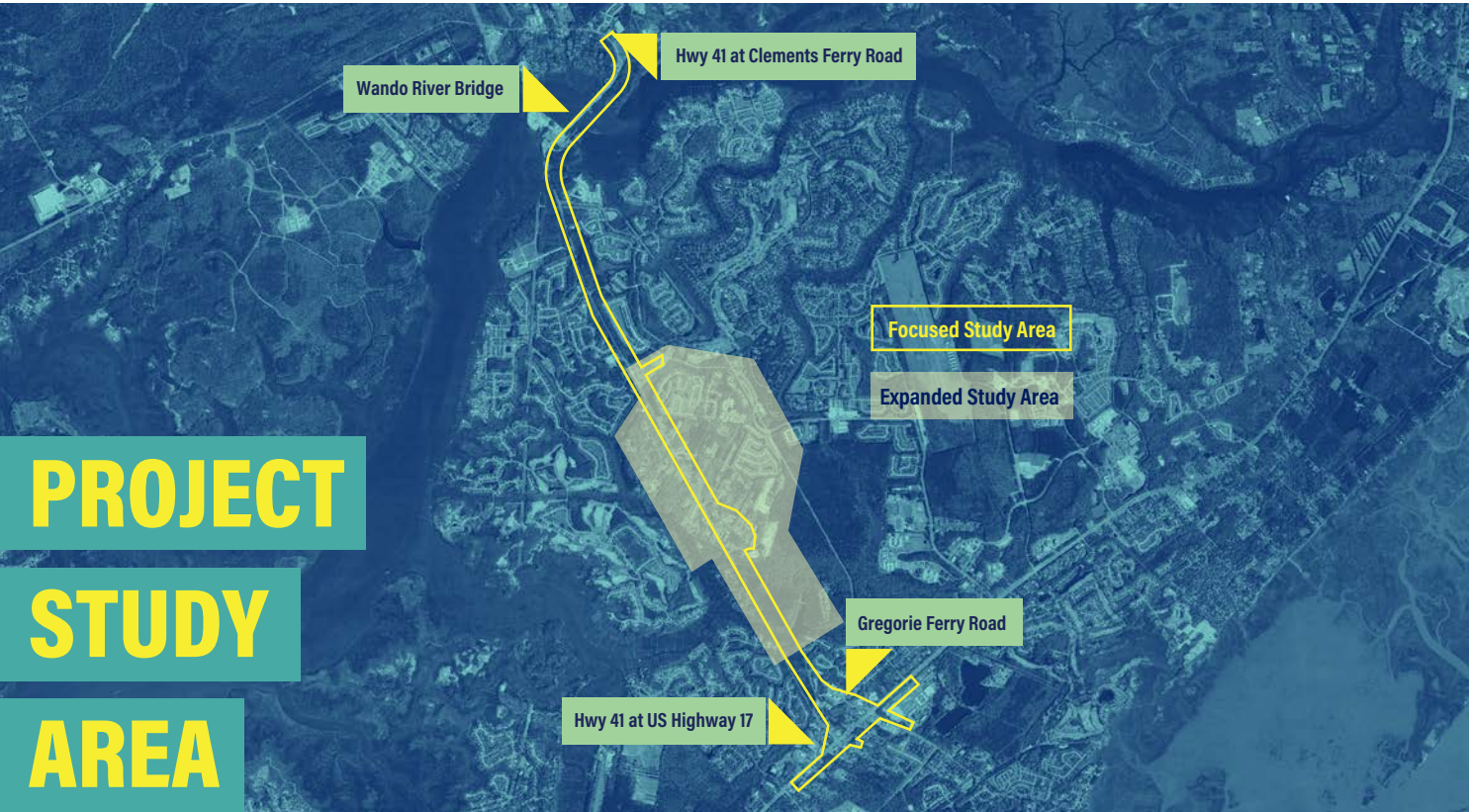
Improved access for pedestrians and bicyclists will be considered and evaluated in the project development process in order to provide safer options and more connectivity for residents.



WELCOME!

The purpose of today's meeting is to:

- Introduce the project, discuss the environmental review process, and present next steps.
- Conduct scoping: take your feedback and define the focus of the study.
- Answer questions and gather public feedback.



Please start the meeting by viewing the Navigating the NEPA Process video and then visiting the open house where you can speak with members of the project team and leave a comment.

Project Goals



Improved capacity along the corridor.



Improved safety for bicyclists, pedestrians and commuters.



Improved capacity at the intersection of Highway 41 and Highway 17.



The completion of the Gregorie Ferry Road connector.

STAY INFORMED



Visit:
www.Hwy41SC.com



Email us to leave comments or
join the project mailing list:
Hwy41SC@gmail.com



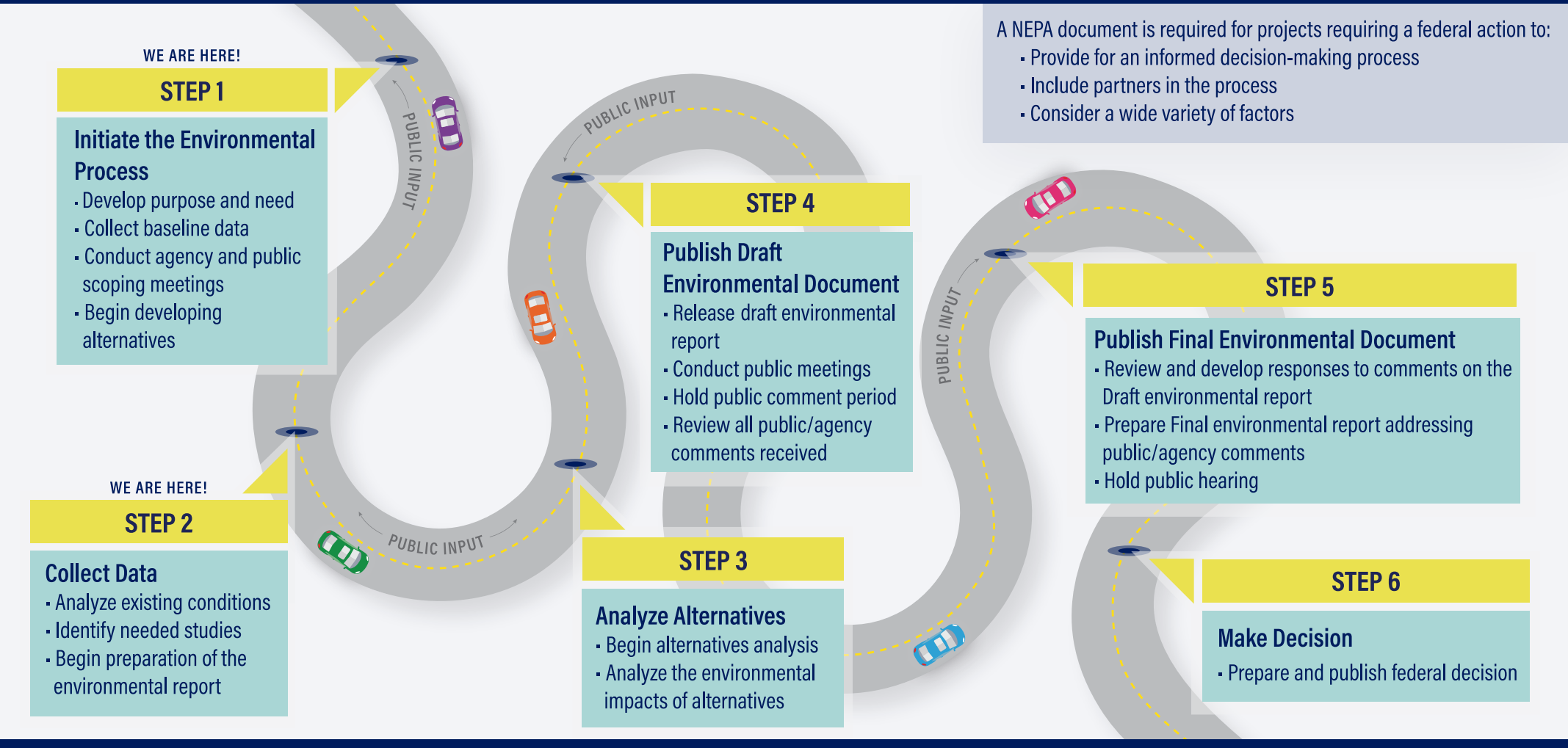
Leave a message
for the project team:
843-972-4403



Follow Charleston County



National Environmental Policy Act (NEPA)



Factors examined in the environmental review:

- AIR QUALITY
- ARCHITECTURAL/ ARCHAEOLOGICAL RESOURCES
- BUSINESSES
- CEMETERIES
- CHURCHES, SCHOOLS, PARKS
- CONSTRUCTION FEASIBILITY
- HISTORIC/CULTURAL RESOURCES
- NEW/PLANNED DEVELOPMENTS
- NOISE
- COSTS
- ENDANGERED SPECIES
- EXISTING/PLANNED UTILITIES
- FARMLANDS
- FLOODPLAINS
- HAZARDOUS MATERIALS
- RESIDENTIAL AREAS
- STATE/FEDERAL LANDS
- WETLANDS/ WATERWAYS

Navigating the NEPA Process

As part of the National Environmental Policy Act (NEPA) process, an extensive environmental review must take place before a project requiring a federal action can be designed and constructed. The environmental review is done in order to avoid, minimize or mitigate environmental impacts and to ensure public participation is incorporated into the decision making process. Public input is critical during the environmental review process to provide important insight to Charleston County as the project plans and scope are refined.

Scoping During the NEPA Process

We conduct scoping to take your feedback and define the focus of the study.

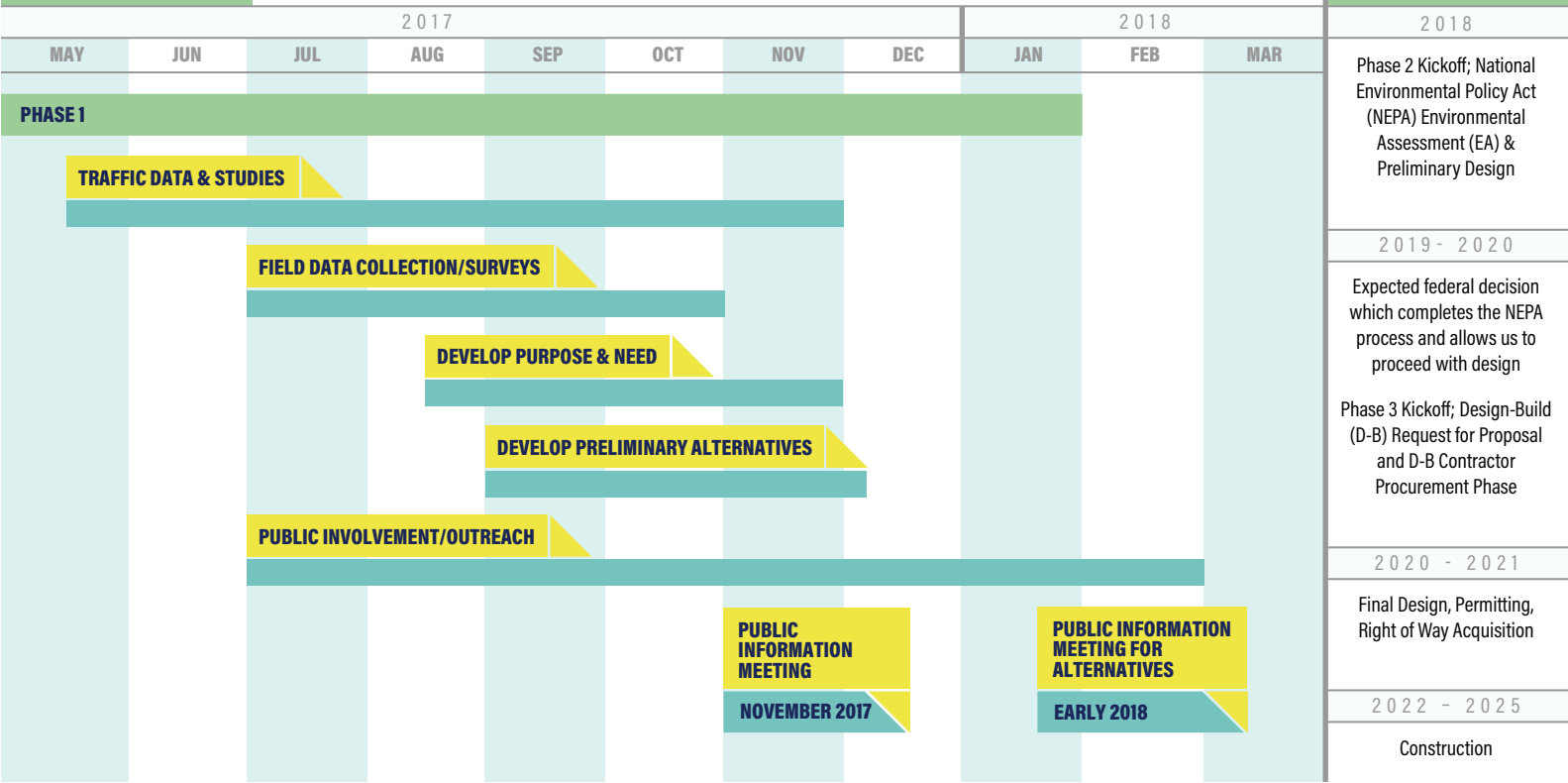
Scoping is a process that:

- Involves the public and federal, state and local agencies
- Identifies issues in the environmental document
- Develops and evaluates alternatives in the development phase
- Defines the focus of the study

Scoping identifies:

- Transportation deficiencies
- Study boundaries
- Reasonable alternatives
- Agency roles
- Environmental factors
- Permits

Phase I Schedule





Public Information Open House

November 13, 2017

CONTACT INFORMATION	
Name	Address City/Zip Email
Name	Address City/Zip Email
Name	Address City/Zip Email
Name	Address City/Zip Email
Name	Address City/Zip Email



The public will have 30 days after the meeting to submit comments. Comments are due by December 12 and can be submitted in person at today's meeting, online at www.Hwy41SC.com, or mailed to c/o Charleston County, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

Please answer the following questions by circling Yes or No:

Do you want to see pedestrian and bicycle access accommodations in the corridor?	Yes	No
Are you concerned about noise in the corridor?	Yes	No
Are you open to alignment options not directly located on Highway 41 to help reduce congestion?	Yes	No
Do you travel Highway 41 on a daily basis?	Yes	No
Do you often take alternate routes to avoid congestion on Highway 41?	Yes	No

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!

PROJECT GOALS



Improved capacity
along the corridor.



The completion of the
Gregorie Ferry Road
connector.



Improved safety for bicyclists,
pedestrians and commuters.



Improved capacity at
the intersection of
Highway 41 and Highway 17.

PROJECT PHASES

WE ARE HERE!

PHASE 1

- Introduction of the Project Letter of Intent
- Traffic Analysis and Field Data Collection
- Development of Conceptual Alternatives
- Determine NEPA Class of Action

PHASE 2

- Environmental Assessment or Impact Statement & Completion of NEPA process
- Perform preliminary alternatives
- Conduct alternatives analysis
- Identify proposed alternative(s)

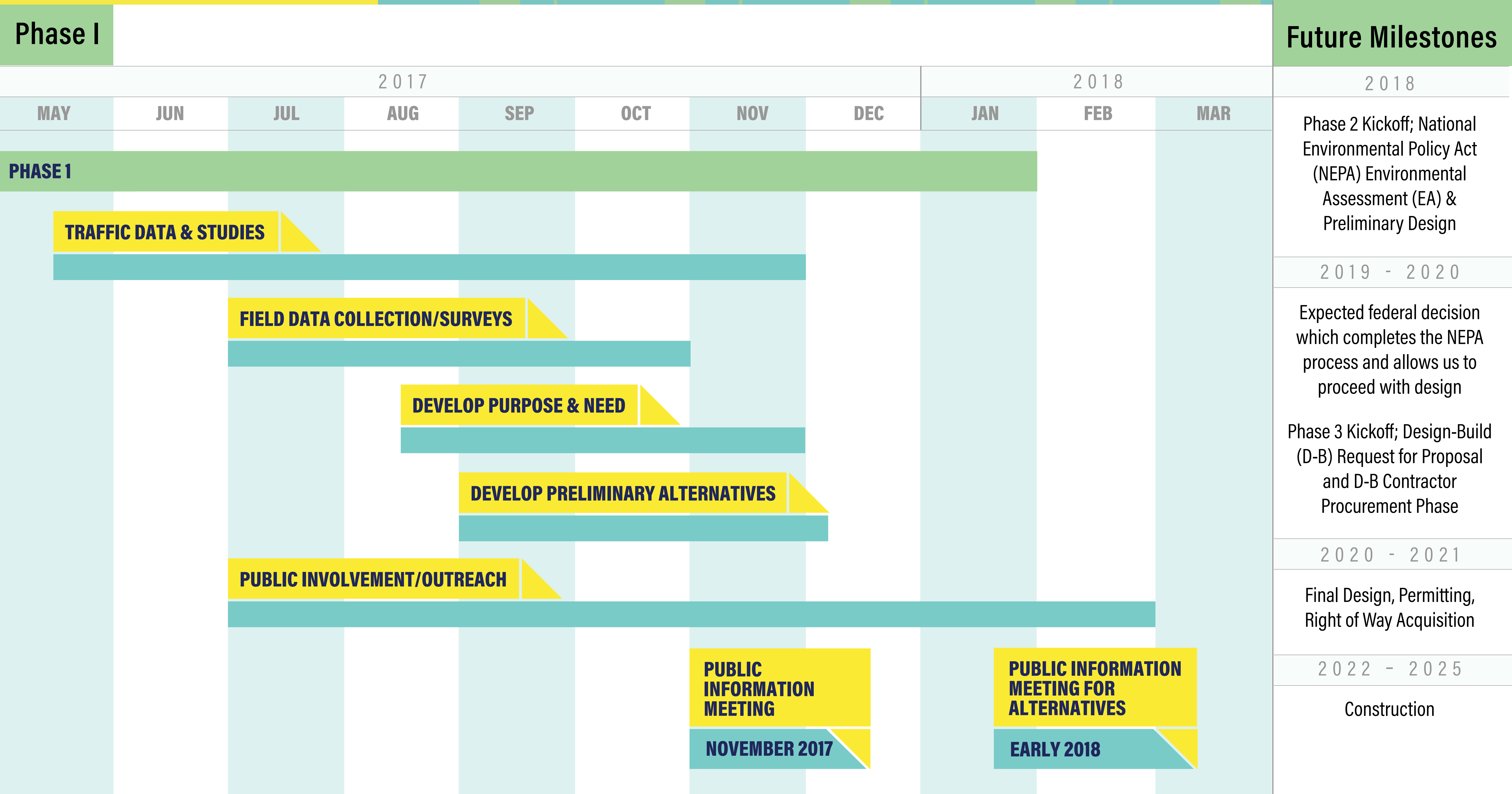
PHASE 3

- Final Design and Permitting
- Procurement

PHASE 4

- Construction

PROJECT SCHEDULE



NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

WE ARE HERE!

STEP 1

Initiate the Environmental Process

- Develop purpose and need
- Collect baseline data
- Conduct agency and public scoping meetings
- Begin developing alternatives

WE ARE HERE!

STEP 2

Collect Data

- Analyze existing conditions
- Identify needed studies
- Begin preparation of the environmental report

STEP 4

Publish Draft Environmental Document

- Release Draft environmental report
- Conduct public meetings
- Hold public comment period
- Review all public/agency comments received

STEP 3

Analyze Alternatives

- Begin alternatives analysis
- Analyze the environmental impacts of alternatives

STEP 5

Publish Final Environmental Document

- Review and develop responses to comments on the Draft environmental report
- Prepare Final environmental report addressing public/agency comments
- Hold public hearing

STEP 6

Make Decision

- Prepare and publish federal decision

A NEPA document is required for all projects requiring a federal action to:

- Provide for an informed decision-making process
- Include partners in the process
- Consider a wide variety of factors

PROJECT DEVELOPMENT

As part of the National Environmental Policy Act (NEPA) process, an extensive environmental review must take place before a project requiring a federal action can be designed and constructed.

Factors examined in the environmental review:

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|---|---|---|---|
|  AIR QUALITY |  CONSTRUCTION FEASIBILITY |  FLOODPLAINS |  RESIDENTIAL AREAS |
|  ARCHITECTURAL/ ARCHAEOLOGICAL RESOURCES |  COSTS |  HAZARDOUS MATERIALS |  STATE/FEDERAL LANDS |
|  BUSINESSES |  ENDANGERED SPECIES |  HISTORIC/CULTURAL RESOURCES |  WETLANDS/ WATERWAYS |
|  CEMETERIES |  EXISTING/PLANNED UTILITIES |  NEW/PLANNED DEVELOPMENTS | |
|  CHURCHES, SCHOOLS, PARKS |  FARMLANDS |  NOISE | |

SCOPING DURING THE NEPA PHASE

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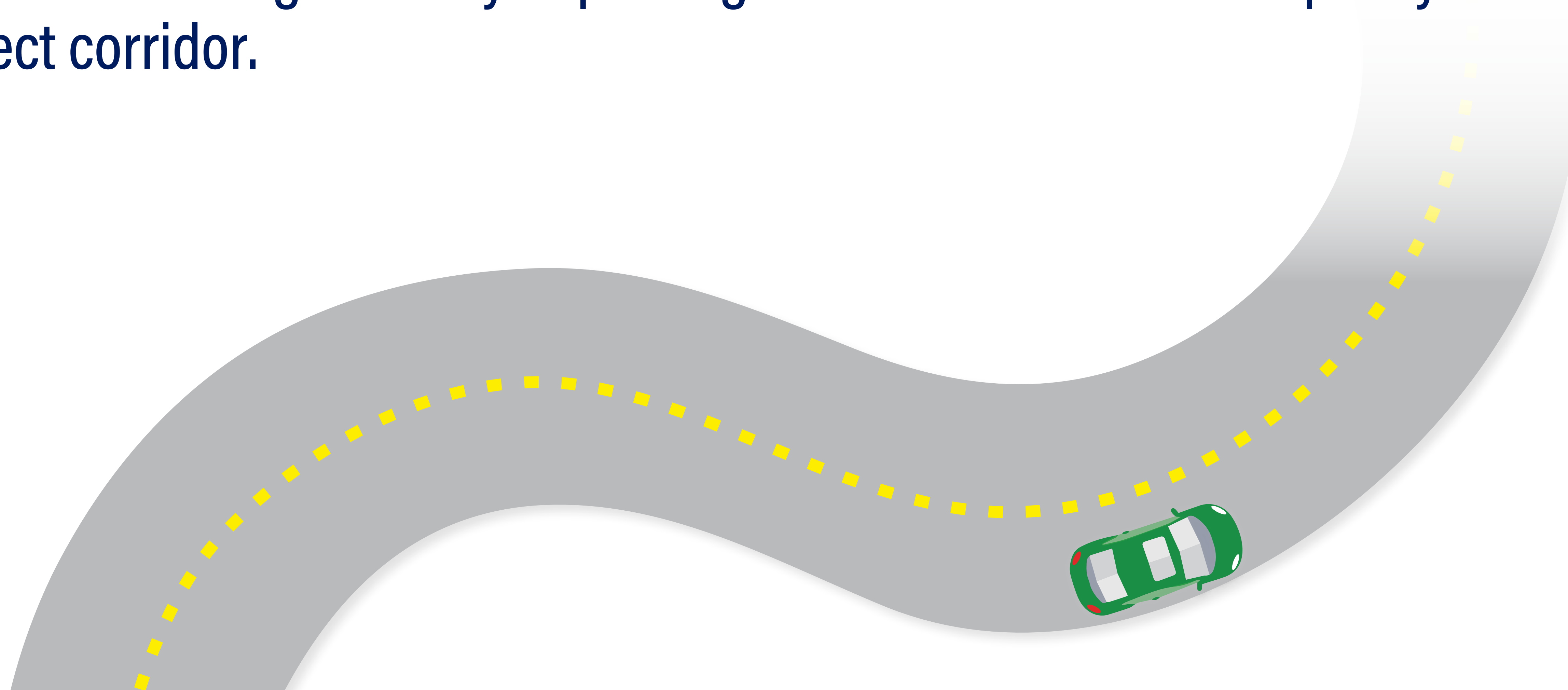
- Transportation deficiencies
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PURPOSE & NEED

The project's Purpose and Need statement will be developed with the project team, local and federal government agencies and additional stakeholders after the scoping process to state the problem and justify the need for the project.

Preliminary Project Purpose & Need

To reduce traffic congestion by improving the flow of traffic and capacity within the project corridor.



TRAFFIC ACTIVITIES

Current Traffic Activities

Gathering detailed growth information to include in the Charleston Area Transportation Study model:

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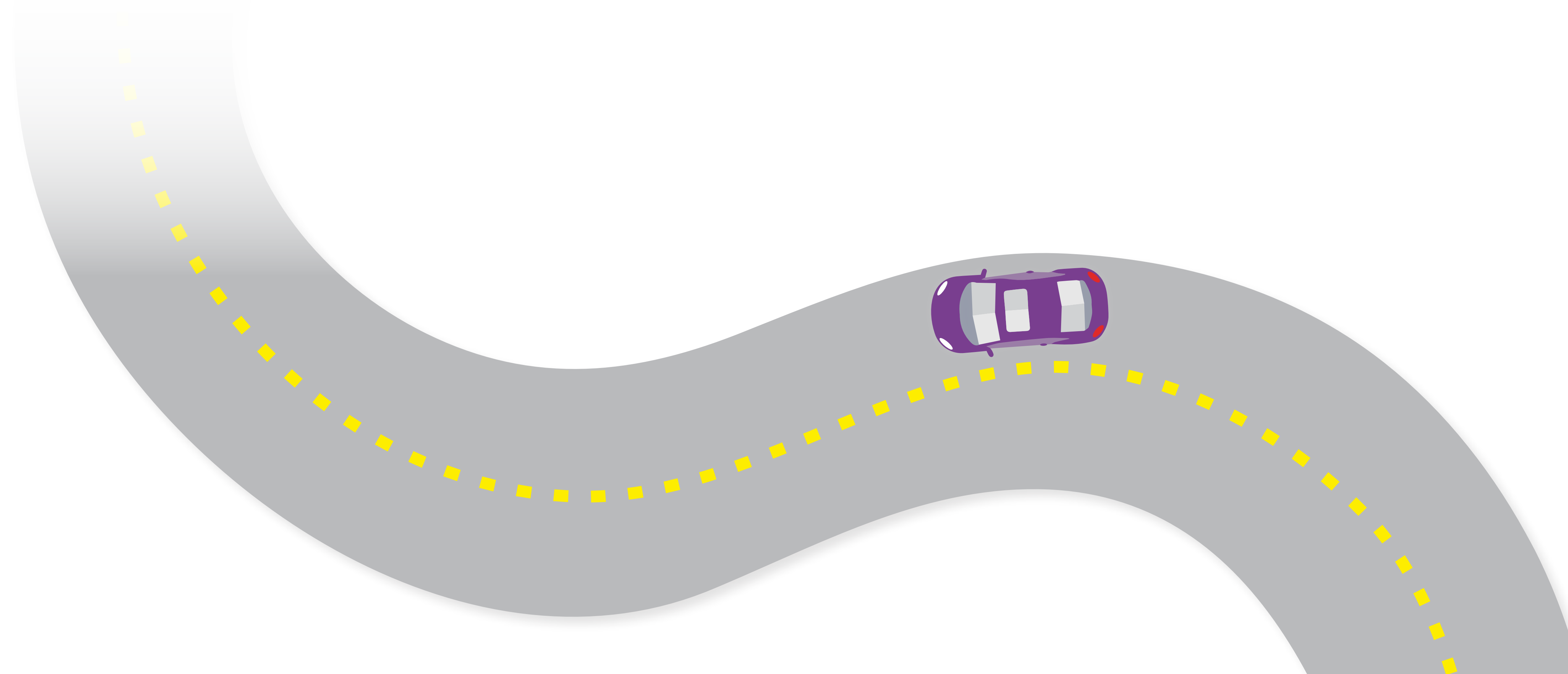
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All considerations will be made based on SCDOT's Noise Abatement Policy.

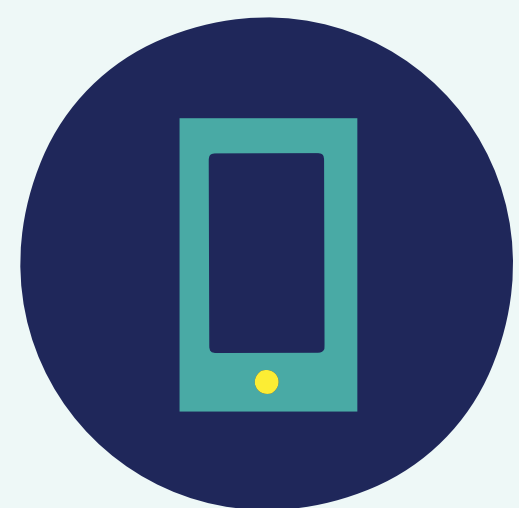


PHILLIPS COMMUNITY: A TRADITIONAL CULTURAL PROPERTY

Traditional Cultural Properties (TCP) must be considered in federal undertakings.

The project team is documenting the Phillips Community as a TCP to assess adverse effects by:

- Interviewing community representatives
- Gathering details on community history and cultural practices
- Inventorying important places and overall TCP extent



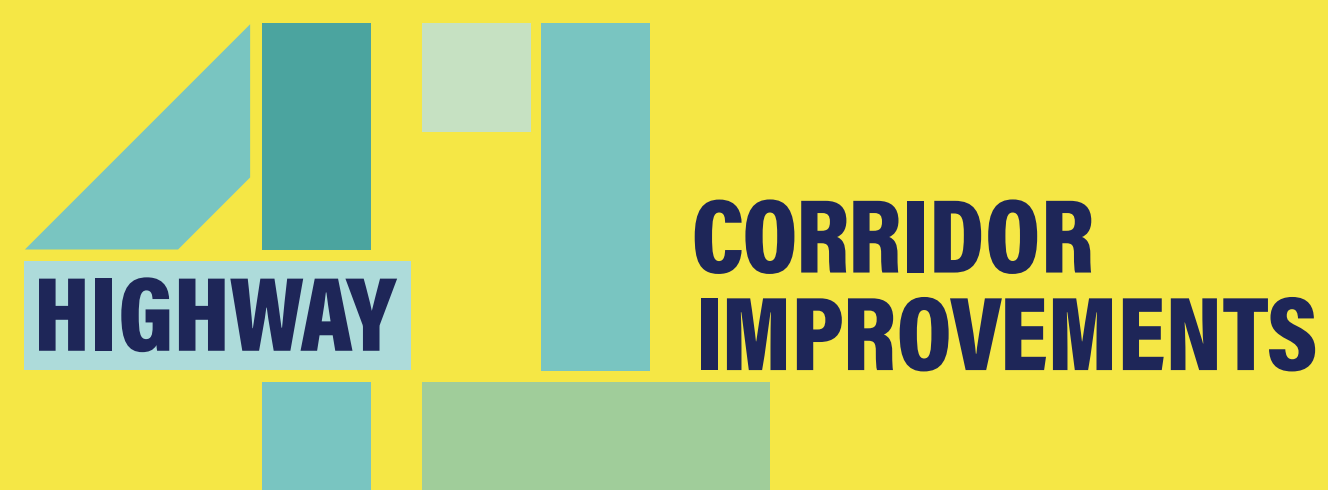
Contact Harriet at:
256-614-9007 or
828-656-8367



or by email:
hrichard@hdrinc.com



or visit with
us here.



CONTACT US



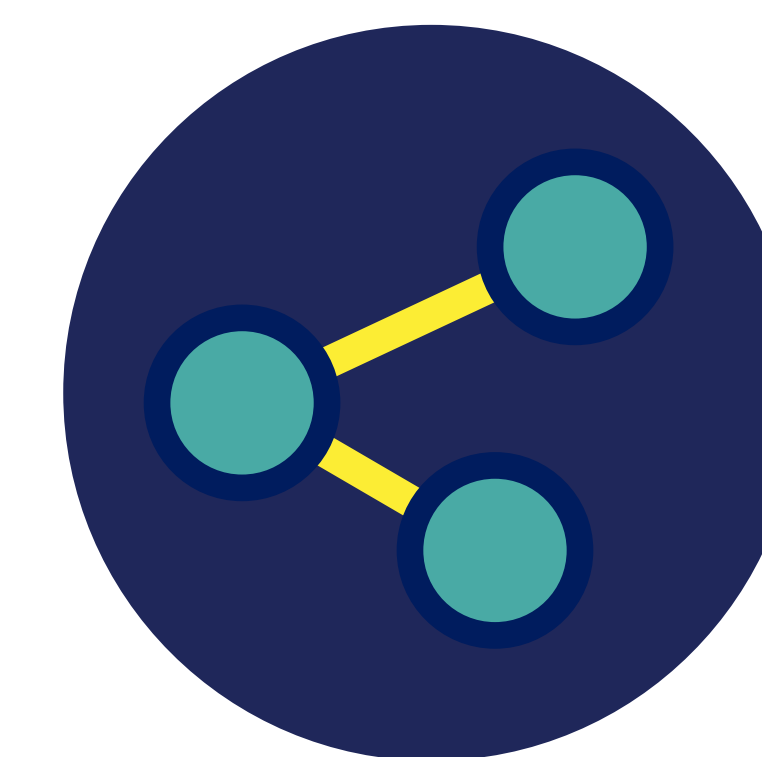
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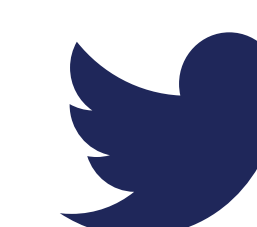
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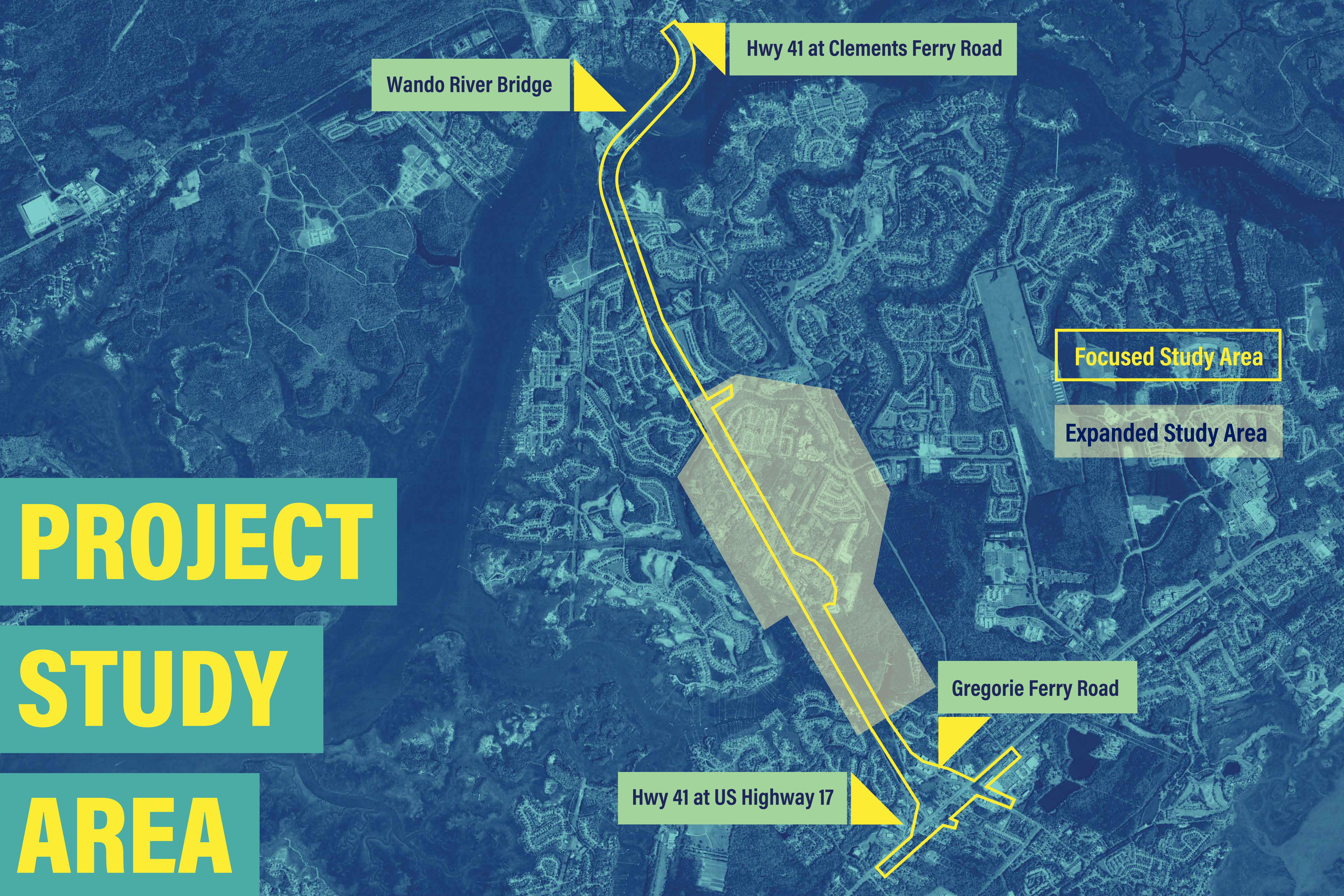


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Wando River Bridge

Hwy 41 at Clements Ferry Road

Focused Study Area

Expanded Study Area

PROJECT

STUDY

AREA

Gregorie Ferry Road

Hwy 41 at US Highway 17

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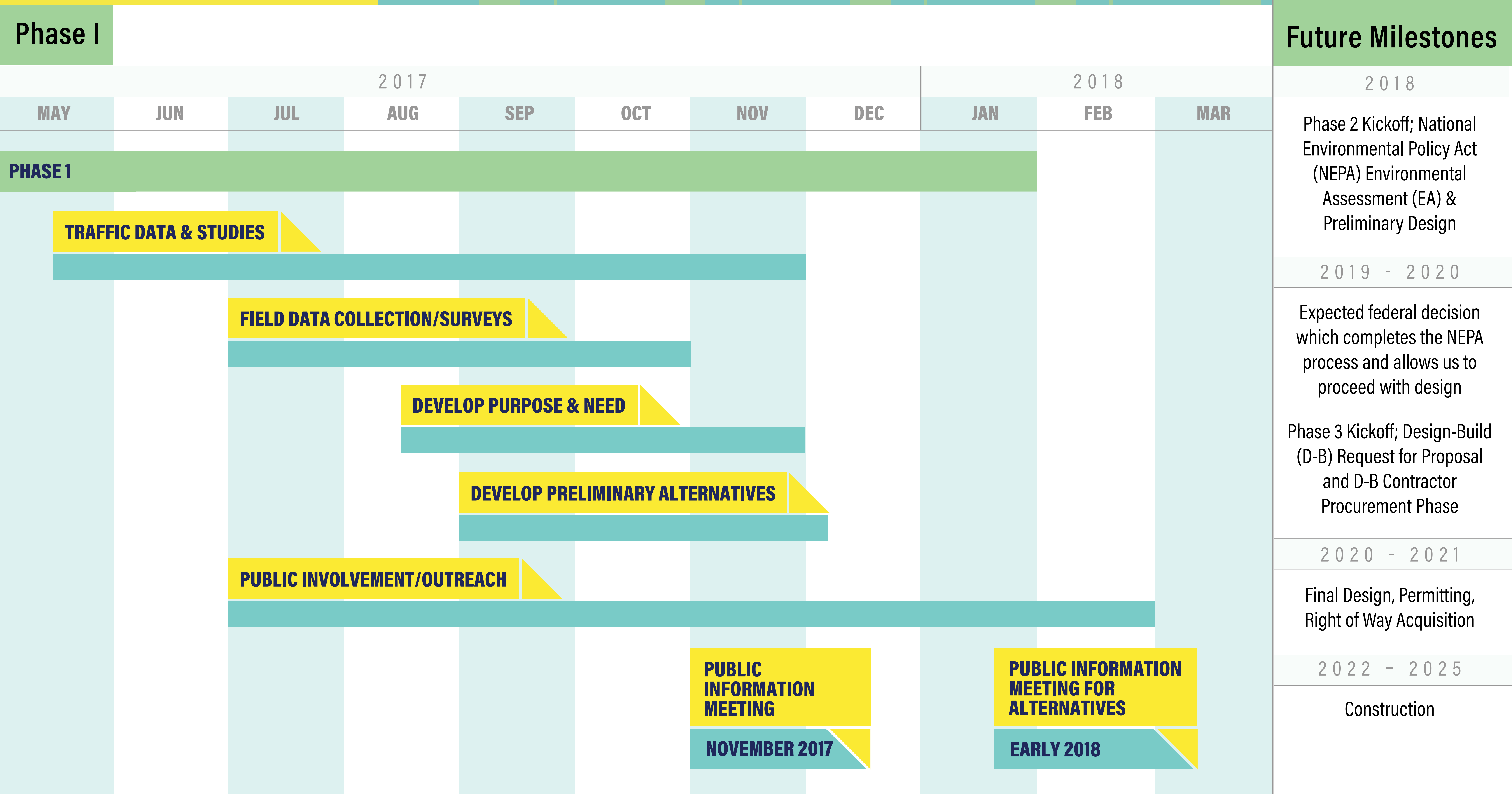
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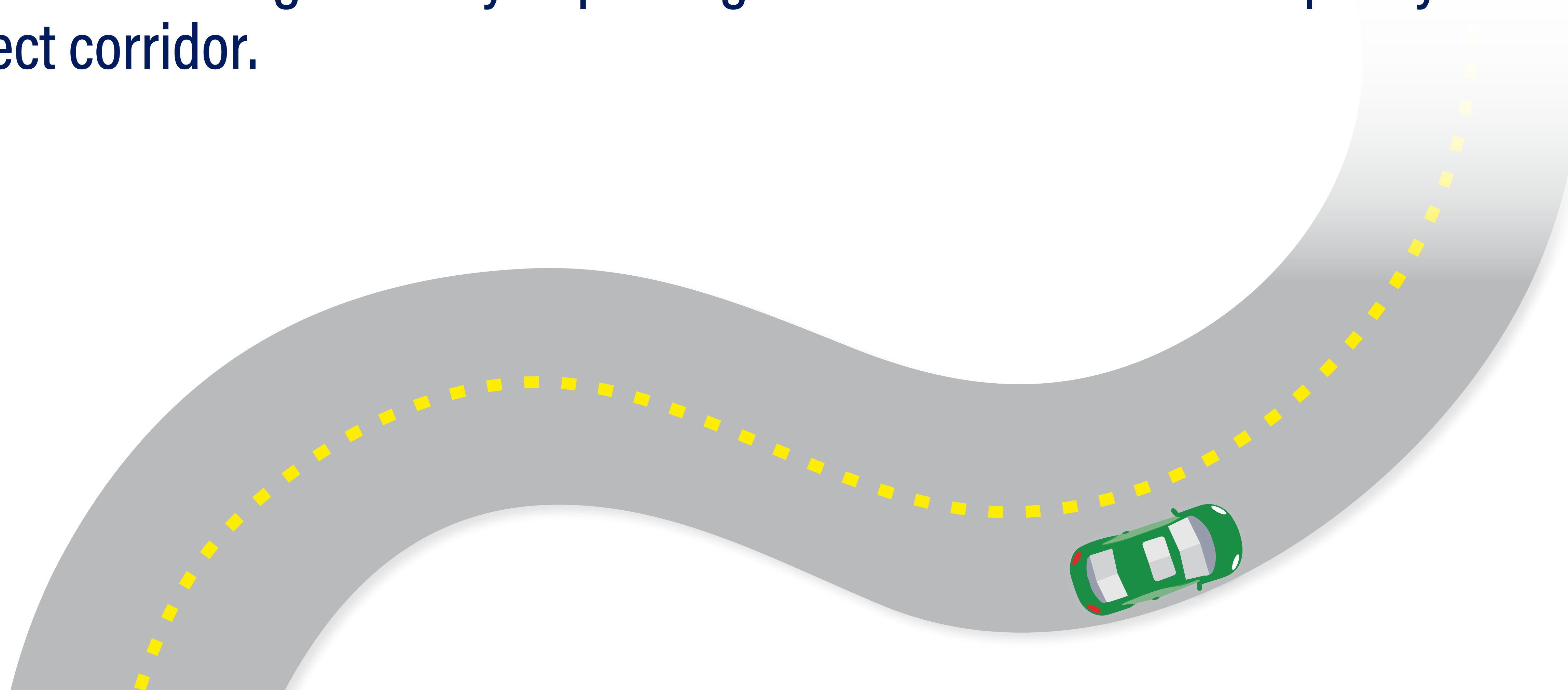
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Contact Harriet at:
256-614-9007 or
828-656-8367



or by email:
hrichard@hdrinc.com

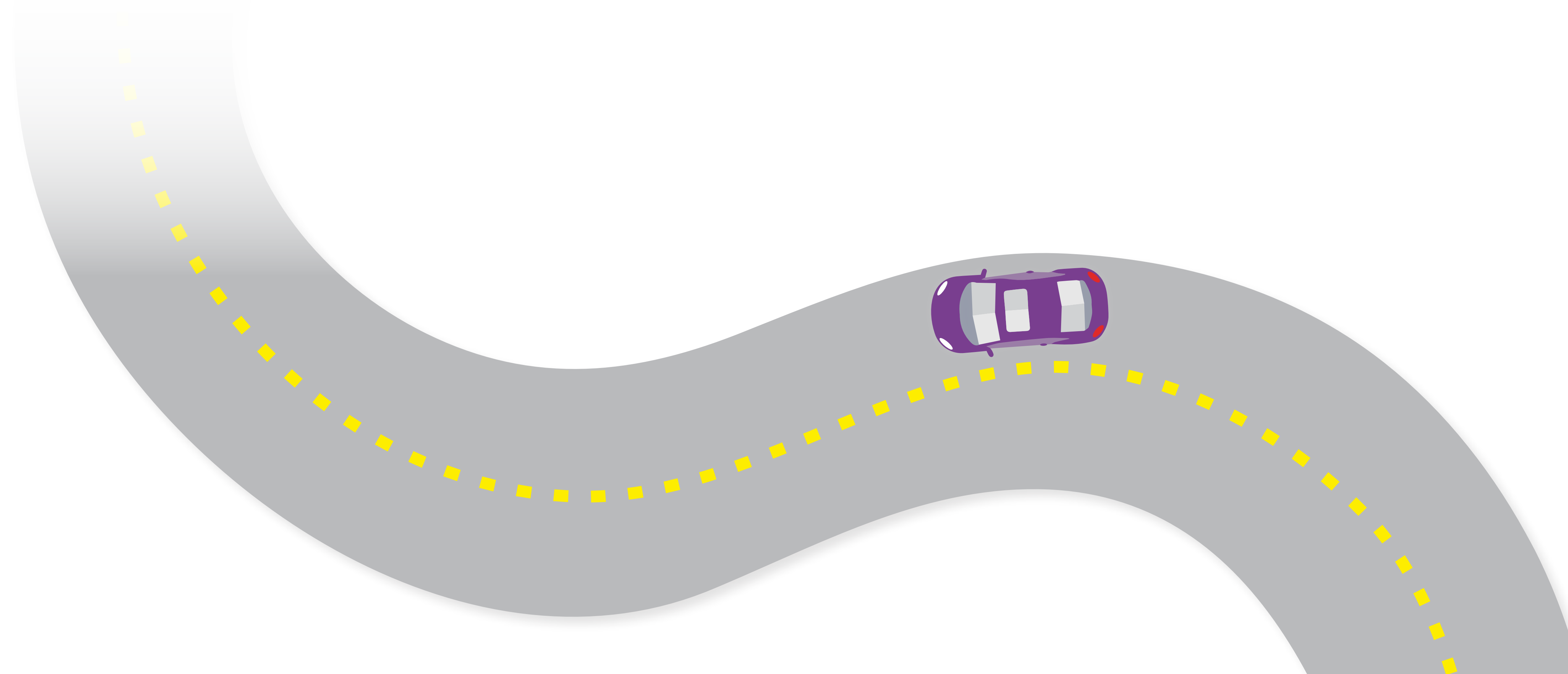


or visit with
us here.

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All considerations will be made based on SCDOT's Noise Abatement Policy.





CONTACT US



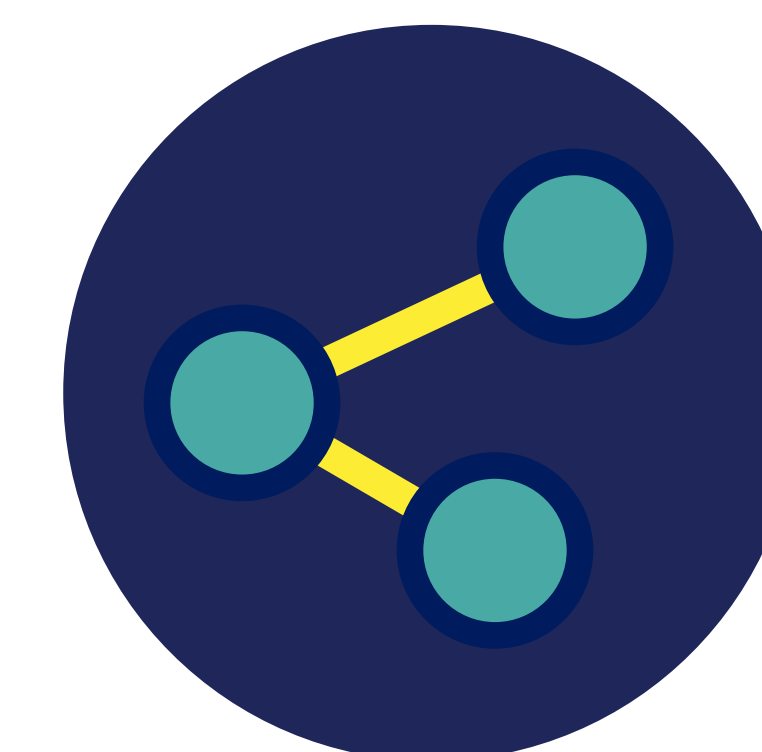
Visit: **www.Hwy41SC.com**



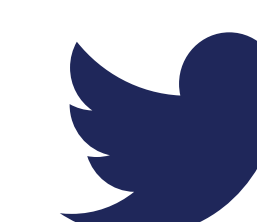
Leave a message for the project team: **843-972-4403**



Email us to leave comments or join the project mailing list:
Hwy41SC@gmail.com



Follow Charleston County on Facebook and Twitter



Appendix C: Comment Forms



The public will have 30 days after the meeting to submit comments. Comments are due by December 12 and can be submitted in person at today's meeting, online at www.Hwy41SC.com, or mailed to c/o Charleston County, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

Please answer the following questions by circling Yes or No:

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Are you concerned about noise in the corridor?	<input checked="" type="radio"/> Yes	No
Are you open to alignment options not directly located on Highway 41 to help reduce congestion?	<input checked="" type="radio"/> Yes	No
Do you travel Highway 41 on a daily basis?	<input checked="" type="radio"/> Yes	No
Do you often take alternate routes to avoid congestion on Highway 41?	Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

My family and I have saved for 12 yrs to move to Mt. Pleasant. We bought this house weeks ago and are TERRIFIED we will lose our home

Name: Ken Burkeen

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Do you often take alternate routes to avoid congestion on Highway 41?	<input checked="" type="radio"/> Yes	<input type="radio"/> No

Please leave a comment for the project team in the space provided below:

Hwy 41 is a hurricane evacuation route. As such,
I think safety should be a high consideration for the
project

Name:

Alan Bates

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please leave a comment for the project team in the space provided below:

Name: MIKE Hantmann

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Do you often take alternate routes to avoid congestion on Highway 41?	<input type="radio"/> Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Do you often take alternate routes to avoid congestion on Highway 41?	<input checked="" type="radio"/> Yes	<input type="radio"/> No

Please leave a comment for the project team in the space provided below:

- Need near term projects to shunt some of the traffic off 41! (DunesWest Blvd/PW Blvd)
- Suspect property values will be negatively impacted if this is 9 years out.

Name: Russ Smith

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Do you often take alternate routes to avoid congestion on Highway 41?	Yes	No

Please leave a comment for the project team in the space provided below:

The area between the intersection of Rivertowne/DunesWest and Joe Rouse on Hwy 41 is in dire need of improvement and cannot wait 5 years until the NEPA study is complete. Example, if I make a ^{right} turn out of Rivertowne onto Hwy 41 at 7:00 am, it takes several ^{seconds} ~~minutes~~ to straighten out the vehicle and inch along at 7mph until I reach intersection of Joe Rouse and 41 where the traffic improves and I can make it until I reach Hwy 17. Sometimes when I come home, I can't even get into Hwy 41 around 5-6 pm, so I will stop and eat at a restaurant until traffic lessens enough to go home. People coming out of Gregorie Ferry to left turn onto Hwy 41 make dangerous ^{moves to cross} impossible traffic. Should make it no left turn for Gregorie Ferry there.

Name: Cathy Powell

None available!

Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County

Transportation Development

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Do you often take alternate routes to avoid congestion on Highway 41?	<input type="radio"/> Yes	<input checked="" type="radio"/> No

None available

Please leave a comment for the project team in the space provided below:

Education of the public for using the new double lanes at Joe Rouse / Hwy 41 plus signage is needed. People can learn to merge safely. They had to do it when Hwy 41/17 intersection was increased to two lanes heading north on 41 a few years ago. I rarely have issues using the two lanes - people do let you in now.

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please leave a comment for the project team in the space provided below:

Seperate- pedestrian + Bike lanes -
Not a "multi-purpose ^{path} ~~lane~~"

Bike lanes- on each side of the road-
Appropriate ~~with~~ width; maybe protected !!

Name: Joseph CALANDRA

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Do you often take alternate routes to avoid congestion on Highway 41?	<input type="radio"/> Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

Safe for pedestrians, you'll cut down on cars.

Name: Maggie Rosen

Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County
Transportation Development

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Do you often take alternate routes to avoid congestion on Highway 41?	<input checked="" type="radio"/> Yes	No

Please leave a comment for the project team in the space provided below:

- * 4 lane highway will destroy our community.
- * Sound barriers, who would we become? Lost of identity.
- * Safety: turning lanes, Roundabouts
- * no bike lanes, to many people will lose their property.

* TAXES *

Name: NORMAN L. VANDERHORST, SR.

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please leave a comment for the project team in the space provided below:

- 1- The prelim proj. purpose & need should include safe, connected, & stellar bicycle & pedestrian infrastructure as an unquestionable part of reducing traffic congestion and improving the flow of traffic and capacity. This should not be assumed. It should be stated.
- 2- Forecasting traffic volumes to 2045 should include enhanced use of bicycles and feet. This is not a recreational mode. We have to incorporate as real travel mode.
- 3- Intersection of Hwy 41 & 17 needs a serious safety upgrade. Right now, any pedestrian forced to use it is in danger. I don't

Name: Katie Zimmerman

Thank you for your interest in the Highway 41 Corridor Improvements project!

believe people on bikes currently use it. My members tell me they avoid that intersection. It is not acceptable to have neighborhoods, schools, retail, etc. surrounding the project scope without suitable, safe connections. I urge the project team to walk it and experience it. I'm happy to join you, and help document if needed!

4 - I urge you to include in your studies & data collection a pre- and post-project bike/ped count. This way the agencies & public can better understand what happens when you invest in safe, connected, protected multi-modal infrastructure. If you cannot include this assessment, please let me know and we may be able to get CoFC to do a study. This kind of data only helps inform projects in the future.

Thank you!

Katie Zimmerman



Charleston County
Transportation Development

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Do you travel Highway 41 on a daily basis?	Yes	<input checked="" type="radio"/> No
Do you often take alternate routes to avoid congestion on Highway 41?	Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

Some pedestrian/bicycle access accommodations would be nice such as enabling getting from Dunes West to the 41 shopping center safely. Personally not concerned about noise as we are deep enough into Dunes West with our property, but still, for the sake of others noise should be considered and minimized as much as possible. Don't travel Rte 41 daily, but have avoided at times due to expected congestion. Clearly, the road has grown to be one of M's worst nightmares and solutions need to be found.

Name:

Joan Dehne

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Do you travel Highway 41 on a daily basis?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
Do you often take alternate routes to avoid congestion on Highway 41?	<input type="radio"/> Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

A bike/ped access/safety is a must
not an option or nice to have
Find a way to leave the
Phillips community intact.
Our goal should be improved
throughput, vs. capacity

Name:

PAH SULLIVAN

Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County
Transportation Development

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Do you often take alternate routes to avoid congestion on Highway 41?	<input type="radio"/> Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

Concerned about noise as a result of Joe Rouse Interchange Improvements

Name: LARRY BACCH

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please leave a comment for the project team in the space provided below:

I live in Rivertowne and there is no alternate route other than going through Park West to Hwy 17. I plan most days around the Hwy 41 traffic.

I am concerned about the increased truck traffic on Hwy 41.

I also have concerns about future development in Berkeley County. These people will use Hwy 41 to get to Mt. Pleasant. Traffic continues to increase. 2023 is 5+ years in the future.

Name: Carol M. McGowan

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Do you travel Highway 41 on a daily basis?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Do you often take alternate routes to avoid congestion on Highway 41? <i>BUT IT ADDS A LOT OF TIME!!</i>	<input checked="" type="radio"/> Yes	<input type="radio"/> No

Please leave a comment for the project team in the space provided below:

WITH ALL THE GROWTH PROJECTED FOR THE AREA (ESPECIALLY THE BERKELEY COUNTY SIDE), I AM WORRIED THAT TRAFFIC PROJECTIONS ARE NOT ACCURATE. IF 41 IS WIDENED, I WOULD BET THAT MORE PEOPLE NOT USING THE ROAD WOULD START USING IT. IT WOULD BE LIKE A VACUUM ATTRACTING PEOPLE NOW USING 526/17. ALSO, 55 AND 45 MPH IS TOO FAST FOR THE AMOUNT OF TRAFFIC ON THE ROAD NOW - SHOULD BE REDUCED TO 40/35

Name: MIKE MCGAHEAN

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please leave a comment for the project team in the space provided below:

Hwy 41 widening will impact mainly those in the Phillip's Community. Prior to Dunes West etc. being approved the traffic was to be routed through this area. Why the change? Who(m) approved change even though other project improved based on going through Dunes West/Park West etc.

Name: Merrilee Waters

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Do you travel Highway 41 on a daily basis?	<u>Yes</u>	No
Do you often take alternate routes to avoid congestion on Highway 41?	Yes	No

what alternate route

Please leave a comment for the project team in the space provided below:

Name: Laura Spoon

Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County
Transportation Development

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Do you often take alternate routes to avoid congestion on Highway 41?	<input type="radio"/> Yes	<input type="radio"/> No

WHAT
ALTERNATE
ROUTE?

Please leave a comment for the project team in the space provided below:

Name: WILFRED SPOON

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please leave a comment for the project team in the space provided below:

- (1) THANKS FOR THE OPPORTUNITY TO LEARN ABOUT -
COMMENT ON THIS CRITICAL "VENTURE"
- (2) CONSIDER SOME 3 LANE (2 + MIDDLE TURNING) SECTIONS
VS FILLING IN WETLANDS TO HAVE 4 LANES -
- (3) MINIMIZE ANY MEDIAN SO THAT ROAD IS REDUCED IN
WIDTH + AFFECTS FEWER HOMEOWNERS
- (4) CONSIDER LARGE ROTARY VS. LIGHT WHERE CLEMENTS FERRY MEETS 41

Name: DENNY CIGANOVIC

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please leave a comment for the project team in the space provided below:

HURRY UP! BUT PLAN
THINGS AHEAD

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please leave a comment for the project team in the space provided below:

I live in Harbeck Creek so I can't avoid 41. I am concerned ~~also~~ w/ traffic levels and ability to exit or enter our neighborhood. When the traff is light, drivers drive too fast.

We would also be happy to see sidewalks or bike paths. We

would love to access the county park walking or cycling.

We also want to maintain water flow/velocity to maintain creek depth + minimize siltation

Name: ED WEBER

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Are you open to alignment options not directly located on Highway 41 to help reduce congestion?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Do you travel Highway 41 on a daily basis?	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> No
Do you often take alternate routes to avoid congestion on Highway 41?	<input type="radio"/> Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

please widen as soon as possible

Name:

Adrian Parra

Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County
Transportation Development

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Do you often take alternate routes to avoid congestion on Highway 41?	<input type="radio"/> Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

Just DO IT! ~ perhaps
the biggest factor to help flow is the
intersection at 17^N/41 and the ~~5~~ 526
intersection at Clements Ferry

Name: Bin Terry

Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County

Transportation Development

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Do you often take alternate routes to avoid congestion on Highway 41?	<input type="radio"/> Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

Let's Raise the TAXES ANOTHER 1/2 CENT OR 1 CENT
SO THAT WE CAN HELP PAY FOR A NEW ROAD GOING THRU
DUNES WEST OR BUY THE RIGHT OF WAY FROM THE
GOVERNMENT; LEFT SIDE OR RIGHT SIDE; WHICHEVER IS
BETTER, THE LEFT + RIGHT WILL BE GOING OVER THE MARSH!!

Name: WILLIAM A. MYERS

Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County
Transportation Development

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Please answer the following questions by circling Yes or No:

Do you want to see pedestrian and bicycle access accommodations in the corridor?	<u>Depends if</u>	Yes	No
Are you concerned about noise in the corridor?	<u>Got Lanes</u>	Yes	<input checked="" type="radio"/> No
Are you open to alignment options not directly located on Highway 41 to help reduce congestion?		<input checked="" type="radio"/> Yes	No
Do you travel Highway 41 on a daily basis?		<input checked="" type="radio"/> Yes	No
Do you often take alternate routes to avoid congestion on Highway 41?		<input checked="" type="radio"/> Yes	No

Please leave a comment for the project team in the space provided below:

In regards to estimated completion of 2022-2025, please consider Got Lanes, as traffic will only increase. Housing on Clematis Ferry Rd. is expected to be massive in the coming years, thus more vehicles on 41. Also, some type of overpass/flyover @ 17 & 41 could help with traffic congestion!

Name: Nic Enlow

Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County
Transportation Development

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Do you often take alternate routes to avoid congestion on Highway 41?	<input checked="" type="radio"/> Yes	<input type="radio"/> No

Sometimes

Please leave a comment for the project team in the space provided below:

- * The projected timeline is simply unacceptable to the citizens of Mt Pleasant and the Lowcountry Peninsula. Federal intervention with strongest possible Municipal, County, and State support is essential.
- ** This project really needs to be married to Clements Ferry Road Phase II, with success for both projects in a similar completion time frame. GET BIGGER SUPPORT!

Name: STEVE ROWE

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Do you often take alternate routes to avoid congestion on Highway 41?	<input type="radio"/> Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

- 1) Access to Hwy 41 during construction is a big concern to me.
- 2) Pedestrian/bikeway definitely needed.

Name: Ray Stewart

Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County
Transportation Development

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Do you often take alternate routes to avoid congestion on Highway 41?	<input type="radio"/> Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

Name: _____

Sheryl Stewart

Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County
Transportation Development

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Please leave a comment for the project team in the space provided below:

Name:

D.R. ESPERZA

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Charleston County
Transportation Development

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Please leave a comment for the project team in the space provided below:

Name: Sub McCann

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What are the other ALTERNATES, only one I know is

Please leave a comment for the project team in the space provided below:

Though PARK west NO help

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County
Transportation Development

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Do you travel Highway 41 on a daily basis?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Do you often take alternate routes to avoid congestion on Highway 41?	<input checked="" type="radio"/> Yes	<input type="radio"/> No

Please leave a comment for the project team in the space provided below:

Would not like to see golf access accommodation in the corridor.

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Do you often take alternate routes to avoid congestion on Highway 41?	Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

I AM CONCERNED ABOUT HOW MUCH OF MY PROPERTY WILL BE TAKEN.

Name:

Doyle M. Love & Ruth Belteau

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Do you often take alternate routes to avoid congestion on Highway 41?	<input checked="" type="radio"/> Yes	No

Please leave a comment for the project team in the space provided below:

TIME LINE FOR CONSTRUCTION NEEDS TO BE MOVED UP - PLEASE
DO EVERYTHING TO DO SO.

Name: JOHN GIORPANO

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Do you often take alternate routes to avoid congestion on Highway 41?	Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

~~Please to~~

Our community, Phillips, has been in existence since the 1800s. This is our home. She is very dear to us. Please leave her as unaltered as possible. We would love for our babies to be able to experience Phillips living the same way we have.

Name: Olessa Xopher

Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County
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Please leave a comment for the project team in the space provided below:

Name: John Behrman

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Do you often take alternate routes to avoid congestion on Highway 41?	<input checked="" type="radio"/> Yes	No

Please leave a comment for the project team in the space provided below:

Consideration of a three lane ~~rd~~ road, (one east, one west, and a turning lane), would be greatly appreciated. It would be placed between Bessinger Rd and the River Towne/Dunes West Turning area.

Name: Stanley Welber

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Do you often take alternate routes to avoid congestion on Highway 41?	<input checked="" type="radio"/> Yes	<input type="radio"/> No

Please leave a comment for the project team in the space provided below:

Hwy 41
traffic circle is needed at intersection
just off Hwy 17 where no method
of egress from CVS to northbound
traffic by Gregory Ferry

Name:

Jon Chalfie

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Do you travel Highway 41 on a daily basis?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Do you often take alternate routes to avoid congestion on Highway 41?	<input type="radio"/> Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

Clearly 41 need widening. Bike path & walking path would be good. Good size shoulder for break downs & mopeds that can't make speed.

Major concern is to improve the 17/41 intersection. The left turn lanes on 17 back up to point of safety hazard in afternoon rush hour. I would recommend some kind of flyover but maybe other alternatives might work & I DON'T think a traffic circle should be one of the options!

Name: David Ryan

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please answer the following questions by circling Yes or No:

Do you want to see pedestrian and bicycle access accommodations in the corridor?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Are you concerned about noise in the corridor? <i>But others on that live on 41 will be.</i>	<input type="radio"/> Yes	<input checked="" type="radio"/> No
Are you open to alignment options not directly located on Highway 41 to help reduce congestion?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
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Do you often take alternate routes to avoid congestion on Highway 41?	<input checked="" type="radio"/> Yes	<input type="radio"/> No

Please leave a comment for the project team in the space provided below:

Sooner the better & hopefully minimal negative impacts to local residents.

Name: Margaret Perkins

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Are you open to alignment options not directly located on Highway 41 to help reduce congestion? <i>what type of alignment</i>	Yes	No
Do you travel Highway 41 on a daily basis?	<input checked="" type="radio"/> Yes	No
Do you often take alternate routes to avoid congestion on Highway 41? <i>can't</i>	Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

Name: Meile Ford

Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County
Transportation Development

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Do you often take alternate routes to avoid congestion on Highway 41?	<input type="radio"/> Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

Please consider Alternative ways of travel other than CARS.
Bicycles will be used, - if you plan for it

Name:

Paul Church

Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County
Transportation Development

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Please leave a comment for the project team in the space provided below:

NOISE CONCERNS #1

Name: Jim Lisk

Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County
Transportation Development

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There is not any option the works!

Please leave a comment for the project team in the space provided below:

Name: R. Behringer

Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County
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Do you often take alternate routes to avoid congestion on Highway 41?	<input checked="" type="radio"/> Yes	<input type="radio"/> No

Please leave a comment for the project team in the space provided below:

Timeline is too long

Name:

Eric Menke

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Are you concerned about noise in the corridor?	Yes	No
Are you open to alignment options not directly located on Highway 41 to help reduce congestion?	Yes	No
Do you travel Highway 41 on a daily basis? 75%	Yes	No
Do you often take alternate routes to avoid congestion on Highway 41?	Yes	No

Please leave a comment for the project team in the space provided below:

PROVIDING INFORMATION VIA ~~TEXT~~ VIDEO OR OTHER DAM-
ON A REAL TIME BASIS TO PEOPLE'S CELL PHONES
WOULD GIVE DRIVERS AN OPPORTUNITY TO ADJUST
WHEN THEY ^{DECIDED} ~~WANT~~ TO TRAVEL ON #41 AND THUS AVOID
BEING PART OF THE CROWD ON THE ROAD.
FOLKS WHO CAN ADJUST THEIR ^{TRAVEL} SCHEDULES
WOULD APPRECIATE AND USE THIS INFORMATION

Name: MITCHELL P. LICHTENBERG

Thank you for your interest in the Highway 41 Corridor Improvements project!

THIS COULD BE DONE RIGHT NOW!

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Are you open to alignment options not directly located on Highway 41 to help reduce congestion?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Do you travel Highway 41 on a daily basis?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Do you often take alternate routes to avoid congestion on Highway 41?	<input checked="" type="radio"/> Yes	<input type="radio"/> No

Please leave a comment for the project team in the space provided below:

PLEASE explore opening a road along the Power Lines in Laurel Hill Park to reduce congestion now and during Construction.

Name: K. Connane

Thank you for your interest in the Highway 41 Corridor Improvements project!



The public will have 30 days after the meeting to submit comments. Comments are due by December 12 and can be submitted in person at today's meeting, online at www.Hwy41SC.com, or mailed to c/o Charleston County, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

Please answer the following questions by circling Yes or No:

Do you want to see pedestrian and bicycle access accommodations in the corridor?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Are you concerned about noise in the corridor?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
Are you open to alignment options not directly located on Highway 41 to help reduce congestion?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
Do you travel Highway 41 on a daily basis?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Do you often take alternate routes to avoid congestion on Highway 41?	<input type="radio"/> Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

SHOULDERS ADJASCENT TO THE ROADWAY ARE NEEDED TO ACCOMMODATE ACCIDENTS, FLAT TIRES, AVOIDING ROAD HAZARDS, ETC. THIS SHOULD TAKE PRIORITY OVER A MEDIAN BETWEEN THE ROADWAYS.

Name: RALPH CHARLES

Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County
Transportation Development

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Please answer the following questions by circling Yes or No:

Do you want to see pedestrian and bicycle access accommodations in the corridor?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Are you concerned about noise in the corridor?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Are you open to alignment options not directly located on Highway 41 to help reduce congestion?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Do you travel Highway 41 on a daily basis?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Do you often take alternate routes to avoid congestion on Highway 41?	<input type="radio"/> Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

Name: Rich & Betty Murphy

Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County
Transportation Development

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Please answer the following questions by circling Yes or No:

Do you want to see pedestrian and bicycle access accommodations in the corridor?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Are you concerned about noise in the corridor?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Are you open to alignment options not directly located on Highway 41 to help reduce congestion?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Do you travel Highway 41 on a daily basis?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
Do you often take alternate routes to avoid congestion on Highway 41?	<input type="radio"/> Yes	<input checked="" type="radio"/> No

Please leave a comment for the project team in the space provided below:

EVERYONE I BELIEVE UNDERSTANDS PROGRESS AND
THAT THE PROJECT IS NECESSARY. THAT SAID, I
BELIEVE NOISE ABATEMENT IS (A OR THE)
MAJOR CONCERN.

Name:

STEPHEN WRIGHT

Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County
Transportation Development

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Please answer the following questions by circling Yes or No:

Do you want to see pedestrian and bicycle access accommodations in the corridor?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Are you concerned about noise in the corridor?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
Are you open to alignment options not directly located on Highway 41 to help reduce congestion?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Do you travel Highway 41 on a daily basis?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
Do you often take alternate routes to avoid congestion on Highway 41?	<input checked="" type="radio"/> Yes	<input type="radio"/> No

Please leave a comment for the project team in the space provided below:

The region needs to invest in public transport, particularly ferries and buses, to remove cars from the road.
We need safe bus stops for school children, with good lighting & signage.
As Clements Ferry Road is widened & new homes are built there, I fear that traffic will overwhelm even a widened 41.
I want to be able to bike to the beach from Riverdowne safely with my family. Having a bus to the beach would be great too.

Name: David Shiflet

Thank you for your interest in the Highway 41 Corridor Improvements project!



Charleston County
Transportation Development

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Please answer the following questions by circling Yes or No:

Do you want to see pedestrian and bicycle access accommodations in the corridor?	<input checked="" type="radio"/> Yes	No
Are you concerned about noise in the corridor?	<input checked="" type="radio"/> Yes	No
Are you open to alignment options not directly located on Highway 41 to help reduce congestion?	Yes	<input checked="" type="radio"/> No
Do you travel Highway 41 on a daily basis?	<input checked="" type="radio"/> Yes	No
Do you often take alternate routes to avoid congestion on Highway 41?	<input checked="" type="radio"/> Yes	No

Please leave a comment for the project team in the space provided below:

Please consider:

- 1) The need to raise the elevation of Hwy. 41 to help with Post Hurricane Recovery and Resources Reaching the Town.
- 2) The need to mitigate traffic on Hwy 17 to accommodate the increasing Hwy 41 traffic. (Including commuters from commuters wanting to use the I-95/85/17 Hwy 41 and the ~~the~~ potential loss of people that will travel to town from Berkeley County.

Name: David Moore

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions by circling Yes or No:

Do you want to see pedestrian and bicycle access accommodations in the corridor?	Yes	<input checked="" type="radio"/> No
Are you concerned about noise in the corridor?	Yes	<input checked="" type="radio"/> No
Are you open to alignment options not directly located on Highway 41 to help reduce congestion?	<input checked="" type="radio"/> Yes	No
Do you travel Highway 41 on a daily basis?	<input checked="" type="radio"/> Yes	No
Do you often take alternate routes to avoid congestion on Highway 41?	<input checked="" type="radio"/> Yes	No

Please leave a comment for the project team in the space provided below:

*Very valuable - thanks for coming!
~~that~~ Maybe finish before 2026! 😊*

Name: _____

Rick Hall

Thank you for your interest in the Highway 41 Corridor Improvements project!

11/13/2017	Email comment	Margaret	Chadbourn	<p>Good morning! Is your project manager, Cal Oyer, available for an interview today? I am previewing the meeting held at 5 PM for our viewers. Thank you!</p> <p>Margaret Chadbourn Reporter, WCBD</p> <div></div>
11/14/2017	Email comment	Bob	Donahue	<p>-----Original Message----- From: Bob Donahue [<div></div>] Sent: Tuesday, November 14, 2017 10:47 AM To: hwy41sc@gmail.com Subject: Mailing list</p> <p>Would you please add me to join the mailing list for this project?</p> <p>Sent from my iPhone</p>
11/15/2017	Email comment	Bruce	Koedding	<p>"I hope that the final design mitigates the costs associated with routine maintenance of the right-of-way. Highway 17 is lighted and landscaped very nicely, but at what cost to the taxpayer? Reducing congestion, improving safety and pedestrian and bicycle access should be the top priorities."</p>
11/15/2017	Email comment	Trish	Wheeler	<p>"I would like to be included in emails regarding HWY 41, thank you. Trish Wheeler</p> <p>Sent from my iPhone"</p>
11/15/2017	Email comment	Ann	Bebergal	<p>"I was unable to attend Mondays meeting concerning Hwy 41. I'm curious why an additional lane was created to get those traveling down 41 towards Hwy 17 through the Joe Rouse intersection more efficiently and then the additional lane has been blocked by construction barrels. There are rush hour mornings where traffic on 41 is backed up to the Harris Teeter or beyond, all caused by the traffic signal at Joe Rouse. When the 2nd lane was created, the problem was greatly improved, and then the barrels were installed. So now we sit in traffic and frustratingly look at a blocked additional lane. Can you please explain? Ann Bebergal</p> <div></div>
11/15/2017	Email comment	Scott	Cave	<p>"Hello,</p> <p>Please add me to the mailing list for this project.</p> <p>Thank you, Scott"</p>
11/15/2017	Email comment	Jan	van Vliet	<p>"Please include me in your email list.</p> <p>Thank you,</p> <p>Jan van Vliet."</p>
11/15/2017	Email comment	Jay	Dowd	<p>"Please add me to the list of updates related to the SC Highway 41 project.</p> <p>Thank you,</p> <p>Jay Dowd</p> <p>Sent from my iPhone"</p>
11/15/2017	Email comment	Susie	Bender	<p>"Please add me to project updates! :)</p> <p>Thanks! Susie Sent from my iPhone"</p>
11/15/2017	Email comment	Maria	Harvey Starkey	<p>"Please add my address to the notification email list.</p> <p>Sent from Maria Harvey Starkey's iPhone"</p>
11/15/2017	Email comment	Michael A.	Kotula	<p>Subject Line: "Send updates please"</p> <p>Body: "Michael A. Kotula Rivkin Radler LLP</p> <div></div>
11/15/2017	Email comment	Marcia	Rosenberg	<p>"Highway 41 widening must receive the highest priority by state (and federal?) agencies so that needed funding can be obtained NOW to hasten the planning and construction to widen this critical roadway. We all know the need and there cannot be any further delay, especially given the fact that the construction will take years to complete.</p> <p>Every resource possible must be tapped to make this happen now, not years from now.</p> <p>Please add me to your mailing list.</p> <p>Marcia Rosenberg</p> <div></div>

11/15/2017	Email comment	Kenneth	Swing	<p>Please add my email to the notification list and correspondence related to the Hwy 41 road widening project.</p> <p>Wells Fargo Bank is Trustee of the John D. Muller Trust that owns Laurel Hill Plantation- parcels ([REDACTED]) along the northern side of Hwy 41. This is the same property leased by the Charleston County Parks and the site of Laurel Hill Park.</p> <p>Please confirm request via email reply.</p> <p>Thank you,</p> <p>WKSjr W. Kenneth Swing, Jr.</p> <p>Vice President Senior Real Estate Asset Manager Real Estate Asset Management Wells Fargo Wealth Management ; [REDACTED]</p>
11/15/2017	Email comment	David	Wanders	<p>From: DAVID WANDERS [REDACTED] Sent: Wednesday, November 15, 2017 12:56 PM To: hwy41sc@gmail.com Subject: add to email list please</p>
11/19/2017	Email comment	Andrew	Guhl	<p>The Brickyard communities that border HWY41, including Colonnade and Landing are very concerned about noise impact of this expansion project. We highly urge to include noise reducing barriers along our border properties.</p>
11/20/2017	Email comment	Janet	Myder	<p>Please add me to the mailing list about the highway 41 improvement project. Thanks.</p> <p>Janet Myder [REDACTED] Sent from my iPhone</p>
11/24/2017	Email comment	Matt	Yeates	<p>To whom it may concern</p> <p>I would like my voice to be heard and join the team. I have a business on Hwy 41 and have interest in the future of the road.</p> <p>Thank you.</p> <p>Matt Yeates Matt's Pizza Dept.</p>
11/27/2017	Email comment	Hugh	Walling	<p>From: hugh walling [REDACTED] Sent: Monday, November 27, 2017 4:12 PM To: Highway 41 SC <info@hwy41sc.com> Subject: RE: Highway 41 Corridor Improvements: Response to your comment</p> <p>I/We KNOW ALL THAT !</p> <p>What residents and home owners along Route 41 DON'T NEED is more "political mumbo jumbo" ! PLEASE !</p> <p>What we DO NEED is SOMEONE/ANYONE in the "governmental drivers Seat" to REALIZE the VERY SERIOUS PROBLEMS THAT EXIST TODAY, ACCEPT that NOTHING was done YESTERDAY to alleviate those problems , and ACT NOW !!!! NOW, NOT 2022, NOW !!!!!</p> <p>It takes me about 5 > 10 minutes to exit our Development (RiverTowne-On-The-Wando), THEN, as much as ONE HALF HOUR OR MORE to get to Route 17 !!!!!</p> <p>MOVE here, BE CONFRONTED by this nightmare, and THEN suggest that -- "the project team will make all efforts to expedite PORTIONS of the project design"-- !!!</p> <p>WHAT ABSOLUTE, TOTAL, political mumbo jumbo !!!!!!</p> <p>Quit making EXCUSES >>> and FIND SOLUTIONS !!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!</p> <p>By-the-way, if the "T Intersection" on 41 @ The gas station, which was recently "completed", IS ANY INDICATION of how you PLAN FOR "FUTURE IMPROVEMENTS", LORD HELP US !!!!!</p> <p>Hugh Walling, taxpayer/homeowner/resident RTOW</p>
11/28/2017	Email comment	Jackson	Anonymous	<p>Good morning,</p> <p>I've received a request from a member of the public to receive project information/updates as it becomes available. Please add the following to the mailing list.</p> <p>** CUSTOMER INFORMATION ** Name: Jackson Telephone: -- Email: [REDACTED] Address [REDACTED]</p> <p>. [Subject] Project Updates And Construction Updates [County] Charleston [Message] hi i would like to sign up for project updates and construction updates regarding the Widening SC-41 from US-17 to Clements Ferry Rd, construction of grade separated interchange at SC-41/US-17, and extending George Ferry Rd Project.</p> <p>Thanks for your help with this.</p> <p>Michael Fulmer, PE Program Manager [REDACTED]</p>
11/29/2017	Email comment	Joe	Turner	<p>#stop41construction</p>

12/14/2017	Email comment	Hugh	Walling	<p>Apparently the only “action” on RT. 41, problems – IS TO INCREASE Park West traffic speeds and ACCESS to RT. 41 – BEFORE doing anything about 41 ! Wando Bridge is complete, Park West traffic will ADD to 41 problems and Lowe’s Market will UNDOUBTEDLY be completed and INCREASE problems on 41 even FURTHER !</p> <p>My compliments to “The 41 Improvements Group”, my neighbors and I have a renewed LACK OF FAITH in our SC government to find efficient SOLUTIONS to an on-going and GROWING PROBLEM ! ☺</p> <p>Amazing !</p> <p>H.T.Walling RiverTowne</p>
11/13/2017	Hotline Comment	Gwendolyn	Geddes	<p>Hi this is Gwendolyn Geddes GEDDES. I'd like to have somebody come over. I live right off of Highway 41 to have some work done on my deck. My number is [REDACTED] or you could call [REDACTED]. Thank you.</p>
11/13/2017	Hotline Comment	Margaret	Chadbourn	<p>Hi this is Margaret Chad for a reporter at News two. My name again Margaret Chad Borne my number [REDACTED]. I was trying to interview Carol jones(?) with your project manager today if possible. Again your project manager Kelly Ware. My number [REDACTED]. It's Monday that November 13 the day before your public meeting here on Highway 41. Alright thank you. Bye</p>
11/29/2017	Hotline Comment	Annie	Lemon	<p>"Yes hello good afternoon Annie my in like the fruit [REDACTED]. Calling about the Highway 40 one quarter(?) I have a question about the improvement that was made over the summer that wrapped up this fall. Again Annie [REDACTED] and my number is [REDACTED]. Thank you. Hope you had a great Thanksgiving."</p>
11/26/2017	Letter Comment	Dmitar	Ciganovic	<p>I attended the meeting held on 11/13 at the Park West Gym to learn more about the project. It was very informative and helpful for attendees to better understand the larger picture, the timetable you are working from, and the incredible complexity of the entire project. I commend everyone on this.</p> <p>I live in the Cypress Pointe sub-division of Dunes West and it is outside the gate. use 41, Bessinger Road, and Clements Ferry quite often even though I am retired.</p> <p>After the meeting, I was struck with what a 1 challenge you are facing and feel like this is an impossible situation even though progress is being made. The reason is the fact that 41 and Clements Ferry are currently often gridlocked several times a day right now and that the improved 41 won't be done until 2022 or later. And, even though Clements Ferry is being widened between 526 and Jack Primus Road, it also faces traffic being almost totally stopped several times a day. And will most likely experience the same even after the 4 lane is extended from Jack Primus to the intersection with route 41 in the future. In addition, there is the issue of Berkeley County approving 9000 new homes in the Cainhoy Plantation and the future traffic spilling onto Clements Ferry and 41.</p> <p>This past week, there was an article in the Business section of the Post & Courier on 11/20, that mentions a new retail center is in the works in the area where Clements Ferry meets 41. This will negate all the work and improvements just being worked on/accomplished, and I hope the project is not permitted by DHEC and other governmental bodies.</p> <p>The key point I want to make is: due to growth in the area and seemingly few restrictions on the number of new homes and large scale developments, it will be impossible to meet the transportation needs of the motoring public. There needs to be more limits placed on development to reduce the "catch up" process that will always be behind.</p> <p>I am on the email list and will attend future meetings.</p>
	Online Meeting Survey	Jeffrey	Clements	<p>at a minimum, double the lanes between 17 and Rivertowne/Dunes West. More lanes all the way to Clements ferry would be nice to have, but don't typically have a backup issue beyond the harris teeter area.</p>
	Online Meeting Survey	Christopher	Middleton	
	Online Meeting Survey	McQuilken	Sean	<p>As a marine biologist with 5 years experience working over 3000 hours a year in the field monitoring environmental impacts from construction activities I am greatly concerned with the environmental impacts of any construction along the highway 41 corridor especially the proposed widening. Most, if not all of the area that will be effected are wetlands which serve as critically important habitat to thousands of species of fish, birds and other species many of which are endangered as a direct result of human activities. Any work in this area regardless of the scope will negatively impact these animals. I understand that there will be controls in place to limit these impacts but as a biologist who doesn't just push paperwork around I see on a daily basis how little these controls actually do to prevent harm to the environment. As an environmental inspector I have personally been told to ignore blatant Endangered Species Act violations by both state and federal regulators in order to expatiate the project I was monitoring and to save the contractor the money of doing what was required by the permits. This sort of behavior happens all of the time and has led many good environmental inspectors to leave the industry as all we are expected to do is to "rubber stamp" what the contractor is doing. The time to put a stop to this project is NOW, once construction starts the environmental damage will be irreversible as all the contractor and client will care about is doing the project as fast as possible to save money regardless of other costs.</p> <p>In addition to the irreversible major environmental damage this project will cause it will also requiring taking land and displacing people from their homes, many of these people have lived on their land for generations and it isn't right to make them uproot their families and move in the name of "progress". Anyone not directly displaced will be heavily effected by the noise, smell and vibrations of heavy construction equipment .</p>
	Online Meeting Survey	Gilbert	Huff	<p>What is the Gregorie Ferry Road Connector?</p> <p>Where is the Lowes Foods going to be installed and are you studying that growth too? How are you going to address bicycle traffic from Dunes West to Rivertowne? Will there be new bridges installed as needed for expansion? I think the road needs more illumination. As such, the houses right off Hwy 41 need protection from light pollution. How do the residents that live right off the road get designed into the growth here. Final note, whatever the decision in design alternatives, make sure that this remains a free flowing federal evacuation route. Safety is paramount. Thank you.</p>
	Online Meeting Survey	elizabeth	vary	<p>Is question #3 intentionally vague? Does it relate to the Phillips Community?</p> <p>Please, no mitigation. No filling in the wetlands.</p>

Online Meeting Survey	Yana	Davis	
Online Meeting Survey	Lamor	Coaxum	I am concerned about how this will impact residents that live on Joe Rouse Rd? Can someone email me. Thanks
Online Meeting Survey	John	Rankin	It would be nice to have a boulevard with shrubs, palms and other trees in the median.; a wide sidewalk to accommodate walkers, runners and leisure type bicycles ; a bicycle lane on the road in both directions for serious bike riders/commuters; incorporation of traffic circles at appropriate intersections to keep traffic moving; and an overpass on 17 at the intersection with 41 which would allow for 41 to extend east/southeast toward Rifle Range for the future with easier traffic flow.
Online Meeting Survey	Scott	Schmitz	
Online Meeting Survey	Jessica	Jackson	
Online Meeting Survey	Robert	Tausek	Time frame for completion way too long. We need help and traffic relief now. There are no alternate routes to take to relieve congestion.
Online Meeting Survey	John	Robinson	There is no alternate route for Highway 41. I live in Colonnade and turn left for work onto 41. Have waited for over 5 minutes several times to pull out to make a left turn.
Online Meeting Survey	Kelli	Pagels	
Online Meeting Survey	Hugh MaryLee	Walling	Submitted previous comment ! BASICALLY, I see NO REASON what-so-ever why this project is being DRAWN-OUT and DELAYED as much as it is !!! FIND A WAY TO GET THIS DONE FASTER ! CUT THROUGH THE POLITICAL NONSENSE ! ACT AS THOUGH >>> YOU <<< LIVE HERE !!
Online Meeting Survey	Barbara	Wood	I own a house in the CARDINAL HILL development on highway 41 which is just over a mile away from the highway 17 intersection. My backyard I backs up to 41. Already we cannot enjoy the backyard due to the noise levels. A barrier fence will be a necessity for all the homes with property bordering highway 41.
Online Meeting Survey	Joanna	Hoover	I personally do not travel 41 on a daily basis, but my husband does. His office is on Clements Ferry. So we are excited about the better traffic flow, but as the President of Brickyards HOA, I am concerned about the noise for our residents.
Online Meeting Survey	Dale	Tuttle	Not sure just what question 3 asks or to what it refers. There is only one alternative route to bypass 41 eastbound, Park West Blvd, and none to bypass it westbound but you already know that. Expansion of this corridor is vital but also needs to connect to an expanded Clements Ferry road on the opposite side of the new bridge but by 2025 when to project is completed I'm afraid it will already be just as congested unless a more sensible development program is put in place. What about including mass transit options in this effort?
Online Meeting Survey	Laura	Clark	

Online Meeting Survey	Mark	Gaking	I am most concerned about the noise and further traffic on the expanded Hwy 41. For that reason, I would like to ask for a large noise barrier wall to be installed, like on parts of Hwy 17 near Snee Farm. Please add the noise barrier wall. Thank you.
Online Meeting Survey	Lynn	Shealy	I do not take alternate routes at the intersection of Hwy 17N and 41, or down 41 from 17N since there are none. Yesterday I was on 17N coming to the intersection with 41 heading north. The left lane for turning was past Hamlin Rd. and Brickyard Parkway. No one could turn for quite some time to get onto 41.
Online Meeting Survey	Nancy	Turner	The proposed plan to destroy the wetlands and fill in waterways surrounding Highway 41 is truly an abomination to the beautiful Lowcountry we live in. It will destroy the landscape, damage wildlife and increase the noise and pollution around the established communities and neighborhoods. All of this to promote further development down 41. Others must suffer their existing way of life to allow developers and politicians to coat their wallets. This entire issue is not about easing congestion that occurs a few hours a day. It is about the all might dollar. We continue to expand roads in the Lowcountry and we continue to have congestion once the roads have been expanded. Deal with the 1 problem, growth. Existing residents should not suffer the lose of privacy and property value for a few moments of congestion. #Leavemybackyardalone
Online Meeting Survey	Heather	Parkhill	My Home back so up to Hwy 41. It is incredibly important to my family that there is a sound barrier in place due to increased noise for this proposed project.
Online Meeting Survey	John	Gelston	1 - IF YOU BUILD IT, THEY WILL COME !!! Once a busy road is widened, the new wider road will attract new users until the road again reaches a comparably high level of traffic density in those heavily used periods. And the cycle will repeat. 2 - IT'S TOO LATE ! An evacuation route alternative should have been considered at the time TOMP approved developers' designs to build Dunes West, Park West, Rivertown, Planters Point, Sunchasers, and any I may have missed, AS WELL AS considered the impact on long term home owners along Hwy 41. These new developments must have at least 10,000 homes! And no plan was put in place to address commensurate daily traffic and evacuation needs. That's incomprehensible. However, ALTERNATIVE evacuation routes STILL EXIST that will NOT ADVERSELY EFFECT nearly so many existing Mount Pleasant residents. State Road S-10-1032 / Steed Creek Road (in or near Awendaw) are located in low density (or NO density) residential areas. Improvements can be made now at less cost, and more importantly with considerably less adverse impact on long-term and existing residents to improve these roads to handle evacuation route traffic. And State Road S-10-98 / Halfway Creek / United Drive / State Road S-8-598 are nearer Highway 41 and can similarly be improved with much less cost and adverse impact on our residents. 3 - ADVERSE EFFECTS on TOMP VOTERS and RESIDENTS Public Notice of this Hwy 41 widening effort has already sent home values along 41 into the toilet. Sunchaser, Planters Pointe and all the other smaller developments along 41 have immediately become significantly less desirable neighborhoods due to the widening effort. Are traffic lights and sound barriers already in your plan to absolutely minimize the effects of noise and traffic?? Why not?? Are reasonable, and as a result of devaluation of home prices - Substantial, payments to be made to currently existing home owners along the Hwy 41 corridor?? More to follow.....
Online Meeting Survey	John	Gelston	Continued.... Are acceleration and deceleration lanes being planned for ALL the smaller neighborhoods that have only one entrance/egress road?? Are SYNCHRONIZED traffic lights planned for all these neighborhoods so residents don't have to make ridiculous and unsafe U-Turns on 41?? Most significant is the harm that will be done to existing residents whose families have owned property along Hwy 41 for over a hundred years. Some of these residents have only driveways to get from or back to their homes off Hwy 41. What are you planning for them?? Equivalent sized lots and homes in the same kind of quiet safe neighborhoods they have long enjoyed???? CAINHOY and the CLEMENTS FERRY ROAD Areas Their newly planned developments will only feed countless additional traffic down Hwy 41. Our TOMP businesses don't need the extra business their 20,000 new homes might provide; and their own local governments will undoubtedly expand their own shopping Meccas for their own residents. We should do our best to dissuade them from heading South to TOMP. Let them shop on Daniel's Island and North Charleston. DON'T ENCOURAGE THEM TO USE THE NEW HWY 41 bridge.THE GENIE IS NOT COMPLETELY OUT OF THE BOTTLE YET There is still time to do the right thing.
Online Meeting Survey	Susan	Houle	You can already hear significant traffic noise from Highway 41 in the neighborhoods surrounding the highway. Some combination of noise control and new building limits is needed.
Online Meeting Survey	Leigh	Burke	I live in Brickyard and am extremely concerned about noise impacts. Widening the road will lead to additional development and additional traffic, as well as encouraging drivers who now avoid it to start using it again. Further, heavier truck use is inevitable with less congestion and more development. Widening the road is always only a temporary fix East of the Cooper; I am a life long resident. You will widen the road, encourage development to explode in Berkeley County just across the Wando and just like on Daniel Island they will make their way to our overcrowded stores, like the Walmart and Lowes and grocery stores, because there aren't any/enough. Before long all four lanes of hwy 41 will be packed and the road it feeds into, Hwy 17, will be at the breaking point capacity-wise. It happens every time and you already know it. Highway 17 is frequently backed up now from Long Point to near the entrance to Brickyard most of the day, every day. As for widening highway 41, the noise from the additional traffic will be terrible. At first it will be faster and louder, then eventually it will be crowded and louder. This will turn my front and back yards into places where you can get absolutely no peace and quiet. Once again, the current residents take a quality of life hit for the future ones, situation normal for Mount Pleasant.
Online Meeting Survey	Dwight	Burke	I am very concerned with the potential for substantial increase in noise with this widening project and the associated loss of value to the house and loss of my quality of life. my residence is located in Brickyard Plantation near to Hwy 41.
Online Meeting Survey	Scott	Cave	Extending Bessemer Road to Hwy 17 should be considered as a parallel route to Hwy 41 to further reduce congestion. The Hwy 41 widening will be useless if we do not improve traffic flow onto Hwy 17. In addition to redesigning this intersection, consideration should be given to changing traffic light timing south of the intersection. Otherwise the 41/17 intersection will become a huge bottleneck as 17 south will fulfill up quickly with the increased volume from 41.
Online Meeting Survey	Mary Irene	Delamater	I live in Brickyard Plantation in the Landing and am backed up to Hwy 41. We already have LOTS of road noise, and I'm VERY concerned about how much it will increase after the expansion. Increased road noise will negatively affect our quality of life ,as well potentially affect the resale value of our home. If this is going to occur, a noise barrier is a must!!!! Please, please take this into consideration. Thank you, Mary Irene Delamater

	Online Meeting Survey	Jack	Delamater	I think a noise barrier of some sort should be put up along Highway 41 if it is going to get larger. I live on a house where the barrier is right through some woods, and I can already here it. Making it larger will make the noises louder. Therefore I think a noise barrier should be put up at the very elate to prevent the noise from getting worse. Thank you very mush for your time and concern.
	Online Meeting Survey	Rosemary	Delamater	Hello! I live in Brickyard, and Highway 41 runs behind my house. I would like a sound barrier when the highway is expanded. I can hear it some when I am on my screened-in porch, but it is not a major concern-- it's easy to ignore. However, I do not want it to be any louder. I wouldn't be able to hear the birds or any sounds of nature outside, just traffic. Not only will this be extremely abhorrent for those who live in the houses near it now, but it will likely hurt the value of our homes. So, please install a barrier. Thank you for reading this. Happy Thanksgiving! -Rosemary Delamater
	Online Meeting Survey	THOMAS	BROWN	THAT ROAD IS VERY LOUD AS IT IS NOW. WE ARE GOING TO NEED NOISE WALSS LIKE THE ONES IN FRONT OF SNEE FARM
	Online Meeting Survey	Holly	Sutcliffe	I live in The Landing section of Brickyard Plantation and my biggest priority is noise abatement. I can hear traffic as it is on Hwy 41. I worry about my home's value decreasing if the traffic noise is any more prevalent than it is now. It would be great to have a sidewalk/bike passage too but not at the cost of a noise barrier wall. Thank you, Holly
	Online Meeting Survey	Janet	Kaiser	I live in The Landings section of Brickyard. I am concerned about the noise that will impact our community since many houses in The Landings and other sections of Brickyard will be affected. Highway 41 is currently very loud; with the widening it will be a lot worse. A sound barrier wall would be very helpful. Please see that a sound barrier wall is added to the plan. Thank you.
	Online Meeting Survey	Bohuslav	Humplik	I live in Horlbeck Creek, the traffic dencity is only increasing with more houses being build in Oawk West. During peak hours, it is near impossible and dangerous to enter 41 from our community. There needs to be a set of lights added to the plan for each bordering community, otherwise we can't get in or out safely. People drive too fast as it is. Also, what about the increased noise and pollution? An improved 41 will only add to the development by improving traffic flow into ParkWest. There should be a freeze on development, otherwise this will be the same problem in 10 years.
	Online Meeting Survey	Greg	Sheppard	Please hurry up.... As a taxpayer and longtime resident of Dunes West, we've waited too long to get this project completed, all while our money has "improved" Coleman Blvd twice.
	Online Meeting Survey	Jenny	Germuth	Please provide improvements to serve the projected buildout of Dunes West, Park West, and Clements Ferry Rd. Provide pedestrian multiuse paths from the Hwy 41 bridge to Hwy 17. There is a new trail being installed by MPW along Hwy17 adjacent to the Oakland Market/Porchers Bluff. Please provide connectivity to this trail system also if possible. Please consider providing berms between the trail and the expanded roadway, similar to Brickyard Parkway, to promote biking/walking conditions that are safe and enjoyable. A trail directly adjacent to the roadway down this very straight road would not be very enjoyable....but still better than nothing! The berms would also serve to help with noise concerns and buffering against adjacent homes. Please also consider providing landscaping on the berms and in the raised medians to keep Mount Pleasant beautiful as the transportation needs and population grows. Thanks!
	Online Meeting Survey	Maria	Starkey	We have really no other options for travel to where we need to go. We would like to see bicycle and pedestrian areas FAR OFF the main roadway on a greenway instead of bikes and walkers/runners being so close to fast moving traffic on the road. Limited access to any new shopping areas placed AT LIGHTS ONLY will help prevent accidents. The entrance into the current Harris Teeter entrance placed so close to the light at Rivertowne/Dunes West & Hwy 41 is an example of a horrible access. A narrow and winding road over to Rivertowne Parkway/Dunes West Blvd. light and should have been thought out better and this should be rectified with another access (WITH LIGHT & turn lanes) at the other end of the Harris Teeter parking lot, especially if there is going to be more development along that road. I personally feel like highways and just there and then zoning allows development too close to the road and then the road cannot easily be widened. PLUS future development and widening is never thought of beforehand and instead seems to always be an afterthought.
	Online Meeting Survey	Tracy	Brokes	I am very concerned about road noise and construction noise affecting quality of life and property values in Brickyard, the Colonnade and Horlbeck Creek. I request that the plans include measures to reduce noise in the area.
	Online Meeting Survey	Jared	Irish	pedestrian and bicycle access! pedestrian and bicycle access! Thanks so much!
11/13/2017	Public meeting comment	Kenneth	Burkeen	My family and I have saved for 12 years to move to Mt. Pleasant. We bought this house 5 weeks ago and are TERRIFIED we will lose our home.
11/13/2017	Public meeting comment	Alan	Bates	Highway 41 is a hurricane evacuation route. As such, I think safety should be a high consideration for the project.

11/13/2017	Public meeting comment	Mike	Hartmann	
11/13/2017	Public meeting comment		Anonymous	
11/13/2017	Public meeting comment	Russ	Smith	-Need near term projects to shunt some of the traffic off 41! (DunesWest BLVD/PW BLVD) -Suspect property values will be negatively impacted if this is 9 years out.
11/13/2017	Public meeting comment	Cathy	Powell	The area between the intersection of Rivertowne/Dunes West and Joe Rouse on Hwy 41 is in dire need of improvement and cannot wait 5 years until the NEPA study is complete. Example, if I make a right turn out of Rivertowne onto Hwy 41 at 7 a.m. it takes several seconds to straighten out the vehicle and inch along at 7 mph until I reach intersection of Joe Rouse and 41 where the traffic improves and I can make it until I reach Hwy 17. Sometimes when I come home, I can't even get onto hwy 41 around 5-6pm so I will stop and eat at a restaurant until traffic lessens enough to go home. People coming out of Gregorie Ferry to left tun onto Hwy 41 make dangerous moves to cross impossible traffic. Should make no left turn for Gregorie Ferrie there
11/13/2017	Public meeting comment		Anonymous	Education of the public for using the new double lanes at Joe Rouse/Hwy 41 plus signage is needed. People can learn to merge safely. They had to do it when Hwy 41/18 intersection was increased to two lanes heading north on 41 a few years ago. I rarely have issues using the two lanes - people do let you in now.
11/13/2017	Public meeting comment	Joseph	Calandra	Separate - Pedestrian + Bike Lanes NOT a "multipurpose path" Bike lanes - on each side of the road appropriate width; maybe protected!!
11/13/2017	Public meeting comment	Maggie	Rosen	Safe for pedestrians, you'll cut down on cars.
11/13/2017	Public meeting comment	Norman	Vanderhorst	- 4 lane highway will destroy our community. - Sound barriers, who would we become? Lost of identity. -Safety: turning lanes, roundabouts - No bike lanes, to many people will lose their property *TAXES*
11/13/2017	Public meeting comment	Katie	Zimmerman	1- The prelim proj. purpose&need should include safe,connected & stellar bicycle + pedestrian infrastructure as an (?) able part of reducing traffic congestion and improving the flow of traffic and capacity. This should not be assumed. It should be stated. 2- Forecasting traffic volumes to 2045 should include enhanced use of bicycles and feet. This is not a recreational mode. We have to incorporate as real travel mode. 3- Intersection of HWY41 &17 needs a serious safety upgrade right now any pedestrian forced to use it is in danger. I didn't believe people on bikes currently use it. My members tell me they avoid that intersection. It is not acceptable to have neighborhoods, schools, retail etc surrounding the project scope without suitable safe connections. I urge the project team to walk it and experience it. I am happy to join you and help document if needed! 4-I urge you to include in your studies and data correction a pre and post project bike/ped count. this way the agencies+public can better understand what happens when you incest in safe, connected protected multimodal infrastructure. If you cannot include this assessment, please let me know and we may be able to get a CofC to do a study. This kind of data only helps inform projects in the future.
11/13/2017	Public meeting comment	Joan	Dehne	Some pedestrian/bicycle access accommodations would be nice such as enabling getting from Dunes West to the HT shipping center safely. Personally not concerned about noise as we are deep enough into Dunes West with our property, but sill, for the sake of others noise should be considered and minimized as much as possible. Don't travel rte 41 daily, but have avoided at times as to expect congestion. Clearly, the road has grown to be one of the worst nightmares and solutions need to be found.
11/13/2017	Public meeting comment	Pat	Sullivan	-Bike/ped access/safety is a must not an option or nice to have. -Find a way to leave the Phillips community in tact. Our goal should be improved through put vs. capacity
11/13/2017	Public meeting comment	Larry	Bach	Concerned about noise as a result of Joe Rouse interchange improvements
11/13/2017	Public meeting comment	Carol	McGauran	I live in Rivertowne and there is no alternate route other than going through Park West to Hwy 17. I plan most days around the Hwy 41 traffic. I am concerned about the increased truck traffic on Hwy 41. I also have concerns about future development in Berkeley County. These people will use Hwy 41 to get to Mt. Pleasant. Traffic continues to increase 2023 is 5+ years in the future.

11/13/2017	Public meeting comment	Mike	McGauran	With all the growth projected for the area (especially the Berkeley County side), I am worried the at traffic projections are not accurate. If 41 is widened, I would bet that more people are not using the road that would start using it. It would be kind of a vacuum attracting people now using 526/17. Also, 55 and 45 mph is too fast for the amount of traffic on the road now - should be reduced to 40/35.
11/13/2017	Public meeting comment	Merrielee	Waters	Hwy 41 widening will impact mainly those in the phillip's community. Prior to Dunes West etc. being approved the traffic was to be touted through this area. Why the change? Who(m) approved change even through other project improved based on going through Dunes West/Park West etc
11/13/2017	Public meeting comment	Laura	Spoon	
11/13/2017	Public meeting comment	Wilfred	Spoon	
11/13/2017	Public meeting comment	Denny	Ciganovic	1) Thanks for the opportunity to learn about and comment on the critical "venture" 2) Consider some 3 lane 92+ mddl turning) sections vs filling in wetlands to make 4 lanes 3) Minimize any median so that road is reduced in width + affects fewer homeowners 4) consider large rotary vs light where Clements Ferry meets 41
11/13/2017	Public meeting comment		Anonymous	Hurry up! But plan things ahead
11/13/2017	Public meeting comment	Ed	Weber	I live i Horlbeck Creek so I can't avoid 41. I am concerned with traffic levels and ability to exit or enter our neighborhood. When the traffic is light, drivers drive too fast. We would also be happy to see sidewalks or bike paths. We would love to access the county park walking or cycling. We also want to maintain water flow/velocity to maintain creek depth + minimize sillation.
11/13/2017	Public meeting comment	Adrian	Parra	Please widen as soon as possible
11/13/2017	Public meeting comment	Bill	Terry	Just do it! Perhaps the biggest factor to help flow is the intersections at 17 N / 41 and the 526 intersection at Clements Ferry
11/13/2017	Public meeting comment	William	Myers	Lets raise the taxes another 1/2 cent or 1 cent so that we can help pay for a new road going through dunes west or buy the right of way from the government. Left side or right side whichever is better, the left + right will be going over the marsh!!!
11/13/2017	Public meeting comment	Nic	Enlow	In regards to estimated completion of 2022-2025, please consider 6+ lanes, as traffic will only increase. Housing on Clemets Ferry Rd is expected to be massive in the coming years thus more vehicles on 41. Also, some type of overpass/flyover @ 17&41 could help with traffic congestion! Depends if 6+ lanes are used if wants to see pedestrian and bicycle access accommodations in the corridor.
11/13/2017	Public meeting comment	Steve	Rowe	The projected timeline is simply unacceptable to the citizens of Mt Pleasant and the Century Peninsula. Federal intervention with the strongest possible municipal, county and state support is essential. This project really needs to be married to Clements Ferry Road Phase II with success for both projects in similar completion time frame. Get bigger support!
11/13/2017	Public meeting comment	Ray	Stewart	1) Access to HWY 41 during construction is a big concern to me. 2) Pedestrian/bikeway definitely needed.

11/13/2017	Public meeting comment	Sheryl	Stewart	
11/13/2017	Public meeting comment	DR	ESGUERRA	
11/13/2017	Public meeting comment	Sue	McCann	
11/13/2017	Public meeting comment		Anonymous	What are the other alternatives, only one I know is through Park West. No help
11/13/2017	Public meeting comment		Anonymous	Would not like to see golf access accommodation in the corridor
11/13/2017	Public meeting comment	Dwayne	Love	I am concerned about how much of my property will be taken
11/13/2017	Public meeting comment	John	Giordano	Time line for construction needs to be moved up - please do everything to do so.
11/13/2017	Public meeting comment	Odessa	Webber	Our community, Phillips, has been in existence since the 1800s. This is our home. She is very dear to us. Please leave her as unaltered as possible. We would love for our babies to be able to experience Phillips living the same way we have.
11/13/2017	Public meeting comment	John	Behringer	Do not contact
11/13/2017	Public meeting comment	Stanley	Webber	Consideration of a three lane road (one east, one west, and a turning lane), would be greatly appreciated. It would be placed between Bessemer Rd and the River Towne/Dunes West turning area.
11/13/2017	Public meeting comment	Jon	Chalfie	Traffic circle is needed of Hwy 41 intersection just off Hwy 17 where no method of egress from CVS to northbound traffic by Gregory Ferry
11/13/2017	Public meeting comment	David	Ryan	Clearly 41 need widening. Bike path + walking path would be good. Good size shoulder for breakdowns and mopeds that can't make speed. Major concern is to improve the 17/41 intersection the left turn lanes on 17 back up to point of safety hazard in afternoon rush hour. I would recommend some kind of flyover but may be other alternatives might work. I do not think a traffic circle should be one of the options!
11/13/2017	Public meeting comment	Margaret	Perkins	Sooner the better + hopefully minimal negative impacts to local residents.

11/13/2017	Public meeting comment	Merle	Ford	
11/13/2017	Public meeting comment	Paul	Churchill	Please consider alternative ways of travel other than cars. Bicycles will be used - if your plan for it.
11/13/2017	Public meeting comment	Jim	Lisic	Noise concerns #1
11/13/2017	Public meeting comment	R	Behringer	There is not any option that works! (comment on alternate routes question)
11/13/2017	Public meeting comment	Eric	Manke	Timeline is too long.
11/13/2017	Public meeting comment	Mitchell	Lichenberg	<p>Providing information via video or other dam on real time basis to people; cell phones would give drivers an opportunity to adjust when they decided to travel on #41 and thus avoid being part of the crowd on the road. Folks who can adjust their travel schedules would appreciate and use this information. This could be done right now!</p> <p>Travels on Hwy 41 75%</p>
11/13/2017	Public meeting comment	K	Cunnane	Please explore opening a road along the power lines in Laurel Hill Park to reduce congestion now and during construction.
11/13/2017	Public meeting comment	Ralph	Charles	Shoulders adjacent to the roadway are need to accommodate accidents, flat tires avoiding road hazards, etc. This should take priority over a median between the roadways.
11/13/2017	Public meeting comment	Rich + Betty	Murphy	
11/13/2017	Public meeting comment	Stephen	Wright	Everyone I believe understands progress and that the project is necessary. That said, I believe noise abatement is (a or the) major concern.
11/13/2017	Public meeting comment	David	Shiflet	The region needs to invest in public transport, particularly ferries and buses, to remove cars from the road. We need safe, bus stops for school children with good lighting and signage. As Clements Ferry Road is widened and new homes are built there, I fear that traffic will overwhelm even a widened 41. I want to be able to bike to the beach from Rivertowne safely with my family. Having a bus to the beach would be great too.
11/13/2017	Public meeting comment	David	Moose	<p>Please Consider:</p> <p>1) The need to raise the elevation of Hwy 41 to help with post hurricane recovery and rescuing the town.</p> <p>2) The need to mitigate to traffic on HWY 17 is accommodate the increasing HWY 41 traffic. (Clements Ferry commuters wanting of people west will devirt to town from Berkeley County.</p>
11/13/2017	Public meeting comment	Rick	Hall	Very valuable - thanks for coming! Maybe finish before 2026! :)

11/28/2017	Public meeting comment	Bill	Terry	Ref #3 My thoughts take into consideration several aspects: Rivertowne has only one access/exit - Longpoint is necessarily 2 lane - HWY 17/41 intersection is a Bottleneck - so: at a point from long point and a side road (Egypt or..) build a bridge from that point then the narrow area of water/marsh pass than with a connection into Rivertowne over to 41 adj to the Phillips community so as to alleviate both 41 and LP. 17/41 needs a flyover and LP needs a bigger (more access) to 526.
11/28/2017	Public meeting comment	Thomasena	Stokes-Marshall	
11/13/2017	Web comment	John	Bergman	Name: john bergman Email: [REDACTED] Comments: thanks for the opportunity to view the early info. I head that this project may go design build and as someone who maintains infrastructure, including design build, this would be a bad project for design build. There is no way you will have enough control in DB and the only one happy will be the contractor.
11/13/2017	Web comment	Hugh	Walling	Couldn't make the meeting this evening, but I would like to submit a comment -- as follows: QUIT DRAGGING YOUR FEET, GET THIS PROJECT INTO THE FAST LANE, ASAP ! It has been "under consideration and discussion" FOREVER ! No more talk, no more delays, no more POLITICAL dancing -- GET IT DONE ! And, WHAT, in Heavens name, is that IDIOTIC "improvement" design/attempt at the gas station "T" on 41 -- IF that's an example of what can be expected in future efforts, PLEASE, PLEASE, PLEASE reconsider your plans !
11/14/2017	Web comment	Deborah	Stossel	In some areas of 41 there is a third lane. During heavy traffic times in the morning on hwy 41S use it as an outgoing lane. Reverse it to incoming traffic on 41N in the evening. Use merge signs (every other car) to enter the traffic. The key is to keep traffic moving. Accidents must pull off the highway.
11/14/2017	Web comment	Daniel	Pagels	What are the times of the road closures supposed to be? The signs say up until 6am, but they are continually working well past this time causing people to be late for work.
11/14/2017	Web comment	Keith	Nothstein	Name: Keith Nothstein Email: [REDACTED] Comments: I am submitting my answers to the questionnaire: 1) Do I want pedestrian & bicycle access accommodations? YES 2) Am I concerned about the noise? NO 3) Am I open to alignment options to help reduce congestion? YES 4) YES - I do travel HWY 41 daily! 5) Do I often take alternate routes to avoid HWY 41 congestion? YES This project is critical and must be completed ASAP.
11/15/2017	Web comment	Carol	Morgan	Name: Carol Morgan Email: [REDACTED] Comments: Most concerned with protection of marshes impacted by this project.
11/15/2017	Web comment	Tim	Brennan	Name: Tim. Brennan Email: [REDACTED] Comments: How do I leave comments? I want to voice my hope for improved bicycle use. A wider shoulder with bike lane marked or a separate multi use path that allows access to the parks, over the bridge and to the bike routes on the other side of the river.
11/15/2017	Web comment	Robert	Koppenaar	Name: Robert Koppenaar Email: [REDACTED] Comments: Hello I live in the Colonnade of Brickyard. My property lines up behind the automotive center and will be directly impacted by this project. I believe it should mandatory to have a sound barrier like the one along Hwy 17 by Snee Farm and all the apartment complexes. Thank you.
11/15/2017	Web comment	Mary Ellen	Bertkau	Name: Mary Ellen Bertkau Email: [REDACTED] Comments: Obviously we need a lot more highway, but at what cost. I worry about the Phillips community with their roots in the community. I also worry about the noise. We live in Brickyard and did not buy a home in Horlbeck because of the Hwy 41 noise. Maybe a sound barrier? I could not find your comments section so apologize if I am replying in the wrong spot. Thank you
11/16/2017	Web comment	Ivan	Lund	Name: Ivan Lund Email: [REDACTED] Comments: The fact that Highway 41 is an Emergency Evacuation Route has been routinely overlooked for years by politicians while the developers line their pockets and leave. The negative impact of any road project on the Phillips Community which was here long before any of us, must be mitigated. There is a moral responsibility here that transcends rush hour and all hours traffic. It seems that we have plenty of rocket scientists spending our tax dollars, so lets make them spend those dollars morally and wisely for the benefit of all of our citizens, not just the late comers.
11/16/2017	Web comment	Carol	Allen	Name: Carol Allen Email: [REDACTED] Comments: Since our home is at the entrance of the Colonnade Subdivision, we are very concerned about the traffic noise. Our neighbor just put up a 7 ft. Fence and it didn't help at all with the noise. Also there are times of the day when we cannot make a left turn out of the subdivision. We have to turn right, go across 17 and turn around in Walgreens and go back across 17 to go west on hwy. 41.

11/16/2017	Web comment	Joseph	Owens	<div>Name: Joseph Owens Email: [REDACTED] Comments: Very concerned regarding noise pollution. Sound barrier like Snee Farms should be mandatory. Otherwise may be law suits!</div>
11/16/2017	Web comment		Anonymous	<div>From: [REDACTED] Sent: Wednesday, November 15, 2017 6:52 PM To: Hwy41SC@gmail.com Subject: Highway 41 updates Sent from AOL Mobile Mail</div>
11/17/2017	Web comment	Judy	Schwarz	<div>Name: Judy schwarz Email: [REDACTED] Comments: I'm concerned for the widening at the marsh area's, what's the plan? I'm also concerned about the homeowners living along Hwy 41.</div>
11/18/2017	Web comment	Mary	Mitchell	<div>Name: Mary J Mitchell Email: [REDACTED] Comments: Could you use an experienced planning volunteer to help move the project along? I can provide a resume if you would like; I have a public trust security clearance with the VA for the health related volunteering I do.</div>
11/19/2017	Web comment	Michelle	Danish	<div>Name: Michele Danish Email: [REDACTED] Comments: We live in the Colonnade at brickyard which is off 41. We are writing to inquire if there are plans to install a sound wall on 41 by our neighborhood. We believe this will be very important and need to be done. Thank you, have a great day.</div>
11/20/2017	Web comment	Ebony	Pride	<div>Form details below. Name: Ebony Pride Email: [REDACTED] Comments: Good afternoon, Will Gregorie Ferry road be impacted at all during the improvements? Thank you,</div>
11/21/2017	Web comment	Joe	Turner	<div>Form details below. Name: Joe Turner Email: [REDACTED] Comments: It is time to stop for the construction of this road. This is a combination of the former mayor of Mount Pleasant and her Bowing down to the multiple investors and developers. If this road is built more houses will be built, green space destroyed, and they continue distraction of the quality of life that we expect in this area. This is a waste of time and energy. It is a distruction of wetlands. There are better alternatives. There are less costly alternatives. This will be a travesty of construction and destruction. I'm tired of the developers and tired of people destroying the reason we moved here. How does this impact me? This will be removing woods and wetland that I was promised it would never be developed when I bought my home space. Now here we are and your lack of concern about the regular citizenhas has led to this. #savemybackyard</div>
11/28/2017	Web comment	Dmitar	Ciganovic	<div>Name: Dmtiar Ciganovic Email: [REDACTED] Comments: I attended the Nov. 13th meeting at the Park West gym. It was a wonderful opportunity to see the scope and complexity of the project and talk with various professionals associated with it Afterwards, I thought about how Berkeley County is basically negating all these efforts by permitting 9000 homes to be built on the Cainhoy Plantation and the latest retail center announcement in the Nov. 22 Post & Courier that will be built near the intersection of Clements Ferry and Route 41. The County needs to take stock of its overall plan and reduce the growth or it will end up creating a traffic nightmare regardless of how many lanes are available on the roads. The article heading is: New retail center in works for Berkeley. Tract not far from side of large development. By Warren L. Wise. [REDACTED] in case you want to see the article. I did send a copy in the mail to Mr. Cal Oyer. I am on the mailing lists(email & US Postal) already. Thanks, Dmtiar Ciganovic [REDACTED]</div>
12/07/2017	Web comment	Stan	Van Ostran	<div>I could not find any specific information about the widening. How many lanes are planned and what will the throughput capacity be at peak periods? Surely the preliminary planning had indicated the number of lanes required to handle the traffic capacity projected.</div>

Appendix D: Electronic Sign In

ParcelID	OwnerName_Last	OwnerName_First	StreetAddr		City	StateProvi	Zip	Source	Attended?	Email
	Ashworth	Karl							2	
	Nagle	Elizabeth							2	
	Walsh	Thomas							2	
	Notestein	Pam							1	
	Smith	Russ							1	
	Charles	Ralph							1	
	Hall	Rick							1	
	Churchill	Paul							1	
	Mace	Nancy							1	
	Shiflet	David							1	
	Cunnam	Kevin							1	
	Sharpe	Joe							1	
	Giordano	John							1	
	Allen	Anna							1	
	Wander	Jackie							1	
	Fischer	Steve							1	
	Stkes-Marshall	Thomasina							1	
	Mcgaurin	Mike & Carol							2	
	Chalfie	John							1	
	Sidwell	Greg							1	
	Meyer	Stephen							1	
	Lichtenberg	Matthew							1	
	Koedding	Bruce							1	
	Brooks	Alisa							1	
	Brooks	Jarro							1	
	Lykins	Paul							1	
	Jarvis	Joe							1	
	Bennett	Brett							1	
	Haynie	Will							1	
	Vass	Dorothy & Richard							1	
	Calandra	Joe							1	
	Smallwood	Ron							1	
	Rowe	Steve							1	
	Sullivan	Pat							1	
	Love	Doyn							2	
	Williams	Steve							2	
	Myers	William							1	
	Ford	Merle							1	
	Wyszynski	Dennis							1	
	Eovino	Michael							1	
	Hornblas	Michael & Diane							2	
	Powell	Cathy							1	
	Ferdinand	Marisol							1	
	Owens	Jim							1	
	Manke	Eric							1	
	Rosen	Maggie							1	
	Fisher	Andrew							1	
	Webber	Stanley							1	
	Webber	Odessa							1	
	Webber	Edward							1	
	Germuth	Jenny							1	
	Schmidt	Christine							2	
	Behringer	Rich							1	
	Perkins	Margaret							1	
	Zieuhirct	Mike & Carol							1	
	Black	Dennis & Leilani							2	
	Santos	Gary							1	
	Waters	Merrielee							1	
	Behringer	John							1	
	Allan	Patricia							1	
	Oneal	Donna							1	
	Murphy	Elizabeth & Richard							2	
	Ballew	Chris							2	
	Dehne	Joan							1	
	Smith	Mason							1	
	Spaneas	Charles							1	
	Zimmerman	Katie							1	
	Basha	Katherine							1	
	Terry	Bill							1	
	Anthony	Joanne							1	
	Faulconer	Warren							1	
	Smith	Edward							1	
	Bergman	John							1	
	Ryan	Mary Margaret & Dave							2	
	Bates	Alan							1	
	Paragano	Larry							1	

	Stribling	Brad							1	
	Landing	Kathy							1	
	Yost	Richard							1	
	Smith	Mark							1	
	Coretta	Kristin							1	
	Lord	Dawn							1	
	Murphy	Jeremy							1	
	Spier	Joan							1	
	Parra	Adrian							1	
	Futeral	Caroline							1	
	BACH	LAWRENCE E & DIAN							1	
	HARTMANN	FRANCIS M & BREND							1	
	MACPHERSON	DELMAN & JUDITH A							1	
	Burkeen	Kenneth							1	
	Olson	Randy							1	
	CIGANOVIC	DMITAR D & KATHAR							1	
	EDWARD MEYERS EST OF								1	
	ESGUERRA	DELANO R							1	
	FORD	JONATHAN							1	
	HABERSHAM	RICHARD L							1	
	JOSEPH W SCHRECKE	ROBIN L STEPHENS &							1	
	LISK	JAMES J							1	
	LOCKWOOD	LORRINE Y							1	
	MIDDLETON	MARGIE SMALLS							1	
	MORTON	DAVID & CYNTHIA S							1	
	SMALLS	FRED S & ANNAMAE							1	
	VANDERHORST	NORMAN LEE SR & JA							1	
	WRIGHT	STEVEN J & JANET L							1	
	ROBERT S SNYDER TRUST								2	
	BUMBALO FAMILY TR	LAURENCE J BUMBAL							2	
	ENLOW	NICHOLAS K & TALEI							2	
	GAIR	JOHN C & LISA M							2	
	LOVEIN	DAVID & MARGARET							2	
	stanley	raymond							2	
	ROGER LEE MCKENDRICK AND JANET ELSPE								2	
	SPOON	WILFRED C							2	
	GEUSS	RANDALL C & JO-ANN							2	

Community Leadership Meetings

April 24-25, 2018



The goals of today's meeting are to:

- Provide you with an update since our last meeting.
- Present reasonable alternatives for the project.
- Answer questions related to the development process.
 - Gather your input and feedback.

Project Goals

- Improved capacity along the corridor.
- Improved safety for bicyclists, pedestrians and commuters.
- Improved capacity at the intersection of Highway 41 and Highway 17.
- The completion of the Gregorie Ferry Road connector.

Preliminary Purpose & Need

- The primary purpose of the proposed SC 41 Corridor Improvements project is to **reduce traffic congestion within the SC 41 corridor** to accommodate future traffic projections.
- The secondary purposes of the proposed SC 41 Corridor Improvements project are to **enhance safety** throughout the corridor, **improve transportation system and community connections**, and **provide bicycle and pedestrian accommodations**, while **minimizing community and environmental impacts**.
- The proposed project is needed to **address anticipated local and regional growth**, increased traffic congestion, **safety and emergency response concerns**, and inadequate interconnections of transportation modes, including pedestrian and bicycle facilities.

Project Phases

WE ARE HERE!

PHASE 1

- Introduction of the Project Letter of Intent
- Traffic Analysis and Field Data Collection
- Development of Conceptual Alternatives
- Determine NEPA Class of Action

PHASE 2

- Environmental Assessment or Impact Statement & Completion of NEPA process
- Perform preliminary alternatives development
- Conduct alternatives analysis
- Identify proposed alternative(s)

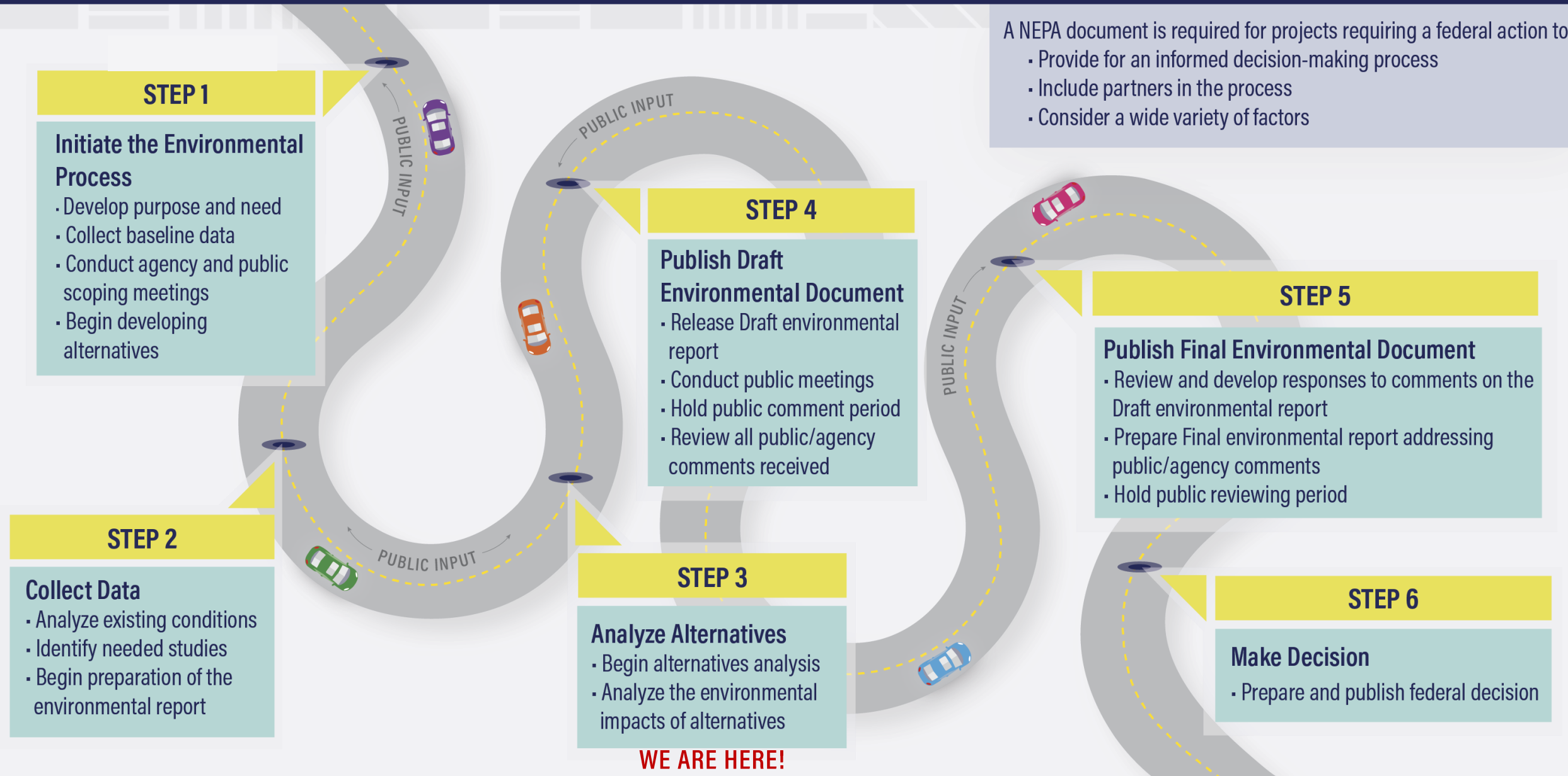
PHASE 3

- Final Design and Permitting
- Procurement

PHASE 4

- Construction

National Environmental Policy Act (NEPA)



Analyses & Data Collection



Factors examined in the environmental review:

	AIR QUALITY		COSTS		HISTORIC/CULTURAL RESOURCES
	ARCHITECTURAL/ ARCHAEOLOGICAL RESOURCES		ENDANGERED SPECIES		NEW/PLANNED DEVELOPMENTS
	BUSINESSES		EXISTING/PLANNED UTILITIES		NOISE
	CEMETERIES		FARMLANDS		RESIDENTIAL AREAS
	CHURCHES, SCHOOLS, PARKS		FLOODPLAINS		STATE/FEDERAL LANDS
	CONSTRUCTION FEASIBILITY		HAZARDOUS MATERIALS		WETLANDS/ WATERWAYS



Noise

- Existing noise levels have been measured within the project area.
- Sensitive receivers, such as residences, churches, and parks, have been identified.
- Noise analysis of the reasonable alternatives will begin this summer.
- Noise barrier analysis will be completed on the preferred alternative.

All considerations will be made based on SCDOT's Noise Abatement Policy.

Cultural Resources

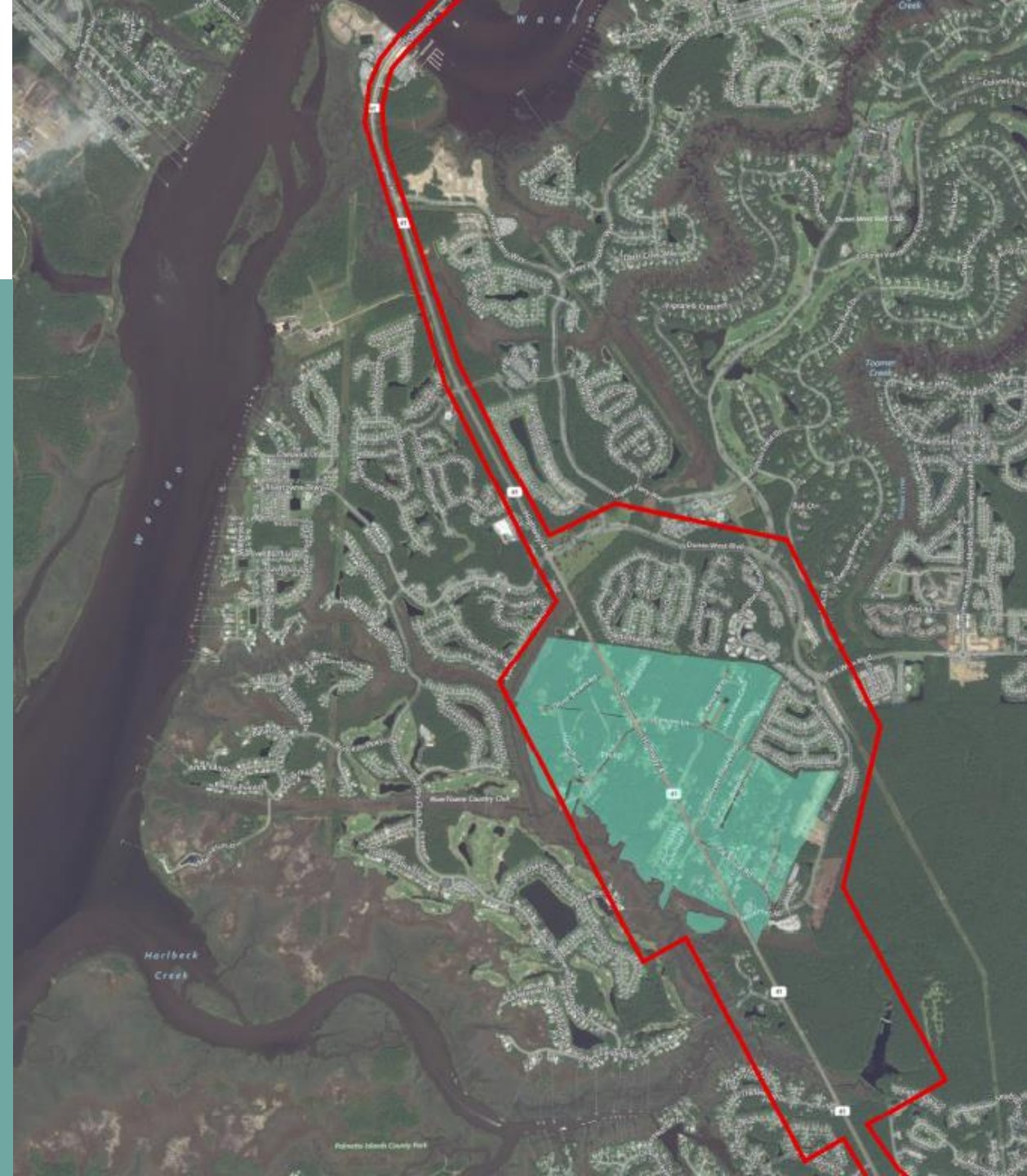
A separate cultural resources study was conducted to document the Phillips Community Cultural Landscape, a National Register of Historic Places-eligible historic district.

05 Previously identified archaeological sites

09 Newly identified archaeological sites

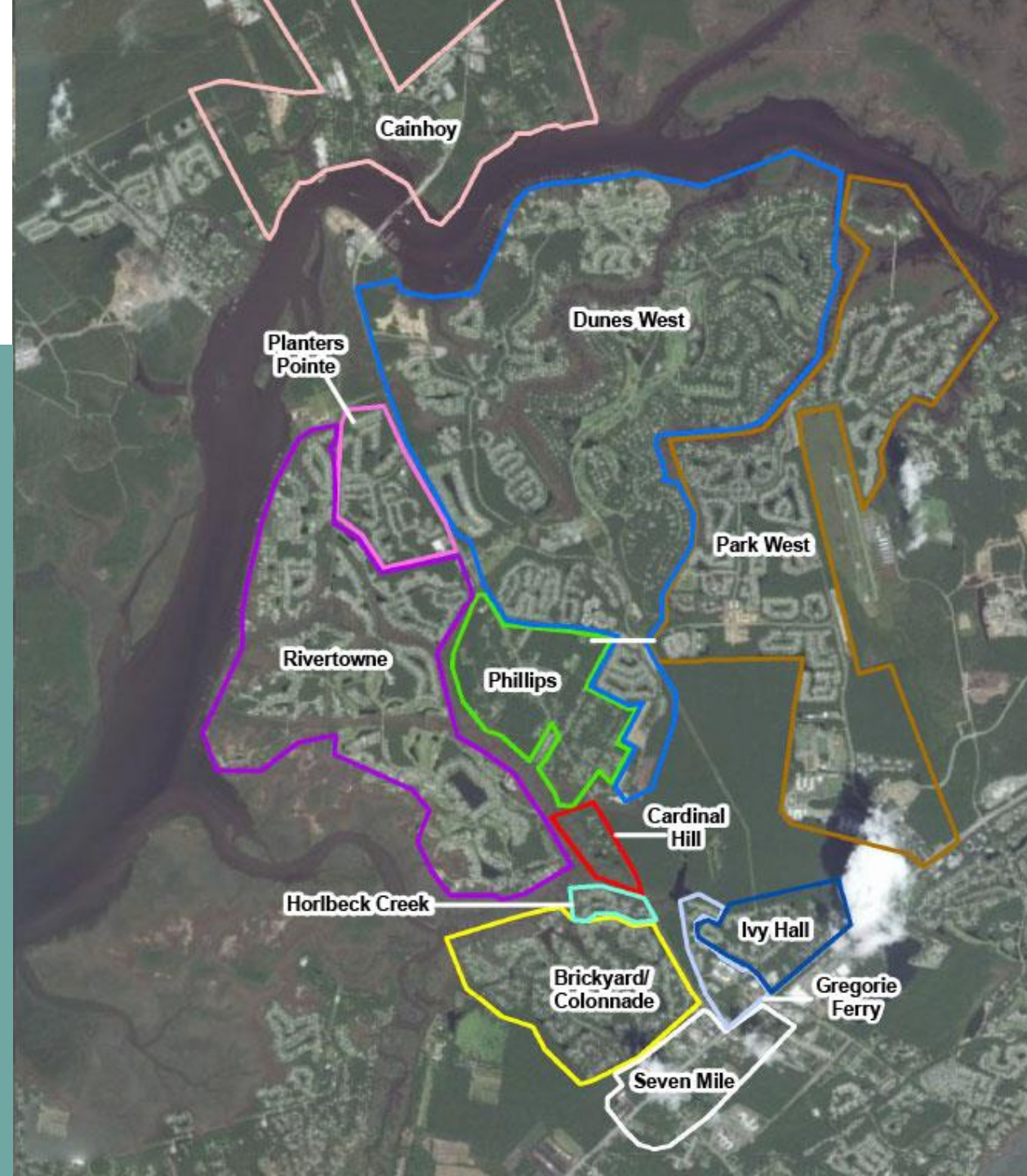
36 Previously identified architectural resources

11 Newly recorded historic architectural resources



Community Characterization Report

Findings from the Community Characterization and Community Impact Assessment will be used to evaluate project impacts to the human environment in the environmental document for the proposed project.



Alternatives Evaluation Considerations



Traffic (existing and future)



Environmental



Utilities

- Developments in Berkeley and Charleston Counties
 - Cainhoy Plantation
 - Clements Ferry Road
 - Planned and future developments
 - Proposed road improvements

Preliminary Traffic Analysis

Data sources

- Charleston Area Transportation Study (CHATS) model
- SCDOT and project team traffic counts/data sources

Assumptions

Alternatives were modeled by either adding capacity directly to Highway 41 or adding connecting parallel roadways, which consisted of:

- Various segments along Highway 41 and major cross-streets
- Bessemer Rd., Dunes West Blvd., Park West Blvd
- New alignments

Metrics

Purpose and need, which consisted of:

- Level of Service
- Forecasted volumes

Preliminary Traffic Results

- By adding lanes, more traffic may be drawn to that route.
- If a new corridor alignment is added, more traffic may be drawn to that route.
- By connecting two existing routes, some traffic may be drawn to that new connecting route.



Initial Screening of Alternatives

12
Alternatives

We looked at a range of 12
alternatives.



3

Reasonable Alternatives

Three were carried forward for
further analysis of impacts on the
natural environment and community
based on their ability to meet the
Purpose and Need.

Traffic: Level of Service

A standard measurement based on vehicle delay and speed, which reflects the relative ease of traffic flow on a scale of A to F.



Stable Traffic Flow



Unstable Traffic Flow

Traffic Volumes

- A 3-lane road section can handle approximately 17k-18k vehicles per day and still perform at an acceptable level of service C.
- Traffic forecasts predict that the Joe Rouse Rd/Dunes West Blvd segment will have a demand of 23k to 48k vehicles per day, which will exceed capacity for a 3-lane road.

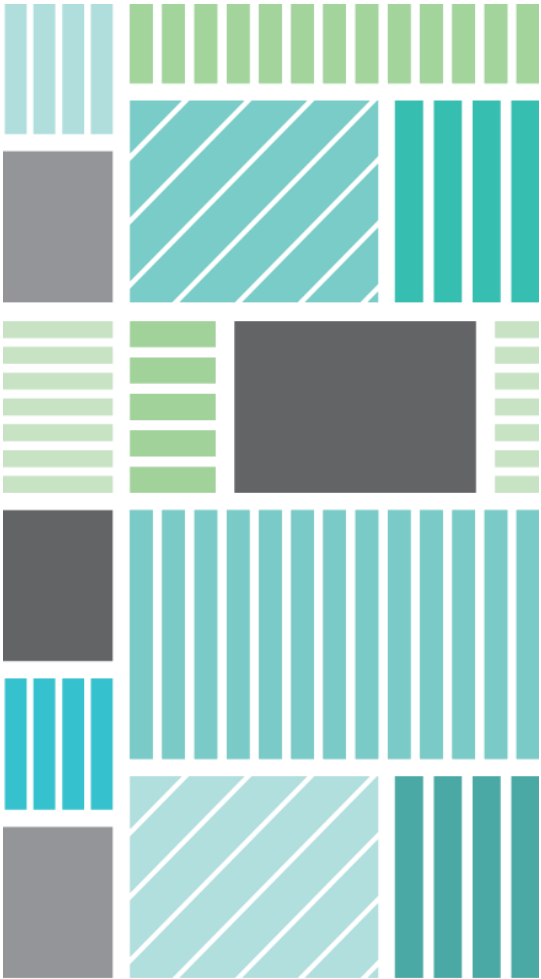


Stable Traffic Flow

Unstable Traffic Flow



Range of Alternatives



No Build

Level of Service (LOS)

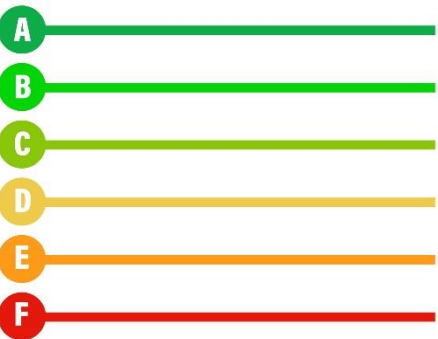


In the No Build Alternative, the current conditions of Highway 41 would remain unchanged. The No Build option provides a baseline of comparison for the alternatives.



Alternative 1

Level of Service (LOS)

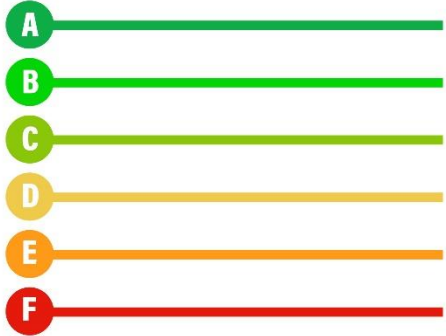


Alternative 1 would provide an acceptable LOS for design year 2045 and is moving forward for further evaluation.



Alternative 2

Level of Service (LOS)

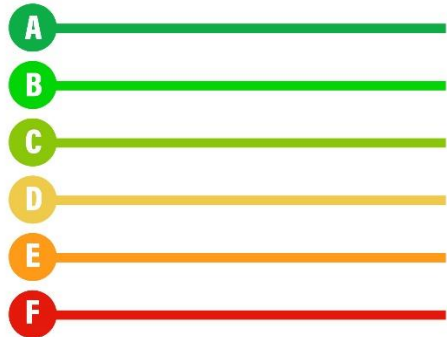


Alternative 2 is moving forward for further evaluation as it provides an acceptable LOS for design year 2045 throughout the corridor, except for in the Phillips Community.



Alternative 3

Level of Service (LOS)



Alternative 3 is not moving forward because it cannot accommodate 2045 design year traffic and because of traffic flow issues involving the one-way roads.



Alternative 4

Level of Service (LOS)



Alternative 4 is not being carried forward because the new parallel roadway would not divert enough traffic from existing Highway 41 and traffic volumes would exceed capacity along the entire new roadway.



Alternative 5

Level of Service (LOS)



Alternative 5 is not being carried forward because the new parallel roadway would not divert enough traffic from existing Highway 41 and traffic volumes would exceed capacity along the entire new roadway.



Alternative 6

Level of Service (LOS)



Alternative 6 is not being carried forward because the new parallel roadway would not divert enough traffic from existing Highway 41 and traffic volumes would exceed capacity along the entire new roadway.



Alternative 7

Level of Service (LOS)



Alternative 7 is moving forward for further evaluation because it provides an acceptable LOS for design year 2045.



Alternative 8

Level of Service (LOS)

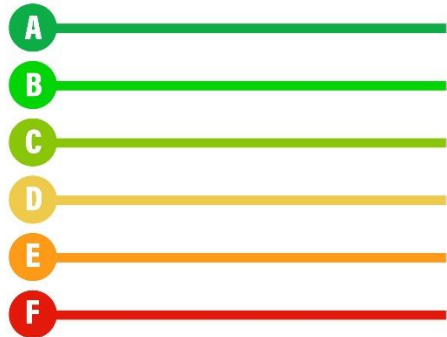


Alternative 8 is not moving forward because a five lane section meets the design year capacity needs and it would have major impacts throughout the corridor.



Alternative 9

Level of Service (LOS)



Alternative 9 is not moving forward because a five lane section meets the design year capacity needs and this alternative would have major impacts throughout the corridor.



Alternative 10

Level of Service (LOS)



Alternative 10 is not being carried forward because a five lane section meets the 2045 design year capacity needs.



Alternative 11

Level of Service (LOS)



Alternative 11 is not being carried forward because a five lane section meets the 2045 design year capacity needs.



Alternative 12

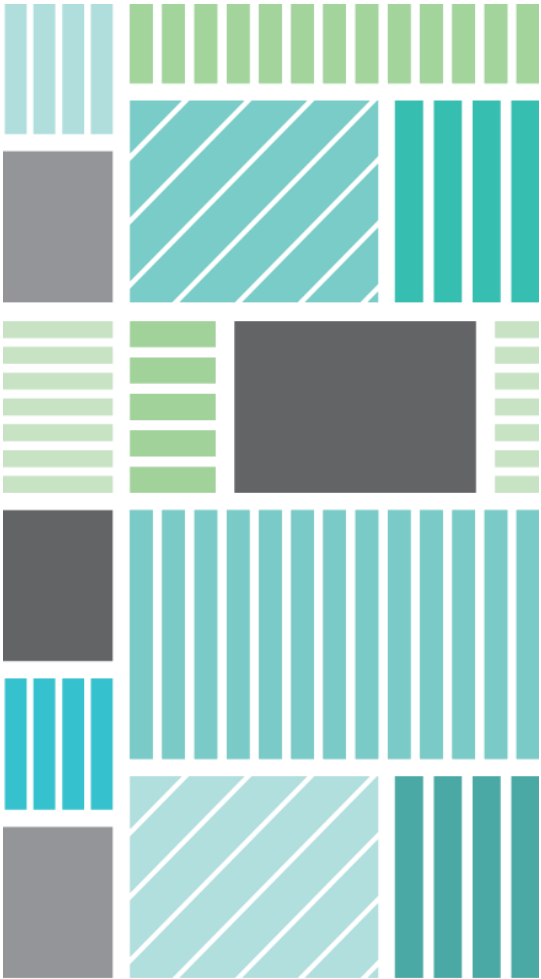
Level of Service (LOS)



Alternative 12 is not being carried forward because a five lane section meets the 2045 design year capacity needs.



Reasonable Alternatives



No Build

Level of Service (LOS)

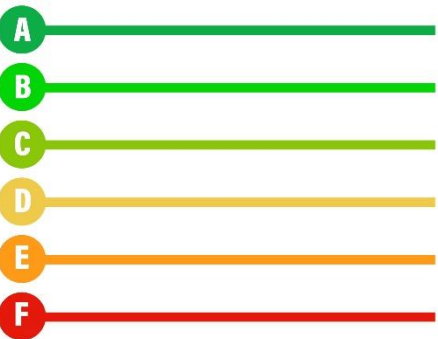


In the No Build Alternative, the current conditions of Highway 41 would remain unchanged. The No Build option provides a baseline of comparison for the alternatives.



Alternative 1

Level of Service (LOS)

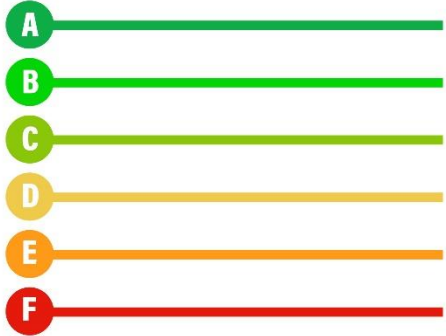


Alternative 1 would provide an acceptable LOS for design year 2045 and is moving forward for further evaluation.



Alternative 2

Level of Service (LOS)



Alternative 2 is moving forward for further evaluation as it provides an acceptable LOS for design year 2045 throughout the corridor, except for in the Phillips Community.



Alternative 7

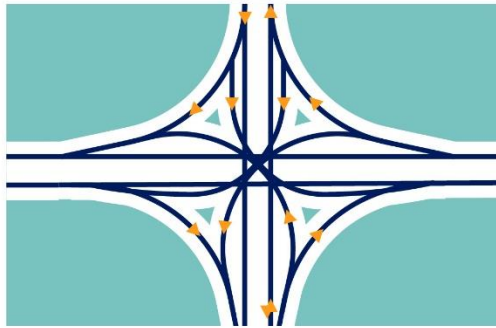
Level of Service (LOS)



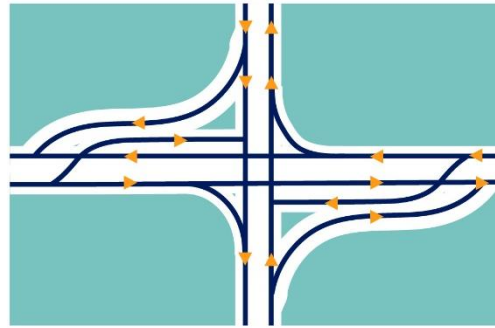
Alternative 7 is moving forward for further evaluation because it provides an acceptable LOS for design year 2045.



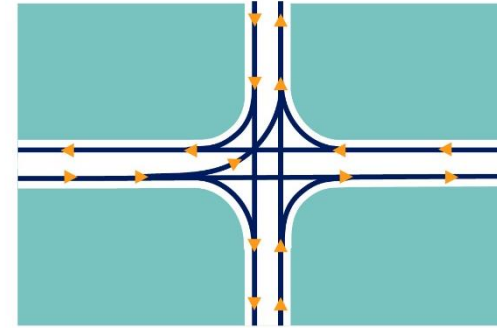
Intersection Concepts – Highway 41 at Highway 17



Single Point Urban Interchange



Continuous Flow Intersection



Flyover Left Turn Mid



Flyover Left Turn



Top Comments To Date



Traffic Safety



Noise



Public Involvement



New Developments



Schedule

**As of 4/20/2018*



Public Information Meeting



PUBLIC INFORMATION MEETING FOR ALTERNATIVES

WEDNESDAY, MAY 16

5:30 – 7:30 p.m.

Park West Gym

ONLINE MEETING

Available between **MAY 16 – JUNE 16** at

hwy41sc.com

Contact Us



Visit: www.Hwy41SC.com



Email us to leave comments or join the project mailing list: Hwy41SC@gmail.com



Leave a message for the project team
843-972-4403



Follow Charleston County on
Facebook  and **Twitter** 

CAL OYER, P.E.

Project Manager

Charleston County Transportation Development
843-202-6148

coyer@charlestoncounty.org



MEETING MINUTES

Project: Highway 41 Corridor Improvements

Subject: Community Meetings for Alternatives

Date: April 24-25, 2018

Location: Brickyard Plantation Clubhouse, 1100 Brickyard Parkway, Mt. Pleasant, SC 29466

Meeting: Cal Oyer, Charleston County

Support: Randy Williamson, HDR

Shannon Meder, HDR

Samantha Dubay, HDR

Michael Darby, HDR

Rotating: Robert Flagler, HDR

Meeting: Natalie Lawrence, Joyst Communications

Support: Ed Givens, Fellowship Strategies

Brad Morrison, Town of Mt. Pleasant

Overview

The Highway 41 Corridor Improvements project team held four meetings with leadership from community, neighborhood and business groups over the course of two days in an effort to present on the alternatives process, range of alternatives and three reasonable alternatives for public input and feedback. Cal Oyer, Randy Williamson, and Shannon Meder presented at each meeting.

Post cards were sent to invite business owners to attend the Business Owner Meeting. The project team's public involvement sub consultants coordinated directly with community group leadership in order to schedule each neighborhood or community meeting. In addition to the neighborhoods listed below, Dunes West was included but representatives did not attend.

Meeting materials included a presentation, schedule display board, sign in sheets, and project study area map. Below is a summary of discussions that took place at each meeting.

Business Owner Meeting, April 24 at 9:30 a.m.

Approximately 70 individuals were invited to attend the Business Owner Meeting and six were in attendance.

- Attendees suggested a walking overpass over Highway 41 and sidewalks for connectivity.
- Individuals mentioned the light at Dunes West Boulevard near Harris Teeter was blocking traffic.



- Questions were raised about impacts of a five lane section on businesses located in Phillips Community, including the Adult Day Care.
- Other input/concerns expressed included:
 - Traffic forecasts;
 - Whether or not a three-lane section includes a shoulder;
 - Tie in of businesses on the old Highway 41.

Park West, Cardinal Hill, Phillips Community, April 24 at 1:00 p.m.

Approximately five individuals attended this meeting representing Park West, Cardinal Hill and the Phillips Community.

- Individuals wanted clarification on three lane roadway sections and how neighborhoods would access Highway 41 going southbound and northbound.
- Concerns included that it was hard to access 41 near Bessemer Road and turning north on 41.
- Individuals stated that the turn lane added by the Town of Mt. Pleasant wasn't functioning correctly.
- Individuals stressed concern over noise and a preference for widening on the east side of 41 near Laurel Hill County Park.
- Individuals pressed for interim solutions for access to 41.

Horlbeck Creek, April 24 at 5:00 p.m.

Approximately four individuals were in attendance from the Horlbeck Creek neighborhood.

- Mt. Pleasant's construction of Joe Rouse Road and Dunes West Boulevard makes merging onto 41 more difficult.
- Drainage issues due to project at Joe Rouse Road and impacts from that project to marsh areas.
- Individuals suggested/referenced a proposed main artery in and out of RiverTowne.

Input from attendees included:

- Taking into account houses on stilts during a noise analysis;
- Impacts to marsh areas;
- Against bike/ped accommodations;
- Consider relocating utilities to the neighborhood's side of 41 and widening the road to the other side;
- Suggestions to lower speed limits to 35 mph;

Action item:

- *Send board members the presentation and handout for distribution.*

Planter's Pointe, Park West, Brickyard Plantation, Phillips Community, April 25 at 9:30 a.m.

Approximately six individuals attended the meeting with Planter's Pointe, Park West, Brickyard Plantation, and the Phillips Community.

- Concerns from individuals included the displacement of Phillips Community residents and socio-economic impacts.
- Individuals asked about looking at other alternate roadways on the west side of 41 and the Gregorie Ferry Road connection.
- There was a request to look at connections between neighborhood entrances.
- Questions and concerns included:
 - The agency who is overseeing the permitting process;
 - Park West widening;
 - Lights on 41 causing backups
 - Pedestrian safety in crossing 41.



Public Information Meeting for Alternatives Meeting Summary

July 6, 2018

Public Information Meeting for Alternatives Meeting Summary

Meeting Summary

Charleston County hosted a Public Information Meeting for Alternatives to provide project updates and present reasonable alternatives to the community and solicit feedback for the Highway 41 Corridor Improvements project along Highway 41 in Mount Pleasant, South Carolina. The meeting was held on Wednesday, May 16, 2018, at Park West Gym in Mount Pleasant. The meeting was an open house format; no formal presentation was given.

Upon entering the meeting, attendees viewed a video which detailed the range of alternatives, environmental studies, screening process and next steps for the project. In a separate room, meeting boards and interactive SmartScreens provided additional information on typical roadway sections, US 17 and SC 41 interchange designs, the National Environmental Policy Act (NEPA) process, project schedule, environmental factors being considered, traffic and noise studies, the study on traditional cultural properties, and next steps in the project. Three GIS stations and a right-of-way station were available for individuals with specific property questions. Comment tables were available to the public to provide feedback on the alternatives, environmental studies and other aspects of the project. Five SmartScreens were utilized around the room so individuals could view reasonable alternatives in an interactive and zoom-capable format.

An online meeting, displaying the same video and materials as the in-person meeting, was available at www.hwy41sc.com from May 16 to June 16, 2018 for an official comment period.

Open House Overview

The meeting began at 5:30 p.m. and ended at approximately 7:30 p.m. All meeting logistics were coordinated by the HDR team through the Town of Mount Pleasant's Parks and Recreation Department. The open house format allowed for discussions between the public and project team members, including staff representing engineering, environmental, and public involvement from Charleston County, the Town of Mt. Pleasant, South Carolina Department of Transportation (SCDOT), and the consultant team. There were 283 individuals that signed in to the meeting via sign-in sheets, which can be viewed in Appendix B. Meeting materials including the meeting boards, handout, blank sign-in sheet and comment form can be viewed in Appendix A. Comments received at the in person meeting, online meeting and throughout the comment period can be found in Attachment 1.

Public Information Meeting for Alternatives Information

Table 1

Date & Time	Venue	# of Attendees
Wednesday, May 16 5:30 – 7:30 p.m.	Park West Gym 1251 Park West Blvd, Mount Pleasant, SC 29466	283

Agenda

- 2:30 p.m.: Project Team Arrival and Setup (HDR and Public Involvement Consultants)
- 3:45 p.m.: Charleston County/SCDOT/Town of Mt. Pleasant/Consultants
- 4:00 p.m.: Team meeting, safety briefing
- 5:30 p.m.: Meeting begins
- 7:30 p.m.: Meeting ends/doors close
- 7:45 p.m.: Team debrief and breakdown
- 8:00 p.m.: Team departure

Attendees

A total of 283 people attended the in-person kickoff meeting and 1,911 people attended the online meeting.

Staffing

Project team members from Charleston County, SCDOT, Town of Mount Pleasant, HDR and sub-consultants staffed the in-person kickoff meeting. All staff were knowledgeable about the project and were prepared to communicate with the community. Table 2 summarizes the roles and responsibilities of each team member.

Table 2

Organization	Name	Role/Station
Charleston County	Cal Oyer	Floater
Charleston County	Shawn Smetana	Floater
Charleston County	Steve Thigpen	Floater
Charleston County	Jim Armstrong	Floater
Charleston County	Taylor Hall	Comments
HDR	Randy Williamson	ROW Station/ Floater
HDR	Shannon Meder	SmartScreen 1: Reasonable Alternatives
HDR	Samantha Dubay	Floater/GIS Station Coordinator
HDR	Robert Flagler	Sign in
HDR	Blair Wade	SmartScreen 2: Reasonable Alternatives
HDR	Michael Darby	SmartScreen 3: Reasonable Alternatives
HDR	Brandon Stokes	SmartScreen 1: Reasonable Alternatives
HDR	Josh Fletcher	GIS Station 2
HDR	Harriet Richardson Seacat	Community Characterization Table
HDR	Miles Spenrath	GIS Station 1
HDR	Phillip Hutcherson	SmartScreen 4: Traffic
HDR	Wayne Hall	SmartScreen 6: Noise Video
HDR	Ben Burdette	GIS Station 3
Stantec	Stuart Day	SmartScreen 5: Range of Alternatives
Joyst Communications	Natalie Lawrence	Video 1
CHH Communications	Cheryl Harleston	Sign in
Fellowship Communications	Ed Givens	Floater
ATJ Engineering	Alvin Johnson	SmartScreen 3: Reasonable Alternatives
SCDOT	Michael Fulmer	SmartScreen 2: Reasonable Alternatives
SCDOT	Will McGoldrick	Floater
Town of Mt. Pleasant	Brad Morrison	SmartScreen 5: Range of Alternatives

Air Hub	Terri Sciarro	SmartScreen 6: Noise Video
PAN	David Link	ROW Station

Outreach Activities

Invitation newsletters, postcards, stakeholder notification letters and an e-newsletter were distributed to promote the Public Information Meeting for Alternatives and online meeting. A Stakeholder Working Group meeting and meetings with representatives from neighborhoods and businesses along the corridor were also held prior to the Public Information Meeting for Alternatives. Table 3 summarizes the invitation outreach efforts for the Public Information Meeting for Alternatives. See Appendix C: Outreach.

Table 3

Type	Total Distributed	Date of Distribution
Newsletter	2,449	05/01/2018
Stakeholder Notification Letter	146	05/02/2018
Postcard	2,449	05/02/2018
News Release	1	05/02/2018
E-Newsletter	348	05/02/2018
Legal Ad (Post & Courier, Moultrie News)	2	05/02/2018 & 05/04/2018

Online Meeting Information

An online meeting was hosted at <http://hwy41sc.com/onlinemeeting/>. The online meeting was active from May 16 to June 16, 2018. Online Meeting Boards are available to view in Appendix B.

Table 4

Duration	URL
May 16 to June 16, 2018	http://hwy41sc.com/onlinemeeting/

Analytics

Table 5

Type	
Visitors	1,911
Avg. Session Duration	6:25
Pageviews	3,148

Video Plays

Table 6

Video	Play Rate	Plays	Avg Engagement	Hours Watched
Highway 41 Reasonable Alternatives	32%	656	51%	51.7

- *Play Rate is a measure of the number of people that loaded and played the video.*
- *Average Engagement is a measure of the number of people who watched the video compared to the total hours the video has been watched.*

Comment Summary

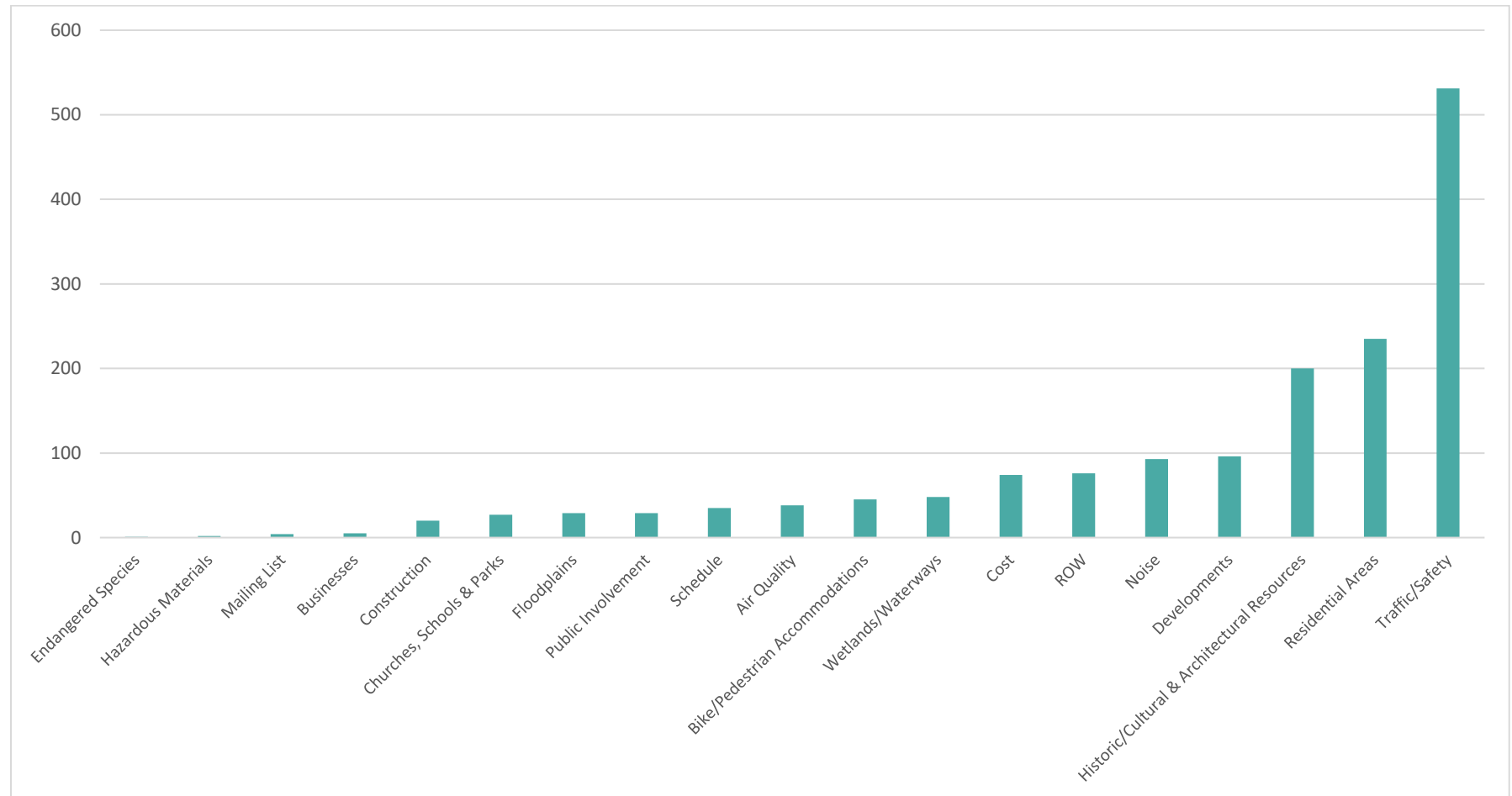
In order to collect feedback during the public meeting, three comment tables were set up to allow the public to provide feedback. Comment forms collected during the public meeting totaled 114 (See Attachment A). The project website and online meeting received 923 comments between the launch of the online meeting on May 16 through the comment period closing on June 16, 2018.

Table 7

Type of Comment	# of Comments Received
Web Comment Form	923
Hotline Voicemail	14
Comment Forms (mailed or received in-person)	114
Email	178
Letter/Mail	19
Total comments received during comment period	1,248

Comment Themes

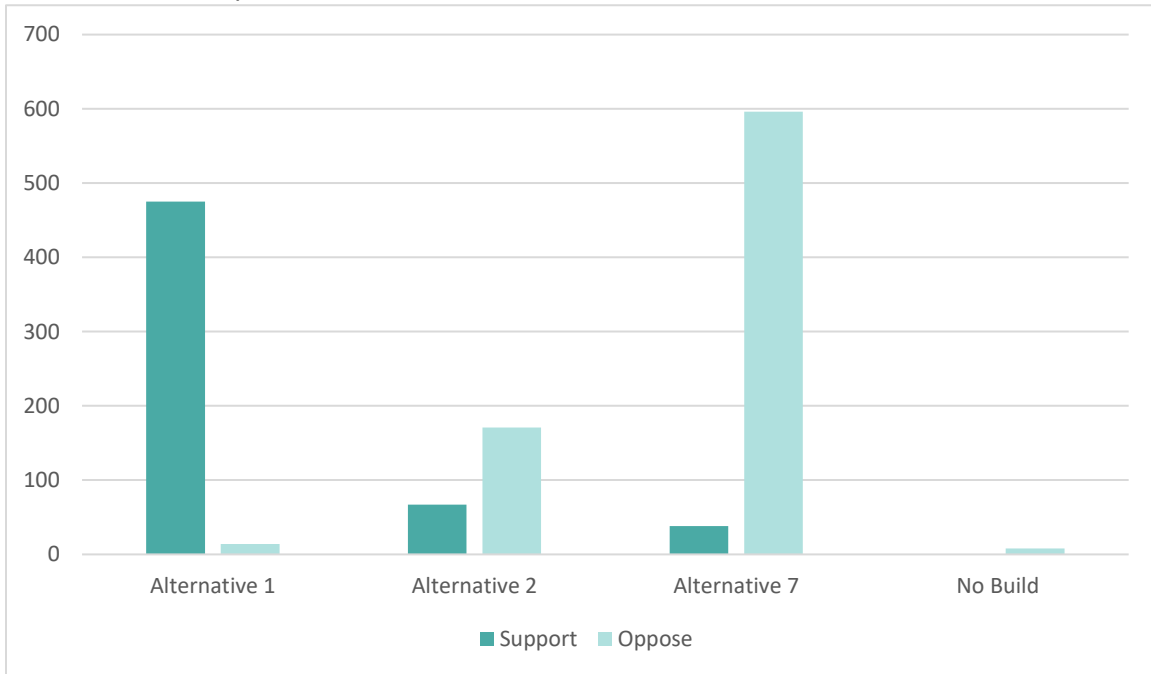
The comments collected between May 16 and June 16, 2018, were categorized based on themes and topics, with many comments having multiple themes and topics. The chart below summarizes the data to identify the most common comment topics. The next page includes a brief description of each comment theme and topic based on the comments received.



Comment Theme Descriptions

- Air Quality – Comments pertaining to pollution from exhaust, loss of trees and other aspects affecting the quality/cleanliness of air.
- Bike/Pedestrian Accommodations – Comments pertaining to sidewalks, pedestrian bridges, and other design features to improve pedestrian and bike features in the area.
- Businesses – Comments pertaining to businesses in the project corridor including impacts and access to businesses.
- Churches, Schools & Parks – Comments pertaining to impacts of churches, schools and parks in or near the project area.
- Construction – Comments related to the construction phase of the project including impacts to traffic flow and existing conditions in the corridor.
- Cost – Comments pertaining to the cost and financing of the project.
- Developments – Comments pertaining to existing, new and platted developments in the area and whether those have been considered in the analysis of alternatives and traffic models.
- Endangered Species – Comments pertaining to threatened or endangered species within the area that may be impacted by the project.
- Floodplains – Comments pertaining to existing floodplains and existing flooding issues in the area.
- Hazardous Materials – Comments pertaining to the hazardous materials sites identified in the environmental studies.
- Historic/Cultural & Architectural Resources – Comments pertaining to areas of historic significance in the area (Phillips Community, Boone's Hall) and notable structures (Sweetgrass Baskets, Phillips Tomb).
- Mailing List – Comments requesting to be added to the project mailing list.
- Noise – Comments expressing concern for increased noise and impacts on residential areas.
- Public Involvement – Comments on public involvement aspects of the project including notifications, public meetings, community outreach and the project website.
- Residential Areas – Comments pertaining to impacts on the quality of life in neighborhoods and residences along the project area.
- ROW – Comments pertaining to the acquisition of property and the right of way process.
- Schedule – Comments pertaining to the project schedule and anticipated timeline.
- Traffic/Safety – Comments pertaining to traffic levels and safety concerns.
- Wetlands/Waterways – Comments pertaining to wetlands and streams that may be impacted by the project.

In addition to the topics above, comments were tracked based on support or opposition to the reasonable alternatives presented. The chart below shows the support and opposition to Reasonable Alternatives 1, 2, 7 and the No Build Option.



Appendix A: Meeting Materials

REASONABLE ALTERNATIVES SCREENING MATRIX

ENVIRONMENTAL SCREENING CRITERIA	UNITS	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 7
TOTAL PROPERTY IMPACTS (INCLUDES PHILLIPS COMMUNITY)				
POSSIBLE FULL ACQUISITIONS (IMPACTS >50%)	Number of Parcels	7	4	9
POSSIBLE PARTIAL ACQUISITIONS (IMPACTS >50%)	Number of Parcels	207	172	281
PHILLIPS COMMUNITY				
POSSIBLE FULL ACQUISITIONS (IMPACTS >50%)	Number of Parcels	3	0	0
POSSIBLE PARTIAL ACQUISITIONS (IMPACTS >50%)	Number of Parcels	80	58	55
CULTURAL AND HISTORIC SITES				
NRHP ARCHAEOLOGICAL SITES	Number of Sites	1	1	1
NRHP HISTORIC STRUCTURES	Number of Sites	6	3	4
SWEETGRASS BASKET STANDS	Number of Sites	15	13	13
WETLAND IMPACTS				
ESTUARINE (YBAA)	Acres	5.4	5.4	6.1
FRESHWATER (NON-YBAA)	Acres	2.6	2.5	4.7
STREAM IMPACTS	Linear Feet	581	522	791
FLOODPLAIN IMPACTS	Acres	58.8	43.1	72.6
LAUREL HILL COUNTY PARK	Acres	0.8	0.8	3.4
HAZARDOUS MATERIALS SITES	Number of Sites	2	2	2

Screening data is based on preliminary conceptual design that will be refined as the project progresses towards final design; the project team will make every effort to avoid and minimize impacts.



4 HIGHWAY CORRIDOR IMPROVEMENTS PUBLIC INFORMATION MEETING FOR ALTERNATIVES

WEDNESDAY, MAY 16, 2018

WELCOME

The goals of today's meeting are to:

- Provide you with an update since our last meeting.
- Present reasonable alternatives for the project.
- Answer your questions related to the development process.
- Gather your input and feedback.

PROJECT STUDY AREA



PROJECT PURPOSE & NEED

The purpose and need statement was developed with the project team and stakeholder agencies and is required by the National Environmental Policy Act process to help guide the project and set objectives.

- The primary purpose of the proposed SC 41 Corridor Improvements project is to **reduce traffic congestion** within the SC 41 corridor to accommodate future traffic projections.
- The secondary purposes of the proposed SC 41 Corridor Improvements project are to **enhance safety** throughout the corridor, **improve transportation system** and community connections, and **provide bicycle and pedestrian accommodations**, while **minimizing community and environmental impacts**.
- The proposed project is needed to **address anticipated local and regional growth**, **increase traffic congestion, safety and emergency response concerns**, and **inadequate interconnections of transportation modes**, including **pedestrian and bicycle facilities**.



REASONABLE ALTERNATIVES

From the data gathered from traffic studies, a range of 12 alternatives was identified. Out of the 12 alternatives that were considered, three reasonable alternatives (1, 2 and 7) plus a No Build option were carried forward for further analysis based on traffic performance and Level of Service for design year 2045.



LEVEL OF SERVICE

Level of Service is a standard measurement based on vehicle delay and speed, which reflects the relative ease of traffic flow on a scale of A to F. A through C would represent a stable flow of traffic, D and E would represent moderate traffic impacts, and level F would represent bumper to bumper traffic.

NO BUILD ALTERNATIVE

In the No Build Alternative, the current conditions of Highway 41 would remain unchanged. The No Build option provides a baseline of comparison for the Reasonable Alternatives.



REASONABLE ALTERNATIVE 2

Alternative 2 would consist of widening existing Highway 41 to five lanes (two travel lanes in each direction with a center turn lane) from Highway 17 to Joe Route Road. Highway 41 from Joe Route Road to Dunes West Boulevard would be widened to three lanes consisting of one travel lane in each direction with a center turn lane, and Highway 41 from Dunes West Boulevard to the Wando River Bridge would be widened to five lanes. This alternative is moving forward as it provides an acceptable Level of Service for design year 2045 throughout the corridor, except for in the Phillips Community.

REASONABLE ALTERNATIVE 1

Alternative 1 would consist of widening existing Highway 41 to a five lane roadway from Highway 17 to the Wando River Bridge. This alternative would include two lanes of traffic traveling in each direction and a center turn lane. Alternative 1 would provide an acceptable Level of Service for design year 2045 and is moving forward for further evaluation.



Screening data is based on preliminary conceptual design that will be refined as the project progresses towards final design; the project team will make every effort to avoid and minimize impacts.



REASONABLE ALTERNATIVE 7

Alternative 7 would establish a five lane roadway from Highway 17 to Bessemer Road. The five lane section would continue along Bessemer and Dunes West Boulevard to a five lane section on Highway 41 to the Wando River Bridge, making a continuous bypass around the Phillips Community. Existing Highway 41 would be widened to three lanes from Joe Route Road to Dunes West Boulevard through the Phillips Community. This alternative is moving forward for further evaluation.



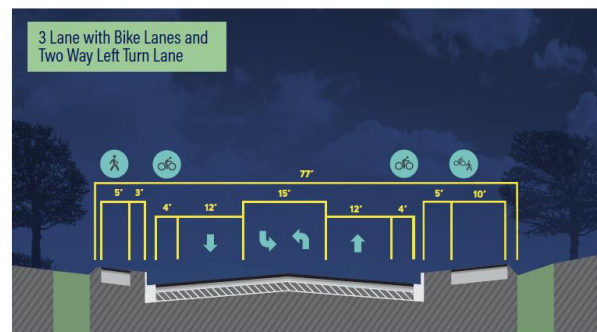
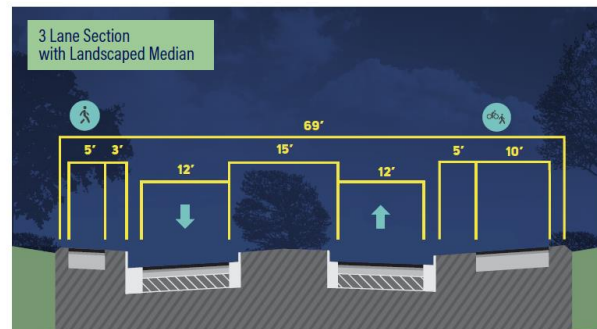
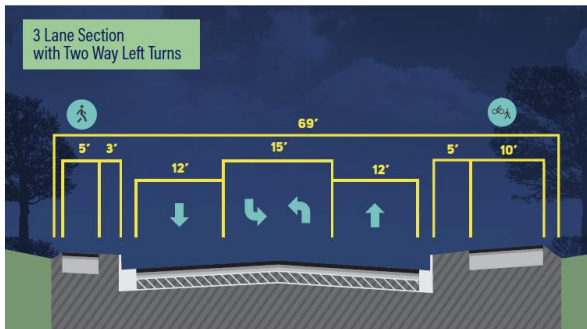
Traffic: Level of Service

A standard measurement based on vehicle delay and speed, which reflects the relative ease of traffic flow on a scale of A to F.



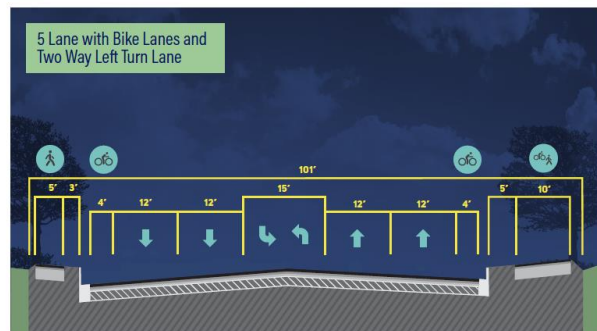
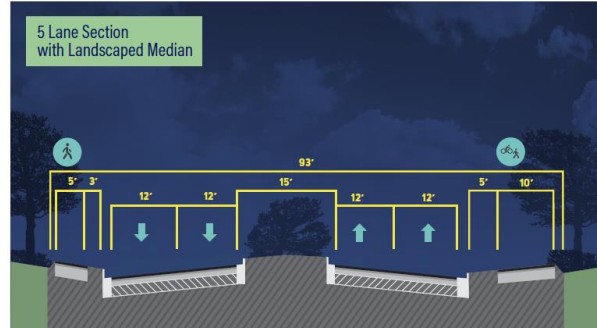
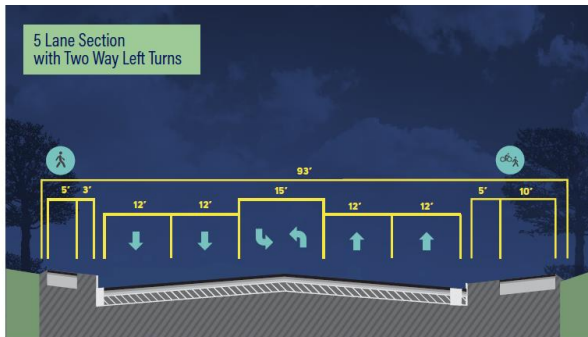
Stable Traffic Flow Unstable Traffic Flow

4 HIGHWAY CORRIDOR IMPROVEMENTS TYPICAL SECTIONS



Typical sections do not depict potential utility easements that may be required.

41 CORRIDOR IMPROVEMENTS **TYPICAL SECTIONS**



BIKE LANE



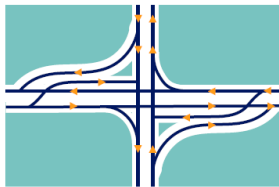
SIDEWALK



SHARED PATHWAY

Typical sections do not depict potential utility easements that may be required.

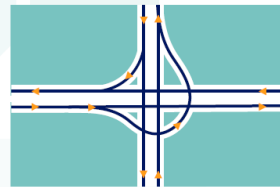
Intersection Concepts: Highway 41 at Highway 17



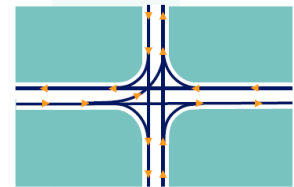
Continuous Flow Intersection



Single Point Urban Interchange



Flyover Left Turn

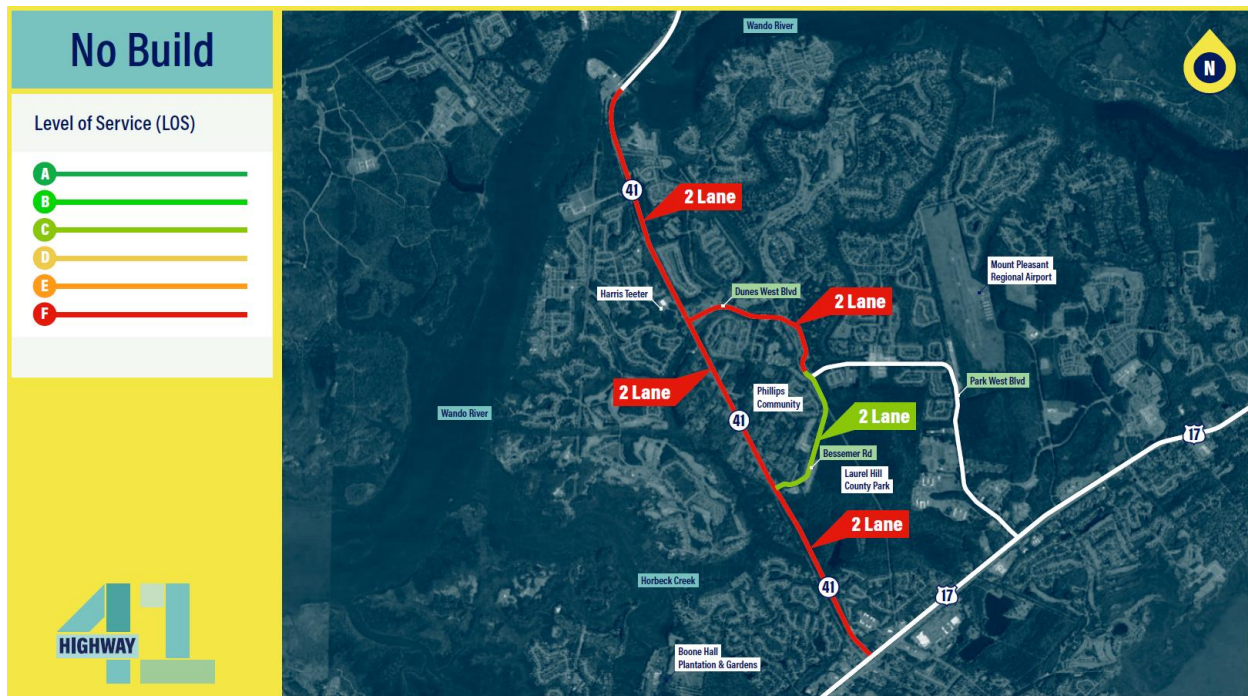


Flyover Left Turn Mid

Environmental Screening Matrix

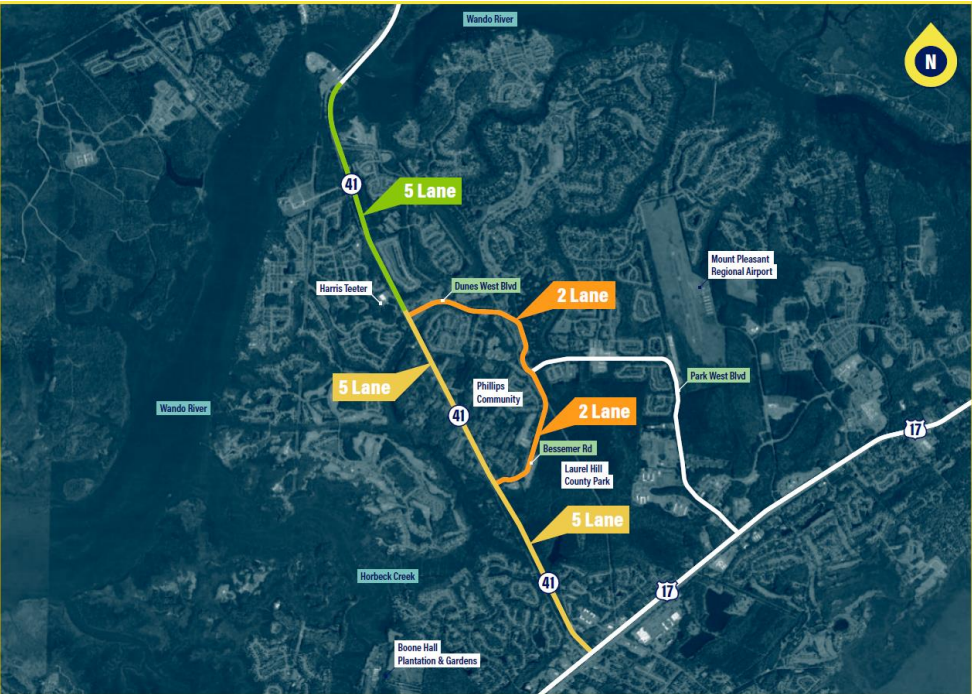
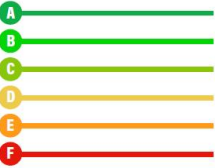
ENVIRONMENTAL SCREENING CRITERIA	UNITS	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 7
TOTAL PROPERTY IMPACTS (INCLUDES PHILLIPS COMMUNITY)				
POSSIBLE FULL ACQUISITIONS (IMPACTS >50%)	Number of Parcels	7	4	9
POSSIBLE PARTIAL ACQUISITIONS (IMPACTS <50%)	Number of Parcels	207	172	281
PHILLIPS COMMUNITY				
POSSIBLE FULL ACQUISITIONS (IMPACTS >50%)	Number of Parcels	3	0	0
POSSIBLE PARTIAL ACQUISITIONS (IMPACTS <50%)	Number of Parcels	80	58	55
CULTURAL AND HISTORIC SITES				
NRHP ARCHAEOLOGICAL SITES	Number of Sites	1	1	1
NRHP HISTORIC STRUCTURES	Number of Sites	6	3	4
SWEETGRASS BASKET STANDS	Number of Sites	15	13	13
WETLAND IMPACTS				
ESTUARINE (TIDAL)	Acres	5.4	5.4	6.1
FRESHWATER (NON-TIDAL)	Acres	2.6	2.5	4.7
STREAM IMPACTS	Linear Feet	581	522	791
FLOODPLAIN IMPACTS	Acres	58.8	43.1	72.6
LAUREL HILL COUNTY PARK	Acres	0.8	0.8	3.4
HAZARDOUS MATERIALS SITES	Number of Sites	2	2	2

Screening data is based on preliminary conceptual design that will be refined as the project progresses towards final design; the project team will make every effort to avoid and minimize impacts.



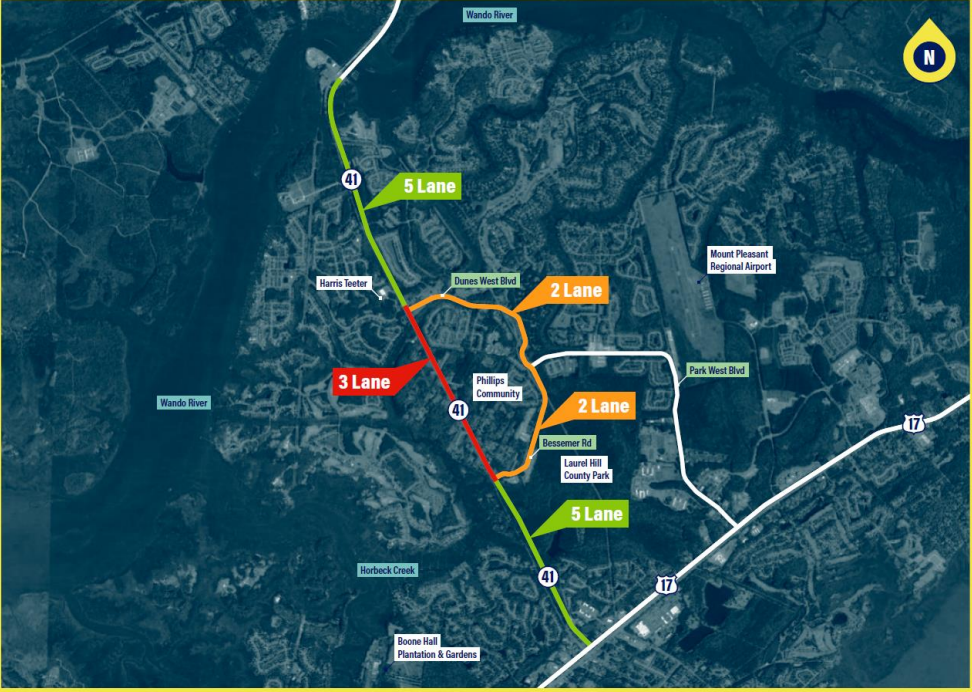
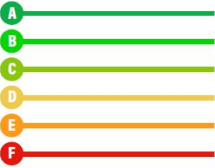
Alternative 1

Level of Service (LOS)



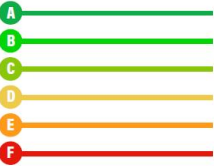
Alternative 2

Level of Service (LOS)



Alternative 3

Level of Service (LOS)



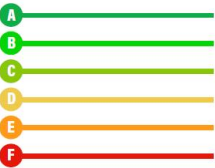
Alternative 4

Level of Service (LOS)



Alternative 5

Level of Service (LOS)



Alternative 6

Level of Service (LOS)



Alternative 7

Level of Service (LOS)



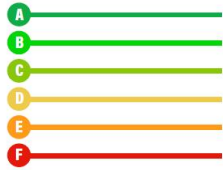
Alternative 8

Level of Service (LOS)



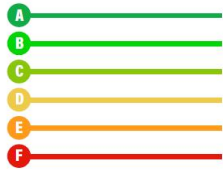
Alternative 9

Level of Service (LOS)



Alternative 10

Level of Service (LOS)



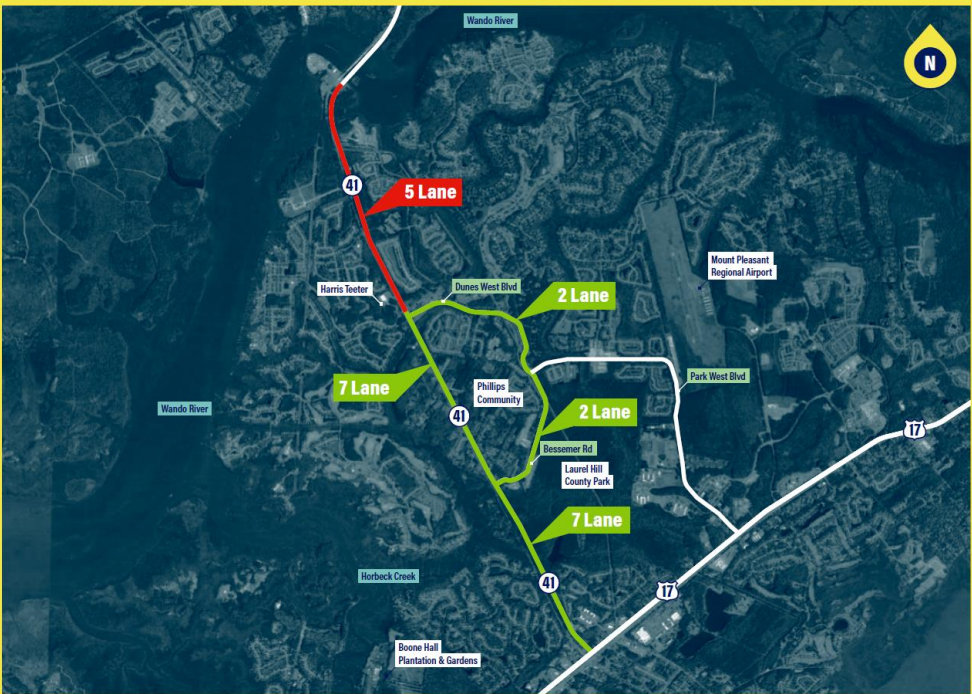
Alternative 11

Level of Service (LOS)



Alternative 12

Level of Service (LOS)



Public Information Meeting for Alternatives

May 16, 2018

The public will have 30 days after the meeting to submit comments. Comments are due by June 16 and can be submitted in person at today's meeting, online at www.Hwy41SC.com, or mailed to c/o Charleston County, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 2?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	Yes	No
<i>If yes, please explain:</i>		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!

Appendix B: Sign In



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name

JOE BUSTOS

Name

Mirabella Abbo

Name

Jeff Bobby

Name

Anna Allen

Name

Edward Tichi



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name *Rebecca Wynn Amerson*

Name *Greg Marett*

Name *Liz Greg Cavallo*

Name *BLAKE PICINICH*

Name *KENNETH KOCH*



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name William P. Shanahan

Name George Anderson

Name Rick CARTER

Name DAVID & Deborah OYSTER

Name Ed + Diane Tichi



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name

Delman Magherson

Name

Tom Boyer

Name

Betsy/Ron Pearce

Name

Barbara U. Perry

Name

Betsy Page



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name

Bid Yochim

Name

Kathy Aver
Lew Aver

Name

E. Peter Becker

Name

Ross

Name



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name

Edgar Barward

Name

Jason Myers

Name

Nathan + Nikki Karpinsky

Name

Rebecca Adler

Name

Thomas Jacobs



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name *ART SCHULKIN*

Name *Harold & Pamela Bell*

Name *Carol Noble*

Name *Kathryn Love*

Name *Ronald Gibson*



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name

Jeanne DeBash

Name

Name

Name

Name



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name *NICOLAS BOCCABELLA*

Name *Bobby Carpenter*

Name *CLARK THOMPSON*

Name *DAVID V BLANKENSHIP*

Name



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name

Thomas C. Hubel

Name

JOANNE TURK

Name

PAT SULLIVAN

Name

Name



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name *Vincent Laflamme*
Jim Wilson

Name *Patricia Allen*

Name *Colleen & Phil Sinato*

Name *William Hamilton*

Name *Joan Spier*



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name

Jasan Alloyer

Name

Melody + Shannon
+ Peyton Carithers

Name

Alan Silber
+ Dana Silber

Name

Dave & Gail Shepard

Name

Klaudina Smith



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name *Steve McDuffie*

Name *JoAnn Anthony*

Name

Name
FREI S. Small

Name
Ricky Small



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name *SCOTT PEACE*

Name *LUCIANA RONCON*

Name *Jeremy Murphy*

Name *Melissa Zangrillo*

Name *Joy Dryden*



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name

Craig McArthur

Name

Linda and Dennis Wyszynski

Name

Jim + Denise Stanton

Name

John Disk

Name

Catherine Barnard



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name

Lisa Cyr

Name

Christine Tayla

Name

Brian Delamater

Name

Tami Peterson

Name

Mary Mitchell



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name

Craig + Deborah
Chute

Name

Chuck Jones

Name

Manfred & Pat Osti

Name

DAVID + Maggie LOVEN
2156 Anderson Way
MT Pleasant, SC 29466
david.lovein@gmail.com

Name

Cheri Thompson



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name *EDWARD BRNETT*

Name *Randy & Chris Olson*

Name *Katie Donohoe*

Name *Darrell R Johnson*

Name *Marla Ford*



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name

Jill Cragg

Name

David Sibrinse

Name

KEVIN PIETRAMALU

Name

Greg Bowman

Name

Marco GARCIA



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name Joe Bowers

Name Rick HENDRIX

Name HANS T. Setton

Name Lisa ANDERSON

Name Joyce Scapicchio



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name ALAN SCHMITT

Name DAVID MORTON

Name Tom & Cheri Wittel

Name Mary and Rick Yost

Name CAROL KLAAS



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name

Frank Tarfaglia
2280 Andover way

Name

Rick & Jeanne Higgins

Name

Jonathan & Amber Fultz

Name

JACK LITTLE

Name

SCOTT CAVE



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name *Jim Owens*

Name *LARRY H. CARTER.CENTER@gmail.com*
25 BURR CIRCLE
Murrells Inlet SC 29576

Name *DONALD J. BENTZ*

Name *Caroline Muhn*

Name *William Muhn*



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name

Gerri Potter

Name

ARLYNE GEEFFERT

Name

Dianne Schuler

Name

Dale/Sue Tuttle

Name

MIKE HANTMANN



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name Yvonne Gilbert

Name Carmine Battista

Name Maynard and Gay Todd

Name Freddie Jenkins

Name Kathy Landing



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name *Louis + Pat Broghamer*

Name *Marcia Rosenberg*

Name *Sharon Hawkes*

Name *Chis Britton*
(Charles)

Name *STEVEN GRAPSTUL*



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name *Merlyn Devapiriami*

Name *Bruce Sadouski*

Name *Tom Fessenden*

Name *BRUCE KOEDDING*

Name



Public Information Meeting for Alternatives

May 16, 2018

CONTACT INFORMATION

Name Diane Katz

Name Doyle & Dolores Love

Name Scott Gossett

Name Beth Romaine

Name John Bagwell

Appendix C: Outreach



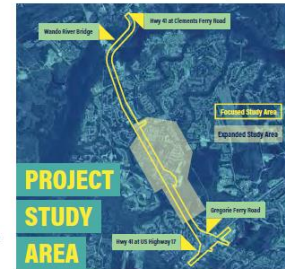
You are invited!

Public Information Meeting for Alternatives

Join us for an open house for updates on the Highway 41 project and to provide your feedback on the reasonable alternatives!

- Tuesday, May 15, 2018
- 5:30 - 7:30 p.m.
Drop in at your convenience; no formal presentation will be given.
- Park West Gym
1251 Park West Boulevard
Mt. Pleasant, SC 29466

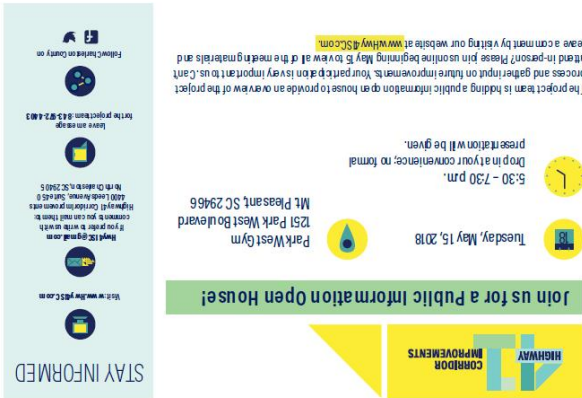
Can't attend in-person? An online meeting will be available from May 15 through June 15 on the project website at www.hwy41sc.com with the same information available as the open house.



Reasonable Alternatives

At the Public Information Meeting for Alternatives, we will be presenting the reasonable alternatives, which have gone through a screening process to determine feasibility based on what we learned through our traffic analysis and environmental evaluations. These alternatives will be moved forward to be screened for their ability to meet the purpose and need of the project and for their potential impacts to the human and natural environments. Based on these screening results, the reasonable alternatives will either move forward for further consideration or be eliminated from consideration as we move toward recommending a preferred alternative later in the project process.

We would like to invite you to our **Public Information Meeting for Alternatives on Tuesday, May 15 from 5:30 to 7:30 p.m. at Park West Gym** to view the results of our preliminary studies, provide feedback on the reasonable alternatives, and engage with the project team.



Field Studies: What are they?

A field study is a broad term that includes many different types of studies we use to understand existing conditions of an area. For example, an archaeologist may go into an area to document historical sites like cemeteries, churches, and other areas with historical and cultural value. An environmental scientist will identify the location of wetlands and plant communities, survey for threatened or endangered species, and document conditions the project team needs to be aware of to avoid or minimize impacts to the environment.

Our project team recently conducted several field studies for the Highway 41 Corridor Improvements project. Our analysis included:



Cultural Resources

Previously-identified and new archaeological and architectural sites.



Natural and Biological Resources

Wetlands and tidal waters, protected species, floodplains.



Traffic Conditions

Existing traffic levels and forecasts were developed to guide the development of alternatives and evaluate new corridor alignments.



Sensitive Noise Receivers

Noise measurements along Highway 41 included residences, churches, and parks within 500 feet of the project area.

A noise analysis of the recommended preferred alternative will begin this summer.



Community Characterization

A separate study was conducted to document the cultural landscape of the Phillips Community, which is on the National Register of Historic Places. Our team worked with community leaders and residents to document the history of this community and engage them in the planning process.



Each of these studies paints a picture of the community and guides the project team as we develop solutions to relieve traffic congestion and improve safety along the project corridor.



Phillips Community Historical Marker along Highway 41



One of the many wetlands studied by the project team

We value your input in this process!

Participation from you and the community is critical in identifying a solution to improve the Highway 41 corridor. Public input is a major consideration in determining which alternatives will move forward for further evaluation and which alternatives will not. Whether submitting comments or attending in-person meetings or online meetings, you're providing the project team with critical information that helps us identify a solution that works best for the community.

The public will have 30 days after the public meeting to submit comments on the reasonable alternatives. Comments are due by June 15, 2018. The project team will collect comments at the in-person meeting, via the online meeting, by email, standard mail, or through messages left on the project hotline. Contact information to submit comments or connect with the project team can be found below or on the project website at www.hwy41sc.com.

Frequently Asked Questions

Can construction start sooner?

We realize the significance of this project and the demand for accommodating an ever-increasing flow of traffic in this area. Before a project requiring a federal action can be designed and constructed, as part of the National Environmental Policy Act (NEPA) process, an extensive environmental review must take place in order to complete a rigorous analysis of the project area. The environmental review is done in order to avoid, minimize or mitigate environmental impacts and ensure public participation is incorporated into the decision making process to reflect the best corridor improvements for the area and its citizens. After the NEPA process has been completed, the project team will make all efforts to expedite portions of the project for design and construction. The final design and construction phase of the project can begin following completion of the NEPA phase.

Have you considered developments like Cainhoy Plantation in your traffic projections?

Yes, the project team has been working with local agencies and officials and developers to identify planned and future developments to plan accordingly and include them in our projections. Our traffic projections include developments in Berkeley and Charleston Counties for the estimated travel along the project corridor into the year 2040.

What will you do to reduce noise in the corridor?

Noise impacts are key factors that are being evaluated during the environmental review process. Data collected will be evaluated and mitigation measures, such as noise abatement, will then be considered based on physical or environmental constraints, cost effectiveness, and the viewpoints of the local community and residents. All considerations will be made based on the South Carolina Department of Transportation's Noise Abatement Policy.

When will a decision be made?

A decision will not be made at the Public Information Meeting for Alternatives on May 15. Following this meeting the reasonable alternatives will be further evaluated and public comments will be considered as we move into the next steps to identify a recommended preferred alternative.

#DYK

Did you know all materials from the May 15 meeting for alternatives will be available online immediately following the meeting? You can take a look at our study results and the reasonable alternatives, and send us your thoughts and questions all from the comfort of your home! Just visit the project website beginning May 15 through June 15!



**CORRIDOR
IMPROVEMENTS**

The Post and Courier

134 Columbus St., Charleston, SC 29403

Classified Ad to publish in		Post and Courier, Post & Courier Web			
		* One affidavit of publication will be provided. Additional affidavits will have a charge of \$10.00 per affidavit. (effective October 1, 2011) FOR ALL LEGAL AFFIDAVIT INQUIRES, CONTACT KEISHA EDDINGS at keddings@postandcourier.com			
Customer Name		HDR			
Order	1686854	Class	985	Lines	76.0
Account	345134	Start Date	05/02/2018	Payments	\$304.98
Name	SAMANTHA DUBAY	Stop Date	05/02/2018	Total Price	\$153.48
Phone	(843) 414-3723	Insertions	2	Ad Rep	P&C Legals

**Legal Notice
Highway 41 Corridor
Improvements Project
Public Information
Meeting for Alternatives
to be held May 16**

Charleston County will hold a Public Information Meeting for Alternatives on Wednesday, May 16, 2018, to provide project updates and present reasonable alternatives to the community for the Highway 41 Corridor Improvements project.

The project team has been working to move the project into the next phase of development, and has completed data collection, preliminary traffic and environmental studies, developed conceptual corridor alignments into a range of alternatives, completed screening of alternatives toward identification of reasonable alternatives, and continued public outreach efforts.

The public is encouraged to attend the meeting to learn more about the reasonable alternatives, view results of preliminary studies that have been conducted, and to provide feedback and comments to the project team. The meeting will be an open house format; no formal presentation will be made.

Date:
Wednesday,
May 16, 2018
Time: 6:30 to 7:30 p.m.
Location: Park West Gym

1251 Park West Blvd
Mt. Pleasant, SC 29466
Individuals who are unable to attend the meeting in person can join the conversation online at www.hwy41sc.com beginning May 16 to view all of the meeting materials and leave a comment on the project.

The public will have 30 days after the public meeting to submit comments on the reasonable alternatives. Comments are due by June 16, 2018. Public comments can be submitted to hwy41sc@gmail.com, 843-972-4463, or via mail to c/o Highway 41 Corridor Improvements, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

To learn more about the project, visit www.hwy41sc.com.
ATTN: 1686854

Legal (843) 958-7392 Fax: (843) 937-5473
www.postandcourier.com



Charleston County
Transportation Development

4045 Bridge View Drive, Suite C204, North Charleston, SC 29405

www.hwy41sc.com

53



Moultrie News

Classified Ad to publish in		Moultrie News, Moultrie News Web			
		* One affidavit of publication will be provided. Additional affidavits will have a charge of \$10.00 per affidavit. (effective October 1, 2011) FOR ALL LEGAL AFFIDAVIT INQUIRES, CONTACT KEISHA EDDINGS at keddings@postandcourier.com			
Customer Name		HDR			
Order	1686855	Class	985	Lines	76.0
Account	345134	Start Date	05/02/2018	Payments	\$115.25
Name	SAMANTHA DUBAY	Stop Date	05/02/2018	Total Price	\$58.00
Phone	(843) 414-3723	Insertions	2	Ad Rep	Nichole McFadden

Legal Notice
Highway 41 Corridor
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To learn more about the project, visit www.hwy41sc.com.
ATTN: 1686855

Legals: (843) 958-7392 Fax: (843) 937-5473
www.moultrienews.com





Highway 41 Corridor Improvements
c/o HDR
4400 Leeds Avenue, Suite 450
North Charleston, SC 29405



OUR MEETING
DATE HAS BEEN
RESCHEDULED



Wednesday, May 16, 2018

5:30 – 7:30 p.m. – Drop in at your convenience, no formal presentation will be given.

Park West Gym

1251 Park West Boulevard, Mt. Pleasant, SC 29466

JOIN US
MAY 16, 2018

Can't attend in-person? View all of the meeting materials online beginning May 16 through June 16 by visiting our website at www.hwy41sc.com.

We recently mailed a newsletter to all residents within the study area with details about an upcoming public meeting. The date for the Public Meeting for Alternatives has been changed to Wednesday, May 16.

Visit: www.hwy41sc.com

Email us to leave comments or join the project mailing list: Hwy41SC@gmail.com

Leave a message for the project team: [843-972-4403](tel:843-972-4403)



News Release

For immediate release:
May 2, 2018

Public Information Meeting for Alternatives to be held May 16 for the Highway 41 Corridor Improvements Project

Charleston County will hold a Public Information Meeting for Alternatives on Wednesday, May 16, 2018, to provide project updates and present reasonable alternatives to the community for the Highway 41 Corridor Improvements project.

Since the first public meeting in late 2017, the project team has been working to move the project into the next phase of development. The project team has completed data collection, preliminary traffic and environmental studies, developed conceptual corridor alignments into a range of alternatives, completed screening of alternatives toward identification of reasonable alternatives, and continued public outreach and engagement efforts.

The public is encouraged to attend the Public Information Meeting for Alternatives to learn more about the reasonable alternatives, view results of preliminary studies that have been conducted, and to provide feedback and comments to the project team. The meeting will be in an open house format; no formal presentation will be made.

Date: Wednesday, May 16, 2018
Time: 5:30 to 7:30 p.m.
Location: Park West Gym
1251 Park West Blvd
Mt. Pleasant, SC 29466

Individuals who are unable to attend the meeting in person are encouraged to join the conversation online at www.hwy41sc.com beginning May 16 through June 16 to view all of the meeting materials and leave a comment on the project.

The public will have 30 days after the public meeting to submit comments on the reasonable alternatives. The project team will collect comments at the in-person meeting, via the online meeting, by email, standard mail, or through messages left on the project hotline. Contact information to submit comments or connect with the project team can be found below or on the project website at www.hwy41sc.com.

- Project Email: hwy41sc@gmail.com
- Project Hotline: 843-972-4403
- Project Mailing Address: Highway 41 Corridor Improvements, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405

About the project:



4045 Bridge View Drive, Suite C204, North Charleston, SC 29405

www.hwy41sc.com

To accommodate an increase in traffic volume, Charleston County, the Town of Mount Pleasant, and the South Carolina Department of Transportation are partnering to improve roadway capacity and ease traffic congestion along Highway 41. As a designated hurricane evacuation route and key corridor in and out of Mount Pleasant, Highway 41 will continue to experience significant use and increased traffic congestion.

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May 2, 2018

<<Address>>

Re: Highway 41 Corridor Improvements Project Public Information Meeting for Alternatives

Since our last meeting in November 2017, the project team has been working to move the project into the next phase of development. We have completed data collection, preliminary traffic and environmental studies, developed conceptual corridor alignments into a range of alternatives, completed screening of alternatives toward identification of reasonable alternatives, and continued our public outreach efforts. We would like to invite you to our next public meeting to view the results of our preliminary studies, provide feedback on the reasonable alternatives, and engage with the public and project team.

At the Public Information Meeting for Alternatives, we will be presenting the reasonable alternatives, which have gone through a screening process to determine feasibility based on what we learned through our traffic analysis and environmental evaluations. These alternatives will be moved forward to be screened for their ability to meet the purpose and need of the project and for their potential impacts to the human and natural environments. Based on these screening results, the reasonable alternatives will either move forward for further consideration or be eliminated from consideration as we move toward recommending a preferred alternative later in the project process.

As we move forward in the project, we would like to keep you updated on project developments, public comments, results of our studies, potential alternatives for improving the corridor, and immediate next steps for the project.

Mark your calendars and join us for the Public Information Meeting for Alternatives:

Date: Wednesday, May 16, 2018
Time: 5:30 to 7:30 p.m.
Location: Park West Gym
1251 Park West Blvd
Mt. Pleasant, SC 29466

Join us anytime for the open house meeting; no formal presentation will be given. The open house will consist of showing a project video which details the alternatives analysis process along with interactive stations with information on study findings and the reasonable alternatives that have been identified for the project.

For those who are not able to attend the Public Information Meeting for Alternatives in-person, an online version of the meeting will be available from May 16 through June 16, 2018, on the project website at www.hwv41sc.com. The online meeting will present the same information as the in-person meeting and will allow attendees to submit comments and provide feedback.

The public will have 30 days after the public meeting to submit comments on the reasonable alternatives. Comments are due by June 16, 2018. The project team will collect comments at the in-person meeting, via the online meeting, by email, standard mail, or through messages left on the project hotline. Contact information to

submit comments or connect with the project team can be found below or on the project website at www.hwy41sc.com.

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- Project Hotline: 843-972-4403
- Project Mailing Address: Highway 41 Corridor Improvements, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405

Thank you for your interest in the Highway 41 Corridor Improvements project and please contact me if you have any questions prior to the meeting.

Sincerely,



Cal Oyer, P.E.
Project Manager
Charleston County Transportation Development



CORRIDOR IMPROVEMENTS



Charleston County
Transportation Development

Highway 41 Public Information Meeting for the Alternatives

Join us for an open house to learn more about the project and to provide your input on the reasonable alternatives!

Wednesday, May 16, 2018

5:30 - 7:30 p.m. - Drop in at your convenience; no formal presentation will be given.

Park West Gym

1251 Park West Boulevard

Mt. Pleasant, SC 29466

Can't attend in person?

View all of the meeting materials online beginning May 16 through June 16 by visiting our website at www.hwy41sc.com.

Since our last meeting in November 2017, the project team has been working to move the project into the next phase of development. We have completed data collection, preliminary traffic and environmental studies, developed conceptual corridor alignments into a range of alternatives, completed screening of alternatives toward identification of reasonable alternatives, and continued our public outreach efforts. We would like to invite you to our next public meeting to view the results of our preliminary studies, provide feedback on the reasonable alternatives, and engage with the project team.

Reasonable Alternatives

At the Public Information Meeting for Alternatives, we will be presenting the reasonable alternatives, which have gone through a screening process to determine feasibility based on what we learned through our traffic analysis and environmental evaluations. These alternatives will be moved forward to be screened for their ability to meet the purpose and need of the project and for their potential impacts to the human and natural environments. Based on these screening results, the reasonable alternatives will either move forward for further consideration or be eliminated from consideration as we move toward recommending a preferred alternative later in the project process.

We value your input in this process

The public will have 30 days after the public meeting to submit comments on the reasonable alternatives. Comments are due by June 16, 2018. The project team will collect comments at the in-person meeting, via the online meeting, by email, standard mail, or through messages left on the project hotline. Contact information to submit comments or connect with the project team can be found below or on the project website at www.hwy41sc.com.

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Project Hotline: 843-972-4403

Project Mailing Address: Highway 41 Corridor Improvements, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405

Stay Informed

Visit: www.Hwy41SC.com

Email us to leave comments or join the project mailing list: Hwy41SC@gmail.com

Leave a message for the project team: 843-972-4403

Follow Charleston County on [Facebook](#) and [Twitter](#)



Charleston County
Transportation Development

Public Information Meeting for Alternatives

May 16, 2018

The public will have 30 days after the meeting to submit comments. Comments are due by June 16 and can be submitted in person at today's meeting, online at www.Hwy41SC.com, or mailed to c/o Charleston County, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: ABSOLUTELY THE BEST OF THE THREE ALTERNATIVES. HIGHWAY 41 IS JUST THAT, A HIGHWAY! IT IS ALSO A STRAIGHT SHOT. 5 LANES FROM 17 TO THE BRIDGE WILL CREATE THE EASIEST FLOW.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: THIS ALTERNATIVE CREATES A BOTTLENECK AND JUST "KICKS THE CAN DOWN" THE ROAD. BETTER THAN 7, BUT NOT AS GOOD AS #1!		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: WORST IDEA EVER! NOT ONLY CREATES A BOTTLENECK, BUT TAKES A NEIGHBORHOOD ROAD AND TURNS IT INTO A LIABILITY. KIDS WILL NOT BE SAFE, ENCOURAGES SPEEDING! TERRIBLE IDEA		

Please leave a comment for the project team in the space provided below:

Name:

JEFFERY WOOD



Thank you for your interest in the Highway 41 Corridor Improvements project!

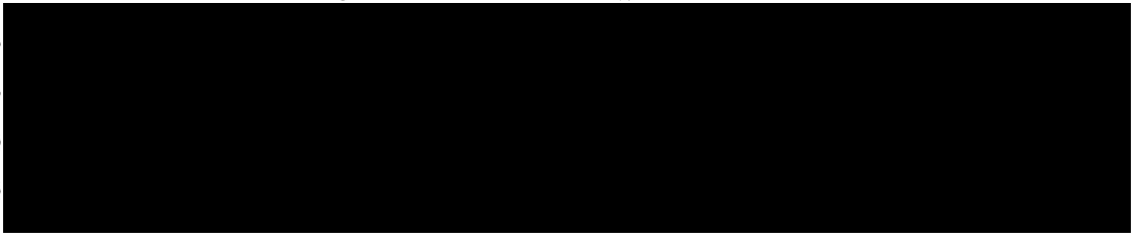


Public Information Meeting for Alternatives

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Please answer the following questions:		
Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This alternative is the most logical option considering the direction of traffic flow and location of existing communities. It effects fewer total properties than alternative 7 and significantly less county park acreage.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This alternative is least logical. It would cause severe bottlenecking, thus creating more traffic. It would inevitably result in further expansions. It makes little sense in the long run.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This alternative is also extremely illogical. This option disregards the actual flow of traffic, which is currently a straight shot from 17 to the wando river bridge. It also impacts more properties than alternative 1 and significantly more county park acreage.		
Please leave a comment for the project team in the space provided below: Alternative 1 is clearly the most logical option.		

Name:	ELITE OUTRIGHT
	

Thank you for your interest in the Highway 41 Corridor Improvements project!



Public Information Meeting for Alternatives

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain: Only actual reasonable alternative

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain: Will cause bottle-necking
Stupid

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain: Will effect far more people than Alt 1
Very dangerous for kids

Please leave a comment for the project team in the space provided below:

The other alternatives make no sense.

Name: Adam Cutright

6/1/18, 6:00 PM
Page 2 of 2

Public Information Meeting for Alternatives

May 16, 2018

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: • Shortest distance, smooth flow, least impact on Dunes West and Park West neighborhoods.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: • creates bottleneck area along 41. • Same problem as we have today as more & more people & traffic move into area		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This will have MAJOR impact to neighborhoods of Dunes West/Park West. • Loss of Green Space • Destroys the feeling of a neighborhood community. • Sound barriers will change aesthetics of the area - who wants to look at wall		

Please leave a comment for the project team in the space provided below:

Hwy 41 is a state road. State roads are for major traffic flow. Duns West Blvd + Bessemer are neighborhood roads.

alternative 7 totally changes what Duns West and Duns West are all about, Neighborhoods where people live, kids play and traffic is primarily for ^{the} local area. School buses and shopping will be impacted. Entering Duns West Blvd from the neighborhoods will be impacted.

I know Phillips community ~~is~~ has historic significance but in the effective area areas are for sale now! I've never seen a basket sold along this area in the 9 years living here.

Name:

William Thompson

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

while no alternative is perfect Alt 1 is the clearest option

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain:

- Most straight forward reasonable option.
- with careful planning many concerns can be mitigated - In fact the opportunity exists to highlight, upgrade &

Do you have any comments about Alternative 2? protect this section.

☒ Yes

☐ No

If yes, please explain:

- Anticipate a bottleneck at the 2 points with merging traffic on 41 - area will be prone to accidents

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain:

- Screening matrix clearly indicates biggest negative impact of this option
- Large concern with environmental factors let's try to hold onto Mt Pis green space wherever we can!

Please leave a comment for the project team in the space provided below:

- Excellent work by the planners laying out options = communicating.
- Clearly there is concern for the historical significance for Mt.P's Gullah Communities
 - no one I spoke to at the presentation could identify the historic sites.
 - in 9 years I have not seen an active Sweetgrass Basket Stand on 41
 - New home construction in the Phillips Community is already diluting the presentation
 - Driving the corridor I cannot visually identify major obstacles aside from the marsh areas.
- I believe cost implications of Alt 7 would prove to be substantially higher than Alt 1

Name: Kathy Thompson

Thank you for your interest in the Highway 41 Corridor Improvements project!

- And thank you for the opportunity for input.

Kathy Thompson

Public Information Meeting for Alternatives

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain:

This alternative is will still result in excessive, noise, traffic congestion and long term construction, etc. Please refer to alternative # 2 and # 7 comments below.

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain:

This is the most preferable alternative of # 1, 2 and 7 due to less residential impact, more efficient transit & hurricane evacuation.

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain:

since 2004

We as homeowners (long term) in Arlington, Park West and are strongly opposed to Alternative 7 (unreasonable in our opinion) for many reasons. We are very concerned with potential safety hazards, namely having to cross a 5 lane highway to exit our neighborhood to leave Park West, bring the children to school/activities, etc. or to use the neighborhood amenities, pools/tennis, etc. (→ over)

We have 2 young children who would not be able to ride their bikes out of our neighborhood, nor will we be able to easily access the many walking/biking trails in Park West. (over)

Please leave a comment for the project team in the space provided below:

Alternative #7 (cont)

The second concern is hurricane evacuations, alternative #7 would not be conducive to many residents leaving PW on Bessemer Rd.

This 5 lane highway would increase noise, pollution and traffic and would cause residential disruption, as well as further decrease the existing vegetation and green space.

The proximity of our neighborhood to a 5 lane highway would decimate property values and severely further ^{negatively} impact our quiet suburban neighborhood. Lastly construction noise, pollution and equipment will also further decrease our quality of life in Arlington, Park West.

We urge you to please consider alternatives 1 or 2 for less residential impact, more efficient transit and hurricane evacuation routes.

Name: Michelle O'Connell and Matt Cormack

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain:

This one is the best!

- more efficient transit
- hurricane evacuation
- less residential impact

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain:

mostly against this one

Do you have any comments about Alternative 7?

☒ Yes

☐ No

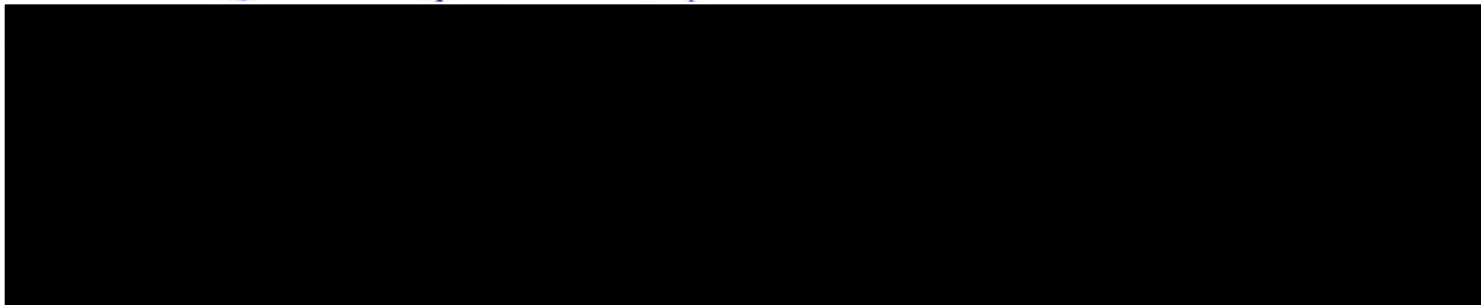
If yes, please explain:

Totally against this one

- inadequate road width
- would directly impact to many home in Park West, where I live with my son.
- noise
- pollution
- traffic within Park West
- safety of children
- property values

Please leave a comment for the project team in the space provided below:

Name: Sharon Lefko



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<p>If yes, please explain:</p> <p><i>direct route, impacts less people</i></p>		
Do you have any comments about Alternative 2?	Yes	No
<p>If yes, please explain:</p> <p><i>direct route, impacts less people</i></p>		
Do you have any comments about Alternative 7?	Yes ✓	No
<p>If yes, please explain:</p> <p><i>I would like to express my concern for why I am against Alternative 7. It makes no sense to go through the middle of an existing neighborhood. Hundreds of residents would be impacted, causing dangerous intersections of cars trying to get out of eight different neighborhoods converging onto a crowded Bessemer Road.</i></p> <p style="text-align: right;">→</p>		

Please leave a comment for the project team in the space provided below:

The cost to make Bessemer Road wider seems like a more expensive project. Other than decreasing 453 property values that would be affected due to a 5 lane highway, I do have other concerns. My main concern is the children in these neighborhoods riding or walking to our nearby pool and tennis complex. This would be very dangerous for our children. Please consider all these factors.

Thank You,
Terri Ward

Name: Terri Ward (Sherese)

Thank you for your interest in the Highway 41 Corridor Improvements project!




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Please answer the following questions:		
Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This option makes the most sense to relieve traffic congestion with the least impact on properties + children's safety. Highway 41 is just that, a highway.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This option makes sense as well but will probably not relieve traffic congestion as much as option 1. As stated above, Highway 41 is a highway.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This option is ridiculous. It would be the most costly, impacts the most parcels of land. It cuts 2 communities into pieces when currently they are whole. The safety issue for the children in this option is horrible. This option ruins 2 planned communities + the property value of the homes cut off from their planned community. Why make another highway through 2 planned communities when one already exist? Ridiculous and a waste of money.		
Please leave a comment for the project team in the space provided below:		
Option 1 - widen the already existing highway. It's a no brainer.		

Name:	Dana Colnigt
	

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

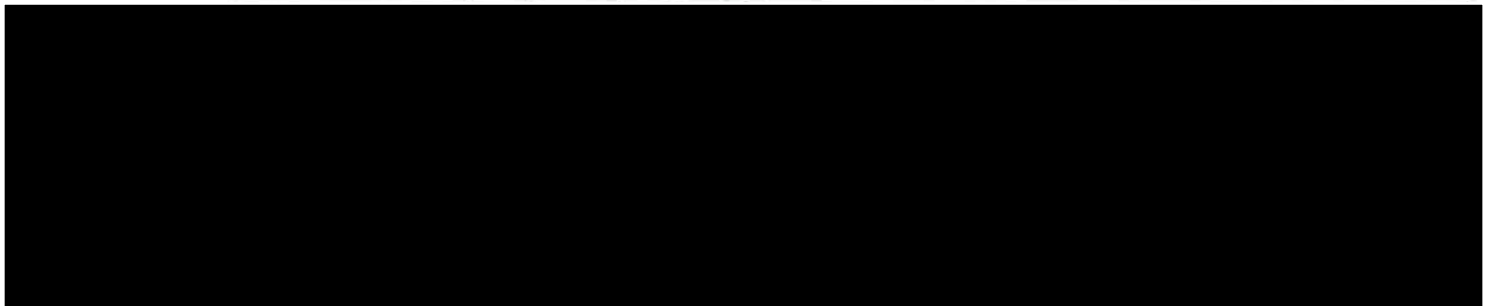
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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes ✓	No
If yes, please explain: THIS DIRECT ROUTE IS CLEARLY THE MOST SENSIBLE, WITH THE LEAST PROPERTY IMPACT AND MINIMAL PAVEMENT ADDED		
Do you have any comments about Alternative 2?	Yes ✓	No
If yes, please explain: SILLY		
Do you have any comments about Alternative 7?	Yes ✓	No
If yes, please explain: THIS APPROACH HAS SERIOUS SAFETY RAMIFICATIONS - PORTIONS OF BOTH DUNCES WEST & PARK WEST WOULD BE CUT OFF FROM THEIR POOLS & RECREATION AREAS - LEAVING KIDS WITH A 5-LANE HIGHWAY TO CROSS A HIGHWAY THRU A FRAGMENTED COMMUNITY WOULD BE A VERY "BAD FAITH" MOVE		

Please leave a comment for the project team in the space provided below:

Name: EDWIN CUTRIGH



Thank you for your interest in the Highway 41 Corridor Improvements project!

June 15, 2018

Mr. Cal Oyer
c/o Charleston County
4400 Leeds Avenue, Suite 450
North Charleston, SC 29405

Dear Mr. Oyer,

As a resident of the Phillips community in Mount Pleasant, which will be directly impacted by the Highway 41 Improvement Project, I am writing to share my support for Alternative 7 as the preferred option for enhancing mobility throughout the northern end of town.

The Phillips community is an historic African American settlement community dating back to the 1870s when emancipated African Americans purchased a portion of the Laurel Hill Plantation and subdivided the land into individual farming lots to create a self-sufficient community. In 2015, Phillips was included in Charleston County's Historical and Architectural Survey and was subsequently declared eligible for inclusion on the National Register of Historic Places. While our community has certainly changed since the early 20th century, Phillips still maintains a unique sense of place as a community that still has preserved many Gullah traditions and a distinct land use pattern reflecting the original subdivision of the old plantation.

Growth in Mount Pleasant is undeniable, and everyone is faced with the nuisance of traffic congestion and development pressure. While we might all wish that we could turn back the clock and stop the big developments that have grown up around us, we know that we must all share the cost of progress.

This is why Alternative 7 makes the most sense.

Widening Highway 41 from US17 to Jack Rouse Road to five lanes, with only three lanes through Phillips, and then going back to five lanes past Dunes West Boulevard to the Wando Bridge is a reasonable compromise to increase mobility along the highway without destroying our historic settlement community. Further, the ability to widen Bessemer Road and Dunes West Boulevard to five lanes adds more connectivity to the larger area and shares the burden of more traffic with the new communities that have grown up around us in recent decades.

This project must be approached in the most equitable way possible, which means that everyone who lives around Highway 41 must share some of the additional traffic congestion. That is why Alternative 7 is the most appropriate compromise for all communities who live in this part of the Town of Mount Pleasant.

Mr. Oyer, if possible, I would like to be added to all future conversations related to the Highway 41 widening project.

Sincerely,

John Wright, President
African American Settlement Communities Historic Commission

Richard Habersham, President
Phillips Community Neighborhood Association

5/16/18

I wrote this to
share my feedback regarding
the idea of an alternative
bus 41 running through Bessemer
+ Du Boulevard.

All I ask is that those
actually in charge of
this decision making
read it and then email
me your confirmation + written
response at

~~re: 41~~

→

Thank you for
hearing from us and
listening to our thoughts.

Sincerely,

Heather (all)

We Are the Arlington:
Feedback about the prospect of a multi-lane
Highway 41 on Bessemer

Part I

We are The Arlington. A small, humble community. We have annual Halloween parades, Father's Day fishing tournaments, and Christmas time get-togethers. We bike to Joey Bag A Donuts with our families on the weekends and we meet up with Park West friends at the pool on Friday nights, ordering Pizza from our neighborhood's Dominos. We love to go to our favorite family-owned Japanese restaurant Umi for dinner on Sunday nights as a family. Our kids ride their bikes to school or to friend's houses when the weather permits. Or they share time at the bus stop together each morning and afternoon, as their parents are busy heading to work.

We are The Arlington. Our sons play basketball almost every afternoon outside as a group since many families here cannot afford the expensive travel sports clubs that so many others kids in Mount Pleasant are away for regularly. Our boys ride their bikes with a fishing pole attached to the back and spend countless hours by our peaceful ponds. Our daughters meet up with friends outside, enjoy walks to our Park West tennis and volleyball courts, read a book on our neighborhood's bench next to the pond. The Arlington bench offers a serene space, overlook a calming fountain and is named in memory of a prior Arlington resident and leader who has passed away but is not forgotten.

We are the Arlington. We are families with kids and dogs who've been here for ten years+ and who are grateful to raise our children here. We are low-key, hard-working residents who are happy to live in a no-frills community that does not have huge homes with fancy windows and wrap around porches. But we've made our screened and front porches cute, we have placed hammocks and chairs for comfort, some even converted their garage into a social sitting space to enjoy the fresh air out of the sun while waving to neighbors passing by. We love the park-like feel of our little community. It is so nice that many new neighbors are joining us too with their new babies in tow, ready to raise their kids in this quiet, safe, friendly neighborhood as we have.

Our neighborhood includes all ethnicities: whites, Asians, African Americans, Hispanics, European's, Canadians, and more. We have Veterans, including my husband, active duty military, parents of all kinds, single folks, hard-working members of our community, single parents, and grandparents who plan to live out their final stage of life here in The Arlington. I have a neighbor a few doors

down who is terminally ill, a female widow across the street who works tirelessly to maintain a lovely home and yard in The Arlington for the sake of her children who lost their Dad to cancer years ago. We have another handicapped neighbor with a walker who loses his dog sometimes when she pulls away too strongly, and other neighbors do not hesitate to rush out with a dog treat and leash to go bring the dog back home for our neighbor.

I have another neighbor across the street who was very recently widowed. His wife was ill and passed suddenly and tragically just a year ago. He is a single Dad raising 4 of the sweetest girls I have ever met. His youngest is 2. His twin daughters ride their bikes to school and to meet friends as often as they can, and the whole neighborhood knows them and loves them. Their oldest graduated Wando early with perfect grades and received a scholarship to attend CofC pursuing a degree in law. When their Mother passed, our neighborhood was there hugging their grieving children, crying with them. The whole neighborhood provided meals for his family for weeks. We had groceries in their fridge that very night, we picked up their youngest from day care. Everyone in The Arlington wanted to help them, many who did not even know them yet. We are all so thankful that they have decided to stay in The Arlington for many more years to come, as we have all become family to one another and they know we are here to help if they need anything any time.

We are The Arlington.

Part II

We moved here a decade ago, with the promise of a "planned community", that was going to include shops and restaurants just up the street! Well, all of those promises never happened, instead more and more and MORE houses and condos being built on every green space imaginable causing more of a congested feel. It was very sad at first, and I recall my daughter (who was in elementary school at the time of the first Bessemer construction) would turn away not to witness the trees being knocked down as we drove by. We were all extremely saddened by this development which appeared very haphazard. But we realize changes do happen and were thankful once again to discover Laurel Hill Plantation, just a walk across Bessemer for The Arlington residents. How lucky we are to have this! In the midst of such change and chaos, we found our bliss again in The Arlington.

Now, we learn of the news about a possible 4-5 lane HWY 41 that could potentially cut through Bessemer and then Park West /Dunes West Blvd. So very shocking to learn this and honestly, appalled. To even begin to think of children having to cross a multi-lane road to bike to the pool, school, or

anywhere, defeats the whole purpose of our promised "planned community". Poor planning if you ask me! It would be unsafe for our children and for the adults since we regularly use the bike paths and walk across these roads. The mere idea of the pollution and noise this would bring to our homes is simply depressing and would completely ruin the entire feel and benefit of our neighborhood. The obvious cost to our bank accounts is also at the forefront of our minds. Here we've planned, we've saved, we've been smart in looking ahead, we've developed a mortgage plan that works long-term for our family and never did it occur to us that our little side street could possibly turn into a highway. I understand communities on 41 being affected by a widening of 41. That is almost expected. But why move 41 to affect families that planned ahead and purposely bought properties NOT on a highway or cross-through type of road? And why wind 41 rather than keep it straight? It simply makes zero sense!

I am not an illogical person. I fully get that many people are moving to Mount Pleasant and that you need to adjust things to make way for more people commuting to work. But where does the madness stop? You have control over this! You can keep Mount Pleasant a family-friendly place to live – or you can ruin it! Why not keep 41 where it is and get innovative with going upward, perhaps an overpass to avoid ruining St. Phillip's community? Why simply ruin other resident's lives by saving another?

IF it comes down to it that you feel the only solution is to demolish or ruin a neighborhood, then at least PLEASE think this through. If you HAD to run through our neighborhood, make it slow, make it safe, make lights and crosswalks, add restaurants, ice cream shops along the route – maybe like the main street area at Coleman? At LEAST make it nice and family-friendly if you do decide to ruin our peaceful, nature filled space. Or if you force families out, then at LEAST compensate them to make up for the decreased home value due to this unexpected change so that families of either St. Phillips, the Arlington, or wherever you ruin would be able to purchase another home without any strain. Do what you would want done if this was YOUR neighborhood.

We simply ask you to plan well, use innovation and we ask you to consider the LIVES of your residents. I have said over and over, all Mount Pleasant needs is a mono-rail type of high speed train system and then mutual parking lots where folks can jump on and take quality public transportation to work. And they need bike lanes and green belts connected. What an amazing community we could be!

You have to realize what your current method of chaotic building is doing to your people. This gives you a glimpse of just one neighborhood, our story, and how your development is negatively affecting us. We want you to think of ALL of your

residents. In the end, I know change is inevitable. I am not unreasonable. I am still grateful every day for the community in which I live. We are beyond fortunate to live here.

We adopted a senior dog in November, a 14-year-old hound names Boots. No one would adopt her and she now has her first real home ever in her life - in The Arlington. She is the kindest dog you will ever meet. Being a senior, she sometimes has to get up in the night to go out. Last night she barked at 1:47AM and I took her for a walk outside. As I walked around our Arlington pond, the stars were out, there were only nature's night time noises. Nothing else. It was calm, warm, pleasant, serene. Boots sniffed the fresh air. I then envisioned the idea of a 5 lane highway 41 right next to us, and the idea of this hit my chest with a pain. I am asking you, the state of South Carolina and the Town of Mount Pleasant, and the developers of Park West, PLEASE do not break our hearts. Our community is strong, caring and helpful to others. We are The Arlington.

Public Information Meeting for Alternatives

May 16, 2018

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain: This is the preferred method of the Citizens of Mount Pleasant

Do you have any comments about Alternative 2?

☐ Yes

☒ No

If yes, please explain:

Do you have any comments about Alternative 7?

☐ Yes

☒ No

If yes, please explain:

Name:

Jim Owens

Street Address:

City, State, Zip:

Phone:

Email:

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?

Yes

No

If yes, please explain:

Do you have any comments about Alternative 2?

Yes

No

If yes, please explain:

Best I see

Do you have any comments about Alternative 7?

Yes

No

If yes, please explain:

Best way around

Please leave a comment for the project team in the space provided below.

Name:

Barbara M. Perry

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain:

TRAFFIC ON I7 IS THE PROBLEM, CRASH AT THE BRIDGE AND
THIS OPTION IS NO HELP!

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain:

See Above

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain:

See Above

Name: ALAN SCHMITT

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain: Shortest ~~point~~ distance between two points is a straight line. Please widen the road. 😊

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain: Second choice

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain: Horrible idea. Do you want all of Berkeley County heading to Mt. Pleasant through Park West/Dunes West?

This is about politics. I understand the historical significance of the Phillips Community, but... the road needs to be widened.

Name:

Jane Cragg

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?

Yes

No

If yes, please explain: ~~It is~~ People will want to go straight!
Shortest possible route.

Do you have any comments about Alternative 2?

Yes

No

If yes, please explain: Possible - but the 3 lanes will always be
a check point!

Do you have any comments about Alternative 7?

Yes

No

If yes, please explain: Awful - Going from 2 lanes to 5 on Bessemer
is terrible. I live in Keswick - How do kids get to
school? How do we cross with bikes? So much noise
in these many neighborhoods! Property values will
~~it~~ decline! - Terrible

Please leave a comment for the project team in the space provided below:

Name:

Randy & Chris Olson

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain:		

Please leave a comment for the project team in the space provided below:

41 Needs to be 4 lanes

Name:

Star Ross

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

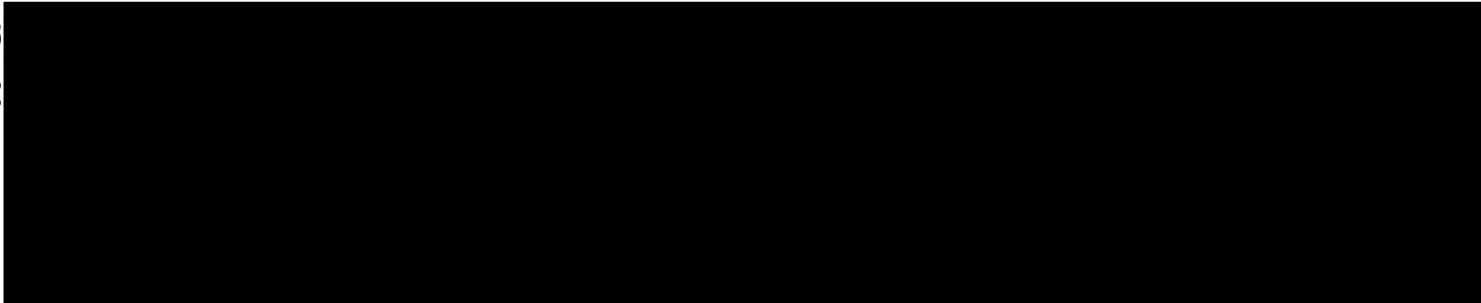
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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: NO OTHER OPTION MAKES SENSE EXCEPT OPTION 10 for 7 lane Hwy 41		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain: Putting a highway through Hi-Density Subdivisions makes zero sense		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: CREATES A BOTTLE NECK DUMB PLAN		

Please leave a comment for the project team in the space provided below:

Name: Kevin Connors



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Best use of property w/o infringing on existing neighborhoods (with <u>children</u>, our precious resource)</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>No!! No!</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>What?! No way! How can you even think about Bessemer becoming 5 lanes - ridiculous. Leave Bessemer alone!! No! No! No!</p>		

Please leave a comment for the project team in the space provided below:

Name: Marie Condon

Thank you for your interest in the Highway 41 Corridor Improvements project!

↓
my home! not just a place
I hang my hat

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: This alternative seems best from a common sense standpoint.		
Do you have any comments about Alternative 2?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: Drivers in mt. P are too stupid to merge from 5 lanes to three.		
Do you have any comments about Alternative 7?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: This This seems like the most expensive option and does not make sense from a cost perspective.		

Please leave a comment for the project team in the space provided below:

Heritage is important.
Do not let identity politics
drive the process.

Name: David Lovem



Thank you for your interest in the Highway 41 Corridor Improvements project!

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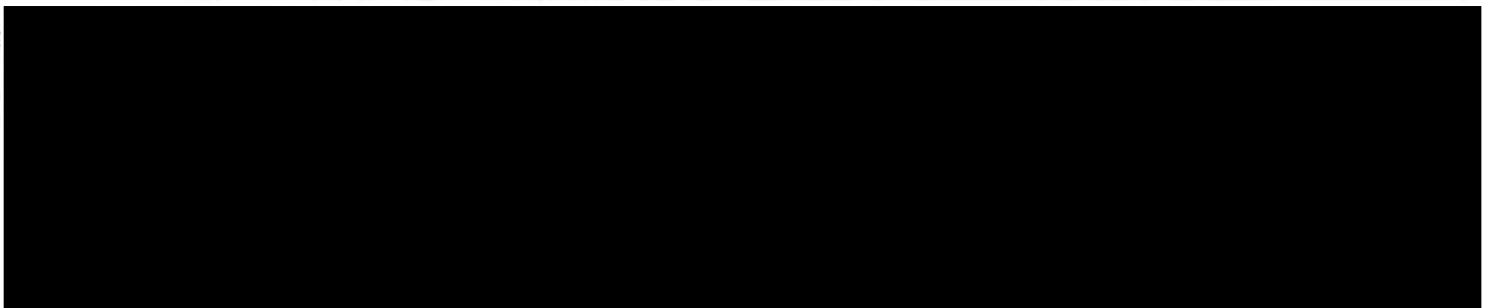
Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: YES - MAIN ROAD NOW		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: YES - WOULD SLOW TRAFFIC SOME, BUT NOT EFFECT NEIGHBORHOODS,		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain: THIS WOULD PUT GREAT TRAFFIC THROUGH NEIGHBORHOODS AND ENDANGER KIDS GOING TO PARK WEST POOL. GREATEST IMPACT ON SINGLE FAMILY HOMES,		

NO NO

Please leave a comment for the project team in the space provided below:

Name: JOHN BAGWELL



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>This is the logical choice. It widens the Hurricane Evacuation Route; is the straightest, shortest distance from Dunes West Pkwy to Bessemer. It makes the most sense with heavy truck and commercial traffic on Hwy 41. It is the existing N-S route, and it needs to be widened!</i>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>This will <u>not</u> work. A bottleneck already exists on Hwy 41 between Dunes West and Bessemer. Leaving that section as a 3 lane road will only make things worse and send more traffic into Park West and Dunes West. Traffic jams will be horrendous and cause dangerous conditions for children in Park West/Bessemer/Dunes West.</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>Totally Ridiculous! These are residential roads, not a State highway like Hwy 41 is. This will be dangerous for the many children living and walking along this route. A <u>bicycle</u> and <u>pedestrian</u> path could be considered along Bessemer and D.W. Parkway. Heavy trucks and gasoline trucks would be totally unacceptable with so many homes on this route. This alternative is <u>TOTAL</u> <u>Madness</u>!</i>		

Please leave a comment for the project team in the space provided below:

1. The safest route is widening HWY 41 to 5 lanes from HWY 17 to the Woods River Bridge.
2. HWY 41 is the Hurricane Evacuation Route and widening it is the best way to move the most people North and away from the coast and marshes.
3. Many more people would be impacted by widening Bessemer and Park West Boulevard.
4. The Noise would be worse in the residential areas of Bessemer / Dunes West than near the marsh of HWY 41.

Please consider building and extending the Mount Pleasant Airport Extension Road.

Name: KENNETH KOCH

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain: THIS MAKES THE MOST SENSE TO ME. A STRAIGHT ROAD WOULD HANDLE TRAFFIC BETTER WITH THE PROPOSED VOLUME INCREASE. IT ALSO SEEMS TO BE IN THE MIDDLE AS FAR AS OWNERS/TOTAL IMPACT ON PROPERTY AND OTHER CRITERIA</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain: THIS OPTION DOES NOT MAKE SENSE - LOOKS LIKE IT WOULD CREATE A BOTTLE-NECK ON 41.</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain: THIS IS NOT A GOOD PLAN. THIS IS THE HIGHEST HAS THE HIGHEST TOTAL IMPACT OF ALL THE PLANS. IT CUTS THE PARKWEST COMMUNITY IN HALF (OR AT LEAST CUTS-OFF 1/3 OF IT.) A 5-LANE HWY IN THIS RESIDENTIAL COMMUNITY WOULD BE DISTURBING.</p>		

Please leave a comment for the project team in the space provided below:

Name: Dino G. Hudson



Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> PROBABLY THE BEST ALTERNATIVE.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> NOT AS EFFICIENT AS ALTERNATIVE 1.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> <u>VERY BAD ROAD</u>		

Please leave a comment for the project team in the space provided below:

OWING TO THE I-526 WANDER BRIDGE CLOSURE AND EXTREMELY DIFFICULT TRAVEL
THROUGHOUT THE REGION DUE TO DETOURS AND TRAFFIC CONGESTION, AN ADDITIONAL HWY 41
CORRIDOR IMPROVEMENT PUBLIC COMMENT MEETING SHOULD BE PLANNED, ADVERTISED AND IMPLEMENTED.
TO ENSURE THAT EVERYONE WISHING TO ATTEND THE MEETING CAN IN FACT DO SO. WITH
THE BRIDGE CLOSURES ASSOCIATED TRAFFIC PROBLEMS MEETING ATTENDANCE AND RECEIVING
PUBLIC FEEDBACK WILL LIKELY BE SKEWED DUE TO THE DIFFICULTY THE PUBLIC WILL
BE EXPERIENCING TRYING TO ATTEND THE MEETING DURING ITS SCHEDULED TIME OF 5:30-7:30 PM
ON MAY 16, 2018.

Name: DAVID MORTON

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

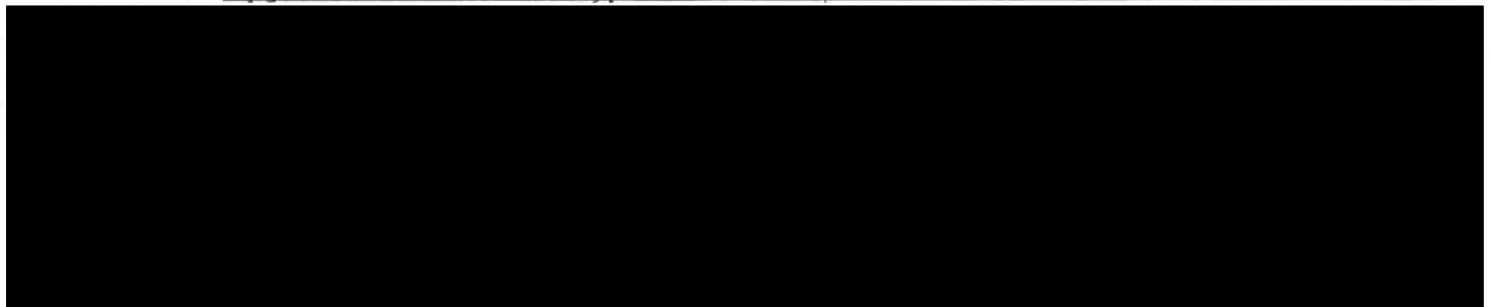
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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>My sons will be safe with this option! I live in Arlington and my sons have to cross Bessener Rd to get to the Recreation Center + Pool</p>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Not an option!</p>		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>I do not think anyone who lives in the community would think this is an option! Not safe!</p>		

Please leave a comment for the project team in the space provided below:

Name: Natalie Payne



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p>If yes, please explain:</p> <p>This is the <u>only</u> option that makes sense! It will keep traffic flowing! It will keep the community children safe!</p>		
Do you have any comments about Alternative 2?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>If yes, please explain:</p> <p>Option 2 will cause a <u>bottleneck</u> by 5 lanes to 3 & back to 5 lanes.</p>		
Do you have any comments about Alternative 7?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>If yes, please explain:</p> <p>If you realized that children are constantly walking to the pool and playing in this area, you would see that #7 is a ridiculous idea. We already have to deal with Park West Blvd being a through way for all the construction for Carolina Park. Our roads are being destroyed by big trucks and we do not want Bessemer Rd become a hwy too!</p>		

Please leave a comment for the project team in the space provided below:

Please ~~do~~ do a fly over at 17!

Name: Sherry Bagwell



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	WORKABLE	Yes ✓	No
If yes, please explain: Traffic would flow better than it presently does. Actually, five lanes would work well for traffic flow along 41			
Do you have any comments about Alternative 2?	WORKABLE	Yes ✓	No
If yes, please explain: Not the best of the 3, but an improvement over the current road, I like the 5 lanes from 17 to Joe Rouse.			
Do you have any comments about Alternative 7?	TOTALLY UNACCEPTABLE	Yes	No X
If yes, please explain: The five lane option would decimate property values in nearby neighborhoods, increase noise and pollution, and make homes almost impossible to sell. This brings city noise and pollution to a very nice suburban area with newer homes valued near 1/2 a million dollars, and more affordable homes.			

Please leave a comment for the project team in the space provided below:

The historic Phillips community reflects life in the late 19th and early 20th centuries. I acknowledge the community's historic roots. But conditions in the late 19th/early 20th century cannot dictate decisions for the 21st century. We need 5 lanes along 41, especially since it is a hurricane evacuation route.

Name: CAROL HALLMAN

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: I BELIEVE THIS IS THE MOST FEASIBLE OPTION. COST AND FLOW WOULD BE THE BEST RESULT.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: COMBINED WITH ALT. 5 SHOULD BE CONSIDERED.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: PROPERTY VALUES IN PARK WEST AND DUNES WEST WOULD BE IMPACTED. PORTIONS OF THE COMMUNITY WOULD BE CUT OFF FROM THE REST. CHILDREN'S SAFETY IS A GREAT CONCERN. THEY CANNOT WALK ACROSS FIVE LANES TO GO TO SCHOOL, PARKS, OR AMENITIES.		

UNSAFE FOR THE COMMUNITY!

Please leave a comment for the project team in the space provided below:

2-5

CONSIDER ALTERNATIVE 2 AND 5 COMBINED.

- EXPAND PORTIONS OF HWY 41 TO 5 LANES BEFORE AND AFTER THE PHILIPS COMMUNITY.
- WIDEN HWY 41 AT PHILIPS COMM. TO 3 LANES.
- ADD 2 LANE ROAD IN PARK WEST / DUNES WEST

Name:

CARL ROBIN

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

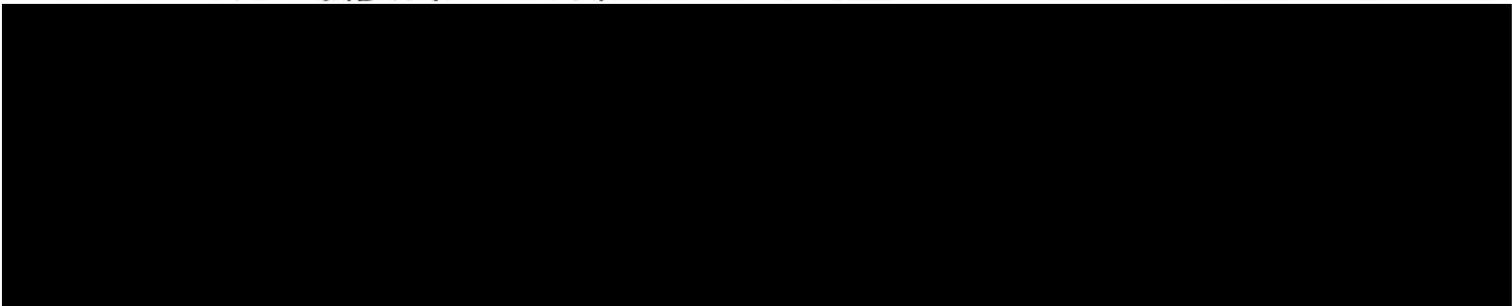
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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>out of all the options - this is the only one that makes sense.</p>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p>		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p><u>NO</u> - Think of our childrens safety.!!!!!!</p>		

Please leave a comment for the project team in the space provided below:

Name: April Ata.



Thank you for your interest in the Highway 41 Corridor Improvements project!

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May 16, 2018

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is the only option.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This seems to be the most reasonable back-up plan because it protects the majority of the Phillips community <u>AND</u> keeps Bessemer Road from becoming a highway!		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Plan 7 is terrible! My home is in a small neighborhood along Bessemer ROAD. Think of the safety of our children! We never agreed to a highway through a small community. This plan is horrible. You will spend millions moving homes, businesses and infrastructure along the Bessemer Rd. proposal. There would be far less cost to move the structures (most of which are dilapidated) on H.Wy 41 in in the Phillips Community.		

Please leave a comment for the project team in the space provided below:

Traffic plan - best on option #1 if at all.
Worst on #7 due to incredible
displacement of neighborhood roads
and current utilities. Terrible plan.

Name:

A. Donohue

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Yes, this looks like an excellent plan, keep 41 5 lanes and a straight shot.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This creates a bottle neck in the Phillips Community; not recommended.		
Do you have any comments about Alternative 7? - This is unreasonable	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Are you serious? Diverting 41 traffic through a residential community is a terrible idea. This is a safety hazard for children wanting to walk along the bike paths and cross roads in Park West. If you travel down Seneca you will see this is a ludicrous idea. Alternative 7 causes me to lose confidence in the wisdom of the people making these plans.		

Please leave a comment for the project team in the space provided below:

Our current problems with the 526 bridge out reveal the need to get 41 completed. We need to make a decision and get going on alternative 1 - this is the only reasonable alternative.

Name: _____

Phil Higgins

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<p><i>If yes, please explain:</i></p> <p>My preference is to do the job once so that it can handle the expected traffic out of Berkeley County + Mt Pleasant so I think that Slows is needed.</p>		
Do you have any comments about Alternative 2?	Yes	No
<p><i>If yes, please explain:</i></p>		
Do you have any comments about Alternative 7?	Yes	No
<p><i>If yes, please explain:</i></p> <p>This is an unreasonable alternative that significantly damages Park West by adding a huge increase in traffic to a neighborhood. Most of the traffic is not going into Park West normally. It will disrupt school buses, children, access to greenway and overexpensive amenities. As Berkeley County grows it will cause further impact to an already burdened Park West. It also adds miles to peoples commute on 41 so everyone is impacted by this. Also the traffic will contribute considerable pollution directly into the neighborhood especially in hot humid summer. This pollution will affect abutments considerably and destroy our walking trails.</p>		

Please leave a comment for the project team in the space provided below:

Name: Joyce Scapricchio

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: NO MONEY SHOULD BE SPENT WITHOUT A COORDINATED 3 County Plan. RAPID TRANSIT REDUCES COMMUTER GRIDLOCK		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: NO MONEY SHOULD BE SPENT WITHOUT A COORDINATED 3 COUNTY PLAN. BUS RAPID TRANSIT TO REDUCE COMMUTER GRIDLOCK. WIDEN ROADS FOR SAFETY AND MORE LIGHTS		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: SEE 1&2 ABOVE - GET SANFORD TO LEAD ON MORE FEDERAL DOLLARS TO REDUCE POLLUTION, ELECTRIC BUSES FROM PROTERRA AND HYDROGEN CARS FOR THE OTHER 49 STATES		

ONLY BUS RAPID TRANSIT CAN
REDUCE COMMUTER GRIDLOCK.
ALL 3 COUNTIES MUST WORK
TOGETHER FOR PLANNING & WISE SPENDING
OF THE 1/2 PENNY TAX & FUEL TAXES.
BICYCLE LANES CAN ALSO WIDEN
UNSAFE NARROW ROADS FOR
STUDENTS AND NON DRIVERS.
WE NEED POLLUTION MONITORING TO
PROVE LOCAL CANCER CAUSING
EMISSIONS. ALSO NUKE MONITORING
WHEN DOWNWIND FROM STEAM RELEASES.

Name: LARRY. H. CARTER. [REDACTED]

BOTH OK

Thank you for your interest in the Highway 41 Corridor Improvements project!

YES WIDEN NARROW ROADS
ADD FOG LIGHTS FOR
SAFETY



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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> SEEMS LIKE THE LOGICAL SOLUTION		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> NOT ENOUGH LANES ON 41		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> NO! WHY PUT A HIGHWAY THROUGH A HOUSING SUBDIVISION....		

Please leave a comment for the project team in the space provided below:

VERY SURPRISED A HIGHWAY THROUGH A SUBDIVISION
IS EVEN BEING CONTEMPLATED!

Name: Chris Smith

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: 5 Laning SC 41 thru Phillip Community and Palmetto Hall will increase the already excessive noise in Palmetto Hall.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Best choice except for no build alternate.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is by far the worst alternate to send dump trucks thru Dunes West, Access to Dunes West pool from Palmetto Hall will require children crossing a five lane highway		

Please leave a comment for the project team in the space provided below:

This project ~~sets~~ in motion the creation of a corridor down SC 41 that ^{will} funnel all the traffic from the north end of Mount Pleasant to North Charleston and Berkeley County.

alternates^{instead} of this project need to be studied more.

Noise and flooding are major issues that need to be properly addressed.

Name: John Craig Todd

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 2?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	Yes <input checked="" type="checkbox"/>	No
<i>If yes, please explain:</i> -Highly oppose option 7 - 80+ Feet From Our Corner property To Edge of Roadway		

Please leave a comment for the project team in the space provided below:

Name: Tantaglia



Thank you for your interest in the Highway 41 Corridor Improvements project!

I AM STRONGLY OPPOSED TO OPTION 7 - SEVEN
I FEEL THAT THIS ALTERNATIVE IMPACTS FAR TOO
MANY HOUSEHOLDS. HAVING FIVE LANES OF TRAFFIC
RUN THROUGH A QUIET RESIDENTIAL AREA IS
NOT A VIABLE OPTION TO SOLVE THE
TRAFFIC ISSUE ON HIGHWAY 41.

I WOULD SUPPORT ALTERNATIVE 1 - ONE. WIDENING
AN EXISTING HIGHWAY IN A STRAIGHT LINE
AS OPPOSED TO CREATING A NEW HIGHWAY
THROUGH A RESIDENTIAL NEIGHBORHOOD SEEMS
TO MAKE THE MOST SENSE.

THANKS,

MATT MURPHY

No To ALTERNATIVE 7

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>This is the <u>most</u> sensible alternative. Please do NOT forget cyclists and make bicycle path on HW41.</i>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>If this option is selected please make sure cyclists are not forgotten: bicycle path and lanes to US 17 (along HW41 and the intersection) are a must.</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>This alternative makes the <u>least</u> sense: Park West is a bedroom community, even the roads have S-shape to slow the traffic down, not to speed up throughput. Also, there is already construction inside Phillips community for example Covington developed by Crescent Homes.</i>		

Please leave a comment for the project team in the space provided below:

Alternative 7 affects more people than any other option because it goes against the original ~~of~~ design of the Park West neighborhoods: these are generally bedroom communities where people come to rest, not to get in and out quickly. Constructing 2.5 miles of 5 lane road to bypass 1.5 miles of HW41 makes no sense, especially since there is already construction of new homes inside ^{historic} Phillips Community.

Whatever option is chosen PLEASE DO NOT FORGET cyclists!

Name: Boris DASHKOVSKY

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain: Palmetto, Cypress St, Ellington Woods have only 1 way to get to 41 via Dunes West Blvd. If this plan is chosen they would have a difficult time getting out of those developments. Could an access road to 41 be built at the edge of the Phillips property as another way out to 41?		

Please leave a comment for the project team in the space provided below:

Name:

Peggy Rorden

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Best of all bad options		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Going from 5 lanes, back to 3, then 5 again is going to cause bottlenecks.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This seems like the worst of all of the Alternatives 5 lanes on DW / PW Blvd? How many homes would be displaced? Property values? Not to even mention those houses that were JUST BUILT. At this point, how about "no build" to mean no more homes built.		

Please leave a comment for the project team in the space provided below:

Please Please Do not go w/
Alternative 7.

Unless you really want those
of us who have been in Mt. P
for 10+ years to vacate
ASAP. It's already borderline
unliveable but this would
guarantee the end of Mt. Pleasant
as we know it.

Name:

Michelle Jenkins

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: ONLY REASONABLE PLAN WITH LOWEST OVERALL IMPACT		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: GOING FROM 5 → 3 → 5 WITH JUST CAUSE BOTTLENECK — MORE PROBLEMS		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: THIS PLAN IS INSANE ① IT WOULD DESTROY PROPERTY VALUES ② INCREASE NOISE ③ MAKE NEIGHBORHOODS UNSAFE ④ AND DESTROY THE CHARM AND BEAUTY OF OUR NEIGHBORHOODS.		

Please leave a comment for the project team in the space provided below:

PLEASE CONSIDER AIRPORT ALTERNATIVE

Name: JANET MCKENDRICK



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: I LIKE THIS ONE BEST - STAY OUT OF PARK WEST!		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain: WON'T HELP ENOUGH		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: NO MORE TRAFFIC THAN <u>PARK WEST</u> !		

Please leave a comment for the project team in the space provided below:

Name: CLAUDE & CELESTE DRURY

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes ✓	No
<i>If yes, please explain:</i> Looks like the best balanced alternative		
Do you have any comments about Alternative 2?	Yes ✓	No
<i>If yes, please explain:</i> Restriction occurs at 2 points causing backups & congestion as bad as it is now on the length of the area in focus along the 41.		
Do you have any comments about Alternative 7?	Yes ✓	No
<i>If yes, please explain:</i> What a disaster flooding Dunes West & Park West with expanding traffic to benefit the smaller population thru the Phillips Community		

Please leave a comment for the project team in the space provided below:

Name:

Dehman Macpherson

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: this is the best alternative with minimal impact on <u>human</u> life.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: 2 nd best alternative.		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain: the neighborhoods will be divided with this plan. my house will be destroyed and so will the home value!! <u>Literally CAN'T do this!!</u>		

Alt #1 is best for my family. who is going to buy my property if a 5 lane road is literally in the back yard?

NO ONE! Come on

you know this guys"

my son will never be able to ride his bike alone!

Name:

Caroline Muhn

Scam 1

Thank you for your interest in the Highway 41 Corridor Improvements project!

I will talk anytime you want! Literally crying over this.

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This makes the most sense. expand the highway that has been in place for 81 years.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Makes sense, but will cause bottle necking at the 5 to 3 lane point. You would be better off going 3 the entire way but having one go to 2 lanes each way.		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is terrible. It is putting a highway in a residential neighborhood. Kids can run into the street and will have to cross a 5 lane Highway to get to the neighborhood pool. How would you like a highway in your backyard? I didn't buy a house on a highway for a reason. Can you even put a 5 lane highway here?		

Please leave a comment for the project team in the space provided below:

How would
you like a highway put in your backyard?
Do Not go with 7!

Name: William Mohn

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If yes, please explain: <div style="text-align: center; font-size: 2em; color: red;">NO</div>		
Do you have any comments about Alternative 7?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If yes, please explain: <div style="text-align: center; font-size: 3em; color: red;">NEVER</div>		

Please leave a comment for the project team in the space provided below:

Name:

MARGARET GALE

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: <i>This is the most direct route - Why is this not preferred</i>		
Do you have any comments about Alternative 2?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain:		

Please leave a comment for the project team in the space provided below:

Name: SONYA ST. FRANCIS

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>The Best alternative add an overpass as well</i>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: 		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>Rediculous</i>		

Please leave a comment for the project team in the space provided below:

Name: _____



[Redacted comment area]

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>#1 is the <u>only</u> reasonable "alternative"/solution. It is obvious we need <u>as many Lanes</u> possible to remedy the problem.</p>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>There are many more people who would benefit from 5 lanes. 3 lanes through "Phillips Community" is perhaps attractive to the <u>few</u> residents that live there, but that is ALL.</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Re-routing Hwy traffic through 2 residential neighborhoods is dangerous and problematic. This is a ridiculous "alternative".</p>		

Please leave a comment for the project team in the space provided below:

For your next meeting:

1) Have all options on a poster so people can compare. The touch screens are "fancy" but not helpful when comparing "alternatives".

Name: Anna Allen



Thank you for your interest in the Highway 41 Corridor Improvements project!

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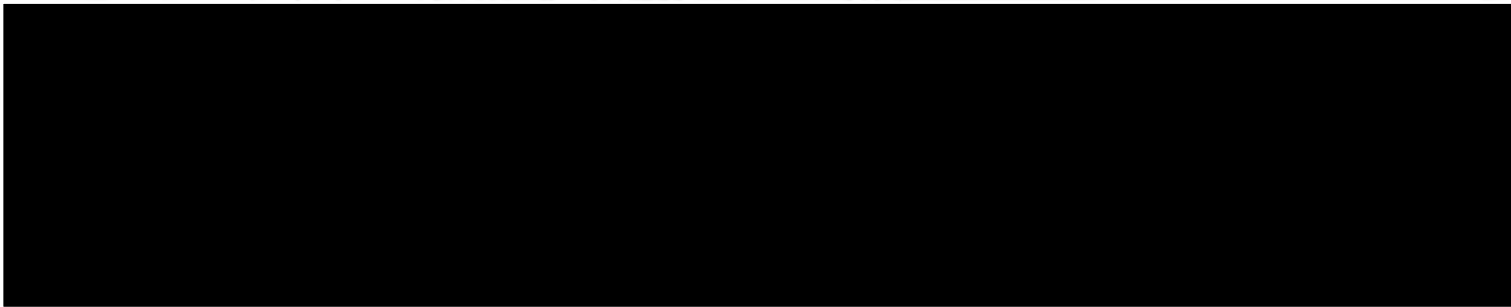
Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: IT IS THE <u>ONLY</u> VIABLE OPTION. IT HAS THE LEAST IMPACT TO THE SMALLEST POPULATION and the least environmental impact and it <u>MOVES</u> TRAFFIC without bottle necking or slowing traffic		
Do you have any comments about Alternative 2?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: Will <u>NOT</u> solve the traffic issue and will not meet the traffic demands		
Do you have any comments about Alternative 7?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: The worst alternative. It will impact the most property owners and destroy a beautiful neighborhood and community. It is <u>NOT</u> a viable options and should be taken out of consideration.		

Please leave a comment for the project team in the space provided below:

I understand the concerns associated with the impact to the Phillips Community but 41 should be five lanes from the Bridge @ the Wando River to Hwy 17N. and the property owners in Phillips Comm. should be compensated for their property value and new homes constructed outside the right of way. Eminent Domain is law for a reason and Alt. 1 is the only viable options but the property owners in the Phillips Comm. should be treated fairly.

Name: Jim McKenrick



Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 2?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	Yes	No
<i>If yes, please explain:</i>		

Please leave a comment for the project team in the space provided below:

Closed Wando River Bridge

Can a second lane be painted
on Clements Ferry short term
travelling from HWY 41 to 526
to speed flow along 41 + Clements
Ferry.

Name: _____

Jim Klein,

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>This road already exists and it is the <u>ONLY</u> way option that makes sense. I do however, think it It will move the most cars with the least impact and cost.</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>I also am in favor of this option but I do believe that after Clements Ferry is built out (10 years), the 3 lanes in the middle will not be able to accommodate the added amount of traffic.</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>This option is the most ridiculous thing I have ever heard. How can anyone put a 5 lane <u>highway</u> through a residential community where people walk, run, walk dogs, bike, ride golf carts all over PW/DW area. This is insane! Arlington all other ^{Bessinger Rd.} neighborhoods would be "cut off" from their community and their property values would be useless. You wouldn't be able to give these houses away!</p> <p>There are trucks using Hwy 41 to go to Clements Ferry Rd → 526. We really want to add this interstate type traffic through planned communities and neighborhoods ??</p>		

Please leave a comment for the project team in the space provided below:

Name: Drainne Brimmer



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Great choice to address the congestion/travel problem. However, include widening ^(4 or 5 lanes) of PW Blvd + Dunes W. Blvd. to provide relief for travelers on 41 to 17 and vice versa.</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Great choice also, but must again include widening to 4 or 5 lanes DW Blvd and PW Blvd. to provide relief to 41</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Absolutely against this scenario. Bessemer Rd should not be a major thoroughfare as it runs through communities. Safety would be a huge issue (cross walks, walk paths, etc) as well as noise issue that would be created.</p>		

Please leave a comment for the project team in the space provided below:

Name: Patricia Osti & Manfred Osti

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Best option. Goes straight through and impacts the least amount of residents.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: 2nd Best option		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: The worst Alternative. It impacts the most residents AND goes through two HOA's (PARK WEST & DUNN WEST)		

Please leave a comment for the project team in the space provided below:

Name:

KEDIN PIETRAMALA

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <ul style="list-style-type: none"> - Best Alternative - least amount of Impact - evacuation Route straight - turns delay 			
Do you have any comments about Alternative 2?	NO	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <ul style="list-style-type: none"> - Traffic will bottle neck - need straight shot - 4 is state hwy <u>not</u> Bessemer Rd - After Newbridge, neighborhood being former <u>stop</u> Growth! 			
Do you have any comments about Alternative 7?	NO	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <ul style="list-style-type: none"> - <u>Bessemer Road</u> is in neighborhood - <u>not</u> state Rd - More homes & property affected than others - Cut off Neighbors from amenities, walking trails, Pollution, Property value loss, Noise & Safety issues 			

Please leave a comment for the project team in the space provided below:

Name:

Becky Page

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This appears to impact the least amount of people.		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> We will get killed just trying to get to the pool. This impacts the most people and seems like it will cost the most.		

Please leave a comment for the project team in the space provided below:

Why, why, why would you even consider option 7. How can you use our tax dollars to decrease our safety, reduce quality of life and decrease our property value. This is not an option at all!

Name: Kyllian Hudson

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This makes the most sense,		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This option will have a significant impact on the safety of our children, reduce property values (for those not "acquired") and decrease the overall quality of life for the residents of Park West/Dunes West. How could this option even be considered? 41 and 17 are the issue turning a residential street into a 5 lane Hwy is careless. Please do not move forward with this option.		

Please leave a comment for the project team in the space provided below:

Option 7 is terrible and will impact the largest number of residents. This option is reckless and dangerous.

Name: Rhian Hudson



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>I like just widening 41 and leaving Park West alone!</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>This one is OK too</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Stupid --- ruin lovely Park West Entrance and Park West Rd</p>		

Please leave a comment for the project team in the space provided below:

Heard about Airport Road ext to Greymark
to help relieve congestion getting onto 41.

Name:

Marg Tabb

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>MOST LOGICAL</i>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>ABSOLUTELY SHOULD NOT HAPPEN</i>		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> BEST OPTION! FIX Hwy 41 BUT LEAVE NEIGHBORHOODS ALONE #1 A WINNER		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> FIX Hwy 41 - QUIET NEIGHBORHOODS WILL WILL BE RUINED IF BESSEMER TURNS INTO A SLOW ROAD.		

Please leave a comment for the project team in the space provided below:

Name:

DONALD J. BENTZ

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain:

This makes the most sense.

Do you have any comments about Alternative 2?

☐ Yes

☐ No

If yes, please explain:

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain:

This option makes no sense. It impacts the most ~~people~~ ~~properties~~ acquisitions. Creates serious safety concerns. Not action plan for how to protect current homes so close to road.

Please leave a comment for the project team in the space provided below:

Why have the plans for 17/41 intersection been figured out? That is a large part of the issue. You can make both Bessener & 41 50 lanes & w/o a correction to that intersection.

Why was only the Phillips community contacted about alternative ??

Name: Kristina Miller

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

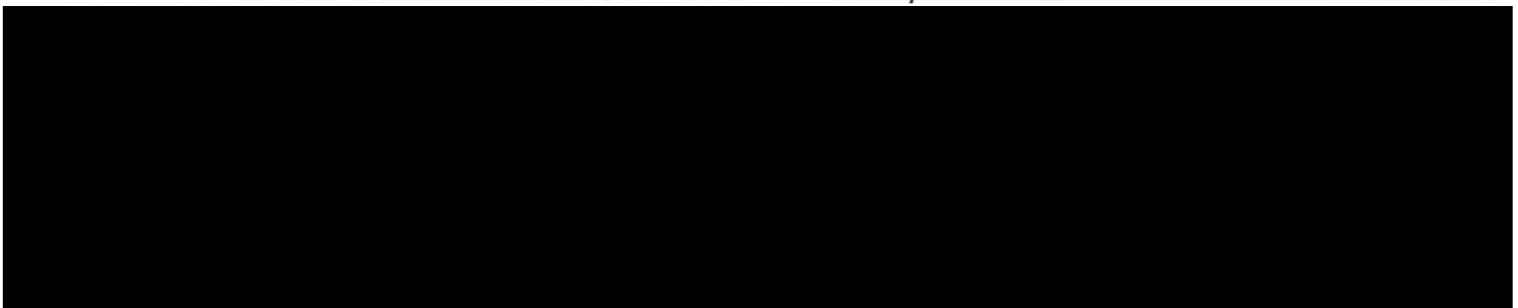
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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> In my humble opinion, Alt 1 appears to me to be the best best route - easy flow, straight shot		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> Seems taking Alt 2 off the main highway (41) would slow the flow of traffic		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> Same answer as Alt 2		

Please leave a comment for the project team in the space provided below:

Name: Lou BROGHAMER

A large black rectangular box redacting the comment content.

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> <p>BEST ALTERNATIVE ACEPT ALTERNATIVES ON BACK OF THIS PAGE</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> <p>BAD - TOO MUCH IMPACT ON PARK WEST</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> <p>BAD - TOOMUCH IMPACT ON PARK WEST</p>		

Please leave a comment for the project team in the space provided below:

ALTERNATIVE A

① - JOIN ^{MOUNT PLEASANT} AIRPORT RD TO
GRAY MARGH TO REDUCE TRAFFIC
ON US 41

ALTERNATIVE B

② USE Highway money to
RELOCATE THOSE AFFECTED ON
US 41 AND WIDEN 41 to
MEET 2045 NEEDS

ON BOTH !!

Name: BOB CARPENTON

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

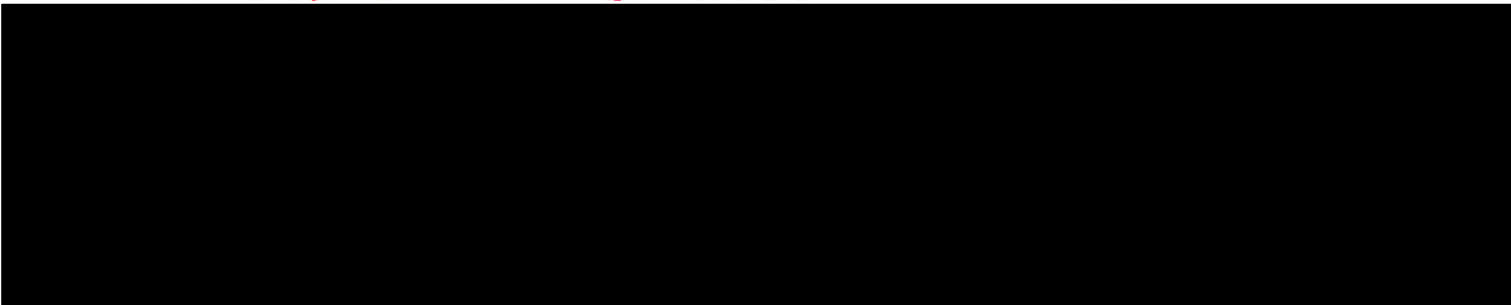
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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain: NO NO NO! Bad for our safety & property values		

Please leave a comment for the project team in the space provided below:

Name: Dianne Bach



Thank you for your interest in the Highway 41 Corridor Improvements project!



Public Information Meeting for Alternatives

May 16, 2018

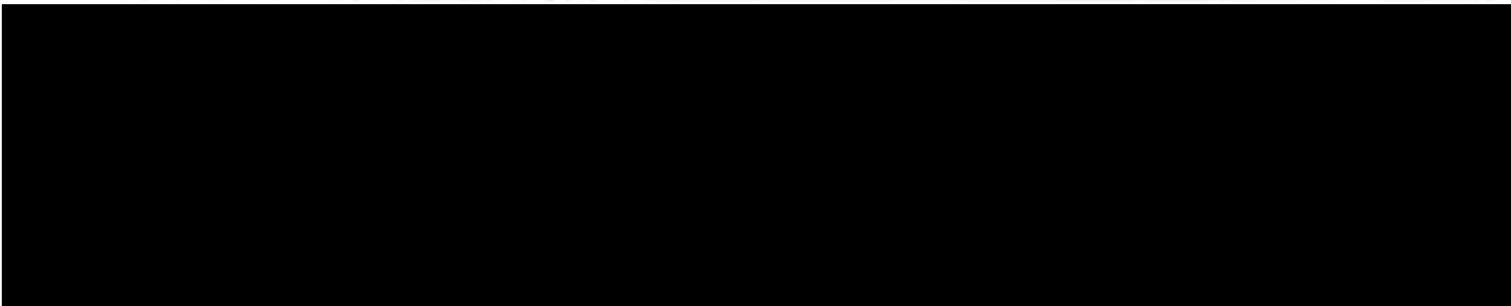
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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> BEST OPTION		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> THE AMOUNT OF PEOPLE WHO WILL BE IMPACTED BY A BYPASS OF 41 WILL NOT SOLVE THE MAIN ISSUE BEING 41 AND 41-17 INTERSECTION. WIDENING BESSEMER AND DUNES WEST BLVD WILL MAKE FOR MORE PEOPLE SIT IN FRONT OF A RED LIGHT AND DISTURB A WHOLE COMMUNITY		

Please leave a comment for the project team in the space provided below:

Name: SARAH HUDSON



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	No
If yes, please explain: We feel as though this is the best plan		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	No
If yes, please explain: It is a complete safety hazard to build a 5 lane highway directly next to a predominantly family filled neighborhood (Arlington). Also 281 proper partial property acquisitions is barbaric with , showing little regard for the people affected by this plan.		

Please leave a comment for the project team in the space provided below:

The least sensible alternative is alternative 7. Keeping Bessemer Road undeveloped is the best option. Option 2 is the best

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☒ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Obvious choice for least harmful impact on my area of the Park West community</p>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>This option is terrible. Most impactful to those residents living within the park west community. Most importantly, I feel that it puts the children and families in harms way who currently enjoy the side walks and amenities of Park West. As a resident of Larch Lane, I will strongly oppose this option.</p>		

Please leave a comment for the project team in the space provided below:

Name: Scott McCloskey



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	No
If yes, please explain:		
This is the best choice - 5/3/5 - least amt. of acquisitions + disruption to safety of children		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	No
If yes, please explain:		
1. Safety of children crossing 5 lanes in Park West / Pines West 2. The value of homes will decline. 3. The noise level in the neighborhood. 4.		

Please leave a comment for the project team in the space provided below:

This is not a reasonable way to handle traffic - you should have gone through

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☒ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain: The best		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain: 2nd best		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: It is a horrible idea and there isn't even any space to build a 5-lane road.		

Sucks ↑

Please leave a comment for the project team in the space provided below:

~~AA~~

Do Not make Bessemer a
5 lane highway keep it 2.

Name: Ethan Chc Ooruy

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>I believe this is the best option. This is an evacuation route already and would aid in emergency situations as well as daily commute.</p>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
<p>If yes, please explain:</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>This option is a terrible unsafe idea. This option runs directly thru a heavily populated area of families with children on bikes, runners and walkers on pathways and sidewalks to exercise and to the pool. Bessemer is already a problem with people driving too fast and our children have had multiple incidents w/ cars running the bus stops on Bessemer. Mt. Pleasant Police even sit at our bus stop for safety. Making this neighborhood street a 5 lane highway is incredibly unsafe for children in the Park West neighborhood.</p>		

Please leave a comment for the project team in the space provided below:

Name: Meagan McCleary



THRY
Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

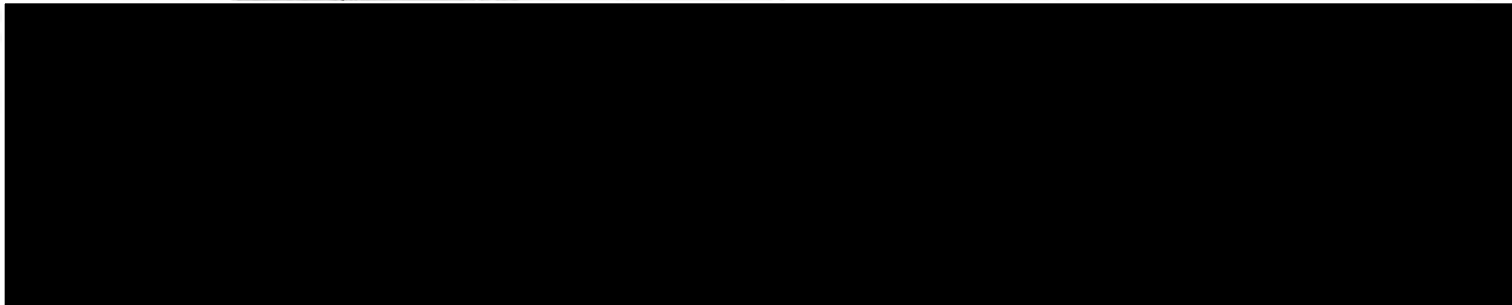
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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<p><i>If yes, please explain:</i></p> <p>NO MATTER WHICH ALTERNATIVE IS SELECTED, IT WILL TAKE MOST OF OUR PROPERTY</p>		
Do you have any comments about Alternative 2?	Yes	No
<p><i>If yes, please explain:</i></p>		
Do you have any comments about Alternative 7?	Yes	No
<p><i>If yes, please explain:</i></p> <p>THIS MEETING WASN'T HANDLED AS WELL AS THE FIRST, NOT ENOUGH MONITORS AND TOO MANY PEOPLE</p>		

Please leave a comment for the project team in the space provided below:

Name: Doyle Love



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes <input checked="" type="checkbox"/>	No
If yes, please explain:		

Shunting high volume commuter traffic through residential communities is a terrible way to improve traffic flow on Route 41. Keep the corridor on 41. Build in 2 seven year plans. . first 5 lanes

then seven lanes. Do all your permits and acquisitions up front so phase 2 can be completed quickly. (Note: your permitting/acquisition delays right now are exceedingly long.

Please leave a comment for the project team in the space provided below:

Name: Roger FitzGibbon



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: I would like to cross the 2 lane road without being hit by a car. I live around younger children and the fear of having a 5 lane (Alternative #7) scares me. The town is growing and we need to build safer roads.		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: I hate this because no children will cross the road safely when there are cars in 5 lanes! and		

Please leave a comment for the project team in the space provided below:

Please keep bessemer road a two lane road!
I want to live in an area that doesn't make
me feel unsafe when I cross the road and
my ~~neighbor~~ neighbors too. We want to be
safe and cross the road to go on bike
trails or to go to the parks and pools! There
are going to be more children where I live!
It's common sense that bessemer road
doesn't need 5 lanes! Think of ~~the~~ those
who live around bessemer road! Need a
safer, less chaotic environment than some
crazy road!

Name: Madelyn Gilbert



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Best		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: I can not get to the bus stop safely with 5 lanes I will		

get hit by a car.

Please leave a comment for the project team in the space provided below:

Name: Rhys McCleary

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is by far the Best overall choice. If the reason is true that Federal Funding will be reduced, too bad. Your lack of preparation and site survey beforehand will now need to be paid out by the taxpayers. This alternative has the least			
Do you have any comments about Alternative 2?	Yes	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This doesn't make sense. How about instead of a 3 lane make a double lane roundabout and get rid of the Joe Rouse Rd traffic light to keep traffic moving.			
Do you have any comments about Alternative 7?		<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Very poor plan - The worst of all options. Bringing a 5 lane highway thru our communities is a very bad decision. Please keep the traffic on the Highway 41 - we did not move to this area for traffic - we moved here for the community and a place to escape. My children will not be able to safely cross the road any longer - that is ridiculous! Very poor choice!			

Please leave a comment for the project team in the space provided below:

Was alternate 2 with a Roundabout
considered then get rid of the Joe Rouse Rd
traffic light? Thank you.

Alt. #1 - overall impact and with 526 bridge being out,
(cont) it is overwhelmingly clear that expanding Rt 41 to
5 lanes will be the best option. Stand by your
communities who have been supportive for so many
years and do the right thing - chose Alternative #1.

Name:

Yvonne Gilbert

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

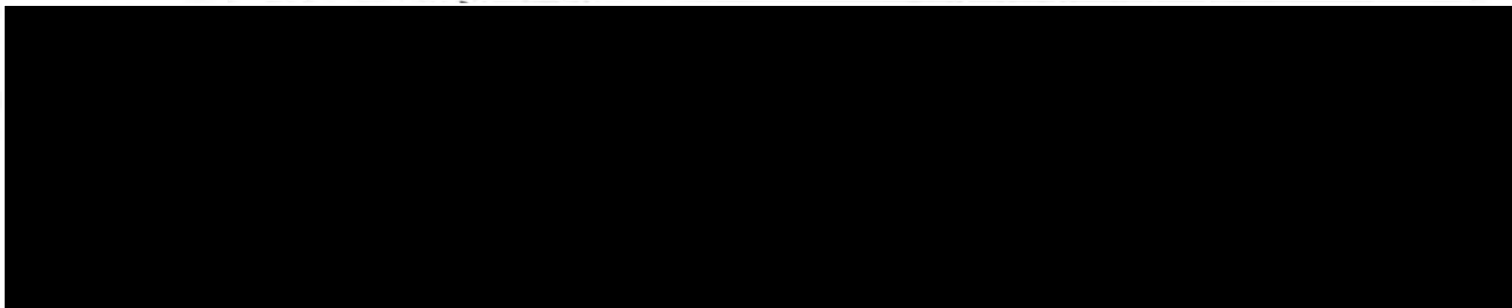
Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain: LOOKS TO BE THE LEAST IMPACT TO COMMUNITIES, AMBIENT AND MAINTAIN THE CURRENT HIGHWAY STRUCTURE		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain: THE TOTAL IMPACT TO PARK WEST AND DINES WEST COMMUNITY IS SIGNIFICANT. KIDS WOULD NOT BE SAFE ANYMORE. VALUE OF SEVERAL PROPERTIES WOULD HAVE A SIGNIFICANT DEPRECIATION IN VALUE.		

Please leave a comment for the project team in the space provided below:

- WHY ALTERNATIVE 11 WAS CROSSED OUT?

-

Name: FLAVIO GOSO



Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> <p>This appears to be the best option</p>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
<i>If yes, please explain:</i> 		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> <p>Awful and impacts the most people. This is hurtful to think about how little the "decision makers" care about the people of Park West/Dunes West!</p>		

Please leave a comment for the project team in the space provided below:

Option 7 is hurtful, unsafe for members of the community and incredibly costly.

No to option 7.

Name: Concerned Citizen

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

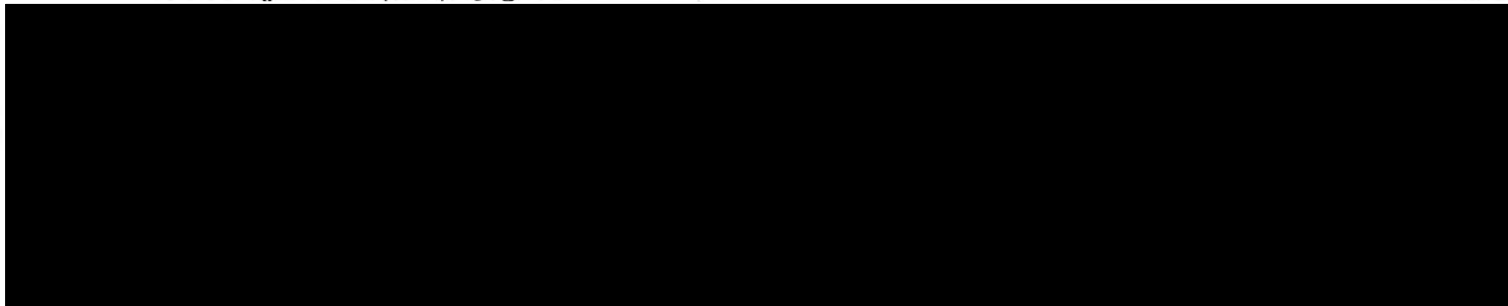
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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	No
If yes, please explain: I live right behind it and I don't want to hear the road get any louder! 2 to 5 is a huge stretch. PW traffic is busy as is! - Violet Poole		

Please leave a comment for the project team in the space provided below:

Name: Violet Dove



Thank you for your interest in the Highway 41 Corridor Improvements project!



Public Information Meeting for Alternatives

May 16, 2018

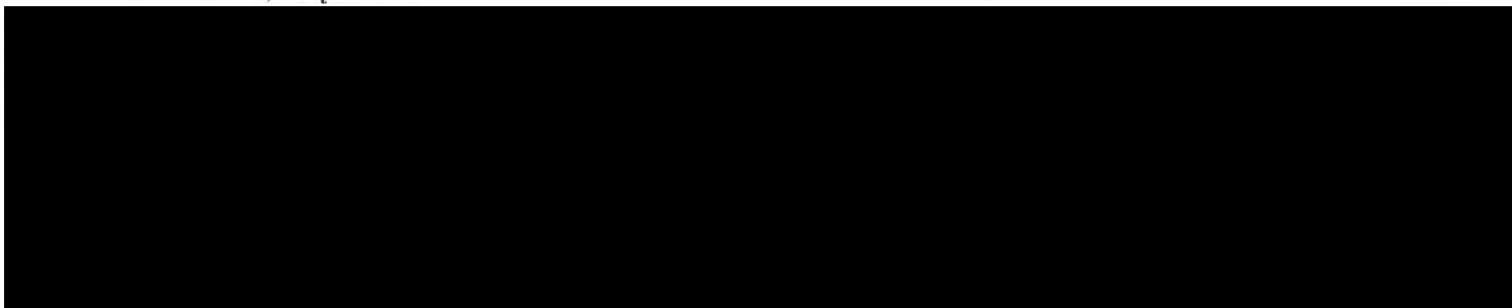
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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	<input checked="" type="radio"/> No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 2?	Yes	<input checked="" type="radio"/> No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	Yes	No
<i>If yes, please explain:</i> Yes. I'm 12 yrs old ^{who} and lives in the townhouses on bessemer rd. The road behide our house is already very disturbing and noisy. Although I've grown accustomed to it, it would bring many issues besides the noise. I have a dog that I like to let outside. If the road was built I would not feel safe letting my dog out anymore. Also it would turn PW into less of a safe, quiet neighborhood, and more into a busy traffic sence and a way to cut through to the highway.		

Please leave a comment for the project team in the space provided below:

Name: Abby Poole

A large black rectangular box redacting the comment content.

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
<p>If yes, please explain:</p> <p>There are homes that back up to Bessemer road with small children, pets + families. Already, the two lane road is just behind the gate of the townhomes located on Bridwell Lane. A 5 lane road would be awful for noise for people who live in those homes. Already the noise from Bessemer can be heard inside homes. - making it difficult for me and my children to sleep at night. The safety issue posed by additional traffic would be of great concern - especially if homes have a virtual highway just beyond the gate →</p>		

I moved me and my children to park west because it is a quiet, walking friendly,

safe NEIGHBORHOOD - having a virtual highway in our backyard would destroy the community values Park West is founded on and make it an awful place to live. We bought our townhome on Bessemer Rd less than two years ago - what are backyard would become is entirely different from what we purchased. - or the home I would even want to raise my children in.

Name: Nicole StPierre

Thank you for your interest in the Highway 41 Corridor Improvements project!

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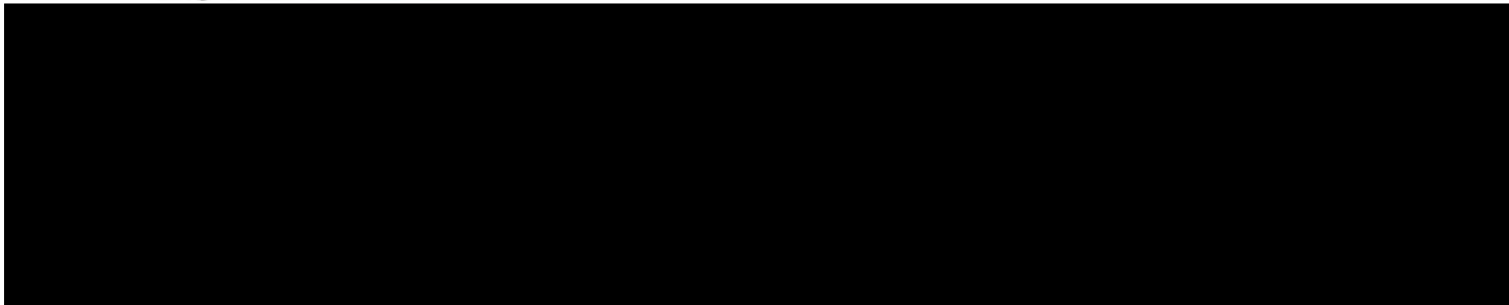
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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This seems to be the best alternative.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Not as good as Alternative 1. Poorer traffic flow on Hwy 41.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Highway 41 is a designated through route and must be able to move people away from the port rapidly and safely. Alternative 7 (and similar alternatives) increases the travel distance required to get away from the port. Further travel on the alternative routes will not be as efficient due to the winding nature of the route and many intersections with unsynchronized roads which will themselves delay moving the public out of the port. Because Alternative 7 and similar alternatives are not in the public interest they should not move forward or be implemented.		

Please leave a comment for the project team in the space provided below:

Name: D. Macdon



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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Best possible scenario. HWY 41 is a HWY for a reason & needs to be widened to the max capacity. This would avoid bottlenecks & a neighborhood from becoming a cut thru, would decrease safety, home values & flow of traffic.</p> <p><u>Best Scenario !!!</u></p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Why Bottleneck the road this would cause major congestion on Bessemer/Dunes/Park West this decreasing safety for children & value.</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p><u>Terrible idea!</u> This would be the worst scenario!! we would lose lose our safety & our neighborhood would be a Highway Essentially. This will decrease the value of all of the neighborhood not safe for the bikers/walkers. Noise would be a huge issue.</p>		

Please leave a comment for the project team in the space provided below:

Name: Julie Wood

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>WE would prefer this ALTERNATIVE. IT is currently the main EAST WEST RTE. It has very little pedestrian traffic to effect. IT HAS LESS EFFECT ON isolation of Communities ON THE RTE.</i>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain: <i>- Not -</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>This is the least favored alternative. This will effect the ability to use this road as a local use road. It will eliminate bicycle & pedestrian use. It will also place the neighbor hoods between 41 & Duns West Blvd in an isolated position from the rest of Duns West & Park West. It will also create a noise issue for these communities. It will make it very hard to have children walk or ride bicycle to the schools in Park West.</i>		

Please leave a comment for the project team in the space provided below:

Name: *Steve Wilson*

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No
<i>If yes, please explain:</i> Most reasonable without impacting new homes. Straight shot to bridge		
Do you have any comments about Alternative 2?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	Yes <input checked="" type="checkbox"/>	No
<i>If yes, please explain:</i> Emphatic No - doesn't make sense to tear down homes even those being built. Noise pollution to existing homes. <u>Worst</u> alternative!!		

Please leave a comment for the project team in the space provided below:

Name: Harry Ong



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Hwy 41 <u>MUST</u> be widened to <u>5</u> lanes. This alternative should also widen Dw Blvd to match widening of Dw Blvd, but this can be done at a later date. Of the 3 remaining options <u>ALTERNATIVE 1 IS BEST.</u>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: 5 lanes → 3 lanes → 5 lanes will not calm traffic enough. Makes no sense. Must be 5 lanes all the way down Hwy 41.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Same as above. Widening Hwy 41 5 → 3 → 5 lanes is <u>not</u> enough relief.		

Please leave a comment for the project team in the space provided below:

- Hwy 41 must be widened to 5 lanes all the way from The Wanda Bridge to 17.
- Consider a frontage road along side 41 so that driveways do not access 41 directly. This is not safe, even the way it is today.
- Consider relocating current Phillips homes that are currently right along 41 to become a group of homes further back within the Phillips Community. Possibly adding an amenity center there for them so that they can stay in their same community.
- Start with Alternative 1 — widening Hwy 41 to 5 lanes is a great start!

Name: Catherine Barnard

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p><i>This is the best route. Exercise imminent domain to have access to Phillips Community.</i></p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p><i>This is definitely not as desirable as 1 because of disruption to an established community.</i></p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p><i>So many reasons make this the worst alternative by far - noise, safety, speed, disruption to a community.</i></p>		

Please leave a comment for the project team in the space provided below:

Excellent presentation !

Name: Linda Dennis



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is the only realistic option in my opinion. Imminent Domain needs to be exercised to all 5 lane straight away on 41 w/o going through established neighborhoods.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <u>Not at all</u> , disruption of neighborhoods which is unacceptable. The Phillips Community should be moved with incentive from the <u>state</u> . But this is better than 7.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: "This will Kill us," with the change of traffic through neighborhoods, ie safety, speed, noise		

P.S. 1. A Fly-over (way) needs to be considered
2. A referendum needs to be considered to establish support for imminent domain — and a moratorium on all construction!

Please leave a comment for the project team in the space provided below:

Project Team makes a positive impression!

Name: Robert G. Dennis



Thank you for your interest in the Highway 41 Corridor Improvements project!

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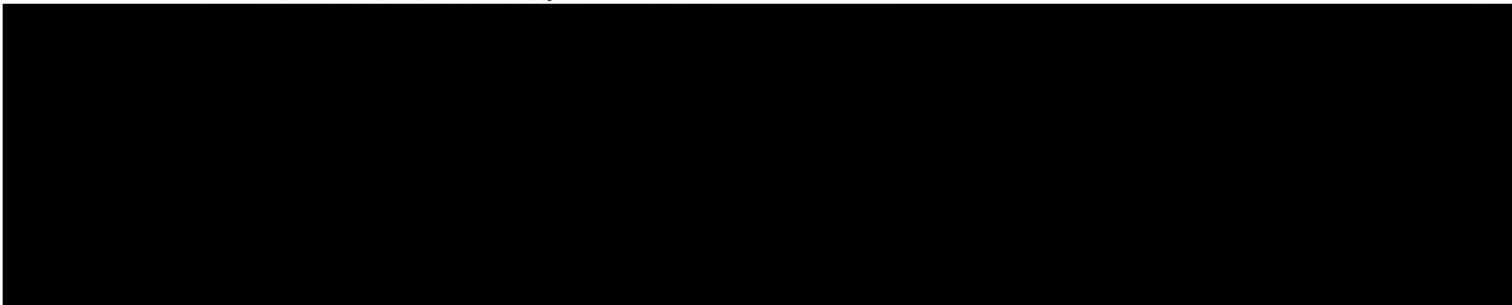
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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p>If yes, please explain: Simple & straight routes. <u>Best</u> alternative: least home destrn. Overpass with bike lane from Bessemer to Rt. 17 would be advantageous in the using auto to run errands on stores along Rt. 17</p>		
Do you have any comments about Alternative 2?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<p>If yes, please explain:</p>		
Do you have any comments about Alternative 7?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>If yes, please explain: <u>Bad</u> alternative !! Pollution, congestion, endangered children & population, noise, homes destroyed, decreased value of homes. Love of people or we didn't leave the city to live in a NYC ^{area} of money?</p>		

Please leave a comment for the project team in the space provided below:

Name: Rose Ong



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is where the traffic backs up. Since they put 2 turn lanes off Bessimer, traffic has not backed up on Bessimer except when 41 is backed up. This looks like the best alternative!		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: it looks like this will still cause 41 to backup,		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: God bless us!! Property values would permit. I don't see how this alt would help.		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is Route 41 and should be widened as Route 41		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: It looks not much change		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is ridiculous. Park West Blvd & Dunel West Blvd were built as residential roads through those developments. There is a reason it is called a winding two lane road with islands. Those are traffic calming techniques. This will make it a five lane highway		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain: This alternative has the most impact on the most people. It is a longer route and I wonder how many people would use this alternative, instead of existing highway 41, except if there was some accident on the old highway 41. I do not feel that this alternative will yield the desired results. It would definitely impact the communities along the route significantly.		

Please leave a comment for the project team in the space provided below:

17

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> IT IS THE ONLY REASONABLE ALTERNATIVE		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> SILLY		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> SILLIER		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> Makes the most sense. Less interference w/all communities		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> The Bessemer Rd communities will feel all of the impact of this. Would they put lights @ each of our entrances? That would impact your "flow"! Doesn't make sense. Our children cross that road daily + this would interfere with our children's safety. This is a huge NO for my household.		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>A Reasonable Option.</i>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>A Reasonable Option.</i>		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain: <i>Not Reasonable.</i>		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<p>If yes, please explain:</p> <p>My biggest concern for all 3 alternatives is a light @ the corner of Hwy. 17 & Colonnade Drive. It's impossible to get out now - it will be</p>		
Do you have any comments about Alternative 2?	Yes	No
<p>If yes, please explain: worse with 5 lanes of traffic.</p> <p>My other concern is traffic merging from 41 onto 17. When the light coming down 17 is</p>		
Do you have any comments about Alternative 7?	Yes	No
<p>If yes, please explain: is green it is nearly impossible to merge in.</p>		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain:		

This will bring a busy 5 lane highway extremely close to high density residential housing causing imminent danger to neighborhood kids on sidewalks as well as traffic noise and pollution in an area that was not intended for such. Bad, bad idea!

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is the only one that would be acceptable !!		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Going from 5 L to 3 R at Joe Rose Rd could cause some bottle neck concerns !!		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: (1) I CAN'T BELIEVE THAT THIS IS EVEN A CHOICE !! (2) Putting a 5 LANE ROAD IN A RESIDENTIAL NEIGHBORHOOD IS INSANE !!		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

The public will have 30 days after the meeting to submit comments. Comments are due by June 16 and can be submitted in person at today's meeting, online at www.Hwy41SC.com, or mailed to c/o Charleston County, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> BEST OVERALL SOLUTION.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> 2nd BEST SOLUTION		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> TOTALLY OPPOSE. IF I WANTED TO LIVE ON A HIGHWAY, I WOULD HAVE PURCHASED A HOUSE ON HWY 41 OR HWY 17. SEEMS LIKE THE MOST IMPACT TO FAMILIES WITH KIDS. I WILL NOT IF THIS IS ADOPTED.		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <p style="text-align: center;">Sucks</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <p style="text-align: center;">Sucks</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <p style="text-align: center;">Like it as long as section goes through Park west is becomes #41</p>		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If yes, please explain: <div style="text-align: center; font-size: 2em; font-family: cursive;">In Favor of</div>		
Do you have any comments about Alternative 2?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
If yes, please explain: 		
Do you have any comments about Alternative 7?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If yes, please explain: <div style="font-family: cursive;"> <p>The new building off Joe Rouse + Down to bessemer w/ the town house community is going to Disrupt that Area for residential living! It may have an economic impact as well. Since that stretch isn't that long why Disrupt this! We live in a town house + the Noise Addition will Definitely affect our quality of life! we MAY have to move out of Charleston</p> </div>		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain:		
<p>Too Bad everything depends on the Phillips Community - some of the so called Historic homes look like crap!</p>		

STAY on 41

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!

I live in Horlbeck Creek on highway 41. I would like to see little to no encroachment into our community as to not disturb our neighborhood. I'm hoping that the roadway expands/widens toward the opposite side of our community to reduce issues of noise, unsightliness of a roadway and pollution from vehicles. We would like to preserve as much land as possible for our community with minimal intrusion. I take great pride in my community and I appreciate you taking the time to read my concerns.

Resident: Carol Noble

I oppose Alternative 7!

I think Alternative 1 may be a better option. Widen 41 and avoid impact on a neighborhood.

Traffic at present is only a problem in PW during school hours for drop off and pickup. Recommend better utilization of buses and carpools as well as crossing guards for walkers.

Having 5 lanes in the neighborhood will increase other motorists from other neighborhoods to cross through PW.

- Quality of life
 - Increase in pollution
 - Increase in crime
 - Increase in noise
 - Impact on property values
- Are all a few of the concerns.



Airport
Extension

Public Information Meeting for Alternatives

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 2?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	Yes	No
<i>If yes, please explain:</i>		

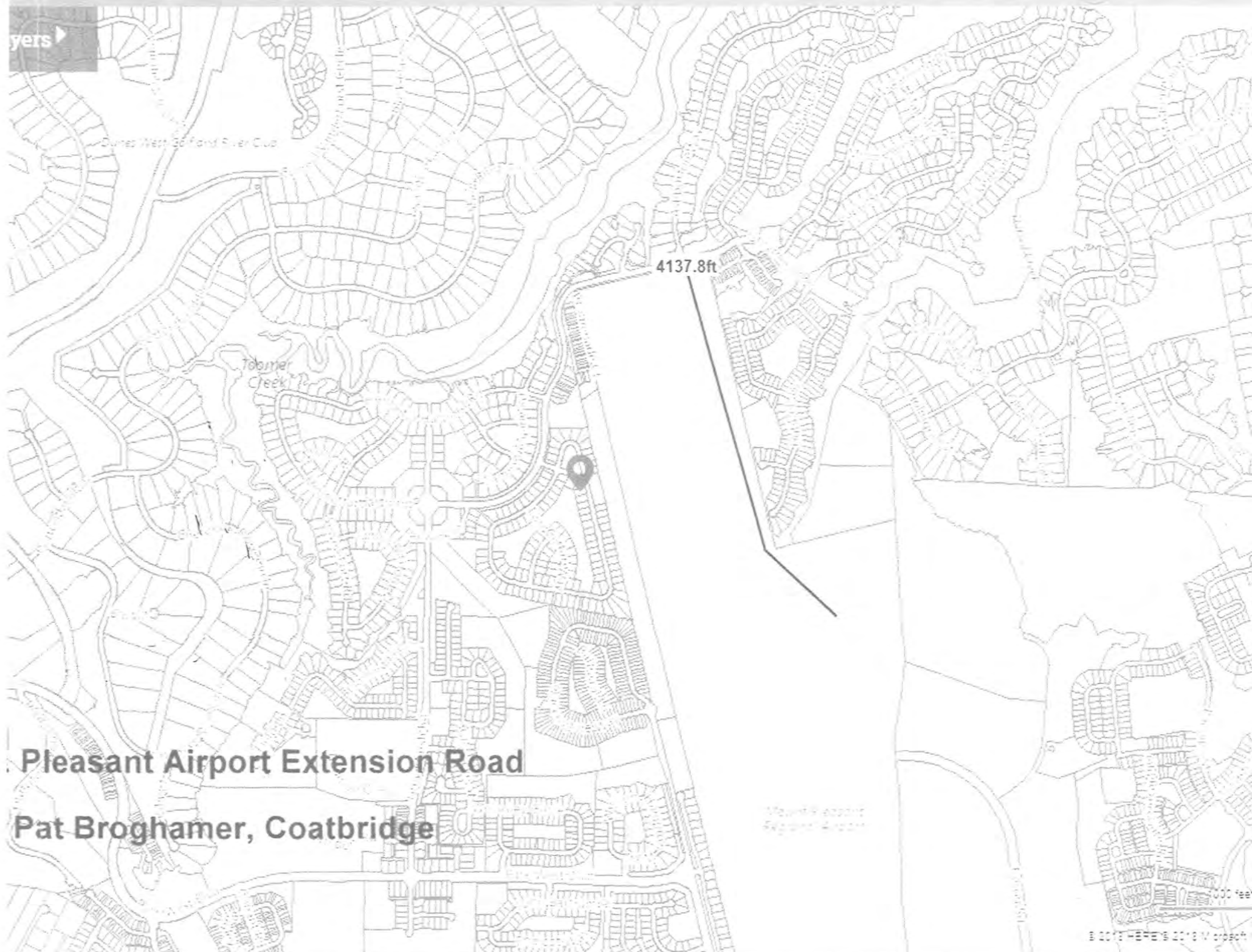
Please leave a comment for the project team in the space provided below:

AIRPORT
ROAD
ALTERNATE

Name:

PAT BROGHANNA

Thank you for your interest in the Highway 41 Corridor Improvements project!



4137.8ft

Pleasant Airport Extension Road

Pat Broghamer, Coatbridge

To whom it may concern:

I completely oppose Option #7.

The only option that makes any sense

is Option #1.

I will add more comments later

Orlie:

Jim Stanton



Mary Irene Delamater

Our home is already very unpleasant,
noisewise, due to the traffic on Hwy 41.

(Otherwise we love our home.) We are
concerned that the widening of Hwy 41
will make it ~~unbearable~~ ^{impossible} to enjoy our
backyard or even have our windows open.

Please place a tracker at our house.

I feel a sound barrier is 100% necessary,
in our area, not only for us, but for
our neighbors as well. We are considering
selling our home due to plummeting property
values ^{that add} (due to road noise.) & quality of life. if we don't feel
that proper actions are being taken. If
the sound barrier for our area meets
the criteria, please do it early in the
process. Construction is very loud! Thanks for
your consideration.

Mary Irene Delamater

① Alternative # 7

Consider sliding Bessemer Road portion further east, behind all of the ParkWest neighborhoods, then joining the Park West Blvd alignment at the Bessemer Circle (+/-)

- Dunes West Blvd was always expected to be widened, so that impact is not as unexpected as the Bessemer alignment has been.

- Lessens impact on Bessemer Road neighborhoods.

② Did the study analyze the beneficial impacts of building Park West Blvd to the full (and planned) 4-lane section all the way from Rt. 41 to Rt. 17?

- in my opinion this would divert a significant portion of the demand coming from within Park West from Rt. 41/Bessemer to P.W. Blvd to Rt. 17.

- could this then provide a more acceptable solution of 3 lanes along Bessemer and 3 lanes through the Phillips Community?

③ Consider a three-lane through section on Bessemer/Rt. 41 through the Phillips Community in which the one lane varies from northbound (evening peak) to southbound (morning peak) to then provide 2 through lanes during the times needed.

Our property backs up to 41, noise is currently very noticable. No matter the option selected we anticipate 5 lanes behind us in the future and feel strongly that a sound barrier is required.

Further, I request a sound receptor / testing device be used at our property to aid in any recommendations or decisions.

Thank for your consideration!
Brian

Horlbeck Creek is a special piece of nature & a great unique neighborhood. Our priorities are:

Quiet / No increased noise or eye pollution
So the nature (animals & plants) do not leave or get lost & destroyed.

Safety: a) pulling out of Horlbeck Creek

b) safely jogging / biking / golf cart to
restaurants & shops of 17/41 & Brickyard
i.e. do bigger pedestrian / mixed use lane

This project should be an opportunity to do things better for residents & the environment. Please do not rush or pander to folks that do not live next to 41. We have seen destructive effects to environment from the quick fix @ Joe Rouse. Please remember the impact b4 rushing to a plan. Try to improve for environment & residents not just for commuters.

Ken & Katie Burken are teachers who saved for years to buy in Mt. P. Their house is next to 41. Letting them keep their house & providing noise buffer helps enable MtP teachers to live in MtP.

Barbara Fredrick

- No to Alternative 7

- Bessmer Rd is highly residential

- Would make a severe dangerous situation for children & pedestrians

- traffic on Bessmer is currently fairly clear → only 40 min in the morning has traffic back up

- due to SC-41 traffic & people making a "short cut" not geographically possible to make 5 lanes here

- force homes to foreclose due to impact to value of homes without chance of fair resale

- people already drive too fast on Bessmer: 50 mph + when the road limit is 35 mph (still too fast for highly populated residential area)

- reversible lanes on SC-41 through Phillips would reduce lane number impact to area

3 lanes, 2 of 3 lanes moving 1 direction in morning, reverse in afternoon

successfully used on Vineville Ave in Macon, GA

-- this should be investigated.

May 16, 2018

TO WHOM IT CONCERNS

I am against PROP-7

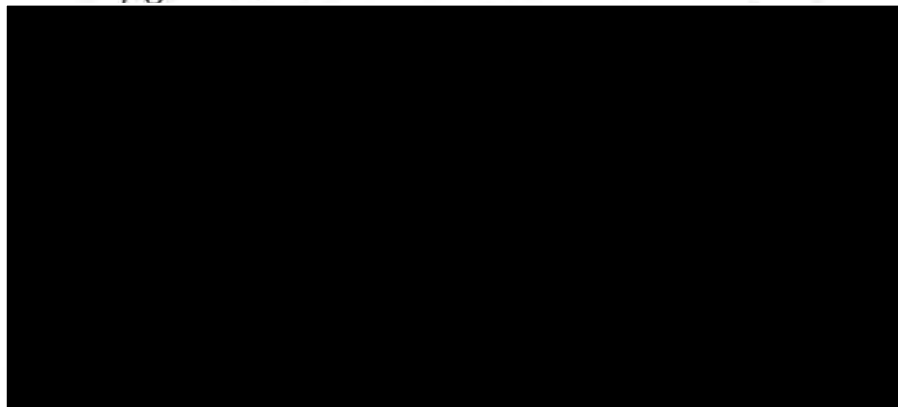
I LIVE IN ARLINGTON
OFF BESSEMER

PROPOSE ELEVATED HIGHWAY
ON 41

OR

PROPS 1 OR 2

Sincerely
Art Deulkin



Kathy Avers



I oppose option 7. It will totally

① Reduce value of homes on Bridwell LANE

② Split community

③ 5 LANES running through Residential community I was told NO speed bumps which would be dangerous. There would be a ROAD in front of & IN BACK of my house!

④ NOISE

how will you compensate home owners on Bridwell LANE? I JUST bought my house Now I Am AFRAID to MAKE improvements.

Anything other than option 7
looks good to me. Please don't
turn neighborhood roads into highways.
We don't need to widen Bessemer -
although we could use another outlet
in the future, like extending Grey
Marsh/Trumpington out to 41.

Thank you!

I strongly support Alternative 1 over any other. I also

am very against Alternative 7 as it does not make sense to

route outside traffic through the neighborhoods of Dunes West + Park West. They have enough

of their own traffic.

If 41 could be widened to just 4 lanes without a turn lane through

Philips, and perhaps offer a crosswalk over the road and maybe other amenities, it might help alleviate some of the concerns.

Thank you!

Robert Landberg

Alternate 7 is not a reasonable alternative as it would drastically effect Park West + Dunes West residents destroying these communities and invading thousands of families. among the countless issues that come from ~~this~~ this alternative the major ones to consider for these communities are

- Safety + - Quality of life

These people, specifically in and around the Arlington Section of Park West are not only on an island surrounded by major highways, but are now at risk every single day they need to cross ^{these} major highways to take a walk or a bike ride with their children.

They are also targets for home break ins theft and crime in general as none of these communities are gated and are now surrounded by major roadways ~~can~~ to use as an easy escape route.

Shut down the
place.

David Shepard



My Strong Opinion is that ALT 7
that routes traffic through the established
Communities of Park West and Dunes
West is a serious mistake & an
In Justice to all who have decided
to make these Communities their home.

This option moves a Problem into
the middle of a Community where
Children Play + Adults are Active

- Please Do Not Consider this A Viable
Option -

NO to option #7

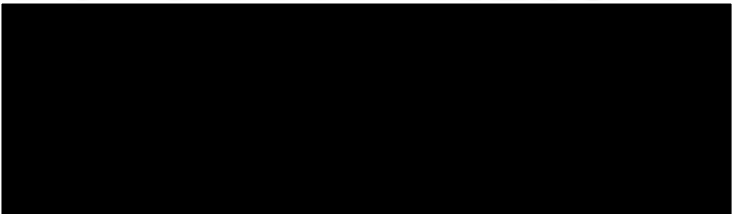
YES to option #1

Alternate 1, from a Mechan Eng View Point
is the only acceptable option. Actually
Should have been done 5 to 10 years Ago
Before building up that's happened.

ALT 2 IS STUPID - Bottleneck dead middle
Who thought THAT was a good idea?!

ALT 7 IS DANGEROUS. Children cross that
Road All day Plus walk to school. Do that
w/ cars going 55 and you Kill Dunes
West - Rich folks ain't gonna like that
too much.

B. Carpenter



Rebecca Heller



1 - N0 to alternative #7

2 - I prefer alternative #1 = widening current road

no to #7

Park west development is high density and homes purchased with family safety and somewhat secluded/neighborhoods in mind will be heavily impacted -

- Bridge well lane literally would sit on a 5 lane highway with traffic at their front door -

- re-route 41? alternative parallel towards Charlester - bridge?

Melissa Zingillo

Thanks for your time.

Definite no to Alternative #7.

Do not want a 5 lane highway going past my new house or in a neighborhood that currently feels safe.

Alternative #1 seems the best solution as it widens the current road and it's a straight line + 17 and doesn't route through back west Neighborhood.

Alternative #2 is second best option.

Pao Sheng

I am really opposed to Alternative 7
as the forecast all the traffic thru on
already existing neighborhood, which
was almost a dead end without Highway
41 going thru it. Property values
will be affected, noise levels in
neighborhoods will increase, taking &
walking trails will no longer be
enjoyable which is why most of the
residents bought this.
There is dense population in Park
West & Dunes West, the population along
the current 41 is small -
Also alot of people will negate
this bypass due to it being a longer
distance and they will continue to
use 41

Call CHS 414

Rebecca Page & Gordon Hanson

Regarding the SC Highway 41 Project, Option 7 using Bessemer Road

To whom it may concern,

We moved into the Arlington subdivision of Park West in 2004. We decided on Arlington and the Park West community because it is a peaceful and quiet community. There are many walking and bicycle trails throughout Park West and we feel safe here. Bessemer Rd didn't even connect with Highway 41 until after we moved here.

The traffic on Bessemer Rd has increased over the past few years as it provides convenient access to neighborhoods on the back side of Park West. But, making Bessemer Rd a 5-lane highway to divert traffic from SC Highway 41 would completely destroy the quiet and safe community we now have. Bessemer Rd is part of Park West, which is made up of residential neighborhoods. A 5-lane highway would increase the traffic exponentially. With the traffic would come more pollution, noise and safety issues. The increase in traffic, would also mean more accidents. There have been several accidents in the past where the vehicle was stopped by the ditch and easement between Bessemer Rd and the homes along the road. If the easement is used to create space for a 5-lane highway, our homes would be in danger. Not to mention our property values would plummet.

Families with children frequently use the walking trails for exercise, recreation and to get to the community amenities. A 5-lane highway would effectively cut-off the Arlington neighborhood along with many others from the rest of the Park West community.

SC Highway 41 is a state highway and should be used as such. It is one of the main evacuation routes. It would be best to have a continuous main highway to use for evacuations, detours and major traffic flow. There are other communities planned down the 41 corridor which will add to the traffic and it just makes more sense to have one main highway rather than diverting in and out of residential neighborhoods.

Respectfully,



Option 7 is a bad
idea. 5 Lanes on Joe
Rouse has a negative
impact on Park West and
the neighborhoods.

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Please answer the following questions:

Do you have any comments about Alternative 1? *I support this plan* ☒ Yes ☐ No

If yes, please explain:

Makes the most sense. A direct route from Wando to 17. Will not go thru developments. Will not negatively affect housing values. Minimum impact on Laurel Hill Park

Do you have any comments about Alternative 2?

☒ Yes☐ No

If yes, please explain:

Not acceptable - Sweetgrass stands can be replaced like 17 N.

Do you have any comments about Alternative 3?

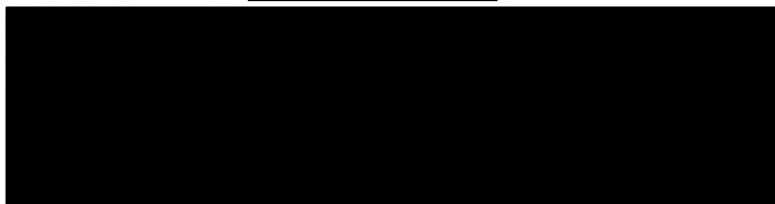
☒ Yes☐ No

If yes, please explain:

Not acceptable - Too much impact on floodplains & streams & freshwater. Too much land from Laurel Hill Park.

** Sweetgrass basket stands can always be rebuilt (Hwy 17) Min. Freshwater Acres*

5/11/2018



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Please answer the following questions:

Do you have any comments about Alternative 1?

Yes

No

If yes, please explain: This is the most direct route & makes the most sense. Less property, wetlands & flood plain areas are affected - Can control traffic flow more easily with one main road.

Do you have any comments about Alternative 2?

Yes

No

If yes, please explain: Does not do enough - 5 lanes going to 3 will back up big time -

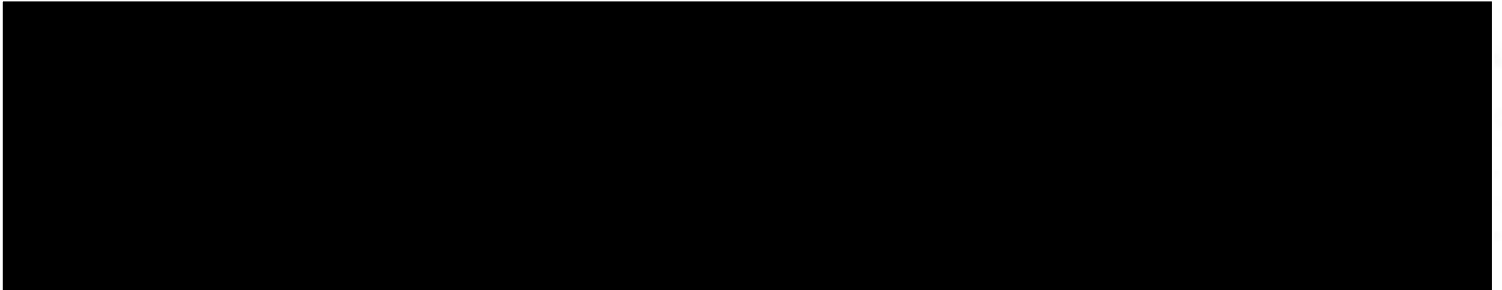
Do you have any comments about Alternative 7?

Yes

No

If yes, please explain: The worst plan - It makes NO sense ^{curving} going through so many neighborhoods. Would have to remove traffic circle & add stoplights. More farmstead areas are affected as well as more wetlands & flood plain areas - There will be major backlog @ light by Beesamer & 41 - This is a crazy idea.

Name: Marcia Bocim



Thank you for your interest in the Highway 41 Corridor Improvements project!

Highway 41 Corridor Improvements

Comments for Project Team

Alternative 1:

This is the best option.

I understand the concerns of the Phillips community but there does not appear to be any other viable alternatives.

If crossing Hwy 41 is an issue I would suggest placing 1 or 2 pedestrian bridges in the Phillips community.

Alternative 2:

This option is short sighted.

You would think this is obvious since the experiment at the intersection with Joe Rouse road where they created two lanes before the red light in an attempt to get more care through in less time. That was a complete disaster and removed within a week of being installed.

Alternative 7:

This is a BAD plan.

1) You are in effect rerouting highway 41 through Park West and Dunes West which are planned developments with access to highways. The Phillips community on the other hand was built straddling highway 41. (I know it will not be labeled highway 41 but the effect is the same)

2) Park West and Dunes West are residential neighborhoods planned and designed for pedestrians and local traffic, not a five lane state highway. Routing a five lane highway through these developments will have significant impact on safety and pedestrian and car traffic.

3) Today children walk, ride bikes and golf carts to get to the swimming pool. Placing a five lane highway in there path will have severe safety impacts.

4) In comparing Alternative 2 to alternatives 1 and 7 it would appear that Park West, Dunes West would lose 5 homes compared to Phillips losing only 3. Even more significant is that Park West, Dunes West partial acquisitions would be 99 compared only 25 for Phillips. Where is the logic in that decision?

5) In addition Alternative 7 has the highest impact on Wetlands, Streams, and the Floodplain.

Dennis Wyszynski





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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Alternative one makes the most sense - a straight 5 lane hwy up 41 would be the fastest way to get traffic from 17 to the bridge.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This would be my second choice - changing from 5 to 3 lanes & back again would cause congestion & bottlenecks - go for Alternative one.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: I am strongly opposed to Alternative 7. Putting a 5 lane Highway on Bessimer cuts off subdivisions from the rest of Park West. I bought my home in Arlington to be a part of a community, my grandchild would be able to walk to the pool and tennis courts - with a 5 lane highway cutting us off this isn't going to happen. A 5 lane hwy would create noise & dirt (dust). Building a 5 lane hwy on Bessimer would impact more home owners than Alternative one or two. According to		

Please leave a comment for the project team in the space provided below:

#1) your screening matrix - alternate 1 would have more impact on the community than the other alternatives - It would also effect the property values - alternative one makes the most sense - Please do not choose alternative 1 - I really don't want to move.

Name: Lois Lefko

Thank you for your interest in the Highway 41 Corridor Improvements project!



Hwy41SC Project Team,

After taking a couple weeks to thoroughly analyze the information provided at the community meeting on May 16th, I would like to share thoughts and concerns about the alternative plans for the Highway 41 Project.

I will start by saying the No Build Alternative does not fix any existing or future issues and will obviously not impact any communities due to constructions or changes. So there is no need to comment on that alternative. I will focus here on Alternatives 1, 2 and 7.

Alternative 1

This alternative seems to be the most obvious and best overall for cost and functionality. I imagine that is why this was Alternative 1. A straight highway is by far the most cost effective and safest route. This is particularly true as an evacuation route. Having to wind an evacuation through a residential area does not make sense. It is my understanding that the primary objection to Alternative 1 is the disruption to the Phillips community. Alternatives 2 and 7 also have existing Hwy 41 being widened to 3 lanes, so there will be a disruption to the Phillips community with all options. The cost and impact of 2 additional lanes (approximately 25 feet) would be far less than that of Alternative 7.

Alternative 2

This alternative has the lowest impact on property and other factors, but unfortunately, it looks like it would have built-in bottle necks which would slow and possibly stop traffic. Especially in the case of an emergency evacuation and during heavy traffic hours.

Alternative 7

This alternative has the highest negative impact on environment, property and community lifestyle than the other alternatives. The following compares Alt 1 to Alt 7. Alt 7 has 29% more Full Property Acquisitions and 36% more Partial Property Acquisitions. Impact on Wetlands is 13% more for Estuarine (tidal), 81% more for Freshwater (non-tidal) and Streams are impacted 36% more with Alt 7. Also disturbing is the Floodplain impact which is 23% higher with Alt 7. The only screening criteria with lower impact numbers for Alt 7 is Cultural and Historic with NRHP Historic Structures which drop from 6 to 4 for Alt 1 vs. Alt 7 and Sweetgrass Basket Stands which drop from 15 to 13 for Alt 1 vs. Alt 7.

The estimated costs of the 3 Alternatives was not provided at the meeting, but the cost and construction time difference between Alt 1 and Alt 7 would have to be significantly more with Alt 7.

By changing Bessemer Road, Dunes West Blvd and part of Park West Blvd to a 5-lane highway, you would be dividing both the Dunes West and Park West communities. The information provided at the meeting regarding the layout of these communities was misleading. The map outlining the communities on slide No.11 in the Power Point Presentation for the Community Characterization Report was not accurate. (*See map images below.*) It shows a section of the Park West community as part of Dunes

West. But actually the proposed highway replacing Bessemer Road and a portion of Park West Blvd will divide Park West separating hundreds of residents from the Park West Community and the walking/biking trails, swimming pools, tennis courts and other amenities they support with annual dues. Eight neighborhoods, which are home to hundreds of residents (453 housing units), would be directly impacted by the increased noise, pollution, traffic and falling property values caused by Alternative 7. The number of homes/units for each neighborhood is shown below.

Abbotts Glenn- 24

Arlington- 159

Bessemer Park -44 (under construction)

Covington- 37 (under construction)

Keswick- 40

Mansfield- 28

Preston- 100

Worthington - 21 (under construction)



Original image from presentation.



Park West neighborhoods (outlined in gold) that were shown as Dunes West on Original.

In conclusion, the impact would be the least using Alt 2, but unfortunately I believe Alt 2 has inherent bottle necks and would not function as required. Alt 7 has too many negative impacts, significantly more than the other alternatives and would negatively impact a much larger population of residents. Alt 1 is the most logical and cost effective option, utilizing the existing Hwy 41 corridor, providing a safe route for evacuation as well as daily traffic.

Thank you,

Gordon Hanson

June 2, 2018

We all live in North Mount Pleasant, **in the communities that will be immediately and many of them detrimentally affected by Alternative 7.** This option will result in a five-lane SC State commercial highway carrying heavy traffic of 36,000 vehicles a day, seven days a week directly cutting through or very close to our many subdivisions in what is now two-lane quiet residential areas along Joe Rouse Road, Bessemer Road, Park West and Dunes West Boulevards, which are the residential arteries of the whole Northern area of our town. We were informed that this **will require partial acquisition of 281 properties and full acquisition of at least nine properties.**

Our letter to you and your colleagues is a cry for help!

Our neighborhoods, which are home to thousands of adults, children and the elderly would be directly affected by the escalation in health hazards, noise levels, air pollution, floods, traffic accidents, financial hardships and destruction of Park West, if Alternative 7 is implemented.

Please allow us to express not even our concerns, but our fear about Alternative 7:

1. **Putting a five-lane state highway on Joe Rouse, Bessemer and parts of Park West and Dunes West Boulevards will decrease air quality in a heavily populated residential area and will severely affect people suffering from heart conditions, blood pressure, asthma and allergies.** More than that, it will cause many new cases of heart condition, high blood pressure, chronic asthma with inability to breath and other serious health problems among children and adults with long-term chronic effects.
2. **A five-lane highway through Joe Rouse Road, Bessemer Road, Park West and Dunes West Boulevards will significantly increase noise levels.** Noise abatement installations, such as vegetation and high walls, do not significantly lower noise levels. High sound walls are unsightly and give a fortress-like look to neighborhoods. **Noise is a quality of life and a health issue** that would cause sleep deprivation especially for babies, senior citizens, the disabled and residents with already existing health problems and chronic illnesses.
3. Our residents are not millionaires. **We are ordinary middle-class families.** Many have invested their entire hard-earned life savings into their homes. The closeness to a previously non-existent five-lane state highway **will decimate property values of every home. Homes will be extremely hard to sell,** since Mount Pleasant homebuyers who move to our town from big cities seeking a peaceful and quiet life tend to reject properties directly on or a short walk from a busy five-lane highway. **Many families will experience grave financial hardships forcing them into foreclosure and bankruptcy due to inability to sell homes for a price equal to their mortgage value.**
4. **Park West was designed and built according to a carefully developed Master Plan,** where all parts of Park West are connected with each other and with many Park West amenities as well as with Dunes West, Rivertowne, Carolina Park and the rest of North Mount Pleasant. Residents purchased homes in a suburban environment that promotes quiet neighborhoods

and peaceful outdoor living. **The urban noise, traffic, and pollution that would accompany Alternative 7 are not consistent with the Park West Master Plan.** More than that, **Alternative 7 will cut off hundreds of the affected homes from the rest of the Park West subdivisions and all of the Park West amenities.** The proposed highway will run very close to the Park West Pool and Tennis Center, which **so many children frequently access by foot, bicycle or golf cart.** Inserting a major highway into the middle of our suburban community will make walking and biking to these community facilities too dangerous and difficult to even attempt.

5. **Alternative 7 will also cut many residents off from grocery stores and drugstores, doctors' offices, veterinarians, drycleaners, etc. How will our residents safely reach our local Publix, Harris Titter, and the nearby pharmacies (CVS and Walgreens) when having to cut back and forth across this five-lane highway from their subdivisions, often with their children in the car?**
6. **The majority of the existing subdivisions in Park West and Dunes West are not interconnected. Thus, traffic lights with left turn arrows will have to be installed at nearly every subdivision along Alternative 7 in Park West and Dunes West, making the traffic flow problems even worse than they are now on the existing Highway 41. Otherwise, we, residents, won't be able to leave our communities safely and to access the highway.**
7. **Residents of Park West and Dunes West, including children, expectant mothers, parents with babies in strollers, people who have dogs and senior and elderly citizens, walk, jog and bike throughout the carefully designed and built interconnected sidewalks. This is a crucial element of a healthy lifestyle, which every medical professional emphasizes. This critical aspect of our life, which made us buy our homes here, would disappear if you approve Alternative 7.**
8. **According to the information given to us at the public meeting on May 16, 72.6 acres will be flood plain impacted. Practically none of our homes are built on stilts or elevated enough to withstand even a minor flood. One can rebuild a house, but family pictures, documents and precious memories destroyed by flooding cannot be restored.**
9. **We were explained that Alternative 7 would require some homes along Bessemer to be demolished. Other homes would experience a severe reduction in yard and tree buffers. Existing homes along Bessemer are new or recently constructed. Destroying and rebuilding existing homes would compound the noise, pollution and dangers associated with demolition followed by several years of highway construction cutting through private properties, walkways, small businesses and construction sites. There is no assurance that homes claimed by eminent domain would be compensated at fair market values because the highway itself will have a chilling effect on property market values.**
10. **During hurricane evacuations, it's hard even to imagine how we all would be affected by thousands of cars moving bumper to bumper directly through our neighborhoods. Will an ambulance be able to cut through such traffic if needed? Will we even be able to evacuate?**
11. **And children! What about our children from newborns to teenagers? How will they be able to take a bike ride from the Arlington community on Bessemer to the Marsh Walk**

subdivision on Grey Marsh to play with friends? How will they be able to walk their dogs together as they do now? How will they be able to cross a five-lane highway to see a friend who lives on the other side of the road? Where will our young mothers walk with baby strollers? **How will Park West, Dunes West and Rivertowne children safely get to school bus stops? How will school buses easily and safely crisscross from one side to the other of such a new five-lane state highway in picking up and dropping off children on their daily rounds to the three schools in Park West without risking the safety of their young passengers?**

We are not unaware of the difficult decisions and trade-offs that must be made in improving road infrastructure to keep up with changing traffic requirements. But **the heavy costs in the quality of our lives, safety, health, financial stability and the livability of our communities surely cannot be ignored when it involves thousands of people who moved to Park West precisely for its peacefulness, beauty, comfort, children-safe and family-friendly environment, which will all completely disappear if Alternative 7 is implemented.**

Indeed, it will cut through the entire wider Mount Pleasant community interconnectedness that will be irreparably torn apart and forever change the spirit and character of our town.

We all are unanimously saying “NO” to putting a five-lane state highway through our many communities. No road is worth human suffering! We will stay united and strong opposing tooth and nail the brutal Alternative 7 to the end.

Thank you for your patience and for giving our heart-felt fears and concerns your careful attention and consideration!

Signed by the residents of Park West, Dunes West and other communities of Mount Pleasant

Contact information:

Dr. Richard Ebeling
Professor of Economics, The Citadel



Dr. Anna Ebeling.
Professor of History (retired)



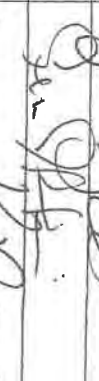



















Attached:

Original signatures of Mount Pleasant residents

List of recipients of this letter (with the knowledge of all the signatories)

Abbotts Glenn @ Park West No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Freedom James				
Jeffries, Lisa				
PEREZ, SEAN				
Rowle, Kew				
Brown, Christina				
Young, David				
Freel, Kathy				
Ann Keworth				
Karpinsky, Nathan				
Shuman, W. W. W. W.				
Wittel, Cheri				
Combs, Terrene				
Karpinsky, Nicole				
Marest, Greg				
Maret, Leah				
McDONALD DAVID				
McDONALD DEE				
Kim Greene				
Scott Greene				
Julia K King				

No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Villareal, Nicholas				Ni Ni
Villareal, Acelya				
Adler, Rebecca				
Zamora, Mark				
Kalavitsamy, Visa				
Both Magee				

Arrington @ Park West

No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Sucky, Paul				Paul Sucky
Antognone, Ellen				Ellen
Murphy, Paul				Murphy, Paul
Ireland, Denise				Denise Ireland
Hamilton, Barb				Barb Hamilton
Muhn, Caroline				Caroline Muhn
Muhn, William				William Muhn
Schwartz, Alan				Alan Schwartz
Marguerite, Mike				Mike Marguerite
Morgan, Fern				Fern Morgan
Christine Taylor				Christine Taylor
Joe Bologna				Joe Bologna
Deanna Bologna				Deanna Bologna
Kepley, Bruce				Bruce Kepley
Coombs, Anthony				Anthony Coombs
Coombs, Betty				Betty Coombs
Joshua Ringel				Joshua Ringel
Beth Allison Ringel				Beth Allison
Samuel Ringel				Daniel Arus

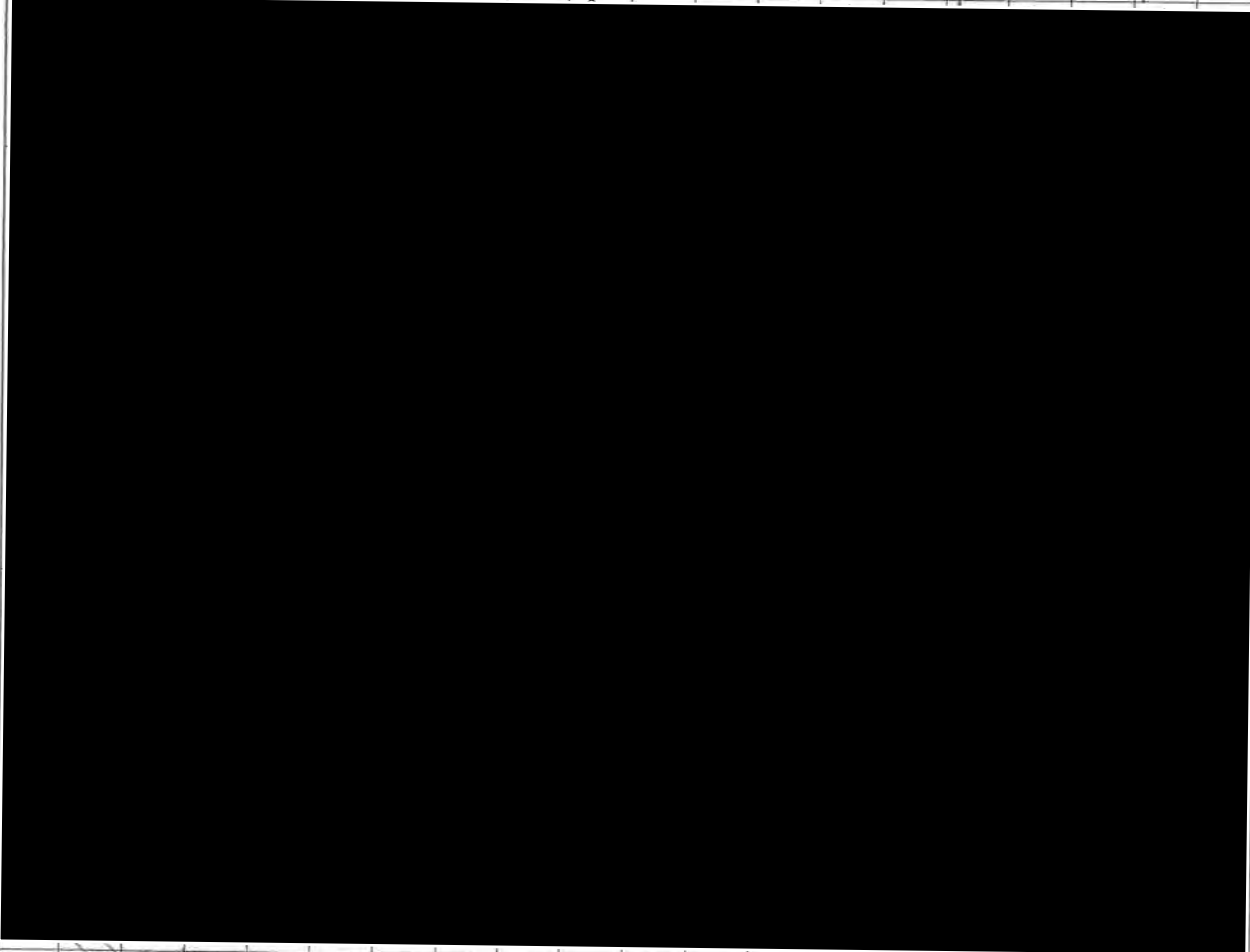

Arlington @ Park West

No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Maeon Travis				
Carvajal, Celia				
Miranda, Brandon				
Dione Katz				
Steve Thord				
Alphonse Phillips				
Jaeden R. Phillip				
Thomas Bob Leach				
Anna Langley				
Thomas Jacobs				
Elizabeth Jacobs				
Raymond				
Anne Bluthner				
Walker Chris				
Greg Roberts				
Robert Roberts				
Shannon Kellberg				
Santillo, Jeanne				
Molley, Mike				
Molley, Sean				

Arlington @ Park West

No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Molloy, Patrick				
Danica Deonoren				Danica
Rich Peck				Mr
Colin Peck				Paul M, Buck
Forbush, Buck				Forbush, Buck
Collins, David				Tom Collins
Collins, Cora				Corie Collins
Collins, Tom				Tom Collins
Matt Tanner				Matthew
Tanner, Kim				Kim Tanner
Melissa Devapriya				Melissa
Samantha Devapriya				Samantha
Amanda Devapriya				Amanda
Kyle Strunk				Kyle Strunk
Leslie Strunk				Leslie Strunk
Tracey Peck				Tracey Peck
Alexa Berice				Alexa Berice
Kevin Holstein				Kevin Holstein
Rene Holstein				Rene Holstein

Arington @ Park West

No to Alternative #1

Last Name, First Name	House #	Property Address	Email Address	Signature
Bethelkin, Art				Art Bethelkin
Schulkin, Linda				Linda Schulkin
Souder, Joyce				Joyce Souder
Vasquez Carlos				Carlos Vasquez
Loehr, Rossana				Rossana Loehr
Loehr, Thomas				Thomas Loehr
Loehr, Doia				Doia Loehr
Vasquez, Ana				Ana Vasquez
Ward, Sheras				Sheras Ward
Ward, Charles				Charles Ward
Phil Botko				Phil Botko
Eleanor Botko				Eleanor Botko
Perkey, Kathy				Kathy Perkey
Huff, Rachael Perkey				Rachael Huff
Dakota Huff				Dakota Huff
Novakus Perkey				Novakus Perkey
Richard Howell				Richard Howell
Harold Niggett				Harold Niggett
Frank Hulse				Frank Hulse
Paul, Randy				Paul, Randy

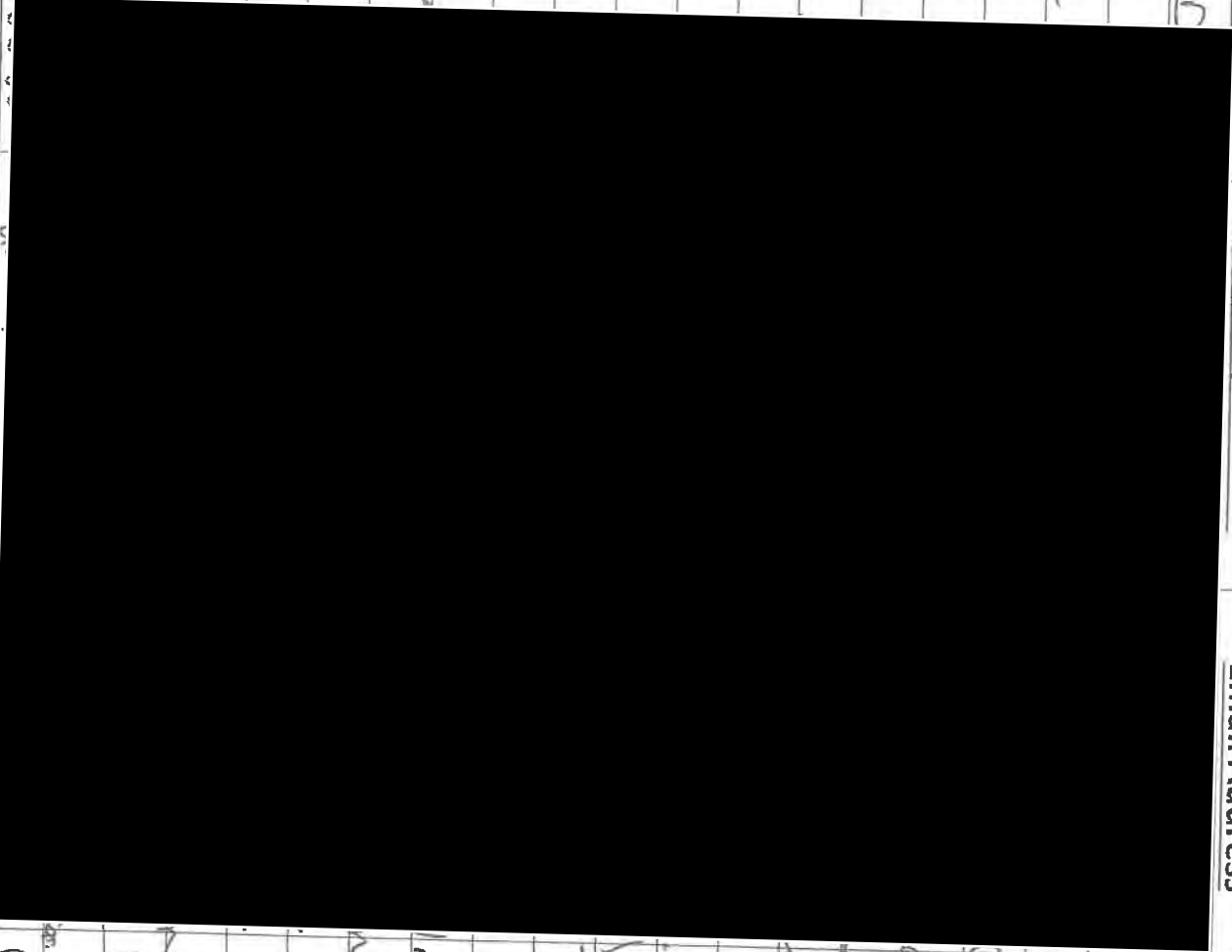
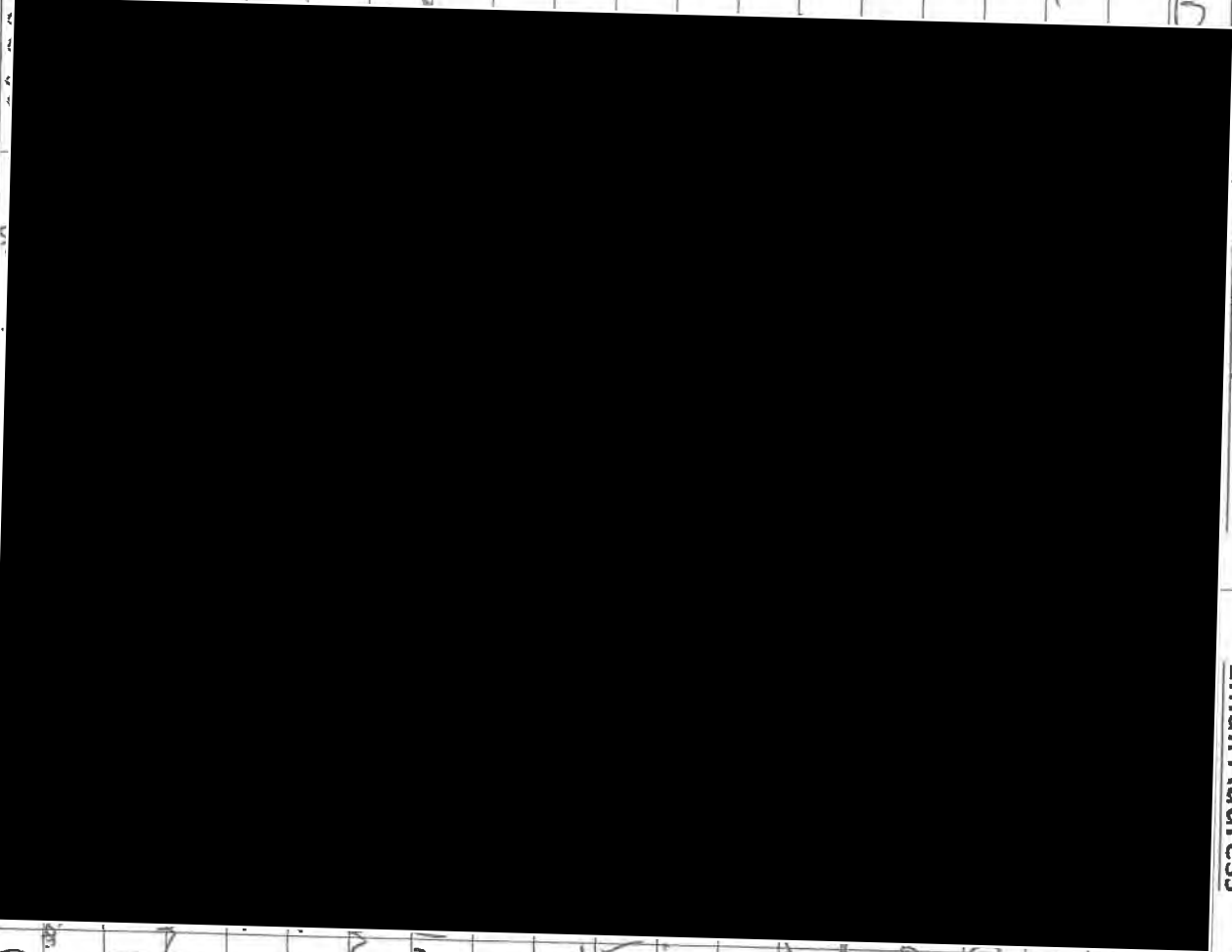
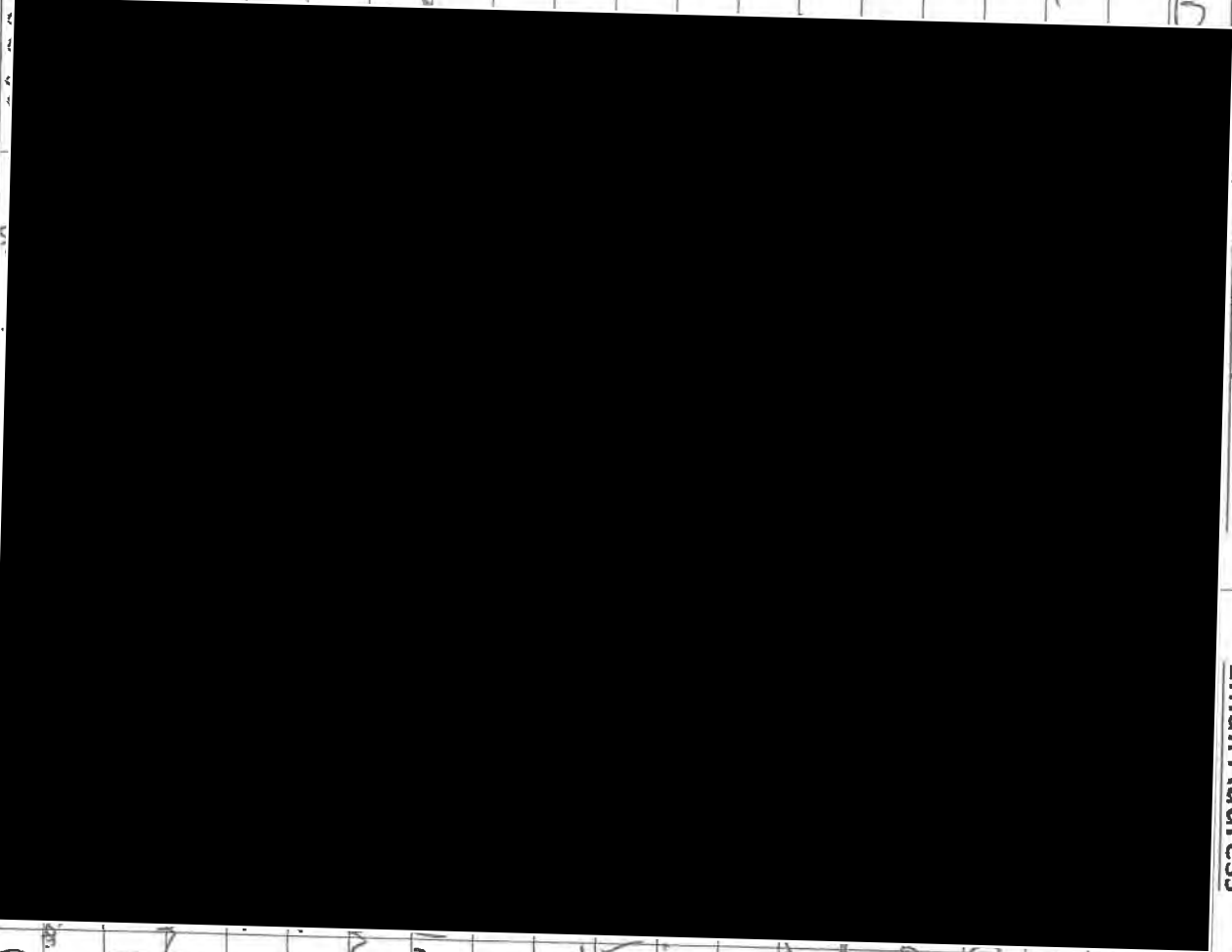




















Arlington @ Park West

No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Whitaker, Carter				madison Carter Whitaker
Shady, Helen				Helen Shady
Michael, Thomas				Michael Thomas
Gilbert, Thomas				Thomas Gilbert
Bagwell, Sherry				Sherry Bagwell
PAVINE, NATALIE				Natalie Pavine
GARDNER, MICHAEL				Michael Gardner
Clenall, Barbara				Barbara Clenall
Cardner, Marcus				Marcus Cardner
Cardner, Bianca				Bianca Cardner
Boyles, Curtis				Curtis Boyles
Boyles, Pamela				Pamela Boyles
Boyleger, Debs				Debs Boyleger
Boyleger, Cecil				Cecil Boyleger
LYR, Lisa				Lisa Lyr
OConnell, Michelle				Michelle OConnell
O'Connell, Matthew				Matthew O'Connell
Donovane, Blake				Blake Donovan
Donovane, Kathy				Kathy Donovan
Donovane, Matthew				Matthew Donovan

Arlington @ Park West

No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Tina Knapton				
Paul Jantzi				
Alex Jantzi				
Austin Jantzi				
Alex Jantzi				
Bare, Ben				
Borg, Celine M				
Afa, April				
Afa, Mark				
Fargo, Sorene				
Fargo, Paul				
Fargo, Kate				
Drew Fargo				
Denisi, Corale				
Denisi, Robert				
Souder, Brett				
Julie Lavo				
Gregory J. Wise, OS				
Robert Wise				
Wise, Caroline				


Arlington @ Park West

No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Hunt, D Charles				Charles Hunt
Hunt, Eric				Eric Hunt
Saunders, Bob				Bob Saunders
Deborah Mute				Deborah Mute
Graig Chute				Graig Chute
Mark Watson				Mark Watson
Carol Watson				Carol Watson
Morris, Gary				Gary Morris
Coll, Heather				Heather Coll
Coll, Joseph				Joseph Coll
MariSSA COLL				MariSSA COLL
Collyard, Stephen				Stephen Collyard
Chamister, Allison				Allison Chamister
Phonster, Joanna				Joanna Phonster
Peter, Leah				Leah Peter
Lamb, Elizabeth				Elizabeth Lamb
Kaufman Janet				Janet Kaufman
Murphy Allen				Allen Murphy
Bob Bost				Bob Bost
Kellie Bost				Kellie Bost

Arlington @ Park West

No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Mulroy, Judith				Judith Mulroy
Little, Jeff				Jeff Little
Little, Leean				Leean Little
Comery, Edwin				Edwin Comery
Cubright, Dana				Dana Cubright
Cubright, Ellie				Ellie Cubright
Cubright, Adam				Adam Cubright
Stuart, Stacie				Stacie Stuart
Stuart, Charles				Charles Stuart
John Hancock				John Hancock
Wilma Langlier				Wilma Langlier
DeBosh, Jeanne				Jeanne DeBosh
DeBosh, Joseph				Joseph DeBosh
Thomas, Kirby				Kirby Thomas
Karyn Green				Karyn Green
Sharon LeRo				Sharon LeRo
LeRo, Lois				Lois LeRo
Williams, David				David Williams
Williams, Stephen				Stephen Williams

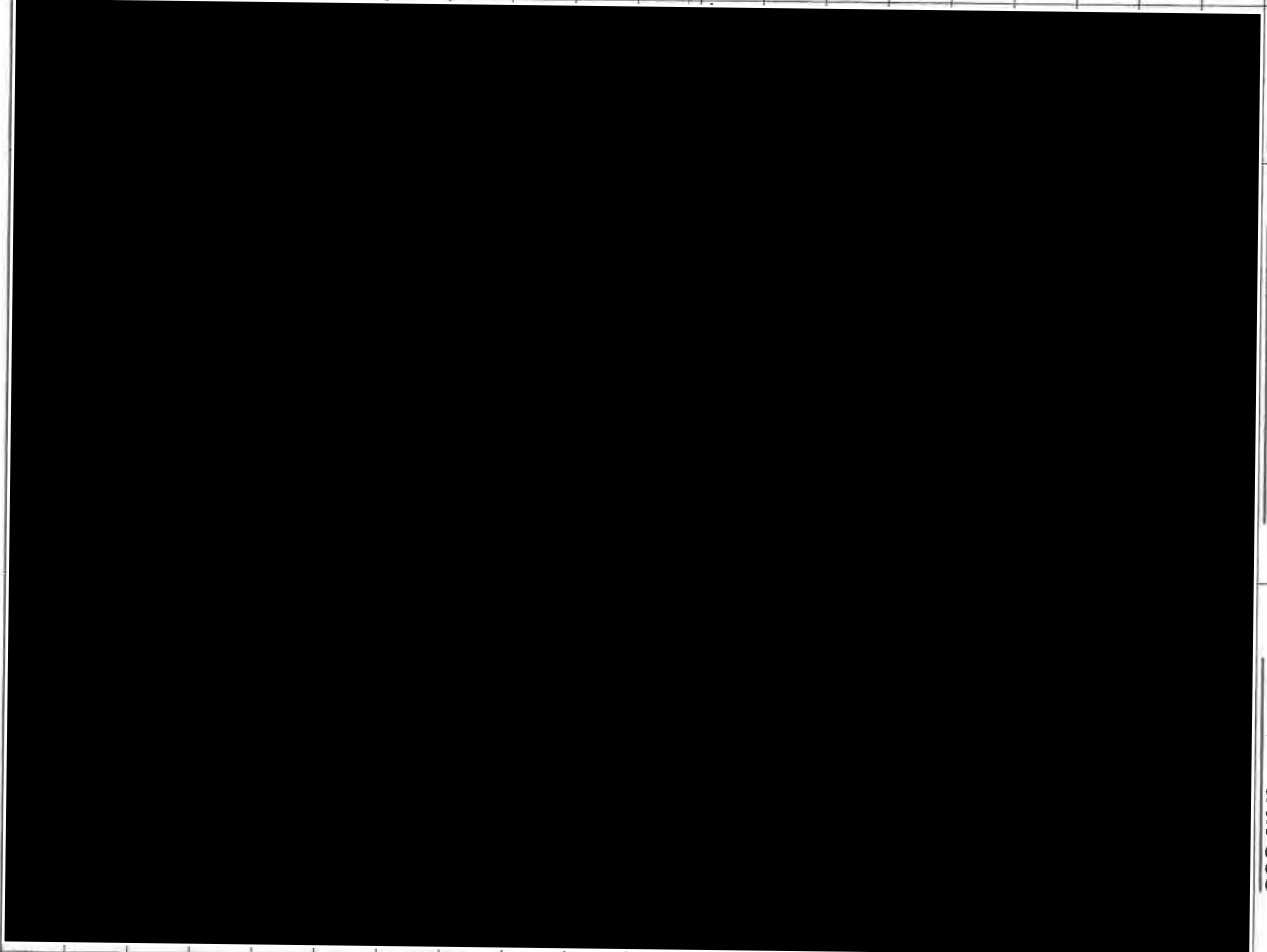
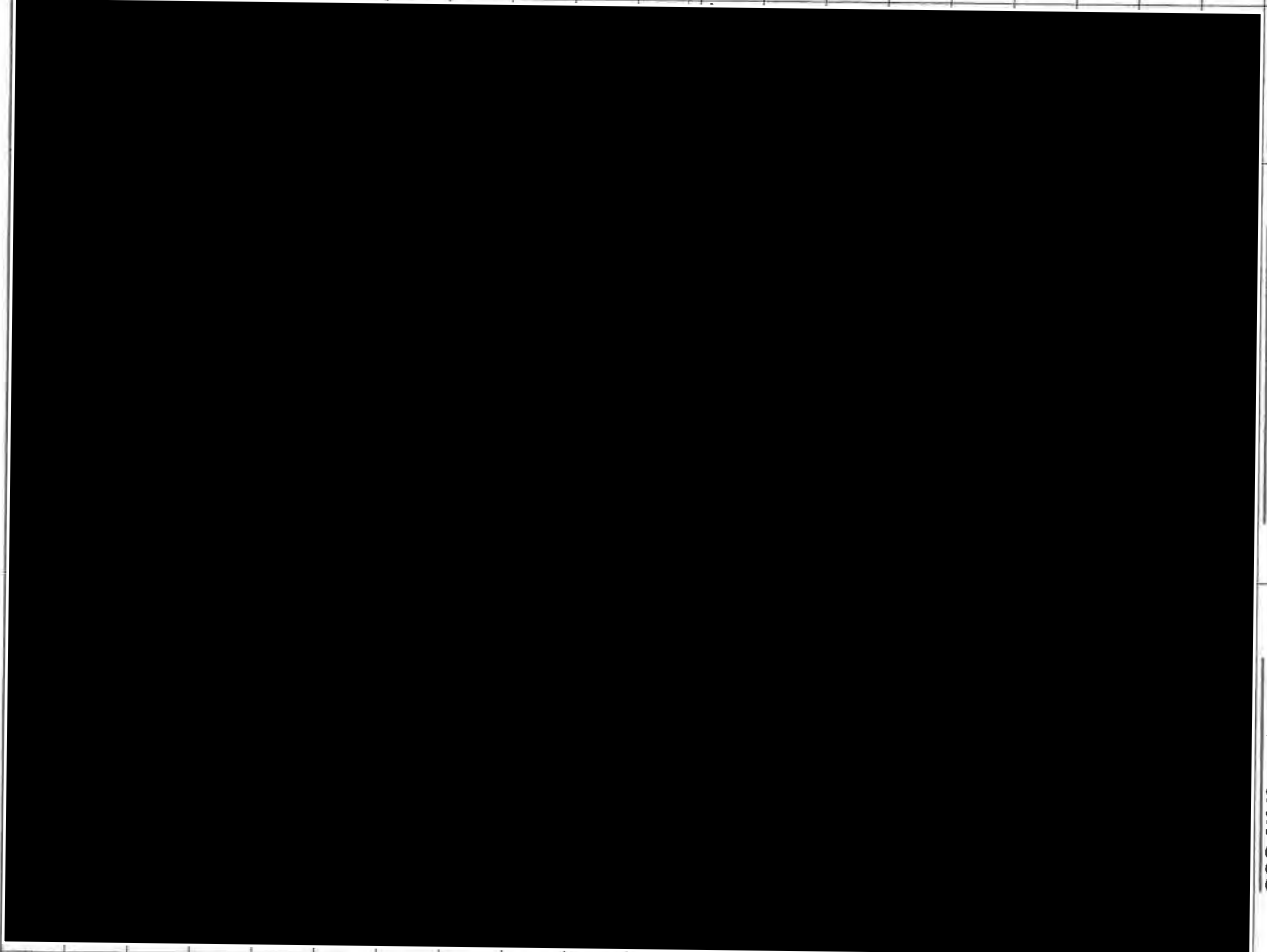
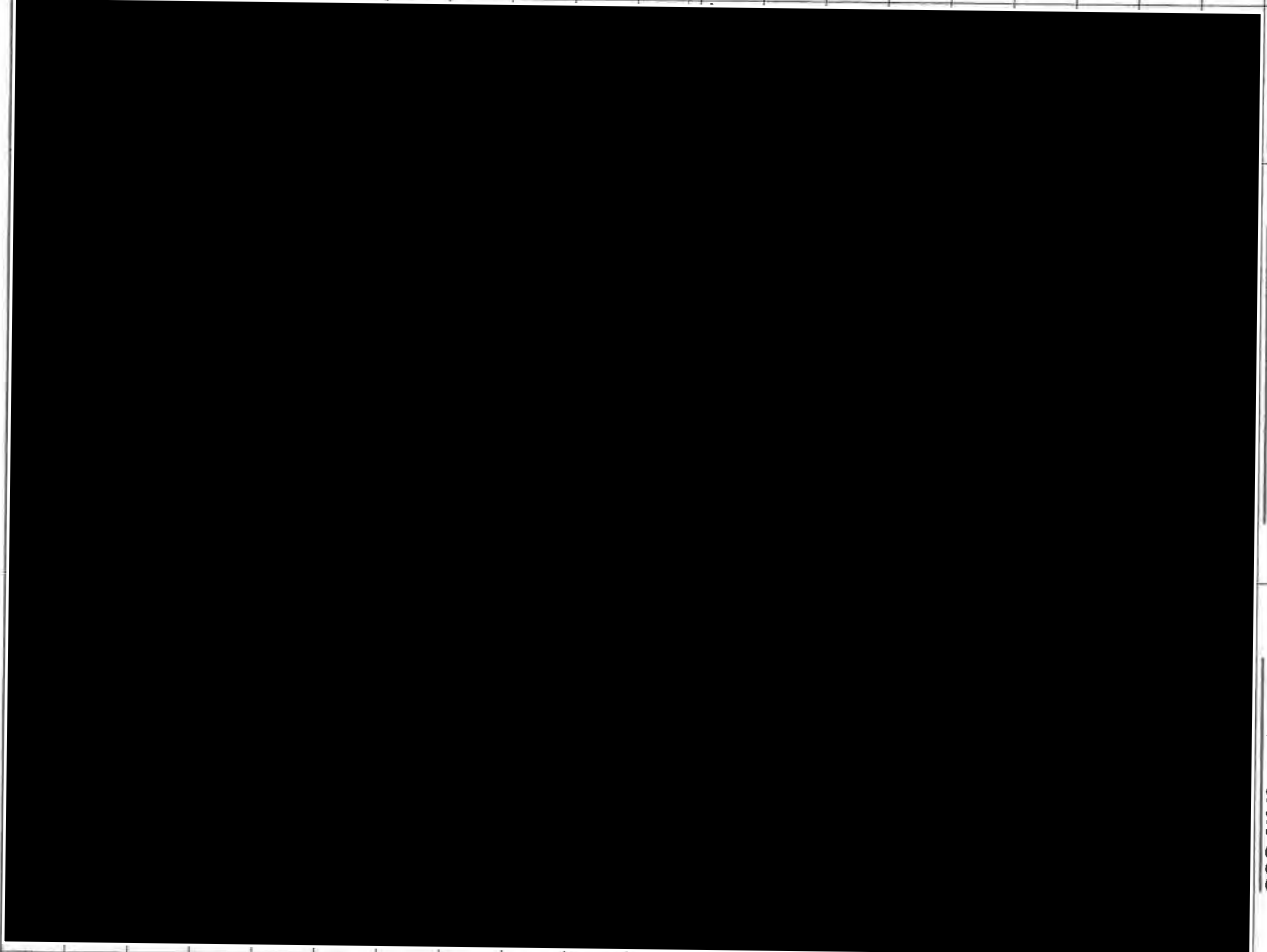
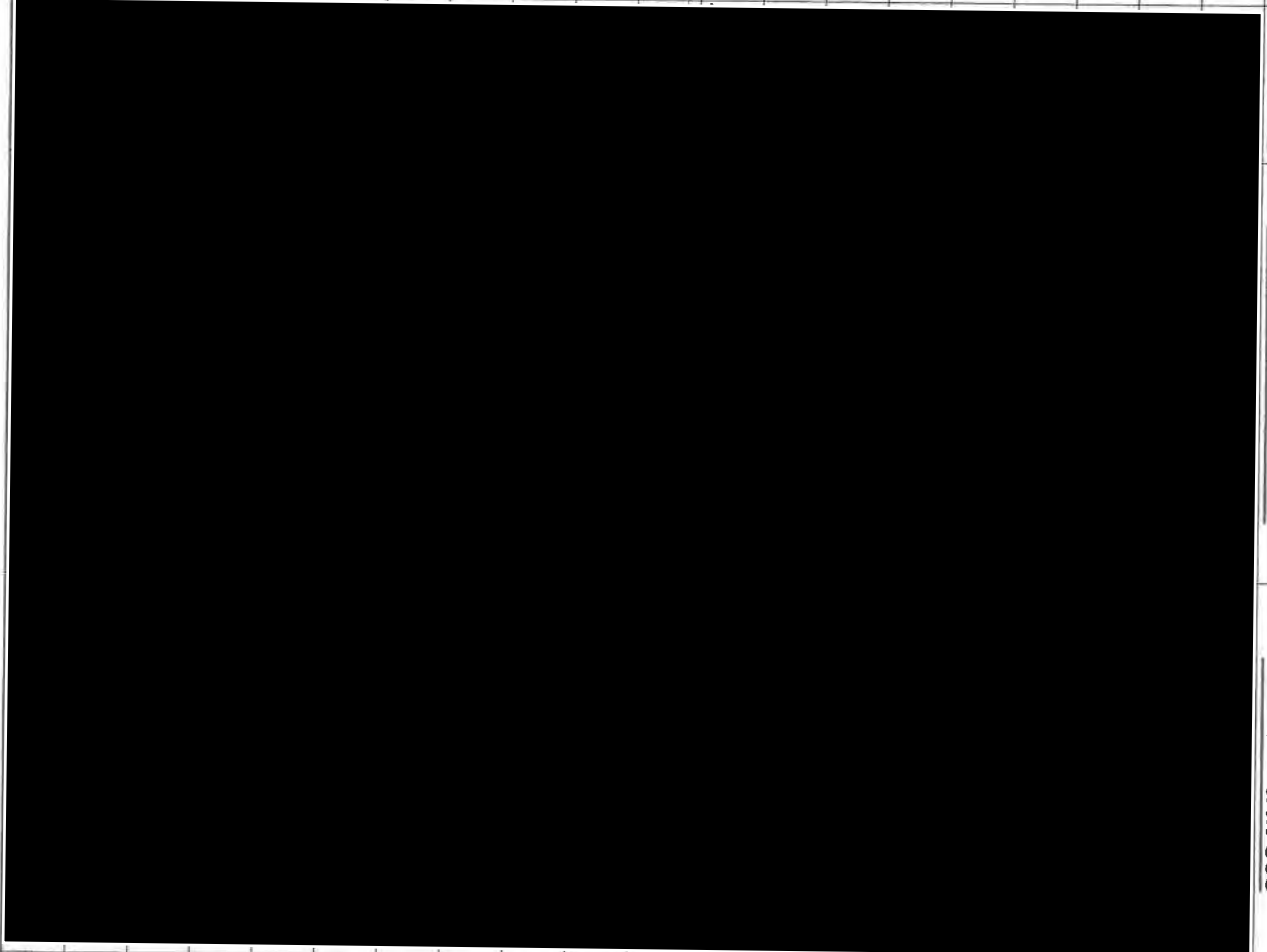
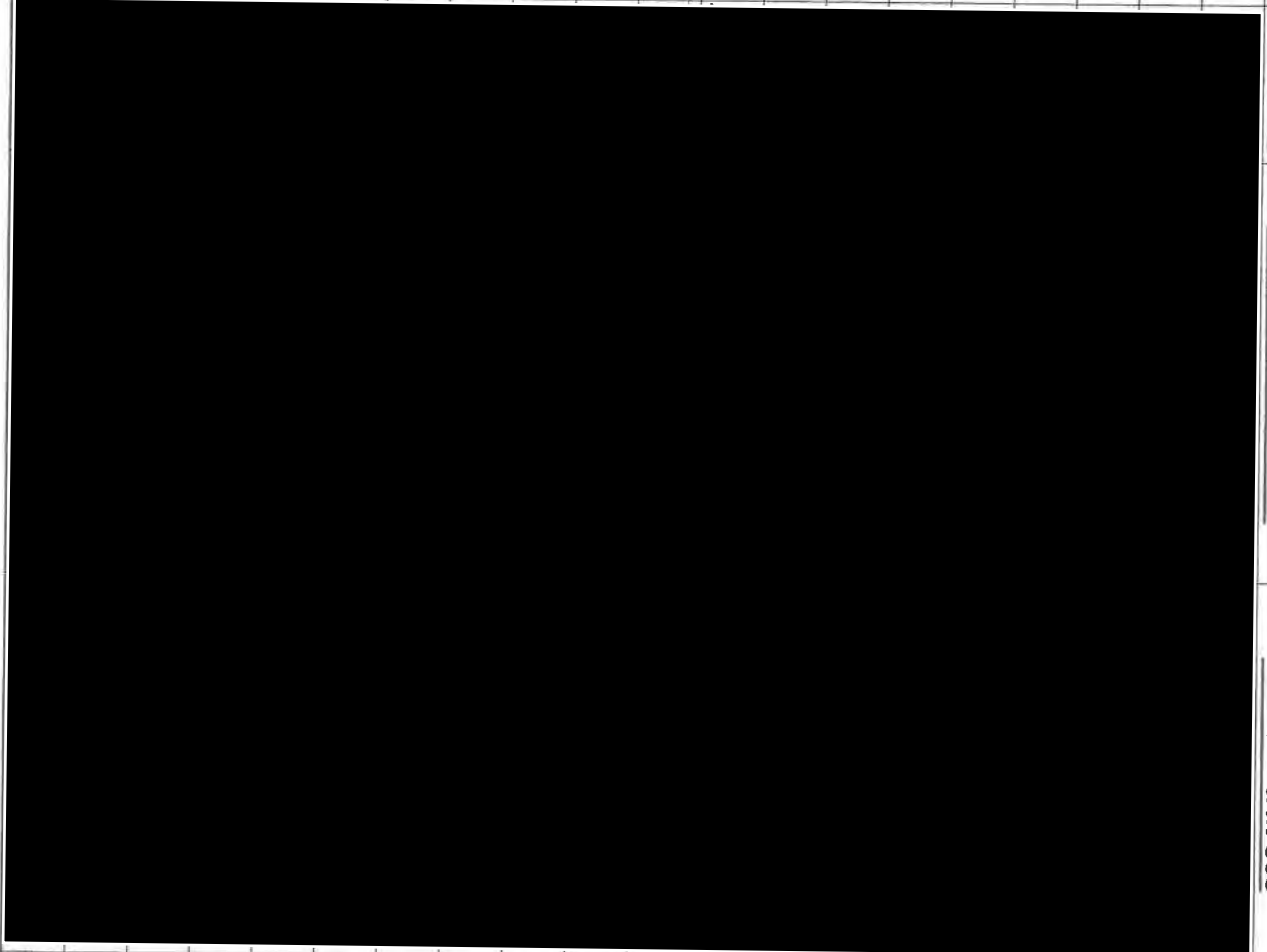
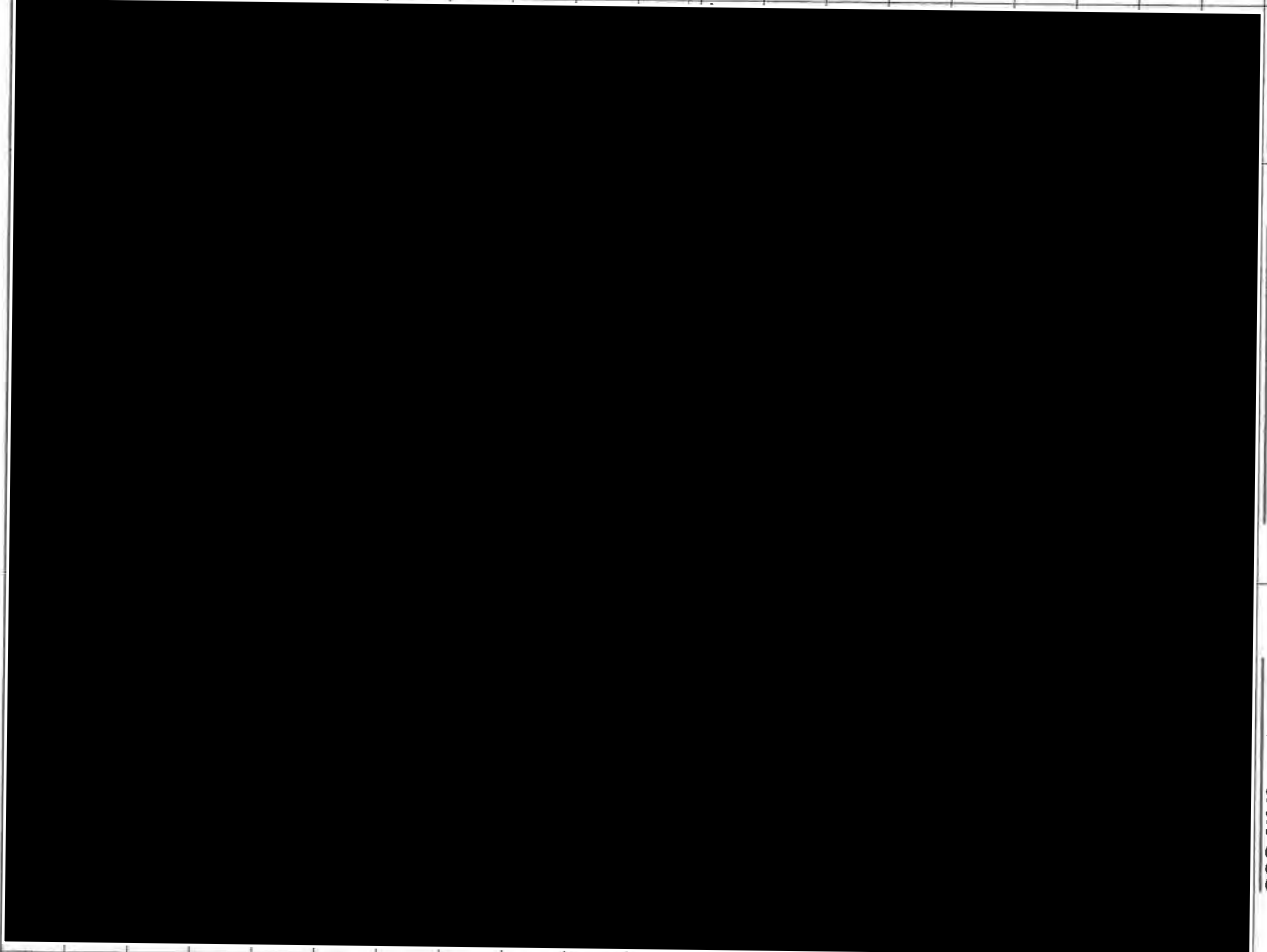
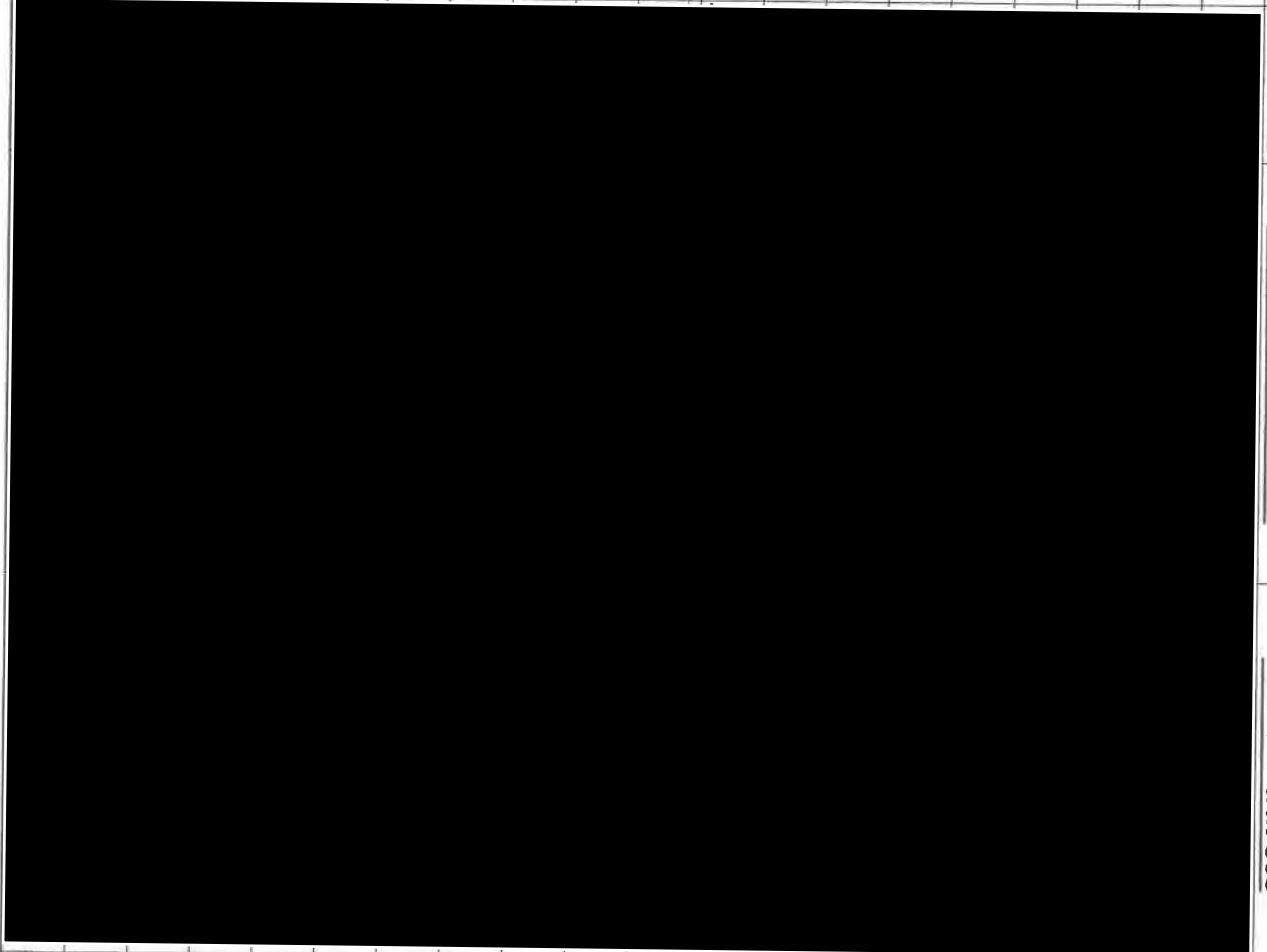
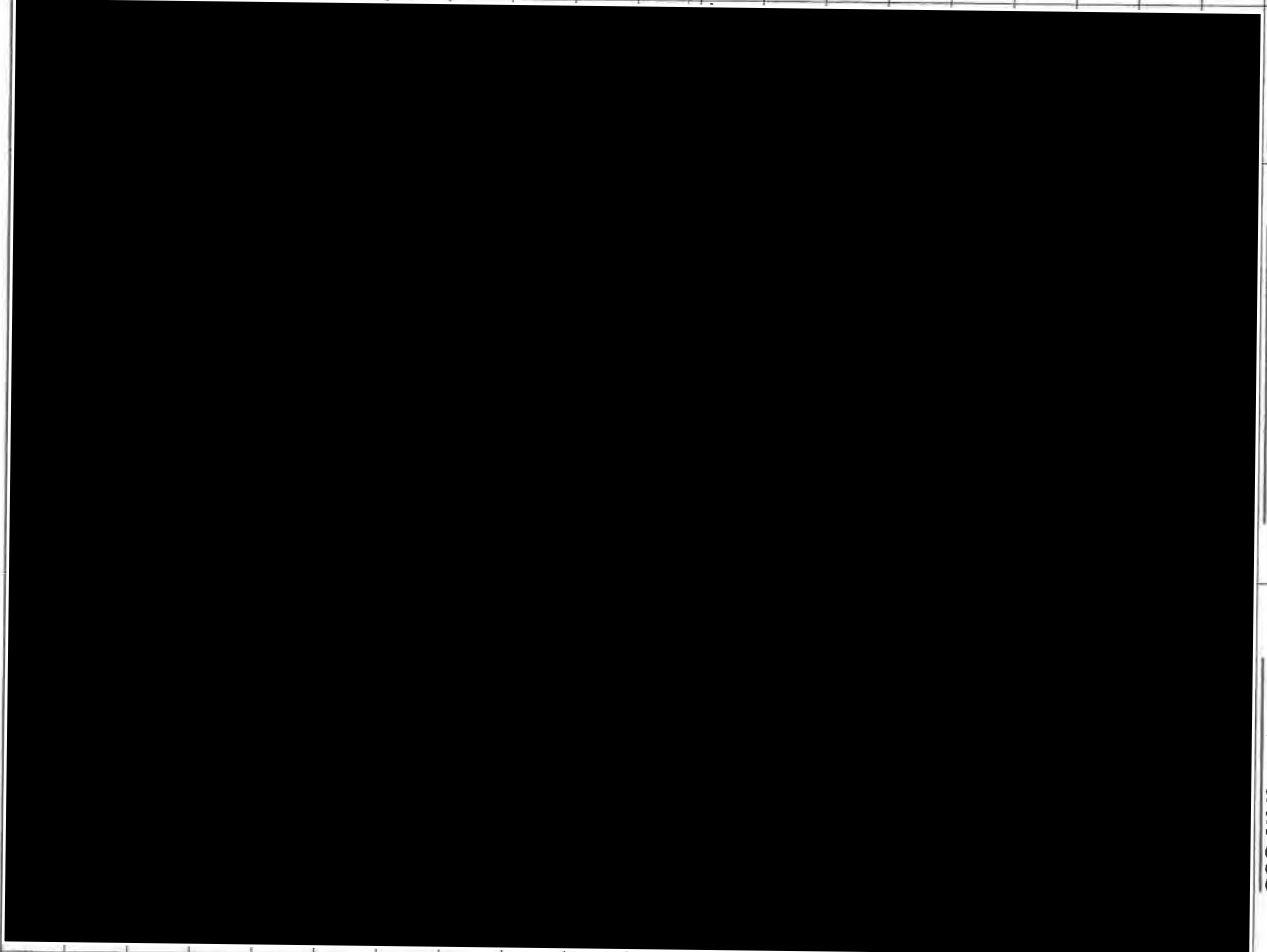
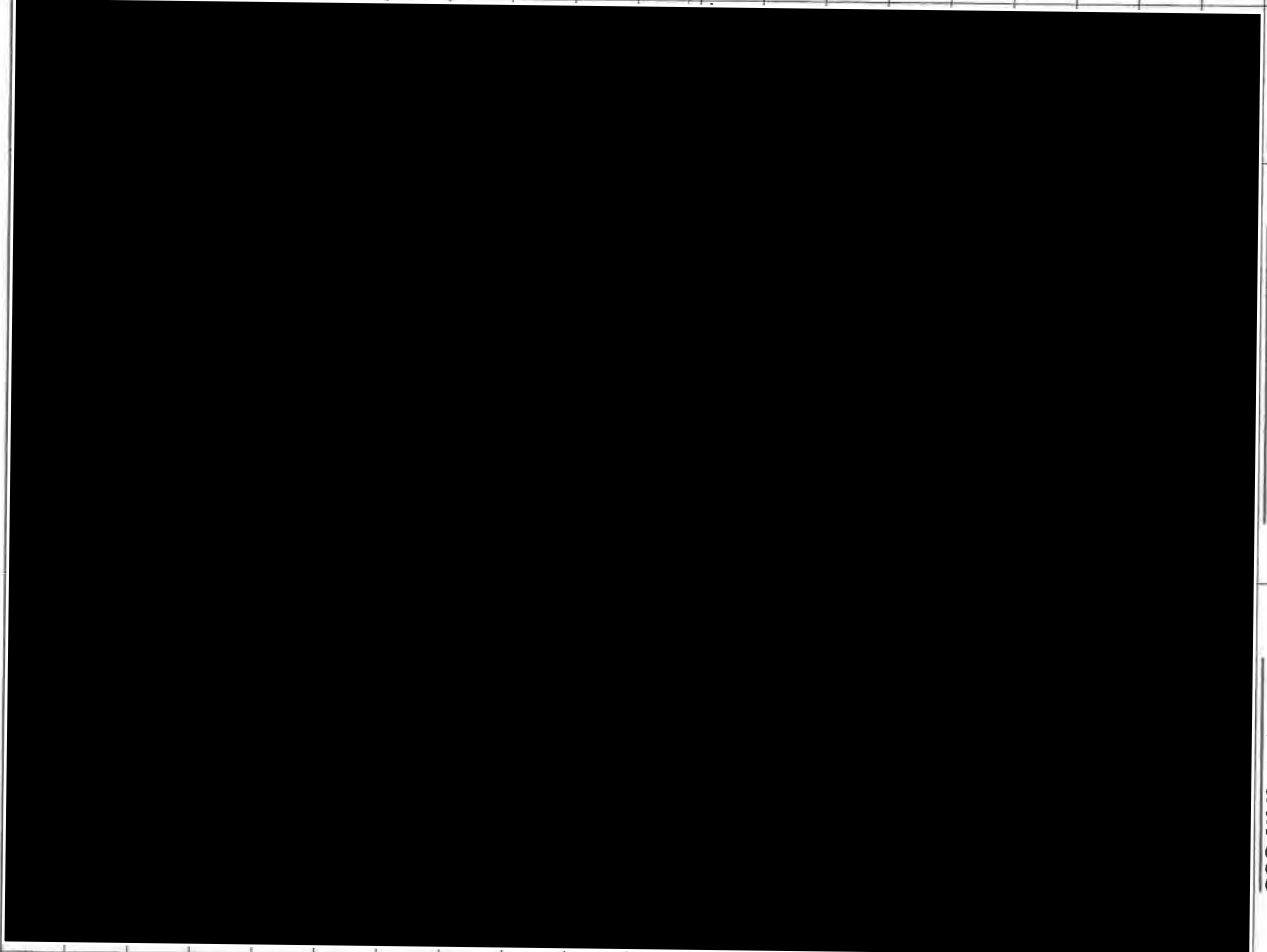
Arlington @ Park West

No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Hallman Carol				Carol Hallman
Gottlieb				M. Gottlieb
Alicia Donohue				quailian.donohue@gmail.com
Ryan Donohue				legan.donohue@gmail.com
Shannon Donohue				shannon.donohue@gmail.com
Shaw Donohue				Shaw.Donohue@gmail.com
Donna Donohue				Donna.Donohue@gmail.com
Donna Donohue				Donna.Donohue@gmail.com
WILLARD SPAN				Willard.Spahn@gmail.com
Zetrouer, William				William.Zetrouer@gmail.com
Zetrouer, Collyn				Collyn.Zetrouer@gmail.com
Shamus? Anne				Shamus.Ann@gmail.com
Alynn Watson				Alynn.Watson@gmail.com
Marc Watson				Marc.Watson@gmail.com
Kathleen Laufer				Kathleen.Laufer@gmail.com
Leahberry, Keith				Leahberry.Keith@gmail.com
Jeanie Meyers				Jeanie.Meyers@gmail.com
Jeff Meyers				Jeff.Meyers@gmail.com
Loyce Capricchio				Loyce.Capricchio@gmail.com
Kathryn Rickhardt				K.Rickhardt@gmail.com

Arlington @ Park West

No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Schreiber, Warren				Rebecca Sam
Schreiber, Rebecca				Rebecca Sam
Schreiber, Russen				Russen
Pucht, Will				Will
Schreiber, Brett				Brett
Bowman, Rebecca				Rebecca Bowman
Bowman, Greg				Greg Bowman
MCA/Haney Craig				Craig Haney
MCA/Haney Lisa				Lisa Haney
				

<u>Last Name, First Name</u>	<u>House #</u>	<u>Property Address</u>	<u>Email Address</u>	<u>Signature</u>
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Covington @ Park West No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Fulton, Amber	<div></div>	<div></div>	<div></div>	Amber Fulton
Fulton, Nathan				Nathan Fulton
Campbell, Carriette				Carriette Campbell
Campbell, David				David Campbell
Gilbert, Yvonne				Yvonne Gilbert
Gilbert, Matthew				Matthew Gilbert
Pape Joshua <small>COUNCILMAN</small>				Joshua Pape
Ebeling, Anna				Anna Ebeling
Moody, Sarahleigh				Sarahleigh Moody
Moody, Trent				Trent Moody
Segner, Aaron	<div></div>	<div></div>	<div></div>	Aaron Segner
Ebeling, Richard				Richard Ebeling
	<div></div>	<div></div>	<div></div>	









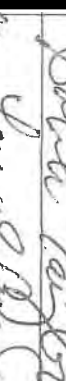



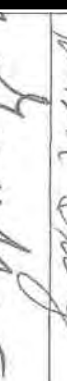



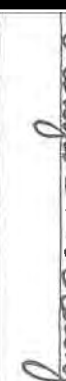

Keswick @ Park West

No to Alternative #1

Last Name, First Name	House #	Property Address	Email Address	Signature
Higgins, Jane				Jane Higgins
Higgins, Rick				Mr. Rick Higgins
May, Peter				Don May
Melroe, Edward				Melroe Edward
Henderson, Alan				Al S.H.
Wetzel, Mary				Wetzel Mary
Burns, Mary				Burns Mary
Condon, Marie				Condon Marie
Hollis, Patrick				Hollis Patrick
Russo, Bill				Russo Bill
Deborah Parks				Deborah Parks
Miller, Barbara				Miller Barbara
Greene, Dave				Greene Dave
Greene, Darcy				Greene Darcy
Bentz, Dan				Bentz Dan
Hill, Zeng				Hill Zeng
Sheng, Bruce				Sheng Bruce
David M. Hunt				David M. Hunt
Greene, Danny				Greene Danny

Park Place @ Park West

No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Maurini, Eric K.				
Maurini, Fatima A				
Smith, Gretchen				
NAIT Smith				
Morgan, John				
Morgan, Mallory				
Petramela David				
P. Gramela Maria				
Taylor, Angela				
Taylor, Bobbi				
Patt, Larry				
Bea Delane				
Fure, Adele				
Fure, Rachel				
Giles Robinson				
Kimball, Collins				
Scott McCleary				
Morgan McCleary				

Preston @ Park West

No to Alternative #1

2/20/11

Last Name, First Name	House #	Property Address	Email Address	Signature
Meigs, Liz				Meigs, Liz
Lineberger, Marshall				Marshall Lineberger
Co, Beth				Beth Co
O, Brendan				Brendan O
Reilly, Dan				Dan Reilly
Reilly, Michelle				Michelle Reilly
Doyle, Christian				Christian Doyle
Tommy Doyle				Tommy Doyle
Lewis, Alice				Alice Lewis
Fridley Thomas				Thomas Fridley
Baldrick Scott				Scott Baldrick
Helm's Valerie				Valerie Helm's
Helm's Chris				Chris Helm's
Deery, Delate				Delate Deery
Deery Candice				Candice Deery
Jackson, Kyle				Kyle Jackson
Visser, Eric				Eric Visser
Donnell William				William Donnell
Donnell Diana				Diana Donnell
Lapsada David				David Lapsada

Preston @ Park West

No to Alternative 7!

2

Last Name, First Name	House #	Property Address	Email Address	Signature
Wm S. Williams				Wm S. Williams
Hook, Ken				Ken Hook
Kirch, Scott				Scott Kirch
Gra, Wolla				Wolla Gra
Jacie Madaloni				Jacie Madaloni
Ferraro, Cheryl				Cheryl Ferraro
Kornuta, Korie				Korie Kornuta
Korbuta, John				John Korbuta
Cornell, Michael				Michael Cornell
DL Cornell				DL Cornell
Nyles, Nicole				Nicole Nyles
Dan Barleish				Dan Barleish
Jan Butergh				Jan Butergh
Graham, Anne				Anne Graham
Forciniti, Paul				Paul Forciniti
McAuliffe, Gerry				Gerry McAuliffe
McAuliffe, Sandra				Sandra McAuliffe
O'Brien, Mary				Mary O'Brien
Maureen Donohue				Maureen Donohue
SCHAUGHENDY, KATICA				Katica Schaugendy

3

WYNDHAM @ PARK WEST

No to Alternative 7!

Last Name, First Name	Unit #	Residential Address	Email Address	Signature
Kurt Borden				Kurt Borden
Greene Borden				Greene Borden
Mydus Borden				Mydus Borden
McKENDRICK, JANET				Janet McKendrick
McKENDRICK, ROGER				Roger McKendrick
Leon, Lauren				Lauren Leon
Silber Alan				Alan Silber
Silber Dana				Dana Silber
Callin, Jessica				Jessica Callin
Garner Jane				Jane Garner
Lyman, Jon				Jon Lyman
Lyons Elena				Elena Lyons
Jess Carr				Jess Carr
Luciana Reuben				Reuben Luciana
Nicolas Rebecca				Rebecca Nicolas
Stacy Rebecca				Stacy Rebecca
Devon Birkle				Devon Birkle
Burdick, Jeff				Jeff Burdick
Bionberg, Ginger				Ginger Bionberg
Noble, Carol				Carol Noble

2

PARK WEST

NO TO ALTERNATIVE 7!

Name	House #	Property Address	Email Address	Signature
JEFF GARNER				Jeff Garner
Linda Wyszynski				Linda Wyszynski
DENISE Wyszynski				Denise Wyszynski
Chari Wittle				Chari Wittle
Tam W. Sted				Tam W. Sted
William P. Shanahan				William P. Shanahan
Bonne Lingerfelt				Bonne Lingerfelt
JOAN DYKOWSKI				Joan Dykowski
Catherine L Reinhart				Catherine L Reinhart
John Bergman				John Bergman
Lorraine Bergman				Lorraine Bergman
Melanie Metay				Melanie Metay
Nekisha Thayer				Nekisha Thayer
BENJAMIN THAYER				Benjamin Thayer
James J. Reinhart				James J. Reinhart
Colleen Sabados				Colleen Sabados
Haley Sabados				Haley Sabados
Joe Sabados				Joe Sabados
Joseph Sabados				Joseph Sabados
Alc Reinhart				Alc Reinhart

PARK WEST

NO TO ALTERNATIVE 7!

Name	House #	Property Address	Email Address	Signature
Richard Greene				Tom Oliver Greene
Bridgette Sidwell				Bridgette Sidwell
Advent Hoad				Advent Hoad
Quelker				Quelker
Dorothy M. Lass				Dorothy M. Lass
Joan Rubenstein				Joan M.D.
John & Payne				John & Payne
Bonnie Lousen				Bonnie Lousen
Gina Klackson				Gina Klackson
Bob Richert				Bob Richert
BRUCE T CAINE				BRUCE T CAINE
Elsie Caine				Elsie Caine
DR. AL L. ANDREWS				DR. AL L. ANDREWS
Joan Andrews				Joan Andrews
Meryl Sharpe				Meryl Sharpe
A. E. SHARPE				A. E. SHARPE
LOW BROCKHAMER				LOW BROCKHAMER
PAT BROCKHAMER				PAT BROCKHAMER
Sharon DeGrace				Sharon DeGrace
Erin Schwab				Erin Schwab

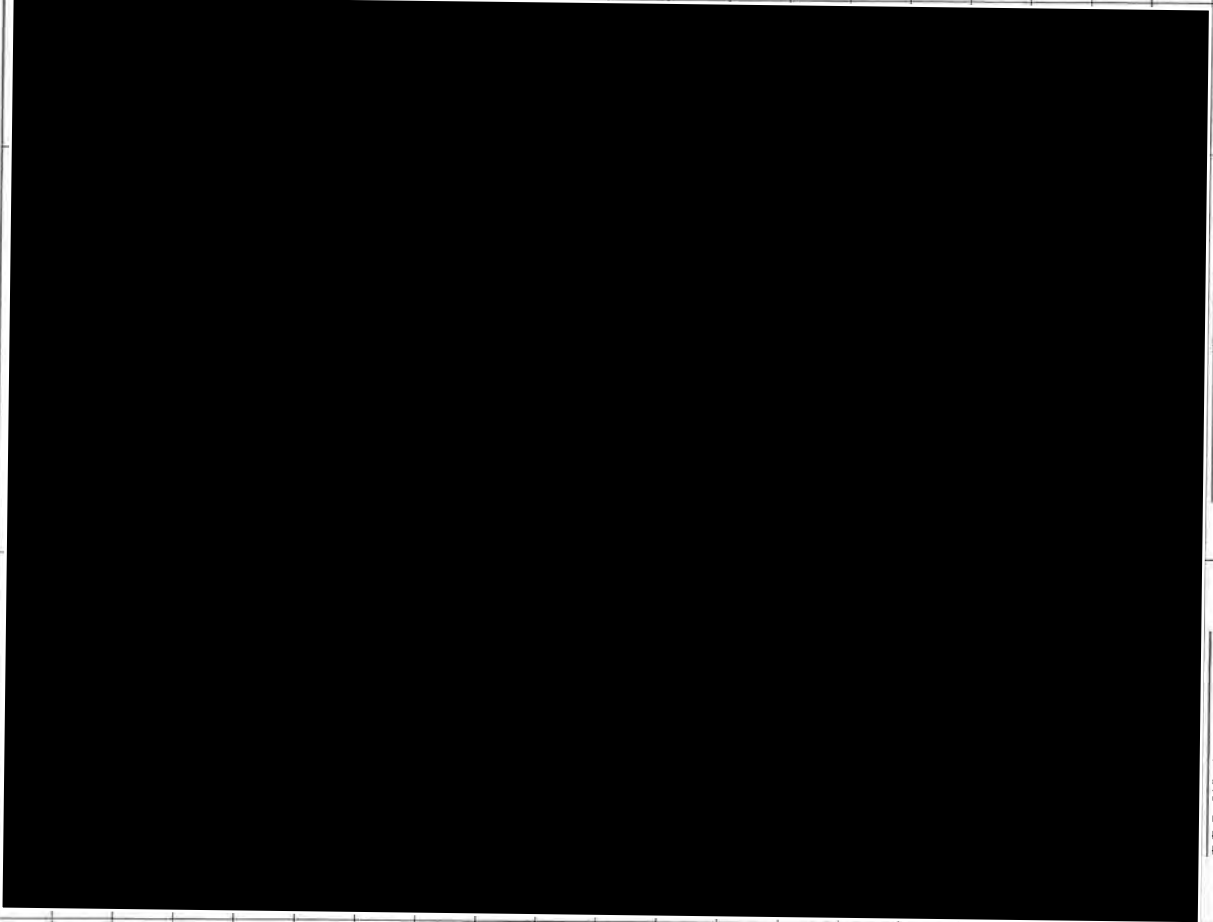

PARK WEST

NO TO ALTERNATIVE 7!

Name	House #	Property Address	Email Address	Signature
Daniel Reinhardt				Daniel Reinhardt
Kimberly Lash				Kimberly Lash
Julia Lash				Julia Lash
Nancy Weller				Nancy Weller
Heather Rhoads				Heather Rhoads
Teremya				Teremya
Ros Rhoads				Ros Rhoads
David Conner				David Conner
Mary Conner				Mary Conner
STEVEN CRABSTOL				Steven Crabstol
ROBERT BARKWILL				Robert Barkwill
Rosanna Lockhart				Rosanna Lockhart
Thomas Lockhart				Thomas Lockhart
Heather Lay				Heather Lay
Nick Butler				Nick Butler
AMANDA DODSON-BAL				Amanda Dodson-Bal
Dennis N. Mahay				Dennis N. Mahay
Dorothy Gibbs				Dorothy Gibbs
BROOKE CRIBBS				Brooke Cribbs
KEVIN KOSCO				Kevin Kosco

Park West

No to Alternative 7!

Last Name, First Name	House #	Property Address	Email Address	Signature
Zieswiler, Julian				
Yuenger, Neil				

DUNES WEST

NO TO ALTERNATIVE 7!

Name	House #	Property Address	Email Address	Signature
McElhaney Amber				Amber McElhaney
Eric C Johnson				Eric C Johnson
Shirley Sale				Shirley Sale
Barbara Mowland				Barbara Mowland
Dusan Winters				Dusan Winters
Tim Winters				Tim Winters
Anna C Ewing				Anna C. Ewing
Marcia Bacon				Marcia Bacon
Colin W Ewing				Colin W Ewing
Michael Block				Michael Block
Susan Tuttle				Susan Tuttle
David Ryan				David Ryan
Kathleen Hicks				Kathleen Hicks
William Landrus				Col. William F. Landrus
Linda Dainton				Linda Dainton
Dore Stokes				Dore Stokes
Janice Maize				Janice Maize
Gregory Diercks				Gregory Diercks
Stephen Diercks				Stephen Diercks
Deavis P English				Deavis P English

DUNES WEST

NO TO ALTERNATIVE 7!

Name	House #	Property Address	Email Address	Signature
SHIRLEY MURKOLAND				Shirley Murkoland
Laurence Willson				Laurence Willson
Thomas Wilson				Thomas Wilson
CATHLEEN				Cathleen
LOIRUSS				Loiruss
RICHARD DAKTON				Richard Dakton
Ashley M Owens				Ashley M Owens
Kevin T Owens				Kevin T Owens
SCOTT JACOBS				Scott Jacobs
KAREN ANTZ				Karen Antz
Maree McColl				Maree McColl
Andrew McCollan				Andrew McCollan
Kicki Thayer				Kicki Thayer
Pen Thayer				Pen Thayer
Kyle Thayer				Kyle Thayer
Andrew M. Welch				Andrew M. Welch
Leasa M. Welch				Leasa M. Welch
Andrew Martin Welch				Andrew Martin Welch
GLEN KOEPENICK				Glen Koepenick
Reos Byars				Reos Byars

DUNES WEST

NO TO ALTERNATIVE 7!

Name	House #	Property Address	Email Address	Signature
GERDIE LEVENS				Gerdy Levens
JOHN WATSON				John Watson
Lucille Watson				Lucille Watson
J.M. MORELAND				J.M. Moreland
Ricardo Bocim				Ricardo Bocim
Richard Artale				Richard Artale
Ramon J. J. J.				Ramon J. J. J.
Carol J. J. J.				Carol J. J. J.
Mary Margaret Ryan				Mary Margaret Ryan
Robert Hicks				Robert Hicks
LINDA LANDERS				Linda Landers
ALBERT DAINTON				Albert Dainton
INCEISE CAROE				Inceise Caroe
OLE H. CAROE				Ole H. Caroe
Delman Virgates				Delman Virgates
John Dink				John Dink
John Maize				John Maize
Elizabeth G. Dierds				Elizabeth G. Dierds
Shirley Jacobs				Shirley Jacobs
Sherry Oliver				Sherry Oliver

71
A/for/Div
18
No

Last Name, First Name	House #	Property Address	Email Address	Signature
Harrison, Amy Pearce, Lisa				Can [Signature] Kim [Signature]

RECIPIENTS OF THE LETTER

A. Victor Rawl

Charleston County Council Chairmen
Lonnie Hamilton, III, Public Services Building



Herbert Ravenel Sass, III (ORIGINALS)

Charleston County Council Vice Chairman
Lonnie Hamilton, III, Public Services Building



Dickie Schweers

Charleston County Council Member
Lonnie Hamilton, III, Public Services Building



J. Elliott Summey

Charleston County Council Member
Lonnie Hamilton, III, Public Services Building



Henry Darby

Charleston County Council Member
Lonnie Hamilton, III, Public Services Building




Teddie E. Pryor, Sr.

Charleston County Council Member
Lonnie Hamilton, III, Public Services Building



C. Brantley Moody

Charleston County Council Member
Lonnie Hamilton, III, Public Services Building



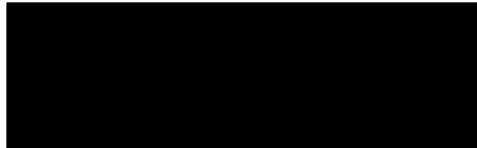
Anna B. Johnson
Charleston County Council Member
Lonnie Hamilton, III, Public Services Building



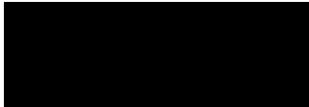
Joseph K. Qualey
Charleston County Council Member
Lonnie Hamilton, III, Public Services Building



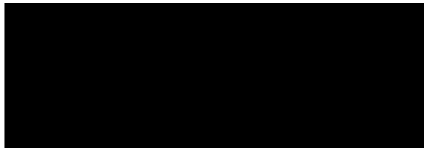
Steve Thigpen
Charleston County Transportation Development Chief Program Engineer



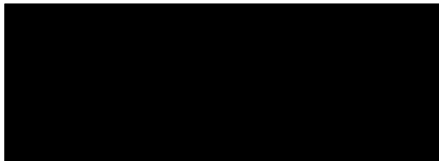
Senator Larry Grooms (ORIGINALS)
Chairman, SC Senate Transportation Committee



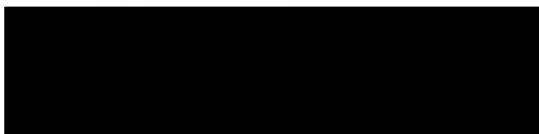
F. Michael "Mike" Sotille
SC State Representative, district 112



Nancy Mace
SC State Representative, District 99



Mark Sanford
United States Congressman from South Carolina, District 1



Tim Scott

United States Senator from South Carolina



Lindsey Graham

United States Senator from South Carolina



Enid Hinkes
William F. Markovich



To: Highway 41 Corridor Improvements
hwy41sc@gmail.com
Re: Alternative 7

As homeowners in the Arlington Subdivision of Park West, we would like to state our total disapproval of and opposition to Alternative 7 for the proposed widening of Highway 41. We have reviewed the power point presentation, and believe that Alternative 7 fails to recognize the safety hazards as well as the severe negative effect that this plan would have not only on the communities bordering the proposed route, but also the total Park West development.

We observed that in moving forward Alternative 2, you cited that it was acceptable throughout the community except in the Phillips Community, but you made no mention in Alternative 7 that it was not acceptable in the Park West Community. We do not understand the omission of the opposition of the Park West Community in your decision to move forward with Alternative 7.

The proposed Alternative 7 would negatively affect both the residents of Park West and the drivers using the route in that:

1. Alternative 7 would be unsafe as it entails four turns.
2. The route would be unsafe as it would have numerous busy turnoffs into the communities bordering the five lane highway, as well as a turnoff into old Route 42 and Park West Boulevard.
3. The route would present safety hazards to the numerous people in the communities surrounding the proposed highway who would have to cross it to use the community clubhouse and pool.
4. The route would significantly raise the noise level to many subdivisions in Park West.
5. The route would significantly raise the air pollution in the communities.
6. The route would lower the value of the homes in Park West, especially those near the highway and having to exit through the highway.
7. The route would be more costly because of the acquisition and demolition of homes within 75 feet of the construction site.

SAFETY

A. Unlike Alternatives 1 and 2, Alternative 7 has numerous turns. Going northwest, the design of Alt. 7 includes a right turn from as it veers off from old 41. After that is a left turn, shortly before Park West Boulevard comes into 41. After that is another left turn by Dunes West Boulevard, and then a right turn onto old 41.

It is an established fact that the more turns there are in a highway, the more dangerous it is.¹

With five lanes you can expect cars to be speeding along the road. There will also be large trucks, including 18 wheelers using the road. The traffic laws notwithstanding, people will be driving over the speed limit, while intoxicated, and while distracted by using their smartphones, drinking coffee, and the other myriad of distracting things people do while driving their cars. The existence of four turns makes the likelihood of an accident greater than when there is a straight road. On the present 41 there are frequent accidents. The incidence when the road has that many turns is bound to increase. This will be a danger to not only the drivers, but to persons using the sidewalks and bike paths.

In addition to the curves, there will be numerous cars trying to enter and exit the highway from the various adjoining communities, especially at rush hours, when the highway would be its busiest. The Arlington Subdivision alone has 159 homes. Knowing how difficult it is to make a left hand turn from the CVS exit onto 41, we can envision the difficulty of exiting and entering our subdivision onto a five lane highway. This is conducive to accidents as the actual speed of traffic is easily misjudged. The alternative is to install traffic lights at every subdivision entrance, slowing up and backing up the traffic.

The highway would divide Arlington and other communities from the community center and pool, the elementary and middle school, and the shopping center. It would also separate some close by communities from each other. Children would be frequently crossing the highway to go swimming, to visit schoolmates, or to ride their bikes to school or on the Park West bike path. There would presumably be a light for them to cross at, by the intersection with Park West Boulevard. Having lived on a corner with a light, we can assure you that there will be people jumping the light or speeding through at the last second. There will inevitably be a child who tries to cross at a lower point to visit a friend, or who runs across just when the light turns red. Having a five lane highway cutting across a community with so many young children is asking for the inevitable fatality.

1. According to the U.S. Federal Highway Administration nearly 30% of fatal vehicle collisions each year happen on curves.

NOISE

Although the Arlington Subdivision is at a distance from the present Highway 41, we can still hear the traffic at night. Having a five lane highway right on top of the subdivision would drastically increase the noise at all times. Installing walls would not decrease the noise un any significant amount. The aid of a strip of vegetation would likewise have a minimal effect in countering the noise of a five lane highway with constant traffic including large trucks.

POLLUTION

The pollution caused by the highway would affect the 453 households in the communities near the proposed highway. Diesel trucks, which are presently rarely seen on Park West Boulevard or Bessemer Road, would be constantly on the highway.

Most households are families, and there are a considerable number of young children in those households. The polluted air would also affect the hundreds of children and adults in the total Park West community who use the nearby pool, causing health problems to the whole community, and significant ones to the adjacent neighborhoods.

PROPERTY VALUES

The aforementioned problems of safety, noise, and pollution would dramatically affect the property values in Park West.

In searching for a home in Mount Pleasant, we decided to pay a little more in order to live in the Park West community, so that we would not have to encounter the problems that we could foresee as the town expanded and major thoroughfares had to be expanded. We did not want the hassle or danger of getting on a busy road every time we needed to buy some groceries or needed some other service; and did not want to be near the anticipated noise and pollution.

In choosing our home, we decided against an almost identical house, similarly priced and in better condition, which was closer to Bessemer Road. We did not want the noise and pollution from the road, especially at rush hours. With the construction of Alt. 7, all of our careful considerations would come to naught. We will be subject to the safety hazards, congestion, noise and pollution that we sought to avoid. People purchasing a home in Mount Pleasant will no longer consider Park West, particularly the Arlington subdivision or other adjacent subdivisions, highly desirable locations, and will pay accordingly.

Those homes that are at 76 feet from the construction site will have the worst of both worlds, as they will not have the possibility of being relocated to another site, but will be right on top of a busy highway.

PEDESTRIAN AND BIKE LANES

The plan boasts the building of bike lanes and pedestrian paths. No one wants to walk or bike along a five lane highway. At most, the paths will be used to get to the quieter bike and walking paths of Park West.

COST

Given that numerous large and recently built homes will have to be torn down, the cost, if people are given the true value of their home or land taken, will be enormous. Most of the homes along Bessemer are listing at over \$400,000. In addition to that would be the litigation, as people seek to be properly compensated for their losses of homes, property, and loss of quality of life.

Expanding the existing Highway 41 is a much better alternative. It would be safer and less disruptive. It would affect fewer residents, and would be better for the business along the corridor. There are fewer homes, and they could be more readily moved at a much lower cost. Historic structures could also be moved.

It is unfortunate that whichever decision is made, people will have their lives and tranquility disrupted. Alt. 7 would impact far more people and create a much greater safety hazard to both residents and drivers than the other two alternatives.

Sincerely,

Enid Hinkes
William F. Markovich

From: [Paul Michaud](#)
To: hwy41sc@gmail.com
Subject: Highway 41 Widening Project
Date: Thursday, June 14, 2018 5:18:27 PM

Please note my position on Highway 41 Widening Project

IN FAVOR of Alternative 1 because:

- It is the less intrusive of the 3 proposals;
- The shortest distance between two points on SC 41 is a straight line;
- Follows existing, long standing SC state highway 41 that runs from NC border to US highway 17 in Mount Pleasant.

.....

NOT IN FAVOR of Alternate 2 because:

- Proposed 3 lane section on SC 41 will NOT alleviate bumper to bumper traffic.

.....

NOT IN FAVOR of Alternative 7 because:

- Diverts traffic from existing, long standing SC State Highway 41 that runs from NC border to US Highway 17 in Mount Pleasant;
- Transfers/diverts traffic from State Highway 41 through extensively, heavy residential development areas;
- Alternative 7 total property impact is 36% greater than Alternative 1;
- Alternative 7 wetland impact is 35% greater than Alternative 1;
- Alternative 7 stream impact is 23% greater than Alternative 1;
- Alternative 7 impact on Laurel Hill County Park is 325% greater than Alternative 1;

.....

The shortest distance between two points is a straight line – therefore – ALTERNATIVE 1 IS THE PREFERRED ALTERNATIVE

Paul L. Michaud



Charleston County
Council Members
Subject: 41 Expansion

May 18, 2018

Dear Council Member,

First, I would like to thank you for your dedicated service to the community, it is truly appreciated.

I'm writing this letter because of my concern about the potential expansion of Bessemer Road and Dunes West Blvd to 5 lanes. After attending the meeting Wednesday evening and reviewing all the information discussed and handed out, in my opinion Alternative 7 has a more negative impact to the environment (wetlands, Laurel Hill County Park, etc.) and also negatively impacts the most residents; not only land that would need to be acquired, but I believe there are substantially more houses in Park West and Dunes West that will be in close proximity to the proposed 5 lane highway going through Park West and Dune's West communities as compared to the number of residences impacted by widening 41 through the Phillips community. On Wednesday I heard Town officials state they estimate the noise level from a 5 Lane Highway will be approximately 75 dB, that level of noise will be heard for several hundred feet if not more. That would obviously have a negative impact on a substantial number of residents in Dunes West and Park West.

Our entire neighborhood (see the last page of this letter) is concerned about our house values decreasing if Bessemer is expanded to 5-lanes because of our close proximity to Bessemer road; most of bought new homes in Park West 2-3 years ago.

Many of the kids in my neighborhood walk and ride their bikes through the neighborhood. Below is a picture I took this evening at the peak evening rush hour.



Park West kids at peak rush hour (May 18th at 5:15 PM) can safely cross Bessemer Road today

Below is an example of a 5 Lane Highway that would be extremely dangerous for Park West and Dune's West kids to have to cross in order to see their friends in neighboring communities or just walking to the Park West HOA amenities (swimming pools, ball fields). You would drastically change these children's lives if you allow a 5-lane highway through Bessemer Road and Dunes West Blvd.



Above is an example of what a 5-lane highway might look like

I also would like to express my concern over additional flooding that could be caused because an expansion on Bessemer Road near Larch Lane. There would be a substantial amount of water coming off a 5-lane highway and although I realize the engineers will do their best to prevent any additional flooding, we have seen homes in West Ashley that were never flooded before that flooding is now an issue. During the 1,000-year flood, not only was Bessemer Road flooded over near Larch Lane, but homes on Larch lane had flooding up to their backyards and if the flooding became worse a few houses could have water enter their homes. Below are some photographs from the 1,000-year flood.



The above photo is Bessemer Rd, near Larch Ln. Flooded Over (the far right shows the water covering the road)



Above photo is flooding in the backyard of [REDACTED] (Bessemer is directly behind this home)



The above photo is flooding in the backyard of [REDACTED] (Bessemer is directly behind this home)



The above photo is flooding in the backyard of [REDACTED] (Bessemer is directly behind this home)

Of course, nobody wants a 5-lane highway near their homes and I fully understand why the residents of the Phillips community prefers Alternative 7. That said, I have to believe the number of residents opposing Alternative 7 far outweighs the number of residents opposed to Alternative 1. Also, it appears to me going through Dunes West and Park West would be almost a mile longer costing much more than just widening 41.

As elected members, some up for re-election this year, I am hoping you all will side with the majority when it comes to deciding which plan is best for the largest number of residents.

With sincerest regards,
Kevin Pietramala
[REDACTED]

Larch Lane Residents Opposed to the Expansion of Bessemer Road to 5 Lanes

	Bobbi and Angela Taylor
	Heather & Colin Wolf
	Kevin & Maria Pietramala
	Mallory & John Morgan
	Tom & Rosanna Loehr
	Matt Smith
	Eric & Fatima Marini

	Dianne & Larry Bach
	Ty Wheelus
	Kimberly & Gregg Robinson
	Rhian and Sarah Hudson
	Ted & Dawn Parent
	Bob & Denise Grimm
	Scott & Meagan McCleary

From: [REDACTED]
To: hwy41sc@gmail.com; [REDACTED]
Subject: Hwy 41 Corridor Improvement Project - Feedback on Alternatives 1, 2, and 7
Date: Saturday, June 16, 2018 12:15:24 AM

Good Evening -- We saw an article in The Post and Courier about the "Plan to widen S.C. 41 goes in new direction" and I attended the first public meeting on this subject held at the Park West Gymnasium. The public information pamphlet/handout on the "No Build Alternative and Alternatives 1, 2, and 7" was nicely done and helpful.

Based on the information I was able to gather, below is my feedback on the three (3) Alternatives 1, 2, and 7 being considered and Suggestions.

Executive Summary:

-- In my opinion Alternative 2 has the most PROS (positive points) as it is a best all-around alternative except that unstable bumper-to-bumper traffic flow would remain on HWY 41 which defeats the purpose of addressing current and future traffic congestion.

-- Alternative 7 has the most CONS (negative points) in reducing traffic congestion as well as safety. In my opinion, any alternative that proposes to widen Dunes West Blvd and Bessemer Rd **SHOULD NOT** be considered as a viable, effective, prudent, smart, logical, or SAFE solution for any of our Dunes West / Park West (including Bessemer Rd) subdivision residents as well as for commuters in general who want the quickest way to get from HIGHWAY (HWY) 41 to HWY 17 and vice versa.

-- That then leaves Alternative 1 as having the most PROS in reducing traffic congestion, which is the primary purpose of this HWY 41 Corridor Improvement project but also best addresses the secondary purposes.

-- I've also included Suggestions for consideration.

Alternative 1 Comments/Feedback:

PROS:

- (1) The shortest distance between two (2) points is a straight line so keep the HWY 41 Expansion where it should be on widening existing HWY 41 so all truck/car traffic have the quickest route to HWY 17 where most (90-95%) of the vehicle traffic goes south
- (2) On HWY 41 between Dunes West Blvd and Joe Rouse Rd, there are very few subdivisions with substantially fewer houses and therefore fewer cars trying to gain access to HWY 41, which significantly helps traffic flow and reduces the likelihood of vehicle traffic accidents
- (3) The existing HWY 41 is a straight highway...keep it as it was intended to be a HIGHWAY where vehicles can travel at 45 MPH.
- (4) On HWY 41 between Dunes West Blvd and Joe Rouse Rd, with fewer subdivisions and houses, there is minimal pedestrian traffic either along the highway or crossing it, which reduces the likelihood of pedestrian traffic-related accidents and enhances safety
- (5) Less impact to Wetlands and Floodplains than Alternative 7
- (6) Less impact to Laurel Hill County Park than Alternative 7
- (7) Quickest route for emergency response and evacuation

CONS:

- (1) Impact to the Phillips Community, but with far fewer houses and less population, there would be less impact to the Phillips Community than there would be to Dunes West and Park West communities / subdivisions.
- (2) Impact to cultural/historic sites

Alternative 2 Comments/Feedback:

PROS:

- (1) The shortest distance between two (2) points is a straight line so keep the HWY 41 Expansion where it should be on widening existing HWY 41 so all truck/car traffic have the quickest route to HWY 17 where

most (90-95%) of the vehicle traffic goes south

(2) On HWY 41 between Dunes West Blvd and Joe Rouse Rd, there are very few subdivisions with substantially fewer houses and therefore fewer cars trying to gain access to HWY 41, which significantly helps traffic flow and reduces the likelihood of vehicle traffic accidents

(3) The existing HWY 41 is a straight highway...keep it as it was intended to be a HIGHWAY where vehicles can travel at 45 MPH.

(4) On HWY 41 between Dunes West Blvd and Joe Rouse Rd, with fewer subdivisions and houses, there is minimal pedestrian traffic either along the highway or crossing it, which reduces the likelihood of pedestrian traffic-related accidents and enhances safety

(5) Least property impact of all Alternatives being considered

(6) Least impact on wetlands, floodplains, and Laurel Hill County Park

(7) Least impact on cultural historic sites

(8) Less impact on the Phillips Community and Dunes West/Park West communities including Bessemer Rd

CONS:

(1) Unstable bumper-to-bumper traffic flow would remain which defeats the purpose of addressing current and future traffic congestion.

Alternative 7 Comments/Feedback:

PROS:

(1) Less impact to the Phillips Community, but a greater impact to Dunes West and Park West communities / subdivisions (including those on Bessemer Rd), which have more homes and a much larger population.

CONS:

(1) It absolutely makes no sense to re-route high speed (45 MPH) / extremely high volumes of truck/car traffic around and thru Dunes West / Park West (where the speed limit is 35 MPH) only to bring 90-95% of it right back out to intersect HWY 41 again !! Not only is this a longer route for traffic, but this only adds more traffic back in Dunes West and Park West where traffic is already backed up.

(2) I disagree that traffic flow will be stable for Alternative 7 on Dunes West Blvd and Bessemer Rd. The reason being is you will need to have at least one if not more than one traffic light to allow vehicles exiting Dunes West to enter Dunes West Blvd. Anytime you introduce a traffic light, traffic flow is impeded and becomes stop & go traffic, which in-turn causes an unstable traffic flow. With 5 lanes of high speed traffic, a round-about would not work either resulting in unstable traffic flow. With several existing and new housing communities on Bessemer Rd, there will only be increased traffic needing to get onto the road, which again will cause an unstable traffic flow.

(3) I disagree that traffic flow will be stable for Alternative 7 from Joe Rouse Rd to the intersection of HWY 41 and HWY 17 since there will be a backup of traffic where the majority of 2 lanes of high-volume eastbound HWY 41 traffic (90-95%) merges onto HWY 17 going south and there is only one merge lane, hence a slowing and backlog of traffic on HWY 41. In my opinion, I can't see how this would be any different than Alternative 1, which is expected to have unstable traffic flow.

(4) There is already a backlog of traffic exiting Dunes West in the morning, but it at least flows slowly and steadily. Alternative 7 would only compound an existing traffic flow problem, resulting in only more delays in exiting the community. With only more development being completed in Dunes West, the problem of exiting will only get much worse.

(5) With more subdivisions along Dunes West Blvd and Bessemer Rd and hence, a far more active bicycle/pedestrian population traveling between communities, Alternative 7 only adds high speed and high volumes of traffic where it shouldn't be, which would NOT enhance safety but would have a much higher probability of bicycle/pedestrian traffic-related accidents due to a 10 MPH increase in the speed limit and the sheer, continuous volume of traffic..

(6) There's Bessemer Rd where houses are being built right up against the sidewalk; any increase to the number of lanes of traffic would be yet another safety hazard for residents and their children bicycling, walking, running, pushing strollers, etc.

(7) Greater environmental impacts to the wetlands and floodplains than Alternative 1

(8) Greater impact to Laurel Hill County Park than Alternative 1

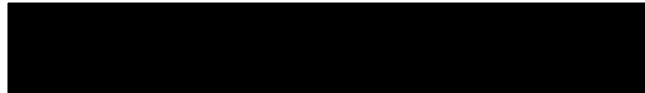
- (9) Greater probability of delays for emergency response in Dunes West, Park West, and surrounding communities since there will be far greater and steady volumes of traffic which would further impede first responders especially with the increased likelihood of traffic delays
- (10) Impact to cultural/historic sites

Suggestion(s):


- (1) Rather than making HWY 41 a 5 Lane road (Alternative 1) or a 3 Lane road (Alternative 2) between Joe Rouse Rd to Dunes West Blvd, consider making it a 4 Lane Rd. Two lanes going east towards HWY 17, one "center" turn lane, and one lane going west towards the Wando River Bridge. There's more traffic going east than west, hence the idea of having one more lane on the eastbound side. This would also leave room for a bicycle lane on one or both sides. The current two lanes of Joe Rouse Rd traffic entering HWY 17 would remain unchanged, but the two lanes should be extended some from intersection of HWY 41 and Joe Rouse Rd further back some on Bessemer Rd.
- (2) Also, rather than have a 5 Lane road from Joe Rouse Rd to the intersection of HWY 41 and HWY 17, make this a 4 Lane Rd also. Two lanes going east towards HWY 17, one "center" turn lane, and one lane going west towards the Wando River Bridge.
- (3) Since there is less community impact between Dunes West Blvd and the Wando River Bridge, that could remain a 5 Lane Rd or be reduced to 4 Lanes also.
- (4) OF IMPORTANCE, which doesn't seem to be addressed in this study, is the need for keeping HWY 41 traffic flowing as it merges onto HWY 17 South. Having 2 Lanes of HWY 41 eastbound traffic would currently have to merge into a single lane in order to merge onto HWY 17 South, which does now and will continue to result in unstable, stop-and-go traffic flow.

CONCLUSION: We support Alternative 1 and Alternative 2, but recommend consideration be given to the Suggestions. We DO NOT support Alternative 7.

Regards -- Thomas and Meridith Fessenden



Shannon Hellwig



June 14, 2018

Will Haynie, Mayor
Larry Grooms, SC Senator
Tim Scott, US Senator
Lindsey Graham, US Senator
F. Michael Sotille, SC State Representative
Nancy Mace, SC State Representative
Mark Sanford, US Congressman
Bob Brimmer
Joe Bustos
Jim Owens
Kevin Cunnane
Gary Santos
Kathy Landing
Tom O'Rourke
G.M. Whitley
Highway 41 Corridor Improvement Project Team

Re: Highway 41 Corridor Improvement Project

Dear Sirs/Mesdames:

I am writing to express my objection to Alternative #7 proposed by the Highway 41 Corridor Improvement Project. The reasons for same will be set forth below, however, I would first like to address the misleading nature of the project team's information - both supplied at the May 16, 2018 information meeting as well as what is available online.

MISLEADING INFORMATION PROVIDED TO THE PUBLIC

The Highway 41 Corridor Improvement Project team has provided a color-coded depiction of their level of service measurements for design year 2045 based on 4 alternatives:

“No Build”, “1”, “2” and “7”. The information pictured in these depictions is grossly misleading and could sway individuals who may be unfamiliar with the area to simply look at the pictures and lean towards supporting what looks the greenest, as green represents stable traffic flow. However, the alternatives do not accurately depict which way the traffic flow is affected, at what times of day, or for what lengths of time. Additionally, the “no build” alternative shows Bessemer and Joe Rouse Road as green, but once 41 is widened by either Alternative #1 or Alternative #2, shows the same stretch of road in orange even though an improvement to 41 is being represented.

The maps also reflect certain subdivisions of Park West being grouped in either the Philips community or Dunes West. Again, for anyone living outside of the area of Park West or Dunes West, that depiction minimizes the true impact that these Park West residents will be completely separated from their community and their amenities.

PERSONAL AND NEIGHBORHOOD IMPACTS

Having become disabled in recent years and unable to have a good quality of life where we lived in New Jersey, my family and I specifically moved to Park West last year because of its Master Plan and it specifically being a planned community. I have developed severe impairments which make certain things very difficult for me, especially being close to medical care and travelling. Park West is a community where we have access to everything we need - parks, walking paths, schools, grocery store, doctors, dentists, banks, and many other amenities. To put a 5 lane highway directly between the subdivision we live in, Arlington, and all of our amenities would leave us in the same situation that brought us here in the first place - homebound. We would no longer be able to walk to the pool, playground or clubhouse. My children would no longer be able to ride their bikes to school. We would not be able to walk or ride a golf cart to the recreation facilities for sports or activities. We would not be able to access the dining, hairstylist, veterinary office or other businesses we utilize at the entrance to Park West. We would be completely cut off from every single reason we relocated here and we would lose our quality of life, both individually and as a family.

We have also invested everything we had in the home we purchased - one we purchased at a price higher than we were comfortable with, but at a price we were willing to pay for quality of life. Alternative #7 would create a financial hardship for our family, and many others, due to a drastic reduction in the value of our homes.

In addition, our concerns also include noise pollution, health hazards and utilities. Any environmental review will reveal that Alternative #7 has the most negative impact on air quality, costs, planned developments, property acquisitions, estuarine and freshwater wetlands, streams, floodplains and parkland, among others.

These effects will trickle down to affect Durham Bus Company as well. All their routes will have to be extended and rerouted for the safety of their riders. Additionally, Alternative #7

will put more cars on the road during the most inopportune time - rush hour. For one, my daughter has been bullied on the bus and prefers to ride her bike to school. With a 5 lane highway in her way, there is no way she would be permitted to do that. Not just because of the highway, but also because now commuters from other areas would be traveling directly through our residential neighborhood - commuters I know nothing about and could have criminal backgrounds or opportunistic tendencies. I feel wholly unsafe introducing the potential of a possible crime increase into our very safe neighborhood due to the rerouting and expansion of a 5 lane highway.

MISSING OR WITHHELD INFORMATION

I am an individual who makes every attempt to obtain every piece of information possible in order to make intelligent decisions. However, despite my speaking directly with almost every representative of the Highway 41 Corridor Improvement project team present at the May 16, 2018 meeting, I am still without information. The number one goal of the Highway 41 Corridor Improvement project is stated to reduce traffic congestion, but no information is available as to why this is necessary. Not one individual present that I spoke to was able to provide any results of any preliminary study performed, details regarding projected costs, details regarding the efficiency of any of the alternatives, or details regarding the length of time each of the alternatives would take to implement.

When asked what the real problem was, one of the representatives of the team advised the traffic lights located at the intersection of Route 41 and Dunes West Blvd. and at the intersection of Route 41 and Joe Rouse were causing a backup. Later, I learned from another representative - when I asked how individuals leaving their subdivisions and needing to turn left would be able to do so, I was informed additional traffic lights would be installed at the entrances to the subdivisions. When I pressed the subject, I was informed it was possible for 5 traffic lights to be installed. Somehow, it seems that a 1.5 mile stretch of road with a traffic light at each end would NOT be better served by extending it for at least another mile and adding an additional 5 traffic lights to allow residents to enter the roadway.

I was specifically interested in finding out what studies had been performed on the traffic lights, if they were looked at to determine if their timing and duration could be changed to ease the traffic flow at all. I even brought an area of Route 41 traveling toward Route 17 between the intersection of Joe Rouse Road and the Holbeck development to the traffic team's attention. I personally have noticed that in that marshy area there is a slow down. I can not determine the distraction - there is no bend in the road, no commercial or residential developments and no warning or street signs. I would have hoped that this information would have been noted for observation at a later point, but this information did not seem worthy of investigation to the representatives.

I also spent great effort in attempting to determine what the position of the Philips community was to any or all of the alternatives. Unfortunately, I was not able to find anyone

present from the Philips Community to determine their point of view, the representatives of the improvement team all advised they had not spoken with any member of the Philips community and no one was willing to release or make available any information or comments obtained either through December 12, 2017 following the November 2017 meeting or by Harriet Richard, who I understand was in charge of interviewing those community representatives. I am hard-pressed to speak of whether or not Alternative #1 or Alternative #2 are worth exploring without knowing how the people directly affected by those plans view those alternatives.

Finally, the extension, expansion and rerouting of Highway 41 through winding and residential neighborhoods will undoubtedly have a significant impact on the current straight, higher speed, shorter evacuation route. Not one representative of the Highway 41 Improvement project team could provide any information in response to this question.

Not only did the project team appear for the public meeting unprepared, both as individual representatives of their own expertise, but as a team as a whole - each claiming I'd have to talk to someone else to answer my questions - but they left me with even more concerns. It is disheartening that members of a "team" are not cognizant of what any other member, or the project as a whole, is doing.

CONCLUSION AND POSSIBLE ALTERNATIVES

In conclusion, my family and I are vehemently opposed to Alternative #7 and have been doing everything possible to ensure it is removed from consideration. We strongly support the NO BUILD option at this time. Without information available regarding the necessity of the project or the position of every individual at risk or being directly affected by the proposed changes, it would be unfair to proceed with any of the alternatives presented. If it is determined that there is an actual and legitimate need to expand Route 41, I believe it would be prudent to consider the following:

- Studying traffic patterns and adjusting traffic lights at certain times of the day, for certain periods of time, to accommodate traffic;
- reaching out to the Board of Education to get schools on board with providing bus aids to lower incidents of bullying and encourage more bus riders - perhaps disallow parent drop offs by car unless it will be a late drop off passed a certain time period and limit the privilege to drive to high school to seniors who are not required to remain on campus for the entire day;
- consider replacing the traffic lights at issue with traffic circles to keep the flow of traffic steady;
- consider the possibility of a raised highway that would have little to no impact on existing homes. I realize the main argument would be that a structure such as a


raised highway would be an “eyesore”, however I have witnessed firsthand some beautifully executed raised highways and can direct anyone interested to look at the Somerville Circle in Bridgewater, New Jersey as well as Route 18 in New Brunswick, New Jersey which is surrounded by the campus of Rutgers University;

- if the families are amenable, consider offering to provide the Philips community with the same number of new homes and relocating the families to a nearby safe area where their families will be protected from future development and by extending the same tax abatement.

Thank you for your time and consideration.

Sincerely,

Shannon Hellwig



June 12, 2018

Route 41 Corridor Improvements
c/o Charleston County
4400 Leeds Avenue, Suite 450
North Charleston, SC 29405

Hello,

I attended the May 16 community meeting and have read through all the information on the three alternative routes. I'm a resident of the Cypress Pointe subdivision, which would be highly impacted by the route of "Alternative 7" -- therefore I'm going to limit my comments to what I see as the negative impacts of that alternative.

1) Alternative 7 has the most significant impacts on *high-value, high-density* properties, as well as impacts which are greater than or comparable to Alternatives 1 and 2 in every other category listed on the screening matrix. On this evidence alone, Alternative 7 doesn't seem "reasonable" to me. It doesn't make sense.

2) Alternative 7 has the greatest environmental impacts: Highest impact on wetlands, streams, floodplains, and parkland. Given the extent of environmental degradation already caused by overdevelopment in this area, and especially the potential for increased flooding as SC faces more frequent heavy rainfalls and storm events due to climate change, why further compromise the fragile ecosystem, including wetlands that help absorb runoff from developed areas? I hope the hydrological impacts of the Rt. 41 improvements are being studied thoroughly -- i.e. the quantity of rain water which will be running off from the increased coverage of highway pavement has to go somewhere.

The established developments along Dunes West Blvd currently experience minimal flooding even during extraordinary weather events such as the "1000 year" rainfall we had a few years ago. I think this can be attributed to proper implementation of holding basins, drainage culverts, etc. However, some newer developments closer to Bessemer Rd. have experienced unexpected flooding during severe weather, which indicates that the greater area impacted by Alternative 7 around Dunes West Blvd is not necessarily in the best shape to handle increased run-off from a 5-lane highway running through it. An older development like Cypress Pointe could be precariously close to a "tipping point" after which its currently well-functioning hydrology becomes overwhelmed by changes in volume and route of rainwater drainage, as well as loss of adjacent wetlands, if

now occupy land that had formerly been part of the Philips Neighborhood. If developers have already been given free reign (by members of the community itself) to build within the Philips Neighborhood, and eliminate large swaths of its history, it's hard to understand preservation goals of a Rt. 41 bypass at this point. Preserving the Philips Neighborhood as it stood in 1993, pre-development, might have been a good idea. Preserving what's left of it now doesn't make much sense, regardless of any official historical designations. Archaeological excavations can be accomplished in concert with (prior to) excavation for highway improvements; this is not unusual and is quite do-able if sufficient funding is provided by the state.

Furthermore, it's apparent from the number of "property for sale" signs I see along Rt. 41, that Philips Neighborhood residents are counting on the INCREASED value of their property if Rt. 41 takes the Alternative 1 route -- i.e. Rt. 41 adjacent properties in Philips will become valuable commercial frontage. In other words, I don't see any particular incentive within the Philips Neighborhood to preserve their neighborhood as it is now, because the existing structures are, for the most part, low-value (trailers, cottages, garages, shanties), and often in poor condition, while the land they occupy is *potentially* quite valuable if commercial zoning and development follow. I have also *never* (in 25 years) seen any effort or impetus within the Philips Neighborhood to preserve some semblance of "historical neighborhood" in favor of new developments -- hence the frequent sales of land by community residents to developers.

If Alternative 7 is chosen, and Rt. 41 improvements bypass the Philips Neighborhood, is there going to be a moratorium on new development there? I.e. no more selling neighborhood land to developers and no zoning changes from residential along Rt. 41? I hope so. Otherwise, the state's exercise in preservation will be entirely absurd and unfair to those who must bear the brunt of the bypass.

The contrast between the situation of neighborhoods adjacent to Dunes West Blvd given Alternative 7 and Philips Neighborhood given Alternative 1 seems quite stark. Alternative 7 will radically reduce our quality of life and property values; while Alternative 1 will have some impact on quality of life in Philips but ultimately INCREASE property values and opportunities for residents to profit. Remember, people in Philips have been living with Rt. 41 for a long time. It has been a major traffic route for at least 15 years or longer. Quality of life adjacent to Rt. 41 has already been impacted by noise, pollution, and congestion. I see Alternative 1 as giving Philips residents in low-value homes a chance to profit from selling their land to developers, allowing them to afford better homes elsewhere. Whereas Alternative 7 gives subdivision residents along Dunes West Blvd a host of negative impacts from a major highway that no one ever expected to see there, and forces us to sell at a loss if we want to escape.

One final observation about the Philips Neighborhood: I have not seen an *active* sweetgrass basket stand there for at least 20 years. I have no idea where I might find those "15 sites" noted in the screening matrix.

5) In conclusion, after digesting the screening criteria and considering all the impacts I know I will personally experience as a resident of Cypress Pointe if Alternative 7 is chosen, I keep returning to the same thought: **Alternative 1 is simply the MOST REASONABLE, in terms of minimizing property and environmental impacts.**

Alternative 7 runs a major new highway literally through the back yards of many relatively high-density developments full of expensive, established homes, where the financial stakes for homeowners are very high, and there is potential for disastrous impacts on the hydrological infrastructure supporting the viability of many hundreds of parcels.

PLEASE CHOOSE ALTERNATIVE 1.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Mark Skoner', written in dark ink.

Mark Skoner

Cell: [REDACTED]

From: [Mark Skoner](#)
To: HWY41SC@gmail.com
Subject: Comments on Rt 41 alternatives
Date: Thursday, June 14, 2018 3:36:33 PM

Hello,

I attended the May 16 community meeting and have read through all the information on the three alternative routes. I'm a resident of the Cypress Pointe subdivision, which would be highly impacted by the route of "Alternative 7" -- therefore I'm going to limit my comments to what I see as the negative impacts of that alternative.

1) Alternative 7 has the most significant impacts on *high-value* properties, as well as comparable or greater impacts in almost every other category listed in the screening matrix. For this reason alone, Alternative 7 just doesn't seem "reasonable" to me. It doesn't make sense.

2) Alternative 7 has the greatest environmental impacts: Highest impact on wetlands, streams, floodplains, and park land. Given the extent of environmental degradation already caused by overdevelopment in this area, and especially the potential for increased flooding as SC faces more frequent heavy rainfalls and storm events due to climate change, why further compromise the fragile ecosystem, including wetlands that help absorb runoff from developed areas? I hope the hydrological impacts of the Rt 41 improvements are being studied thoroughly -- i.e. the quantity of rain water which will be running off from the increased area of highway pavement has to go somewhere.

The established developments along Dunes West Blvd currently experience minimal flooding even during extraordinary weather events such as the "1000 year" rainfall we had a few years ago. I think this can be attributed to proper implementation of holding basins, drainage culverts, etc. However, some newer developments closer to Bessemer Rd. have experienced unexpected flooding during severe weather, which indicates that the greater impacted by Alternative 7 around Dunes West Blvd is not necessarily in the best shape to handle increased run-off from a 5-lane highway running through it. Older developments like Cypress Pointe could be precariously close to a "tipping point" that causes their currently well-functioning hydrologies to be overwhelmed by changes in volume and route of rainwater drainage, as well as loss of adjacent wetlands, if Alternative 7 is implemented. I don't think there's any way for engineers to properly simulate the complex environmental systems and conditions which could lead to disastrous outcomes for my neighborhood. If you actually have a simulation which includes that much data and that degree of granularity, please inform me.

3) I must emphasize that property values in the developments adjacent to Dunes West Blvd are much greater than those in the Philips Neighborhood. Alternative 7 will certainly cause property values to decrease. The presence of a major highway 20 feet from our neighborhood will increase noise, pollution, and crime. Residents of Cypress Pointe will be effectively (if not literally, depending on noise abatement solutions) walled in by Alternative 7. We will face all the inconveniences and hazards of interfacing with a major highway each time we leave Cypress Pointe, in a vehicle or on foot. No more walking across Dunes West Blvd to the swim club. No more relaxing walks or bike rides along Dunes West Blvd. Quality of life will drop dramatically, and with it our property values.

As I see it, the majority of property owners in Cypress Pointe consist of: (a) Young families with children who have "moved up" from smaller homes; and (b) retirees who moved here from out-of-state. Homeowners in both groups rely on their house as a primary asset. Because this area has been blessed with minimal flooding, good schools, and many positive attributes that make it a desirable place to live, homeowners have been able to count on their homes being good long-term investments. Insurance rates are reasonable; the resale market is strong; and we can live here safe in the assumption that, whatever comes next in these very uncertain and anxious times, at least our homes will provide a return on investment. Which is why homeowners here take such pride in their homes, and willingly abide by a strict set of covenants given by the Dunes West Property Owner's Association.

Unfortunately, something like Alternative 7 can swoop in, out of the blue, and destroy a lifetime of saving and work. I'm a retiree, and I'm counting on being able to sell my home at market value (which was close to \$400K before May 16) to finance assisted living in the near future. Now, those plans are on hold, as I wait to see what happens with Rt. 41. If I try to sell now, I face a buyer's market driven by investors who see an opportunity to acquire properties at panic prices. In fact, this points to another long-term consequence for neighborhoods adjacent to Dunes West Blvd, like Cypress Pointe, if Alternative 7 prevails: There will be many properties changing from family-owned to investor-owned, resulting in a higher number of rental properties, more short-term residents and investors, less neighborhood cohesion, less pride of ownership, etc. All the consequences that flow from panic selling as residents escape from Alternative 7 are bad news for the long-term health and welfare of the neighborhood.

4) I can't pretend to be an expert on the Philips Neighborhood. However, having lived here for 25 years, I've observed that the neighborhood has already changed considerably over the years due to actions of neighborhood property owners. I.e. large areas have been sold to developers for construction of three or four housing developments, which now occupy land that had formerly been part of the Philips Neighborhood. If developers have already been given free reign (by members of the community itself) to build within the Philips Neighborhood, it's hard to understand the preservation goals of a Rt. 41 bypass at this point. Maybe if we were having this discussion in 1993, pre-development, then it would make sense to preserve the Philips Neighborhood as it stood then. Now, it doesn't make sense, regardless of any official historical designations.

Furthermore, it's apparent from the number of "property for sale" signs I see along Rt. 41, that Philips Neighborhood residents are counting on the INCREASED value of their property if Rt. 41 takes the Alternative 1 route -- i.e. Rt. 41 adjacent properties in Philips will become valuable commercial frontage. In other words, I don't see any particular incentive within the Philips Neighborhood to preserve their neighborhood as it is now, because the existing structures are, for the most part, low-value (trailers, cottages, garages, shanties), & often in poor condition, while the land they occupy is *potentially* quite valuable if commercial zoning and development follow. I have also *never* (in 25 years) seen any effort or impetus within the Philips Neighborhood to preserve some semblance of "historical neighborhood" in favor of new developments -- hence the frequent sales of land by community residents to developers.

If Alternative 7 is chosen, and Rt. 41 improvements bypass the Philips Neighborhood, is there going to be a moratorium on new development there? I.e. no more selling neighborhood land to developers and no zoning changes from existing residential along Rt. 41? I hope so. Otherwise, the state's exercise in preservation will be entirely absurd and unfair to those who

bear the brunt of the bypass.

The contrast between the situation of neighborhoods adjacent to Dunes West Blvd given Alternative 7 and Philips Neighborhood given Alternative 1 seems quite stark. Alternative 7 will radically reduce our quality of life and property values; while Alternative 1 will have some impact on quality of life in Philips but ultimately INCREASE property values & opportunities for profit there. Remember, people in Philips have been living with Rt. 41 for a long time. It has been a major traffic route for at least 15 years or longer. Quality of life adjacent to Rt. 41 has already been reduced by noise, pollution, and congestion. I see Alternative 1 as giving Philips residents in low-value homes a chance to profit from selling their land to developers, allowing them to afford better places to live. Whereas Alternative 7 gives subdivision residents along Dunes West Blvd a host of negative impacts from a major highway which no one never expected to see there, and forces us to sell at a loss if we want to escape.

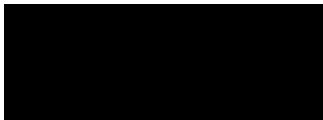
One more observation about the Philips Neighborhood: I have not seen an *active* sweetgrass basket stand there for at least 20 years. I have no idea where I might find those "15 sites" noted in the screening matrix.

5) In conclusion, after digesting the screening criteria and considering all the impacts I know I will personally experience as a resident of Cypress Pointe if Alternative 7 is chosen, I keep returning to the same thought: Alternative 1 is simply the MOST REASONABLE, in terms of minimizing property and environmental impacts. Alternative 7 runs a major new highway literally through the back yards of many relatively high-density developments full of expensive, established homes, where the financial stakes for homeowners are very high, and there is potential for disastrous impacts on the hydrological infrastructure supporting the viability of many hundreds of parcels.

PLEASE CHOOSE ALTERNATIVE 1.

Thanks,

Mark Skoner



From: [Russ Smith](#)
To: Hwy41SC@gmail.com
Subject: Feedback on Alternatives for Improving Hwy 41
Date: Saturday, June 16, 2018 1:54:32 AM

Dear Project Team Members and Decision Maker(s):

First and foremost, thank you for taking on this three-headed monster of a project. I understand and appreciate the rather difficult position in which you find yourselves. It is not a position I would want to find myself in. No matter which alternative you select, many residents, taxpayers and voters are going to be very angry with you. For simplicity's sake, let's assume it's between Alternatives 1 and 7, since 2 is basically a variant of 1.

If you select 1, you will anger residents of the Phillips community and various issue advocates, most of whom live nowhere near Mt. Pleasant but have career-oriented motivation in promoting preservation of disadvantaged and so-called historical communities. Not a pleasant scenario to be sure, but the question is whether it could be mitigated or offset by some clever trades.

If you select 7, you will anger in the vicinity of five thousand residents comprising the largest development in Mt Pleasant, not to mention several smaller neighborhoods along Park West Boulevard and Bessemer Road, whose aggregate real property exceeds \$1Bn in market value.

Tinkering with and negatively affecting even a small percentage of that sort of value — an amount whose value could easily exceed the amount of funding required to execute the Hwy 41 project — certainly takes some trust and confidence in one's ability to remain employed. More trust than I would have!

So with those general observations made, some more specific comments follow.

1. I find it very difficult to provide meaningful, well-reasoned feedback given the vagueness and scarcity of information and data you have published. As an example, I think it is almost impossible to provide valid feedback with zero insight into intersection design of the many key intersections that would be involved in Alternative 7, and to a lesser degree, Alternative 1. I also struggle to make sound comments with the traffic modeling statistics dumbed-down to a rainbow of undefined, qualitative service levels. I have no insight into directional asymmetries, time-of-day peaks, average transit times, and so on. Nowhere (that I could find) have any details about assumptions you've made in your traffic modeling been stated. I don't mean to be overly critical — just stating reality. It is frustrating because I know you possess that information.

2. Of the three "reasonable" alternatives, I prefer 1 to 2 and 7. My comments will focus on aspects of 1 and 7.

3. The most obvious point is that Alt 1 is based upon modifying an existing state highway that for better or worse, was intended to be exactly that. Alt 7, in effect, creates a new state highway smack dab through a planned residential development whose developers and Town officials who've shaped its development through zoning regulations, subdivision plats, infrastructure design, and so on, over the course of a quarter of a century, could never have envisioned such a bizarre turn of events. While it is true that parts of Park West Boulevard were planned to eventually be widened to 4 lanes, no part of that is in the direct path of this new state highway. I believe rerouting a state highway carrying the traffic that it would carry through. Planned development not designed with that intent would have profound and far-reaching impacts which are impossible to predict.

4. There are approximately seven locations where existing subdivisions or developments along the proposed diverted Hwy 41 route would have to on- and off-load traffic from this new 5 lane highway. These feeders into the proposed new 5 lane highway range in number of dwellings from several dozen to what will eventually be about 2,000 from the Dunes West main gate. Because of the high volume of traffic that would have to flow into and out of the diverted Highway 41 at the several points, and the apparent intent to minimize the amount of through traffic transiting the "old" segment of Highway 41 through Phillips, I think attempting to manage this number of new intersections with a state highway that will handle well over 20,000 vehicles/day will not turn out well.

5. How will residents of Rivertowne who need to turn left onto Highway 41 do that based on the diagram provided for Alt 7? There doesn't appear to be a way to do that without turning that intersection into a monstrosity.

6. With a state highway carrying well over 20k vehicles/day running within a couple hundred feet or so of the Dunes West main gatehouse, Alt 7 would cause that gate to have to be relocated to avoid causing severe backups in both directions of people trying to turn into the Dunes West main gate. I believe there are in the vicinity of 3,000 entries per day at that gate. Relocating that gate is no trivial project and if required to be pushed far enough down Wando Plantation Way, could seriously detract from the aesthetics and traffic flow along Wando Plantation Way at the intersection with Harpers Ferry Way and Cottonfield. This is where you start to risk impacting the nature and thus value of one of the premiere private golf and waterfront communities in the state.

7. The expansive privately owned open space on either side of Dunes West Boulevard as you turn onto Dunes West Boulevard from 41 has intrinsic value as the gateway into Dunes West. Many people have made purchase decisions in Dunes West based in part on the unique nature of this aesthetically pleasing drive up and down Dunes West Boulevard. Running a 5 lane state highway with the tractor trailer rigs, construction vehicles and other large, heavy and noisy vehicles through this area that have up until this point been expressly

prohibited from traveling on Dunes West Boulevard would utterly destroy not only the visual appeal many residents bought into when they purchased in Dunes West, but also have negative effects in terms of noise, fumes, accidents, etc.

8. Conversely, because Phillips has always existed (at least in recent history) with a state highway that carries 20k+ vehicles/day bisecting it, increasing the width of that section of Hwy 41 by 30 feet or so would be the only day-to-day impact aside from a handful of residents who would have to be relocated. The Phillips community already has 20k+ vehicles/day running through it. Adding two lanes plus a suicide lane would not, by itself, dramatically increase the number of vehicles already driving through it.

9. In order to compensate those several Phillips community families who would have to be relocated for Alt 1, you should consider (if you haven't already) offering them the option of relocating to a small tract of land within the 750 acres of Laurel Hill CP. Under Alt 7, you've already determined that you would need to acquire 3.4 acres from Laurel Hill CP, presumably for routing of the new highway. So there does not appear to be an inability or unwillingness to acquire some of the Laurel Hill land — despite the restrictions on its future use by the trustee of the former owner. Ironically, if this were to be done, based on my limited understanding of the history of Laurel Hill, some part of the ancestors of the African Americans currently living in Phillips resided on land that was part of the current Laurel Hill CP. So it could be argued that relocating several of those families would be in better alignment with historical preservation than their continuing to live where they are now. Of course that would be up to them, but it is a potential opportunity that should be considered.

I could continue but that shouldn't be necessary. I've been involved in a fairly good amount of decision analysis affecting values comparable to the value of this project. I don't say that to beat my chest (working days are behind me and I just don't care about such things), but rather to suggest that I do have some perspective in navigating complex business issues. Setting aside the various points I made above and many other sound ones I'm sure have been made in favor of rejecting Alt 7 in favor of Alt 1, it is my belief that if you select Alt 7, it will go down as one of the all time blunders in South Carolina politics and government. The reason I say that is that I've seen people who aren't highly educated and who are relatively unsophisticated who have no significant stake in the matter react with bewilderment when I've described the scenario to them. It doesn't pass the BS test with most people...I believe it's as simple as that.

I've heard people who've spoken with your team members at the public meetings say you told them you'll "follow the process," and that is what will determine the decision. Don't "outsmart" yourselves or overthink it!

I'm all about process myself, but one thing about that is that if you are going to lean on that as your justification for the decision, you better have been transparent to a fault in applying the process. Based on my remarks above about the quality and level of detail of the information you've published for the public, I don't think you've been particularly transparent. That's just my perspective.

Best of luck to you (and thanks again for the work you do),

Russ Smith





June 8, 2018

Mr. Cal Oyer
c/o Charleston County
4400 Leeds Avenue, Suite 450
North Charleston, SC 29405

Preferred SC Highway 41 Alternative 7

Dear Mr. Oyer,

Thank you for providing the opportunity for the public to weigh in on the preferred alternatives for increasing mobility along the Highway 41 corridor. Because of the unique cultural resources and significant wetlands along Highway 41, the Coastal Conservation League urges the County to pursue an alternative that have the most minimal impact to environmental and cultural resources and greatest ability to provide multi-modal transportation opportunities. Alternative 7 provides the greatest ability to achieve all of these aspects.

Widening Highway 41 from US17 to Jack Rouse Road to five lanes, with only three lanes through Phillips, and then going back to five lanes past Dunes West Boulevard to the Wando Bridge is a reasonable compromise to increase mobility along the highway without negatively impacting the historic African American settlement community that has been declared eligible for inclusion on the National Register of Historic Places. Further, the ability to widen Bessemer Road and Dunes West Boulevard to five lanes adds more connectivity to the larger area and creates an equitable compromise that disperses the traffic to all of the surrounding communities and not rely only on Highway 41.

This project must be approached in the most equitable way possible, the Phillips community has already suffered in recent years from increased development pressure as massive new subdivisions encircled the historic settlement community and inundated the former agricultural community with excessive traffic congestion. Increasing connectivity within and throughout the surrounding neighborhoods provides the ability for traffic to be dispersed into a street-grid network and not rely exclusively on only one single thoroughfare. Further, the Town of Mount Pleasant is already in the process of widening nearby Park West Boulevard, which eventually turns into Dunes West Boulevard, so it makes sense to widen Dunes West Boulevard and Bessemer Road for additional capacity, as proposed in Alternative 7.

None of the proposed alternatives will make everyone happy, or frankly, provide long-lasting traffic relief without incorporating rapid transit infrastructure. Alternative 7 is the most equitable solution that enables the highest level of traffic dispersion without negatively impacting only one single community. The Coastal Conservation League encourages Charleston County to choose Alternative 7 as its preferred route and spend more time identifying solutions to make multi-modalism a key feature of this corridor project.

Sincerely,

Jason Crowley
Director of Communities & Transportation
South Carolina Coastal Conservation League

Public Information Meeting for Alternatives

May 16, 2018

The public will have 30 days after the meeting to submit comments. Comments are due by June 16 and can be submitted in person at today's meeting, online at www.Hwy41SC.com, or mailed to c/o Charleston County, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: ABSOLUTELY THE BEST OF THE THREE ALTERNATIVES. HIGHWAY 41 IS JUST THAT, A HIGHWAY! IT IS ALSO A STRAIGHT SHOT. 5 LANES FROM 17 TO THE BRIDGE WILL CREATE THE EASIEST FLOW.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: THIS ALTERNATIVE CREATES A BOTTLENECK AND JUST "KICKS THE CAN DOWN" THE ROAD. BETTER THAN 7, BUT NOT AS GOOD AS #1!		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: WORST IDEA EVER! NOT ONLY CREATES A BOTTLENECK, BUT TAKES A NEIGHBORHOOD ROAD AND TURNS IT INTO A LIABILITY. KIDS WILL NOT BE SAFE, ENCOURAGES SPEEDING! TERRIBLE IDEA		

Please leave a comment for the project team in the space provided below:

Name:

JEFFERY WOOD



Thank you for your interest in the Highway 41 Corridor Improvements project!

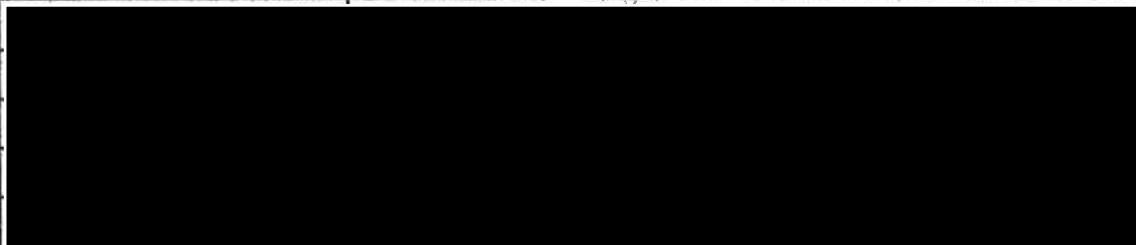


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Please answer the following questions:		
Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This alternative is the most logical option considering the direction of traffic flow and location of existing communities. It effects fewer total properties than alternative 7 and significantly less county park acreage.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This alternative is least logical. It would cause severe bottlenecking, thus creating more traffic. It would inevitably result in further expansions. It makes little sense in the long run.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This alternative is also extremely illogical. This option disregards the actual flow of traffic, which is currently a straight shot from 17 to the wando river bridge. It also impacts more properties than alternative 1 and significantly more county park acreage.		
Please leave a comment for the project team in the space provided below: Alternative 1 is clearly the most logical option.		

Name:	ELITE OUTRIGHT
	

Thank you for your interest in the Highway 41 Corridor Improvements project!



Public Information Meeting for Alternatives

May 16, 2018

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain: Only actual reasonable alternative

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain: Will cause bottle-necking
Stupid

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain: Will effect far more people than Alt 1
Very dangerous for kids

Please leave a comment for the project team in the space provided below:

The other alternatives make no sense.

Name: Adam Cutright

6/1/18, 6:00 PM
Page 2 of 2

Public Information Meeting for Alternatives

May 16, 2018

The public will have 30 days after the meeting to submit comments. Comments are due by June 16 and can be submitted in person at today's meeting, online at www.Hwy41SC.com, or mailed to c/o Charleston County, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

Please answer the following questions:

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If yes, please explain: • Shortest distance, smoother flow, least impact on Dunes West and Park West neighborhoods.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: • creates bottleneck area along 41. • Same problem as we have today as more & more people & traffic move into area		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This will have MAJOR impact to neighborhoods of Dunes West/Park West. • Loss of Green Space • Destroys the feeling of a neighborhood community. • Sound barriers will change aesthetics of the area - who wants to look at wall		

Please leave a comment for the project team in the space provided below:

Hwy 41 is a state road. State roads are for major traffic flow. Duns West Blvd + Bessemer are neighborhood roads.

alternative 7 totally changes what Duns West and Duns West are all about, Neighborhoods where people live, kids play and traffic is primarily for ^{the} local area. School buses and shopping will be impacted. Entering Duns West Blvd from the neighborhoods will be impacted.

I know Phillips community ~~is~~ has historic significance but in the effective area areas are for sale now! I've never seen a basket sold along this area in the 9 years living here.

Name:

William Thompson

Thank you for your interest in the Highway 41 Corridor Improvements project!

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while no alternative is perfect Alt 1 is the clearest option

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain:

- Most straight forward reasonable option.
- with careful planning many concerns can be mitigated - In fact the opportunity exists to highlight, upgrade &

Do you have any comments about Alternative 2? protect this section.

☒ Yes

☐ No

If yes, please explain:

- Anticipate a bottleneck at the 2 points with merging traffic on 41 - area will be prone to accidents

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain:

- Screening matrix clearly indicates biggest negative impact of this option
- Large concern with environmental factors let's try to hold onto Mt Pis green space wherever we can!

Please leave a comment for the project team in the space provided below:

- Excellent work by the planners laying out options = communicating.
- Clearly there is concern for the historical significance for Mt. P's Gullah Communities
 - no one I spoke to at the presentation could identify the historic sites.
 - in 9 years I have not seen an active Sweetgrass Basket Stand on 41
 - New home construction in the Phillips Community is already diluting the presentation
 - Driving the corridor I cannot visually identify major obstacles aside from the marsh areas.
- I believe cost implications of Alt 7 would prove to be substantially higher than Alt 1

Name: Kathy Thompson

Thank you for your interest in the Highway 41 Corridor Improvements project!

- And thank you for the opportunity
for input.

Kathy Thompson

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain:

This alternative is will still result in excessive, noise, traffic congestion and long term construction, etc. Please refer to alternative # 2 and # 7 comments below.

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain:

This is the most preferable alternative of # 1, 2 and 7 due to less residential impact, more efficient transit & hurricane evacuation.

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain:

since 2004

We as homeowners (long term) in Arlington, Park West and are strongly opposed to Alternative 7 (unreasonable in our opinion) for many reasons. We are very concerned with potential safety hazards, namely having to cross a 5 lane highway to exit our neighborhood to leave Park West, bring the children to school/activities, etc. or to use the neighborhood amenities, pools/tennis, etc. (→ over)

We have 2 young children who would not be able to ride their bikes out of our neighborhood, nor will we be able to easily access the many walking/biking trails in Park West. (over)

Please leave a comment for the project team in the space provided below:

Alternative #7 (cont)

The second concern is hurricane evacuations, alternative #7 would not be conducive to many residents leaving PW on Bessemer Rd.

This 5 lane highway would increase noise, pollution and traffic and would cause residential disruption, as well as further decrease the existing vegetation and green space.

The proximity of our neighborhood to a 5 lane highway would decimate property values and severely further ^{negatively} impact our quiet suburban neighborhood. Lastly construction noise, pollution and equipment will also further decrease our quality of life in Arlington, Park West.

We urge you to please consider alternatives 1 or 2 for less residential impact, more efficient transit and hurricane evacuation routes.

Name: Michelle O'Connell and Matt Cormack

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain:

This one is the best

- more efficient transit
- hurricane evacuation
- less residential impact

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain:

mostly against this one

Do you have any comments about Alternative 7?

☒ Yes

☐ No

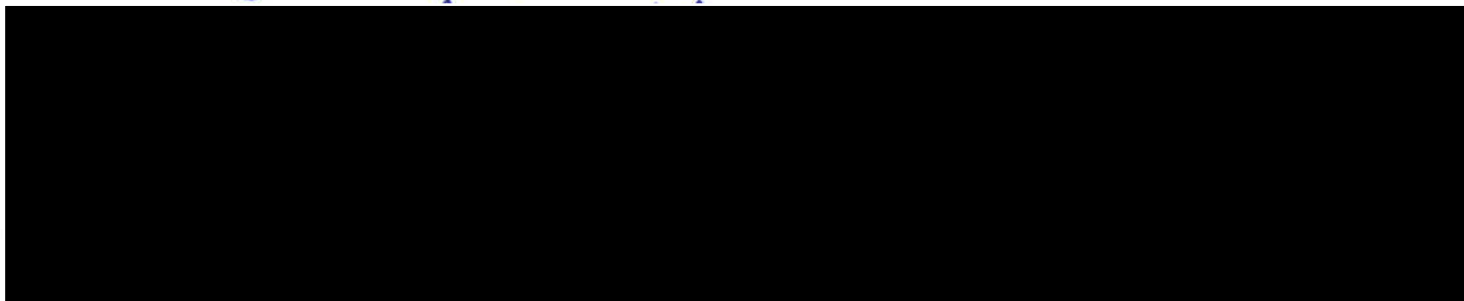
If yes, please explain:

Totally against this one

- inadequate road width
- would directly impact to many home in Park West, where I live with my son.
- noise
- pollution
- traffic within Park West
- safety of children
- property values

Please leave a comment for the project team in the space provided below:

Name: Sharon Lefko



Thank you for your interest in the Highway 41 Corridor Improvements project!

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<p>If yes, please explain:</p> <p><i>direct route, impacts less people</i></p>		
Do you have any comments about Alternative 2?	Yes	No
<p>If yes, please explain:</p> <p><i>direct route, impacts less people</i></p>		
Do you have any comments about Alternative 7?	Yes ✓	No
<p>If yes, please explain:</p> <p><i>I would like to express my concern for why I am against Alternative 7. It makes no sense to go through the middle of an existing neighborhood. Hundreds of residents would be impacted, causing dangerous intersections of cars trying to get out of eight different neighborhoods converging onto a crowded Bessemer Road.</i></p> <p style="text-align: right;">→</p>		

Please leave a comment for the project team in the space provided below:

The cost to make Bessemer Road wider seems like a more expensive project. Other than decreasing 453 property values that would be affected due to a 5 lane highway, I do have other concerns. My main concern is the children in these neighborhoods riding or walking to our nearby pool and tennis complex. This would be very dangerous for our children. Please consider all these factors.

Thank You,
Terri Ward

Name: Terri Ward (Sherese)

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Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This option makes the most sense to relieve traffic congestion with the least impact on properties + children's safety. Highway 41 is just that, a highway.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This option makes sense as well but will probably not relieve traffic congestion as much as option 1. As stated above, Highway 41 is a highway.		
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If yes, please explain: This option is ridiculous. It would be the most costly, impacts the most parcels of land. It cuts 2 communities into pieces when currently they are whole. The safety issue for the children in this option is horrible. This option ruins 2 planned communities + the property value of the homes cut off from their planned community. Why make another highway through 2 planned communities when one already exist? Ridiculous and a waste of money.		
Please leave a comment for the project team in the space provided below:		
Option 1 - widen the already existing highway. It's a no brainer.		

Name:	Dana Colnigt

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

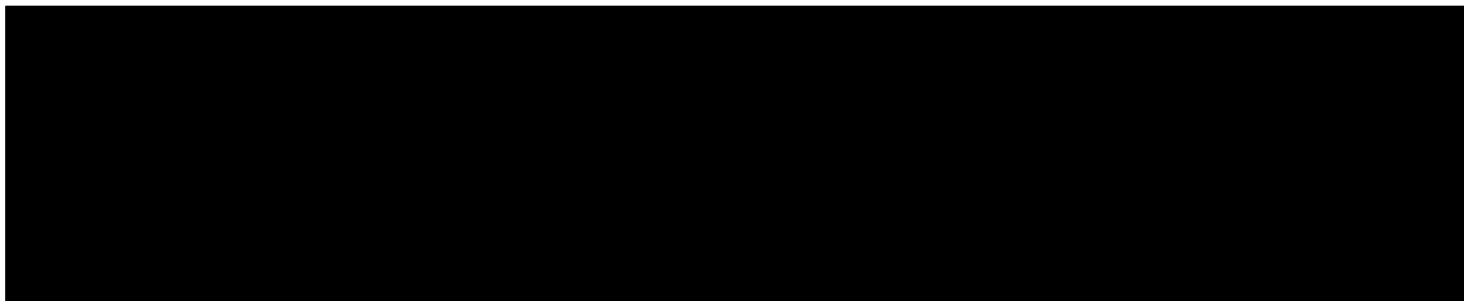
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Do you have any comments about Alternative 2?	Yes ✓	No
If yes, please explain: SILLY		
Do you have any comments about Alternative 7?	Yes ✓	No
If yes, please explain: THIS APPROACH HAS SERIOUS SAFETY RAMIFICATIONS - PORTIONS OF BOTH DUNCES WEST & PARK WEST WOULD BE CUT OFF FROM THEIR POOLS & RECREATION AREAS - LEAVING KIDS WITH A 5-LANE HIGHWAY TO CROSS A HIGHWAY THRU A FRAGMENTED COMMUNITY WOULD BE A VERY "BAD FAITH" MOVE		

Please leave a comment for the project team in the space provided below:

Name: EDWIN CUTRIGHT



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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: ABSOLUTELY THE BEST OF THE THREE ALTERNATIVES. HIGHWAY 41 IS JUST THAT, A HIGHWAY! IT IS ALSO A STRAIGHT SHOT. 5 LANES FROM 17 TO THE BRIDGE WILL CREATE THE EASIEST FLOW.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: THIS ALTERNATIVE CREATES A BOTTLENECK AND JUST "KICKS THE CAN DOWN" THE ROAD. BETTER THAN 7, BUT NOT AS GOOD AS #1!		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: WORST IDEA EVER! NOT ONLY CREATES A BOTTLENECK, BUT TAKES A NEIGHBORHOOD ROAD AND TURNS IT INTO A LIABILITY. KIDS WILL NOT BE SAFE, ENCOURAGES SPEEDING! TERRIBLE IDEA		

Please leave a comment for the project team in the space provided below:

Name:

JEFFERY WOOD



Thank you for your interest in the Highway 41 Corridor Improvements project!

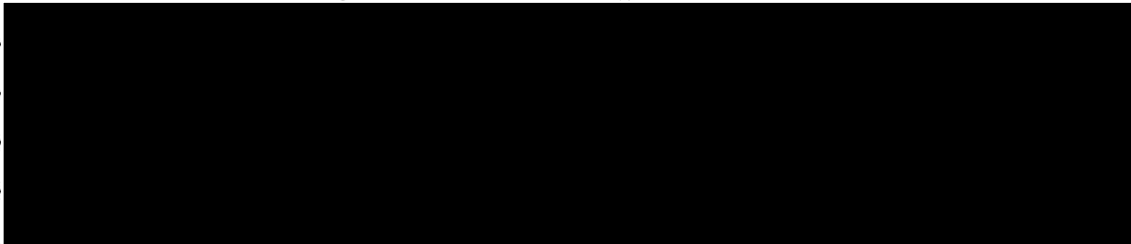


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Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This alternative is the most logical option considering the direction of traffic flow and location of existing communities. It effects fewer total properties than alternative 7 and significantly less county park acreage.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This alternative is least logical. It would cause severe bottlenecking, thus creating more traffic. It would inevitably result in further expansions. It makes little sense in the long run.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This alternative is also extremely illogical. This option disregards the actual flow of traffic, which is currently a straight shot from 17 to the wando river bridge. It also impacts more properties than alternative 1 and significantly more county park acreage.		
Please leave a comment for the project team in the space provided below: Alternative 1 is clearly the most logical option.		

Name:	ELITE OUTRIGHT
	

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain: Only actual reasonable alternative

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain: Will cause bottle-necking
Stupid

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain: Will effect far more people than Alt 1
Very dangerous for kids

Please leave a comment for the project team in the space provided below:

The other alternatives make no sense.

Name: Adam Cutright

6/1/18, 6:00 PM
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Name:

William Thompson

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☐ No

If yes, please explain:

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If yes, please explain:

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Name: Kathy Thompson

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If yes, please explain:

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☒ Yes

☐ No

If yes, please explain:

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Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain:

since 2004

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Alternative #7 (cont)

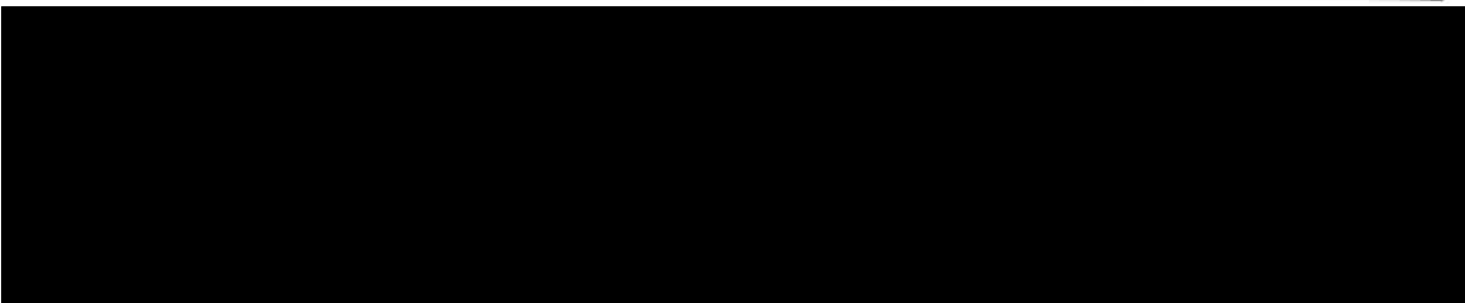
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Name: Michelle O'Connell and Matt Cormack



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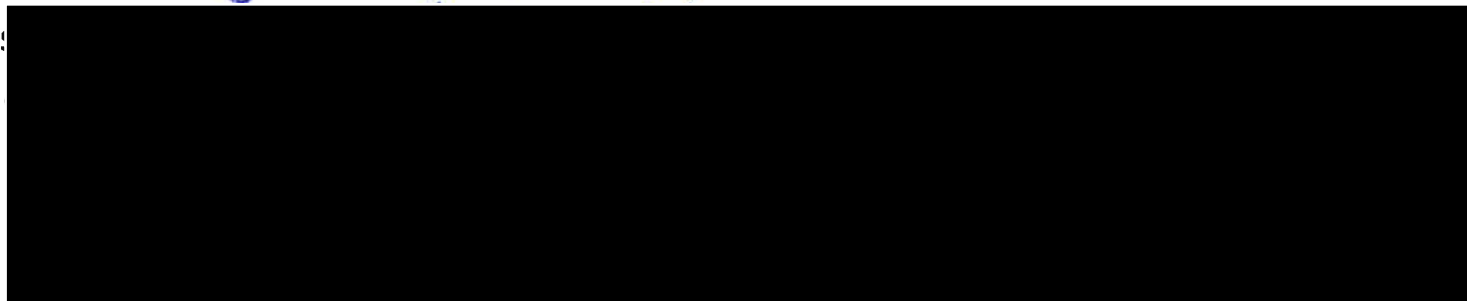
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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>This one is the best!</i> <i>- more efficient transit</i> <i>- hurricane evacuation</i> <i>- less residential impact</i>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>mostly against this one</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>Totally against this one.</i> <i>- inadequate road width</i> <i>- would directly impact to many home in Park West. where I live with my son.</i> <i>- noise</i> <i>- pollution</i> <i>- traffic within Park West</i> <i>- safety of children</i> <i>- property values</i>		

Please leave a comment for the project team in the space provided below:

Name: Sharon Lefko



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Do you have any comments about Alternative 1?	Yes	No
<p>If yes, please explain:</p> <p><i>direct route, impacts less people</i></p>		
Do you have any comments about Alternative 2?	Yes	No
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Do you have any comments about Alternative 7?	Yes ✓	No
<p>If yes, please explain:</p> <p><i>I would like to express my concern for why I am against Alternative 7. It makes no sense to go through the middle of an existing neighborhood. Hundreds of residents would be impacted, causing dangerous intersections of cars trying to get out of eight different neighborhoods converging onto a crowded Bessemer Road.</i></p> <p style="text-align: right;">→</p>		

Please leave a comment for the project team in the space provided below:

The cost to make Bessemer Road wider seems like a more expensive project. Other than decreasing 453 property values that would be affected due to a 5 lane highway, I do have other concerns. My main concern is the children in these neighborhoods riding or walking to our nearby pool and tennis complex. This would be very dangerous for our children. Please consider all these factors.

Thank You,
Terri Ward

Name: Terri Ward (Sherese)

Thank you for your interest in the Highway 41 Corridor Improvements project!



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If yes, please explain: This option makes sense as well but will probably not relieve traffic congestion as much as option 1. As stated above, Highway 41 is a highway.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This option is ridiculous. It would be the most costly, impacts the most parcels of land. It cuts 2 communities into pieces when currently they are whole. The safety issue for the children in this option is horrible. This option ruins 2 planned communities + the property value of the homes cut off from their planned community. Why make another highway through 2 planned communities when one already exist? Ridiculous and a waste of money.		
Please leave a comment for the project team in the space provided below:		
Option 1 - widen the already existing highway. It's a no brainer.		

Name:	Dana Colnigt

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Do you have any comments about Alternative 2?	Yes ✓	No
If yes, please explain: SILLY		
Do you have any comments about Alternative 7?	Yes ✓	No
If yes, please explain: THIS APPROACH HAS SERIOUS SAFETY RAMIFICATIONS - PORTIONS OF BOTH DUNCAN WEST & PARK WEST WOULD BE CUT OFF FROM THEIR POOLS & RECREATION AREAS - LEAVING KIDS WITH A 5-LANE HIGHWAY TO CROSS A HIGHWAY THRU A FRAGMENTED COMMUNITY WOULD BE A VERY "BAD FAITH" MOVE		

Please leave a comment for the project team in the space provided below:

Name: EDWIN CUTRIGHT



Thank you for your interest in the Highway 41 Corridor Improvements project!



Attachment B: Comment Forms & Letters



June 15, 2018

Mr. Cal Oyer
c/o Charleston County
4400 Leeds Avenue, Suite 450
North Charleston, SC 29405

Dear Mr. Oyer,

As a resident of the Phillips community in Mount Pleasant, which will be directly impacted by the Highway 41 Improvement Project, I am writing to share my support for Alternative 7 as the preferred option for enhancing mobility throughout the northern end of town.

The Phillips community is an historic African American settlement community dating back to the 1870s when emancipated African Americans purchased a portion of the Laurel Hill Plantation and subdivided the land into individual farming lots to create a self-sufficient community. In 2015, Phillips was included in Charleston County's Historical and Architectural Survey and was subsequently declared eligible for inclusion on the National Register of Historic Places. While our community has certainly changed since the early 20th century, Phillips still maintains a unique sense of place as a community that still has preserved many Gullah traditions and a distinct land use pattern reflecting the original subdivision of the old plantation.

Growth in Mount Pleasant is undeniable, and everyone is faced with the nuisance of traffic congestion and development pressure. While we might all wish that we could turn back the clock and stop the big developments that have grown up around us, we know that we must all share the cost of progress.

This is why Alternative 7 makes the most sense.

Widening Highway 41 from US17 to Jack Rouse Road to five lanes, with only three lanes through Phillips, and then going back to five lanes past Dunes West Boulevard to the Wando Bridge is a reasonable compromise to increase mobility along the highway without destroying our historic settlement community. Further, the ability to widen Bessemer Road and Dunes West Boulevard to five lanes adds more connectivity to the larger area and shares the burden of more traffic with the new communities that have grown up around us in recent decades.

This project must be approached in the most equitable way possible, which means that everyone who lives around Highway 41 must share some of the additional traffic congestion. That is why Alternative 7 is the most appropriate compromise for all communities who live in this part of the Town of Mount Pleasant.

Mr. Oyer, if possible, I would like to be added to all future conversations related to the Highway 41 widening project.

Sincerely,

John Wright, President
African American Settlement Communities Historic Commission

Richard Habersham, President
Phillips Community Neighborhood Association

5/16/18

I wrote this to
share my feedback regarding
the idea of an alternative
bus 41 running through Bessemer
+ Du Boulevard.

All I ask is that those
actually in charge of
this decision making
read it and then email
me your confirmation + written
response at

~~re: 41~~

→

Thank you for
hearing from us and
listening to our thoughts.

Sincerely,

Heather (all)

We Are the Arlington:
Feedback about the prospect of a multi-lane
Highway 41 on Bessemer

Part I

We are The Arlington. A small, humble community. We have annual Halloween parades, Father's Day fishing tournaments, and Christmas time get-togethers. We bike to Joey Bag A Donuts with our families on the weekends and we meet up with Park West friends at the pool on Friday nights, ordering Pizza from our neighborhood's Dominos. We love to go to our favorite family-owned Japanese restaurant Umi for dinner on Sunday nights as a family. Our kids ride their bikes to school or to friend's houses when the weather permits. Or they share time at the bus stop together each morning and afternoon, as their parents are busy heading to work.

We are The Arlington. Our sons play basketball almost every afternoon outside as a group since many families here cannot afford the expensive travel sports clubs that so many others kids in Mount Pleasant are away for regularly. Our boys ride their bikes with a fishing pole attached to the back and spend countless hours by our peaceful ponds. Our daughters meet up with friends outside, enjoy walks to our Park West tennis and volleyball courts, read a book on our neighborhood's bench next to the pond. The Arlington bench offers a serene space, overlook a calming fountain and is named in memory of a prior Arlington resident and leader who has passed away but is not forgotten.

We are the Arlington. We are families with kids and dogs who've been here for ten years+ and who are grateful to raise our children here. We are low-key, hard-working residents who are happy to live in a no-frills community that does not have huge homes with fancy windows and wrap around porches. But we've made our screened and front porches cute, we have placed hammocks and chairs for comfort, some even converted their garage into a social sitting space to enjoy the fresh air out of the sun while waving to neighbors passing by. We love the park-like feel of our little community. It is so nice that many new neighbors are joining us too with their new babies in tow, ready to raise their kids in this quiet, safe, friendly neighborhood as we have.

Our neighborhood includes all ethnicities: whites, Asians, African Americans, Hispanics, European's, Canadians, and more. We have Veterans, including my husband, active duty military, parents of all kinds, single folks, hard-working members of our community, single parents, and grandparents who plan to live out their final stage of life here in The Arlington. I have a neighbor a few doors

down who is terminally ill, a female widow across the street who works tirelessly to maintain a lovely home and yard in The Arlington for the sake of her children who lost their Dad to cancer years ago. We have another handicapped neighbor with a walker who loses his dog sometimes when she pulls away too strongly, and other neighbors do not hesitate to rush out with a dog treat and leash to go bring the dog back home for our neighbor.

I have another neighbor across the street who was very recently widowed. His wife was ill and passed suddenly and tragically just a year ago. He is a single Dad raising 4 of the sweetest girls I have ever met. His youngest is 2. His twin daughters ride their bikes to school and to meet friends as often as they can, and the whole neighborhood knows them and loves them. Their oldest graduated Wando early with perfect grades and received a scholarship to attend CofC pursuing a degree in law. When their Mother passed, our neighborhood was there hugging their grieving children, crying with them. The whole neighborhood provided meals for his family for weeks. We had groceries in their fridge that very night, we picked up their youngest from day care. Everyone in The Arlington wanted to help them, many who did not even know them yet. We are all so thankful that they have decided to stay in The Arlington for many more years to come, as we have all become family to one another and they know we are here to help if they need anything any time.

We are The Arlington.

Part II

We moved here a decade ago, with the promise of a "planned community", that was going to include shops and restaurants just up the street! Well, all of those promises never happened, instead more and more and MORE houses and condos being built on every green space imaginable causing more of a congested feel. It was very sad at first, and I recall my daughter (who was in elementary school at the time of the first Bessemer construction) would turn away not to witness the trees being knocked down as we drove by. We were all extremely saddened by this development which appeared very haphazard. But we realize changes do happen and were thankful once again to discover Laurel Hill Plantation, just a walk across Bessemer for The Arlington residents. How lucky we are to have this! In the midst of such change and chaos, we found our bliss again in The Arlington.

Now, we learn of the news about a possible 4-5 lane HWY 41 that could potentially cut through Bessemer and then Park West /Dunes West Blvd. So very shocking to learn this and honestly, appalled. To even begin to think of children having to cross a multi-lane road to bike to the pool, school, or

anywhere, defeats the whole purpose of our promised "planned community". Poor planning if you ask me! It would be unsafe for our children and for the adults since we regularly use the bike paths and walk across these roads. The mere idea of the pollution and noise this would bring to our homes is simply depressing and would completely ruin the entire feel and benefit of our neighborhood. The obvious cost to our bank accounts is also at the forefront of our minds. Here we've planned, we've saved, we've been smart in looking ahead, we've developed a mortgage plan that works long-term for our family and never did it occur to us that our little side street could possibly turn into a highway. I understand communities on 41 being affected by a widening of 41. That is almost expected. But why move 41 to affect families that planned ahead and purposely bought properties NOT on a highway or cross-through type of road? And why wind 41 rather than keep it straight? It simply makes zero sense!

I am not an illogical person. I fully get that many people are moving to Mount Pleasant and that you need to adjust things to make way for more people commuting to work. But where does the madness stop? You have control over this! You can keep Mount Pleasant a family-friendly place to live – or you can ruin it! Why not keep 41 where it is and get innovative with going upward, perhaps an overpass to avoid ruining St. Phillip's community? Why simply ruin other resident's lives by saving another?

IF it comes down to it that you feel the only solution is to demolish or ruin a neighborhood, then at least PLEASE think this through. If you HAD to run through our neighborhood, make it slow, make it safe, make lights and crosswalks, add restaurants, ice cream shops along the route – maybe like the main street area at Coleman? At LEAST make it nice and family-friendly if you do decide to ruin our peaceful, nature filled space. Or if you force families out, then at LEAST compensate them to make up for the decreased home value due to this unexpected change so that families of either St. Phillips, the Arlington, or wherever you ruin would be able to purchase another home without any strain. Do what you would want done if this was YOUR neighborhood.

We simply ask you to plan well, use innovation and we ask you to consider the LIVES of your residents. I have said over and over, all Mount Pleasant needs is a mono-rail type of high speed train system and then mutual parking lots where folks can jump on and take quality public transportation to work. And they need bike lanes and green belts connected. What an amazing community we could be!

You have to realize what your current method of chaotic building is doing to your people. This gives you a glimpse of just one neighborhood, our story, and how your development is negatively affecting us. We want you to think of ALL of your

residents. In the end, I know change is inevitable. I am not unreasonable. I am still grateful every day for the community in which I live. We are beyond fortunate to live here.

We adopted a senior dog in November, a 14-year-old hound names Boots. No one would adopt her and she now has her first real home ever in her life - in The Arlington. She is the kindest dog you will ever meet. Being a senior, she sometimes has to get up in the night to go out. Last night she barked at 1:47AM and I took her for a walk outside. As I walked around our Arlington pond, the stars were out, there were only nature's night time noises. Nothing else. It was calm, warm, pleasant, serene. Boots sniffed the fresh air. I then envisioned the idea of a 5 lane highway 41 right next to us, and the idea of this hit my chest with a pain. I am asking you, the state of South Carolina and the Town of Mount Pleasant, and the developers of Park West, PLEASE do not break our hearts. Our community is strong, caring and helpful to others. We are The Arlington.

Public Information Meeting for Alternatives

May 16, 2018

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain: This is the preferred method of the Citizens of Mount Pleasant

Do you have any comments about Alternative 2?

☐ Yes

☒ No

If yes, please explain:

Do you have any comments about Alternative 7?

☐ Yes

☒ No

If yes, please explain:

Name:

Jim Owens

Street Address:

City, State, Zip:

Phone:

Email:

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?

Yes

No

If yes, please explain:

Do you have any comments about Alternative 2?

Yes

No

If yes, please explain:

Best I see

Do you have any comments about Alternative 7?

Yes

No

If yes, please explain:

Best way around

Please leave a comment for the project team in the space provided below.

Name: Barbara M. Perry



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain:

TRAFFIC ON I7 IS THE PROBLEM, CRASH AT THE BRIDGE AND
THIS OPTION IS NO HELP!

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain:

See Above

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain:

See Above

Name: ALAN SCHMITT

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain: Shortest ~~point~~ distance between two points is a straight line. Please widen the road. 😊

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain: Second choice

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain: Horrible idea. Do you want all of Berkeley County heading to Mt. Pleasant through Park West/Dunes West?

This is about politics. I understand the historical significance of the Phillips Community, but... the road needs to be widened.

Name:

Julie Cragg

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?

Yes

No

If yes, please explain: ~~It is~~ People will want to go straight!
Shortest possible route.

Do you have any comments about Alternative 2?

Yes

No

If yes, please explain: Possible - but the 3 lanes will always be
a check point!

Do you have any comments about Alternative 7?

Yes

No

If yes, please explain: Awful - Going from 2 lanes to 5 on Bessemer
is terrible. I live in Keswick - How do kids get to
school? How do we cross with bikes? So much noise
in these many neighborhoods! Property values will
~~it~~ decline! - Terrible

Please leave a comment for the project team in the space provided below:

Name:

Randy & Chris Olson

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain:		

Please leave a comment for the project team in the space provided below:

41 Needs to be 4 lanes

Name:

Star Ross

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: NO OTHER OPTION MAKES SENSE EXCEPT OPTION 10 for 7 lane Hwy 41		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain: Putting a highway through Hi-Density Subdivisions makes zero sense		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: CREATES A BOTTLE NECK DUMB PLAN		

Please leave a comment for the project team in the space provided below:

Name:

Kevin Cunnane

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Best use of property w/o infringing on existing neighborhoods (with <u>children</u>, our precious resource)</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>No!! No!</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>What?! No way! How can you even think about Bessemer becoming 5 lanes - ridiculous. Leave Bessemer alone!! No! No! No!</p>		

Please leave a comment for the project team in the space provided below:

Name: Marie Condon

Thank you for your interest in the Highway 41 Corridor Improvements project!

↓
my home! not just a place
I hang my hat

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: This alternative seems best from a common sense standpoint.		
Do you have any comments about Alternative 2?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: Drivers in mt. P are too stupid to merge from 5 lanes to three.		
Do you have any comments about Alternative 7?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: This This seems like the most expensive option and does not make sense from a cost perspective.		

Please leave a comment for the project team in the space provided below:

Heritage is important.
Do not let identity politics
drive the process.

Name: David Lovem



Thank you for your interest in the Highway 41 Corridor Improvements project!

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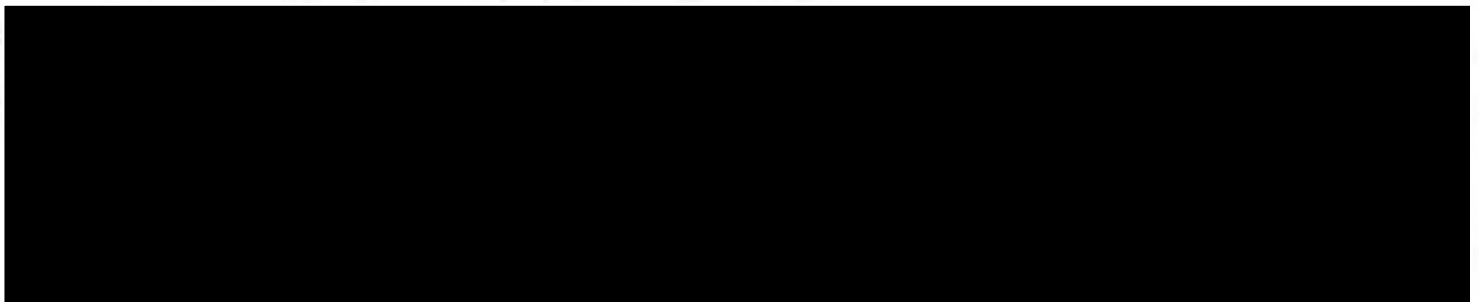
Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: YES - MAIN ROAD NOW		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: YES - WOULD SLOW TRAFFIC SOME, BUT NOT EFFECT NEIGHBORHOODS,		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain: THIS WOULD PUT GREAT TRAFFIC THROUGH NEIGHBORHOODS AND ENDANGER KIDS GOING TO PARK WEST POOL. GREATEST IMPACT ON SINGLE FAMILY HOMES,		

NO NO

Please leave a comment for the project team in the space provided below:

Name: JOHN BAGWELL

A large black rectangular box redacting the comment content.

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>This is the logical choice. It widens the Hurricane Evacuation Route; is the straightest, shortest distance from Dunes West Pkwy to Bessemer. It makes the most sense with heavy truck and commercial traffic on Hwy 41. It is the existing N-S route, and it needs to be widened!</i>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>This will <u>not</u> work. A bottleneck already exists on Hwy 41 between Dunes West and Bessemer. Leaving that section as a 3 lane road will only make things worse and send more traffic into Park West and Dunes West. Traffic jams will be horrendous and cause dangerous conditions for children in Park West/Bessemer/Dunes West.</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>Totally Ridiculous! These are residential roads, not a State highway like Hwy 41 is. This will be dangerous for the many children living and walking along this route. A <u>bicycle</u> and <u>pedestrian</u> path could be considered along Bessemer and D.W. Parkway. Heavy trucks and gasoline trucks would be totally unacceptable with so many homes on this route. This alternative is <u>TOTAL</u> <u>Madness</u>!</i>		

Please leave a comment for the project team in the space provided below:

1. The safest route is widening HWY 41 to 5 lanes from HWY 17 to the Woods River Bridge.
2. HWY 41 is the Hurricane Evacuation Route and widening it is the best way to move the most people North and away from the coast and marshes.
3. Many more people would be impacted by widening Bessemer and Park West Boulevard.
4. The Noise would be worse in the residential areas of Bessemer / Dunes West than near the marsh of HWY 41.

Please consider building and extending the Mount Pleasant Airport Extension Road.

Name: KENNETH KOCH

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain: THIS MAKES THE MOST SENSE TO ME. A STRAIGHT ROAD WOULD HANDLE TRAFFIC BETTER WITH THE PROPOSED VOLUME INCREASE. IT ALSO SEEMS TO BE IN THE MIDDLE AS FAR AS OWNERS/TOTAL IMPACT ON PROPERTY AND OTHER CRITERIA</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain: THIS OPTION DOES NOT MAKE SENSE - LOOKS LIKE IT WOULD CREATE A BOTTLE-NECK ON 41.</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain: THIS IS NOT A GOOD PLAN. THIS IS THE HIGHEST HAS THE HIGHEST TOTAL IMPACT OF ALL THE PLANS. IT CUTS THE PARKWEST COMMUNITY IN HALF (OR AT LEAST CUTS-OFF 1/3 OF IT.) A 5-LANE HWY IN THIS RESIDENTIAL COMMUNITY WOULD BE DISTURBING.</p>		

Please leave a comment for the project team in the space provided below:

Name: Dino G. Hudson



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> PROBABLY THE BEST ALTERNATIVE.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> NOT AS EFFICIENT AS ALTERNATIVE 1.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> <u>VERY BAD ROAD</u>		

Please leave a comment for the project team in the space provided below:

OWING TO THE I-526 WANDER BRIDGE CLOSURE AND EXTREMELY DIFFICULT TRAVEL
THROUGHOUT THE REGION DUE TO DETOURS AND TRAFFIC CONGESTION, AN ADDITIONAL HWY 41
CORRIDOR IMPROVEMENT PUBLIC COMMENT MEETING SHOULD BE PLANNED, ADVERTISED AND IMPLEMENTED.
TO ENSURE THAT EVERYONE WISHING TO ATTEND THE MEETING CAN IN FACT DO SO. WITH
THE BRIDGE CLOSURE ASSOCIATED TRAFFIC PROBLEMS MEETING ATTENDANCE AND RECEIVING
PUBLIC FEEDBACK WILL LIKELY BE SKEWED DUE TO THE DIFFICULTY THE PUBLIC WILL
BE EXPERIENCING TRYING TO ATTEND THE MEETING DURING ITS SCHEDULED TIME OF 5:30-7:30 PM
ON MAY 16, 2018.

Name: DAVID MORTON



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>My sons will be safe with this option! I live in Arlington and my sons have to cross Bessener Rd to get to the Recreation Center + Pool</p>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Not an option!</p>		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>I do not think anyone who lives in the community would think this is an option! Not safe!</p>		

Please leave a comment for the project team in the space provided below:

Name: Natalie Payne

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: This is the <u>only</u> option that makes sense! It will keep traffic flowing! It will keep the community children safe!		
Do you have any comments about Alternative 2?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If yes, please explain: Option 2 will cause a <u>bottleneck</u> by 5 lanes to 3 & back to 5 lanes.		
Do you have any comments about Alternative 7?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If yes, please explain: If you realized that children are constantly walking to the pool and playing in this area, you would see that #7 is a ridiculous idea. We already have to deal with Park West Blvd being a through way for all the construction for Carolina Park. Our roads are being destroyed by big trucks and we do not want Bessemer Rd become a hwy too!		

Please leave a comment for the project team in the space provided below:

Please ~~do~~ do a fly over at 17!

Name: Sherry Bagwell



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	WORKABLE	Yes ✓	No
If yes, please explain: Traffic would flow better than it presently does. Actually, five lanes would work well for traffic flow along 41			
Do you have any comments about Alternative 2?	WORKABLE	Yes ✓	No
If yes, please explain: Not the best of the 3, but an improvement over the current road, I like the 5 lanes from 17 to Joe Rouse.			
Do you have any comments about Alternative 7?	TOTALLY UNACCEPTABLE	Yes	No X
If yes, please explain: The five lane option would decimate property values in nearby neighborhoods, increase noise and pollution, and make homes almost impossible to sell. This brings city noise and pollution to a very nice suburban area with newer homes valued near 1/2 a million dollars, and more affordable homes.			

Please leave a comment for the project team in the space provided below:

The historic Phillips community reflects life in the late 19th and early 20th centuries. I acknowledge the community's historic roots. But conditions in the late 19th/early 20th century cannot dictate decisions for the 21st century. We need 5 lanes along 41, especially since it is a hurricane evacuation route.

Name: CAROL HALLMAN



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: I BELIEVE THIS IS THE MOST FEASIBLE OPTION. COST AND FLOW WOULD BE THE BEST RESULT.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: COMBINED WITH ALT. 5 SHOULD BE CONSIDERED.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: PROPERTY VALUES IN PARK WEST AND DUNES WEST WOULD BE IMPACTED. PORTIONS OF THE COMMUNITY WOULD BE CUT OFF FROM THE REST. CHILDREN'S SAFETY IS A GREAT CONCERN. THEY CANNOT WALK ACROSS FIVE LANES TO GO TO SCHOOL, PARKS, OR AMENITIES.		

UNSAFE FOR THE COMMUNITY!

Please leave a comment for the project team in the space provided below:

2-5

CONSIDER ALTERNATIVE 2 AND 5 COMBINED.

- EXPAND PORTIONS OF HWY 41 TO 5 LANES BEFORE AND AFTER THE PHILIPS COMMUNITY.
- WIDEN HWY 41 AT PHILIPS COMM. TO 3 LANES.
- ADD 2 LANE ROAD IN PARK WEST / DUNES WEST

Name:

CARL ROBIN

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

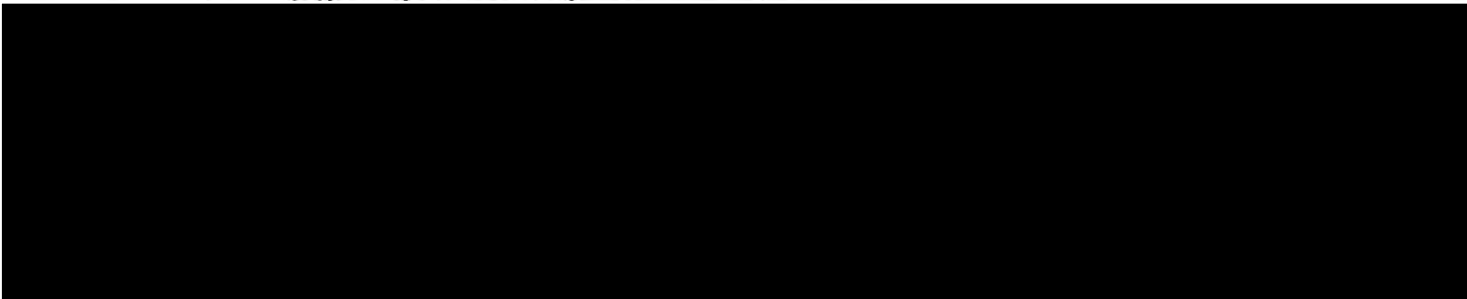
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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>out of all the options - this is the only one that makes sense.</p>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p>		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p><u>NO</u> - Think of our childrens safety.!!!!!!</p>		

Please leave a comment for the project team in the space provided below:

Name: April Ata,



Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is the only option.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This seems to be the most reasonable back-up plan because it protects the majority of the Phillips community <u>AND</u> keeps Bessemer Road from becoming a highway!		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Plan 7 is terrible! My home is in a small neighborhood along Bessemer ROAD. Think of the safety of our children! We never agreed to a highway through a small community. This plan is horrible. You will spend millions moving homes, businesses and infrastructure along the Bessemer Rd. proposal. There would be far less cost to move the structures (most of which are dilapidated) on H.Wy 41 in in the Phillips Community.		

Please leave a comment for the project team in the space provided below:

Traffic plan - best on option #1 if at all.
Worst on #7 due to incredible
displacement of neighborhood roads
and current utilities. Terrible plan.

Name:

A. Donohue

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Yes, this looks like an excellent plan, keep 41 5 lanes and a straight shot.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This creates a bottle neck in the Phillips Community; not recommended.		
Do you have any comments about Alternative 7? - This is unreasonable	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Are you serious? Diverting 41 traffic through a residential community is a terrible idea. This is a safety hazard for children wanting to walk along the bike paths and cross roads in Park West. If you travel down Seneca you will see this is a ludicrous idea. Alternative 7 causes me to lose confidence in the wisdom of the people making these plans.		

Please leave a comment for the project team in the space provided below:

Our current problems with the 526 bridge out reveal the need to get 41 completed. We need to make a decision and get going on alternative 1 - this is the only reasonable alternative.

Name: _____

Phil Higgins

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<p><i>If yes, please explain:</i></p> <p>My preference is to do the job once so that it can handle the expected traffic out of Berkeley County + Mt Pleasant so I think that Slows is needed.</p>		
Do you have any comments about Alternative 2?	Yes	No
<p><i>If yes, please explain:</i></p>		
Do you have any comments about Alternative 7?	Yes	No
<p><i>If yes, please explain:</i></p> <p>This is an unreasonable alternative that significantly damages Park West by adding a huge increase in traffic to a neighborhood. Most of the traffic is not going into Park West normally. It will disrupt school buses, children, access to greenway and over expensive amenities. As Berkeley County grows it will cause further impact to an already burdened Park West. It also adds miles to peoples commute on 41 so everyone is impacted by this. Also the traffic will contribute considerable pollution directly into the neighborhood especially in hot humid summer. This pollution will affect abutments considerably and destroy our walking trails.</p>		

Please leave a comment for the project team in the space provided below:

Name:

Joyce Scapricchio

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: NO MONEY SHOULD BE SPENT WITHOUT A COORDINATED 3 County Plan. RAPID TRANSIT REDUCES COMMUTER GRIDLOCK		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: NO MONEY SHOULD BE SPENT WITHOUT A COORDINATED 3 COUNTY PLAN. BUS RAPID TRANSIT TO REDUCE COMMUTER GRIDLOCK. WIDEN ROADS FOR SAFETY AND MORE FOLLIGHTS		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: SEE 1&2 ABOVE - GET SANFORD TO LEAD ON MORE FEDERAL DOLLARS TO REDUCE POLLUTION, ELECTRIC BUSES FROM PROTERRA AND HYDROGEN CARS FOR THE OTHER 49 STATES		

ONLY BUS RAPID TRANSIT CAN
REDUCE COMMUTER GRIDLOCK.
ALL 3 COUNTIES MUST WORK
TOGETHER FOR PLANNING & WISE SPENDING
OF THE 1/2 PENNY TAX & FUEL TAXES.
BICYCLE LANES CAN ALSO WIDEN
UNSAFE NARROW ROADS FOR
STUDENTS AND NON DRIVERS.
WE NEED POLLUTION MONITORING TO
PROVE LOCAL CANCER CAUSING
EMISSIONS. ALSO NUKE MONITORING
WHEN DOWNWIND FROM STEAM RELEASES.

Name: LARRY. H. CARTER.

BOTH OK

Thank you for your interest in the Highway 41 Corridor Improvements project!

YES WIDEN NARROW ROADS
ADD FOG LIGHTS FOR
SAFETY



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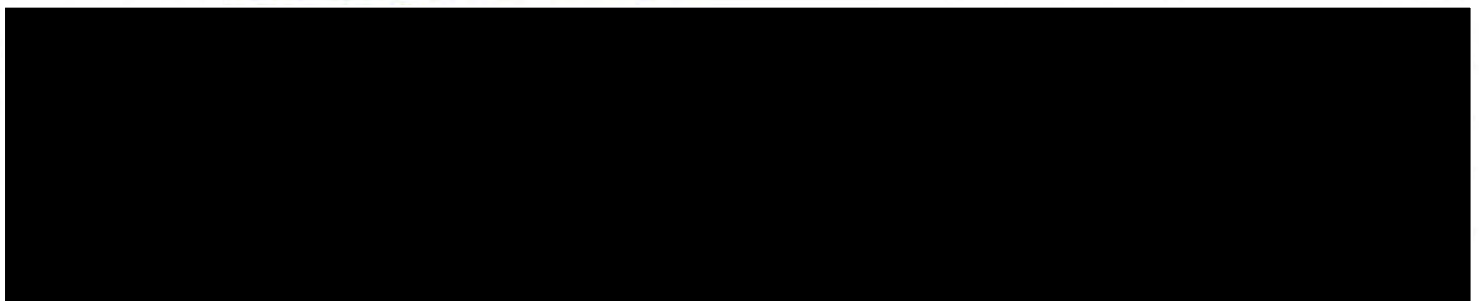
Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> SEEMS LIKE THE LOGICAL SOLUTION		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> NOT ENOUGH LANES ON 41		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> NO! WHY PUT A HIGHWAY THROUGH A HOUSING SUBDIVISION....		

Please leave a comment for the project team in the space provided below:

VERY SURPRISED A HIGHWAY THROUGH A SUBDIVISION
IS EVEN BEING CONTEMPLATED!

Name: Chris Smith



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: 5 Laning SC 41 thru Phillip Community and Palmetto Hall will increase the already excessive noise in Palmetto Hall.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Best choice except for no build alternate.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is by far the worst alternate to send dump trucks thru Dunes West, Access to Dunes West pool from Palmetto Hall will require children crossing a five lane highway		

Please leave a comment for the project team in the space provided below:

This project ~~sets~~ in motion the creation of a corridor down SC 41 that ^{will} funnel all the traffic from the north end of Mount Pleasant to North Charleston and Berkeley County.

alternates^{instead} of this project need to be studied more.

Noise and flooding are major issues that need to be properly addressed.

Name: John Craig Todd

Thank you for your interest in the Highway 41 Corridor Improvements project!



Public Information Meeting for Alternatives

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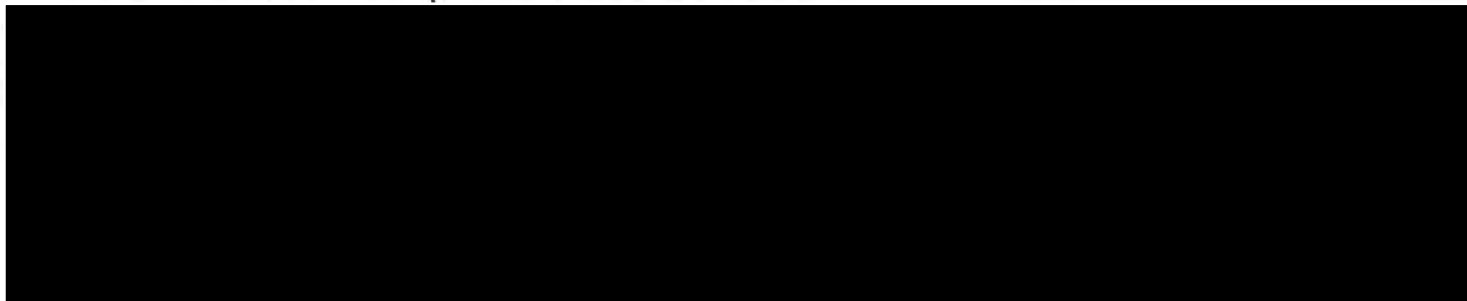
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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 2?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	Yes <input checked="" type="checkbox"/>	No
<i>If yes, please explain:</i> -Highly oppose option 7 - 80+ Feet From Our Corner property To Edge of Roadway		

Please leave a comment for the project team in the space provided below:

Name: Tantaglia

A large black rectangular box redacting the comment content.

Thank you for your interest in the Highway 41 Corridor Improvements project!

I AM STRONGLY OPPOSED TO OPTION 7 - SEVEN
I FEEL THAT THIS ALTERNATIVE IMPACTS FAR TOO
MANY HOUSEHOLDS. HAVING FIVE LANES OF TRAFFIC
RUN THROUGH A QUIET RESIDENTIAL AREA IS
NOT A VIABLE OPTION TO SOLVE THE
TRAFFIC ISSUE ON HIGHWAY 41.

I WOULD SUPPORT ALTERNATIVE 1 - ONE. WIDENING
AN EXISTING HIGHWAY IN A STRAIGHT LINE
AS OPPOSED TO CREATING A NEW HIGHWAY
THROUGH A RESIDENTIAL NEIGHBORHOOD SEEMS
TO MAKE THE MOST SENSE.

THANKS,

MATT MURPHY

No To ALTERNATIVE 7

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>This is the <u>most</u> sensible alternative. Please do NOT forget cyclists and make bicycle path on HW41.</i>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>If this option is selected please make sure cyclists are not forgotten: bicycle path and lanes to US 17 (along HW41 and the intersection) are a must.</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>This alternative makes the <u>least</u> sense: Park West is a bedroom community, even the roads have S-shape to slow the traffic down, not to speed up throughput. Also, there is already construction inside Phillips community for example Covington developed by Crescent Homes.</i>		

Please leave a comment for the project team in the space provided below:

Alternative 7 affects more people than any other option because it goes against the original ~~of~~ design of the Park West neighborhoods: these are generally bedroom communities where people come to rest, not to get in and out quickly. Constructing 2.5 miles of 5 lane road to bypass 1.5 miles of HW41 makes no sense, especially since there is already construction of new homes inside ^{historic} Phillips Community.

Whatever option is chosen PLEASE DO NOT FORGET cyclists!

Name: Boris DASHKOVSKY

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain: Palmetto, Cypress St, Ellington Woods have only 1 way to get to 41 via Dunes West Blvd. If this plan is chosen they would have a difficult time getting out of those developement. Could an access road to 41 be built at the edge of the Phillips property as another way out to 41?		

Please leave a comment for the project team in the space provided below:

Name:

Peggy Rorden

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Best of all bad options		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Going from 5 lanes, back to 3, then 5 again is going to cause bottlenecks.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This seems like the worst of all of the Alternatives 5 lanes on DW / PW Blvd? How many homes would be displaced? Property values? Not to even mention those houses that were JUST BUILT. At this point, how about "no build" to mean no more homes built.		

Please leave a comment for the project team in the space provided below:

Please Please Do not go w/
Alternative 7.

Unless you really want those
of us who have been in Mt. P
for 10+ years to vacate
ASAP. It's already borderline
unliveable but this would
guarantee the end of Mt. Pleasant
as we know it.

Name:

Michelle Jenkins

Thank you for your interest in the Highway 41 Corridor Improvements project!

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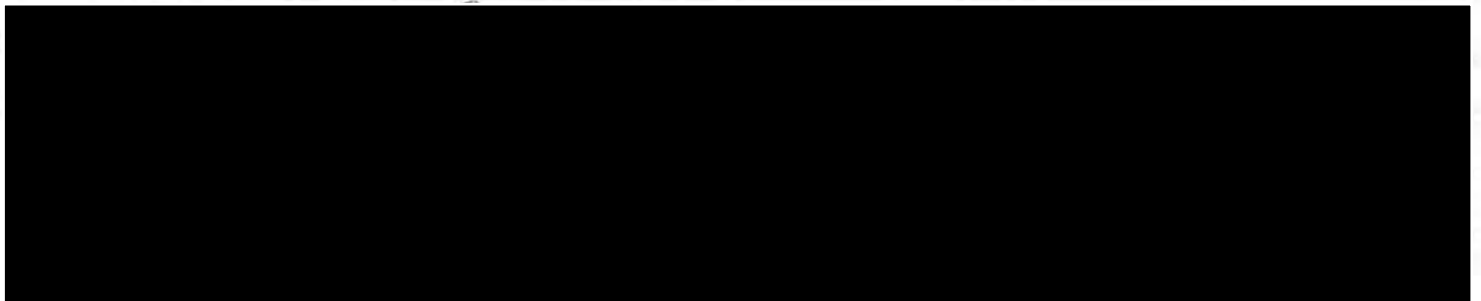
Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: ONLY REASONABLE PLAN WITH LOWEST OVERALL IMPACT		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: GOING FROM 5 → 3 → 5 WITH JUST CAUSE BOTTLENECK — MORE PROBLEMS		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: THIS PLAN IS INSANE ① IT WOULD DESTROY PROPERTY VALUES ② INCREASE NOISE ③ MAKE NEIGHBORHOODS UNSAFE ④ AND DESTROY THE CHARM AND BEAUTY OF OUR NEIGHBORHOODS.		

Please leave a comment for the project team in the space provided below:

PLEASE CONSIDER AIRPORT ALTERNATIVE

Name: JANET MCKENDRICK



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> I LIKE THIS ONE BEST - STAY OUT OF PARK WEST!		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> No
<i>If yes, please explain:</i> WON'T HELP ENOUGH		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> NO MORE TRAFFIC THAN <u>PARK WEST</u> !		

Please leave a comment for the project team in the space provided below:

Name: CLAUDE & CELESTE DRURY

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes ✓	No
<i>If yes, please explain:</i> Looks like the best balanced alternative		
Do you have any comments about Alternative 2?	Yes ✓	No
<i>If yes, please explain:</i> Restriction occurs at 2 points causing backups & congestion as bad as it is now on the length of the area in focus along the 41.		
Do you have any comments about Alternative 7?	Yes ✓	No
<i>If yes, please explain:</i> What a disaster flooding Dunes West & Park West with expanding traffic to benefit the smaller population thru the Phillips Community		

Please leave a comment for the project team in the space provided below:

Name:

Dehman Macpherson

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: this is the best alternative with minimal impact on <u>human</u> life.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: 2 nd best alternative.		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain: the neighborhoods will be divided with this plan. my house will be destroyed and so will the home value!! <u>Literally CAN'T do this!!</u>		

Please leave a comment for the project team in the space provided below:

Alt #1 is best for my family. who is going to buy my property if a 5 lane road is literally in the back yard?

NO ONE! Come on

you know this guys"

my son will never be able to ride his bike alone!

Name:

Caroline Muhn

Scary!

Thank you for your interest in the Highway 41 Corridor Improvements project!

I will talk anytime you want! Literally crying over this.

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This makes the most sense. expand the highway that has been in place for 81 years.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Makes sense, but will cause bottle necking at the 5 to 3 lane point. You would be better off going 3 the entire way but having one go to 2 lanes each way.		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is terrible. It is putting a highway in a residential neighborhood. Kids can run into the street and will have to cross a 5 lane Highway to get to the neighborhood pool. How would you like a highway in your backyard? I didn't buy a house on a highway for a reason. Can you even put a 5 lane highway here?		

Please leave a comment for the project team in the space provided below:

How would
you like a highway put in your backyard?
Do Not go with 7!

Name: William Mohn

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If yes, please explain: <div>NO</div>		
Do you have any comments about Alternative 7?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If yes, please explain: <div>NEVER</div>		

Please leave a comment for the project team in the space provided below:

Name:

MARGARET GALE

Thank you for your interest in the Highway 41 Corridor Improvements project!



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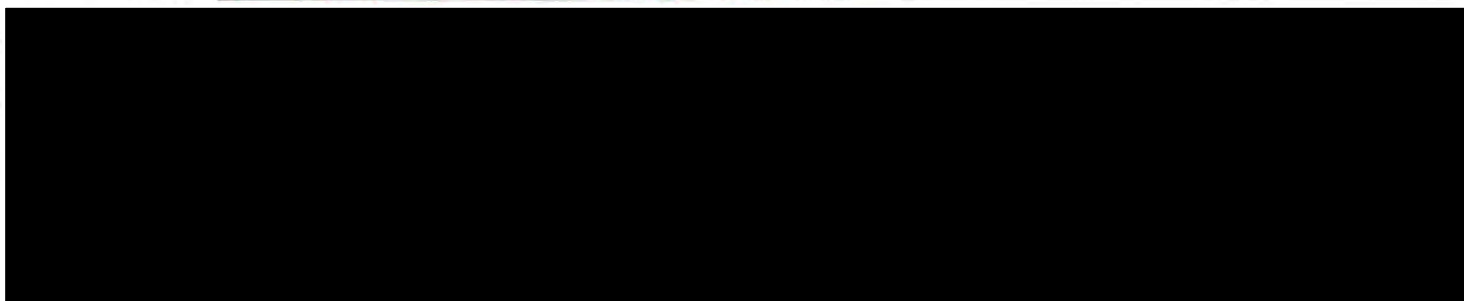
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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: <i>This is the most direct route - Why is this not preferred</i>		
Do you have any comments about Alternative 2?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain:		

Please leave a comment for the project team in the space provided below:

Name: SONYA ST. FRANCIS



Thank you for your interest in the Highway 41 Corridor Improvements project!

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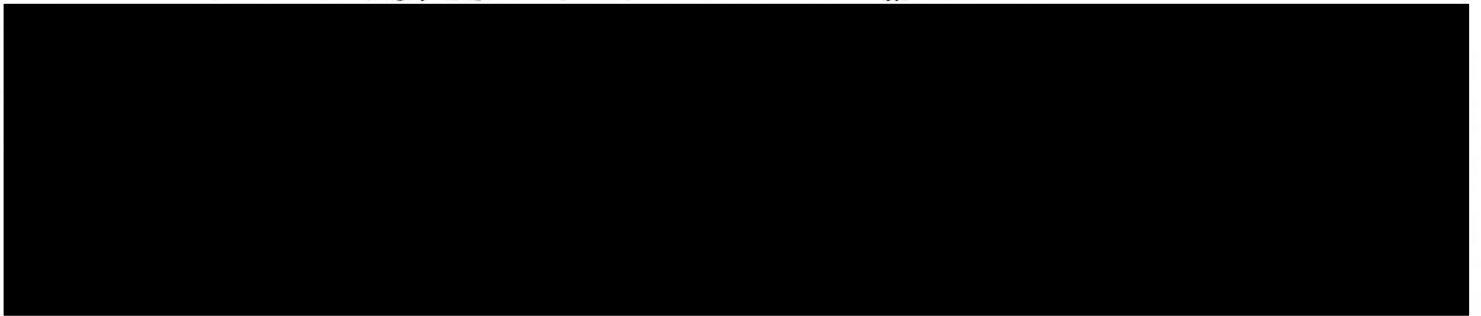
Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>The Best alternative add an overpass as well</i>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: 		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>Rediculous</i>		

Please leave a comment for the project team in the space provided below:

Name: _____

[Handwritten signature]

[Handwritten mark]



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p><i>If yes, please explain:</i></p> <p>#1 is the <u>only</u> reasonable "alternative"/solution. It is obvious we need <u>as many Lanes</u> possible to remedy the problem.</p>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input type="radio"/> No
<p><i>If yes, please explain:</i></p> <p>There are many more people who would benefit from 5 lanes. 3 lanes through "Phillips Community" is perhaps attractive to the <u>few</u> residents that live there, but that is ALL.</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p><i>If yes, please explain:</i></p> <p>Re-routing Hwy traffic through 2 residential neighborhoods is dangerous and problematic. This is a ridiculous "alternative".</p>		

Please leave a comment for the project team in the space provided below:

For your next meeting:

1) Have all options on a poster so people can compare. The touch screens are "fancy" but not helpful when comparing "alternatives".

Name: Anna Allen



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: IT IS THE <u>ONLY</u> VIABLE OPTION. IT HAS THE LEAST IMPACT TO THE SMALLEST POPULATION AND THE LEAST ENVIRONMENTAL IMPACT AND IT <u>MOVES</u> TRAFFIC WITHOUT BOTTLE NECKING OR SLOWING TRAFFIC		
Do you have any comments about Alternative 2?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: WILL <u>NOT</u> SOLVE THE TRAFFIC ISSUE AND WILL NOT MEET THE TRAFFIC DEMANDS		
Do you have any comments about Alternative 7?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
If yes, please explain: THE WORST ALTERNATIVE. IT WILL IMPACT THE MOST PROPERTY OWNERS AND DESTROY A BEAUTIFUL NEIGHBORHOOD AND COMMUNITY. IT IS <u>NOT</u> A VIABLE OPTIONS AND SHOULD BE TAKEN OUT OF CONSIDERATION.		

Please leave a comment for the project team in the space provided below:

I understand the concerns associated with the impact to the Phillips Community but 41 should be five lanes from the Bridge @ the Wando River to Hwy 17N. and the property owners in Phillips Comm. should be compensated for their property value and New homes constructed outside the right of way. Eminent Domain is law for a reason and Alt. 1 is the only viable options but the property owners in the Phillips Comm. should be treated fairly.

Name: Jim McKenrick



Thank you for your interest in the Highway 41 Corridor Improvements project!



Public Information Meeting for Alternatives

May 16, 2018

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 2?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	Yes	No
<i>If yes, please explain:</i>		

Please leave a comment for the project team in the space provided below:

Closed Wando River Bridge

Can a second lane be painted
on Clements Ferry short term
travelling from HWY 41 to 526
to speed flow along 41 + Clements
Ferry.

Name: _____

Jim Klein

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

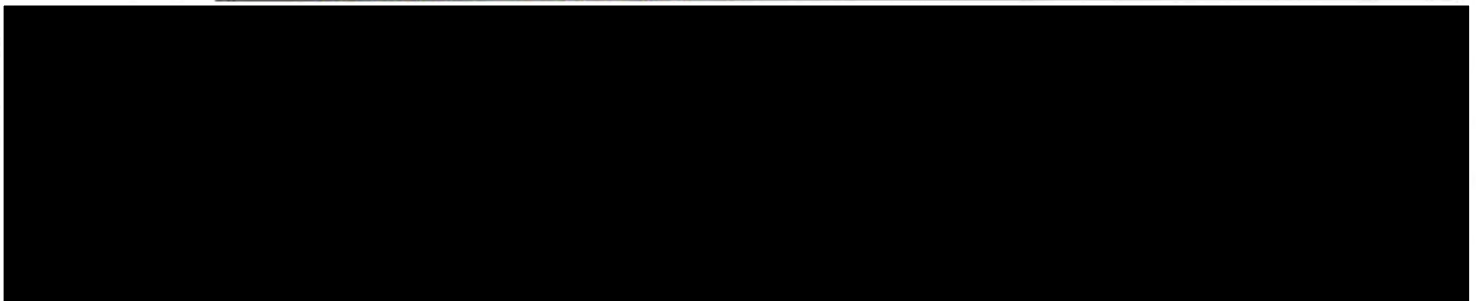
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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>This road already exists and it is the <u>ONLY</u> way option that makes sense. I do however, think it It will move the most cars with the least impact and cost.</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>I also am in favor of this option but I do believe that after Clements Ferry is built out (10 years), the 3 lanes in the middle will not be able to accommodate the added amount of traffic.</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>This option is the most ridiculous thing I have ever heard. How can anyone put a 5 lane <u>highway</u> through a residential community where people walk, run, walk dogs, bike, ride golf carts all over PW/DW area. This is insane! Arlington all other ^{Bessinger Rd.} neighborhoods would be "cut off" from their community and their property values would be useless. You wouldn't be able to give these houses away!</p> <p>There are trucks using Hwy 41 to go to Clements Ferry Rd → 526. We really want to add this interstate type traffic through planned communities and neighborhoods ??</p>		

Please leave a comment for the project team in the space provided below:

Name: Dianne Brimmer

A large black rectangular box redacting the comment content.

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Great choice to address the congestion/travel problem. However, include widening ^(4 or 5 lanes) of PW Blvd + Dunes W. Blvd. to provide relief for travelers on 41 to 17 and vice versa.</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Great choice also, but must again include widening to 4 or 5 lanes DW Blvd and PW Blvd. to provide relief to 41</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Absolutely against this scenario. Bessemer Rd should not be a major thoroughfare as it runs through communities. Safety would be a huge issue (cross walks, walk paths, etc) as well as noise issue that would be created.</p>		

Please leave a comment for the project team in the space provided below:

Name: Patricia Osti & Manfred Osti

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Best option. Goes straight through and impacts the least amount of residents.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: 2nd Best option		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: The worst Alternative. It impacts the most residents AND goes through two HOA's (PARK west & Dunbar west)		

Please leave a comment for the project team in the space provided below:

Name:

KEDIN PIETRAMALA

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <ul style="list-style-type: none"> - Best Alternative - least amount of Impact - evacuation Route straight - turns delay 			
Do you have any comments about Alternative 2?	NO	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <ul style="list-style-type: none"> - Traffic will bottle neck - need straight shot - 4 is state hwy <u>not</u> Bessemer Rd - After Newbridge, neighborhood being former <u>stop</u> Growth! 			
Do you have any comments about Alternative 7?	NO	<input type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <ul style="list-style-type: none"> - <u>Bessemer Road</u> is in neighborhood - <u>not</u> state Rd - More homes & property affected than others - Cut off Neighbors from amenities, walking trails, Pollution, Property value loss, noise & Safety issues 			

Please leave a comment for the project team in the space provided below:

Name:

Becky Page

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This appears to impact the least amount of people.		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> We will get killed just trying to get to the pool. This impacts the most people and seems like it will cost the most.		

Please leave a comment for the project team in the space provided below:

Why, why, why would you even consider option 7. How can you use our tax dollars to decrease our safety, reduce quality of life and decrease our property value. This is not an option at all!

Name: Kylian Hudson



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This makes the most sense,		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This option will have a significant impact on the safety of our children, reduce property values (for those not "acquired") and decrease the overall quality of life for the residents of Park West/Dunes West. How could this option even be considered? 41 and 17 are the issue turning a residential street into a 5 lane Hwy is careless. Please do not move forward with this option.		

Please leave a comment for the project team in the space provided below:

Option 7 is terrible and will impact the largest number of residents. This option is reckless and dangerous.

Name: Rhian Hudson



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: I like just widening 41 and leaving Park West alone!		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This one is OK too		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Stupid --- ruin lovely Park West Entrance and Park West Rd		

Please leave a comment for the project team in the space provided below:

Heard about Airport Road ext to Greymark
to help relieve congestion getting onto 41.

Name:

Mary Tabb

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>MOST LOGICAL</i>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>ABSOLUTELY SHOULD NOT HAPPEN</i>		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> BEST OPTION! FIX Hwy 41 BUT LEAVE NEIGHBORHOODS ALONE #1 A WINNER		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> FIX Hwy 41 - QUIET NEIGHBORHOODS WILL WILL BE RUINED IF BESSEMER TURNS INTO A SLOW ROAD.		

Please leave a comment for the project team in the space provided below:

Name:

DONALD J. BENTZ

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain:

This makes the most sense.

Do you have any comments about Alternative 2?

☐ Yes

☐ No

If yes, please explain:

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain:

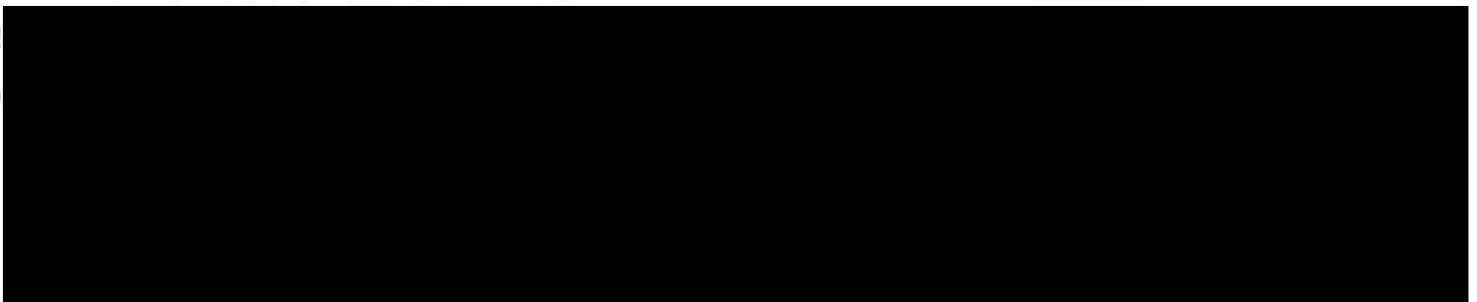
This option makes no sense. It impacts the most ~~people~~ ~~properties~~ acquisitions. Creates serious safety concerns. Not action plan for how to protect current homes so close to road.

Please leave a comment for the project team in the space provided below:

Why have the plans for 17/41 intersection been figured out? That is a large part of the issue. You can make both Bessener & 41 50 lanes & w/o a correction to that intersection.

Why was only the Phillips community contacted about alternative ??

Name: Kristina Miller



Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

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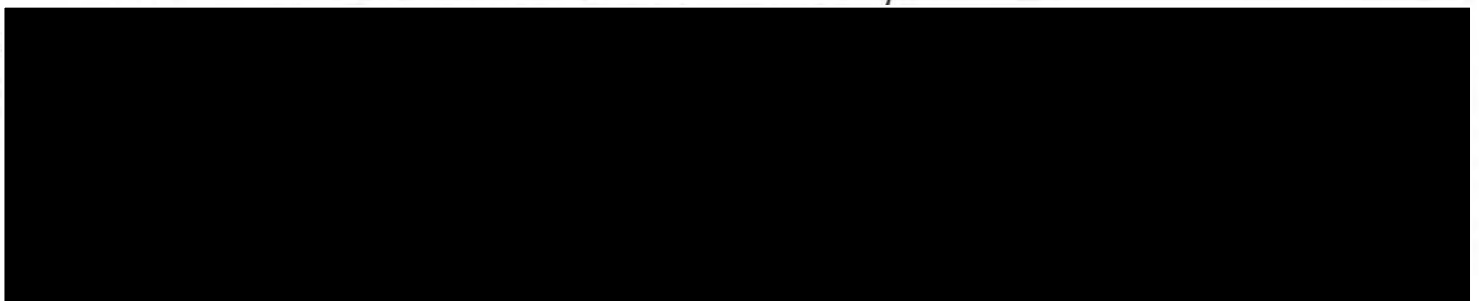
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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> In my humble opinion, Alt 1 appears to me to be the best best route - easy flow, straight shot		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> Seems taking Alt 2 off the main highway (41) would slow the flow of traffic		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> Same answer as Alt 2		

Please leave a comment for the project team in the space provided below:

Name: Lou BROGHAMER /

A large black rectangular box redacting the comment content.

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> BEST ALTERNATIVE Except Alternatives on Back of this page		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> BAD - Too much Impact on Park West		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> BAD - Too much Impact on Park West		

Please leave a comment for the project team in the space provided below:

ALTERNATIVE A

① - JOIN ^{MOUNT PLEASANT} AIRPORT RD TO
GRAY MARGH TO REDUCE TRAFFIC
ON US 41

ALTERNATIVE B

② USE Highway money to
RELOCATE THOSE AFFECTED ON
US 41 AND WIDEN 41 to
MEET 2045 NEEDS

ON BOTH !!

Name: BOB CARPENTON

Thank you for your interest in the Highway 41 Corridor Improvements project!

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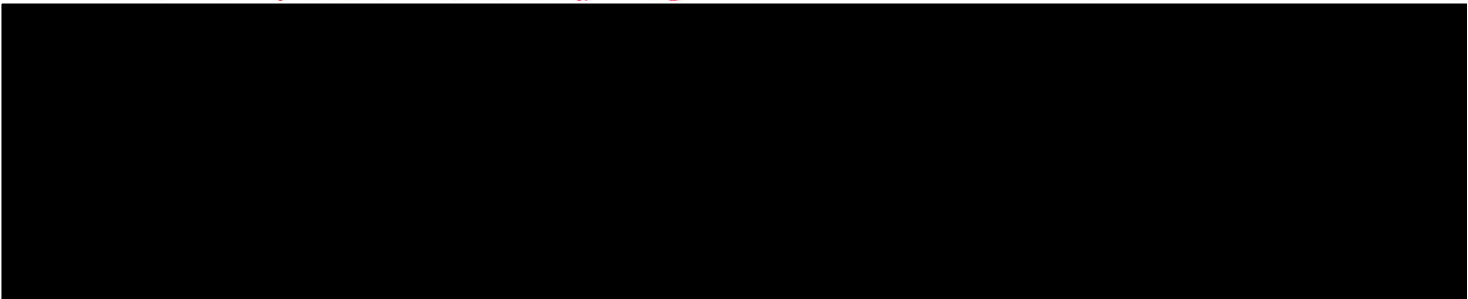
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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain: NO NO NO! Bad for our safety & property values		

Please leave a comment for the project team in the space provided below:

Name: Dianne Bach



Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> BEST OPTION		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> THE AMOUNT OF PEOPLE WHO WILL BE IMPACTED BY A BYPASS OF 41 WILL NOT SOLVE THE MAIN ISSUE BEING 41 AND 41-17 INTERSECTION. WIDENING BESSEMER AND DUNES WEST BLVD WILL MAKE FOR MORE PEOPLE SIT IN FRONT OF A RED LIGHT AND DISTURB A WHOLE COMMUNITY		

Please leave a comment for the project team in the space provided below:

Name: SARAH HUDSON



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	No
If yes, please explain: We feel as though this is the best plan		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	No
If yes, please explain: It is a complete safety hazard to build a 5 lane highway directly next to a predominantly family filled neighborhood (Arlington). Also 281 proper partial property acquisitions is barbaric with , showing little regard for the people affected by this plan.		

Please leave a comment for the project team in the space provided below:

The least sensible alternative is alternative 7. Keeping Bessemer Road undeveloped is the best option. Option 2 is the best

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☒ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!

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May 16, 2018

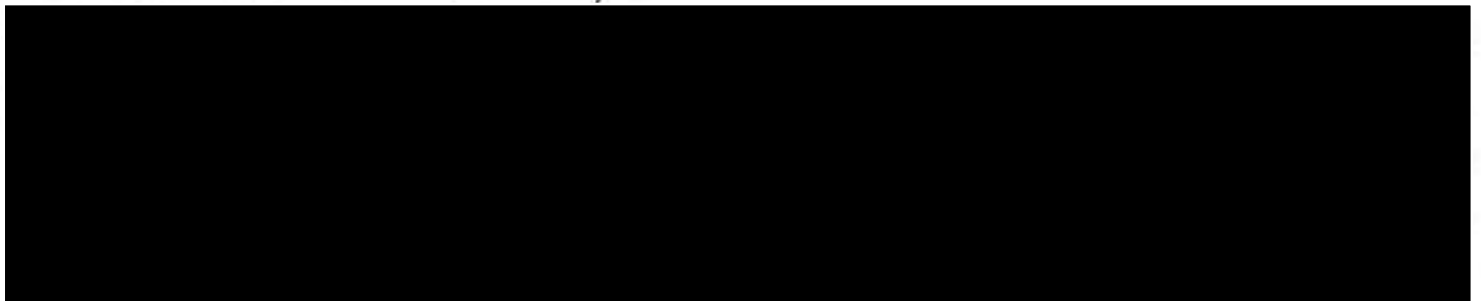
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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> <p>Obvious choice for least harmful impact on my area of the Park West community</p>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> <p>This option is terrible. Most impactful to those residents living within the park west community. Most importantly, I feel that it puts the children and families in harms way who currently enjoy the side walks and amenities of Park West. As a resident of Ranch Lane, I will strongly oppose this option.</p>		

Please leave a comment for the project team in the space provided below:

Name: Scott McCloskey



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	No
If yes, please explain: This is the best choice - 5/3/5 - least amt. of acquisitions + disruption to safety of children		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	No
If yes, please explain: 1. Safety of children crossing 5 lanes in Park West / Pines West 2. The value of homes will decline. 3. The noise level in the neighborhood. 4.		

Please leave a comment for the project team in the space provided below:

This is not a reasonable way to handle traffic - you should have gone through

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☒ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> No
<i>If yes, please explain:</i> The best		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> No
<i>If yes, please explain:</i> 2nd best		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> It is a horrible idea and there isn't even any space to build a 5-lane road.		

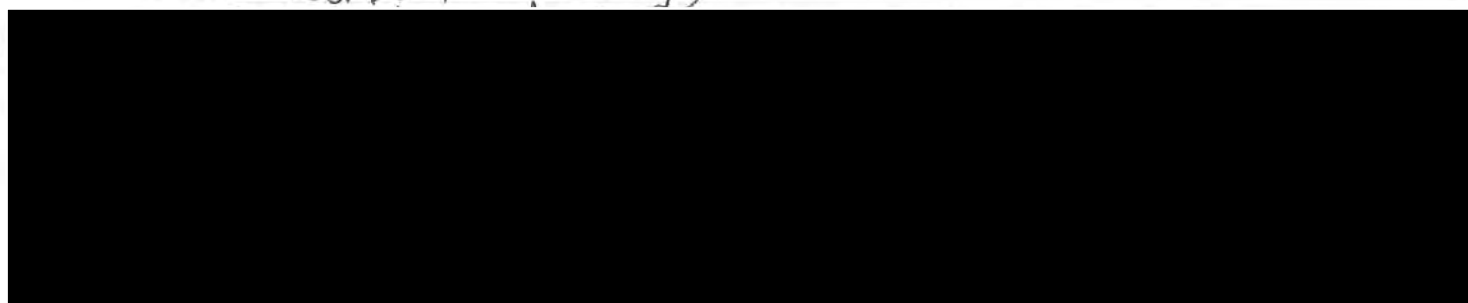
Sucks ↑

Please leave a comment for the project team in the space provided below:

~~AA~~

Do Not make Bessemer a
5 lane highway keep it 2.

Name: Ethan C. Curry



Thank you for your interest in the Highway 41 Corridor Improvements project!

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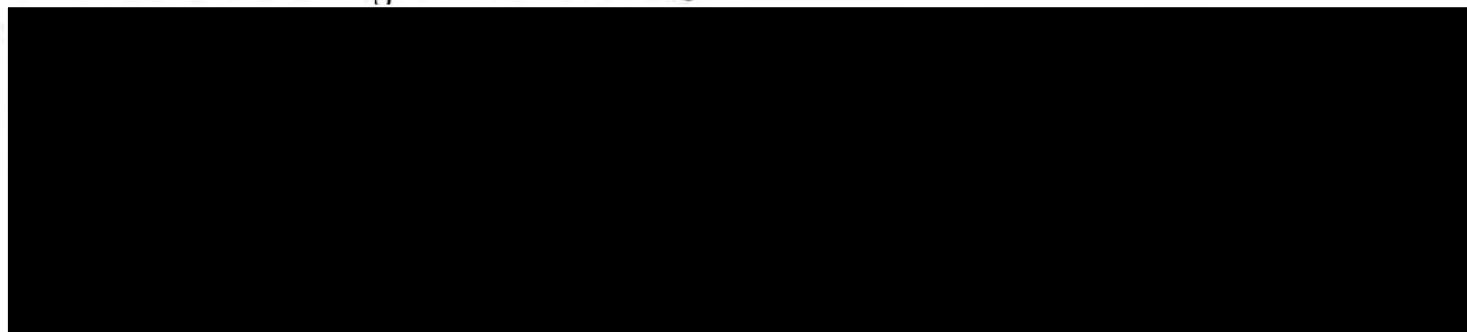
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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p><i>If yes, please explain:</i></p> <p>I believe this is the best option. This is an evacuation route already and would aid in emergency situations as well as daily commute.</p>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
<p><i>If yes, please explain:</i></p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p><i>If yes, please explain:</i></p> <p>This option is a terrible unsafe idea. This option runs directly thru a heavily populated area of families with children on bikes, runners and walkers on pathways and sidewalks to exercise and to the pool. Bessemer is already a problem with people driving too fast and our children have had multiple incidents w/ cars running the bus stops on Bessemer. Mt. Pleasant Police even sit at our bus stop for safety. Making this neighborhood street a 5 lane highway is incredibly unsafe for children in the Park West neighborhood.</p>		

Please leave a comment for the project team in the space provided below:

Name: Meagan McCleary



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<p><i>If yes, please explain:</i></p> <p>NO MATTER WHICH ALTERNATIVE IS SELECTED, IT WILL TAKE MOST OF OUR PROPERTY</p>		
Do you have any comments about Alternative 2?	Yes	No
<p><i>If yes, please explain:</i></p>		
Do you have any comments about Alternative 7?	Yes	No
<p><i>If yes, please explain:</i></p> <p>THIS MEETING WASN'T HANDLED AS WELL AS THE FIRST, NOT ENOUGH MONITORS AND TOO MANY PEOPLE</p>		

Please leave a comment for the project team in the space provided below:

Name: Doyle Love



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

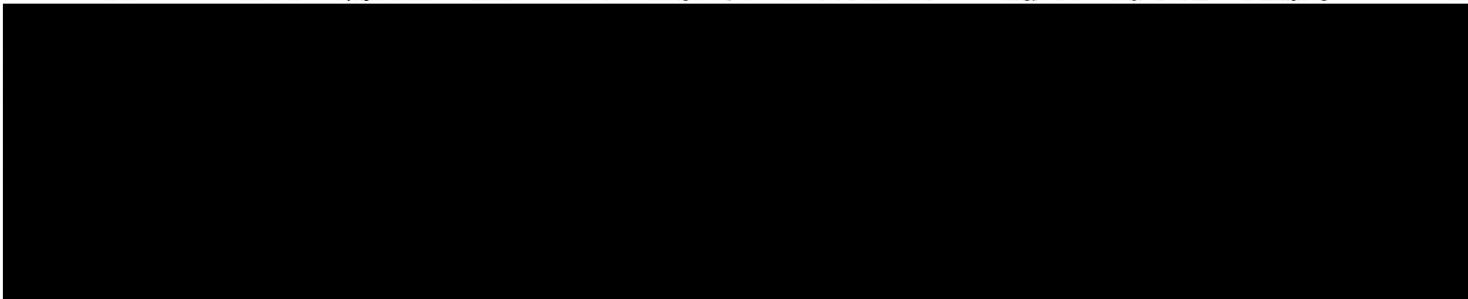
Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes <input checked="" type="checkbox"/>	No
If yes, please explain:		

Shunting high volume commuter traffic through residential communities is a terrible way to improve traffic flow on Route 41. Keep the corridor on 41. Build in 2 seven year plans. . first 5 lanes

then seven lanes. Do all your permits and acquisitions up front so phase 2 can be completed quickly. (Note: your permitting/acquisition delays right now are exceedingly long.

Please leave a comment for the project team in the space provided below:

Name: Roger FitzGibbon



Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: I would like to cross the 2 lane road without being hit by a car. I live around younger children and the fear of having a 5 lane (Alternative #7) scares me. The town is growing and we need to build safer roads.		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: I hate this because no children will cross the road safely when there are cars in 5 lanes! and		

Please leave a comment for the project team in the space provided below:

Please keep bessemer road a two lane road!
I want to live in an area that doesn't make
me feel unsafe when I cross the road and
my ~~neighbor~~ neighbors too. We want to be
safe and cross the road to go on bike
trails or to go to the parks and pools! There
are going to be more children where I live!
It's common sense that bessemer road
doesn't need 5 lanes! Think of ~~the~~ those
who live around bessemer road! Need a
safer, less chaotic environment than some
crazy road!

Name: Madelyn Gilbert

Thank you for your interest in the Highway 41 Corridor Improvements project!

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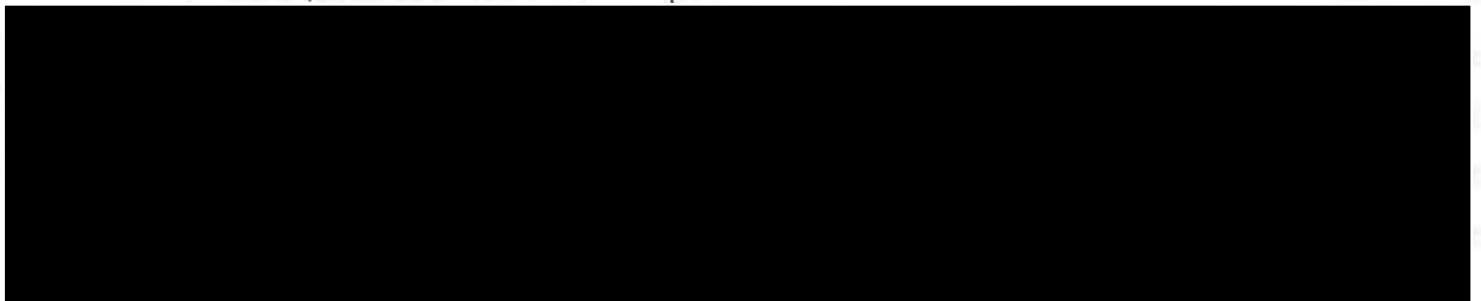
Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Best		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: I can not get to the bus stop safely with 5 lanes I will		

get hit by a car.

Please leave a comment for the project team in the space provided below:

Name: Rhys McCleary



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is by far the Best overall choice. If the reason is true that Federal Funding will be reduced, too bad. Your lack of preparation and site survey beforehand will now need to be paid out by the taxpayers. This alternative has the least			
Do you have any comments about Alternative 2?	Yes	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This doesn't make sense. How about instead of a 3 lane make a double lane roundabout and get rid of the Joe Rouse Rd traffic light to keep traffic moving.			
Do you have any comments about Alternative 7?		<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Very poor plan - The worst of all options. Bringing a 5 lane highway thru our communities is a very bad decision. Please keep the traffic on the Highway 41 - we did not move to this area for traffic - we moved here for the community and a place to escape. My children will not be able to safely cross the road any longer - that is ridiculous! Very poor choice!			

Please leave a comment for the project team in the space provided below:

Was alternate 2 with a Roundabout
considered then get rid of the Joe Rouse Rd
traffic light? Thank you.

Alt. #1 - overall impact and with 526 bridge being out,
(cont) it is overwhelmingly clear that expanding Rt 41 to
5 lanes will be the best option. Stand by your
communities who have been supportive for so many
years and do the right thing - chose Alternative #1.

Name:

Yvonne Gilbert

Thank you for your interest in the Highway 41 Corridor Improvements project!

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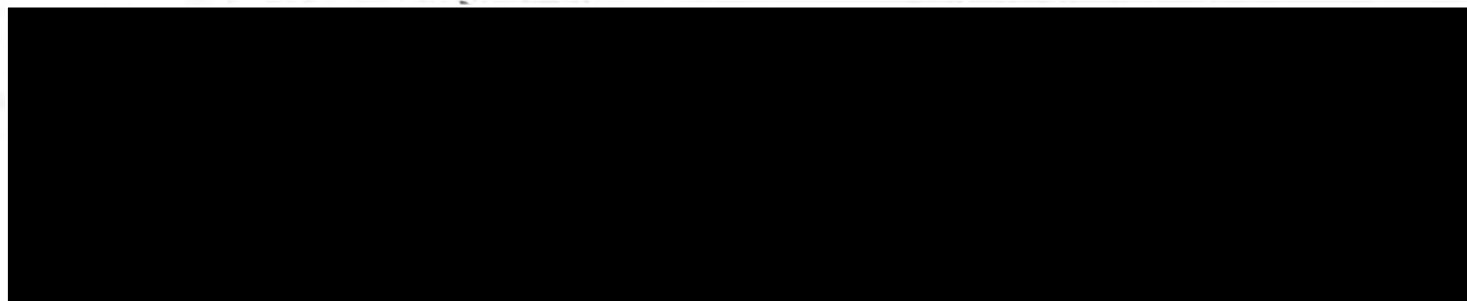
Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain: LOOKS TO BE THE LEAST IMPACT TO COMMUNITIES, AMBIENT AND MAINTAIN THE CURRENT HIGHWAY STRUCTURE		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain: THE TOTAL IMPACT TO PARK WEST AND DINES WEST COMMUNITY IS SIGNIFICANT. KIDS WOULD NOT BE SAFE ANYMORE. VALUE OF SEVERAL PROPERTIES WOULD HAVE A SIGNIFICANT DEPRECIATION IN VALUE.		

Please leave a comment for the project team in the space provided below:

- WHY ALTERNATIVE 11 WAS CROSSED OUT?

-

Name: FLAVIO GOSO



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This appears to be the best option		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Awful and impacts the most people. This is hurtful to think about how little the "decision makers" care about the people of Park West/Dunes West!		

Please leave a comment for the project team in the space provided below:

Option 7 is hurtful, unsafe for members of the community and incredibly costly.

No to option 7.

Name: Concerned Citizen

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

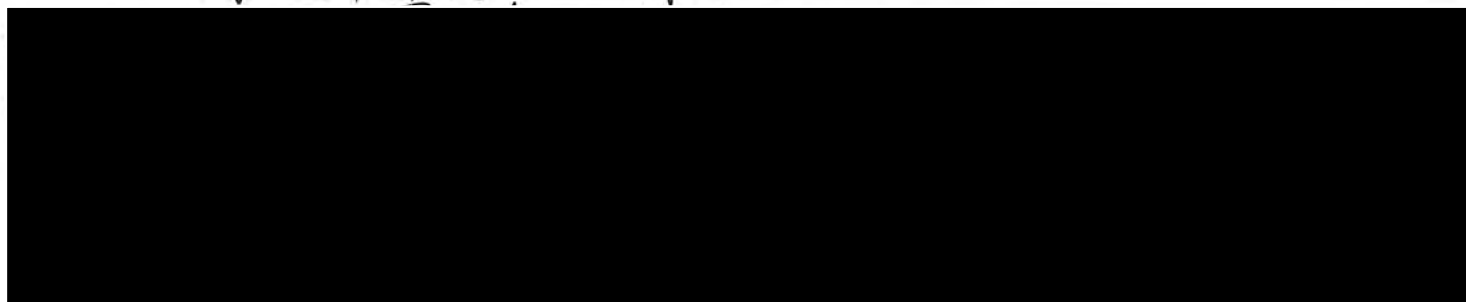
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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	No
If yes, please explain: I live right behind it and I don't want to hear the road get any louder! 2 to 5 is a huge stretch. PW traffic is busy as is! - Violet Poole		

Please leave a comment for the project team in the space provided below:

Name: Violet Doule



Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

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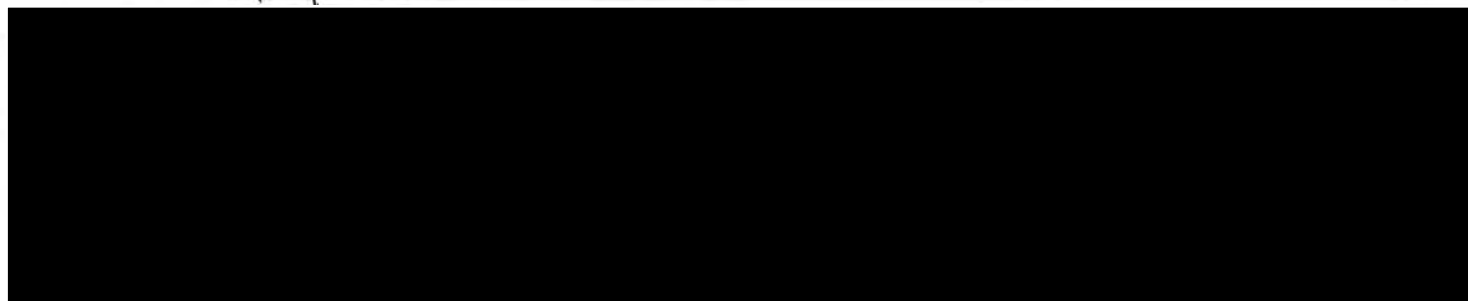
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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	<input checked="" type="radio"/> No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain: Yes. I'm 12 yrs old ^{who} and lives in the townhouses on bessemer rd. The road behide our house is already very disturbing and noisy. Although I've grown accustomed to it, it would bring many issues besides the noise. I have a dog that I like to let outside. If the road was built I would not feel safe letting my dog out anymore. Also it would turn PW into less of a safe, quiet neighborhood, and more into a busy traffic sence and a way to cut through to the highway.		

Please leave a comment for the project team in the space provided below:

Name: Abby Poole



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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
<p>If yes, please explain:</p> <p>There are homes that back up to Bessemer road with small children, pets + families. Already, the two lane road is just behind the gate of the townhomes located on Bridwell Lane. A 5 lane road would be awful for noise for people who live in those homes. Already the noise from Bessemer can be heard inside homes. - making it difficult for me and my children to sleep at night. The safety issue posed by additional traffic would be of great concern - especially if homes have a virtual highway just beyond the gate →</p>		

I moved me and my children to park west because it is a quiet, walking friendly,

safe NEIGHBORHOOD - having a virtual highway in our backyard would destroy the community values Park West is founded on and make it an awful place to live. We bought our townhome on Bessemer Rd less than two years ago - what are backyard would become is entirely different from what we purchased. - or the home I would even want to raise my children in.

Name: Nicole StPierre

Thank you for your interest in the Highway 41 Corridor Improvements project!

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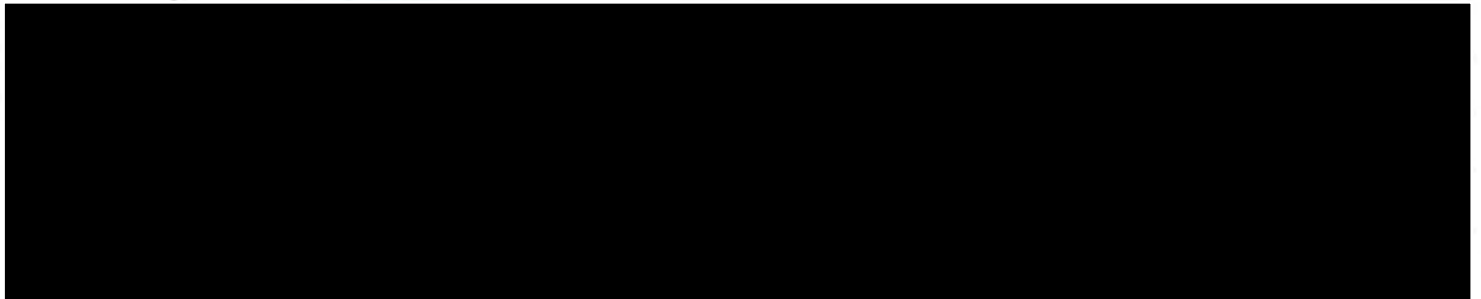
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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This seems to be the best alternative.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Not as good as Alternative 1. Poorer traffic flow on Hwy 41.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Highway 41 is a designated through route and must be able to move people away from the port rapidly and safely. Alternative 7 (and similar alternatives) increases the travel distance required to get away from the port. Further travel on the alternative routes will not be as efficient due to the winding nature of the route and many intersections with unsynchronized roads which will themselves delay moving the public out of the port. Because alternative 7 and similar alternatives are not in the public interest they should not move forward or be implemented.		

Please leave a comment for the project team in the space provided below:

Name: D. Macrae



Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

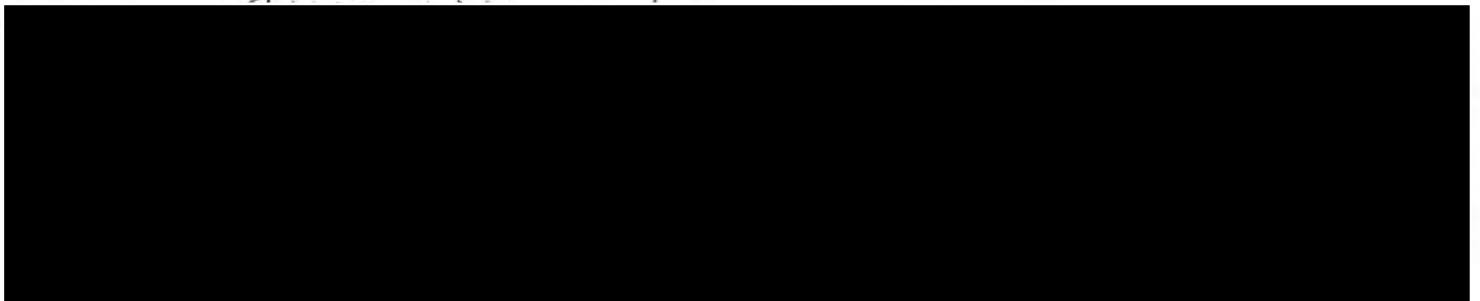
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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Best possible senario. HWY 41 is a HWY for a reason & needs to be widened to the max capacity. This would avoid bottlenecks & a neighborhood from becoming a cut thru, would decrease safety, home values & flow of traffic.</p> <p><u>Best Senario !!!</u></p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p>Why Bottleneck the road this would cause major congestion on Bessemer/Dunes/Park West this decreasing safety for children & value.</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p><u>Terrible idea!</u> This would be the worst scenario!! we would lose lose our <u>safety</u> & our neighborhood would be a Highway Essentially. This will decrease the value of all of the neighborhood not safe for the bikers/walkers. Noise would be a huge issue.</p>		

Please leave a comment for the project team in the space provided below:

Name: Julie Wood



Thank you for your interest in the Highway 41 Corridor Improvements project!

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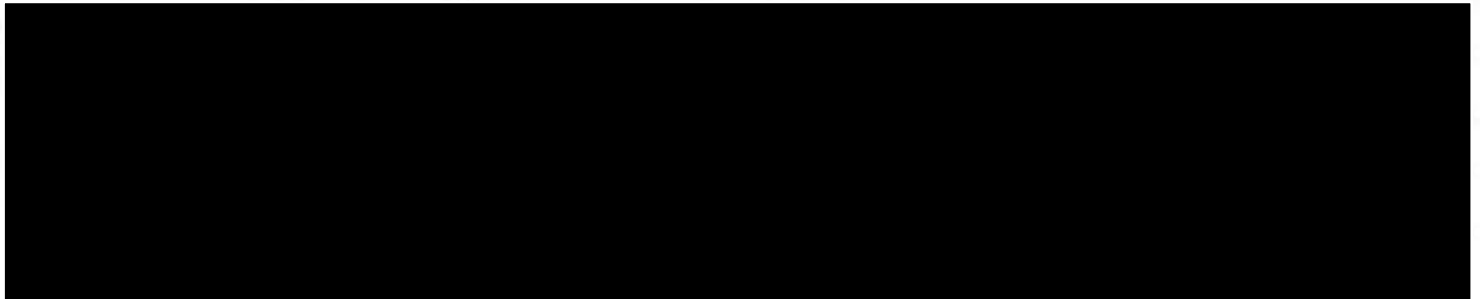
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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>WE would prefer this ALTERNATIVE. IT is currently the main EAST WEST RTE. It has very little pedestrian traffic to effect. IT HAS LESS EFFECT ON isolation of Communities ON THE RTE.</i>		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain: <i>- Not -</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>This is the least favored alternative. This will effect the ability to use this road as a local use road. It will eliminate bicycle & pedestrian use. It will also place the neighbor hoods between 41 & Duns West Blvd in an isolated position from the rest of Duns West & Park West. It will also create a noise issue for these communities. It will make it very hard to have children walk or ride bicycle to the schools in Park West.</i>		

Please leave a comment for the project team in the space provided below:

Name: *Steve Wilson*



Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

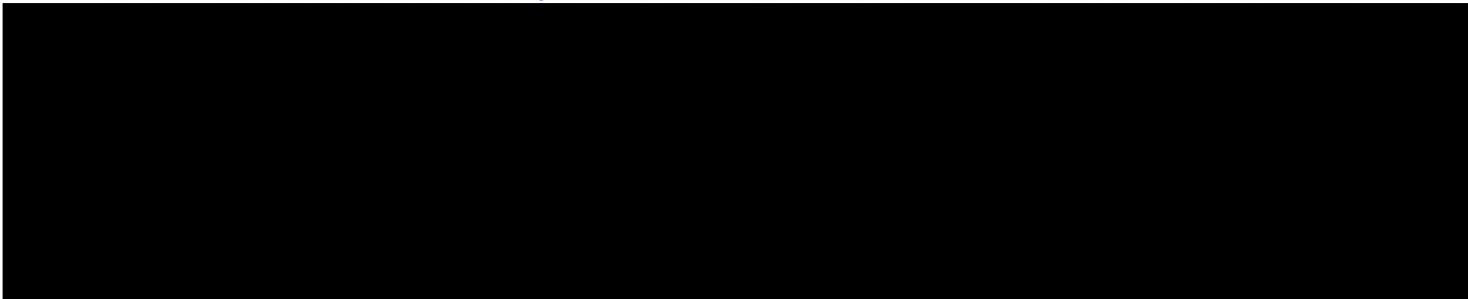
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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No
<i>If yes, please explain:</i> Most reasonable without impacting new homes. Straight shot to bridge		
Do you have any comments about Alternative 2?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	Yes <input checked="" type="checkbox"/>	No
<i>If yes, please explain:</i> Emphatic No - doesn't make sense to tear down homes even those being built. Noise pollution to existing homes. <u>Worst</u> alternative!!		

Please leave a comment for the project team in the space provided below:

Name: Harry Ong



Thank you for your interest in the Highway 41 Corridor Improvements project!

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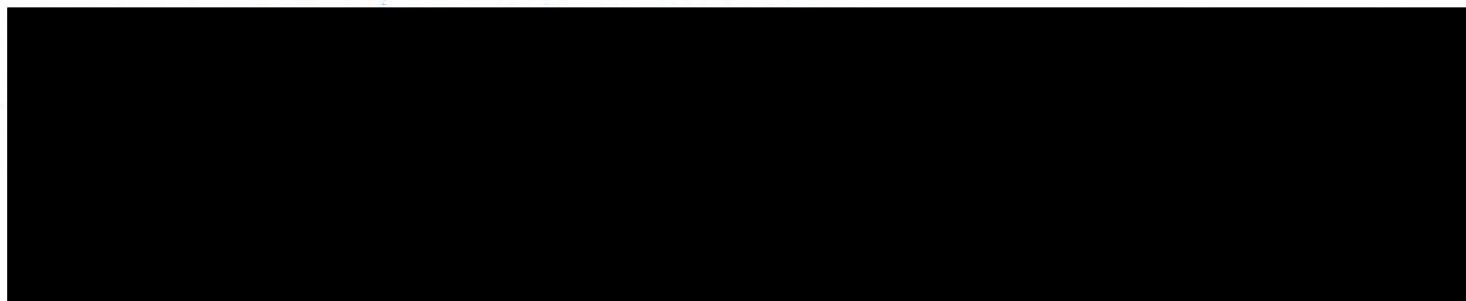
Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Hwy 41 <u>MUST</u> be widened to <u>5</u> lanes. This alternative should also widen Dw Blvd to match widening of Dw Blvd, but this can be done at a later date. Of the 3 remaining options <u>ALTERNATIVE 1 IS BEST.</u>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: 5 lanes → 3 lanes → 5 lanes will not calm traffic enough. Makes no sense. Must be 5 lanes all the way down Hwy 41.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Same as above. Widening Hwy 41 5 → 3 → 5 lanes is <u>not</u> enough relief.		

Please leave a comment for the project team in the space provided below:

- Hwy 41 must be widened to 5 lanes all the way from The Wanda Bridge to 17.
- Consider a frontage road along side 41 so that driveways do not access 41 directly. This is not safe, even the way it is today.
- Consider relocating current Phillips homes that are currently right along 41 to become a group of homes further back within the Phillips Community. Possibly adding an amenity center there for them so that they can stay in their same community.
- Start with Alternative 1 — widening Hwy 41 to 5 lanes is a great start!

Name: Catherine Barnard



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p><i>This is the best route. Exercise imminent domain to have access to Phillips Community.</i></p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p><i>This is definitely not as desirable as 1 because of disruption to an established community.</i></p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<p>If yes, please explain:</p> <p><i>So many reasons make this the worst alternative by far - noise, safety, speed, disruption to a community.</i></p>		

Please leave a comment for the project team in the space provided below:

Excellent presentation !

Name: Linda Dennis



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is the only realistic option in my opinion. Imminent Domain needs to be exercised to all 5 lane straight away on 41 w/o going through established neighborhoods.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <u>Not at all</u> , disruption of neighborhoods which is unacceptable. The Phillips Community should be moved with incentive from the <u>state</u> . But this is better than 7.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: "This will Kill us," with the change of traffic through neighborhoods, ie safety, speed, noise		

P.S. 1. A Fly-over (way) needs to be considered
2. A referendum needs to be considered to establish support for imminent domain — and a moratorium on all construction!

Please leave a comment for the project team in the space provided below:

Project Team makes a positive impression!

Name: Robert G. Dennis



Thank you for your interest in the Highway 41 Corridor Improvements project!

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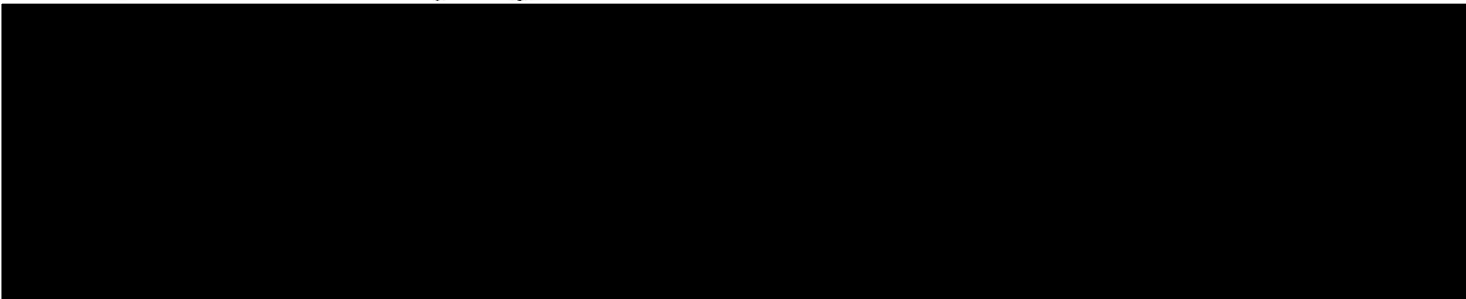
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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p>If yes, please explain: Simple & straight routes. <u>Best</u> alternative: least home destrn. Overpass with bike lane from Bessemer to Rt. 17 would be advantageous in the using auto to run errands on stores along Rt. 17</p>		
Do you have any comments about Alternative 2?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<p>If yes, please explain:</p>		
Do you have any comments about Alternative 7?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<p>If yes, please explain: <u>Bad</u> alternative !! Pollution, congestion, endangered children & population, noise, homes destroyed, decreased value of homes. Love of people or we didn't leave the city to live in a NYC ^{area} of money?</p>		

Please leave a comment for the project team in the space provided below:

Name: Rose Ong



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is where the traffic backs up. Since they put 2 turn lanes off Bessimer, traffic has not backed up on Bessimer except when 41 is backed up. This looks like the best alternative!		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: it looks like this will still cause 41 to backup,		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: God bless us!! Property values would permit. I don't see how this alt would help.		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is Route 41 and should be widened as Route 41		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: It looks not much change		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is ridiculous. Park West Blvd & Dunel West Blvd were built as residential roads through those developments. There is a reason it is called a winding two lane road with islands. Those are traffic calming techniques. This will make it a five lane highway		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain: This alternative has the most impact on the most people. It is a longer route and I wonder how many people would use this alternative, instead of existing highway 41, except if there was some accident on the old highway 41. I do not feel that this alternative will yield the desired results. It would definitely impact the communities along the route significantly.		

Please leave a comment for the project team in the space provided below:

17

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> IT IS THE ONLY REASONABLE ALTERNATIVE		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> SILLY		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> SILLIER		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> Makes the most sense. Less interference w/all communities		
Do you have any comments about Alternative 2?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> The Bessemer Rd communities will feel all of the impact of this. Would they put lights @ each of our entrances? That would impact your "flow"! Doesn't make sense. Our children cross that road daily + this would interfere with our children's safety. This is a huge NO for my household.		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>A Reasonable Option.</i>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <i>A Reasonable Option.</i>		
Do you have any comments about Alternative 7?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
If yes, please explain: <i>Not Reasonable.</i>		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<p>If yes, please explain:</p> <p>My biggest concern for all 3 alternatives is a light @ the corner of Hwy. 17 & Colonnade Drive. It's impossible to get out now - it will be</p>		
Do you have any comments about Alternative 2?	Yes	No
<p>If yes, please explain: worse with 5 lanes of traffic.</p> <p>My other concern is traffic merging from 41 onto 17. When the light coming down 17 is</p>		
Do you have any comments about Alternative 7?	Yes	No
<p>If yes, please explain: is green it is nearly impossible to merge in.</p>		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
If yes, please explain:		

This will bring a busy 5 lane highway extremely close to high density residential housing causing imminent danger to neighborhood kids on sidewalks as well as traffic noise and pollution in an area that was not intended for such. Bad, bad idea!

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This is the only one that would be acceptable !!		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Going from 5 L to 3 R at Joe Rose Rd could cause some bottle neck concerns !!		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: (1) I CAN'T BELIEVE that this is even a choice !! (2) Putting a 5 lane road in a residential neighborhood is insane !!		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> BEST OVERALL SOLUTION.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> 2nd BEST SOLUTION		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> TOTALLY OPPOSE. IF I WANTED TO LIVE ON A HIGHWAY, I WOULD HAVE PURCHASED A HOUSE ON HWY 41 OR HWY 17. SEEMS LIKE THE MOST IMPACT TO FAMILIES WITH KIDS. I WILL NOT IF THIS IS ADOPTED.		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <p style="text-align: center;">Sucks</p>		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <p style="text-align: center;">Sucks</p>		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: <p style="text-align: center;">Like it as long as section goes through Park west is becomes #41</p>		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If yes, please explain: <div style="text-align: center; font-size: 2em; font-family: cursive;">In Favor of</div>		
Do you have any comments about Alternative 2?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
If yes, please explain:		
Do you have any comments about Alternative 7?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If yes, please explain: <div style="font-family: cursive;"> <p>The new building off Joe Rouse + Down to bessemer w/ the town house community is going to Disrupt that Area for residential living! It may have an economic impact as well. Since that stretch isn't that long why Disrupt this! We live in a town house + the Noise Addition will Definitely affect our quality of life! we MAY have to move out of Charleston</p> </div>		

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 2?	Yes	No
If yes, please explain:		
Do you have any comments about Alternative 7?	Yes	No
<p>If yes, please explain:</p> <p>Too Bad everything depends on the Phillips Community - some of the so called Historic homes look like crap!</p>		

STAY on 41

Please leave a comment for the project team in the space provided below:

Name: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Contact Preference: ☐ Direct Mail ☐ Email ☐ Do Not Contact

Thank you for your interest in the Highway 41 Corridor Improvements project!

I live in Horlbeck Creek on highway 41. I would like to see little to no encroachment into our community as to not disturb our neighborhood. I'm hoping that the roadway expands/widens toward the opposite side of our community to reduce issues of noise, unsightliness of a roadway and pollution from vehicles. We would like to preserve as much land as possible for our community with minimal intrusion. I take great pride in my community and I appreciate you taking the time to read my concerns.

Resident: Carol Noble

I oppose Alternative 7!

I think Alternative 1 may be a better option. Widen 41 and avoid impact on a neighborhood.

Traffic at present is only a problem in PW during school hours for drop off and pickup. Recommend better utilization of buses and carpools as well as crossing guards for walkers.

Having 5 lanes in the neighborhood will increase other motorists from other neighborhoods to cross through PW.

- Quality of life
 - Increase in pollution
 - Increase in crime
 - Increase in noise
 - Impact on property values
- Are all a few of the concerns.



Airport
Extension

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 2?	Yes	No
<i>If yes, please explain:</i>		
Do you have any comments about Alternative 7?	Yes	No
<i>If yes, please explain:</i>		

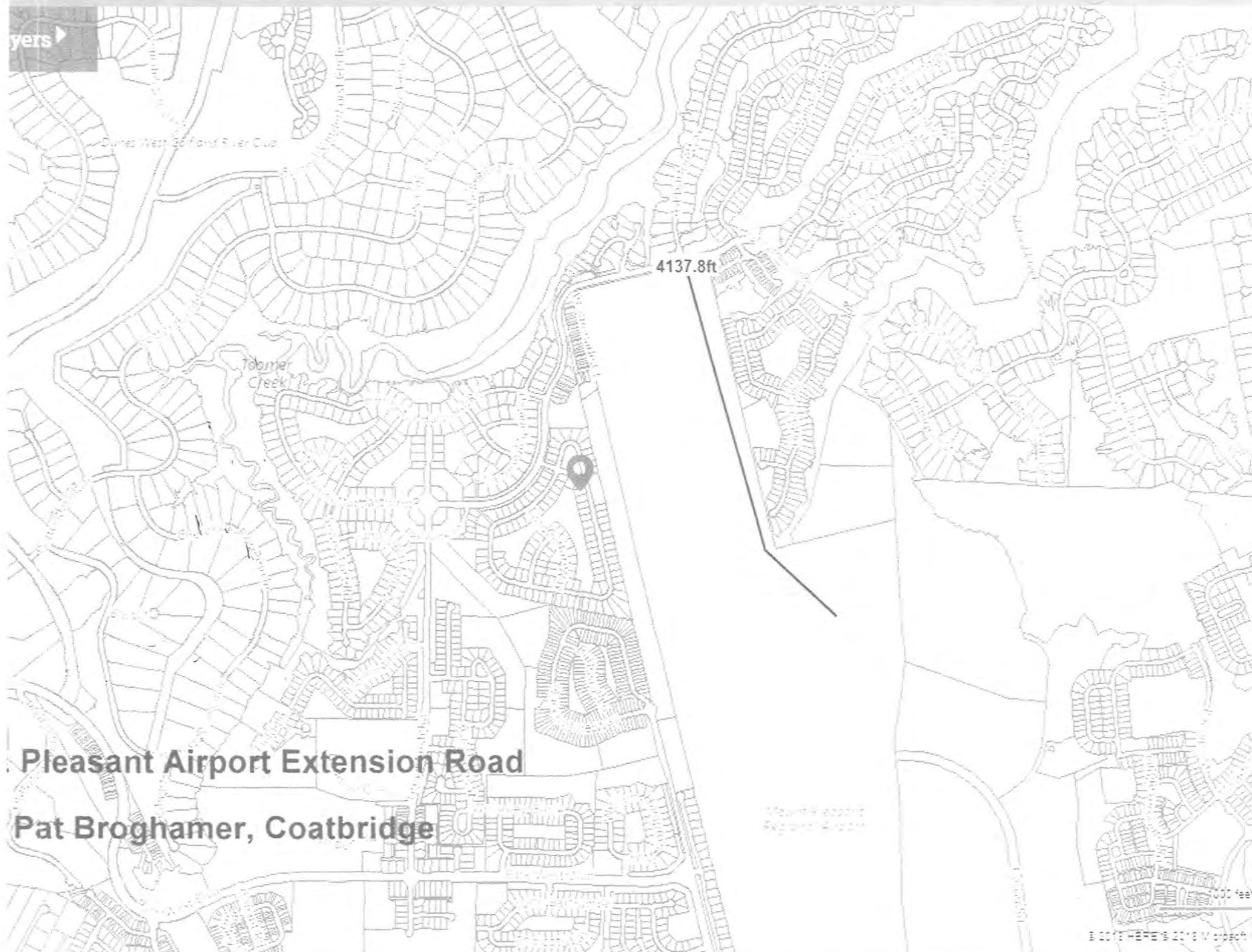
Please leave a comment for the project team in the space provided below:

AIRPORT
ROAD
ALTERNATE

Name:

PAT BROGHAMER

Thank you for your interest in the Highway 41 Corridor Improvements project!



4137.8ft

Pleasant Airport Extension Road

Pat Broghamer, Coatbridge

To whom it may concern:

I completely oppose Option #7.

The only option that makes any sense

is Option #1.

I will add more comments later

Orlie:

Jim Stanton



Mary Irene Delamater

Our home is already very unpleasant,
noisewise, due to the traffic on Hwy 41.

(Otherwise we love our home.) We are
concerned that the widening of Hwy 41
will make it ~~unbearable~~ ^{impossible} to enjoy our
backyard or even have our windows open.

Please place a tracker at our house.

I feel a sound barrier is 100% necessary,
in our area, not only for us, but for
our neighbors as well. We are considering
selling our home due to plummeting property
values ^{that add} (due to road noise.) & quality of life. if we don't feel
that proper actions are being taken. If
the sound barrier for our area meets
the criteria, please do it early in the
process. Construction is very loud! Thanks for
your consideration.

Mary Irene Delamater

① Alternative # 7

Consider sliding Bessemer Road portion further east, behind all of the ParkWest neighborhoods, then joining the Park West Blvd alignment at the Bessemer Circle (+/-)

- Dunes West Blvd was always expected to be widened, so that impact is not as unexpected as the Bessemer alignment has been.

- Lessens impact on Bessemer Road neighborhoods.

② Did the study analyze the beneficial impacts of building Park West Blvd to the full (and planned) 4-lane section all the way from Rt. 41 to Rt. 17?

- in my opinion this would divert a significant portion of the demand coming from within Park West from Rt. 41/Bessemer to P.W. Blvd to Rt. 17.

- could this then provide a more acceptable solution of 3 lanes along Bessemer and 3 lanes through the Phillips Community?

③ Consider a three-lane through section on Bessemer/Rt. 41 through the Phillips Community in which the one lane varies from northbound (evening peak) to southbound (morning peak) to then provide 2 through lanes during the times needed.

Our property backs up to 41, noise is currently
very noticable. No matter the option selected we
anticipate 5 lanes behind us in the future and
feel strongly that a sound barrier is required.

Further, I request a sound receptor / testing device
be used at our property to aid in any recommendations
or decisions.

Thank for your consideration!
Brian

Horlbeck Creek is a special piece of nature & a great unique neighborhood. Our priorities are:

Quiet / No increased noise or eye pollution
So the nature (animals & plants) do not leave or get lost & destroyed.

Safety: a) pulling out of Horlbeck Creek

b) safely jogging / biking / golf cart to
restaurants & shops of 17/41 & Brickyard
i.e. do bigger pedestrian / mixed use lane

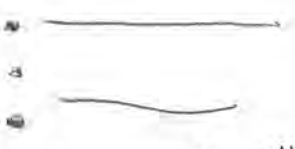
This project should be an opportunity to do things better for residents & the environment. Please do not rush or pander to folks that do not live next to 41. We have seen destructive effects to environment from the quick fix @ Joe Rouse. Please remember the impact b4 rushing to a plan. Try to improve for environment & residents not just for commuters.

Ken & Katie Burken are teachers who saved for years to buy in Mt. P. Their house is next to 41. Letting them keep their house & providing noise buffer helps enable MtP teachers to live in MtP.

Boards Fredrick



- No to Alternative 7
- Bessmer Rd is highly residential
- Would make a severe dangerous situation for children & pedestrians
- traffic on Bessmer is currently fairly clear → only 40 min in the morning has traffic back up due to SC-41 traffic & people making a "short cut"
- not geographically possible to make 5 lanes here due to SC-41
- force homes to foreclose due to impact to value of homes without chance of fair resale
- people already drive too fast on Bessmer: 50 mph + when the road limit is 35 mph (still too fast for highly populated residential area)
- reversible lanes on SC-41 through Phillips would reduce lane number impact to area
- 3 lanes, 2 of 3 lanes moving 1 direction in morning, reverse in afternoon
- successfully used on Vineville Ave in Macon, GA
- this should be investigated.



May 16, 2018

TO WHOM IT CONCERNS

I am against PROP-7

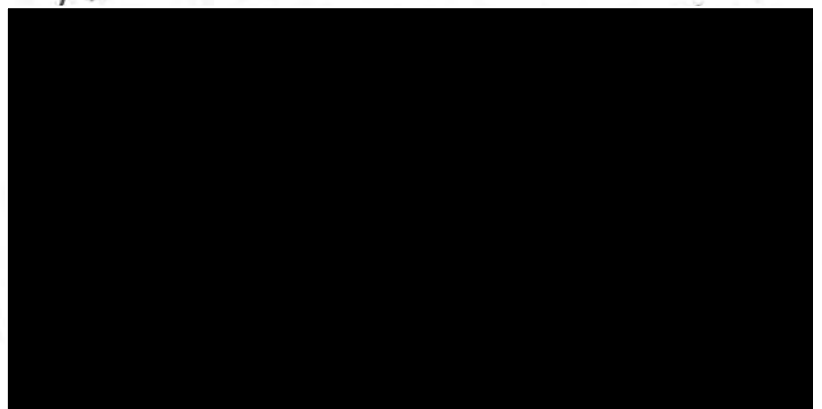
I LIVE IN ARLINGTON
OFF BESSEMER

PROPOSE ELEVATED HIGHWAY
ON 41

OR

PROPS 1 OR 2

Sincerely
Art Deulkin



Kathy Avers



I oppose option 7. It will totally

① Reduce value of homes on Bridwell LANE

② Split community

③ 5 LANES running through Residential
community I was told NO speed
bumps which would be dangerous.
There would be a road in front of &
in back of my house!

④ NOISE

how will you compensate
home owners on Bridwell LANE?
I just bought my house now I am
afraid to make improvements.

Anything other than option 7
looks good to me. Please don't
turn neighborhood roads into highways.
We don't need to widen Bessemer -
although we could use another outlet
in the future, like extending Grey
Marsh/Trumpington out to 41.

Thank you!

I strongly support Alternative 1 over any other. I also

am very against Alternative 7

as it does not make sense to

route outside traffic through

the neighborhoods of Dunes West + Park West. They have enough

of their own traffic.

If 41 could be widened to just 4 lanes without a turn lane through

Philips, and perhaps offer a crosswalk over the road and maybe other amenities, it might help alleviate some of the concerns.

Thank you!

Kathy Landers

Alternate 7 is not a reasonable alternative as it would drastically effect Park West & Dunes West residents destroying these communities and invading thousands of families. among the countless issues that come from ~~this~~ this alternative the major ones to consider for these communities are

- Safety & - Quality of life

These people, specifically in and around the Arlington Section of Park West are not only on an island surrounded by major highways, but are now at risk every single day they need to cross ^{these} major highways to take a walk or a bike ride with their children.

They are also targets for home break ins theft and crime in general as none of these communities are gated and are now surrounded by major roadways ~~can~~ to use as an easy escape route.

Shut down the
place.

David Shepard



My Strong Opinion is that ALT 7
that routes traffic through the established
Communities of Park West and Dunes
West is a serious mistake & an
Injustice to all who have decided
to make these Communities their home.

This option moves a Problem into
the middle of a Community where
Children Play + Adults are Active

- Please Do Not Consider this A Viable
Option -

NO to option #7

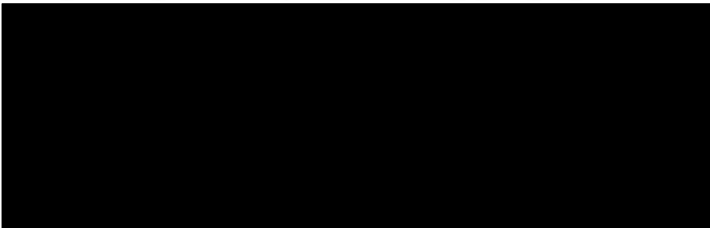
YES to option #1

Alternate 1, from a Mechan Eng View Point
is the only acceptable option. Actually
Should have been done 5 to 10 years Ago
Before building up that's happened.

ALT 2 IS STUPID - Bottleneck dead middle
Who thought THAT was a good idea?!

ALT 7 IS DANGEROUS. Children cross that
Road All day Plus walk to school. Do that
w/ cars going 55 and you Kill Dunes
West - Rich folks ain't gonna like that
too much.

B. Carpenter



Rebecca Heller



1 - N0 to alternative #7

2 - I prefer alternative #1 = widening current road

no to #7

Park west development is high density and homes purchased with family safety and somewhat secluded/neighbors in mind will be heavily impacted -

- Bridge well lane literally would sit on a 5 lane highway with traffic at their front door -

- re-route 41? alternative parallel towards Charlester - bridge?

Melissa Zingillo

Thanks for your time.

Definite no to Alternative #7.

Do not want a 5 lane highway going past my new house or in a neighborhood that currently feels safe.

Alternative #1 seems the best solution as it widens the current road and it's a straight line + 17 and doesn't route through back west Neighborhood.

Alternative #2 is second best option.

Pao Sheng

I am really opposed to Alternative 7
as the forecast all the traffic thru on
already existing neighborhood, which
was almost a dead end without Highway
41 going thru it. Property values
will be affected, noise levels in
neighborhood will increase, parking &
walking trails will no longer be
enjoyable which is why most of the
residents bought this.
There is dense population in Park
West & Dunes West, the population along
the current 41 is small -
Also alot of people will reject
this bypass due to it being a longer
distance and they will continue to
use 41

Rebecca Page & Gordon Hanson
[REDACTED]

Regarding the SC Highway 41 Project, Option 7 using Bessemer Road

To whom it may concern,

We moved into the Arlington subdivision of Park West in 2004. We decided on Arlington and the Park West community because it is a peaceful and quiet community. There are many walking and bicycle trails throughout Park West and we feel safe here. Bessemer Rd didn't even connect with Highway 41 until after we moved here.

The traffic on Bessemer Rd has increased over the past few years as it provides convenient access to neighborhoods on the back side of Park West. But, making Bessemer Rd a 5-lane highway to divert traffic from SC Highway 41 would completely destroy the quiet and safe community we now have. Bessemer Rd is part of Park West, which is made up of residential neighborhoods. A 5-lane highway would increase the traffic exponentially. With the traffic would come more pollution, noise and safety issues. The increase in traffic, would also mean more accidents. There have been several accidents in the past where the vehicle was stopped by the ditch and easement between Bessemer Rd and the homes along the road. If the easement is used to create space for a 5-lane highway, our homes would be in danger. Not to mention our property values would plummet.

Families with children frequently use the walking trails for exercise, recreation and to get to the community amenities. A 5-lane highway would effectively cut-off the Arlington neighborhood along with many others from the rest of the Park West community.

SC Highway 41 is a state highway and should be used as such. It is one of the main evacuation routes. It would be best to have a continuous main highway to use for evacuations, detours and major traffic flow. There are other communities planned down the 41 corridor which will add to the traffic and it just makes more sense to have one main highway rather than diverting in and out of residential neighborhoods.

Respectfully,



Option 7 is a bad
idea. 5 Lanes on Joe
Rouse has a negative
impact on Park West and
the neighborhoods.

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Please answer the following questions:

Do you have any comments about Alternative 1? *I support this plan* ☒ Yes ☐ No

If yes, please explain:

Makes the most sense. A direct route from Wando to 17. Will not go thru developments. Will not negatively affect housing values. Minimum impact on Laurel Hill Park

Do you have any comments about Alternative 2?

☒ Yes☐ No

If yes, please explain:

Not acceptable - Sweetgrass stands can be replaced like 17 N.

Do you have any comments about Alternative 3?

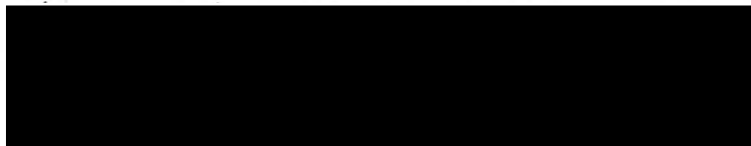
☒ Yes☐ No

If yes, please explain:

Not acceptable - Too much impact on floodplains & streams & freshwater. Too much land from Laurel Hill Park.

** Sweetgrass basket stands can always be rebuilt (Hwy 17) Min. Freshwater Acres*

5/11/2018



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Please answer the following questions:

Do you have any comments about Alternative 1?

Yes

No

If yes, please explain: This is the most direct route & makes the most sense. Less property, wetlands & flood plain areas are affected - Can control traffic flow more easily with one main road.

Do you have any comments about Alternative 2?

Yes

No

If yes, please explain: Does not do enough - 5 lanes going to 3 will back up big time -

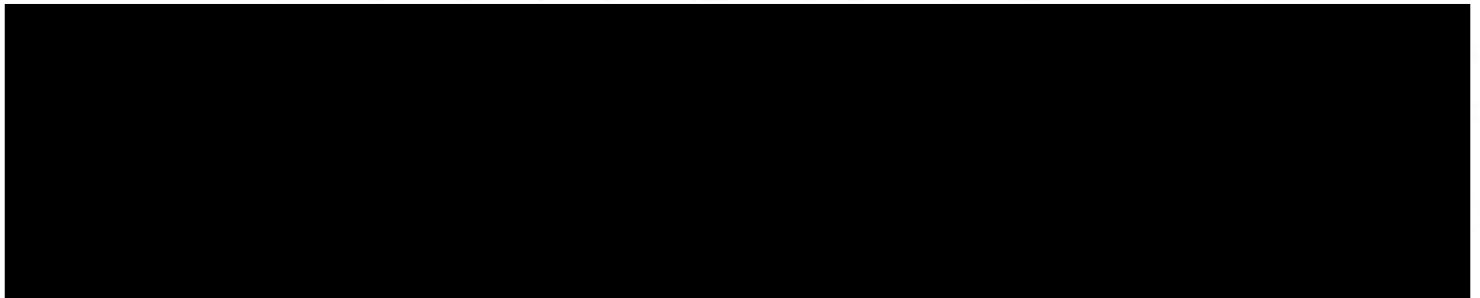
Do you have any comments about Alternative 7?

Yes

No

If yes, please explain: The worst plan - It makes NO sense ^{curving} going through so many neighborhoods. Would have to remove traffic circle & add stoplights. More farmstead areas are affected as well as more wetlands & flood plain areas - There will be major backlog @ light by Bessamer & 41 - This is a crazy idea.

Name: Marcia Bocim



Thank you for your interest in the Highway 41 Corridor Improvements project!

Highway 41 Corridor Improvements

Comments for Project Team

Alternative 1:

This is the best option.

I understand the concerns of the Phillips community but there does not appear to be any other viable alternatives.

If crossing Hwy 41 is an issue I would suggest placing 1 or 2 pedestrian bridges in the Phillips community.

Alternative 2:

This option is short sighted.

You would think this is obvious since the experiment at the intersection with Joe Rouse road where they created two lanes before the red light in an attempt to get more cars through in less time. That was a complete disaster and removed within a week of being installed.

Alternative 7:

This is a BAD plan.

1) You are in effect rerouting highway 41 through Park West and Dunes West which are planned developments with access to highways. The Phillips community on the other hand was built straddling highway 41. (I know it will not be labeled highway 41 but the effect is the same)

2) Park West and Dunes West are residential neighborhoods planned and designed for pedestrians and local traffic, not a five lane state highway. Routing a five lane highway through these developments will have significant impact on safety and pedestrian and car traffic.

3) Today children walk, ride bikes and golf carts to get to the swimming pool. Placing a five lane highway in their path will have severe safety impacts.

4) In comparing Alternative 2 to alternatives 1 and 7 it would appear that Park West, Dunes West would lose 5 homes compared to Phillips losing only 3. Even more significant is that Park West, Dunes West partial acquisitions would be 99 compared only 25 for Phillips. Where is the logic in that decision?

5) In addition Alternative 7 has the highest impact on Wetlands, Streams, and the Floodplain.

Dennis Wyszynski





Public Information Meeting for Alternatives

May 16, 2018

The public will have 30 days after the meeting to submit comments. Comments are due by June 16 and can be submitted in person at today's meeting, online at www.Hwy41SC.com, or mailed to c/o Charleston County, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: Alternative one makes the most sense - a straight 5 lane hwy up 41 would be the fastest way to get traffic from 17 to the bridge.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This would be my second choice - changing from 5 to 3 lanes & back again would cause congestion & bottlenecks - go for Alternative one.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: I am strongly opposed to Alternative 7. Putting a 5 lane Highway on Bessimer cuts off subdivisions from the rest of Park West. I bought my home in Arlington to be a part of a community, my grandchild would be able to walk to the pool and tennis courts - with a 5 lane highway cutting us off this isn't going to happen. A 5 lane hwy would create noise & dirt (dust). Building a 5 lane hwy on Bessimer would impact more home owners than Alternative one or two. According to		

Please leave a comment for the project team in the space provided below:

#1) your screening matrix - alternate 1 would have more impact on the community than the other alternatives - It would also effect the property values - alternative one makes the most sense - Please do not choose alternative 1 - I really don't want to move.

Name: Lois Lefko

Thank you for your interest in the Highway 41 Corridor Improvements project!



Hwy41SC Project Team,

After taking a couple weeks to thoroughly analyze the information provided at the community meeting on May 16th, I would like to share thoughts and concerns about the alternative plans for the Highway 41 Project.

I will start by saying the No Build Alternative does not fix any existing or future issues and will obviously not impact any communities due to constructions or changes. So there is no need to comment on that alternative. I will focus here on Alternatives 1, 2 and 7.

Alternative 1

This alternative seems to be the most obvious and best overall for cost and functionality. I imagine that is why this was Alternative 1. A straight highway is by far the most cost effective and safest route. This is particularly true as an evacuation route. Having to wind an evacuation through a residential area does not make sense. It is my understanding that the primary objection to Alternative 1 is the disruption to the Phillips community. Alternatives 2 and 7 also have existing Hwy 41 being widened to 3 lanes, so there will be a disruption to the Phillips community with all options. The cost and impact of 2 additional lanes (approximately 25 feet) would be far less than that of Alternative 7.

Alternative 2

This alternative has the lowest impact on property and other factors, but unfortunately, it looks like it would have built-in bottle necks which would slow and possibly stop traffic. Especially in the case of an emergency evacuation and during heavy traffic hours.

Alternative 7

This alternative has the highest negative impact on environment, property and community lifestyle than the other alternatives. The following compares Alt 1 to Alt 7. Alt 7 has 29% more Full Property Acquisitions and 36% more Partial Property Acquisitions. Impact on Wetlands is 13% more for Estuarine (tidal), 81% more for Freshwater (non-tidal) and Streams are impacted 36% more with Alt 7. Also disturbing is the Floodplain impact which is 23% higher with Alt 7. The only screening criteria with lower impact numbers for Alt 7 is Cultural and Historic with NRHP Historic Structures which drop from 6 to 4 for Alt 1 vs. Alt 7 and Sweetgrass Basket Stands which drop from 15 to 13 for Alt 1 vs. Alt 7.

The estimated costs of the 3 Alternatives was not provided at the meeting, but the cost and construction time difference between Alt 1 and Alt 7 would have to be significantly more with Alt 7.

By changing Bessemer Road, Dunes West Blvd and part of Park West Blvd to a 5-lane highway, you would be dividing both the Dunes West and Park West communities. The information provided at the meeting regarding the layout of these communities was misleading. The map outlining the communities on slide No.11 in the Power Point Presentation for the Community Characterization Report was not accurate. (*See map images below.*) It shows a section of the Park West community as part of Dunes

West. But actually the proposed highway replacing Bessemer Road and a portion of Park West Blvd will divide Park West separating hundreds of residents from the Park West Community and the walking/biking trails, swimming pools, tennis courts and other amenities they support with annual dues. Eight neighborhoods, which are home to hundreds of residents (453 housing units), would be directly impacted by the increased noise, pollution, traffic and falling property values caused by Alternative 7. The number of homes/units for each neighborhood is shown below.

Abbotts Glenn- 24

Arlington- 159

Bessemer Park -44 (under construction)

Covington- 37 (under construction)

Keswick- 40

Mansfield- 28

Preston- 100

Worthington - 21 (under construction)



Original image from presentation.



Park West neighborhoods (outlined in gold) that were shown as Dunes West on Original.

In conclusion, the impact would be the least using Alt 2, but unfortunately I believe Alt 2 has inherent bottle necks and would not function as required. Alt 7 has too many negative impacts, significantly more than the other alternatives and would negatively impact a much larger population of residents. Alt 1 is the most logical and cost effective option, utilizing the existing Hwy 41 corridor, providing a safe route for evacuation as well as daily traffic.

Thank you,

Gordon Hanson

Enid Hinkes
William F. Markovich



To: Highway 41 Corridor Improvements
hwy41sc@gmail.com
Re: Alternative 7

As homeowners in the Arlington Subdivision of Park West, we would like to state our total disapproval of and opposition to Alternative 7 for the proposed widening of Highway 41. We have reviewed the power point presentation, and believe that Alternative 7 fails to recognize the safety hazards as well as the severe negative effect that this plan would have not only on the communities bordering the proposed route, but also the total Park West development.

We observed that in moving forward Alternative 2, you cited that it was acceptable throughout the community except in the Phillips Community, but you made no mention in Alternative 7 that it was not acceptable in the Park West Community. We do not understand the omission of the opposition of the Park West Community in your decision to move forward with Alternative 7.

The proposed Alternative 7 would negatively affect both the residents of Park West and the drivers using the route in that:

1. Alternative 7 would be unsafe as it entails four turns.
2. The route would be unsafe as it would have numerous busy turnoffs into the communities bordering the five lane highway, as well as a turnoff into old Route 42 and Park West Boulevard.
3. The route would present safety hazards to the numerous people in the communities surrounding the proposed highway who would have to cross it to use the community clubhouse and pool.
4. The route would significantly raise the noise level to many subdivisions in Park West.
5. The route would significantly raise the air pollution in the communities.
6. The route would lower the value of the homes in Park West, especially those near the highway and having to exit through the highway.
7. The route would be more costly because of the acquisition and demolition of homes within 75 feet of the construction site.

SAFETY

A. Unlike Alternatives 1 and 2, Alternative 7 has numerous turns. Going northwest, the design of Alt. 7 includes a right turn from as it veers off from old 41. After that is a left turn, shortly before Park West Boulevard comes into 41. After that is another left turn by Dunes West Boulevard, and then a right turn onto old 41.

It is an established fact that the more turns there are in a highway, the more dangerous it is.¹

With five lanes you can expect cars to be speeding along the road. There will also be large trucks, including 18 wheelers using the road. The traffic laws notwithstanding, people will be driving over the speed limit, while intoxicated, and while distracted by using their smartphones, drinking coffee, and the other myriad of distracting things people do while driving their cars. The existence of four turns makes the likelihood of an accident greater than when there is a straight road. On the present 41 there are frequent accidents. The incidence when the road has that many turns is bound to increase. This will be a danger to not only the drivers, but to persons using the sidewalks and bike paths.

In addition to the curves, there will be numerous cars trying to enter and exit the highway from the various adjoining communities, especially at rush hours, when the highway would be its busiest. The Arlington Subdivision alone has 159 homes. Knowing how difficult it is to make a left hand turn from the CVS exit onto 41, we can envision the difficulty of exiting and entering our subdivision onto a five lane highway. This is conducive to accidents as the actual speed of traffic is easily misjudged. The alternative is to install traffic lights at every subdivision entrance, slowing up and backing up the traffic.

The highway would divide Arlington and other communities from the community center and pool, the elementary and middle school, and the shopping center. It would also separate some close by communities from each other. Children would be frequently crossing the highway to go swimming, to visit schoolmates, or to ride their bikes to school or on the Park West bike path. There would presumably be a light for them to cross at, by the intersection with Park West Boulevard. Having lived on a corner with a light, we can assure you that there will be people jumping the light or speeding through at the last second. There will inevitably be a child who tries to cross at a lower point to visit a friend, or who runs across just when the light turns red. Having a five lane highway cutting across a community with so many young children is asking for the inevitable fatality.

1. According to the U.S. Federal Highway Administration nearly 30% of fatal vehicle collisions each year happen on curves.

NOISE

Although the Arlington Subdivision is at a distance from the present Highway 41, we can still hear the traffic at night. Having a five lane highway right on top of the subdivision would drastically increase the noise at all times. Installing walls would not decrease the noise un any significant amount. The aid of a strip of vegetation would likewise have a minimal effect in countering the noise of a five lane highway with constant traffic including large trucks.

POLLUTION

The pollution caused by the highway would affect the 453 households in the communities near the proposed highway. Diesel trucks, which are presently rarely seen on Park West Boulevard or Bessemer Road, would be constantly on the highway.

Most households are families, and there are a considerable number of young children in those households. The polluted air would also affect the hundreds of children and adults in the total Park West community who use the nearby pool, causing health problems to the whole community, and significant ones to the adjacent neighborhoods.

PROPERTY VALUES

The aforementioned problems of safety, noise, and pollution would dramatically affect the property values in Park West.

In searching for a home in Mount Pleasant, we decided to pay a little more in order to live in the Park West community, so that we would not have to encounter the problems that we could foresee as the town expanded and major thoroughfares had to be expanded. We did not want the hassle or danger of getting on a busy road every time we needed to buy some groceries or needed some other service; and did not want to be near the anticipated noise and pollution.

In choosing our home, we decided against an almost identical house, similarly priced and in better condition, which was closer to Bessemer Road. We did not want the noise and pollution from the road, especially at rush hours. With the construction of Alt. 7, all of our careful considerations would come to naught. We will be subject to the safety hazards, congestion, noise and pollution that we sought to avoid. People purchasing a home in Mount Pleasant will no longer consider Park West, particularly the Arlington subdivision or other adjacent subdivisions, highly desirable locations, and will pay accordingly.

Those homes that are at 76 feet from the construction site will have the worst of both worlds, as they will not have the possibility of being relocated to another site, but will be right on top of a busy highway.

PEDESTRIAN AND BIKE LANES

The plan boasts the building of bike lanes and pedestrian paths. No one wants to walk or bike along a five lane highway. At most, the paths will be used to get to the quieter bike and walking paths of Park West.

COST

Given that numerous large and recently built homes will have to be torn down, the cost, if people are given the true value of their home or land taken, will be enormous. Most of the homes along Bessemer are listing at over \$400,000. In addition to that would be the litigation, as people seek to be properly compensated for their losses of homes, property, and loss of quality of life.

Expanding the existing Highway 41 is a much better alternative. It would be safer and less disruptive. It would affect fewer residents, and would be better for the business along the corridor. There are fewer homes, and they could be more readily moved at a much lower cost. Historic structures could also be moved.

It is unfortunate that whichever decision is made, people will have their lives and tranquility disrupted. Alt. 7 would impact far more people and create a much greater safety hazard to both residents and drivers than the other two alternatives.

Sincerely,

Enid Hinkes
William F. Markovich

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Charleston County
Council Members
Subject: 41 Expansion

May 18, 2018

Dear Council Member,

First, I would like to thank you for your dedicated service to the community, it is truly appreciated.

I'm writing this letter because of my concern about the potential expansion of Bessemer Road and Dunes West Blvd to 5 lanes. After attending the meeting Wednesday evening and reviewing all the information discussed and handed out, in my opinion Alternative 7 has a more negative impact to the environment (wetlands, Laurel Hill County Park, etc.) and also negatively impacts the most residents; not only land that would need to be acquired, but I believe there are substantially more houses in Park West and Dunes West that will be in close proximity to the proposed 5 lane highway going through Park West and Dune's West communities as compared to the number of residences impacted by widening 41 through the Phillips community. On Wednesday I heard Town officials state they estimate the noise level from a 5 Lane Highway will be approximately 75 dB, that level of noise will be heard for several hundred feet if not more. That would obviously have a negative impact on a substantial number of residents in Dunes West and Park West.

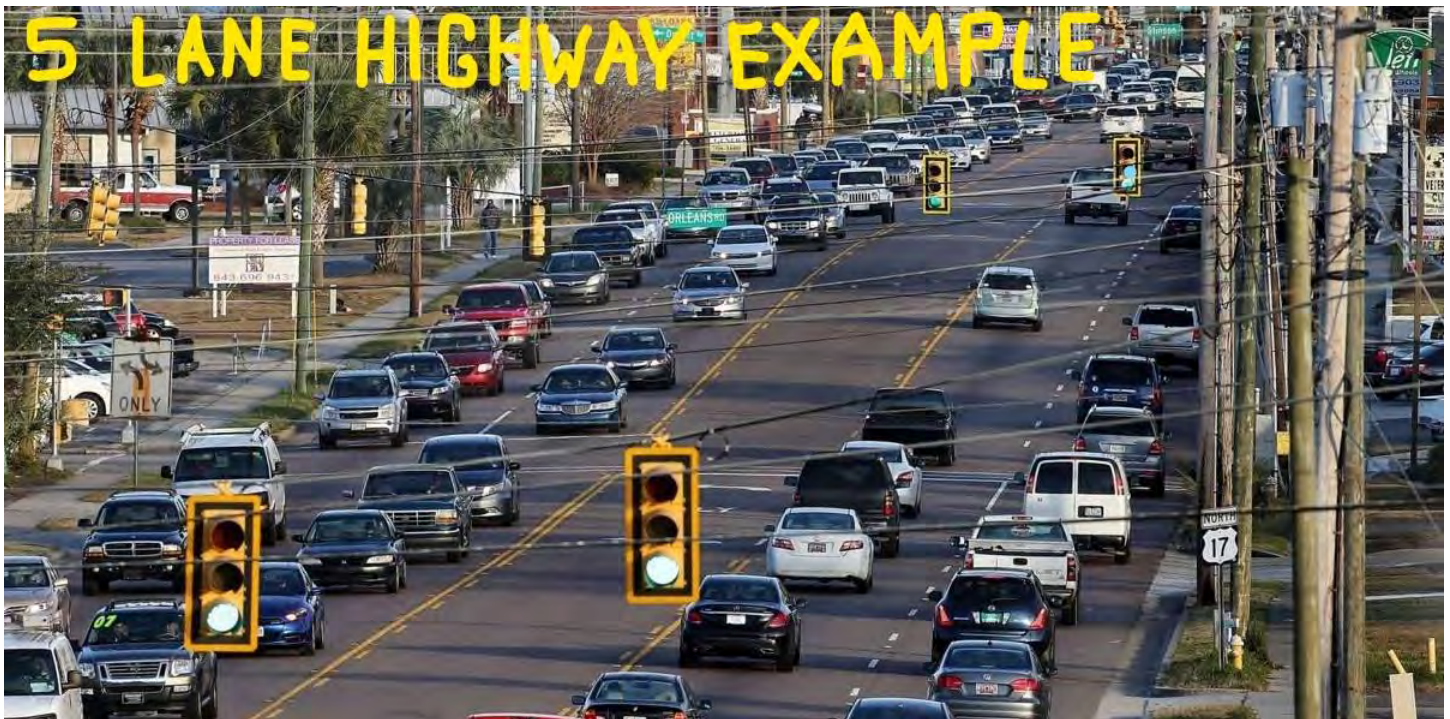
Our entire neighborhood (see the last page of this letter) is concerned about our house values decreasing if Bessemer is expanded to 5-lanes because of our close proximity to Bessemer road; most of bought new homes in Park West 2-3 years ago.

Many of the kids in my neighborhood walk and ride their bikes through the neighborhood. Below is a picture I took this evening at the peak evening rush hour.



Park West kids at peak rush hour (May 18th at 5:15 PM) can safely cross Bessemer Road today

Below is an example of a 5 Lane Highway that would be extremely dangerous for Park West and Dune's West kids to have to cross in order to see their friends in neighboring communities or just walking to the Park West HOA amenities (swimming pools, ball fields). You would drastically change these children's lives if you allow a 5-lane highway through Bessemer Road and Dunes West Blvd.



Above is an example of what a 5-lane highway might look like

I also would like to express my concern over additional flooding that could be caused because an expansion on Bessemer Road near Larch Lane. There would be a substantial amount of water coming off a 5-lane highway and although I realize the engineers will do their best to prevent any additional flooding, we have seen homes in West Ashley that were never flooded before that flooding is now an issue. During the 1,000-year flood, not only was Bessemer Road flooded over near Larch Lane, but homes on Larch lane had flooding up to their backyards and if the flooding became worse a few houses could have water enter their homes. Below are some photographs from the 1,000-year flood.



The above photo is Bessemer Rd, near Larch Ln. Flooded Over (the far right shows the water covering the road)



Above photo is flooding in the backyard of [REDACTED] (Bessemer is directly behind this home)



The above photo is flooding in the backyard of [REDACTED] (Bessemer is directly behind this home)



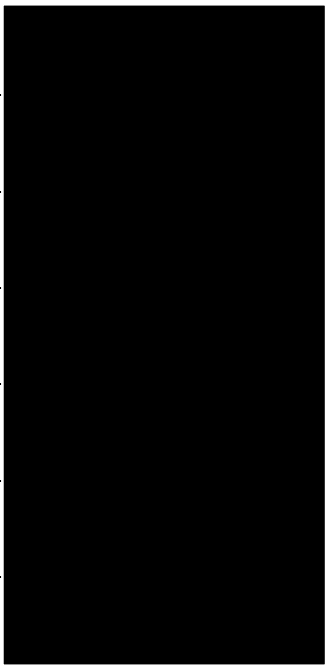
The above photo is flooding in the backyard of [REDACTED] (Bessemer is directly behind this home)

Of course, nobody wants a 5-lane highway near their homes and I fully understand why the residents of the Phillips community prefers Alternative 7. That said, I have to believe the number of residents opposing Alternative 7 far outweighs the number of residents opposed to Alternative 1. Also, it appears to me going through Dunes West and Park West would be almost a mile longer costing much more than just widening 41.

As elected members, some up for re-election this year, I am hoping you all will side with the majority when it comes to deciding which plan is best for the largest number of residents.

With sincerest regards,
Kevin Pietramala
[REDACTED]

Larch Lane Residents Opposed to the Expansion of Bessemer Road to 5 Lanes

	Bobbi and Angela Taylor
	Heather & Colin Wolf
	Kevin & Maria Pietramala
	Mallory & John Morgan
	Tom & Rosanna Loehr
	Matt Smith
	Eric & Fatima Marini

	Dianne & Larry Bach
	Ty Wheelus
	Kimberly & Gregg Robinson
	Rhian and Sarah Hudson
	Ted & Dawn Parent
	Bob & Denise Grimm
	Scott & Meagan McCleary

From: [REDACTED]
To: hwy41sc@gmail.com; [REDACTED]
Subject: Hwy 41 Corridor Improvement Project - Feedback on Alternatives 1, 2, and 7
Date: Saturday, June 16, 2018 12:15:24 AM

Good Evening -- We saw an article in The Post and Courier about the "Plan to widen S.C. 41 goes in new direction" and I attended the first public meeting on this subject held at the Park West Gymnasium. The public information pamphlet/handout on the "No Build Alternative and Alternatives 1, 2, and 7" was nicely done and helpful.

Based on the information I was able to gather, below is my feedback on the three (3) Alternatives 1, 2, and 7 being considered and Suggestions.

Executive Summary:

-- In my opinion Alternative 2 has the most PROS (positive points) as it is a best all-around alternative except that unstable bumper-to-bumper traffic flow would remain on HWY 41 which defeats the purpose of addressing current and future traffic congestion.

-- Alternative 7 has the most CONS (negative points) in reducing traffic congestion as well as safety. In my opinion, any alternative that proposes to widen Dunes West Blvd and Bessemer Rd **SHOULD NOT** be considered as a viable, effective, prudent, smart, logical, or SAFE solution for any of our Dunes West / Park West (including Bessemer Rd) subdivision residents as well as for commuters in general who want the quickest way to get from HIGHWAY (HWY) 41 to HWY 17 and vice versa.

-- That then leaves Alternative 1 as having the most PROS in reducing traffic congestion, which is the primary purpose of this HWY 41 Corridor Improvement project but also best addresses the secondary purposes.

-- I've also included Suggestions for consideration.

Alternative 1 Comments/Feedback:

PROS:

- (1) The shortest distance between two (2) points is a straight line so keep the HWY 41 Expansion where it should be on widening existing HWY 41 so all truck/car traffic have the quickest route to HWY 17 where most (90-95%) of the vehicle traffic goes south
- (2) On HWY 41 between Dunes West Blvd and Joe Rouse Rd, there are very few subdivisions with substantially fewer houses and therefore fewer cars trying to gain access to HWY 41, which significantly helps traffic flow and reduces the likelihood of vehicle traffic accidents
- (3) The existing HWY 41 is a straight highway...keep it as it was intended to be a HIGHWAY where vehicles can travel at 45 MPH.
- (4) On HWY 41 between Dunes West Blvd and Joe Rouse Rd, with fewer subdivisions and houses, there is minimal pedestrian traffic either along the highway or crossing it, which reduces the likelihood of pedestrian traffic-related accidents and enhances safety
- (5) Less impact to Wetlands and Floodplains than Alternative 7
- (6) Less impact to Laurel Hill County Park than Alternative 7
- (7) Quickest route for emergency response and evacuation

CONS:

- (1) Impact to the Phillips Community, but with far fewer houses and less population, there would be less impact to the Phillips Community than there would be to Dunes West and Park West communities / subdivisions.
- (2) Impact to cultural/historic sites

Alternative 2 Comments/Feedback:

PROS:

- (1) The shortest distance between two (2) points is a straight line so keep the HWY 41 Expansion where it should be on widening existing HWY 41 so all truck/car traffic have the quickest route to HWY 17 where

most (90-95%) of the vehicle traffic goes south

(2) On HWY 41 between Dunes West Blvd and Joe Rouse Rd, there are very few subdivisions with substantially fewer houses and therefore fewer cars trying to gain access to HWY 41, which significantly helps traffic flow and reduces the likelihood of vehicle traffic accidents

(3) The existing HWY 41 is a straight highway...keep it as it was intended to be a HIGHWAY where vehicles can travel at 45 MPH.

(4) On HWY 41 between Dunes West Blvd and Joe Rouse Rd, with fewer subdivisions and houses, there is minimal pedestrian traffic either along the highway or crossing it, which reduces the likelihood of pedestrian traffic-related accidents and enhances safety

(5) Least property impact of all Alternatives being considered

(6) Least impact on wetlands, floodplains, and Laurel Hill County Park

(7) Least impact on cultural historic sites

(8) Less impact on the Phillips Community and Dunes West/Park West communities including Bessemer Rd

CONS:

(1) Unstable bumper-to-bumper traffic flow would remain which defeats the purpose of addressing current and future traffic congestion.

Alternative 7 Comments/Feedback:

PROS:

(1) Less impact to the Phillips Community, but a greater impact to Dunes West and Park West communities / subdivisions (including those on Bessemer Rd), which have more homes and a much larger population.

CONS:

(1) It absolutely makes no sense to re-route high speed (45 MPH) / extremely high volumes of truck/car traffic around and thru Dunes West / Park West (where the speed limit is 35 MPH) only to bring 90-95% of it right back out to intersect HWY 41 again !! Not only is this a longer route for traffic, but this only adds more traffic back in Dunes West and Park West where traffic is already backed up.

(2) I disagree that traffic flow will be stable for Alternative 7 on Dunes West Blvd and Bessemer Rd. The reason being is you will need to have at least one if not more than one traffic light to allow vehicles exiting Dunes West to enter Dunes West Blvd. Anytime you introduce a traffic light, traffic flow is impeded and becomes stop & go traffic, which in-turn causes an unstable traffic flow. With 5 lanes of high speed traffic, a round-about would not work either resulting in unstable traffic flow. With several existing and new housing communities on Bessemer Rd, there will only be increased traffic needing to get onto the road, which again will cause an unstable traffic flow.

(3) I disagree that traffic flow will be stable for Alternative 7 from Joe Rouse Rd to the intersection of HWY 41 and HWY 17 since there will be a backup of traffic where the majority of 2 lanes of high-volume eastbound HWY 41 traffic (90-95%) merges onto HWY 17 going south and there is only one merge lane, hence a slowing and backlog of traffic on HWY 41. In my opinion, I can't see how this would be any different than Alternative 1, which is expected to have unstable traffic flow.

(4) There is already a backlog of traffic exiting Dunes West in the morning, but it at least flows slowly and steadily. Alternative 7 would only compound an existing traffic flow problem, resulting in only more delays in exiting the community. With only more development being completed in Dunes West, the problem of exiting will only get much worse.

(5) With more subdivisions along Dunes West Blvd and Bessemer Rd and hence, a far more active bicycle/pedestrian population traveling between communities, Alternative 7 only adds high speed and high volumes of traffic where it shouldn't be, which would NOT enhance safety but would have a much higher probability of bicycle/pedestrian traffic-related accidents due to a 10 MPH increase in the speed limit and the sheer, continuous volume of traffic..

(6) There's Bessemer Rd where houses are being built right up against the sidewalk; any increase to the number of lanes of traffic would be yet another safety hazard for residents and their children bicycling, walking, running, pushing strollers, etc.

(7) Greater environmental impacts to the wetlands and floodplains than Alternative 1

(8) Greater impact to Laurel Hill County Park than Alternative 1

- (9) Greater probability of delays for emergency response in Dunes West, Park West, and surrounding communities since there will be far greater and steady volumes of traffic which would further impede first responders especially with the increased likelihood of traffic delays
- (10) Impact to cultural/historic sites

Suggestion(s):

- (1) Rather than making HWY 41 a 5 Lane road (Alternative 1) or a 3 Lane road (Alternative 2) between Joe Rouse Rd to Dunes West Blvd, consider making it a 4 Lane Rd. Two lanes going east towards HWY 17, one "center" turn lane, and one lane going west towards the Wando River Bridge. There's more traffic going east than west, hence the idea of having one more lane on the eastbound side. This would also leave room for a bicycle lane on one or both sides. The current two lanes of Joe Rouse Rd traffic entering HWY 17 would remain unchanged, but the two lanes should be extended some from intersection of HWY 41 and Joe Rouse Rd further back some on Bessemer Rd.
- (2) Also, rather than have a 5 Lane road from Joe Rouse Rd to the intersection of HWY 41 and HWY 17, make this a 4 Lane Rd also. Two lanes going east towards HWY 17, one "center" turn lane, and one lane going west towards the Wando River Bridge.
- (3) Since there is less community impact between Dunes West Blvd and the Wando River Bridge, that could remain a 5 Lane Rd or be reduced to 4 Lanes also.
- (4) OF IMPORTANCE, which doesn't seem to be addressed in this study, is the need for keeping HWY 41 traffic flowing as it merges onto HWY 17 South. Having 2 Lanes of HWY 41 eastbound traffic would currently have to merge into a single lane in order to merge onto HWY 17 South, which does now and will continue to result in unstable, stop-and-go traffic flow.

CONCLUSION: We support Alternative 1 and Alternative 2, but recommend consideration be given to the Suggestions. We DO NOT support Alternative 7.

Regards -- Thomas and Meridith Fessenden



Shannon Hellwig



June 14, 2018

Will Haynie, Mayor
Larry Grooms, SC Senator
Tim Scott, US Senator
Lindsey Graham, US Senator
F. Michael Sotille, SC State Representative
Nancy Mace, SC State Representative
Mark Sanford, US Congressman
Bob Brimmer
Joe Bustos
Jim Owens
Kevin Cunnane
Gary Santos
Kathy Landing
Tom O'Rourke
G.M. Whitley
Highway 41 Corridor Improvement Project Team

Re: Highway 41 Corridor Improvement Project

Dear Sirs/Mesdames:

I am writing to express my objection to Alternative #7 proposed by the Highway 41 Corridor Improvement Project. The reasons for same will be set forth below, however, I would first like to address the misleading nature of the project team's information - both supplied at the May 16, 2018 information meeting as well as what is available online.

MISLEADING INFORMATION PROVIDED TO THE PUBLIC

The Highway 41 Corridor Improvement Project team has provided a color-coded depiction of their level of service measurements for design year 2045 based on 4 alternatives:

“No Build”, “1”, “2” and “7”. The information pictured in these depictions is grossly misleading and could sway individuals who may be unfamiliar with the area to simply look at the pictures and lean towards supporting what looks the greenest, as green represents stable traffic flow. However, the alternatives do not accurately depict which way the traffic flow is affected, at what times of day, or for what lengths of time. Additionally, the “no build” alternative shows Bessemer and Joe Rouse Road as green, but once 41 is widened by either Alternative #1 or Alternative #2, shows the same stretch of road in orange even though an improvement to 41 is being represented.

The maps also reflect certain subdivisions of Park West being grouped in either the Philips community or Dunes West. Again, for anyone living outside of the area of Park West or Dunes West, that depiction minimizes the true impact that these Park West residents will be completely separated from their community and their amenities.

PERSONAL AND NEIGHBORHOOD IMPACTS

Having become disabled in recent years and unable to have a good quality of life where we lived in New Jersey, my family and I specifically moved to Park West last year because of its Master Plan and it specifically being a planned community. I have developed severe impairments which make certain things very difficult for me, especially being close to medical care and travelling. Park West is a community where we have access to everything we need - parks, walking paths, schools, grocery store, doctors, dentists, banks, and many other amenities. To put a 5 lane highway directly between the subdivision we live in, Arlington, and all of our amenities would leave us in the same situation that brought us here in the first place - homebound. We would no longer be able to walk to the pool, playground or clubhouse. My children would no longer be able to ride their bikes to school. We would not be able to walk or ride a golf cart to the recreation facilities for sports or activities. We would not be able to access the dining, hairstylist, veterinary office or other businesses we utilize at the entrance to Park West. We would be completely cut off from every single reason we relocated here and we would lose our quality of life, both individually and as a family.

We have also invested everything we had in the home we purchased - one we purchased at a price higher than we were comfortable with, but at a price we were willing to pay for quality of life. Alternative #7 would create a financial hardship for our family, and many others, due to a drastic reduction in the value of our homes.

In addition, our concerns also include noise pollution, health hazards and utilities. Any environmental review will reveal that Alternative #7 has the most negative impact on air quality, costs, planned developments, property acquisitions, estuarine and freshwater wetlands, streams, floodplains and parkland, among others.

These effects will trickle down to affect Durham Bus Company as well. All their routes will have to be extended and rerouted for the safety of their riders. Additionally, Alternative #7

will put more cars on the road during the most inopportune time - rush hour. For one, my daughter has been bullied on the bus and prefers to ride her bike to school. With a 5 lane highway in her way, there is no way she would be permitted to do that. Not just because of the highway, but also because now commuters from other areas would be traveling directly through our residential neighborhood - commuters I know nothing about and could have criminal backgrounds or opportunistic tendencies. I feel wholly unsafe introducing the potential of a possible crime increase into our very safe neighborhood due to the rerouting and expansion of a 5 lane highway.

MISSING OR WITHHELD INFORMATION

I am an individual who makes every attempt to obtain every piece of information possible in order to make intelligent decisions. However, despite my speaking directly with almost every representative of the Highway 41 Corridor Improvement project team present at the May 16, 2018 meeting, I am still without information. The number one goal of the Highway 41 Corridor Improvement project is stated to reduce traffic congestion, but no information is available as to why this is necessary. Not one individual present that I spoke to was able to provide any results of any preliminary study performed, details regarding projected costs, details regarding the efficiency of any of the alternatives, or details regarding the length of time each of the alternatives would take to implement.

When asked what the real problem was, one of the representatives of the team advised the traffic lights located at the intersection of Route 41 and Dunes West Blvd. and at the intersection of Route 41 and Joe Rouse were causing a backup. Later, I learned from another representative - when I asked how individuals leaving their subdivisions and needing to turn left would be able to do so, I was informed additional traffic lights would be installed at the entrances to the subdivisions. When I pressed the subject, I was informed it was possible for 5 traffic lights to be installed. Somehow, it seems that a 1.5 mile stretch of road with a traffic light at each end would NOT be better served by extending it for at least another mile and adding an additional 5 traffic lights to allow residents to enter the roadway.

I was specifically interested in finding out what studies had been performed on the traffic lights, if they were looked at to determine if their timing and duration could be changed to ease the traffic flow at all. I even brought an area of Route 41 traveling toward Route 17 between the intersection of Joe Rouse Road and the Holbeck development to the traffic team's attention. I personally have noticed that in that marshy area there is a slow down. I can not determine the distraction - there is no bend in the road, no commercial or residential developments and no warning or street signs. I would have hoped that this information would have been noted for observation at a later point, but this information did not seem worthy of investigation to the representatives.

I also spent great effort in attempting to determine what the position of the Philips community was to any or all of the alternatives. Unfortunately, I was not able to find anyone

present from the Philips Community to determine their point of view, the representatives of the improvement team all advised they had not spoken with any member of the Philips community and no one was willing to release or make available any information or comments obtained either through December 12, 2017 following the November 2017 meeting or by Harriet Richard, who I understand was in charge of interviewing those community representatives. I am hard-pressed to speak of whether or not Alternative #1 or Alternative #2 are worth exploring without knowing how the people directly affected by those plans view those alternatives.

Finally, the extension, expansion and rerouting of Highway 41 through winding and residential neighborhoods will undoubtedly have a significant impact on the current straight, higher speed, shorter evacuation route. Not one representative of the Highway 41 Improvement project team could provide any information in response to this question.

Not only did the project team appear for the public meeting unprepared, both as individual representatives of their own expertise, but as a team as a whole - each claiming I'd have to talk to someone else to answer my questions - but they left me with even more concerns. It is disheartening that members of a "team" are not cognizant of what any other member, or the project as a whole, is doing.

CONCLUSION AND POSSIBLE ALTERNATIVES

In conclusion, my family and I are vehemently opposed to Alternative #7 and have been doing everything possible to ensure it is removed from consideration. We strongly support the NO BUILD option at this time. Without information available regarding the necessity of the project or the position of every individual at risk or being directly affected by the proposed changes, it would be unfair to proceed with any of the alternatives presented. If it is determined that there is an actual and legitimate need to expand Route 41, I believe it would be prudent to consider the following:

- Studying traffic patterns and adjusting traffic lights at certain times of the day, for certain periods of time, to accommodate traffic;
- reaching out to the Board of Education to get schools on board with providing bus aids to lower incidents of bullying and encourage more bus riders - perhaps disallow parent drop offs by car unless it will be a late drop off passed a certain time period and limit the privilege to drive to high school to seniors who are not required to remain on campus for the entire day;
- consider replacing the traffic lights at issue with traffic circles to keep the flow of traffic steady;
- consider the possibility of a raised highway that would have little to no impact on existing homes. I realize the main argument would be that a structure such as a


raised highway would be an “eyesore”, however I have witnessed firsthand some beautifully executed raised highways and can direct anyone interested to look at the Somerville Circle in Bridgewater, New Jersey as well as Route 18 in New Brunswick, New Jersey which is surrounded by the campus of Rutgers University;

- if the families are amenable, consider offering to provide the Philips community with the same number of new homes and relocating the families to a nearby safe area where their families will be protected from future development and by extending the same tax abatement.

Thank you for your time and consideration.

Sincerely,

Shannon Hellwig



June 12, 2018

Route 41 Corridor Improvements
c/o Charleston County
4400 Leeds Avenue, Suite 450
North Charleston, SC 29405

Hello,

I attended the May 16 community meeting and have read through all the information on the three alternative routes. I'm a resident of the Cypress Pointe subdivision, which would be highly impacted by the route of "Alternative 7" -- therefore I'm going to limit my comments to what I see as the negative impacts of that alternative.

1) Alternative 7 has the most significant impacts on *high-value, high-density* properties, as well as impacts which are greater than or comparable to Alternatives 1 and 2 in every other category listed on the screening matrix. On this evidence alone, Alternative 7 doesn't seem "reasonable" to me. It doesn't make sense.

2) Alternative 7 has the greatest environmental impacts: Highest impact on wetlands, streams, floodplains, and parkland. Given the extent of environmental degradation already caused by overdevelopment in this area, and especially the potential for increased flooding as SC faces more frequent heavy rainfalls and storm events due to climate change, why further compromise the fragile ecosystem, including wetlands that help absorb runoff from developed areas? I hope the hydrological impacts of the Rt. 41 improvements are being studied thoroughly -- i.e. the quantity of rain water which will be running off from the increased coverage of highway pavement has to go somewhere.

The established developments along Dunes West Blvd currently experience minimal flooding even during extraordinary weather events such as the "1000 year" rainfall we had a few years ago. I think this can be attributed to proper implementation of holding basins, drainage culverts, etc. However, some newer developments closer to Bessemer Rd. have experienced unexpected flooding during severe weather, which indicates that the greater area impacted by Alternative 7 around Dunes West Blvd is not necessarily in the best shape to handle increased run-off from a 5-lane highway running through it. An older development like Cypress Pointe could be precariously close to a "tipping point" after which its currently well-functioning hydrology becomes overwhelmed by changes in volume and route of rainwater drainage, as well as loss of adjacent wetlands, if

now occupy land that had formerly been part of the Philips Neighborhood. If developers have already been given free reign (by members of the community itself) to build within the Philips Neighborhood, and eliminate large swaths of its history, it's hard to understand preservation goals of a Rt. 41 bypass at this point. Preserving the Philips Neighborhood as it stood in 1993, pre-development, might have been a good idea. Preserving what's left of it now doesn't make much sense, regardless of any official historical designations. Archaeological excavations can be accomplished in concert with (prior to) excavation for highway improvements; this is not unusual and is quite do-able if sufficient funding is provided by the state.

Furthermore, it's apparent from the number of "property for sale" signs I see along Rt. 41, that Philips Neighborhood residents are counting on the INCREASED value of their property if Rt. 41 takes the Alternative 1 route -- i.e. Rt. 41 adjacent properties in Philips will become valuable commercial frontage. In other words, I don't see any particular incentive within the Philips Neighborhood to preserve their neighborhood as it is now, because the existing structures are, for the most part, low-value (trailers, cottages, garages, shanties), and often in poor condition, while the land they occupy is *potentially* quite valuable if commercial zoning and development follow. I have also *never* (in 25 years) seen any effort or impetus within the Philips Neighborhood to preserve some semblance of "historical neighborhood" in favor of new developments -- hence the frequent sales of land by community residents to developers.

If Alternative 7 is chosen, and Rt. 41 improvements bypass the Philips Neighborhood, is there going to be a moratorium on new development there? I.e. no more selling neighborhood land to developers and no zoning changes from residential along Rt. 41? I hope so. Otherwise, the state's exercise in preservation will be entirely absurd and unfair to those who must bear the brunt of the bypass.

The contrast between the situation of neighborhoods adjacent to Dunes West Blvd given Alternative 7 and Philips Neighborhood given Alternative 1 seems quite stark. Alternative 7 will radically reduce our quality of life and property values; while Alternative 1 will have some impact on quality of life in Philips but ultimately INCREASE property values and opportunities for residents to profit. Remember, people in Philips have been living with Rt. 41 for a long time. It has been a major traffic route for at least 15 years or longer. Quality of life adjacent to Rt. 41 has already been impacted by noise, pollution, and congestion. I see Alternative 1 as giving Philips residents in low-value homes a chance to profit from selling their land to developers, allowing them to afford better homes elsewhere. Whereas Alternative 7 gives subdivision residents along Dunes West Blvd a host of negative impacts from a major highway that no one ever expected to see there, and forces us to sell at a loss if we want to escape.

One final observation about the Philips Neighborhood: I have not seen an *active* sweetgrass basket stand there for at least 20 years. I have no idea where I might find those "15 sites" noted in the screening matrix.

5) In conclusion, after digesting the screening criteria and considering all the impacts I know I will personally experience as a resident of Cypress Pointe if Alternative 7 is chosen, I keep returning to the same thought: **Alternative 1 is simply the MOST REASONABLE, in terms of minimizing property and environmental impacts.**

Alternative 7 runs a major new highway literally through the back yards of many relatively high-density developments full of expensive, established homes, where the financial stakes for homeowners are very high, and there is potential for disastrous impacts on the hydrological infrastructure supporting the viability of many hundreds of parcels.

PLEASE CHOOSE ALTERNATIVE 1.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Mark Skoner', written in dark ink.

Mark Skoner

Cell: [REDACTED]

From: [Mark Skoner](#)
To: HWY41SC@gmail.com
Subject: Comments on Rt 41 alternatives
Date: Thursday, June 14, 2018 3:36:33 PM

Hello,

I attended the May 16 community meeting and have read through all the information on the three alternative routes. I'm a resident of the Cypress Pointe subdivision, which would be highly impacted by the route of "Alternative 7" -- therefore I'm going to limit my comments to what I see as the negative impacts of that alternative.

1) Alternative 7 has the most significant impacts on *high-value* properties, as well as comparable or greater impacts in almost every other category listed in the screening matrix. For this reason alone, Alternative 7 just doesn't seem "reasonable" to me. It doesn't make sense.

2) Alternative 7 has the greatest environmental impacts: Highest impact on wetlands, streams, floodplains, and park land. Given the extent of environmental degradation already caused by overdevelopment in this area, and especially the potential for increased flooding as SC faces more frequent heavy rainfalls and storm events due to climate change, why further compromise the fragile ecosystem, including wetlands that help absorb runoff from developed areas? I hope the hydrological impacts of the Rt 41 improvements are being studied thoroughly -- i.e. the quantity of rain water which will be running off from the increased area of highway pavement has to go somewhere.

The established developments along Dunes West Blvd currently experience minimal flooding even during extraordinary weather events such as the "1000 year" rainfall we had a few years ago. I think this can be attributed to proper implementation of holding basins, drainage culverts, etc. However, some newer developments closer to Bessemer Rd. have experienced unexpected flooding during severe weather, which indicates that the greater impacted by Alternative 7 around Dunes West Blvd is not necessarily in the best shape to handle increased run-off from a 5-lane highway running through it. Older developments like Cypress Pointe could be precariously close to a "tipping point" that causes their currently well-functioning hydrologies to be overwhelmed by changes in volume and route of rainwater drainage, as well as loss of adjacent wetlands, if Alternative 7 is implemented. I don't think there's any way for engineers to properly simulate the complex environmental systems and conditions which could lead to disastrous outcomes for my neighborhood. If you actually have a simulation which includes that much data and that degree of granularity, please inform me.

3) I must emphasize that property values in the developments adjacent to Dunes West Blvd are much greater than those in the Philips Neighborhood. Alternative 7 will certainly cause property values to decrease. The presence of a major highway 20 feet from our neighborhood will increase noise, pollution, and crime. Residents of Cypress Pointe will be effectively (if not literally, depending on noise abatement solutions) walled in by Alternative 7. We will face all the inconveniences and hazards of interfacing with a major highway each time we leave Cypress Pointe, in a vehicle or on foot. No more walking across Dunes West Blvd to the swim club. No more relaxing walks or bike rides along Dunes West Blvd. Quality of life will drop dramatically, and with it our property values.

As I see it, the majority of property owners in Cypress Pointe consist of: (a) Young families with children who have "moved up" from smaller homes; and (b) retirees who moved here from out-of-state. Homeowners in both groups rely on their house as a primary asset. Because this area has been blessed with minimal flooding, good schools, and many positive attributes that make it a desirable place to live, homeowners have been able to count on their homes being good long-term investments. Insurance rates are reasonable; the resale market is strong; and we can live here safe in the assumption that, whatever comes next in these very uncertain and anxious times, at least our homes will provide a return on investment. Which is why homeowners here take such pride in their homes, and willingly abide by a strict set of covenants given by the Dunes West Property Owner's Association.

Unfortunately, something like Alternative 7 can swoop in, out of the blue, and destroy a lifetime of saving and work. I'm a retiree, and I'm counting on being able to sell my home at market value (which was close to \$400K before May 16) to finance assisted living in the near future. Now, those plans are on hold, as I wait to see what happens with Rt. 41. If I try to sell now, I face a buyer's market driven by investors who see an opportunity to acquire properties at panic prices. In fact, this points to another long-term consequence for neighborhoods adjacent to Dunes West Blvd, like Cypress Pointe, if Alternative 7 prevails: There will be many properties changing from family-owned to investor-owned, resulting in a higher number of rental properties, more short-term residents and investors, less neighborhood cohesion, less pride of ownership, etc. All the consequences that flow from panic selling as residents escape from Alternative 7 are bad news for the long-term health and welfare of the neighborhood.

4) I can't pretend to be an expert on the Philips Neighborhood. However, having lived here for 25 years, I've observed that the neighborhood has already changed considerably over the years due to actions of neighborhood property owners. I.e. large areas have been sold to developers for construction of three or four housing developments, which now occupy land that had formerly been part of the Philips Neighborhood. If developers have already been given free reign (by members of the community itself) to build within the Philips Neighborhood, it's hard to understand the preservation goals of a Rt. 41 bypass at this point. Maybe if we were having this discussion in 1993, pre-development, then it would make sense to preserve the Philips Neighborhood as it stood then. Now, it doesn't make sense, regardless of any official historical designations.

Furthermore, it's apparent from the number of "property for sale" signs I see along Rt. 41, that Philips Neighborhood residents are counting on the INCREASED value of their property if Rt. 41 takes the Alternative 1 route -- i.e. Rt. 41 adjacent properties in Philips will become valuable commercial frontage. In other words, I don't see any particular incentive within the Philips Neighborhood to preserve their neighborhood as it is now, because the existing structures are, for the most part, low-value (trailers, cottages, garages, shanties), & often in poor condition, while the land they occupy is *potentially* quite valuable if commercial zoning and development follow. I have also *never* (in 25 years) seen any effort or impetus within the Philips Neighborhood to preserve some semblance of "historical neighborhood" in favor of new developments -- hence the frequent sales of land by community residents to developers.

If Alternative 7 is chosen, and Rt. 41 improvements bypass the Philips Neighborhood, is there going to be a moratorium on new development there? I.e. no more selling neighborhood land to developers and no zoning changes from existing residential along Rt. 41? I hope so. Otherwise, the state's exercise in preservation will be entirely absurd and unfair to those who

bear the brunt of the bypass.

The contrast between the situation of neighborhoods adjacent to Dunes West Blvd given Alternative 7 and Philips Neighborhood given Alternative 1 seems quite stark. Alternative 7 will radically reduce our quality of life and property values; while Alternative 1 will have some impact on quality of life in Philips but ultimately INCREASE property values & opportunities for profit there. Remember, people in Philips have been living with Rt. 41 for a long time. It has been a major traffic route for at least 15 years or longer. Quality of life adjacent to Rt. 41 has already been reduced by noise, pollution, and congestion. I see Alternative 1 as giving Philips residents in low-value homes a chance to profit from selling their land to developers, allowing them to afford better places to live. Whereas Alternative 7 gives subdivision residents along Dunes West Blvd a host of negative impacts from a major highway which no one never expected to see there, and forces us to sell at a loss if we want to escape.

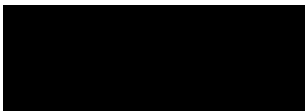
One more observation about the Philips Neighborhood: I have not seen an *active* sweetgrass basket stand there for at least 20 years. I have no idea where I might find those "15 sites" noted in the screening matrix.

5) In conclusion, after digesting the screening criteria and considering all the impacts I know I will personally experience as a resident of Cypress Pointe if Alternative 7 is chosen, I keep returning to the same thought: Alternative 1 is simply the MOST REASONABLE, in terms of minimizing property and environmental impacts. Alternative 7 runs a major new highway literally through the back yards of many relatively high-density developments full of expensive, established homes, where the financial stakes for homeowners are very high, and there is potential for disastrous impacts on the hydrological infrastructure supporting the viability of many hundreds of parcels.

PLEASE CHOOSE ALTERNATIVE 1.

Thanks,

Mark Skoner



From: [Russ Smith](#)
To: Hwy41SC@gmail.com
Subject: Feedback on Alternatives for Improving Hwy 41
Date: Saturday, June 16, 2018 1:54:32 AM

Dear Project Team Members and Decision Maker(s):

First and foremost, thank you for taking on this three-headed monster of a project. I understand and appreciate the rather difficult position in which you find yourselves. It is not a position I would want to find myself in. No matter which alternative you select, many residents, taxpayers and voters are going to be very angry with you. For simplicity's sake, let's assume it's between Alternatives 1 and 7, since 2 is basically a variant of 1.

If you select 1, you will anger residents of the Phillips community and various issue advocates, most of whom live nowhere near Mt. Pleasant but have career-oriented motivation in promoting preservation of disadvantaged and so-called historical communities. Not a pleasant scenario to be sure, but the question is whether it could be mitigated or offset by some clever trades.

If you select 7, you will anger in the vicinity of five thousand residents comprising the largest development in Mt Pleasant, not to mention several smaller neighborhoods along Park West Boulevard and Bessemer Road, whose aggregate real property exceeds \$1Bn in market value.

Tinkering with and negatively affecting even a small percentage of that sort of value — an amount whose value could easily exceed the amount of funding required to execute the Hwy 41 project — certainly takes some trust and confidence in one's ability to remain employed. More trust than I would have!

So with those general observations made, some more specific comments follow.

1. I find it very difficult to provide meaningful, well-reasoned feedback given the vagueness and scarcity of information and data you have published. As an example, I think it is almost impossible to provide valid feedback with zero insight into intersection design of the many key intersections that would be involved in Alternative 7, and to a lesser degree, Alternative 1. I also struggle to make sound comments with the traffic modeling statistics dumbed-down to a rainbow of undefined, qualitative service levels. I have no insight into directional asymmetries, time-of-day peaks, average transit times, and so on. Nowhere (that I could find) have any details about assumptions you've made in your traffic modeling been stated. I don't mean to be overly critical — just stating reality. It is frustrating because I know you possess that information.

2. Of the three "reasonable" alternatives, I prefer 1 to 2 and 7. My comments will focus on aspects of 1 and 7.

3. The most obvious point is that Alt 1 is based upon modifying an existing state highway that for better or worse, was intended to be exactly that. Alt 7, in effect, creates a new state highway smack dab through a planned residential development whose developers and Town officials who've shaped its development through zoning regulations, subdivision plats, infrastructure design, and so on, over the course of a quarter of a century, could never have envisioned such a bizarre turn of events. While it is true that parts of Park West Boulevard were planned to eventually be widened to 4 lanes, no part of that is in the direct path of this new state highway. I believe rerouting a state highway carrying the traffic that it would carry through. Planned development not designed with that intent would have profound and far-reaching impacts which are impossible to predict.

4. There are approximately seven locations where existing subdivisions or developments along the proposed diverted Hwy 41 route would have to on- and off-load traffic from this new 5 lane highway. These feeders into the proposed new 5 lane highway range in number of dwellings from several dozen to what will eventually be about 2,000 from the Dunes West main gate. Because of the high volume of traffic that would have to flow into and out of the diverted Highway 41 at the several points, and the apparent intent to minimize the amount of through traffic transiting the "old" segment of Highway 41 through Phillips, I think attempting to manage this number of new intersections with a state highway that will handle well over 20,000 vehicles/day will not turn out well.

5. How will residents of Rivertowne who need to turn left onto Highway 41 do that based on the diagram provided for Alt 7? There doesn't appear to be a way to do that without turning that intersection into a monstrosity.

6. With a state highway carrying well over 20k vehicles/day running within a couple hundred feet or so of the Dunes West main gatehouse, Alt 7 would cause that gate to have to be relocated to avoid causing severe backups in both directions of people trying to turn into the Dunes West main gate. I believe there are in the vicinity of 3,000 entries per day at that gate. Relocating that gate is no trivial project and if required to be pushed far enough down Wando Plantation Way, could seriously detract from the aesthetics and traffic flow along Wando Plantation Way at the intersection with Harpers Ferry Way and Cottonfield. This is where you start to risk impacting the nature and thus value of one of the premiere private golf and waterfront communities in the state.

7. The expansive privately owned open space on either side of Dunes West Boulevard as you turn onto Dunes West Boulevard from 41 has intrinsic value as the gateway into Dunes West. Many people have made purchase decisions in Dunes West based in part on the unique nature of this aesthetically pleasing drive up and down Dunes West Boulevard. Running a 5 lane state highway with the tractor trailer rigs, construction vehicles and other large, heavy and noisy vehicles through this area that have up until this point been expressly

prohibited from traveling on Dunes West Boulevard would utterly destroy not only the visual appeal many residents bought into when they purchased in Dunes West, but also have negative effects in terms of noise, fumes, accidents, etc.

8. Conversely, because Phillips has always existed (at least in recent history) with a state highway that carries 20k+ vehicles/day bisecting it, increasing the width of that section of Hwy 41 by 30 feet or so would be the only day-to-day impact aside from a handful of residents who would have to be relocated. The Phillips community already has 20k+ vehicles/day running through it. Adding two lanes plus a suicide lane would not, by itself, dramatically increase the number of vehicles already driving through it.

9. In order to compensate those several Phillips community families who would have to be relocated for Alt 1, you should consider (if you haven't already) offering them the option of relocating to a small tract of land within the 750 acres of Laurel Hill CP. Under Alt 7, you've already determined that you would need to acquire 3.4 acres from Laurel Hill CP, presumably for routing of the new highway. So there does not appear to be an inability or unwillingness to acquire some of the Laurel Hill land — despite the restrictions on its future use by the trustee of the former owner. Ironically, if this were to be done, based on my limited understanding of the history of Laurel Hill, some part of the ancestors of the African Americans currently living in Phillips resided on land that was part of the current Laurel Hill CP. So it could be argued that relocating several of those families would be in better alignment with historical preservation than their continuing to live where they are now. Of course that would be up to them, but it is a potential opportunity that should be considered.

I could continue but that shouldn't be necessary. I've been involved in a fairly good amount of decision analysis affecting values comparable to the value of this project. I don't say that to beat my chest (working days are behind me and I just don't care about such things), but rather to suggest that I do have some perspective in navigating complex business issues. Setting aside the various points I made above and many other sound ones I'm sure have been made in favor of rejecting Alt 7 in favor of Alt 1, it is my belief that if you select Alt 7, it will go down as one of the all time blunders in South Carolina politics and government. The reason I say that is that I've seen people who aren't highly educated and who are relatively unsophisticated who have no significant stake in the matter react with bewilderment when I've described the scenario to them. It doesn't pass the BS test with most people...I believe it's as simple as that.

I've heard people who've spoken with your team members at the public meetings say you told them you'll "follow the process," and that is what will determine the decision. Don't "outsmart" yourselves or overthink it!

I'm all about process myself, but one thing about that is that if you are going to lean on that as your justification for the decision, you better have been transparent to a fault in applying the process. Based on my remarks above about the quality and level of detail of the information you've published for the public, I don't think you've been particularly transparent. That's just my perspective.

Best of luck to you (and thanks again for the work you do),

Russ Smith





June 8, 2018

Mr. Cal Oyer
c/o Charleston County
4400 Leeds Avenue, Suite 450
North Charleston, SC 29405

Preferred SC Highway 41 Alternative 7

Dear Mr. Oyer,

Thank you for providing the opportunity for the public to weigh in on the preferred alternatives for increasing mobility along the Highway 41 corridor. Because of the unique cultural resources and significant wetlands along Highway 41, the Coastal Conservation League urges the County to pursue an alternative that have the most minimal impact to environmental and cultural resources and greatest ability to provide multi-modal transportation opportunities. Alternative 7 provides the greatest ability to achieve all of these aspects.

Widening Highway 41 from US17 to Jack Rouse Road to five lanes, with only three lanes through Phillips, and then going back to five lanes past Dunes West Boulevard to the Wando Bridge is a reasonable compromise to increase mobility along the highway without negatively impacting the historic African American settlement community that has been declared eligible for inclusion on the National Register of Historic Places. Further, the ability to widen Bessemer Road and Dunes West Boulevard to five lanes adds more connectivity to the larger area and creates an equitable compromise that disperses the traffic to all of the surrounding communities and not rely only on Highway 41.

This project must be approached in the most equitable way possible, the Phillips community has already suffered in recent years from increased development pressure as massive new subdivisions encircled the historic settlement community and inundated the former agricultural community with excessive traffic congestion. Increasing connectivity within and throughout the surrounding neighborhoods provides the ability for traffic to be dispersed into a street-grid network and not rely exclusively on only one single thoroughfare. Further, the Town of Mount Pleasant is already in the process of widening nearby Park West Boulevard, which eventually turns into Dunes West Boulevard, so it makes sense to widen Dunes West Boulevard and Bessemer Road for additional capacity, as proposed in Alternative 7.

None of the proposed alternatives will make everyone happy, or frankly, provide long-lasting traffic relief without incorporating rapid transit infrastructure. Alternative 7 is the most equitable solution that enables the highest level of traffic dispersion without negatively impacting only one single community. The Coastal Conservation League encourages Charleston County to choose Alternative 7 as its preferred route and spend more time identifying solutions to make multi-modalism a key feature of this corridor project.

Sincerely,

Jason Crowley
Director of Communities & Transportation
South Carolina Coastal Conservation League

Public Information Meeting for Alternatives

May 16, 2018

The public will have 30 days after the meeting to submit comments. Comments are due by June 16 and can be submitted in person at today's meeting, online at www.Hwy41SC.com, or mailed to c/o Charleston County, 4400 Leeds Avenue, Suite 450, North Charleston, SC 29405.

Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: ABSOLUTELY THE BEST OF THE THREE ALTERNATIVES. HIGHWAY 41 IS JUST THAT, A HIGHWAY! IT IS ALSO A STRAIGHT SHOT. 5 LANES FROM 17 TO THE BRIDGE WILL CREATE THE EASIEST FLOW.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: THIS ALTERNATIVE CREATES A BOTTLENECK AND JUST "KICKS THE CAN DOWN" THE ROAD. BETTER THAN 7, BUT NOT AS GOOD AS #1!		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: WORST IDEA EVER! NOT ONLY CREATES A BOTTLENECK, BUT TAKES A NEIGHBORHOOD ROAD AND TURNS IT INTO A LIABILITY. KIDS WILL NOT BE SAFE, ENCOURAGES SPEEDING! TERRIBLE IDEA		

Please leave a comment for the project team in the space provided below:

Name:

JEFFERY WOOD



Thank you for your interest in the Highway 41 Corridor Improvements project!

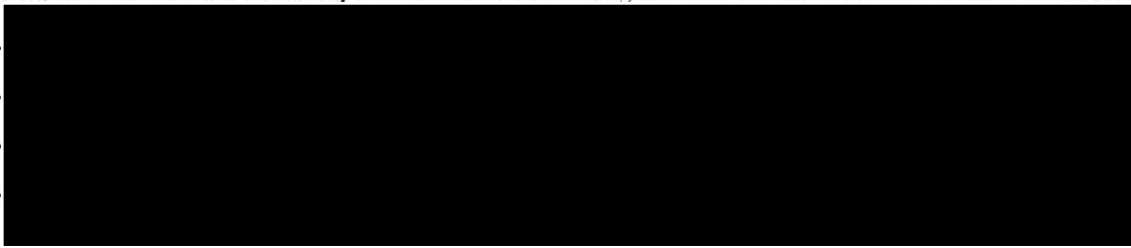


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Please answer the following questions:		
Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This alternative is the most logical option considering the direction of traffic flow and location of existing communities. It effects fewer total properties than alternative 7 and significantly less county park acreage.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This alternative is least logical. It would cause severe bottlenecking, thus creating more traffic. It would inevitably result in further expansions. It makes little sense in the long run.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
<i>If yes, please explain:</i> This alternative is also extremely illogical. This option disregards the actual flow of traffic, which is currently a straight shot from 17 to the wando river bridge. It also impacts more properties than alternative 1 and significantly more county park acreage.		
Please leave a comment for the project team in the space provided below: Alternative 1 is clearly the most logical option.		

Name:	ELITE OUTRIGHT
	

Thank you for your interest in the Highway 41 Corridor Improvements project!



Public Information Meeting for Alternatives

May 16, 2018

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain: Only actual reasonable alternative

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain: Will cause bottle-necking
Stupid

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain: Will effect far more people than Alt 1
Very dangerous for kids

Please leave a comment for the project team in the space provided below:

The other alternatives make no sense.

Name: Adam Cutright

6/1/18, 6:00 PM
Page 2 of 2

Public Information Meeting for Alternatives

May 16, 2018

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Please answer the following questions:

Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: • Shortest distance, smoother flow, least impact on Dunes West and Park West neighborhoods.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: • creates bottleneck area along 41. • Same problem as we have today as more & more people & traffic move into area		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This will have MAJOR impact to neighborhoods of Dunes West/Park West. • Loss of Green Space • Destroys the feeling of a neighborhood community. • Sound barriers will change aesthetics of the area - who wants to look at wall		

Please leave a comment for the project team in the space provided below:

Hwy 41 is a state road. State roads are for major traffic flow. Duns West Blvd + Bessemer are neighborhood roads.

alternative 7 totally changes what Duns West and Duns West are all about, Neighborhoods where people live, kids play and traffic is primarily for ^{the} local area. School buses and shopping will be impacted. Entering Duns West Blvd from the neighborhoods will be impacted.

I know Phillips community ~~is~~ has historic significance but in the effective area areas are for sale now! I've never seen a basket sold along this area in the 9 years living here.

Name:

William Thompson

Thank you for your interest in the Highway 41 Corridor Improvements project!

Public Information Meeting for Alternatives

May 16, 2018

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Please answer the following questions:

while no alternative is perfect Alt 1 is the clearest option

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain:

- Most straight forward reasonable option.
- with careful planning many concerns can be mitigated - In fact the opportunity exists to highlight, upgrade &

Do you have any comments about Alternative 2? protect this section.

☒ Yes

☐ No

If yes, please explain:

- Anticipate a bottleneck at the 2 points with merging traffic on 41 - area will be prone to accidents

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain:

- Screening matrix clearly indicates biggest negative impact of this option
- Large concern with environmental factors let's try to hold onto Mt Pis green space wherever we can!

Please leave a comment for the project team in the space provided below:

- Excellent work by the planners laying out options = communicating.
- Clearly there is concern for the historical significance for Mt. P's Gullah Communities
 - no one I spoke to at the presentation could identify the historic sites.
 - in 9 years I have not seen an active Sweetgrass Basket Stand on 41
 - New home construction in the Phillips Community is already diluting the presentation
 - Driving the corridor I cannot visually identify major obstacles aside from the marsh areas.
- I believe cost implications of Alt 7 would prove to be substantially higher than Alt 1

Name: Kathy Thompson

Thank you for your interest in the Highway 41 Corridor Improvements project!

- And thank you for the opportunity
for input.

Kathy Thompson

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain:

This alternative is will still result in excessive, noise, traffic congestion and long term construction, etc. Please refer to alternative # 2 and # 7 comments below.

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain:

This is the most preferable alternative of # 1, 2 and 7 due to less residential impact, more efficient transit & hurricane evacuation.

Do you have any comments about Alternative 7?

☒ Yes

☐ No

If yes, please explain:

since 2004

We as homeowners (long term) in Arlington, Park West and are strongly opposed to Alternative 7 (unreasonable in our opinion) for many reasons. We are very concerned with potential safety hazards, namely having to cross a 5 lane highway to exit our neighborhood to leave Park West, bring the children to school/activities, etc. or to use the neighborhood amenities, pools/tennis, etc. (→ over)

We have 2 young children who would not be able to ride their bikes out of our neighborhood, nor will we be able to easily access the many walking/biking trails in Park West. (over)

Please leave a comment for the project team in the space provided below:

Alternative #7 (cont)

The second concern is hurricane evacuations, alternative #7 would not be conducive to many residents leaving PW on Bessemer Rd.

This 5 lane highway would increase noise, pollution and traffic and would cause residential disruption, as well as further decrease the existing vegetation and green space.

The proximity of our neighborhood to a 5 lane highway would decimate property values and severely further ^{negatively} impact our quiet suburban neighborhood. Lastly construction noise, pollution and equipment will also further decrease our quality of life in Arlington, Park West.

We urge you to please consider alternatives 1 or 2 for less residential impact, more efficient transit and hurricane evacuation routes.

Name: Michelle O'Connell and Matt Cormack

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?

☒ Yes

☐ No

If yes, please explain:

This one is the best!

- more efficient transit
- hurricane evacuation
- less residential impact

Do you have any comments about Alternative 2?

☒ Yes

☐ No

If yes, please explain:

mostly against this one

Do you have any comments about Alternative 7?

☒ Yes

☐ No

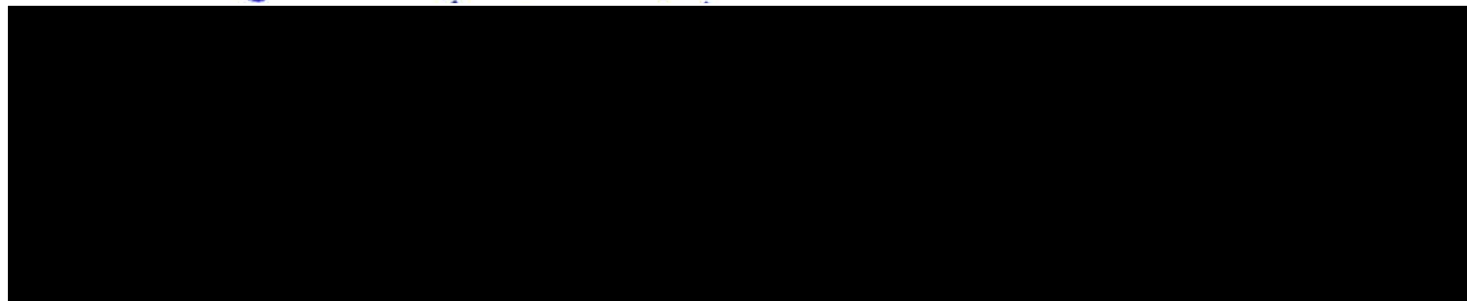
If yes, please explain:

Totally against this one.

- inadequate road width
- would directly impact to many home in Park West. where I live with my son.
- noise
- pollution
- traffic within Park West
- safety of children
- property values

Please leave a comment for the project team in the space provided below:

Name: Sharon Lefko



Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes	No
<p>If yes, please explain:</p> <p><i>direct route, impacts less people</i></p>		
Do you have any comments about Alternative 2?	Yes	No
<p>If yes, please explain:</p> <p><i>direct route, impacts less people</i></p>		
Do you have any comments about Alternative 7?	Yes ✓	No
<p>If yes, please explain:</p> <p><i>I would like to express my concern for why I am against Alternative 7. It makes no sense to go through the middle of an existing neighborhood. Hundreds of residents would be impacted, causing dangerous intersections of cars trying to get out of eight different neighborhoods converging onto a crowded Bessemer Road.</i></p> <p style="text-align: right;">→</p>		

Please leave a comment for the project team in the space provided below:

The cost to make Bessemer Road wider seems like a more expensive project. Other than decreasing 453 property values that would be affected due to a 5 lane highway, I do have other concerns. My main concern is the children in these neighborhoods riding or walking to our nearby pool and tennis complex. This would be very dangerous for our children. Please consider all these factors.

Thank You,
Terri Ward

Name: Terri Ward (Sherese)

Thank you for your interest in the Highway 41 Corridor Improvements project!



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Please answer the following questions:		
Do you have any comments about Alternative 1?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This option makes the most sense to relieve traffic congestion with the least impact on properties + children's safety. Highway 41 is just that, a highway.		
Do you have any comments about Alternative 2?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This option makes sense as well but will probably not relieve traffic congestion as much as option 1. As stated above, Highway 41 is a highway.		
Do you have any comments about Alternative 7?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
If yes, please explain: This option is ridiculous. It would be the most costly, impacts the most parcels of land. It cuts 2 communities into pieces when currently they are whole. The safety issue for the children in this option is horrible. This option ruins 2 planned communities + the property value of the homes cut off from their planned community. Why make another highway through 2 planned communities when one already exist? Ridiculous and a waste of money.		
Please leave a comment for the project team in the space provided below:		
Option 1 - widen the already existing highway. It's a no brainer.		

Name:	Dana Colnigt

Thank you for your interest in the Highway 41 Corridor Improvements project!

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Please answer the following questions:

Do you have any comments about Alternative 1?	Yes ✓	No
If yes, please explain: THIS DIRECT ROUTE IS CLEARLY THE MOST SENSIBLE, WITH THE LEAST PROPERTY IMPACT AND MINIMAL PAVEMENT ADDED		
Do you have any comments about Alternative 2?	Yes ✓	No
If yes, please explain: SILLY		
Do you have any comments about Alternative 7?	Yes ✓	No
If yes, please explain: THIS APPROACH HAS SERIOUS SAFETY RAMIFICATIONS - PORTIONS OF BOTH DUNCES WEST & PARK WEST WOULD BE CUT OFF FROM THEIR POOLS & RECREATION AREAS - LEAVING KIDS WITH A 5-LANE HIGHWAY TO CROSS A HIGHWAY THRU A FRAGMENTED COMMUNITY WOULD BE A VERY "BAD FAITH" MOVE		

Please leave a comment for the project team in the space provided below:


Name: EDWIN CUTRIGH



Thank you for your interest in the Highway 41 Corridor Improvements project!

Comment Period Comment Report :

Comment Date	First Name	Last Name	Comment
05/15/2018	Kaitlyn	Hackathorn	Would love to stay informed! Please put me on the mailing list.
05/16/2018	Donna	Newton	My name is Donna, D-O-N-N-A, Newton, N-E-W-T-O-N, and I'd like some updated information on Highway 41 project. My address is [REDACTED]. My phone number is [REDACTED]. Thank you.
05/16/2018	Alexander	Alekseyenko	Absolutely ridiculous to direct through traffic through a higher density housing community following a loop, rather than directly on the current SC41 alignment.
05/16/2018	Alexander	Alekseyenko	This does not take into account the fact that PW BLVD is going to be 4 lane, and DW BLVD will need to follow suite. Also look at the bailout traffic through PW-DW due to i526 closure. DW-Bessemer definitely need to be wider. Otherwise it is reasonable. Ideally current alignment of sc41 should be widened to 5 lanes AND DW-Bessemer widened to 4 lanes.
05/18/2018	Heather	Gilbert	I think this is the best option. It would not only relieve traffic congestion but would widen the current hurricane evacuation route.
05/18/2018	Heather	Gilbert	I strongly object to this plan. I have major concerns about directing 41 traffic through the Park West/Dunes West neighborhoods. Turning Bessemer into a 5 lane highway would destroy all of the bike lanes and walking paths in the area and would direct the bulk of the flow of traffic through Park West/Dunes West, including hurricane evacuation traffic. I also have concerns about the over-development of Bessemer in general and how that will effect drainage and flooding. I am against this plan.
05/16/2018	Jeffery	Wood	This is the best alternative. Highway 41 is a highway, therefor the best corridor to handle the expansion to five lanes. It is a straight shot from 17 to the bridge and thereby the BEST Alternative!
05/17/2018	Diane	Katz	This would be the best alternative by far.
05/17/2018	diane	katz	Not a good idea to go from 5 lanes to 3 lanes back to 5 lanes.

05/17/2018	diane	katz	<p>This is a TERRIBLE idea, impacting too many neighborhoods, both new, under construction and already developed.</p>
05/16/2018	kira	talerico	<p>Alternative #7 will ruin our perfect neighborhood. I SPECIFICALLY moved to this house because our last house was just off of a main road and our dog (really our first baby) was hit and killed. Because of that we SPECIFICALLY chose a neighborhood that was off the beaten path as far as our house was concerned. There are MANY young children in our community and we are out daily. If one of those kids were to get hit, it would be on your head. Newer construction is already right on top of those busy roads but the people that are choosing to move their also choose that risk. I did not. Please get rid of Alternative #7 for the sake of at least 20 kids in our tiny neighborhood, and the 100's of kids in neighborhoods around us.</p>
05/16/2018	Neil	Yuenger	<p>I support Alternative 1. The need is to accommodate additional traffic on Hwy 41. So Widen Highway 41! Do not create a new highway through my neighborhood. Do not bring a new highway through Parkwest and Dunes West! These are residential areas! Highway 41 already exists. Keep the traffic on Highway 41! Do not bring a highway through Laurel Hill Park land! I am shocked that this can even be proposed!</p> <p>Honestly I think residents tax monies are being wasted on proposals that build new highway through public parks and residential neighborhoods when there is an existing highway that can simply be widened.</p> <p>Neil Yuenger</p> 
05/17/2018	Mike	Garrett	<p>I think Alternative 1 is the best and most logical option. It's the only way to support growth.</p>

05/17/2018	Mike	Garrett	I am extremely opposed to Alternative 7 and would consider any and all legal action available to me to oppose it. My house backs up to Park West Blvd near Bessemer and it's an very heavily trafficked and noisy road as a two lane road, I cant imagine how bad it would be as a 5 line. In addition, it makes ZERO sense to route large trucks, tractor trailers, etc through a subdivision. I bought inside a subdivision and not on State Route 41 for a reason. How do you plan to compensate me for the loss in property value for a 5 line road through a residential neighborhood? This is an extremely shortsighted and politically driven alternative being proposed and I cant be more adamant in my opposition to it.
05/17/2018	John	Rankin	Alt 1 is the best solution of all plans for all current and future traffic and safety issues. A five lane plan for 41 from the Wando to 17 provides the shortest and straightest route with no bottleneck issues. It does not add traffic and safety issues to other roads by changing the projected route (where there are no real traffic and safety issues currently). Finally, with regard to hurricane and other disaster situations, a straight route such as the existing route with 5 lanes is not confusing to motorists - especially out of town tourists.
05/17/2018	Phillip	Rosal	I think the 5 lane option is great with a center turn lane. What I don't understand is the "LOS for the design year 2045" does that mean will provide quality service until 2045 or it will take until 2045 to complete? cuz that is just under 30yrs out. Please elaborate.
05/17/2018	Phillip	Rosal	I don't think this out of the 3 alternatives is acceptable at all. I don't like that it goes from 5 to 3 lanes or 2 lanes back to five. That will cause congestion and be accident prone in my opinion. not a good idea. You can go ahead and scratch this one off the list
05/17/2018	Phillip	Rosal	This would actually work in my opinion, because the 5 lane option is throughout the road design. I think there will need to be better consideration for the Philips Community, but I believe Alternative 1 is still the best option, this is 2nd best, as long as the main road stays 5 lanes. I don't think Alternative 2 is even a good option.

05/17/2018	Helen	Zeng	<p>I am strongly object this plan. This plan will ruin the character of park west subdivision and totally changing life style of residents who living in the park west for more than 10 years.And also it will impacts the value of the houses around the Bessemer road and park west Blvd. it doesn't make sense this plan will solve the traffic problems on Hwy 41. Actually it is intentionally inviting more traffic to the park west which already facing the traffic problems. If Hwy 41 has traffic problems, wide the Hwy 41. In addition, why allow the developers cut all of green area in the subdivision and keep build the houses? Don't they know park west already facing the traffic problems? Some of houses they are building now it wasn't in the ariginal master plan. Who and when it be changed?</p>
05/18/2018	David	Cockrell	<p>I find Alternative 1 to be the most reasonable option. It keeps the traffic on the currently "defined" traffic corridor without diverting it "off route" through multiple intersections.</p>
05/17/2018	Vijay	Vulava	<p>All 3 alternatives look reasonable, but I think this alternative is the most reasonable one. It focuses on the main Hwy 41 expansion rather than the feeder roads to the Hwy.</p> <p>I live on a development at the end of Gregory Ferry Rd. I am worried about increased noise and loss of the natural green buffer that exists between Hwy 41 and Gregory Ferry Rd that leads to our development. A sound barrier is a must along any stretch of the expanded Hwy adjacent to a large community. The noise is going to adversely impact the quality of life and home values as well.</p> <p>The few wildlife that actively forage in the green buffers are likely to venture more into the Hwy potentially causing problems.</p>

05/17/2018	Vijay	Vulava	<p>Of the 3 alternatives, this alternative is the least reasonable. The expansion looks like a detour from Hwy 41 in Park West and Dunes West areas. Most riders are likely to stay on the main Hwy.</p> <p>I live on a development at the end of Gregory Ferry Rd. I am worried about increased noise and loss of the natural green buffer that exists between Hwy 41 and Gregory Ferry Rd that leads to our development. A sound barrier is a must along any stretch of the expanded Hwy adjacent to a large community. The noise is going to adversely impact the quality of life and home values as well.</p>
05/17/2018	Vijay	Vulava	<p>My rankings of the alternatives:</p> <ol style="list-style-type: none">1. Alternative 12. Alternative 73. Alternative 2 <p>Alternative 7 is a slightly modified version on Alternative 2, but the focus is on the expansion of Park West/Dunes West/Bessemer Rd and not the entire stretch of Hwy 41.</p> <p>I live on a development at the end of Gregory Ferry Rd. I am worried about increased noise and loss of the natural green buffer that exists between Hwy 41 and Gregory Ferry Rd that leads to our development. A sound barrier is a must along any stretch of the expanded Hwy adjacent to a large community. The noise is going to adversely impact the quality of life and home values as well.</p>
05/17/2018	Jeff	Burdick	<p>I certainly feel for the historic community that this might affect the most, but unfortunately this is the best alternative for long term traffic management in this area. Most of the homes on that stretch are set well back from the road it seems.</p>
05/17/2018	Jeff	Burdick	<p>If alternative 1 receives too much pushback, which is understandable, then this in my opinion is the next best alternative. It preserves the historic community, but adds a center turn lane so turning vehicles do not impede thru traffic. It also widens 41 to 5 lanes in the sections where it is feasible to do so and does not impact any housing communities.</p>

05/17/2018	Jeff	Burdick	<p>This is the absolute worst alternative and I'm not sure why/how any one in their right mind thinks that this is something that should be considered. How are you going to fit a 5 lane road through that area?? It's already tight enough with even more new homes being built along that stretch. It also seems like it would threaten a lot of natural marsh areas. There's just no good reason a 5 lane highway should be snaked through that area. The traffic through there is already bad enough. Park West and Dunes West is supposed to be a nice walkable community for it's residents. This would turn it into trash with endless traffic and loud trucks tearing through there. Pedestrians are already at risk on the current road, this would almost certainly lead to deaths. HORRIBLE!</p>
05/18/2018	Tom	Tilden	<p>Option one has more right of way to fit five lanes. It is an evacuation route and a primary road. Option 7 is forcing a primary route in and through residential neighborhoods where additional right of way would ruin home values and create more traffic noise.</p>
05/17/2018	Jon	Lunn	<p>Great idea</p>
05/17/2018	Jon	Lunn	<p>Great Idea</p>
05/17/2018	Jon	Lunn	<p>Terrible idea</p>
05/17/2018	Matt	Smith	<p>How is this even an option? Putting a 5 lane highway through an existing neighborhood makes zero sense. And is dangerous for the many children that live there.</p> <p>Option #1 is the only logical option. Hwy 41 already exists. Use it.</p>
05/17/2018	TAMI	bee	<p>Option 7 will affect quality of life . How can diverting traffic into actual neighborhoods rather than continuing thru the expanse of 41. Dunes West and Bessemer are already overused as cut throughs and this will encourage it more. This will seriously affect the quality of life for the people living and buying homes on Bessemer, and while i do not live on that road i do see the crazy traffic and there will be loss of life for certain as the roads will be on front door stops if it is widened and sidewalks would most certainly be lost or too hazardous to walk on. Life and quality of life must be taken into consideration. Option 7 totally disregards quality of life.</p>
05/17/2018	Kelly	Ranney	<p>I believe this is the best solution. Thank you</p>

05/17/2018	Nancy	Turner	It appears that only one community in your studies is being protected from the planned loss of property, increased noise, and pollution. This seems inappropriate and discriminatory, that interests of all persons who's property will be affected by this butchery of "protected wetlands". I vote for the no build option. It you want to destroy property and beautiful natural wetlands, do it in your own backyard. Not mine.
05/17/2018	Matthew	Murphy	Alternative 7 should be taken out of consideration. I find it preposterous to even consider building a 5 lane highway inside of a quiet residential neighborhood. I am concerned about the safety of myself and my family with the proposal. I am also concerned about the impact that this proposal will have on residents in this neighborhood. The number of residents directly impacted by this proposal is far more than any other proposals. The environmental impact of this proposal seems significantly higher than other proposals as well. Relocating a state highway and hurricane evacuation route from a direct straight roadway into a winding quiet residential neighborhood makes absolutely no sense to me. Please remove Alternate 7 from consideration.
05/17/2018	Matthew	Murphy	I am in favor of this proposal. Proposal 1 should be the one that is selected. This proposal seems to address the immediate issue- widening Highway 41 where the highway already runs to try to eliminate traffic backups and improve the flow of traffic. This proposal seems to make much more sense compared to the other proposals which have highway 41 weaving and winding through heavily populated, quiet, residential neighborhoods.
05/17/2018	Jeff	Meyers	This seems like the most reasonable alternative.
05/17/2018	Jeff	Meyers	That would seem to create bottlenecks in each direction. I think Alternative 1 is better.
05/17/2018	Jeff	Meyers	No No No. I think this is the least preferable and the one that makes the least sense. Hwy 41 is a highway and it should all be widened straight through. Bessemer is basically a residential street, and was fairly recently a dirt road. I would definitely protest this alternative.

05/17/2018	Steve	Weavil	On the three proposals what would happen to the intersection of 41 and 17. Also, what is proposed for Gregorie Ferry Rd? Thank you, Steve
05/17/2018	Jolene	Roell	If this plan is implemented, will there be a traffic light at the intersection of Dunes West Blvd and Wando Plantation Way? A light will be critical to allow traffic to exit Dunes West.
05/17/2018	Wallace	Washington	I know that traffic is a major concern to all and those that live in the surrounding areas want to be able to drive through as fast as possible. However, those that live in the Phillip Community deserve to maintain its historic place as well. I think Alternative 7 does that best.
05/17/2018		Brown	This would greatly impact the community of park west that enjoy the safety of children playing and walking in the community. In addition it affects the protected county park. This should not move forward.
05/17/2018	Allisun	Chronister	I live in Arlington at Park West on Andover Way which would be negatively impacted by widening Bessemer Rd. to 5 lanes. This option -Alternative 1 is I feel the best option to provide tragic relief yet limit negative impact to homeowners.
05/17/2018	Allison	Jennings	This solution is terrible for the families living in park west and dunes west. There are kids on bikes, people running, etc along this route and they do not deserve their neighborhood to be taken away for a highway.
05/17/2018	Allison	Jennings	This is the best solution
05/18/2018	Joseph	Schrecker	Option 1 is clearly the solution. Widening Bessemer and DW Blvd without widening a section of 41 will only cause people to cut through the neighborhoods including the commercial vehicles.
05/18/2018	Joseph	Schrecker	I submitted an opinion on 1 being best, however after looking at option 2 I like it better because it keeps the intrances of DW and RT from being messed with too much. Leave them as they are. Option 7 should not even be considered
05/18/2018	Joseph	Schrecker	I submitted an opinion on 1 being best, however after looking at option 2 I like it better because it keeps the intrances of DW and RT from being messed with too much. Leave them as they are. Option 7 should not even be considered
05/18/2018	Barbara	Tilden	Would be more in favor of this option

05/18/2018	Kenneth	Wilson	I have no problem with Alt 1. If the biggest negative impact is on the Phillips Community, the I have no problem with compensating those affected, within reason. I'm not sure what is "within reason," but I'd say maybe a couple of million dollars out of the funds for this project wouldn't be consequential to the project but could very well cover their impact and maybe give them a significant improvement in quality of life.
05/18/2018	Kenneth	Wilson	I'm against this Alt 2. I don't think it's appropriate to spend over 100 million on this project and leave a big problem unresolved.
05/18/2018	Kenneth	Wilson	This Alt 7 is the one I like the most. I agree that it should give us the most relief, with less serious impact to the Phillips Community, and (I think) insignificant impact to DW/PW neighborhoods. In my estimation, the preferred list of choices is Alt 7, then Alt 1, then Alt 2 -- and I'm actually against Alt 2 (I commented on that one also).
05/18/2018	Barbara	Tilden	Horrible! There is no room for a five lanes on Bessemer without backing into homeowners space. You are taking a already busy and loud road and making it worse. As a homeowner that backs to this road it is my dear that this will drive down the value of our home.
05/18/2018	Caitlin	Coaxum	I think this option makes the most sense in terms of value for this project, although I do hate to see that beautiful section of marsh become a freeway. The video didn't give much info on pedestrian/cart paths and bike lanes. I think 41 should have a wide, designated bike lane in each direction and cart path/wide sidewalk. If this can't be accommodated in Option1, then I would vote Option2. The stretch of marsh along 41 faces west and is one of the few public vistas in north Mt. Pleasant to see the sunset. I think there is a great opportunity to keep the pleasant in Mt. Pleasant by adding benches along the marsh so that residents can enjoy the sunset.
05/18/2018	John	Simpson	I believe tis is the best option.
05/18/2018	John	Simpson	This is not a good option
05/18/2018	John	Simpson	This is a terrible option
05/18/2018	John	Robinson	Alternative 1 is the best. Any other alternative is an unacceptable use of public funds.

05/18/2018	Steven	Hodlin	I would like to know the impact on the Horlbeck Creek development for the 5 lane Highway 41 being proposed. My house is 3 houses in on Tradewind Drive from Highway 41. I would also like to know what is proposed for crossing Horlbeck Creek. Will it be bridged or landfill?
05/18/2018	Michael	Hastings	This is the best option. Please build it BEFORE 2045!!!!

05/19/2018	Edgar	Barnard	<p>Between Alternative 1 and Alternative 7, I would move for approval of Alternative 1 for many reasons.</p> <p>1) Alternative 1 minimizes community impacts:</p> <p>Alternative 1 construction, acquisition and increased traffic flow impacts one community of 200 homes compared to Alternative 7 which impacts nearly 3800 households in Dunes West, Park West and along Bessemer Road (not to mention apartments or condominiums).</p> <p>Alternative 1 provides the fastest, shortest hurricane evacuation route for Mount Pleasant north of the IOP (Isle of Palms Connector). We have only 2 evacuation routes in Mount Pleasant (Highway 17 to 26 North and Highway 41 north towards Columbia). Taking one of the only two routes we have and detouring it around a neighborhood (adding distance, intersections, congestion and travel time does not make sense for an emergency route).</p> <p>2) Alternative 1 minimizes environmental impacts:</p> <p>Alternative 1 preserves 25% more wetlands, 26.5% more stream footage, and 19% more floodplain than alternative 7.</p> <p>Alternative 1 preserves 76% more of Laurel Hill County Park (the only large undeveloped public park space remaining in Mount Pleasant) than Alternative 7.</p> <p>3) Alternative 1 follows the pattern of development for that road since 1846.</p> <p>In 1846 (15 years before the Civil War and 24 years before the start of the Phillips Community), petition was made and granted for a road to go through what was then the Phillips Property to allow commerce access to the James Gregorie Ferry connecting Mount Pleasant and this side of the Wando with the Cainhoy Community and Berkeley County.</p> <p>With development, came US Route 17 in 1926. Then in 1937 Highway 41 was built along much of</p>
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			<p>the road from 1846. Growth led to the Wando River Swing Bridge in 1939 which served for 78 years until being replaced by the bridge we have today in 2017.</p> <p>Growth and demand has been shaping Highway 41 since the original road in 1846. Its growth/widening is the next logical step</p>
05/19/2018	Julia	DeSantis	<p>I think this is the best alternative. The Phillips community is already being changed through the small new developments that have occurred along that road because Phillips Community members have sold their lang. So, if we only build a 3 lane road, it will eventually just become a string of small different developments and slowly change that community. For the future, a 5 lane road is best for all. Do it right the first time. Create an effective road that is a suitable evacuation route</p>
05/20/2018	Julia	DeSantis	<p>Would Alternative 7 change the traffic circle at park west boulevard to a light? Also the green line drawn doesn't follow the existing road, does that mean that Dunes West would lose some of the land on the sides of Dunes West boulevard? Also, would the homes that are currently along bessemer road be purchased to make room for the road?</p>
05/20/2018	Julia	DeSantis	<p>Where can the public see the details of the historical and archaeological sites along highway 41?</p>
05/20/2018	Julia	DeSantis	<p>I completely understand the reasoning behind the options for either widening 41 to 5 lanes or dunes west boulevard and dunes west boulevard to 5 lines. I'm concerned that this is going to cause racial strife between the two communities that we just don't need in Mt Pleasant. Nobody is going to want a 5 line road through their neighborhood. I would encourage you to give the public as much information as possible about why the alternatives are moving forward and help the public understand the impacts. Hopefully this will encourage healthy discussion.</p>
05/20/2018	Denny	Dogget	<p>I don't understand why there are alternates This is the common sense way by using existing road</p>
05/20/2018	Denny	Doggett	<p>Hour glass design The backup at Joe Rouse and Park West Blvd are obvious to most people</p>

05/20/2018	James	Broach	This alternative seems to be the most cot effective route and would have the least impact on the greater surrounding neighbors. While the Phillips Community would be effected immediately, to choose any of the other alternatives would only slightly delay the impact of the inevitable growth of on Highway 41 N. Park West Blvd is already receiving significant traffic increases as motorists seek to bypass the current chokepoints on Highway 41.
05/20/2018	Cheri	Wittel	Alternative 1 is the most logical proposal. It does NOT change the traffic pattern therefore causing any additional traffic congestion. It appears to be the best solution on minimizing community impacts in the Dunes West & Park West communities.
05/20/2018	C	Wittel	Since this proposal does NOT provide an acceptable Level of Service for the design year 2045 throughout the corridor, I do not even understand why it is considered to be a "reasonable" alternative. It should not be considered.
05/20/2018	Cheri	Wittel	This alternative divides the Dunes West and the Park West Communities. The residents will no longer be a community with a 5 lane roadway between them & their pool, parks, community centers. This proposal also has the most wetland impacts of all proposals and the most possible acquisitions which probably makes it the most expensive & timely. This is NOT a logical alternative. Hwy 41 should stay on the current corridor for the current & future traffic congestion, safety, minimal community and environmental impact.

05/20/2018	C	Wittel	It is obvious to anyone who uses Hwy 41 that improvement desperately needs to be made. As a Park West resident I just as desperately do not want to see 5 lanes splitting the Dunes West & Park West communities. The current state route of Hwy 41 makes sense, it is straight, easily traveled (when not over crowded) and was not built to culturally divide. I am aware of the Phillips Community and it's years of existence but when state Hwy 41 was established it was probably a "God send" for travelling convenience. It has continued to be for many years & now the communities have grown, the cities have grown and the highways must grow also. Please don't divide more communities and make the road less safe with more curves, crossroads and nearby houses where children and grandchildren are playing.
05/20/2018	Mike	Molloy	This alternative provides the best solution. As a hurricane emergency route, it provides a direct flow of traffic from 17 to the Wando River Bridge without doglegging through established residential neighborhoods.
05/20/2018	Mike	Molloy	This alternative provides a viable solution. As a hurricane emergency route, it provides a direct flow of traffic from 17 to the Wando River Bridge without doglegging through established residential neighborhoods.
05/20/2018	Mike	Molloy	This alternative is the worst solution. As a hurricane emergency route, it does not provide a direct flow of traffic from 17 to the Wando River Bridge. Instead it doglegs through residential neighborhoods which will cause additional gridlock and makes absolutely no sense. Property values in established neighborhoods will plummet due to an increase in noise, traffic and pollution on a widened Park West and Bessemer roads. This alternative must not move forward.
05/20/2018	Mike	Molloy	Alternative #7 is the worst solution. As a hurricane emergency route, it does not provide a direct flow of traffic from 17 to the Wando River Bridge. Instead it doglegs through residential neighborhoods which will cause additional gridlock and makes absolutely no sense. Property values in established neighborhoods will plummet due to an increase in noise, traffic and pollution on a widened Bessemer Rd. This alternative must not move forward.

05/20/2018	Scott	Hurley	Regardless of the option selected "schoolbus accommodations" should be designed into the 41 corridor plan. This should include designed schoolbus stops that allow a number of things: 1) easy on/off egress for the buses; 2) minimal traffic impact for vehicles on 41; 3) safe waiting areas for students including safe sidewalk access to and from the waiting areas to housing developments along 41. Without these accommodations, traffic on 41 will continue to snarl during school days, regardless of the planned widening.
05/20/2018	James	Tapager	From all aspects, this is clearly the best of the three alternatives under consideration.
05/20/2018	Carole	Baker	Please do NOT do this one! Would be total chaos traveling South on 41 merging 5 to 3 and back to 5! VERY BAD IDEA
05/20/2018	Carole	Baker	Makes the most sense. Hwy 41 is a straight line. Detouring around a section (Alt 7) is illogical at best
05/20/2018	Carole	Baker	This one, obviously, adds the most “new asphalt,” but people traveling South down 41 would have to merge down to 3 lanes or cut thru Dunes & Park West. Making Bessemer 5 lanes will be a MAJOR undertaking. Alt 1 is much better
05/20/2018	Danil	Affourtit	<p>Alternative 7 seems to be the most proficient in alleviating the traffic problems on 41. This traffic will continue to worsen unless a responsible solution that reflects the future of this section of Mt. Pleasant is accepted. Alternative 7 is the only reasonable alternative that prepares the infrastructure of this area for its unavoidable future population/travel expansion.</p> <p>It even seems reasonable to complete this work in 2 phases. The work on 41 to occur first followed by the connection through Park West.</p>
05/20/2018	Christopher	Wells	I believe this is the best option of the 3 reasonable alternatives currently being considered.

05/20/2018		Champion	<p>feels like the best option - having a road go from 5 lanes to 2-3 lanes back up to 5 is only going to create multiple merge issues on this road. I understand that you're trying to address the traffic off of Park West Blvd, but it doesn't address that 41 is an artery to 526 as we've all witnessed this last week. I beg, urge everyone involved to find a way to improve this traffic faster. I know there are multiple parties involved, including a federal process, but these issues have been coming for a long time. It's a severe miss that this process wasn't started 5 years ago. Please accelerate every possible process. thank you</p>
05/20/2018	Margaret	Janaskie	<p>NO! NO! NO! I can't believe that this is even a remote possibility!! When we moved into Park West 18 years ago this road was dirt and wasn't even considered an entrance to Park West. This is an interior development road, NOT a highway. Highway 41 is already designated as a Highway and therefore should be the ONLY option considered. I live in Arlington and there will be a significant decrease in quality of life that will occur if you cut through our neighborhood with a highway. There is already construction right up to the existing 2-lane road and the round-a-about was barely squeezed in. Homebuilding has been allowed to increase year after year after and now we are expected to just allow you to widen this road because of rampant overgrowth!</p>
05/20/2018	Lorraine	Cichowski	Great idea.
05/20/2018	Lorraine	Cichowski	Not as good as alternative 1. Drivers are bad when lanes shrink from 5 to 3 and the open up to 5 again. I foresee a lot of fender benders.m
05/20/2018	Lorraine	Cichowski	Least favorite alternative. Way more people will be inconvenienced by running a 5 lane through Park West and Dunes West. It's unfortunate that older neighborhoods have to be sacrificed when growth happens all around them. This is not unique to MP or SC.
05/20/2018	William	Bowers	Only reasonable alternative
05/21/2018	Bruce	Koedding	<p>This seems like the most reasonable alternative. I would think that this alternative would be done in phases starting from Highway 17.</p>

05/21/2018	Bruce	Koedding	I am on the citizens forum for the TOMP Comprehensive Plan for 2018-2028. I get a good sense that the TOMP, Charleston and Berkeley Counties are coordinating their respective plans. Needless to say, we hope that strategies can be put in place that can reduce the timeline for relieving the Highway 41 congestion.
05/21/2018	Bruce	Koedding	I may have missed it in the past forums, that I attended, as well as here on "hwy41sc.com". But, what are the concepts for the intersection of Highways 41 and 17, as well as the adjacent connecting roads?
05/21/2018	Bruce	Koedding	I'm not sure why Alternative #11 is not being considered. It is similar to Alternative #1 except for the 7-lane section from Highway 17. Why would the 5-lane section to the Wando River be LOS of "Red"? Other than the 7-lane section, why would this exceed LOS for 2045?
05/21/2018	Eddy	Thomas	This makes absolutely no sense at all and would create unnecessary costs by adding length to the roads instead of a straight roadway as is currently in place.
05/21/2018	Eddy	Thomas	This option will move the greatest volume of traffic in the fastest time and can be constructed in the least amount of time given the other options.
05/21/2018	Eddy	Thomas	This option will move the greatest volume of traffic in the fastest time and can be constructed in the least amount of time given the other options.
05/21/2018	Kathryn	Bingham	Of the three options (1, 2, & 7), option 2 offers the least support for traffic alleviation. Our family (four voters in 1 household and two in another) does NOT support option 2.

05/21/2018	Kathryn	Bingham	<p>Of the three options (1, 2, & 7), alternative #1 is the most appropriate first choice. First, the improvements focus solely on the requirements of traffic flow of a state highway. As an evacuation corridor, having a consistent number of lanes with optimum flow is critical in an emergency. More lanes also make it easier for first responders to navigate and for roadway traffic to yield a path. Additionally, as one of the designated detour routes for highway 526 bridge repair, highway 41 has been abysmal. There are only two egress points for close to 1700 homes in just ONE neighborhood off this highway; and multiple neighborhoods rely on the 41 as the sole point of exit. We experience extreme difficulty during peak traffic to enter or exit our neighborhood under normal circumstances. With the detour in place, we have waited up to 20 minutes (we timed it) to enter our neighborhood because vehicles in opposing traffic are backed up bumper to bumper and will not allow a vehicle to turn left into our neighborhood. PLEASE consider #1 the OPTIMAL choice for road expansion.</p>
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05/21/2018	Kathryn	Bingham	Of the three options (1, 2, & 7), alternative #7 is NOT the most favorable choice. First, the primary focus of improvements should address requirements of traffic flow of the STATE highway, not one of our community's secondary roads. Routing everyday commuting traffic around the Phillips Community does not provide the best long-term solution. As an evacuation corridor, having a consistent number of lanes with optimum flow is critical in an emergency. More lanes also make it easier for first responders to navigate and for roadway traffic to yield a path. Additionally, as one of the designated detour routes for highway 526 bridge repair, highway 41 has been abysmal. There are only two egress points for close to 1700 homes in just ONE neighborhood off this highway; and multiple neighborhoods rely on the 41 as the sole point of exit. We experience extreme difficulty during peak traffic to enter or exit our neighborhood under normal circumstances. With the detour in place, we have waited up to 20 minutes (we timed it) to enter our neighborhood because vehicles in opposing traffic are backed up bumper to bumper and will not allow a vehicle to turn left into our neighborhood. PLEASE consider #1 the OPTIMAL choice for road expansion, NOT #7.
05/21/2018	Meredith	Clark	As a resident of Park West, this is my preferred alternative. It will keep the northbound traffic on Hwy 41, while permitting Park West Blvd./Dunes West Blvd. to continue to be used primarily for residents.
05/21/2018	Meredith	Clark	This is my second choice from the reasonable alternatives proposed because as previously stated, it will keep the majority of northbound traffic on Hwy 41.
05/21/2018	Meredith	Clark	As a resident of Park West, I strongly oppose this alternative. Construction will largely impact traffic in the neighborhood, and the long-term amount of cars traversing the neighborhood would continue to increase more so than it already will.
05/21/2018	Mark	Bingham	This is insane. This option should not even be considered. Why would we want to divert highway traffic onto a neighborhood roadway? Really poor planning.
05/21/2018	Mark	Bingham	THERE's NO WAY a 5 lane-3 lane-5 lane option makes sense. CHOOSE #1 instead. Do it right the first time.

05/21/2018	Christopher	Bingham	DO NOT choose #7 (or #2)!!! Choose #1 !! Who ever thought up this idea (#7) obviously doesn't live nearby and would never have to live with the consequences. EPIC FAIL.
05/21/2018	Mark	Bingham	YES! #1 is the ONLY option on the table that generates the best traffic pattern/conditions for the associated impacts (cost/benefit analysis). DO NOT choose #2 or #7.
05/21/2018	Christopher	Bingham	#2 is a waste of time and money. Why would we not choose to run the full five lanes straight through at one time? We'd just have to come back later and do it at a higher cost. Choose #1, NOT #2 or #7.
05/21/2018	Patricia	Swope	NO, NO, NO. We are seeing first hand what the back ups on highway 41 and other route alternatives related to the bridge closure have created. Alternative 2 will just create multiple bottlenecks and merge points that, FRANKLY, South Carolinians do not seem to be good at. This will generate more aggressive driving, hazardous incidents, and accidents. Do NOT choose #2. THE BEST OPTION is #1. We need a safe, more stable traffic pattern. CHOOSE #1.
05/21/2018	Christopher	Bingham	Alternative #1 is the most sensible solution for the needs of Hwy 41 and all the neighborhoods that rely on this roadway every day. Making this five lanes will be a huge help during emergencies.
05/21/2018	Patricia	Swope	This is crazy. Why would we want to go all the way around on Bessemer and Dunes West Blvd to go back to the 41? We drive from 17 to almost the Wando Bridge to get to our neighborhood. This plan adds too much distance and doesn't use the state road as it's intended. This will be a horrible option for evacuation and result in outrageously bad traffic in an emergency.
05/21/2018	Patricia	Swope	This looks like the best use of our tax dollars. Widen a straight shot of road from the Bridge to the 17. This seems to be the safest and most logical of all alternatives, and the relative impact reflects the best options for the environment and affected properties. YES on option #1.
05/21/2018	matthew	smith	This is the only acceptable option.

05/21/2018	Sherry	Howard	This is the best option because the Parkwest subdivision is the reason the traffic problem exists. It is selfish to ruin an already existing community and make it a traffic nightmare while they get to keep their community pristine and use our neighborhood as a mere convenience. Oir lives have already been disrupted and rude drivers block our driveways so we cant get out just because they have a range rover and i drive a ford. Their arrogance and lack of regard for others is appalling.
05/21/2018	David	Ranney	This is the best alternative. 41 is already a highway and should remain a highway.
05/21/2018	Mary Margaret	Ryan	This is by far the best option. The others are just ridiculous.
05/21/2018	Leigh	Monk	This is the only option that makes sense. My children ride their bikes on Dunes and Bessemer and having that volume of vehicles would surely Get a child killed
05/22/2018	Milton	Hoagland	How can I find out what the potential land acquisitions are?
05/22/2018	Anna	Ebeling	I consider this alternative 7 despicable. It will destroy the well-being and property of hundreds of families including ours. My husband and I spent every penny we had on building our dream retirement home, which you are planning to destroy. More than that: putting a highway with semi-trucks through a peaceful residential area will negatively change the nature of Park West and Mount Pleasant as a whole. I love Park West, and I am not interested in paying high taxes for my own destruction. My government is supposed to protect me, not to abuse me! I am a retired college professor: I dedicated my life in the United States to teaching students the foundations of the American Republic: respect for the Constitution, individual rights and private property. I came to this country from the communist Soviet Union where compassion and respect for people's rights never existed. Please, don't make me feel the same way in America, the country I love with all my heart. If not, I will spend the rest of my remaining life opposing Alternative 7 up to the United States Supreme Court. Thank you!

05/22/2018	Richard	Ebeling	<p>Alternative 7 is the least desirable of the alternatives. It cuts through and radically undermines, if not destroys, the character and quality of those parts of Dunes West and Park West through which this proposed 5-line highway would be built.</p> <p>Its most damaging impact would be on that portion that includes Bessemer Road. Widening this segment to 5 lanes would require the ruining of entire homes and properties through proposed partial or total "acquisition." (A sanitized way of saying government land seizure of people's private property.)</p> <p>Many remaining properties would find themselves right at or very near this widened road, itself. The quality of daily life, the safety of children needing to cross such a 5-lane highway to other parts of Park West where the recreational facilities are located, as well as the traffic, noise and general degeneration to the general community environment cannot make this Alternative 7 "loop" acceptable. It would cut a deep and irreparable permanent scar through the entire neighborhood. (This used to be referred to as government-caused "blight" in a community.)</p> <p>This is hardly the setting that my family had in mind when we decided to make, especially, this part of Park West our family residence. I ask you, would you want to find your home right at or near what amounts to an interstate-type highway with 5 lanes, particularly when you purchased and had been living in your home with this being the last thing you would have imagined the Charleston County authorities would impose on you?</p> <p>The sheer numbers of families and homes that would be dramatically and negatively impacted if Alternative 7 were decided upon -- your own partial and total "acquisition" estimate comes to almost 300 properties -- highlights the decidedly traumatizing effect this would have for far more than a thousand people, considering that each property is, no doubt, home to more than one person.</p> <p>Alternative 7 has to be resolutely rejected.</p>
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05/22/2018	Richard	Ebeling	<p>Alternative 1 is, certainly, the most reasonable and efficient of the options. It would make possible a continuous flow of traffic along this entire stretch of 41.</p> <p>It may involve a degree of inconvenience for some in the Phillips Community, but can, no doubt, be designed with sufficient access off the properties to the new 41 running near them that it can be minimized.</p> <p>I support Alternative 1 and as the first choice.</p>
05/22/2018	Richard	Ebeling	<p>Alternative 2, would be less traffic flow efficient than Alternative 1 (which I consider the best option), but if Alternative 1 were not chosen, the second best is Alternative 2.</p> <p>While the Phillips Community segment of 41 under Alternative 2 only would be expanded to three lanes between Dunes West Blvd. and Joe Rouse Road, it nonetheless has none of the traffic flow inconvenience and huge negative community impact that would result from Alternative 7.</p> <p>If Alternative 1 were not selected, then Alternative 2 would be the second best.</p>
05/18/2018	Faye	Bourdon	<p>I would like to know who's brilliant idea it was to have option 7 on the table. A "continual bypass"?! That is completely absurd. Why are we encouraging drivers to come through neighborhoods instead of staying on 41.It's a nightmare crossing that road with drivers now going over the speed limit. You'd like my children and I to cross DW Blvd. with people going even faster and more cars. Absolutely NOT! Keep traffic on 41. That is what it was intended for! Stay away from our neighborhoods!! Widen 41. NOT in our community.</p>

05/18/2018	Kiersten	Ripley	<p>I would like to voice my grave concern with alternative 7. The more I look at this “continuous bypass” through dunes west and park west. The more I realize how extremely dangerous this will be for all the kids in our neighborhood and surrounding neighborhoods off these streets. Highway traffic so close to our crosswalks and sidewalks is a tragic accident waiting to happen. Not to mention it will be extremely difficult/dangerous for hundreds of families to drive out of the neighborhoods connected to dunes west blvd and Bessemer if we are looking at the speed traffic would flow! Planning a highway to rip through a neighborhood and residential area that is family and pedestrian friendly - multiple crosswalks across these roads - will absolutely destroy our wonderful neighborhoods and our way of life, not to mention damage the values of homes in the neighborhoods surrounding these roads. I assure you not everyone can afford to take that hit or afford to move their families to a safer location in mount pleasant. We moved to our neighborhood because it was close enough to a highway to be convenient, but not so close to be unsafe for walking with children to the playground or pool across Dunes West Blvd. Now this option to put a highway at the foot of our neighborhood is devastating and disturbing that it could be considered viable. It will completely destroy everything we love about our neighborhood. I urge you to see if destroying our community is worth saving the few extra feet it would take to widen highway 41. Alt. 1 is the best of the 3 options. 41 absolutely needs to be 5 or more lanes all the way through. A bottleneck would ensue otherwise and would be a waste of taxpayer funds. I am also extremely disappointed in the timeline of this project. The people of north mount pleasant deserve better infrastructure/evacuation route to support the growth in this area.</p>
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05/16/2018	Kiersten	Ripley	I find option 7 to be a dangerous and devastating option for the Dunes West/ Park West communities. I can't even imagine trying to walk across 5 LANES of traffic safety to bring my children to the neighborhood playground and amenity center. Yes we use the cross walk and no, not everyone always stops even with just 2 lanes to worry about! This shift of traffic off of a designated highway and onto neighborhood streets will discourage families from living here and moving to these great neighborhoods off Dunes West Blvd. Also, by failing to make highway 41 at least 5 lanes all the way though, our evacuation route will be sorely inadequate to handle daily traffic, let alone an actual emergency! This option appears to incentive through traffic to cut through our streets in order to by pass the bottle neck situation on 41 the will inevitably ensue with dropping 41 from 5 to 3 lanes at one section. Please take this option out of consideration, Dunes West Blvd and Bes semer were not planned properly for this widening, placing families homes and the sidewalks that our children use dangerously close to all the traffic this option will bring. We chose our neighborhood because there were so many families with young children. These children cross these streets to go to the playground, these children are learning to ride their bikes on these sidewalks right off these roads! 41 needs to be widened all the way through if we are to look at the future needs of our whole community.
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05/16/2018	Craig	Ripley	Option 7 will risk the lives of hundreds of neighborhood children and families. A major highway will separate our children from their playground and our families from their neighborhood amenities. It will incentivize people to cut through Dunes West through Park West to get down to 17 and will put substantial volume down near the entrances of our schools. It will destroy the neighborhood feel of the community and encourage speeding, creating dangerous scenarios for our neighborhood streets. Expand 41 to 6 lanes and keep the highway designed as a highway and as the evacuation route it is intended to be. Do not make our neighborhood streets into a major highway!!
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05/16/2018	Jim	Owens	Alternative 1 – This is the preferred method of the citizens of Mount Pleasant.
05/22/2018	Anna	Ebeling	This is the only reasonable alternative!
05/16/2018	Barbara	Perry	Alternative 2 – Best I see Alternative 7 – Best way around
05/16/2018	Alan	Schmitt	Alan Schmitt – Comment Form Alternative 1 – Traffic on 17 is the problem. (Light at the Brickyard) This option is no help! Alternative 2 – See Above Alternative 7 – See Above
05/16/2018	June	Cragg	Alternative 1 – Shortest distance between two points is a straight line. Please widen the road. Alternative 2 – Second choice. Alternative 7 – Horrible idea. Do you want all of Berkeley County heading to Mt. Pleasant through Park West/Dunes West. This is about politics. I understand the historical significance of the Phillips Community, but...the road needs to be widened.
05/16/2018	Star	Ross	41 needs to be 4 lanes!
05/16/2018	Kevin	Cunnane	Alternative 1 – No other option makes sense except option 10 for 7 lane Highway 41 Alternative 2 – Putting a highway through hi-density subdivisions makes zero sense Alternative 7 – Creates a bottleneck, dumb plan
05/16/2018	Marie	Condon	Alternative 1 – Best use of property w/o infringing on existing neighborhoods (with children, our precious resource) Alternative 2 – No!! No! Alternative 7 – What?! No way! How can you even think about Bessemer becoming 5 lanes – ridiculous. Leave Bessemer alone! No! No! No! My home! Not just a place I hang my hat
05/16/2018	David	Lovein	Alternative 1 – This alternative seems the best from a common sense stand point. Alternative 2 – Drivers in Mt. P are too stupid to merge from 5 lanes to three. Alternative 7 – This seems like the most expensive option and does not make sense from a cost perspective. Heritage is important. Do not let identity politics drive the process.

05/16/2018	John	Bagwell	<p>Alternative 1 – Yes, main road now</p> <p>Alternative 2 – Yes would slow traffic some but not effect neighborhoods</p> <p>Alternative 7 – NO This would put great traffic through neighborhoods and endanger kids going to park west pool. Greatest impact on single family homes. No No</p>
05/16/2018	Ken	Koch	<p>Alternative 1 – This is the logical choice. It widens the Hurricane Evacuation Route; is the straightest, shortest distance from Dunes West Pkwy to Bessemer. It makes the most sense with heavy truck and commercial traffic on Hwy 41. It is the existing N-S (?), and it needs to be widened!</p> <p>Alternative 2 – This will not work. A bottleneck already exists on Hwy 41 between Dunes West and Bessemer. Leaving that section as a 3 lane road will only make things worse and send more traffic into Park West and Dunes West. Traffic jams will be horrendous and cause dangerous conditions for children in Park West/Bessemer/Dunes West.</p> <p>Alternative 7 – Totally ridiculous! These are residential roads, not a state highway like Hwy 41 is. This will be dangerous for the many children living and walking along this route. A bicycle and pedestrian path could be considered along Bessemer and DW Pkwy. Heavy trucks and gasoline trucks would be totally unacceptable with so many homes on this route. This alternative is total madness!</p> <p>1. The safest route is widening Hwy 41 to 5 lanes from Hwy 17 to the Wando River Bridge.</p> <p>2. Hwy 41 is the hurricane evacuation route and widening it is the best way to move the most people north and away from the coast and marshes.</p> <p>3. Many more people would be impacted by widening Bessemer and Park West Blvd</p> <p>4. The noise would be worse in the residential areas of Bessemer/Dunes West than near the marsh of Hwy 41.</p> <p>Please consider building and extending the Mount Pleasant Airport Extension Road.</p>

05/16/2018	Dean	Hanson	<p>Alternative 1 – This makes the most sense to me. A straight road would handle traffic better with the projected volume increase. It also seems to be in the middle as far as overall/total impact on property and other criteria.</p> <p>Alternative 2 – This option does not make sense. Looks like it would create a bottleneck on 41.</p> <p>Alternative 7 – This is not a good plan. This is the has the highest total impact of all the plans. It cuts the Park West community in half (or at least 1/3 of it). A 5 lane hwy in this residential community would be disastrous.</p>
05/16/2018	David	Morton	<p>Alternative 1 – Probably the best solution.</p> <p>Alternative 2 – Not as effective as Alternative 1.</p> <p>Alternative 7 – Very bad plan!</p> <p>Owing to the I-526 Wando Bridge closing and extremely difficult travel throughout the region and to detours and traffic congestion, an additional Hwy 41 Corridor Improvement Public Meeting should be planned, advertised and implemented to ensure everyone wishing to attend the meeting can in fact do so. With the bridge closure associated traffic problems meeting attendance and progressive public interest will likely be skewed due to the difficulty the public will (?) trying to attend the meeting during its scheduled time of 5:30 to 7:30 pm on May 16, 2018.</p>
05/16/2018	Natalie	Payne	<p>Alternative 1 – My sons will be safe with this option! I live in Arlington and my sons have to cross Bessemer Rd to get to the recreation center + pool.</p> <p>Alternative 2 – Not an option!</p> <p>Alternative 7 – I do not think anyone who lives in the community would think this is an option! Not safe!</p>
05/16/2018	Sherry	Bagwell	<p>Alternative 1 – This is the only option that makes sense! It will keep traffic flowing! It will keep the community children safe!</p> <p>Alternative 2 – Option 2 will cause a bottleneck by 5 lanes to 3 + back to 5 lanes.</p> <p>Alternative 7 – If you realized children are constantly walking to the pool and playing in this area, you would see that #7 is a ridiculous idea. We already have deal with Park West Blvd being a thoroughfare for all the construction for Carolina Park. Our roads are being destroyed by big trucks and we do not want Bessemer Rd becoming a highway too!</p> <p>Please do a flyover at 17!</p>

05/16/2018	Carol	Hallman	<p>Alternative 1 – Workable. Traffic would flow better than it presently does. Actually, five lanes would work well for traffic flow along 41.</p> <p>Alternative 2 – Workable. Not the best of the 3, but an improvement over the current road. I like the 5 lanes from 17 to Joe Rouse.</p> <p>Alternative 7 – Totally Unacceptable. The five lane option would decimate property values in nearby neighborhoods, increase noise and pollution, and make homes almost impossible to sell. This brings city noise and pollution to a very nice suburban area with newer homes valued near ½ million dollars, and more affordable homes.</p> <p>The historic Phillips community reflects life in the 19th and early 20th centuries. I acknowledge the community's historic roots. But conditions in the late 19th/early 20th century cannot dictate decisions in the 21st century. We need five lanes along 41, especially since it is a hurricane evacuation route.</p>
05/16/2018	Randy	Olson	<p>Alternative 1 – People will want to go straight! Shortest possible route.</p> <p>Alternative 2 – Possible, but the 3 lanes will always be a choke point!</p> <p>Alternative 7 – Awful – Going from 2 lanes to 5 on Bessemer is terrible. I live in Keswick – How do kids get to school? How do we cross with bikes? So much noise in these many neighborhoods! Property values will decline! – Terrible</p>
05/16/2018	Carl	Robak	<p>Alternative 1 – I believe this is the most feasible option. Cost and flow would be the best result.</p> <p>Alternative 2 – Combined with Alt 5 should be considered.</p> <p>Alternative 7 – Property values in Park West and Dunes West would be impacted. Portions of the community would be cut off from the rest. Children's safety is a great concern. They cannot walk across five lanes to go to school, parks or amenities. Unsafe for community!</p> <p>2-5</p> <p>Consider alternative 2 and 5 combined. Expand portions of Hwy 41 to 5 lanes before and after Phillips Community. Widen 41 at Phillips Community to 3 lanes. Add 2 lane road in Park West/Dunes West.</p>
05/16/2018	April	Ata	<p>Alternative 1 – Out of all the options this is the only one that makes sense</p> <p>Alternative 7 – No – Think of our children's safety!!!</p>

05/16/2018	Alicia	Donohue	<p>Alternative 1 – This is the only option.</p> <p>Alternative 2 – This seems to be the most reasonable backup plan because it protects the majority of Phillips Community and keeps Bessemer Road from becoming a highway</p> <p>Alternative 7 – Plan 7 is terrible! My home is in a small neighborhood along Bessemer ROAD. Think of the safety of our children! We never agreed to a highway through a small community. This plan is horrible. You will spend millions moving homes, businesses, and infrastructure along the Bessmer Rd proposal. There would be far less cost to move the structures (most of which are dilapidated) on Hwy 41 in the Phillips Community.</p> <p>Traffic plan – best on option #1 if at all.</p> <p>Worst on #7 due to incredible displacement of neighborhood roads and current utilities.</p> <p>Terrible plan.</p>
05/16/2018	Rick	Higgins	<p>Alternative 1 – Yes, this looks like an excellent plan, keep 41 5 lanes and a straight shot.</p> <p>Alternative 2 – This creates a bottleneck in the Phillips Community, not recommended.</p> <p>Alternative 7 – This is unreasonable. Are you serious? Diverting 41 traffic through a residential community is a terrible idea. This is a safety hazard for children wanting to walk along the bike paths and roads in Park West. If you travel down Bessemer you will see this is a ludicrous idea. Alternative 7 causes me to lose confidence in the wisdom of the people making the plans.</p> <p>Our current problems with the 526 bridge out reveal the need to get 41 completed. We need to make a decision and get going on Alternative 1 – this is the only reasonable alternative.</p>

05/16/2018	Joyce	Scaprrchio	<p>Alternative 1 – My preferred is to do the job once so that it can handle the exported traffic out of Berkeley County + Mt. Pleasant so I think that 5 lanes is needed.</p> <p>Alternative 7 – This is an unreasonable alternative that significantly damages Park West by adding a huge increase in traffic to a neighborhood. Most of the traffic is not going into Park West normally. It will disrupt school buses, children, access to greenway and our expensive amenities. As Berkeley County grows it will cause further impact to an already burdened Park West. It also adds miles to people's commute on 41 so everyone is impacted by this. Also the traffic will contribute considerable pollution directly into the neighborhood especially in hot humid summer. This pollution will affect (?) considerably and destroy our walking trails.</p>
05/22/2018	Larry	Carter	<p>Alternative 1 – No money should be spent without a coordinated 3 county plan Rapid Transit reduces commuter gridlock.</p> <p>Alternative 2 – No money should be spent without a coordinated 3 county plan. Bus Rapid Transit to reduce commuter gridlock. Widen roads for safety and move fog lights.</p> <p>Alternative 7 – See 1 & 2 above – get Sanford to lead on more federal dollars to reduce pollution, electric buses from Proterra and hydrogen cars for the other 49 states. Only bus rapid transit can reduce commuter gridlock. All 3 counties must work together for planning & wise spending of the ½ penny tax & fuel taxes. Bicycle lanes can also widen (?) safe narrow roads for students and non-drivers. We need pollution monitoring to prove local cancer causing emissions. Also nuke monitoring when downwind from steam releases.</p> <p>Yes narrow roads add fog lights for safety.</p>
05/16/2018	Chris	Smith	<p>Alternative 1 – Seems like the logical solution.</p> <p>Alternative 2 – Not enough lanes on 41</p> <p>Alternative 7 – No! Why put a highway through a housing subdivision...</p> <p>Very surprised a highway through a subdivision is even being contemplated!</p>

05/16/2018	John	Todd	<p>Alternative 1 – 5 laning SC41 thru Phillips Community and Palmetto Hall will increase the already excessive noise in Palmetto Hall.</p> <p>Alternative 2 – Best choice except for no build alternative</p> <p>Alternative 7 – This is by far the worst alternative to dump trucks through Dunes West. Access to Dunes West pool from Palmetto Hall will require children crossing a 5 lane highway.</p> <p>This project sets in motion the creation of a corridor down SC 41 that will funnel all the traffic from the mouth end of Mount Pleasant to North Charleston and Berkeley County. Alternatives instead of this project need to be studied more.</p> <p>Noise and flooding are major issues that need to be properly addressed.</p>
05/16/2018		Tartaglia	<p>Alternative 7 – Highly oppose option 7 – 80 + feet from our corner property to edge of roadway.</p>
05/16/2018	Matt	Murphy	<p>I am strongly opposed to option 7. Seven. I feel that this alternative impacts far too many households. Having five lanes of traffic run through a quiet residential area is not a viable option to solve the traffic issue on highway 41.</p> <p>I would support alternative 1 – one.</p> <p>Widening an existing highway in a straight line as opposed to creating a new highway through a residential neighborhood seems to make the most sense.</p> <p>No To Alternative 7</p>

05/16/2018	Boris	Dashkovsky	<p>Alternative 1 – This is the most sensible alternative. Please do not forget cyclists and make a bicycle path on HW 41.</p> <p>Alternative 2 – If this option is selected please make sure cyclists are not forgotten! Bicycle path & lanes to US 17 (along Hw 41 and the intersection) are a must.</p> <p>Alternative 7 – This alternative makes the least sense! Park West is a (?) community, even the roads have an S shape to slow the traffic down, not to speed up throughout. Also, there is already construction inside Phillips Community for example Covington developed by Crescent Houses.</p> <p>Alternative 7 effects more people than any other option because it goes against the original design of the Park West neighborhoods; these are generally bedroom community where people come to rest, not get in and out quickly. Constructing up to 2.5 miles of 5 lane road to bypass 1.5 miles of Hwy 41 makes no sense, especially since there is already construction of new houses inside historic Phillips Community.</p> <p>Whatever option is chosen PLEASE DO NOT FORGET cyclists!</p>
05/16/2018	Peggy	Reider	<p>Palmetto, Cypress Pt; Ellington Woods have only 1 way to get to 41 via Dunes West Blvd. If this plan is chosen they would have a difficult time getting out of those developments. Could access road to 41 be built at the edge of the Phillips property as another way out to 41?</p>
05/16/2018	Michelle	Jenkins	<p>Alternative 1 – Best of all bad options.</p> <p>Alternative 2 – Going from 5 lanes, back to 3, then 5 again is going to cause bottlenecks.</p> <p>Alternative 7 – This seems like the worst of all of the alternatives 5 lanes on DW/PW Blvd? How many homes would be displaced? Property values? Not to even mention those houses were JUST BUILT. At this point, how about “no build” to mean no more homes built.</p> <p>Please please do not go w/ Alternative 7. Unless you really want those of us who have been in Mt. P for 10+ years to vacate ASAP. It’s already borderline unliveable, but this would guarantee the end of Mt. Pleasant as we know it.</p>

05/16/2018	Janet	McKendrick	Alternative 1 – Only reasonable plan with lowest overall impact Alternative 2 – Going from 5 – 3 – 5 will just cause bottleneck – more problems Alternative 7 – This plan is INSANE! 1. It would destroy property values 2. Increase noise 3. Make neighborhoods unsafe 4 And destroy the charm and beauty of our neighborhoods. Please consider airport alternative.
05/16/2018	Claude & Celeste	Drury	Alternative 1 – I like this one best – stay out of Park West! Alternative 2 – Won't help enough Alternative 7 – No more traffic thru Park West!
05/16/2018	Delman	MacPherson	Alternative 1 – Looks like the best balanced alternative Alternative 2 – Restriction occurs at 2 points causing backups & congestion as bad as it is now on the length of the area in focus along 41. Alternative 7 – What a disaster flooding Dunes West & Park West with expanding traffic to benefit the smaller population thru the Phillips Community.
05/16/2018	Caroline	Muhn	Alternative 1 – This is the best alternative with minimal impact on human life. Alternative 2 – 2nd best alternative. Alternative 7 – The neighborhoods will be divided with this plan. My house will be destroyed and so will the home value. Literally can't do this! Alt #1 is best for my family. Who is going to buy my property if a 5 lane road is literally in the back yard? No One! Come on you know this guys. My son will never be able to ride his bike alone! Scary! I will talk anytime you want! Literally crying over this!
05/16/2018		Muhn	Alternative 1 – This makes the most since. Expand the highway that has been in place for 81 years. Alternative 2 – Makes since, but will cause bottle necking at the 5 to 3 lane point. You would be better off going 3 the entire way but having one go to 2 lanes each way. Alternative 7 – This is terrible. It is putting a highway in a residential neighborhood. Kids can run into the street and will have to cross a 5 lane highway to get to the neighborhood pool. How would you like a highway in your backyard? I didn't buy a house on a highway for a reason. Can you even put a 5 lane highway there? How would you like a highway put in your backyard? Do NOT go with 7!

05/16/2018		Gale	Alternative 2 – NO Alternative 7 – NEVER
05/16/2018		St. Francis	Alternative 1 – This is the most direct route – Why is this not preferred
05/16/2018		Pierri	Alternative 1 – The best alternative, add an overpass as well Alternative 2 – X Alternative 7 – X ridiculous
05/16/2018	Anna	Allen	Alternative 1 – #1 is the only reasonable “alternative”/solution. It is obvious we need as many lanes possible to remedy the problem. Alternative 2 – There are many more people who would benefit from 5 lanes. 3 lanes through “Phillips Community” is perhaps attractive to the few residents that live there, but that is ALL. Alternative 7 – Re-routing Hwy traffic through 2 residential neighborhoods is dangerous and problematic. This is a ridiculous “alternative”. For your next meeting: 1) Have all options on a poster so people can compare. The touch screens are “fancy” but not helpful when comparing “alternatives”
05/16/2018	Jim	McKendrick	Alternative 1 – It is the only viable option. It has the least impact to the smallest population and the least environmental impact and it moves traffic without bottlenecking or slowing traffic Alternative 2 – Will not solve the traffic issue and will not meet the traffic demands Alternative 7 – The worst alternative. It will impact the most property owners and destroy a beautiful neighborhood and community. It is not a viable options and should be taken out of consideration. I understand the concerns associated with the impact to the Phillips Community but 41 should be five lanes from the bridge @ the Wandor River to Hwy 17 N. and the property owners in Phillips Comm. Should be compensated for their property value and new homes constructed outside the right of way. Eminante domain is law for a reason and Alt. 1 is the only viable options but the property owners in the Phillips Comm. Should be treated fairly.
05/16/2018	Jim	Klein	Closed Wando River Bridge. Can a second lane be painted on Clements Ferry short term travelling from Hwy 41 to 526 to speed flow along 41+Clements Ferry.

05/16/2018	Dianne	Brimmer	<p>Alternative 1 – This road already exists and it is the only way option that makes sense. It will move the most cars with the least impact and cost.</p> <p>Alternative 2 – I also am in favor of this option but I do believe that after Clements Ferry is built out (<10 years), the 3 lanes in the middle not be able to accommodate the added amount of traffic.</p> <p>Alternative 7 – This option is the most ridiculous thing I have ever heard. How can anyone put a 5 lane highway through a residential community where people walk, run, walk dogs, bike, ride golf carts all over PW/DW area. This is insane! Arlington all other Bessinger Rd neighborhoods would be “cut off” from their community and their property values would be useless. You wouldn’t be able to give these houses away! There are trucks using Hwy 41 to go to Clements Ferry Rd – 526. We really want to add this interstate type traffic through planned communities and neighborhoods??</p>
05/16/2018	Manfred & Patricia	Osti	<p>Alternative 1 – Great choice to address the congestion/travel problem. However included widening (4 or 5 lanes) of PW Blvd + Dunes W. Blvd. to provide relief for travelers on 41 to 17 and vice versa.</p> <p>Alternative 2 – Great choice also, but must again include widening to 4 or 5 lanes DW Blvd and PW Blvd to provide relief to 41.</p> <p>Alternative 7 – Absolutely against this scenario. Bessemer Rd should not be a major thoroughfare as it runs through communities. Safety would be a huge issue (cross walks, walk paths, etc) as well as noise issue that would be created.</p>
05/16/2018	Kevin	Pietramala	<p>Alternative 1 – Best option. Goes straight through and impacts the least amount of residents.</p> <p>Alternative 2 – 2nd best option</p> <p>Alternative 7 – The worst alternative. It impacts the most residents and goes through two HOAs (Park West & Dunes West)</p>

05/16/2018	Becky	Page	<p>Alternative 1 – YES. Best alternative, least amount of impact, evacuation route straight – bug trucks turns delay</p> <p>Alternative 2 – NO. Traffic will bottleneck – need straightshot. 41 is state hwy not Bessemer Rd, After new bridge neighborhood being formed. STOP GROWTH!</p> <p>Alternative 7 – NO. Bessemer road is in neighborhood – not state road! More homes + property affected than others. Cut off neighbors from amenities, walking trails, pollution, property value loss, noise, safety issues.</p>
05/16/2018	Kylian	Hudson	<p>Alternative 1 – This appears to impact the least amount of people</p> <p>Alternative 7 – We will get killed just trying to get to the pool. This impacts the most people and seems like it will cost the most.</p> <p>Why, why, why would you even consider option 7. How can you use our tax dollars to decrease our safety, reduce quality of life and decrease our property value. This is not an option at all!</p>
05/16/2018	Rhian	Hudson	<p>Alternative 1 – This makes the most sense.</p> <p>Alternative 7 – This option will have a significant impact on the safety of our children, reduce property values (for those not “acquired”) and decrease the overall quality of life for the residents of Park West/Dunes West. How could this option even be considered? 41 and 17 are the issue turning a residential street into a 5 lane hwy is careless. Please do not move forward with this option.</p> <p>Option 7 is terrible and will impact the largest number of residents. This option is reckless and dangerous.</p>
05/16/2018	Margo	Tabb	<p>Alternative 1 – I like just widening 41 and leaving Park West alone!</p> <p>Alternative 2 – This one is OK too</p> <p>Alternative 7 – Stupid - - - ruin lovely Park West entrance and Park West Rd</p> <p>Heard about Airport Road ext to Grey Marsh to help alive congestion getting onto 41.</p>
05/16/2018		Anonymous	<p>Alternative 1 – Most logical</p> <p>Alternative 7 – Absolutely should not happen</p>
05/16/2018	Donald	Bentz	<p>Alternative 1 – Best option! Fix Hwy 41 but leave neighborhoods alone #1 a winner</p> <p>Alternative 7 – Fix Hwy 41. Quiet neighborhoods will be ruined if Bessemer turns into a 5 lane road.</p>

05/16/2018	Kristina	Mills	<p>Alternative 1 – This makes the most sense</p> <p>Alternative 7 – This option makes no sense. It impacts the most acquisitions. Creates serious safety concerns. Not action plan for how to protect current homes so close to road.</p> <p>Why have the plans for the 17/41 intersection been figured out? That is a large part of the issue. You can make both Bessemer & 41 50 lanes + w/o a correction to that intersection.</p> <p>Why was only the Phillips Community contacted about alternative 7?</p>
05/16/2018	Lou	Broghamer	<p>Alternative 1 – In my humble opinion, Alt 1 appears to me to be the best route – easy flow, straight shot.</p> <p>Alternative 2 – Seems taking Alt 2 off the main highway (41) would slow the flow of traffic</p> <p>Alternative 7 – Same answer as Alt 2</p>
05/16/2018	Bob	Carpenter	<p>Alternative 1 – Best alternative except (?) on back of the paper</p> <p>Alternative 2 – Bad – too much impact on Park West</p> <p>Alternative 7 – Bad – too much impact on Park West</p> <p>Alternative A</p> <p>Join Mount Pleasant Airport Rd to Grey Marsh to reduce traffic on US 41</p> <p>Alternative B</p> <p>Use highway money to relocate those affected on US 41 and widen 41 to meet 3045 needs</p> <p>OR BOTH!!</p>
05/16/2018	Dianne	Bach	<p>Alternative 7 – NO NO NO! Bad for our safety and property values</p>
05/16/2018	Sarah	Hudson	<p>Alternative 1 – Best Option</p> <p>Alternative 7 – The amount of people who will be impacted by a bypass of 41 will not solve the main issue being 41 and 41-17 intersection. Widening Bessemer and Dunes West Blvd will make more people sit in front of a red light and disturb a whole community.</p>
05/16/2018		Anonymous	<p>Alternative 2 – We feel as though this is the best plan.</p> <p>Alternative 7 – It is a complete safety hazard to build a 5 lane highway directly next to a predominantly family filled neighborhood (Arlington). Also 281 partial property acquisitions is barbaric, showing little regard for the people affected by this plan.</p> <p>The least sensible alternative is alternative 7. Keeping Bessemer Road undeveloped is the best option. Option 2 is the best.</p>

05/16/2018	Rose	Ong	<p>Alternative 1 – Simple & straight routes. Best alternative. Least home destroyed. Overpass with bike lane from Bessemer to Rt. 17 would be advantageous in the using auto to run errands on stores along Rt. 17</p> <p>Alternative 2 –</p> <p>Alternative 7 – Bad alternative!! Pollution, congestion, endangered children + population, noise, homes destroyed, decreased value of homes. Love of people or love of money? We didn't leave the city to live in a NYC or LA.</p>
05/16/2018	Joan	Rubenstein	<p>Alternative 1 – I support this plan. Makes the most sense. A direct route from Wando to 17 will not go thru developments. Will not negatively affect housing values. Minimum impact on Laurel Hill Park.</p> <p>Alternative 2 – Not acceptable – Sweetgrass stands can be replaced like 17 N.</p> <p>Alternative 7 – Not acceptable – Too much impact on floodplain + streams + freshwater. Too much land from Laurel Hill Park</p> <p>Sweetgrass basket stands can always be rebuilt (Hwy 17) Min. Freshwater acres</p>

05/16/2018	Heather	Coll	<p>I wrote this to share my feedback regarding the idea of an alternative Hwy 41 running through Bessemer + DW Boulevard. All I ask is that those actually in charge of this decision making read it and then email me your confirmation + written response at [REDACTED]. Thank you for hearing from us and listening to our thoughts. Sincerely, Heather Coll. Feel free to share with all.</p> <p>We Are the Arlington: Feedback about the prospect of a multi-lane Highway 41 on Bessemer Part I</p> <p>We are The Arlington. A small, humble community. We have annual Halloween parades, Father's Day fishing tournaments, and Christmas time get-togethers. We bike to Joey Bag A Donuts with our families on the weekends and we meet up with Park West friends at the pool on Friday nights, ordering Pizza from our neighborhood's Dominos. We love to go to our favorite family-owned Japanese restaurant Umi for dinner on Sunday nights as a family. Our kids ride their bikes to school or to friend's houses when the weather permits. Or they share time at the bus stop together each morning and afternoon, as their parents are busy heading to work.</p> <p>We are The Arlington. Our sons play basketball almost every afternoon outside as a group since many families here cannot afford the expensive travel sports clubs that so many others kids in Mount Pleasant are away for regularly. Our boys ride their bikes with a fishing pole attached to the back and spend countless hours by our peaceful ponds. Our daughters meet up with friends outside, enjoy walks to our Park West tennis and volleyball courts, read a book on our neighborhood's bench next to the pond. The Arlington bench offers a serene space, overlook a calming fountain and is named in memory of a prior Arlington resident and leader who has passed away but is not forgotten.</p> <p>We are the Arlington. We are families with kids and dogs who've been here for ten years+ and who are grateful to raise our children here. We are low-key, hard-working residents who are happy t</p>
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05/16/2018	Shari	Sebuck	<p>With the current situation of the Wando bridge being closed, I hope now, more than ever, you understand the importance of expediting the widening process on Hwy 41. Also, with Hwy 41 a main evacuation route, this highway should remain 5 lanes the entire length of the Highway. To have it go from 5 lanes to 3 lanes and back to 5 lanes, is just illogical - how does this not create a slow down and traffic jam? The alternate route through the neighborhoods of Park West will take longer, with more turns, and more lights, which is not what you want in an emergency - I don't live there but I'm sure they are going to feel the same way. Even before this bridge situation, it is taking me 40 minutes (without accidents) to drive 3.5 miles to Laing Middle School in the morning. I cannot understand the stale and stagnant pace of your plan - or your lack of planning - until it became such a crisis. And, if you DIDN'T see this coming, that worries me even more. Why not? Who was 'asleep' at the wheel? We all know that you COULD expedite this tragedy if you REALLY wanted too. I've seen government work both ways. The lack of planning and the snails pace of implementing ANY plan is unconscionable and derelict , at best. I am losing all faith in the government of SC ... as well as Mt. Pleasant. Construction beginning in 2022 and ending in 2025???? God HELP us if there is a Hurricane, terrorist attack, or any other threat to the area, because it is evident that the State DOT and the State government of SC WON'T or should I say 'doesn't plan to until 2025'?</p>
05/16/2018	Carl	Sauer	<p>41 needs to be a minimum of 5 lanes from 17 until the bridge over the Wando. 2 lanes in each direction and one turn lane is the minimum that appears to be acceptable. Since the I526 bridge closed traffic on Rt41 and Dunes West/Park West Blvd have been a nightmare, making Dunes West/Park West Blvd will only encourage their use as a short cut to Costco from 41 when Costco opens this summer.</p>
05/22/2018	Christie	Campbell	<p>This seems like the most logical plan. It also seems to be the option with the least amount of disruption and displacement of families from their homes.</p>

05/22/2018	Christie	Campbell	It has been said that Phillip’s community is on the National Historic Registry, however, when I pulled up the map to view National Historic sites there were absolutely NONE on their website located on highway 41. Why are we protecting something under false pretenses? Is it to keep a few happy while disregarding how it affects so many? This is not how our government should be operating. When you look at this on paper, you can not possibly think option 7 is the most economically feasible. It requires the acquisition of the most property from individuals, not to mention it will impact the most in terms of the natural resources, like our streams and estuaries.
05/23/2018	David	Ryan	This alternative is the most straight forward and most effective to move traffic flow. It is probably also the cheapest to accomplish the desired result of good traffic flow. I appreciate the impact on the Simmons community and sympathize with the issue. Progress and growth apparently is not always fair. I would expect that the state provide acceptable compensation to any loss of property.
05/23/2018	David	Ryan	This alternative does not seem acceptable. The bottleneck that will occur when the lane numbers reduce will be extremely frustrating and not really solve the problem.
05/23/2018	David	Ryan	This alternative is the second best choice of the ones presented but not a very good choice. I recommend against. It does move traffic but I imagine at a much more expensive price tag. It also will dislocate and hurt property values of probably more people and higher value homes than with Alternative 1 and the Simmons community. Either solution will create some hardships so I would still prefer Alt 1. Again, I sympathize with the Simmons community and would hope that fair compensation can be provided if Alt 1 is adopted. If this alternative (7) is actually being considered, steps should be made to stop some of the current building along Bessemer, or at least slow it until a decision is made. It appears to me that houses are currently being built close to that road and would later have to be removed.

05/16/2018	Charles	Ward	I don't see how alternative 7 could possible work for the Bessemer Road becoming 5 lanes. First it would destroy any greenway buffer that would cut down the noise created by 5 lanes of traffic with the Arlington Subdivision. The sidewalk and road would be up against the Arlington (Park West Sub) right in people backyards. That if they even replace the sidewalks. Then there is the problem of water runoff and drainage created by the 5 lanes. I know there is no option that would not effect someone or area, but this option would effect the most in the worse way. Glad my home does not backup to this road.
05/16/2018	Beth	Mark	<p>I was told to e-mail my opinion regarding the expansion of Hwy 42 and other roads to this e-mail address.</p> <p>1.) Since 41 is our evacuating Road it definitely should be widened to 4 lanes from 17 to Clements Ferry Road. Also, it should continue to 526. All the houses ? being built along 17; Dunes West, Park West as well as new business; Costco, Home Depo and many others projected will bring more traffic to 17.</p> <p>2.)I live in the back of Park West and worry about how emergency vehicles will be able to reach us in our neighborhood once all the incoming traffic from all the new builds are completed. The road from Andover through the side of airport is a great suggestion but not sure if it is possible.</p> <p>3.). I am not in favor of making Bessemer Road a cut through for traffic by making it 4 lanes. It is bad enough everyone besides Park West and Dunes West using Dunes West Blvd as a cut through to 41.</p> <p>Let's make our roads safer! Use the increase in tax \$\$ from gas increases for what it was supposed to be used for and get these problems solved! Hopefully it will not be another 8 years of road work to get this done.</p>

05/16/2018	Justin	Epperson	So the proposal looks to avoid the problem. This is not a solution that will help with traffic if it just redirects traffic through slow neighborhoods where children are. The problem lies between the river town entrance and the gas station on 41. Every single day traffic is backed up there and there only. Many people are just cutting through to get to Clements ferry to 526. We need to fix this problem by widening 41 or we will be right back in this spot again. Neighborhoods will slow the traffic. You literally are proposing a detour!
05/16/2018	Natalie	Allgyer	Please DO NOT use option 7. It would ruin the communities on those streets. Kids would no longer be able to safely play outside. Dunes west Blvd never gets backed up. There is no need for this. I beg you to please NOT go forward with option 7.
05/16/2018	Allen & Shannon	Gonzaga	Good evening, We live on the corner of Bessemer and Dumont Road. We have 3 kids and we truly enjoy our current sidewalk behind our house. We frequently ride our bikes, go for walks and run on this path. Option 7 has Bessemer road turning into a 5 lane highway. We strongly oppose this option due to the fact that our quality of living will be greatly affected. Pls. take into considerations our opinion about this plan along with the numerous neighbors who also oppose this widening of Bessemer Road. Thank you for your time.
05/16/2018	Sara	Slocum	We moved to Cypress Pointe, Dunes West for the pleasure and safety of our young children (5,2, and one due in November 2018). Option 7 puts our children at undue risk and harm. I will never be allowed to let my child experience riding their bikes on their own as they would basically be living by a highway out their backyard. It will create a horrible bottleneck as drivers enter 41. There are much better alternatives, and option 7 is not the one we need for the peace and safety of our future.

05/16/2018	Kelly	Neely	NO TO OPTION 7!!! Please take option 7 OFF the table!!! To many children, school aged kids, and other pedestrians walk, run and bike this route daily. OPTION 7 WOULD BE A CHILD AND PEDESTERIAN KILLER!!! It has gotten more and more dangerous with all of the new development and I witness near accidents and people almost getting crushed while using the pedestrian lanes every day as it is. Please keep our kids and neighborhood safe!!!
05/16/2018	Jason	Allgyer	Option 7 separates dozens of children from their friends, their pool, and their playgrounds. Option 7 will kill children if it proceeds. It will also destroy property values and our sense of community.
05/16/2018	Charlie	Neely	I vote NO to option 7.
05/16/2018	Chad	Jenkins	Hwy 41 Alternate #7 would not be a solid alternative as dunes west parkway is littered with children and dunes and park west children. I have lived in park west and I can only see this being a major concern for children and their parents.
05/16/2018	Craig	Ripley	Option 7 will risk the lives of hundreds of neighborhood children and families. A major highway will separate our children from their playground and our families from their neighborhood amenities. It will incentivize people to cut through Dunes West through Park West to get down to 17 and will put substantial volume down near the entrances of our schools. It will destroy the neighborhood feel of the community and encourage speeding, creating dangerous scenarios for our neighborhood streets. Expand 41 to 6 lanes and keep the highway designed as a highway and as the evacuation route it is intended to be. Do not make our neighborhood streets into a major highway!!

05/16/2018	Kira	Talerico	Alternative #7 will ruin our perfect neighborhood. I SPECIFICALLY moved to this house because our last house was just off of a main road and our dog (really our first baby) was hit and killed. Because of that we SPECIFICALLY chose a neighborhood that was off the beaten path as far as our house was concerned. There are MANY young children in our community and we are out daily. If one of those kids were to get hit, it would be on your head. Newer construction is already right on top of those busy roads but the people that are choosing to move their also choose that risk. I did not. Please get rid of Alternative #7 for the sake of at least 20 kids in our tiny neighborhood, and the 100's of kids in neighborhoods around us.
05/16/2018	Elizabeth	Lamb	Can you please provide the criteria and it's weight for the decisions that will be made? I reviewed the take away from today's meeting and would like to know what percentage each of the listed factors (on back page) will be weighed in making any decision. Thank you, Elizabeth
05/16/2018	Russel	Horres	Dear Sirs: I have carefully examined the proposed Alternative 7, and find it totally flawed in its assumptions regarding traffic flow. The alternative defies common sense and I find it completely unacceptable. The option that best relieves congestion is Alternative 1. The concerns raised by the Phillips community need to be addressed in other ways including noise reduction landscaping, assistance in moving houses back, fair market buyouts for those who would rather move, compensation for lost land and an overpass with pedestrian walk ways between Bennet Charles and Sunchaser, interconnecting Sunchaser with Penders, and Bennet Charles with Elijah Smalls. We need to find a way for school buses to serve the community without stopping on 41.
05/16/2018	Delia	Parra	We just bought a house in palmetto hall in dunes west and option 7 of this plan would devastate our neighborhood and raising our children. We bought the house because of how the neighborhood is now and making 5 lanes on dunes west blvd is completely absurd. Please take option 7 off the table please!!

05/16/2018	Kiersten	Ripley	I find option 7 to be a dangerous and devastating option for the Dunes West/ Park West communities. I can't even imagine trying to walk across 5 LANES of traffic safety to bring my children to the neighborhood playground and amenity center. Yes we use the cross walk and no, not everyone always stops even with just 2 lanes to worry about! This shift of traffic off of a designated highway and onto neighborhood streets will discourage families from living here and moving to these great neighborhoods off Dunes West Blvd. Also, by failing to make highway 41 at least 5 lanes all the way though, our evacuation route will be sorely inadequate to handle daily traffic, let alone an actual emergency! This option appears to incentive through traffic to cut through our streets in order to by pass the bottle neck situation on 41 the will inevitably ensue with dropping 41 from 5 to 3 lanes at one section. Please take this option out of consideration, Dunes West Blvd and Bes semer were not planned properly for this widening, placing families homes and the sidewalks that our children use dangerously close to all the traffic this option will bring. We chose our neighborhood because there were so many families with young children. These children cross these streets to go to the playground, these children are learning to ride their bikes on these sidewalks right off these roads! 41 needs to be widened all the way through if we are to look at the future needs of our whole community.
05/16/2018	Heather	McCain	Please donâ€™t add multiple lanes to Dunes West/Park West Community. This will not solve the traffic issue. Highway 41 is the problem... it needs to be widened.
05/16/2018	Adrian	Parra	Option seven would be a detriment to the Dunes West / Park West communities. It would affect more homes then option one. Option one is the one I vote for, and would affect the least amount of homes in the community.

05/16/2018	Loretta	Weiss	I am totally against option 7. This is an established community with many children who use those walkways for biking and walking. Just because Phillips community has expressed a concern about widening 41 , which has plenty of room to widen, doesn't mean we should suffer from that. Spend the money to over the marshes, make it a straight shot down 41. Having people turn here and turn there is not going to help the problem. And while we are st it, make 41 a 6 lane highway to keep up with the growth. If not, this will only have to be addressed again at a later date.
05/16/2018	Danielle	Fabrega	Please do not consider option 7 - horrible for our communities and children!
05/16/2018	Ann	Gillespie	I support none of the options but suggest 5 lanes on 41, 5 lanes on Dunes West Boulevard, and three or four lanes on Bessemer. There are no houses on Dunes West Boulevard, it already is a major thoroughfare. The number of lanes coming from Clements Ferry Road and Park West Boulevard should match up. Many of the holdups in traffic already in Park West occur where two lanes merge to one. The right solution may not be a popular one but expecting the Phillips community, which is right on the road, to bear all the pain, is not the best solution. The solution should also be for years down the road not to just make the current situation tenable.
05/16/2018	Jennifer	Sowers	option #7 is not a viable option at all. No one who purchased in Dunes West did so thinking there would ever be a multiple lane road going through the center of the neighborhood. When we purchased here 20 years ago we did so because it was off the beaten path. This option will completely ruin the neighborhood feel of our community. There are MANY young children in our community and we are out daily. Please get rid of Alternative #7 for the sake of at least 20 kids in our tiny neighborhood, and the 100's of kids in neighborhoods around us.
05/16/2018	Beverly	Reynolds	Javing 5 lanes on Dunes West Blvd. Would only be a danger ro all thoe that live off the blvd. There are children that ride bikes to the pool. People that bime and walk on the blvd. Where is the room for all of ths ? It will take away the beauty and have way to many cars in an area that cannot accomodate. We do not need or want 5 lanes.

05/16/2018	Taleigh	Enlow	Please do not consider option #7! My family moved to the Cypress Pointe neighborhood as it was a quiet and safe neighborhood away from major traffic. We have two young children of our own and many yoind children in our neighborhood and the surrounding that needs to be thought of. Many of these children love to ride their bikes and skate boards on the sidewalks of DW Blvd, as well as many pedestrians walking and running. Our family must cross DW Blvd to access our neighborhood park and ameneties. I believe this route would potentially cause some tragic pedestrian accidents , not to mention it is going to create a major bottle neck on 41.
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05/16/2018	Theresa	Robak	<p>Tonight was an eye opener. I was at the public information meeting for the project study area for Hwy 41. Reviewing the flyer that was given out, I noticed some things.</p> <p>1- It looks like there is a definite urging to blindside and push residents towards something that will affect more homes/families than you are letting on. It lists all of these property impacts, etc, of multiple areas. Not one scenario mentions the impact of the Park West and Dunes West neighborhoods, which would be impacted with the alternative 7 option. Alternative 7 would be detrimental to those neighborhoods. Wasn't Arlington neighborhood originally annexed from the Phillips community years ago to become part of Park West? Now the other parts of the Phillips community are untouchable? Why on your maps are you including Arlington and other PW/DW neighborhoods as part of the Phillips community again? We pay Homeowner dues to PW. We live in PW. So now there's an option of separating us from our own community by a 5 lane highway?</p> <p>2- Alternative 1 shows 5 lanes from Hwy 17 straight up Hwy 41 and the section between Hwy 17 and Bessemer as slow moving. But the same stretch of road at the same 5 lanes on alternative 2 and 7 show it as green. Deceiving. Obviously, someone doesn't want to disturb that Phillips community, yet doesn't care about all of the other communities involved.</p> <p>3- Alternative 7 shows green all the way thru. Deceiving. There is no way that could happen with all of the lights that would have to be installed on that road to let homeowners and the fire department get where they need to be. That would for sure turn orange if we are being honest. Who wants to go a route that could have 5-10 lights in such a small span?</p> <p>4- The property value of all homes located along the alternative 7 option will drop drastically. You would be surrounding our homes with a highway on 2 sides.</p> <p>5- There are so many children living in these neighborhoods. How do you propose to keep them safe with highways</p>
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05/16/2018			<p>How many commuters...civilian & military.. were in gridlock for an hour each way via hwy 61, hwy 7, etc. with frequent accidents on Northbridge... only to be followed with gridlock on Westmoreland Bridge (526) after uncontrolled development?</p> <p>That's working life..... 11 hour days. Years ago 526 West Ashley was to be widened; they have forgotten about it now. Gridlock continues on hwy 61. We are bombarded on the news about complaints all over the area. Who cared about our wasted hours, our expensive new cars "blowing engines" in gridlock, folks being decapitated on hwy 61's oak trees? ...NO ONE...</p>
05/16/2018	Tom	Wittel	<p>safer for bikers to have seperate paths, off the highway. Current, corridor already splits some communities, so why split more communitites by put corridor through Park West. Informative presenations at Park West on 5/17/18.</p>
05/16/2018	Donna	Johnson	<p>No 5 lane throygh Dunes West! Children cross these streets all day long heading to pool and playground. Elderly people out walking are crossing these streets. This is a neighnorhood.....</p> <p>No place for a 5 lane highway! The safety issues woukd ne a nightmare. This IS NOT the solution. Please take this off the table. Thank you.</p>
05/16/2018	Tom	Wittel	<p>I favor expanding the existing corridor to 5 lanes since this appears to be the most cost effective solution in terms of residential disruption, utility relocation, and existing work already completed.</p> <ol style="list-style-type: none"> 1. How will Highway 41 connect to US17; i.e. left/right turn lanes, overpass, bypass, etc.? 2. What is traffic congestion effect from 5 lanes merging onto the new Wando bridge and onto Clements Ferry?
05/16/2018	Alan	Silber	<p>I think that 41 needs to be 5 or 7 lanes all the way from 17 to the Bridge. It is also very important to make sure that 17 has an exit and flyover to get on 41. It is very dangerous when light constantly backs up on 17. I am totally against going thru Bessemer and Pw Blvd. this is absurd. Please think things thru, spend the money to do it right and alleviate traffic issues for future</p>
05/16/2018	Jackie	Grey	<p>It appears that the fewest homes and the best way to proceed is to widen 41 all the way up.</p>

05/16/2018	Scott	Eblen	Hi- I am writing to STRONGLY OPPOSE OPTION 7 for fixing Highway 41 in Mount Pleasant. I live in the Cypress Pointe neighborhood in Dunes West, one of the MANY neighborhoods along the Dunes West Blvd/ Bessemer Rd that collectively contain THOUSANDS of residents. Traffic on these roads currently runs smoothly. Much of the traffic that travels on 41 comes from and is headed toward Clemens Ferry Rd and 526. Diverting all of that traffic into Dunes West and Park West would create a large amount of noise, traffic volume and unsafe conditions for the THOUSANDS of residents who live in these neighborhoods, drive on these streets and walk their families with small children on the walking paths. Turning Dunes West Blvd and Bessemer into a highway would create unsafe conditions, increase the number of wrecks, put walkers (especially small children) at risk and generate the need for stop lights (which would slow traffic flow). Property values would decrease and with it the amount that the county collects in property taxes. Hwy 41 is a major artery through this area and given the 525 bridge closure this week we have seen the vital role that this road plays in the community. The best solution for moving traffic through this area is to widen 41 to 5 lanes and provide the most direct route to go between Hwy 17 and Clements Ferry.
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05/01/2018	George & Elizabeth	Vary	We wanted to voice our opposition to the planned widening of HWY 41 to allow quicker egress for residents of Park West and Dunes West. This plan would be greatly detrimental to residents of Rivertowne, Horlbeck Creek and the Colonnade. The Council should never act in favor of one neighborhood over another, especially when the direct exit to Highway 17 is currently available.
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05/16/2018	Jonathan	Fulton	<p>Although I understand the initiative to preserve the Phillips Community as much as possible, I just don't understand how avoiding the expansion of what is an actual highway and making what is a neighborhood the pass through. I just purchased a home in Covington off of Bessemer and got hit with the fact that the town slipped a daycare under the radar to be built behind me and now I am getting a double whammy with the possibility that this could happen. You really don't think that will completely destroy the value of my home? This was meant to be a planned community. If this moves forward, you may as well buy my house and run it straight through there because my house was not cheap and would be worth probably a quarter of what it is now. This completely takes away from the fact that this is again, a planned community in which you are able to enjoy a walk down the road without 5 lanes of traffic blazing by you.</p> <p>All the venting aside, I have a really hard time agreeing with your models. I am a professional engineer and specialize in discrete event simulation. I understand how traffic flow works. I understand how system analysis based on random arrivals and peak hours works. Considering the fact that the traffic in that area is only bad 2 times in the day, I don't see how that warrants a 5 lane highway jutting through my back yard. In fact, I would be happy to help you all build discrete event models and really show you what alternative helps from a throughput standpoint.</p>
05/16/2018	Peter	Cuneo	<p>Based on the options presented, Alternative 1 is the only viable option. Hwy 41 needs to be 5 lanes and Dunes West and Bessemer need to be expanded as well. As we all can see from the Bridge issue, 3 lanes cannot be an options. While it is unfortunate 3 land owners will be permanently displaced, my hope is the state will purchase their property and a reasonable rate and offer relocation either within the community or nearby. Of the options presented, Alt 1 is a must, and then future studies need to further look at changes to Dunes West Blvd and Bessemer. As a resident of Dunes West and previously Planters Pointe, these changes are long overdue and are only getting worse.</p>

05/16/2018	Anthony	Pietramala	Option 1 is the best option. It will cost the least, is a shorter distance and impacts the least amount of residents, not only residents directly impacted because their property is on the roads being discussed, by there are hundreds of more homes along Dunes West Blvd and Bessemer Road that would be impacted by a 5 lane highway going through those neighborhoods as compared to the much fewer homes impacted by widening 41 to 5 lanes. Also, I believe eventually the Phillips Community would sell to a developer like similar Mount Pleasant communityâ€™s have in the past.
05/16/2018	Maria	Pietramala	Option 1 is clearly the best option. Just look at the Daya the town supplied and you can see it has the least amount of impact to the residents. There are also more residents that would hear the noise from a 5 lane highway going through Park West and Dunes West as compared to the Phillips Community.
05/16/2018	Patrick	McLoughlin	I have examined the alternatives for the Hwy 41 expansion and I believe alternative #1 is the best fit for our ever growing community.
05/16/2018	Jeffrey	Bobby	I believe that Alternate 10 is really the right answer, but I guess we will have to settle for Alternate 1. The corridor is a Hurricane Evacuation route so bottle necks can't be built (7). The infusion of all the traffic from future construction on Clements Ferry will be massive and needs to be addressed. The interchange from 17 North onto 41 North needs to be a 2 lane flyover to increase flow. The intersection at 41 and Clements Ferry also needs a flyover from 41 North to Clements Ferry. 41 South would flow under the flyover with a merge with Clements Ferry to continue on 41 South. Clements Ferry to 41 North should be the only stop sign or light to keep the flow of traffic working properly. I live in Dunes West and live this traffic everyday. I understand that you are consultants and are studying this, but the simple fact is that you don't live here and actually understand the issues. The plan I laid out is not optional, it is a necessity. This can't be phased in. It must be done right the first time and work for the future 20-30 years out. It is about time SC and the Lowcountry became Proactive, instead of being Reactive! Thank you for your consideration of our Future!

05/16/2018	Bob	Brimmer	<p>I attended the PW meeting on May 16th and spoke to many of my constituents and neighbors about their concerns about Alternative 7. As a town councilman and resident who lives along Bessemer Road, I understand the general and specific concerns as well as the review process. I think it is safe to say that the overwhelming majority of comments from last night's meeting were to abandon Alternative 7 and pursue some version of Alternative 1. I agree with this sentiment strongly. In addition, as long as Alternative 7 remains under study, I believe that resident opposition will grow and will hinder the overall process. I recommend that Alternative 7 be removed from consideration as soon as possible so that viable options along the main corridor can be the ongoing focus. Only after a preferred widening option along the corridor is evident will I support any road improvements along Bessemer Rd., PWB or DWB. If necessary, I will also work generate more support from residents and fellow Council members for removing Alternative 7 from consideration</p> <p>In addition to the above comments, I would ask that the following aspects be included in the project scope:</p> <ol style="list-style-type: none">1. Extension of the new SB lane on HWY 41 from Joe Rouse Rd to US 17 within the next 18 months. The current roadway cannot wait until 2022 for work to begin - immediate relief is needed.2. Reconsider the 6L/4L alternative in place of Alternative 7. We have to looking at a long-term solution.3. We need to consider that any Hwy 17/41 intersection treatment have a connection to Billy Swails Blvd. This addition would have a tremendous impact on the traffic network for the entire north end of the Town.
05/16/2018	Rebecca Wynn	Amerson	<p>There will be more development west of the Wando Bridge heading to Mt Pleasant down 41. A new roadway needs to be developed with four lanes and a turn lane. Be smart and limit turn lanes. Be thoughtful in planting to place needed trees and shrubs along the corridor to block lights and sound.</p>
05/16/2018	Randall	Geuss	<p>Will minutes from last night be posted ?</p>

05/16/2018	Mabel	Arbour	Recently new resident but the short time I've been here the tragic is terrible. Best fit for everyone is option 1, but it's only to get worse if it doesn't happen soon no way this town can wait 4 yrs!!! Need it ASAP
05/16/2018	Susan	Hoffman	Option 7 is ridiculous. There are so many neighborhoods affected by this, and I'm sure you will be hearing from a lot of them. Widening 41 is the only option to set things straight, and it needs to be done as soon as possible. Thanks.
05/16/2018	Dianne	Bruggeman	<p>The options for the expansion of 41 are getting more ridiculous by the update.</p> <p>Option #7 is just plain ludicrous to consider. Option #1 looks like the best solution of all the miserable options but the timeline is astounding. Many of us will be in the “home” before this highway is widened and open.</p>
05/16/2018	Robert	Grimm	<p>My name is Robert Grimm. I live at [REDACTED] [REDACTED] I am deeply concerned about the potential of a 5 lane highway running through/near my home. If this week's bridge issue has taught us anything, it is impossible to run the number of vehicles designated by this potential road project through Parkwest. I believe such a decision borders on the ridiculous.</p> <p>Please reconsider this as an option. While the impact on one neighborhood should not outweigh other neighborhoods, the sheer number of people impacted by this decision far outweighs the number of people if the road continues as previously designed.</p>
05/16/2018	Kendra	Murphy	Hi, I appreciate y'all taking public comment. I think option 7 is not a good idea for a variety of reasons.

05/16/2018	Kathy	Aven	<p>Highway 41 expansion Option 7 I am not a rich person. I am a retired registered nurse who with my husband took a huge financial risk and moved to a townhome on [REDACTED] [REDACTED] .</p> <p>We moved here because we could walk or ride our bikes to the community pool, grocery store, doctorâ€™s office, and several other stores. This is important to people like my husband and I. Now I am told that as part of Highway 41 expansion, Option 7 would be diverted to run a 5 lane highway through Park West,(instead of going straight down Highway 41) dividing the community in half. The impact on the lives of families that have invested their life savings to live in this community for the reasons I have stated above is tremendous and heart breaking.</p> <p>If this highway is built, people who thought they were buying into a residential area, will be cut off from the community that they love. A high speed highway will be in front of their homes, something that seemed unfathomable a few months ago. I am asking that Option 7 or any option that divides my community be reconsidered for the hardships it will cause. Please let me know your thoughts on this situation.</p>
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05/16/2018	Larry	Bach	<p>My wife and I, along with almost all of our neighbors, attended the presentation regarding the multiple alternatives for the SC Highway 41 corridor improvements. Living near Hwy 41 and using it on an almost daily basis we certainly recognize the need for improvements. Of the three alternatives left on the table for consideration we have a particular interest in Alternative 7 as we live in the Park Place community directly adjacent to Bessemer Road. We have seen the traffic increase year over year on Bessemer and at this time there are three new housing developments that have broken ground with two under the construction phase. There is also a new construction entrance that has just been cut through another piece of land on the road. While the meeting staff was able to provide some general information, such as all of the alternatives met the need to handle the projected traffic capacity until 2045, regarding the three alternatives there seemed to be a lack of specific information that could be used to measure one against the other. The screening matrix does offer some metrics for comparison but there is nothing regarding how each one is weighted. There are no cost estimates or specifics regarding the traffic studies and there is nothing regarding the comparative populations impacted by each alternative. That being said there are several metrics that are most important to the people who will be most impacted by Alternative 7. These include the direct impact of having a major highway with thousands of cars traveling on it on a daily basis virtually in some peoples yards. These impacts include noise, safety, property values, health issues related to exhaust fumes, and last, but not least, quality of life. As our community will be directly impacted by Alternative 7 we must use what we have to assess how it will effect us directly. From what we have heard and seen we have strong reservations that this is a viable alternative. From our perspective the only rational alternati</p>
05/16/2018	Ron	Fowler	<p>Please take option 7 off the table for widening 41. The only option that. Makes sense is option 1.</p>

05/16/2018	Beth	Mark	<p>My vote to make Highway 41 5 lanes asap from 17 to Clements Ferry Road. I am assuming Clements Ferry will be 5 lanes to Highway 526.</p> <p>That said, I do not see a need for Bessemer Rd to be more than 2 lanes. Letâ€™s get our evacuation route done 1st. It should have been done years ago!</p>
05/16/2018	Roy	Powers	<p>Good evening. My name is Roy Powers and my wife and I live in Park West at [REDACTED]. Based on the alternatives listed from the online presentation we feel that Alternative 7 is the best option listed. The only questions I have is are there any alternatives where Park West Blvd is expanded all the way to the main entrance of Park West? I think this would significantly help with the traffic flow.</p>

05/23/2018	John & Robin	Crawford	<p>Many thanks for allowing public participation in this vital decision. My comments are wide ranging but hopefully concise.</p> <p>*Please try to accelerate the decision making process; the current crisis involving the Wando bridge and related traffic outcomes throughout the entire region serves to highlight the imperative to address Hwy 41 ASAP. If the road had been constructed already, the daily nightmare lasting till June 11 would have been far less severe.</p> <p>*Consider the long view as well as the original design of neighborhoods. Neither Dunes West nor Park West were originally conceived to have major thoroughfares penetrating the community at high speeds. For safety reasons alone, this is a really bad idea. Looping the highway through the current boulevards would impair the cross-traffic that is now reasonably fluent. It would separate communities and neighborhoods that were designed to be contiguous. Therefore, design #1 is the most sensible, will seem the most obvious by 2045 when it will need revision, and is more coherent in both design and purpose than the other options.</p> <p>*Lastly try to foresee the logical impact of such a road traveling at high speed through communities that need to access the Harris Teeter and /or Publix etc. Going from Wando Bridge to Hwy 17 on a direct path at 55 mph will be desirable at one level, but we need to imagine consequences going out several decades. Try to control further growth along the road and provide access to what is there already. And perhaps most importantly remember why we are here! Most of came from outside the region, admired its landscape, its riverscape, its alligators and its moss, etc. Tearing up the roadside will be needed, but where possible try to keep up appearances and respect the legacy for future generations.</p>
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05/16/2018	Ken	Carter	<p>Option 1 is the only option that makes sense of the 3 options being considered for the Hwy 41 widening project. Attempting to have a highway go from 5 lanes to 3 then back to 5 will only create bottlenecks. Widening Dunes West and Park West is also needed, but, not in lieu of widening hwy 41 all the way from Clements ferry to hwy 17.</p> <p>Remove the silly political games and make a common sense decision!</p>
05/16/2018	Timothy	Perkins	<p>Hello, Could you let me know if a traffic simulation was used to prepare the level of service estimates?</p> <p>I was surprised to not see an alternative like alternative one, but with three lanes on Dunes West Boulevard and/or three lanes on Bessemer. If the third lane was a switchable traffic lane, especially on Bessemer, it would seem to alleviate some of the impacts within the Phillips Community, perhaps allowing a decrease to four lanes.</p> <p>Bohuslav Humplik – Web Comment</p> <p>I live in Horlbeck Creek, off 41. After looking over thr prosals, i notied that every time I be had a 5 lane highway up tot he creek. As it is, we have trouble merging onto 41 out of our neighborhood, will there be a light? How will he additional road noice be handled?</p> <p>My home was here long before Dunes West and Park West was bulld up and caused all this traffic, and now youre going to destroy our community because of it?</p>
05/16/2018	Katie	Throckmorton	<p>I am alarmed that there is an idea being considered to make Dunes West Blvd from the current 2 lane road into 4 lames. We live in a neighborhood where the only people who really need to use our roads are residence of Dunes West and Park West. This is not a place for a thoroughfare for high traffic when Highway 41 and Highway 17 are easily accessible and designed for high traffic. We have many families with children and animals who regularly ride bikes and walk the streets of our neighborhood. PLEASE DO NOT disrupt the peace and safety of our community. This consideration was not well thought out.</p>

05/16/2018	Elizabeth	Lamb	All, The screening matrix (and posted under resources) that was handed out at the May 16 meeting has different numbers then what is presented in the online meeting. (See attaches screenshots). Which numbers are correct?
05/18/2018	Stuart	DeVault	Thank you for providing this information and possible options to review. Our family lives in Park West (Pembroke) and we have reviewed the 3 different plans and Alternative 1 is the only logical option in our opinion. The shortest distance from point A to point B is a straight line and we currently have that with Hwy 41, it just needs to be widened.
05/17/2018		Fess100	Have the speed limit remain the same 45 mph and have signs lighing up when a vehicle exceeds the speed limit.

05/16/2018	Julie	Wood	<p>I am e-mailing this attached pdf on behalf of my husband who could not attend the meeting on 5/16. We both feel strongly in favor of option 1 (Alternative 1) for these reasons:</p> <ul style="list-style-type: none">-This is the most direct route, would be safest option for evacuations should they occur, for the safety of residents living in a residential neighborhood that rely heavily on sidewalks for transportation and for the children at play.-Option 7 would negatively impact the value & safety of thousands of residents living on this thoroughfare that would essentially be a highway thru the neighborhood.- It is absurd to create a bottleneck on the small stretch of the Phillips Community in any alternative, this makes no sense and would save no time and would financially be much more of a tax burden to create as well as negatively impact the value of homes of thousands of residents-We believe that there is a better way to honor and collaborate with the Phillips community than re-outing all traffic, why not create a better marker for the spot or facilitate a building to honor the history which would provide a community building for those in the community that they have wanted. This would be a win, win for all. They have the land along the HIGHWAY needed for expansion where as in the RESIDENTIAL NEIGHBORHOOD we would lose neighbors, our sidewalks, current drainage, and the safety of our streets & residents-Option 7 has more impact on everyone affecting more floodplains and tidal acres, and takes more parcels of land from residents as well as from the county park <p>-TAKE OPTION 7 OFF OF THE TABLE! IT IS ABSURD!</p>
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05/18/2018	Jeff	Wood	<p>Alternative 1 – Absolutely the best of the three alternatives. Highway 41 is just that, a highway! It is also a straight shot. 5 lanes from 17 to the bridge will create the easiest flow.</p> <p>Alternative 2 – This alternative creates a bottleneck and just kicks the can down the road. Better than 7, but not as good as #1!</p> <p>Alternative 7 – Worst idea ever! Not only creates a bottleneck, but takes a neighborhood road and turns it into a liability. Kids will not be safe, encourages speeding. Terrible idea!</p>
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05/23/2018	Claudia	Miller	No to option 7! This area of Mount Pleasant canâ€™t absorb anymore. And what will this do the wildlife and waterways in this area. What a terrible idea.
05/18/2018	Julie	Wood	<p>My neighbor so kindly shared this screenshot from the presentation on Wednesday (below). I am the unlucky resident that lives on Kilby Lane, the neighborhood of 10 homes that if option 7 is chosen will either:</p> <ol style="list-style-type: none">1. Result in my home being purchased by the city to gain right of way2. Have my driveway (which is only the length of one car!) right off of HWY Bessemer, making it impossible to enter or exit my driveway & make it unsafe for anyone to even be in their yard3. Lose our sidewalks, drainage, and multiple neighbors4. My neighborhood is not the only one effected by this terrible suggestion, if the screenshot had shown further up or down the road additional homes would be effected to the same degree. <p>Was there no regard to this before presenting this ridiculous option? The only one that is a viable option is option #1. PERIOD.</p> <p>ANYTHING ELSE IS A COMPLETE WASTE OF TIME, MONEY, REGARD FOR SAFETY. I look forward to providing more thoughts & opinions on this matter as do my neighbors.</p>
05/18/2018	Stewart	Johnson	The recent 526 bridge issue has highlighted the inefficient and ineffective traffic flow on 41. God forbid we have to use this as an evacuation route. Declare a state emergency and get this completed ASAP.
05/18/2018	Lynda	Bartemeyer	<p>My thoughts are: Why keep putting a bandaid on the situation???</p> <p>With all the growth proposed off Clements Ferry, there will an insurmountable traffic up and down Hwy 41. People will be traveling to Costco, Mount Pleasant Hospital, Walmart, Lowes, TowneCenter, etc. Build SIX lanes!!! Please think ahead! Hwy 41 should have been widened when all the subdivisions were approved and developed off of Hwy 41!</p>
05/18/2018	Sean	Reynolds	Alternative 7 will destroy my property value and sense of community. I will fight against it with everything I have!

05/18/2018	Ashley	Stribling	Just wanted to STRONGLY OPPOSE alternative 7 again as a resident of Cypress Pointe in Dunes West. Widen Hwy 41 and leave Dunes West and Bessemer alone!
05/18/2018	Natalie	Allgyer	Option 7 is the worst idea! There is no need to have a 5 lane road on dunes west Blvd. it will make the area unsafe for children to navigate that area. Kids around here go to the pool, playground, ride their bikes on dunes west Blvd. it would ruin the entire feel of our community! Option 7 will still cause a bottle neck on Rt 41 with only having 2 driving lanes (and one turn lane) in that plan. How silly?! Not to mention all of the wildlife that would be displaced!
05/18/2018	Jason	Allgyer	No on Alternative 7. Dangerous for kids, destroying property values and disruptive to the neighborhood. Add me to mailing list.
05/18/2018	Carl	Johnson	Option 7 would be dangerous for Dunes West neighborhood. We have children crossing from neighborhoods to their pool and playground. We have elderly people out walking and crossing the streets . Option 7 makes no sense for this quiet neighborhood. It would be horrific accidents just waiting to happen.
05/18/2018	Sam	Stribling	As a property owner and resident of the Cypress Pointe subdivision of Dunes West, I am HIGHLY OPPOSED to Alternative 7 of the improvement plan. This plan would drastically reduce the quality of life of all those living off of Dunes West Blvd and Bessemer Road. These roads are meant for residents of Dunes West and Park West. Highway 41 was meant as a major road and hurricane evacuation route. This road needs to be widened. Please leave the other roads alone! Thank you!
05/18/2018	Sharon	Hawkes	Alternative 1 is the best choice today. Have you looked at the impact once Costco opens? Have you looked at the impact once all the homes are built on Clements Ferry and they want to come to Mt Pleasant? We need to plan for the future another road and bridge over the Wando in “North” Mt Pleasant.

05/18/2018	Judith & Rene	Fedder Fix	<p>Please let it be known that we are in support of Alternative 1 with a caveat: extend Hwy 41 to 5 lanes from Hwy 17 to Clements Ferry Road, and connect the Phillips Community with a walking & road overpass.</p> <p>Alternatives 2 and 7, which both create bottlenecks on Hwy 41 from 5 to 3 to 5 lanes are ill planned and untenable. Additionally, cutting a 5-lane route through and right alongside homes and residential communities (Bessemer and Dunes West Pkwy) is insanity itself.</p> <p>Additionally, the county cannot wait until 2025 to have this completed—the safety of traffic and pedestrians is at risk along these routes, made even more obvious by the current I/526 Bridge crisis.</p>
05/18/2018	Aaron	Nielson	<p>Clearly bringing huge amounts of traffic through Park West is not ideal as there is a great deal of children and multiple schools. Also, this will crush home values throughout the region.</p> <p>Pretty obvious. Option Seven is an awful idea for folks that live in this area.</p> <p>Thank you for your time.</p>
05/18/2018	Kimari	Lunn	<p>Two issues that I don't seem to hear any details on...1. What is the feasibility of even GETTING the easement to make additional lanes through the Phillips Community as it is historical? I'm not sure a lot of folks understand what could possibly be involved with that decision. Second question-I hear the Dunes West/Park West folks are against the widening of PW Blvd. However, as a resident of the Rivertowne Subd., I would love to know how many Residents reside on either side of 41?? From a quick glance at a map, I would say that the PW/Dunes West folks need to accept additional lanes through their community as well. It is the only way to get around, especially w/Carolina Park and ADDITIONAL development on that side of the highway.</p>
05/18/2018	David	Neale	<p>Immediately start a one time "move here" fee of \$1000.00 per new yankee resident and use this money to build new roads.</p>

05/18/2018	Linda	Keener	We are an established neighborhood with young families, retirees, and all in between. We watch over each other and have created a tight knit community that looks after each other. We have endured the never ending development of apartments, homes, large commercial buildings & traffic the past few years! DO NOT DISTROY THE STRUCTURE OF THE COMMUNITIES THAT BUILD MT. PLEASANT! NO #7!!!!!!
05/18/2018		olsonrvo	I am totally against option 7. It would be a huge mistake to make those of us who call park west and dunes east live with a 5 lane monstrosity at our back door. I live in Keswick at the corner of Bessemer and park west Blvd and it would be a traffic nightmare as well as public safety hazard for walkers and bikers. Please do not do this!!! Option one is the best bet.
05/18/2018	Angela	Taylor	I live on Larch Lane, and I greatly appreciate you considering the input of the residents. I think Alternative 1 is fair for for everyone, and adds much needed lanes in the most congested areas. Alternative 2 is my second choice. No matter the alternative, a green arrow allowing cars to turn left from Hwy 41 onto Joe Rouse Road is a must! I am truly against Alternative 7, and adding more lanes to Bessemer Road. Thank you!
05/19/2018	Jim	Wright	<p>Option 1 is only option. 41 must be no less than 5 lanes from end to end, 17 to Clements Ferry. By time 41 is rebuilt the load from Clements Ferry buildout is Cainhoy Plantation will put more vehicle's onto 41 as well as all the build out of homes, schools, stadiums in upper MP will have more cars headed to 41 to get to back to Clements Ferry to either get home or to 526 via CF.</p> <p>No 5 lane options through DUnes West Blvd nor Bessemer/Joe Rouse !!</p>
05/19/2018	Jerome	Pearson	Please don't even think about alternative 7; instead of using South Carolina highway 41 for traffic, this would put the traffic onto residential streets!

05/19/2018	Kevin	Pietramala	<p>To whom it may concern,</p> <p>Attached is a letter I drafted on behalf of our entire neighborhood on Larch Lane in Park West. We look forward to your support when deciding which option is best for the residents along Bessemer Road, Dunes West Blvd and 41.</p> <p>(Included in documents section)</p>
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05/19/2018	Edgar	Barnard	<p>I attended the Highway 41 Corridor Improvement Meeting last week and unfortunately they ran out of comment forms. Please find my attached pdf comment regarding this.</p> <p>Please verify that both this email and file were received.</p> <p>Several alternatives for Highway 41 corridor improvements were presented at the public forum</p> <p>Wednesday, May 16th, 2018.</p> <p>These included:</p> <p>No build alternative</p> <p>Alternative 1</p> <p>Alternative 2</p> <p>Alternative 7</p> <p>I will not discuss the no build alternative or alternative 2 since neither can meet the acceptable projected level of service needed.</p> <p>Between Alternative 1 and Alternative 7, I would move for approval of Alternative 1 for many reasons.</p> <p>1) Alternative 1 minimizes community impacts:</p> <p>Alternative 1 construction, acquisition and increased traffic flow impacts one community of 200 homes compared to Alternative 7 which impacts nearly 3800 households in Dunes West, Park West and along Bessemer Road (not to mention apartments or condominiums).</p> <p>Alternative 1 provides the fastest, shortest hurricane evacuation route for Mount Pleasant north of the IOP (Isle of Palms Connector). We have only 2 evacuation routes in Mount Pleasant (Highway 17 to 26 North and Highway 41 north towards Columbia). Taking one of the only two routes we have and detouring it around a neighborhood (adding distance, intersections, congestion and travel time does not make sense for an emergency route).</p> <p>2) Alternative 1 minimizes environmental impacts:</p> <p>Alternative 1 preserves 25% more wetlands, 26.5% more stream footage, and 19% more floodplain than alternative 7.</p> <p>Alternative 1 preserves 76% more of Laurel Hill County Park (the only large undeveloped public park space remaining in Mount Pleasant) than Alternative 7.</p> <p>3) Alternative 1 follows the pattern of development for that road since 1846.</p> <p>In 1846 (15 years before the Civil War and 24 years before the start of the</p>
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Phillips Community), petition was made and granted for a road to go through what was then the Phillips Property to allow c

05/19/2018	Nathan	Karpinsky	<p>Too whom it may concern,</p> <p>Following the recent public meeting regarding the Hwy 41 expansion, many concerns arose that have a deep impact on not only our family directly but the community in which we live. It was brought to our attention that one of the possible alternatives, reasonable alternative 7, would take large amounts of traffic from highway 41 and route it directly through multiple communities and subdivisions along Park West, Dunes West, and more. We find this option to be a much less than reasonable alternative considering reasonable alternative 1 and 2 use the existing highway that is in place to be utilized for expansion. It is completely unreasonable to divert 20K-30K vehicles (commercial and residential traffic) from an existing highway and route them through multiple existing communities. Not only is this an inconvenience for the families along the path, but I feel it places an additional burden upon a community that already experiences a heavier traffic flow for the schools that exist in it. Simply placing a major highway artery through a community should alone make reasonable alternative 7 a nonviable option.</p> <p>Safety is a primary concern with the number of homes, children, and community commons (pools, tennis courts, etc.) along the proposed pathway of alternative 7. After reviewing additional aspects of alternative 7 it also places the largest burden impacting the wetlands, streams, flood plain, and Laurel Hill County Park. This also does not address the need to remove and relocate the large power lines that are located along the proposed road. These all must be strongly considered when compared to the other alternatives which demand less impact on these components.</p> <p>It was explained to us at the meeting that safety and community impact were two of the highest factors to be considered. Given this, alternative 7 not only lengthens the route for a designated hurricane evacuation route, it also runs through multiple communities that would need a</p>
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05/19/2018	Mary	Regen	<p>It is absolute insanity to divert HIGHWAY traffic off the HIGHWAY and onto neighborhood roads that are not HIGHWAYS. DunesWest and Parkwest are planned communities with amenities like sidewalks and neighborhood pools and playgrounds that residents (including children) travel on and to via foot and bicycle.</p> <p>I do not live in either of these communities but I do travel on 41. Alt 1 is the only reasonable approach to alleviating traffic on this major artery and hurricane evacuation route.</p>
05/19/2018	David	Priester	<p>As a long time resident of Cypress Point (24 years), I strongly object to Alternative 7 under consideration. As drawn, it would appear to have a devastating effect on the living environment in my neighborhood as well as several others. These neighborhoods are homes to many with small children. While the added noise would obviously be an issue, I am even more concerned about the added dangers the additional traffic would cause for the children.</p> <p>In looking at the options being considered, it seems alternative 1 is the obvious choice. This option seems to provide the least community impact and would likely make Hwy 41 safer than it is right now for even those residents who live on Hwy 41. Highway 41 has always been a highway. It is understood that expanding highways is always an option to deal with increased traffic. When people purchase houses in neighborhood developments, it is not expected that their neighborhood roads will eventually become highways.</p> <p>Please remove alternative 7 from consideration. It will have a devastating effect on multiple neighborhoods.</p>
05/20/2018	Janet	Sauer	<p>alternative 1 is what we need, the more direct route is what GPS guidance will pick and very few if any will turn off 41 onto a bypass.</p>
05/23/2018	Celia	Carvajal	<p>I don't agree with this project since it will ruin the quality of life in Park West. Is already hard for my son to cross the street from our subdivision to the pool since traffic does not slow downs on the round about.</p>

05/23/2018	Gayle	Ulm	<p>PLEASE PLEASE. Widen this road yesterday. !! Living along 41 has become a traffic nightmare .. !!because of the incompetence of city planners addressing this issue . An issue that has been clearly and. obviously becoming worse over the years only to be ignored while literally 1000s move into our area monthly - why is this still even a question? For many many people our quality of life has declined dramatically because of the planners, DOT , etc . failure to address this — we can't leave our houses for 3 -4 hours a day because we know what we will be faced with !! And now with the bridge down!! Well there's not enough emotional words can describe how we ALL feel.</p> <p>And What's up with that lane that was built several years ago and now is barricaded ?</p> <p>Here's a big safety question - What will happen with an evacuation? Ha. 41 is an evacuation route -?? We can't even get to 17 or 526 much less Evacuate !!!How many lives will it cost because of this ?</p> <p>This didn't just happen in 2018!!! This has been a long time coming. It matters !!</p> <p>WIDEN (all of) 41 NOW !!!</p> <p>I listen to my neighbors and 99.9 % of the residents here in mt p and assume you this is a strong major heartfelt opinion..</p>
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05/23/2018	Richard	Slack	<p>I believe that Alternative 1 is the most pragmatic alternative as it is straight and probably the low cost install. However I understand the concerns of the Phillips Community and therefore would hope that some sort of creative solution could be employed. For example assuming that there are 30 properties that are directly adjacent to SC41 with their own driveways then perhaps these landowners could be reimbursed by creating a new neighborhood of 30 acres (1 acre per property) within a section of the Laurel Hill plantation. This would provide an historical connection to the original settlement of the Phillips Community. I understand that the Laurel Hill plantation is now a county park and under some degree of conservation easement but perhaps this historical connection along with creating a new neighborhood with modern amenities (water/sewer/town hall) along with a connection to the old neighborhood would provide for a win win result.</p>
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05/23/2018	Richard	Slack	<p>This is no doubt the most expensive and disruptive alternative but given the Federal involvement and the need for their funds will probably be the one that is selected. So it comes down to what percent funding is being provided by the Feds. If it is less than 25% then I would question their involvement and build Alternative 1 with special considerations for the Phillips Community residents being impacted.</p> <p>Also I keep thinking that this alternative ought to be one way south on SC 41 and north on Bessemer making it one big circle of traffic. Many locals would be forced to go around the circle to get home but all left turns across traffic would be eliminated thus narrowing the roads and making them safer.</p>
05/24/2018	Melissa	Gaddy	<p>Seems like the issue on widening is the Phillips Community doesn't want more land disruption around their homes. Has a flyover been considered? The one at 17/Bowman road turned out so much better than expected</p>
05/24/2018	Brad	Kingsley	<p>This seems like the best of all the options. A consistent traffic pattern (number of lanes) through hwy 41 should keep traffic moving nicely and help minimize congestion points (of expanding and shrinking lanes on the route)</p>
05/24/2018	Melissa	Gaddy	<p>Seems like the issue on widening is the Phillips Community doesn't want more land disruption around their homes. Has a flyover been considered? The one at 17/Bowman road turned out so much better than expected. A three lane road could continue through Phillip as a "business road" while the flyover would be a "bypass". Creating a bottleneck through Phillips though by not expanding that section (option 2) sounds like a huge waste of money that will have to be repaired extremely soon. As an emergency evacuation route this portion of Hwy 41 needs to be enlarged ASAP. I'm not against the Bessemer/DW Blvd road but it also seems like a waste of money to build a longer road detour rather than going straight.</p>
05/24/2018	Brad	Kingsley	<p>Going from 5 to 3 then back to 5 seems like it is just asking for trouble. It leaves that large potential congestion point and seems more likely to cause new issues (like merge points and turn bottlenecks vs option #1)</p>

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05/24/2018	Brad	Kingsley	This is a horrible "option". Routing traffic through an already dense - and getting even denser - neighborhood makes no sense to me. Keep the traffic on hwy 41 and flowing steady through that straight path.
05/24/2018	Stan	VanOstran	I prefer Option 1 as it provides many advantages over the other options, including the most direct routing of Hwy 41. Hwy 41, along with Clements Ferry, are one of the only remaining transportation corridors that remain when bridge issues arise or if needed for evacuation.
05/24/2018	Stan	VanOstran	This option really does not solve the traffic issues on Hwy 41 and will create a bottleneck at the Phillips community.

05/24/2018		White	<p>#2 and #7 make no sense; 5 lanes to 3 lanes to 5 lanes - doesn't work very well on a highway - what makes anyone think it will work on 41?! I can't even imagine how that many lanes are going to be formed without driving through the marsh and cutting down even more trees, not to mention additional displacement of the wildlife (and possibly private property).</p> <p>Wondering if any of the discarded alternatives could be better choices? Mt Pleasant should be renamed Mt UnPleasant or Mt Pavement due to the excessive, continuous residential building/clear cutting, etc...all for the mighty dollar in the builder's and town's pockets. Infrastructure (roads, schools, etc...and for example, NOT 2 Lowe's within 5+ miles) should have been in place beforehand if the town, state... knew all of this would eventually be built, or there should be MUCH larger impact fees on the builders. Where is Common sense? Driving around this town reminds me of two songs: The Last Resort by the Eagles and Big Yellow Taxi by Joni Mitchell.</p>
05/24/2018	Stan	VanOstran	<p>This option is unsafe for the many citizens who regularly use the walking/bike paths along the planned route. Even with attempts to reroute traffic, you will still experience persons taking the more direct route through the Phillips Community. The additional "jogs " at the entrances to the Phillips community will only create additional traffic issues and not resolve them.</p>
05/24/2018	Deborah	Palmer	<p>Alternative #1 is the only viable plan.</p>
05/24/2018	Deborah	Palmer	<p>This is not viable. There will be back-up from both directions into the 3-lane segment of 41.</p>
05/24/2018	Deborah	Palmer	<p>This is horrible! And undoable. There is not enough easement on Bessemer/Joe Rouse road to widen to 5 lanes. You would have to knock down all the new housing that has gone up along that road.</p>
05/24/2018	Scott	Hurley	<p>This alternative does nothing to alleviate the bottleneck at 41 and Joe Rouse Rd in the mornings and evenings...the entire reason for the project in the first place. Bad idea to spend all that money and not solve the congestion issue.</p>
05/24/2018	Scott	Hurley	<p>Best alternative of the three as long as something is done, by design, with the school bus traffic in the mornings, otherwise the congestion will accordion behind the buses in the mornings, just as it does now.</p>

05/24/2018	Mitchell	Lichtenberg	If we must build, option #1 is the best alternative. Ideally there would be as few traffic lights as possible as that is what is slowing up traffic on #41 now. I don't know how much traffic from above the Wando R. is using #41 to go north on #17, but extending Clements Ferry (SSR 33) to SSR 100 and then building a road south through the Francis Marion National Forest to #17 could remove traffic pressure on #41. Just a thought.
05/24/2018	Scott	Hurley	You got to be kidding. There is plenty of right of way land along 41 to expand the road without instituting eminent domain on the Phillips Community. Nice try. Put in real sidewalks and easy access to the parks and improve the land for all the residents living along 41.
05/24/2018	Jim	Wright	With existing numbers and traffic plus all the still to come growth in upper MP and on Clements Ferry this is the only true solution to daily traffic as well as evacuation route stress to traffic, or a big bridge in 526 being down. Seriously it's the only one that gets close to the demand. Phillips community will have to be impacted some what unfortunately but MP has changed too much to ignore this need.
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05/24/2018	James	Wright	No good. Wouldn't handle today's load on a peak demand like an evac or other heavy traffic reason. Be maxed out before it's done. If we're gonna have construction pain do the job fully and for future demand as well. No!

05/24/2018	Katherine	Prechter	<p>I am strongly against Alternative 7. I don't see how it makes sense to add lanes in a round about way and take traffic into neighborhoods. With the increased traffic in the Huger, Cainhoy, Clements Ferry Rd area it seems ridiculous to send all of these cars through the Dunes West/Park West area. Not to mention the current state of school traffic. New lights would be required to exit some neighborhoods (Dunes West) which just doesn't make sense. Please do not move forward with this option, it is not a good alternative.</p>
05/24/2018	Katherine	Prechter	<p>I think this makes the best option for the area. I recognize that the Phillips Community will be greatly impacted by this option but it seems to make the most sense for the majority. Keep the traffic flowing straight on 41 as the area on CFR, Huger, Cainhoy grows.</p>
05/24/2018	Kari	Smith	<p>This is the only viable option that would lessen the traffic congestion, have the least negative impact to all communities involved, and is likely the most budget friendly.</p> <p>Creating 5 lanes of traffic through residential communities where cars will drive 55 mph is dangerous. That plan cuts children living outside of the gates off from accessing the community pool safely. Many children ride their bikes to school and I have seen many kids almost get hit by cars when trying to cross the existing 2-lanes. Making children cross 5-lanes regardless of bike paths and crossing lanes is dangerous and would be irresponsible of the community.</p>
05/24/2018	Jana	Crews	<p>This sounds like a better option, due to the growth on 41 currently, and the future growth . New subdivisions going up all down 41 and Clements Ferry, means more people, new stores, restaurants, means more people. I believe thinking "Future" is the key... Unless we can put a NO VACANCY sign up on I 26 coming into Charleston... This is our reality... I love where I live...:)</p>

05/24/2018	Rick	Norman	<p>This alternative is a bandaid . Pulling traffic off 41 thru / affecting several neighborhoods and back does not make sense.</p> <p>This will be a traffic nightmare .</p> <p>A plan to move the traffic straight thru 41 makes better sense. I realize the cost to cross water is significant but being penny wise now will cost a lot more later. This alternative is short sighted !</p>
05/24/2018	Rick	Norman	<p>This seems like the best long-term solution to the traffic issue. Crossing the water is always a more costly approach BUT it is the best long term approach. There are too many examples of short term thinking ... please think long term.</p>
05/24/2018	Marion	Usdan	<p>Least costly, least time to complete, and most direct route to solve traffic problems we are facing and for the future!</p>
05/24/2018	Teresa	Hildebrand	<p>ABSOLUTELY not! This option is not only illogical, but it destroys the beauty of these established neighborhoods. Why in the world would 5 lanes of traffic be routed on neighborhood roads? Kids in Park West would no longer be safe biking to the pool or even waiting for the bus on Park West Boulevard. Hopefully this option will be quickly eliminated.</p>
05/24/2018	Emily	Hunter	<p>Alternative 1 is the best option in my opinion. Thank you.</p>
05/24/2018	Melissa	Lott	<p>This is the only acceptable alternative. I am a resident in Dunes West and the traffic is definitely a problem and only increasing.</p>
05/24/2018	Melissa	Lott	<p>This alternative is just a band aid fix. The road should be completely widened to five lanes all the way from 17 to the bridge.</p>
05/24/2018	Melissa	Lott	<p>This alternative should not even be considered.</p>
05/24/2018	James	Moses	<p>Not acceptable to significantly increase traffic through a rapidly growing Residential neighborhood. Park West Blvd. is already slated to be increased to 4 lanes, and the disruption of access to Park West and Dunes West would be greatly disrupted during construction.</p>

05/24/2018	James	Moses	Shortest distance between 2 points is a straight line! This is the only reasonable and effective alternative. Must take into account that the real issue here is the unregulated over development of residential building that Mt. Pleasant has failed to control, in the face of inadequate infrastructure needs. With the planned expansion in Cainhoy, you can't possibly route increased traffic through Dunes West and Park West. The needs of safe and efficient traffic flow far outweighs the so called historical issues of the Phillips Community.
05/24/2018	James	Moses	Going from 5 lanes off the Wando River Bridge to a 2 lane diversion through Dunes West absolutely makes no sense at all! Squeezing 5 lanes into 3 or 2 lanes will created an even greatly bottleneck of traffic!
05/24/2018	REBECCA	KENNEY	I think Alternative #7 is the best option for the Hwy 41 project.
05/24/2018	Henry	Coombs	This is the realistic option and the only option to handle the traffic that is continuously planned for this area. Lord help it if you need emergency help in traffic time.
05/24/2018	Jane	Bride	Alternative 1 is by far the best option for the good of all residents.
05/24/2018		Wood	This is the only alternative that makes sense for the long term without creating bottlenecks.
05/24/2018	Norman	Jones	Option 1 to widen 41 to 5 lanes is the only option that makes sense.
05/24/2018	Jim	Wiggins	I oppose alternatives #2 and #7
05/24/2018	Jim	Robertson	Alternative #1 is the only appropriate option for the betterment of the public at large. You cannot allow a small minority area to (Phillips Community) dictate traffic flows for the overall public, most importantly Highway 41 being a state highway and an important hurricane evacuation route. Alternative 7 is a joke and should be removed from consideration. Alternative 2 again does not solve the traffic flows needed yesterday, not to mention in the coming years.
05/24/2018	Catherine	Howard	Alternative #2 gets my vote, appears to solve the problem with the least amount of impact to the environment. Now if we could just get them to stop all the home building it would be great!
05/24/2018	Joe	Nitz	Most reasonable, straight forward, quickest implementation, least impact to adjacent land (close houses, businesses, landscaping, drainage, lighting, infrastructure). Least costly to tax payer.
05/24/2018	Marcie	Sanderell	Yes to #7. Makes the most sense.

05/24/2018	Cynthia	Jones	Best alternative. New homes and condominiums are being built too close the the road to widen Bessemer or Park West Blvd.
05/24/2018	Tom	Hickman	Alternative #1 is by far the best alternative to provide a solution to the traffic issues on Hwy 41.
05/24/2018	Tom	Hickman	Alternative #2 doesn't make sense and would appear to create a bottleneck. This is not a long term solution especially with growth in the Cainhoy/Wando area.
05/24/2018	Tom	Hickman	Alternative #7 looks more like a detour compared to a reasonable solution. This would not be the safest route for drivers. Alternative #1 is the best option.
05/24/2018	Joe	Bowers	<div></div> - YES to Alt. 1
05/24/2018	James	Byerly	As a Dunes West resident, I believe it to be self evident that Alternative # 1 is the most suitable, practical and economical solution of the three alternatives presented. Alternative # 1 will also constitute the lowest level of neighborhood impact (NOTE: a place where children play).
05/24/2018	Janice	Artidiello	I prefer consistency over five lanes squeezed to three lanes and then five lanes. Too many teenage drivers to navigate. Growth won't stop so build a five lane thoroughfare to accommodate
05/24/2018	Jonathan	Slocum	<p>In essence, this approach intends to divert resources away from improving a major thoroughfare (41) to create a massive “detour” route through residential neighborhoods. It will not relieve traffic congestion, as congestion is isolated on the major thoroughfare (41) that this proposal is stealing resources from! It makes zero sense.</p> <p>Please make 41 five lanes and leave park west alone. Expanding park west will not resolve traffic congestion on 41.</p>
05/24/2018	David	Sowers	Alternative 1 seems, to me at least, the most straight forward approach to the traffic situation on Hwy 41. While it impacts the Phillips community, I feel the impact would be less than for the other alternatives proposed.
05/24/2018	David	Sowers	This, in my opinion, is the least acceptable alternative. I believe necking from 5 lanes to three on each end of the Phillips community will cause more harm than good.
05/24/2018	David	Sowers	This alternative makes no sense at all to me. Re routing Hwy 41 thru existing subdivisions, in my opinion, will be expensive and cause the most disruption of the three alternatives.

05/24/2018	H	Young	Alternative 1 seems the only reasonable option to me. 41 is where the traffic problem is, so it should be expanded. Please leave residential roads alone! Don't divert the traffic onto residential roads where we're trying to walk or ride bikes safely.
05/24/2018	H	Young	Please don't divert traffic through residential areas!! We're trying to live, walk, and bike back here. We don't need our beautiful entrance destroyed to accommodate overflow from 41. Expand 41 and leave Dunes West Blvd alone!
05/24/2018	Irvin	Evans	Acceptable with center lane and appropriate turn lanes like Clements Ferry.
05/24/2018	Irvin	Evans	Not acceptable as it pushes traffic out of HWY 41 corridor.
05/24/2018	Irvin	Evans	Not acceptable as it pushes traffic out of current corridor.
05/24/2018	Irvin	Evans	Keep expanded road on current roadbed. Should look like Route 17 going through Mount Pleasant. Attention to Charleston County and Mount Pleasant: MINIMIZE CURBCUTS. Give Phillips market level compensation for takings. Provide nicely landscaped non-industrial sound barriers for residents and traffic users. Build several nice walkovers at Phillips for even better than current community connectivity. Raise the bar!
05/24/2018	Kim	Jackson	This seems to be the only efficient reasonable alternative. Also - DW Blvd and Park West Blvd should be widened to 4 lanes to provide an alternative route in/out in the event of accident.
05/24/2018	Stewart	Johnson	I recommend alternative 1. Although the timing is unacceptable
05/24/2018	George	Leventis	Alternative 1 is the only option to alleviate traffic on HWY 41. The other two options ignore the main issue. Future growth in Berkeley county which has already been approved will cause even more issues with the other two options. Let's not forget HWY is an evacuation route. Also look at what we are dealing with today. HWY 41 is a disaster right now with the issue of the bridge on Wando and Daniel Island. We only have two arteries out of Mt Pleasant today. We need four for future growth. Thank you, GALSR
05/24/2018	Ken	Knight	Alt #1 is better of the three, but leaves a 2 lane bottle neck on Bessemer road for all the new housing being built. Bessemer needs to be 3 or 4 lanes.

05/24/2018	Kathy	Wall	This seems the most logical and is a straight shot to Clements Ferry. It also is a more long term plan, not a band aid fix. Going through Plan #7 seems the worse idea ever as disrupting 2 communities and speed limit. Stick to the main Highway .
05/24/2018	Linda	Jones	I agree with this one, but how will impact Phillips community?
05/24/2018	Jerry	Holman	This seems like the least disruptive alternative.
05/24/2018	Katherine	Lazarovici	With all the growth in the area, we should increase road capacity to the maximum. I'd be interested to know how this alternative would impact traffic at DW front gate.
05/24/2018	Frank	Badolato	From someone who travels this route daily, in rush hour and other times, this is the only option. My only concern is how the need for this wasn't predicted 10-15 years ago? If you're allowing construction of hundreds of homes, its more than obvious infrastructure will be needed to support the traffic. If the infrastructure isn't there, delay construction permits until it is, pretty simple. It doesn't take detailed analysis to come to that conclusion. We must get out of the game of playing catch-up and start figuring out how to get ahead.
05/24/2018	Frank	Badolato	I can appreciate the gesture to Phillips Community, however, I see little improvement from this alternative. If you're going to do something, do it right.
05/24/2018	Todd	Ashworth	This is a non-starter regardless. Many more issues to deal with. Little or no traffic coming from Clements Ferry would use the 5 lane section. They would continue on the 3 lane section to US 17
05/24/2018	Todd	Ashworth	Really? Let's just go ahead and BUILD IN a three lane choke point from Joe Rouse to DW Blvd.
05/24/2018	Laura	Fletcher	This option should not be considered. I can appreciate this option to help preserve Phillips community, however, it would create more traffic nightmares than help. Anywhere in MP where 2 lanes need to one is horrible. In the end, 41 would need to be widen to 5 lanes anyway so let's do it as a "once and done."
05/24/2018	Shivonne	Wren	Perhaps this has been covered in the other meetings- but for the record on this forum - can someone please tell us why all three of these options will take 25 years ? Is there a way to solve this problem quicker?
05/24/2018	Laura	Fletcher	THIS IS THE ONLY VIABLE OPTION

05/24/2018	Catherine	Williams	Alternative I is the ONLY viable alternative. I do not understand why any other alternative is even being considered and also wasting time and money to evaluate. On a recent trip into Florence,SC noticed they are constructing a nice new 4 lane highway into Florence and there was zero traffic. Why are we having to wait so long and fight so hard for basic common sense plans to be implemented in constructing roads that will adequately handle our traffic situation that should have been constructed years ago??
05/24/2018	Catherine	Williams	Will not adequately handle traffic for a hurricane evacuation route.
05/24/2018	Catherine	Williams	This alternative is a disaster and not sure why it was ever considered "reasonable" or made it to the final 3 alternatives.
05/24/2018	Tracy	Barnhart	Of the proposed options, Alternative 7 would be extremely disruptive and dangerous for the community. Dunes West is a residential neighborhood and the children of the community use the sidewalks to wait for school buses and travel throughout the neighborhood. in addition, the number of bikers, walkers and runners along this road is very high. A 5 lane road through Dunes West would make the area extremely dangerous for children and families who are waiting for a bus, exercising or walking to play areas in the neighborhood. Dunes West Boulevard should remain a 2-LANE road for the safety of our residents.
05/24/2018	Ray	McElhaney	<div></div> <p>This plan seems totally reasonable, a common sense approach to an obvious current traffic problem, as well as future traffic woes.</p> <p>I am puzzled at to why Any "alternatives" to this blatantly obvious fix are even being considered. Do this, ASAP !</p>
05/24/2018	Ray	McElhaney	<p>Alternative 2 makes No sense, whatsoever !</p> <p>Why route thousands of extra cars/trucks through residential communities with small children, pets, bike traffic, and elderly residents, when one can simply widen Hwy 41, and cure the current & future traffic problems??</p> <p>I strongly oppose this so-called, "alternative," and would consider joining a class-action suit by residents to stop such a dangerous, ill-advised plan.</p>

05/24/2018	Ray	McElhaney	McElhaney Of all the three plans, this is the most irrational, grossly unnecessary, dangerous, and wrong-headed! Running a 5-lane "highway" through a peaceful residential community with children, pets, bike-traffic, joggers, and elderly residents in simply inviting numerous disasters--would destroy the integrity of these established living areas, and significantly endanger its residents. I strongly oppose this absurdly short-sighted plan, as an individual, and would most probably join legal efforts to stop such folly
05/24/2018	Linda	Fowler	This is the choice that should be made. All others are not acceptable. And because this is a hurricane evacuation route it should be done NOW or further development should be stopped until it is.
05/24/2018	Linda	Fowler	Ridiculous idea. NO
05/24/2018	Linda	Fowler	Ridiculous No no NO! There aren't any sweetgrass basket stands on Hwy 41.

05/20/2018	Nathan	Karpinsky	<p>Following the recent public meeting regarding the Hwy 41 expansion, many concerns arose that have a deep impact on not only our family directly but the community in which we live. It was brought to our attention that one of the possible alternatives, reasonable alternative 7, would take large amounts of traffic from highway 41 and route it directly through multiple communities and subdivisions along Park West, Dunes West, and more. We find this option to be a much less than reasonable alternative considering reasonable alternative 1 and 2 use the existing highway that is in place to be utilized for expansion.</p> <p>It is completely unreasonable to divert 20K-30K vehicles (commercial and residential traffic) from an existing highway and route them through multiple existing communities. Not only is this an inconvenience for the families along the path, but I feel it places an additional burden upon a community that already experiences a heavier traffic flow for the schools that exist in it. Simply placing a major highway artery through a community should alone make reasonable alternative 7 a nonviable option.</p> <p>Safety is a primary concern with the number of homes, children, and community commons (pools, tennis courts, etc.) along the proposed pathway of alternative 7. After reviewing additional aspects of alternative 7 it also places the largest burden impacting the wetlands, streams, flood plain, and Laurel Hill County Park. This also does not address the need to remove and relocate the large power lines that are located along the proposed road. These all must be strongly considered when compared to the other alternatives which demand less impact on these components.</p> <p>(Continued on Web Comment - KarpinskyN2)</p>
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05/20/2018	Nathan	Karpinsky	<p>It was explained to us at the meeting that safety and community impact were two of the highest factors to be considered. Given this, alternative 7 not only lengthens the route for a designated hurricane evacuation route, it also runs through multiple communities that would need additional access to the new Bessemer road. The amount of side road connections that would be needed to make this new "subdivision highway" feasible is unrealistic. The number of communities that would need access to this road and the additional traffic coming through would create more demand and headaches than have been realistically evaluated outside of a computer model. These are real factors and safety concerns that alternative 7 just does not answer, especially, when an existing highway has already achieved this and only needs to be modified to accommodate the higher amount of traffic. If alternative 7 is the choice that is selected it tells me a few things about the town and council members. First, it signals to me that the town council would rather pass the burden of the existing highway to multiple communities without any regard to their well-being. Secondly, it brings to light that environmental factors are being ignored when options with less impact exist. Thirdly, it runs a major highway artery and hurricane evacuation route through multiple subdivisions in which schools are located. This would require the most engineering, logistics, and utility involvement out of any of the options. Which means more resources would need to be allocated to support a poor option to begin with. It will take large amount of our tax payer dollars to try and make alternative 7 "work", money that could be allocated for other, more useful, projects within our town.</p> <p>I strongly state that this household, along with others, do not approve of reasonable alternative 7. Thank you for your time and your consideration. I appreciate the ability to voice my opinion on this very important matter.</p>
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05/20/2018	Timothy	Perkins	Preferred alternative = 1
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05/20/2018	Alison	Humplik	<p>We reside in the first cul de sac in the Horlbeck Creek Community. Our backyard backs up to the creek and Hwy 41 and the noise and traffic have become a nuisance to say the least. However, the cars the have landed in the creek after accidents have been steps away from our property line. I fear for our children's safety with a 5 lane highway literally in our backyard. Even if a sound barrier wall were to be built, the water that accumulates in our backyard bog area will have no way to recede back into the creek, as it currently does. In addition, this community has been an established community for over 20 years in Mt Pleasant. If the roads need to be widened because of the overdevelopment of Park West and Dunes West (because let's be honest, their higher price tag cookie-cutter homes are more desired), why don't they widen Park West Blvd and Dunes West Blvd. Afterall, that's where most of the traffic is going. We like our creekside community and have chosen this community because of the ease of Hwy 41 (making a left and right from our neighborhood) and 17. Currently, We play "frogger" every time we make a left out of our subdivision due to the overdevelopment of the Park West and Dunes West areas off Hwy 41. It will be impossible to make a left once there are 5 lanes, unless there is a light or traffic circle. Our property value will decrease with a 5 lane highway in our backyard. However, if we chose to move. we are now priced out of the homes in this area and our children will need to change schools, which is completely unacceptable. Our neighborhood is very concerned about the negative impact this expansion will have on our community.</p>
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05/20/2018	Barbara	Miller	<p>I am in favor of Alt 1 - Hwy 41 should carry the volume of traffic especially being an evacuation route. I believe the narrow buffer between new construction and the current Bessemer Rd would make it impossible to expand that road. I live in Keswick subdivision and making a turn onto Bessemer Rd is dicey currently as traffic accelerates from new roundabout. Bessemer needs to stay a feeder residential road to Park West and Dunes West Blvd. & Hwy 41.</p>
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05/22/2018	Peggy	Tapager	I am in favor of alternative 1. It is a direct, straight route and should be easy to execute as there is land on both sides of the existing highway for additional lanes.
05/24/2018	Jack	Rosenthal	This is by far the best option to alleviate traffic issues along 41
05/24/2018	Jack	Rosenthal	Going from 5 lanes down to 3 lanes on 41 will continue to cause backups from merging back down to 3 lanes
05/24/2018		Gillespie	The only goid option of the three final alternatives
05/24/2018		Gillespie	Worst of the final three
05/24/2018	Angel	Kolins	This plan only provides more merging problems which has been a huge problem at Bessemer where two turn lanes merge into one - that is now the point of the highest accidents. Adding more merges will be a failure for 41 and waste of \$. Haven't we learned that from the 41 short term lane widening at Bessemer? This plan should not be considered - fix 41 - plz
05/24/2018	Ron	Thayer	This is the only acceptable option. Highway 41 is a state highway and a very important hurricane evacuation route. Highway 41 has been the focus of an intended expansion to serve the surrounding areas for at least the last 20 years. Pushing the current and expected increase in traffic flow into the surrounding neighborhoods and beyond the already established thoroughfare of Highway 41 is unacceptable and ridiculous.
05/24/2018	Victor	Lazarovici	Option 1 is the minimum required to deal with the existing traffic, but doesn't solve the problem longer term. Highway 41 should be built to it's maximum capacity asap since it's a major route through a rapidly growing area and the evacuation route for northern Mt. Pleasant.
05/24/2018	Margaret	Tapager	This is the best and most direct route. There is enough space to add new lanes.
05/24/2018	Victor	Lazarovici	This alternative does almost nothing to alleviate congestion, particularly at rush hour and will not be adequate given continued growth.
05/24/2018	DONNA F.	REDDEN	This is what needs to be done

05/24/2018	Victor	Lazarovici	This alternative makes no sense! It diverts Highway 41 traffic onto Dunes West Blvd and Bessemer Road which are already very congested during rush hour. It lengthens the distance between Highway 17 and the Wando Bridge, which will slow down traffic flow during rush hour and, importantly evacuations. We need these roads, along with Park West Blvd to be widened to deal with current needs and expected growth, but not to absorb Highway 41 traffic. Given the growth in this part of Mt. Pleasant, the logic course of action is to maximize the capacity of all of the arterial roads in the area; and perhaps build new ones to connect the DW and PW communities to Highway 17 and 41. We also need to add road capacity to Wando HS, the new stadium and commercial activity in Carolina park.
05/24/2018	Alex	Dumin	I feel alternative 1 is the best option to improve traffic flow while limiting the impact on the related communities.
05/24/2018	Ray	Garnett	Alternative is the only reasonable solution and should be started immediately.
05/24/2018	Sabrina	Matthews	Option 1 makes the most sense. Widening an existing highway that is also an evacuation route is logical.
05/24/2018	Sabrina	Matthews	Option 1 makes the most sense. Widening an existing highway that is also an evacuation route is logical.
05/24/2018	Sabrina	Matthews	I am not sure why this is an option that you are considering. Not only does it effect the most full home acquisitions an has the largest wetlands impact. This would turn roads that were not previously highways into a highway. a lot of people walk and ride bikes on dunes west blvd. making this into a highway would increase car speeds, school bus speeds and decrease safety for our children and families in the area. Also how many additional lights would you have to build to ensure people can get out of their communities onto dunes west blvd and Bessemer? All these lights that would be needed would boytleneck traffic both on the main road and trying to get into the road. Again I am not sure why this is even being considered. Keep highways highways and side roads side roads. Thank you
05/24/2018	J	Healy	This is the best option, keeping traffic from traveling through pw neighborhood.
05/24/2018	Roma	Wallen	This is the best option!

05/24/2018	Rich	Gillespie	The only reasonable alternative. To not add lanes to 41 would make any modifications a waste of money
05/24/2018	Rich	Gillespie	To only add a center lane to 41 would be a total wasted effort.
05/24/2018	Rich	Gillespie	Far better than number 2, but it still doesn't help through-traffic on 41. Why should through-traffic to Clements Ferry and beyond be expected to go through Perk West / Dunes West? Unless 41 is widened by at least one extra lane in each direction , traffic will still be horrendous.
05/24/2018	Rich	Gillespie	Why not consider 10, the only real alternative that shows stable traffic flow through 2045 in all locations???
05/24/2018	Christy	Rasp	Let's start building our roads RIGHT THE FIRST TIME! Alternative #1 is the best alternative to widen Hwy. 41 a/k/a an Evacuation Route for all of the existing families, businesses and future homes forthcoming, located North of Longpoint Road.
05/24/2018	Donald	Busch	I oppose Alternative 7 because it would have too large of an impact on the Dunes West and Park West communities and on the level of traffic and safety around those communities. The walkable nature of those two communities would be destroyed. The Dunes West Blvd corridor is not intended to handle 5 lanes of traffic.
05/24/2018	Ben	Naylor	This option does not seem reasonable at all. It will be more dangerous for all residents along Bessemer rd and dunes west blvd as well as drivers due to introducing new high speed corners. What is the drawback to option 1? It seems to be the most efficient and I assume least cost. I can't find what would prevent option 1 from being preferred.
05/24/2018	Melissa	Bonavito	So the middle school & high school bus stop is at the entrance of Cypress Pointe neighborhood. So lets have our children stand waiting for the bus on a 5 lane road with im sure cars flying. Also one of the stops maybe drop off for the high scho is at the Dunes West parking lot across from Palmetto Hall. The kids all have to cross the street to get to whatever neighborhood they live in. Smart idea to widen the road!! How long will it be before something bad happens?!! All 5 lanes will do is make the speeders go even faster and they'll be going from lane to lane.

05/23/2018	Tami	Peterson	<p>We live at [REDACTED] and are concerned about the effects the road widening will have to our property. We are the second dock in from the road and do not want to lose water access as a result of this. Both myself and my neighbors the Thompsons, who own the dock closest to 41, purchased our homes because of water access and the ability to have boats. We fear our water access will be effected and the possibilities of flooding should you "fill in" or extend the road on our side.</p> <p>This extension is a major concern for our entire neighborhood especially the homes on our cul-de-sac. My neighbors the Humpliks, who have young children, have the backyard closest to the street and to come our way would mean the road would be even closer to the backyard her children play in. I have witnessed two cars IN the marsh as well as a fatal accident on this small stretch of roadway and I've lived here only a year.</p> <p>Another MAJOR concern is the effects this will have on our property values. We understand the need to accommodate traffic, however this is accommodating homes that have been built, or yet to be built, after our neighborhood was established. It's hard enough to get in and out of our neighborhood with just one lane.</p> <p>Our neighborhood is being greatly affected and we are all extremely concerned. We are anxiously waiting for information regarding the progress of this decision. Assurance that the road will be extended to the opposite side of our neighborhood would be a relief. Meanwhile we will continue to communicate our concerns as we gather the resources needed to address these issues.</p> <p>Thank you for your time and attention to this matter.</p> <p>Tami and Gary Peterson</p>
05/23/2018	Greg	Diercks	<p>When will we see maps of specific alternatives showing the various options of routes that 41 might follow?</p> <p>Gregory Diercks Dunes West</p>

05/23/2018	Carol	Spitznas	Oppose alternative 7. Worst choice, will destroy the neighborhood and cause our home values to drop precipitously. Would be unable to drive to the other side of our community to use the facilities or visit friends. Would cause our quiet neighborhood to be inundated with noise exhaust pollution. Time to get Berkeley county to send their traffic to route 17 via a route directly connected to 17 instead of down 41,
05/23/2018	Tami	Peterson	<p>I am attaching several pictures taken from our dock to show how close the road already is to our home. The last picture showing the white truck was taken by my neighbor Allison Humplik from her backyard.</p> <p>(Pictures are saved in the documents section)</p>

05/23/2018	Tami	Peterson	<p>We live at [REDACTED] and are concerned about the effects the road widening will have to our property. We are the second dock in from the road and do not want to lose water access as a result of this. Both myself and my neighbors the Thompsons, who own the dock closest to 41, purchased our homes because of water access and the ability to have boats. We fear our water access will be effected and the possibilities of flooding should you "fill in" or extend the road on our side.</p> <p>This extension is a major concern for our entire neighborhood especially the homes on our cul-de-sac. My neighbors the Humpliks, who have young children, have the backyard closest to the street and to come our way would mean the road would be even closer to the backyard her children play in. I have witnessed two cars IN the marsh as well as a fatal accident on this small stretch of roadway and I've lived here only a year.</p> <p>Another MAJOR concern is the effects this will have on our property values. We understand the need to accommodate traffic, however this is accommodating homes that have been built, or yet to be built, after our neighborhood was established. It's hard enough to get in and out of our neighborhood with just one lane.</p> <p>Our neighborhood is being greatly affected and we are all extremely concerned. We are anxiously waiting for information regarding the progress of this decision. Assurance that the road will be extended to the opposite side of our neighborhood would be a relief. Meanwhile we will continue to communicate our concerns as we gather the resources needed to address these issues.</p> <p>Thank you for your time and attention to this matter.</p> <p>Tami and Gary Peterson</p>
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05/23/2018	Deborah	Danko	<p>I find it almost impossible to believe that anyone would even come up with this proposal! Talk about government waste. How could you even consider destroying neighborhoods to gerrymander a road in favor of so few. I would like to see you post pictures of the areas which you are going to be cutting through for this new proposal as compared to the pictures of the area that would be affected widening what is already Highway 41. I doubt that anyone would believe it.</p> <p>How do we recoup the amount of money that we lose on our properties? How do we recoup the damage that you will do to our quality of life here in the Dunes West / Park West Community?</p> <p>I presume you do understand what a hornet's nest you are going to be stirring up with this proposal. I myself am willing to get out and sit in the middle of the street in front of bulldozers with a number of my neighbors and cause as much havoc as possible. This certainly is an instance of government at its worst.</p> <p>Deborah Danko</p> <div></div>
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05/23/2018	Thomas	Jacobs	I attended the meeting on 5/16 and I appreciate the hard work and time you have spent on this issue. I would like to make a few comments. Alternative 1 is the best option. This will be the safest and most efficient plan with less residential impact on the community. The closing of the Wando bridge has shown us what a nightmare traffic can be for first responders or even a storm/hurricane evacuation. Choosing Alternative 1 will be the best plan. Alternative 2 will create a bottleneck of traffic on Hwy 41 going from 5 to 3 lanes. I don't think this plan will be more efficient or safer than Alternative 1. Alternatie 7 just makes no sense to me at all. The residential impact will be the greatest among the 3 alternatives. The current roadway will not accommodate 5 lanes and not just property will be sacrificed, but homes too. This will cause the most noise and air pollution for the over 400 homes located off Bessemer and Dunes West Blvd. Additionally the safety of residents is a concern for me and also the safety of first responders or storm evacuees. Good luck with your study and I hope you come to a decision that will make the most sense for ALL of Mt Peasant. Option 1 is the best choice.
05/23/2018	Susan	McCunn	I do care about endangered animals, people's homes and waterways as Hwy 41 proceeds
05/23/2018	Terri	Ryerson	Another thought. We just finished the round about at Bessemer and dunes west. Why would anyone want to tear that up? It is working so well
05/23/2018	Terri	Ryerson	PLease. PLease Please do not consider the 5 lane option from Bessemer through Dunes west. There are way too many people that walk this area. Cross in front of Palmetto Hall to the pool and tennis courts. This is a neighbor hood and does. Not need a highway through this area. The only logical option is to expand 41 the entire way. I feel bad for the Phillips community but this has been on the table for a very long time to widen 41. Compensate these folks and move on

05/22/2018	Joel	Head	<p>I am writing to express my opinion about the proposed alternative road designs for the Highway 41 project as presented at the Mount Pleasant town meeting May 16th. Alternative 1 Doing nothing is not a viable alternative. The 41 corridor is already crowded with daily commuters and truck traffic, some 18,000 vehicles per day I am told. I cannot imagine how much traffic this road will see in 25-30 years. Something needs to be done to make sure the road is safe and a useable evacuation route in the years ahead.</p> <p>Alternative 2 Widening the full length of Highway 41 from 17 to the Wando River bridge offers the best option. It ensures that the road will adequately handle anticipated traffic and is the least disruptive to existing homes and properties in the Phillips Community because there simply are fewer homes and they are, on average, situated further back from the existing highway. Option 2 makes more sense from an evacuation perspective than diverting traffic around the Phillips community through Park West and Dunes West as Option 7 proposes.</p> <p>Option 7 I am vehemently opposed to the idea of building a five lane roadway through Park West and Dunes West as is contemplated in Option 7. Here are a few reasons:</p> <p>Population Density. Park West is heavily populated. Eight neighborhoods, which are home to hundreds of residents (453 housing units), would be directly impacted by the increased noise, pollution, and traffic caused by Alternative 7. When considering population impacts, the proposed Bessemer option would cause far more residential disruption than would widening the existing SR 41 highway through the Phillips community.</p> <p>Inadequate Roadway Width. Some sections of the existing Bessemer roadway are too narrow to adequately accommodate five lanes of traffic, sidewalks for pedestrian traffic, and sound or safety barriers. According to engineers/planners at the information meeting, possible solutions to the road width problem include significantly narrow</p>
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05/22/2018	Joel	Head	<p>Excessive Noise. A five-lane highway through Park West would significantly increase noise. So-called noise abatement installations, such as vegetation and high walls, do not significantly lower noise levels. High sound walls are unsightly and give a fortress look to neighborhoods. Noise is a quality of life issue that would have permanent negative impacts on residents and property values.</p> <p>Property values and lifestyle choices Situating a five-lane highway through the middle of existing residential neighborhoods would decimate property values. Moreover, homes would be harder to sell, because buyers will reject a home located a short walk from a busy five-lane highway. Park West residents purchased homes in a suburban environment that promotes quiet neighborhoods and peaceful outdoor living. The urban noise, traffic, and pollution that would accompany Alternative 7 are not consistent with the Park West master plan.</p> <p>It is difficult at times now to get out of my neighborhood onto Bessemer Road. And you want to build a five-lane highway over Bessemer? I might just as well stay home.</p> <p>Safety concerns. Many residents, including children, walk and bike throughout Park West. This is an important feature of life in the area, and it would be damaged by Alternative 7. For example, the proposed highway is near the Park West Pool and Tennis Center, which children frequently access by foot and bicycle. Walking and biking to these facilities would be made more dangerous and difficult by inserting a major highway into the middle of a suburban community.</p> <p>Lengthy construction process. The noise and disruption from new home construction in Park West (Coventry is behind my house) is already nuisance enough. I cannot imagine what constructing a five-lane highway over several years through an existing group of neighborhoods would contribute to noise, dust and inconvenience to hundreds of residents.</p>
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			Alternative 7 was loudly booed by participants when is appeared in t
05/22/2018	Cornelius	Sullivan	I just want my opinion noted that the Bessemer widening idea is terrible. Moving the traffic off 41 and then back onto it is a terrible idea.
05/21/2018	Dawn	Jeffus	I support your option 7. Relief on all sides. More options would create less overall congestion. Thank you. Regards, Dawn Jeffus Rivertowne Planters Point
05/21/2018	Michael	Petry	I honestly thought my neighbor (we live in Arlington of Park West) was kidding me when he said local politicians were considering turning Dunes West Blvd. and Bessemer into five lanes. Do you have any idea how many kids walk/bike across those roads to get to school, playgrounds, ball fields, pools, tennis courts, walking paths, and more. You would literally be cutting through long established neighborhoods and endangering the lives of our youth. Find another approach that does not cut directly through a community. Park West was never meant to have the equivalent of a highway running through it.
05/21/2018	David	Ranney	Hello, I would like to express my strong opposition to option 7. That is the option that makes neighborhood roads into highways. When there already is a highway (evacuation route) that could be expanded - 41 in option 1. Alternative 1 is the only reasonable solution. Thank you.

05/21/2018	Jennifer	Holmes	<p>As a Park West resident I am directly effected by the proposal to widen Bessemer Rd. Increasing traffic in Park West will not solve the problem. Students already have difficulty crossing the two-lane road to get to school, the pool, and rec department area. As a teacher my students often tell me how close they have come to being hit - or no one will stop to let them safely cross. Making this a 4-5 lane road will make it impossible for them to cross safely.</p> <p>My husband is a paralyzed veteran and it is not safe as it is now for him to cross the road. He will never cross the road if he has to contend with that many lanes and the increase in traffic. We bought in this neighborhood because it is quiet and we were unable to move elsewhere because of his needs. He is already struggling with paralysis and now with increase in traffic noise he will have to contend with his PTSD. We are just one of many families who are impacted by this decision, but how can you knowingly make a veteran suffer - who has already suffered so much to get where he is today.</p>
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05/21/2018	Nicole	Poole	<p>The townhomes in Abbotts Glen would be negatively impacted by any widening of Bessemer Road. There is very little land as is for these homes and Bessemer behind the homes is already very very loud and dangerous for children and animals. Moving this to the FRONT of these townhomes and enlarging it would make it a huge risk for the children and animals who live just off of this road. Essentially there would be a large highway type of road in the front yard of family homes that were purchased in park west because the people who live here wanted a smaller, more peaceful community to raise their children. This road would destroy the safety, home values, and quality of life of these families who have lived in these homes for less than two years. Home values would plummet as the resale market for townhomes with a highway in their front yard is extremely challenging and would be difficult to ever resell these homes at the price of what people paid for them. This is a safe ty issue, a noise issue, a property value issue, and a quality of life issue. Park west shouldn't have a major road running straight through people's neighborhood streets.</p>
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05/19/2018	Kevin	Pietramala	<p>Dear Town of Mount Pleasant Council Members,</p> <p>Attached is a letter I drafted on behalf of our entire neighborhood on Larch Lane in Park West. We look forward to your support when deciding which option is best for the residents along Bessemer Road, Dunes West Blvd and 41.</p> <p>With sincerest regards, Kevin Pietramala</p> <p>Email was forwarded from Christine Barrett at Town of Mt Pleasant on 5/21/2018. A copy is saved in the documents section.</p>
05/21/2018	Laurie	GamlieI	My vote is for Alternative #1.
05/20/2018	Mitchell	Lichtenberg	My opinion after serious study is that Option 1 is going to do the least harm to the most people. Option 7 is ridiculous! Option 2 is not much better!
05/24/2018	roger	hawkes	Alternative 1 is the only way to go. Don't waste money on the the other 2 alternative.
05/24/2018	Marcia	Bowers	No to this design. I appreciate the historical nature of the Phillips Community however this design will destroy far more homes & neighborhoods. Design plan #1 makes the most sense.
05/24/2018	Barrett	Holem Sr	This is really the only option that will solve long term growth problems. It is unfortunate for those in the Phillips community that have lived so close to what is now a major highway for so long.
05/24/2018	Barrett	Holem Sr	This is really the only option that will solve long term growth problems. It is unfortunate for those in the Phillips community that have lived so close to what is now a major highway for so long.
05/24/2018	Marilyn	Eleazer	This alternative makes the most sense. It would keep a better flow of traffic with 5 lanes on 41. Two lanes through Dunes West /Park West and Bessemer would be needed but anything wider would be too intrusive in a residential area.
05/24/2018	allen	usdan	This seems like the least expensive, fastest and most direct route.

05/24/2018	William	Campagna	Clearly, this is not the best solution of the three moving forward as this would direct entirely too much traffic into the Dunes West community which would reduce property value, disrupt family lives, and put children in the neighborhood at risk. Do not move forward with this option.
05/24/2018	William	Campagna	This is the obvious solution as it would keep traffic on the existing highway without diversion, allow for better traffic flow, and keep traffic out of the Dunes West community where families (children) will remain safe from the onslaught of traffic.
05/24/2018	William	Campagna	Of the three solutions moving forward, this is the second best choice just behind option #1 and ahead of option #7. This keeps the traffic out of the Dunes West community and on the existing path; however, option #1 is the best choice for all involved and is the one that should be selected.

05/24/2018	Amy	Inabinet	<p>Good morning,</p> <p>I live in Dunes West. I am a South Carolina native and have been living in and visiting the Mt. Pleasant/Charleston area most of my 46 years. During this time, but especially the last 10 years, things have really changed (understatement).</p> <p>I am continually amazed at all of the new housing developments. I am also continually amazed at the lack of infrastructure planning that took place prior to and continuing during this rapid development. With this said, let's stop this pattern and plan realistically for what is happening now and in the future.</p> <p>As much as I am grieved by the changes to our beautiful natural areas, culture and aesthetic, I realize that we must go forward with Alternative 1 to accomodate the development that our town seems unwilling to stop. This is for the safety of our community.</p> <p>Please realize that if an emergency occurs during our peak rush hour times in the Dunes West/Park West areas, lives are in danger due to the lack of access to care from the congested roads and lack of route alternatives.</p> <p>Please also realize that we must tax and gain more revenue from the developers who profit from the destruction of our lands and community. Please make them pay and not the citizens of Mount Pleasant.</p> <p>I appreciate your willingness to listen to mine and all of my fellow citizens concerns. I pray/hope that y'all will do the RIGHT thing if you continue to allow for all of this development...meaning plan accordingly and gain the monies needed from those profiting.</p> <p>Sincerely and with best regards,</p> <p>Amy Inabinet</p>
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05/24/2018	Amy	Dempsey	Alternative 7 - I fear for the safety of my children with 5 lanes of traffic going through our neighborhood. This is an awful idea to bring in vehicles that don't live here and the speed of traffic would significantly increase. I already have a 10 minute wait to get out of Dunes West. This alternative would make my exit at 7:00 am impossible!
05/24/2018	Donato	Rinaldi	It seems like everyone wants something done, but no one wants to be affected. Each neighborhood wants the solution to go through the opposite neighborhood rather than choosing what is best for everyone in the community. Alternative 7 appears to be the best plan. Maybe there is a better plan no one thought of yet? Right now, it is clearly 7.
05/24/2018	Nancie	Willett	Alternative 2 has Hwy 41 going from 3 lanes to 5 lanes and then back to 3 lanes. All I see from that option is a bottleneck being created in both directions, when 5 lanes go down to 3. Essentially, a version of this is already what we have on 41 southbound at Bessemer Rd...there are 2 lanes for Bessemer traffic turning on to 41, quickly going back to 1 lane. This recent change did NOTHING to alleviate the traffic headed southbound on 41 from the Wando Bridge to Hwy 17. It bottlenecks at Bessemer Road, because 2 lanes of traffic have to merge into 1. Given the increase in traffic in the coming years as development of Park West, Dunes West and especially the Clements Ferry corridor continue, the same bottlenecks will occur where the proposed 5 lane sections of 41 narrow down to 3 lanes.
05/24/2018	Nancie	Willett	I see two problems with alternative 7. First, you have the same issues as with #2.... bottlenecks created where 41 narrows from 5 lanes to 3 lanes. Second, it takes what amount to residential, neighborhood streets in Park West and Dunes West and attempts to turn them into a highway, which is ridiculous. At certain times of day, it is already very difficult to impossible to make left turns onto Bessemer Rd, Park West Blvd, and/or Dunes West Blvd. from any of the adjacent neighborhood entrance/exit roads; making this 5 lanes will mean further delays for the thousands of residents who live in these areas.

05/24/2018	Nancie	Willett	Alternative 1 is the only truly reasonable alternative. It is the only one that does not attempt to turn residential/neighborhood roads into a highway, and does not take an existing highway and alter the lane structure to go from more lanes to fewer lanes back to more lanes, an idea that would create bottlenecks in both directions.
05/24/2018	CLARK	Thompson	This is clearly the most appropriate option for moving traffic and maintaining some vague semblance of the semi rural area in which this --now needed--main artery travels through.
05/24/2018	CLARK	Thompson	Possible
05/24/2018	Brian	Marsi	
05/24/2018	Edward	Langford	I think #7 makes the most sense. It's will produce the most amount of total lanes to handle the traffic through the area, while still addressing/preserving the historic significance of the African American neighborhood in the Philips community.
05/24/2018	Gail	Marquet	This is the only alternative that should be considered. All others will be disruptive to residential communities.
05/24/2018	Gail	Marquet	This alternative will only create more bottlenecks as traffic goes from 5 to 3 lanes. Not acceptable.
05/24/2018	Gail	Marquet	Absolutely the worse possible alternative of all of them. This will turn a residential neighborhood into a thoroughfare endangering the safety of the residents.
05/24/2018	Hannah	Raes	This the only logical option and the one that I support. With More and more houses being built on Clements Ferry, traffic is only going to get worse on Highway 41 and therefore it is imperative that swift action is taken to move forward and widen the road to 5 lanes.
05/24/2018	Hannah	Raes	This is a horrible option that should not even be considered. It will have the most impact on homes/wetlands and do nothing to alleviate the traffic on a main thoroughfare/evacuation route. In future years, I believe that widening this road should be considered, but not until Highway 41 is at least 5 lanes all the way along.
05/24/2018	jeff	garner	Alternative one is the best route to move the traffic - it's a straight line - and it would be the least disruptive to the existing system.
05/24/2018	Derek	Miranda	This is the only plan presented that makes any sense.

05/24/2018	Dick	Artale	This is the only option that will work long term. There must be a way to do this without unfairly impacting the Phillips community. 5 lanes as proposed in #7 would push a high amount of traffic through some very high density areas that are continuing to add homes and children.
05/24/2018	Sarah	Pullen	I believe this looks like the best long term option to handle the increasing traffic flow.
05/24/2018	Laura	Fudge	This option makes the most sense and will help with the traffic flow. Moreover, it would allow for people to turn more safely.
05/24/2018	Laura	Fudge	Anytime you change from one number of lanes to another number of lanes, you create the opportunity for increased accidents. Option 1 seems more viable.
05/24/2018	Laura	Fudge	I am sorry, but widening Dunes West Boulevard is crazy! We have communities on each side of the road with a sidewalk where children can ride their bikes to the shopping center. Making Dunes West Boulevard 5 lanes was not in the plans that we reviewed when we purchased a home in Dunes West! Had that option been in the plans, we would have purchased a home elsewhere! Dunes West is a vibrant community that allows children to have the freedoms of yesteryear. Making a five land highway through the middle is unacceptable!
05/24/2018	Mary	Garcia	My vote would be for #7. Going from 5 lanes to 3 lanes will be a nightmare. The traffic needs a continuous flow.

05/24/2018	Jennifer	Kollegger	I oppose Alternative #1. I believe the Town of Mt. Pleasant, Charleston County, and State of South Carolina should take all necessary action to save and maintain the very few remaining African American Communities. These communities represent a very important period in our nation's history. The Phillips Community should have the very least impact from the Hwy 41 improvements. Park West and Dunes West residents oppose any option that impacts them. However, neither community is remotely close to 150 years old and the demographic making the most noise in each community will likely not live long enough to see the project to completion. The impact to the entire town should be taken into consideration, not just small parcels of two neighborhoods. NIMBY is big problem in this town. Those with the least resources often lose these battles. When that happens, ultimately we all lose. We lose the history and culture that makes the Lowcountry unique. Again, I oppose Alternative #1.
05/24/2018	Jennifer	Kollegger	I oppose Alternative #2. Of the options that have been selected for further consideration it makes the least sense and solves very little in the way of traffic congestion and flow. Alternative #2 also has too much of an impact on the Phillips Community. The Phillips Community should have the least impact from this process. I oppose Alternative #2.
05/24/2018	Jennifer	Kollegger	I support Alternative #7. However, I would like to see an improvement in the environmental impact of this option. Whether through elevated roads or improved bridge design, every effort should be made to have as little floodplain and wetland impact as possible. I believe there is always room for improvement once a course is set. Historical and environmental impacts should be lessened wherever possible. I do not support a bike lane on any 5 lane road. The residents of Mt. Pleasant find it difficult enough to drive on a two lane road when a bicycle or pedestrian is present. Please do not further endanger people by putting in a bike lane. A path or sidewalk is sufficient. I support Alternative #7
05/24/2018		Miller	I would prefer this alternative.

05/24/2018	Robert	Rasp	Appreciate the effort and time to develop the alternatives. Based on the data, I believe the best solution would be Alternative 1. While there is impact the Phillips Community, ultimately 41 is an evacuation route and safety has to be an overriding concern, in my opinion.
05/24/2018	Beverly	Zimmermann	Very Best option! Infrastructure is important. No more building houses or apartments till you can safely accommodate the current residents as well as the future ones.
05/24/2018		Ross	I feel Alternative 1 is the most sensible way to go. It is the one that gets my vote. I feel the alternatives that make Bessemer and DW Blvd into 5 lanes are too close to more children who may be riding their bikes to friends houses or to school. This option also has the middle ground for environmental impact. I also feel that this option is the one that the residents have all expected to happen. I know I have. So, there has been plenty of time for those affected by it on 41 to prepare. Those residents on Bessemer (especially those who JUST moved in to new construction) and DW Blvd may feel blindsided by the Alternative 7.
05/24/2018	Sharon	Gallagher	5 lanes to 3 is not realistic for this area. Too many will speed around the 5 lanes to avoid slower traffic on the 3 lanes. There will be multiple accidents and congestion if this choice happens.
05/24/2018	Sharon	Gallagher	NO!!! Too much traffic will cut through the residential area.
05/24/2018	Chris	Hollar	How would the (2) lane road through Rouse Road be any different from today to provide any relief? Would the intersections be changed or eliminated, and some relief be provided for people making left turns and stopping traffic (i.e. 3 lanes)?
05/24/2018	Leslie	Guglielmello	I completely agree with this option and it should be done ASAP!
05/24/2018	Steve	Richardson	Can you tell me the estimated time to completion for each alternative?? Also, for alternative 7, it is tough looking at the map to see the impact on Dunes West Blvd coming from Rivertown Parkway .. can you elaborate? Thanks!

05/24/2018	Marvin	Glover	Of the three options, this is easily my least favorite. Many homes and neighborhoods along Bessemer and Dunes West practically border the existing two-lane roads. Expanding them to 5 lanes would obliterate those communities. Large portions of Dunes West could absorb the widening without too much adverse impact but the remaining portions and all of Bessemer cannot be built according to this plan without a major and negative effect on homeowners along the route. The quality of life for those residents will never be the same and their property values will plummet. The other two viable alternatives should be the only ones remaining on the table.
05/24/2018	Marvin	Glover	I applaud those taking an aggressive and transparent approach to solving this problem. Our previous planners failed the community miserably and should be held accountable. By hiding their heads under the sand, they multiplied the consequences.
05/24/2018	paul	moore	This is the best plan. It provides a good flow of traffic along hwy 41 in each direction
05/24/2018	paul	moore	This is not good. How are u going to get 5 lines into 3 or 2 lanes at Joe Rouse. It will be a design blunder..Poor design.
05/24/2018	paul	moore	Absolutely horrible design. So this would have 5 lanes of traffic thru the interior of Dunes West and Park West. Lousy design. Noway Lousy design.....
05/24/2018	Jeanne	Higgins	This is the only reasonable consideration for alleviating traffic on highway 41.
05/24/2018	Jeanne	Higgins	This proposal is not acceptable. Traffic will back up on 41 because of the lane reduction on 41 in the area of the Philips Community.
05/24/2018	Jeanne	Higgins	This proposal is not acceptable. Traffic will back up on 41 because of the lane reduction on 41 in the area of the Philips Community.
05/24/2018	Mary	Regen	This is the ONLY sensible option. It is already a HIGHWAY.
05/24/2018	Mary	Regen	Ridiculous! I do not live in DW/PW, but they are planned communities with many current amenities (pools, playgrounds, tennis courts) that are accessed by current bike and walking paths that bisect DW and PW Blvds. Routing HIGHWAY traffic through residential high-density neighborhoods is ABSURD.

05/25/2018	Laura	Thornhill	This is the best alternative. It provides the smoothest flow of traffic with a minimum of merging, which is where delays and accidents are most likely to happen.
05/25/2018	Laura	Thornhill	This plan is RIDICULOUS!!! I'd rather leave the road alone than put in two mergers on 41. Rerouting onto Bessemer increases the distance for those traveling the length of 41, and will create havoc at the traffic circle.
05/25/2018	Laura	Thornhill	Again, ridiculous to divert traffic away from its destination. Also, this will make left turn into Dunes West gate (when coming from 41...think Harris Teeter...) nearly impossible.
05/25/2018	Laura	Thornhill	Please chose Alternative 1. It's the only one that will truly handle the volume of traffic in the most efficient way.
05/24/2018	Richard	Long	Reviewed the three. The alternative number one. Is most direct and logical
05/24/2018	Steve	Fischer	I strongly prefer and endorse Alternative 1 consisting of 5 lanes from Rt 17 to the Wando River Bridge. I find the other alternatives to be less desirable for a variety of reasons. Firstly, highway 41 is an evacuation route and as such should be a straight shot as the shortest distance between two points is a straight line. Secondly, under alternatives 2 and 7 the installation of only 3 lanes on Rt 41 from Bessemer Rd to Dunes West Blvd is likely not sufficient to handle existing as well as projected increased traffic flow. Thirdly, increasing Bessemer Rd and Dunes West Blvd to 5 lanes under alternative 7 is not desirable as it would negate the desired "straight shot" concept and introduce additional traffic flows through largely residential areas. Fourthly, alternatives 2 and 7 would cause more impacts in several more categories than Alternative 1. The avoidance of increasing traffic and possible full acquisitions in the Phillips Community should not come at the expense of greater impacts on residences along Bessemer Rd. and Dunes West Blvd - it is not in line with the increased traffic impacts that all residents of the area are experiencing as a result of past and continuing development of the area. In summary, I strongly favor Alternative 1.

05/24/2018	Guy	Kedzierski	<p>We have a townhouse on Oxborough Circle. Unless the map for alternative 7 is drawn very poorly, it appears that the 5 lane road will go right through our property. Unacceptable.</p> <p>Guy & Janeen Kedzierksi</p>
05/24/2018	Guy	Kedzierski	<p>Follow up to my other comment. Bringing a 5 lane road through the Dunes West area by expanding Bessemer and Dunes West blvd will bring unacceptable levels of traffic through a densely populated area compared to the other alternatives. Even if it doesn't go through existing buildings as the map depicts. Unacceptable.</p> <p>Guy Kedzierski</p>
05/24/2018	Mason	Smith	<p>I would rank the alternatives in order of preference as 1 then 7 and I would not do the third alternative.</p> <p>As for the interchange I would chose the simplest one the move the traffic through the interchange the quickest.</p>
05/24/2018	Ralph	BAILEY	This is the only logical option.
05/24/2018	RALPH	BAILEY	We do NOT need more bottlenecks!
05/24/2018	RALPH	BAILEY	Are you serious ? NOT an option that should even be considered.
05/24/2018	Nancy	Sharkey	Alternative 1 , looks the best, for moving traffic thru this fast growing community.
05/24/2018	Nancy	Sharkey	Alternative 1 , looks the best, for moving traffic thru this fast growing community.
05/24/2018		Sharkey	<p>Alternative 2,</p> <p>Looks to be a poor design, causing a bottle neck, with lanes going from 5 to 3</p>
05/24/2018		Sharkey	<p>Alternative 7</p> <p>Appears as the worst prospect. Putting 5 lanes in residential neighborhoods. Bad idea, Keep busy road on highway 41</p>
05/24/2018	Carolann	Norman	<p>This alternative is NOT well thought out and is an attempt at a short term solution that does not make sense. Route heavy hwy traffic thru / by several neighborhoods instead of widening the exsisting highway..... doesn't make sense short or long term.</p> <p>It is also a dangerous solution that will cause additional accidents. A great number of students use Dunes West Blvd to go to and from school ... the added congestion would not be a good solution. Alternative 1 addresses the problem with a short and long term approach.</p>

05/24/2018	Carolann	Norman	This alternative addresses the problem in the best manner. Utilize the current hwy . Don't make a short term decision, it is a long term problem.
05/24/2018	Carol	Spitznas	Most sensible alternative
05/24/2018	Carol	Spitznas	Most destructive alternative. Would destroy an entire neighborhood. Our home values would tank. Would be impossible to get to other parts of our community. Noise and exhaust pollution would destroy our quality of life.
05/24/2018	Wendy	Deitsch	I think Alternative 1 is the best route to go as this will help alleviate congestion while not hurting our neighborhoods quite as much.
05/25/2018	Mindy	Robertson	This is the only reasonable option that has the best interests of everyone in the town, not just Phillips Community
05/24/2018	Tammy	Duranceau	This plan to me makes the most sense. Please do not add more traffic onto Dunes West Blvd. It will lose it's beauty. Hwy 41 is just that....a Highway.
05/24/2018	Mary	Mitchell	I live in Dunes West, Darts Point [REDACTED] [REDACTED]. Alternative 7 appears the best. However, the maps are so small, I can't really see why Alternative 7 and Alternative 1 have such a difference. Please provide a link where we can actually see the proposed route.

05/24/2018	Mary	Mitchell	<p>I live in Dunes West, Darts Point. Alternative 7 appears the best. However, the maps are so small even expanded, I can't really see why Alternative 7 and Alternative 1 have such a difference and the actual route. What would happen to the Dunes West Blvd/Rivertown. Please provide a link where we can actually see the proposed route. A concern is FLOODPLAIN IMPACTS; obviously less is better but this doesn't tell me anything unless you have the model run. Under the 3 most recent flooding events (2015 100 yr flood, Hurricane Matthew, Hurricane Irma), is would there be a significant difference? The lack of important detail does not encourage trust, especially after Bessimer Road which has made 41 traffic east worse!!!</p> <p>Regarding, SWEETGRASS BASKET STANDS, in 10 years, I have never seen any of these occupied. Regarding, NRHP HISTORIC STRUCTURES - some structures are more historic than others. Is there any significance to the 6 in Alt 1 and 4 in Alt 7. Where can I find the HAZARDOUS MATERIALS SITES in a slightly larger area than the exact route. For example, I understand the former school at 6 mile and Shipyard Park needed environmental remediation however the 6 mile site was safe enough for a school.</p>
05/24/2018	Robert	Hervey	<p>This alternative #1 is the only alternative that makes any sense. Do not mess around considering #2 or #7. Ridiculous proposals that will never be accepted by the neighborhoods and defy common sense. Please don't spend any more time on alternatives and just implement #1 so that the timeline can be minimized.</p>

05/24/2018	Angel	Kolins	<p>Seems to be in alignment with the big plan as in evacuation - emergency - growth. The history of every town is that history! Perseveration of mount pleasant and even this area of 41 will be altered - but to go around those three miles is nothing but a divergence into whose yard is touch. The traffic is unsafe that should a larger concern to continue to add merges which are where most accidents occur.</p> <p>Think or Add the re-evaluation of the school districts where the bus routes for 2.5 hours every morning and afternoon absolutely affect hwy 41 . have to 'loop' up and back Taking up so much time and road. Maybe an option to consider when the construction begins on option #1! Thx for taking comments - what you are doing is amazing and thought provoked along with understanding that sometimes decisions have already been made above and beyond all your hard work???</p>
05/16/2018	Scott	McCleary	<p>Alternative 1 – An obvious choice for the least harmful impact on my area of the Park West community.</p> <p>Alternative 2 –</p> <p>Alternative 7 – This option is terrible; most impactful to those residents living within the Park West community. Most important, I feel that it puts the children and families in harm's way who currently enjoy the sidewalks and amenities of Park West. As a resident of Larch Lane, I will strongly oppose this option.</p>
05/16/2018		Anonymous	<p>Alternative 1 –</p> <p>Alternative 2 – This is the best choice- 5/3/5- least amount of acquisitions and disruption to safety of children.</p> <p>Alternative 7 –</p> <ul style="list-style-type: none">• Safety of children crossing 5 lanes in Park West / Dunes West.• The value of homes will decline.• The noise level in the neighborhood. <p>This is not a reasonable way to handle traffic- you should have gone</p>
05/16/2018	Ethan	McCleary	<p>Alternative 1 – The best.</p> <p>Alternative 2 – 2nd best.</p> <p>Alternative 7 – It is a horrible idea, and there isn't even any space to build a 5-lane road.</p> <p>Do not make Bessemer a 5 lane highway, keep it 2.</p>

05/16/2018	Megan	McCleary	<p>Alternative 1 – I believe this is the best option. This is an evacuation route already and would aid in emergency situations as well as daily commute.</p> <p>Alternative 7 – This option is a terrible unsafe idea. This option runs directly through a heavily populated area of families with children on bikes, runners and walkers on pathways and sidewalks to exercise and to the pool. Bessemer is already a problem with people driving too fast and our children have had multiple incidents with cars running the bus stops on Bessemer. Mt. Pleasant police even sit at our bus stop for safety. Making this neighborhood street a 5 lane highway is incredibly unsafe for children in the Park West neighborhood.</p>
05/16/2018	Doyne	Love	<p>Alternative 1 – No matter which alternative is selected, it will take most of our property.</p> <p>Alternative 7 – This meeting wasn't handled as well as the first, not enough monitors and too many people.</p>
05/16/2018	Roger	Fitzgibbon	<p>Alternative 7 – Shunting high volume commuter traffic through the residential communities is a terrible way to improve traffic flow on Route 41. Keep the corridor on 41. Build in 2, seven-year plans; first 5 lanes, then 7 lanes. Do all your permits and acquisitions up front so Phase 2 can be completed quickly. (Note: your permitting /acquisition delays right now are exceedingly long.)</p>
05/16/2018	Madelyn	Gilbert	<p>Alternative 1 – I would like to cross the 2 lane road without being hit by a car. I live around younger children and the fear of having a 5 lane (Alternative #7) scares me. The town is growing and we need to build safer roads.</p> <p>Alternative 2 –</p> <p>Alternative 7 – I hate this because no children will cross the road safely when there are cars in 5 lanes.</p> <p>Please keep Bessemer Road a two lane road! I want to live in an area that doesn't make me feel unsafe when I cross the road and my neighbors too. We want to be safe and cross the road to go on bike trails or to go to the parks and pools! There are going to be more children where I live! It's common sense that Bessemer road doesn't need 5 lanes! Think of those who live around Bessemer road! Need a safer, less chaotic environment than some crazy road!</p>

05/16/2018	Rhys	McCleary	I can not get to the bus stop safely with 5 lanes, I will get hit by a car.
05/16/2018	Yvonne	Gilbert	<p>Alternative 1 – This is by far the best overall choice. If the reason is true that Federal funding will be reduced, too bad. Your lack of preparation and site survey beforehand will now need to be paid out by the taxpayers. This alternative has the least overall impact and with 526 bridge being out, it is overwhelmingly clear that expanding Route 41 to 5 lanes will be the best option. Stand by your communities who have been supportive for so many years and do the right thing- chose Alternative #1.</p> <p>Alternative 2 – This doesn’t make sense. How about instead of a 3 lane, make a double lane roundabout and get rid of the Joe Rouse Rd traffic light to keep traffic moving.</p> <p>Alternative 7 – Very poor plan- The worst of all options. Bringing a 5 lane highway through our communities is a very bad decision. Please keep the traffic on the Highway 41- we did not move to this area for traffic- we moved here for the community and a place to escape. My children will not be able to safely cross the road any longer- that is ridiculous! Very poor choice!</p>
05/16/2018	Flavio	Goto	<p>Alternative 2 – Looks to be the least impact to communities; ambient and maintain the current highway structure.</p> <p>Alternative 7 – The total impact to Park West and Dunes West community is significant. Kids would not be safe anymore. Value of several properties would have a significant depreciation in value. Why was alternative 11 crossed out?</p>
05/16/2018		Anonymous	<p>Alternative 1 – This appears to be the best option.</p> <p>Alternative 7 – Awful and impacts the most people. This is hurtful to think about how little the “decision makers” care about the people of Park West and Dunes West! Option 7 is hurtful, unsafe for members of the community and incredibly costly. No- to option 7.</p>
05/16/2018	Violet	Poole	Alternative 7 – I live right behind it and I don’t want to hear the road get any louder! 2 to 5 is a huge stretch. Park West traffic is busy as is!

05/24/2018	Lorie	Esselburn	NO,NO,NO to Alternate #7! This would bring to road too close to the condos and townhouses outside the Dunes West gate (ie Ellington Woods)and the town houses across the Dunes West Fire Dept that are part of Park West. Not to mention too close to current houses on Bessemer Road. And it's not only the intrusiveness of 5 lanes, it will change the entire feel of how Dunes West entrance feels as you enter off Hwy 41 and turn it into just along major road barreling thru and separating our community. Alternate #7 converts Dunes West Blvd & Bessemer Rd INTO Hwy 41 for all practical purposes. I strongly and wholeheartedly OBJECT and REJECT Alternate#7 as a valid choice!
05/24/2018	Lorie	Esselburn	This is my #1 choice proceeding with Alternate#1. Hwy 41 is already an existing highway and a straight shot from the Wanda River Bridge/Clement Ferry Rd and is the most straight forward solution.
05/24/2018	Franne	Schwarb	I believe we should try and preserve the Phillips community. This alternative isn't perfect, but I don't think the other 2 are better.
05/24/2018	Lisa	Gair	Not sure why we would basically turn Dunes West Blvd which is mostly in a residential community into a hwy. One major concern is that North Hwy 41 past Clements Ferry is starting to be developed and will definitely increase traffic on the Mt Pleasant side, so you will be dumping 1000's of cars into a residential community which will cause a decrease in home values and change the entire feel of the neighborhood not to mention the enormous amt of traffic noise it will cause. I have experienced this first hand as I used to live in Ravens Run with my backyard parallel to the connector. Once the connector was widened and tens of thousands of people moved into the area we couldn't even hang out in our backyard because of all the traffic noise. This was a major reason why we relocated to this part of town. Dunes West Boulevard is not called Dunes West Hwy so let's not turn it into one. Highway 41 is a Highway , so let's stick with the original plan and widen it. And I haven't even mentioned the beautiful oak trees that would be in jeopardy if Dunes West Blvd was turned into a 5 lane Hwy.

05/24/2018	Cindi	May	Alternative 1 is the only alternative of the 3 that is realistically viable. Alt 2 & 7 reroute traffic causing longer commutes, and will slow traffic down as Bessemer is incredibly windy. The homes built there recently are ridiculously close to the road, and so it will be difficult to change the shape of the road for efficient and effective passageway. Many people will neglect to take the Bessemer exit, resulting in dangerous slowing as 41 narrows from 5 lanes to 3. Accidents are likely to ensue as passengers have to be in the "correct" lane to turn or go straight, creating even greater delays. You just can't make 41 both a 5 lane and a 3 lane highway.
05/24/2018		Burke	I live in Palmetto Hall and this one is the best alternative. And hopefully you will build a sound wall for the homes backed up to 41
05/24/2018		Burke	Alternative 7 is a really bad choice. I don't want the green space on Dunes West Blvd compromised and dealing with the noise from the excessive traffic . It would ruin the esthetics of the community. It's an insane idea.
05/24/2018		Burke	Alternative 7 is a really bad choice. I don't want the green space on Dunes West Blvd compromised and dealing with the noise from the excessive traffic . It would ruin the esthetics of the community. It's an insane idea.
05/24/2018	Kangkang	Kovacs	This is the way to go. 41 should be widened instead of Park West Blvd.
05/24/2018	Bree	Robbie	I know I probably sound like a crazy person... but have you considered widening Park West boulevard to 4 lanes (seems to be plenty of land) to assist with getting people out of that community to 17 rather than taking 41? It backs up in there LIKE CRAZY!!
05/25/2018	Mark	Langston	This option does not fully address the problem and will do little to alleviate the traffic issues. It should not be considered.
05/25/2018	Mark	Langston	This option is the only one that makes sense. Alternative 7 will cause worse traffic issues since Dunes West and Park West will all dump into the existing Bessemer Road. It will make entry onto Dunes West Blvd from Dunes West extremely difficult. School traffic already is an issue down Dunes West Blvd and Alternative 7 will magnify this problem.

05/24/2018	Kathleen	Eovino	<p>Since the shortest distance between 2 points is a straight line, I believe this option makes the most sense. It's a straight road and affects the least amount of neighborhoods.</p> <p>I understand the Philips Community is an historic area. It should be recognized as such. Special plantings and signage and lighting could be incorporated along this area of Rt 41.</p> <p>The idea is to get the traffic through this area quickly and safely. Not give a grand tour of Dunes West and Park West.</p>
05/24/2018	Kim	Frankel	<p>Terrible idea, traffic will just bottleneck when going from 5 to 3 lanes. Makes no sense at all.</p>
05/24/2018	Kim	Frankel	<p>Terrible idea, why would you route traffic off the main road to cut over to Bessemer? There are already too many cars using this road to go to the schools. Dunes West Blvd is only one lane each way.</p>
05/24/2018	Kim	Frankel	<p>This is the ONLY reasonable alternative. Thinking forward and planning for the future.</p>
05/25/2018	Stuart	Singer	<p>Thank you for such a great review. I am an engineer and recently moved into Dunes West. Clearly Rt 41 has to be fixed....! Option # 1 seems to me to be a great solution.</p>
05/24/2018	Kristine	Petereit	<p>This is the only alternative that makes sense - why would you divert a highway through a residential area?</p>
05/25/2018	Jim	Lewis	<p>This appears to be the only practical alternative chosen. However, based on the amazing growth in traffic volume, especially from Hwy. 17 north of Hwy. 41, and Clemens Ferry Road, plans should be made to allow the least disruptive expansion of those 5 lanes to 7 lanes.</p>
05/25/2018	Jim	Lewis	<p>This appears to be the only practical alternative chosen. However, based on the amazing growth in traffic volume, especially from Hwy. 17 north of Hwy. 41, and Clemens Ferry Road, plans should be made to allow the least disruptive expansion of those 5 lanes to 7 lanes.</p>

05/24/2018	Dale	Tuttle	<p>This alternative is the most disruptive of all based on the Reasonable Alternatives Screening Matrix. It requires the most full and partial property acquisitions, the most tidal and non-tidal acreage, the most stream and floodplain (and Lord knows we don't need anymore negative floodplain impacts), and the most park acreage. Granted it has less impact on the Phillips Community, apparently. This alternative would negatively impact property values in the Park West and Dunes West communities, greatly increase traffic and noise, adversely affect residents abilities to get out of their neighborhoods and unnecessarily destroy additional woodland areas. This alternative should be tossed out as both ecologically unsound and unnecessarily disruptive especially since new housing construction continues along the proposed corridor which would require the acquisition and demolition of homes less than 4 years old. This just makes no logical sense.</p>
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05/24/2018	Dale	Tuttle	<p>While it appears that this alternative has the least overall impact on all the screening factors especially as far as the Phillips Community is concerned, the potential bottlenecks of reducing traffic from 2 lanes to a single lane through the Phillips area would seem to just move the congestion farther up the road from where it is now. I realize that that stretch would only be a couple of miles but that would be frustrating enough for drivers especially as traffic increases. My guess is that this option would be the least expensive and the least disruptive overall. I would vote that more study be done on this alternative, maybe going to four lanes without a turn lane through the Phillips area.</p>
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05/24/2018	Dale	Tuttle	This alternative seems to be the most logical. The road corridor already exists, there appear to be very few impediments to this. While possibly more expensive than Alt 2, it would be (I'd guess) considerably less expensive than Alt 7. Making Hyw 41 5 lanes from Hyw 17 to the Wando Bridge would speed traffic, reduce travel times, reduce congestion, and merge nicely into the Clements Ferry widening project. I do recognize that this would have a greater impact on the Phillips Community than either Alt 2 or Alt 7 I believe, given the little traffic I've seen either turn into or out of any of the side streets through the Phillips area that the disruption would be relatively minor for this area while greatly enhancing peoples ability to get around. As the I526 issue has shown our road systems can't handle any disruption and few alternatives exist to improving that situation. We must do what we can to keep traffic moving.
05/24/2018	Blake	Deane	Please go with alt # 1
05/24/2018	E.	Groesbeck	Prefer Alternative 1. It's most logical and efficient in widening hwy. 41 and not investing resources in other routes.
05/24/2018	Jeffrey	Beale	I clearly am missing why any other alternative is being considered unless there is an unstated concern with Alternative 1. More information needs to be provided beyond what seems to be an obvious choice for an evacuation route.
05/24/2018	Dick	Artale	Sounds like putting a 5 inch waterline with a 3 inch choke point. Creates a problem rather than solving a problem. Not acceptable
05/24/2018	Dick	Artale	Appears to be the only real solution. Moving high volume traffic efficiently.
05/24/2018	Oscar	Rebula	Appears to make the most sense. Why reinvent the wheel when all you have to do is make one wider. This provides a much straighter route
05/24/2018	Oscar	Rebula	This makes very little sense. Why create a bottleneck from both directions at the Phillips community? Have we not learned from the bottleneck on the Bowman flyover and the Raveland bridge approach? Do we want to send more traffic through communities that have homes that will be closer with this alternative?

05/24/2018	Oscar	Rebula	Again, like alternative 2, this is an alternative that also makes little, if any, sense. So we want to deliver more lanes and cars at higher speeds through several residential communities when we have alternative 1 that widens 41 that is straight and the current homes there have large current setbacks? And again, we want to create bottleneck on both sides of the Phillips community...WHY?
05/25/2018	Quincy	Zimmermann	Since HWY 41 is an evacuation route it option 1 is the obvious choice!
05/24/2018	Ron	Romagnoli	Go with option 1. Get on with it now!! Don't let environmentalists get in the way. We are not destroying anyone's environment. We're simply widening an already existing highway. The project needs to start now. Quit screwing around with more and more useless meetings.
05/24/2018	Keith	Grybowski	Best option
05/24/2018	Keith	Grybowski	Please publish the genius who came up with this design. This is nuts. It is already a liability with the schools and rec department. Count the speeding tickets and near collisions with school busses. And you want to build a speed way.
05/24/2018	Keith	grybowski	Why bother. It already exisits. Now if you were going to spend the money everyday and reverse the lanes, that would be novel.
05/24/2018	Taylor	Stephens	Why screw up Dunes West to solve Hwy 41 issues ? A 5 Lane in Dunes West is so stupid . Solve the Hwy 41 problems without effecting Dunes West.
05/24/2018	Taylor	Stephens	Why screw up Dunes West to solve Hwy 41 issues ? A 5 Lane in Dunes West is so stupid . Solve the Hwy 41 problems without effecting Dunes West.
05/25/2018	Priscilla	Jones	I did not know there were alternatives, but #1 would be my choice. I am to the point that the traffic in Mt. P jeopardizes my health and safety. If and when we have a major catastrophe, there is no way out.

05/24/2018	Patrick	Sandifer	Alternative 1 is the only viable option of the 3. This option allows for continued growth from Clements Ferry road (Berkley County), provides access for hurricane evacuation route and a methodology to handle the extreme current traffic flow on 41. Any routing of current 41 traffic through Park West blvd and Bessemer road will significantly put at risk the children and families that currently utilize the walking paths and crosswalks to gain access to amenities such as the public pools, nature trails and bus stops. Additionally it puts undue stress on the Dunes West community and the first responders positioned on Park West blvd. the impact of widening Park West blvd would result in reduced residential sells and significant decrease in county taxes collected based upon held real estate.
05/25/2018	Dewise	Bailey	Plan #1 is the best. We need turning lanes not medians
05/24/2018	Brien	Walker	Awful idea.
05/24/2018	Brien	Walker	Alternative 1 makes the most sense. Straight road already established to build on
05/25/2018	Phillip	Owens	Option 1 appears to be the straightest, most efficient option. It also would seem to have the least environmental and cultural impact.
05/16/2018	Abby	Poole	Alternative 7 – Yes, I’m a 12 year old who lives in the townhouses on Bessemer Rd. The road behind our house is already very disturbing and noisy. Although I’ve grown accustomed to it, it would bring many issues besides the noise. I have a dog hat I like to let outside. If the road was built I would not feel safe letting my dog out anymore. Also, it would turn PW into less of a safe, quiet neighborhood, and more into a busy traffic scene and a way to cut through the highway.

05/16/2018	Nicole	St Pierre	<p>There are homes that back up to Bessemer road with small children, pets and families. Already, the two lane road is just behind the gate of the townhomes located on Bridwell Lane. A 5 lane road would be awful for noise for people who live in those homes. Already the noise from Bessemer can be heard inside homes- making it difficult for me and my children to sleep at night. The safety issue posed by additional traffic would be of great concern- especially if homes have a virtual highway just beyond the gate. I moved me and my children to Park West because it is a quiet, walking friendly, safe NEIGHBORHOOD- having a virtual highway in our backyard would destroy the community values Park West is founded on and make it an awful place to live. We bought our townhome on Bessemer road less than two years ago- what our backyard would become is entirely different from what we purchased- or the home I would ever want to raise my children in.</p>
05/16/2018	D	Morton	<p>Alternative 2 – Not as good as Alternative 1. P→(?) traffic flow on Hwy 41.</p> <p>Alternative 7 – Highway 41 is a designated hurricane evacuation route and must be able to move people away from the coast (?) rapidly and safely. Alternative 7 (any similar alternative) increases the travel distance required to get away from the coast. Further travel on the alternative routes will not be as efficient due to the (?)(?) of the route (?)(?) intersection with neighborhood roads (?) will therefore delay moving the public out of harms way. Because alternative 7 is similar alternative (?) not in (?) public (?) (?) should not move forward or be implemented.</p>

05/16/2018	Julie	Wood	<p>Alternative 1 – Best possible scenario. Hwy 41 is a highway for a reason and needs to be widened to the max capacity. This would avoid bottlenecks and a neighborhood from becoming a cut through; would decrease safety, home values and flow of traffic. (Best scenario)</p> <p>Alternative 2 – Why bottleneck the road? This would cause major congestion on Bessemer/ Dunes/ Park West, thus decreasing safety for children and value.</p> <p>Alternative 7 – Terrible idea!! This would be the worst scenario!! We would lose our safety and our neighborhood would be a highway essentially. This will decrease the value of the neighborhood. Not safe for the bikers/walkers; noise would be a huge issue.</p>
05/16/2018	Steve	Williams	<p>Alternative 1 – We would prefer this alternative. It is currently the main East, West route. It has very little pedestrian traffic to effect. It has less effect on isolation of communities on the route.</p> <p>Alternative 2 – Not.</p> <p>Alternative 7 – This is the least favored alternative. This will affect the ability to use this as a local use road. It will eliminate bicycle and pedestrian use. It will also place the neighborhoods between 41 and Dunes West Blvd in an isolated position from the rest of Dunes West and Park West. It will also create a noise issue for these communities. It will make it very hard to have children walk or ride bicycles to the schools in Park West.</p>
05/16/2018	Harry	Ong	<p>Alternative 1 – The most reasonable, without impacting new homes; straight shot to the bridge.</p> <p>Alternative 2 –</p> <p>Alternative 7 – Emphatic no-doesn't make sense to tear down homes, even those being built. Noise pollution to existing homes. Worst alternative.</p>

05/16/2018	Catherine	Barnard	<p>Alternative 1 – Hwy 41 MUST be widened to 5 lanes. This alternative should also widen Dunes West Blvd to match widening of Park West Blvd, but this can be done at a later date. Of the 3 remaining options ALTERNATIVE 1 IS BEST!</p> <p>Alternative 2 – 5 lanes ->3 lanes->5 lanes will not calm traffic enough. Makes no sense. Must be 5 lanes all the way down Hwy 41.</p> <p>Alternative 7 – Same as above. Widening Hwy 41 5->3->5 lanes is not enough.</p> <ul style="list-style-type: none">• Hwy 41 must be widened to 5 lanes all the way from the Wando bridge to 17.• Consider a frontage road along side 41 so that the driveways do not access 41 directly. This is not safe, even the way it is today.• Consider relocating current Phillips homes that are currently right along 41 to become a group of homes further back within the Phillips Community. Possibly adding an amenity center there for them so that they can stay in their same community.• Start with Alternative 1- widening Hwy 41 to 5 lanes is a great start!
05/16/2018	Linda	Dennis	<p>Alternative 1 – This is the best route. Exercise imminent domain to have access to Phillips Community.</p> <p>Alternative 2 – This is definitely not as desirable as 1 because of disruption to an established community.</p> <p>Alternative 7 – So many reasons make this the worst alternative by far- noise, safety, speed, disruption to a community. Excellent presentation!</p>

05/16/2018	Roger	Dennis	<p>Alternative 1 – This is the only realistic option in my opinion. Imminent domain needs to be exercised to all 5 lanes straight away on 41 without going through established neighborhoods.</p> <p>Alternative 2 – Not at all- disruption of neighborhoods, which is unacceptable. The Phillips Community should be moved with incentive from the state; but this is better than 7.</p> <p>Alternative 7 – “This will kill us” with the change of traffic through neighborhoods; ie:safety, speed and noise.</p> <ul style="list-style-type: none">• A fly-over (way) needs to be considered.• A referendum needs to be considered to establish support for imminent domain- and a moratorium (?) on all construction. <p>Project team makes a positive impression!</p>
05/24/2018	Jordan	Fleming	<p>Is the Gregorie Ferry connector part of any or all the 3 alternatives that were selected to move on?</p> <p>I donâ€™t see the Gregorie Ferry connector on the video but it is mentioned elsewhere.</p>
05/24/2018	Kenneth	Aven	<p>During the meeting they commented that they were concerned about splitting up the Phillips Community, but if you look at the present Rt. 41 it there already, so why should you want to move the road that is already going thru there.</p>
05/24/2018	Kevin	Braun	<p>The completion of the Gregorie Ferry Road Connector was not addressed. Can you elaborate on the status of the proposed improvements and connection to Hwy 41. As a current resident in the Enclave at Gregorie Ferry neighborhood I am extremely concerned about increasing the flow of traffic through this proposed route and the detrimental impact that this could have on property value, safety, and quality of life. The current roadway is not suitable to accommodate increased traffic flow, especially in regards to the section of front of the apartments where current on street parallel parking is available. There is already a entrance available behind Seel's Outboard and in front of the proposed new storage facility. Please elaborate on how this proposed connector would better serve the area/traffic flow, improvements to be made to the roadway, and negating the impact to current residents along this proposed connection.</p>

05/17/2018		Anonymous	Resident that lives on [REDACTED] and I'm against the alternative number seven with the 5 Lane Highway through Bessemer Road I think it would greatly affect the beauty of the County Park and the availability for our children to play safely and walk on the pathways to the local park pools schools and recreation areas. Again I'm against the alternative seven idea. Thank you."
05/17/2018	Steve	Weavil	My name is Steve Weavil. I am calling to see when the proposals from last night's meeting are going to be on the website. We were told that they would be up first thing this morning and I have yet to be able to locate them. Please call me at [REDACTED]. Thank you."
05/25/2018	Jenny	Myers	Hello. My husband and I live on [REDACTED] in the Park West neighborhood off of Bessemer Rd. We, along with all of our fellow neighbors, do not support Alternative #7 construction plan. THIS will be completely detrimental to not only our home value but would destroy the quaint, safe neighborhood we so appreciate currently. We have lots of young families with young kids, we're actually expecting our second baby June 7th of this year. A proposed 5 lane construction is just absurd and will create greater traffic issues. I work downtown and my commute has been just fine on Bridwell going towards 41. PLEASE reconsider this plan. Your support means a great deal!
05/25/2018	Mindy	Robertson	This is the only reasonable option that has the best interests of everyone in the town, not just Phillips Community
05/25/2018	Eric	Johnson	Without a true/detailed overlay of the proposed road and its infrastructure (rainfall drainage, traffic signals, relocated power grid, etc.), it is impossible to really see the full impact of the Bessemer/Park West bypass. It seems that the route would destroy what is left of the environment and create gridlock in the center of an area that continues to be developed with no consideration of a possible 5-lane highway cutting through the center. You are asking people to express an informed opinion before really providing sufficient and specific details other than a yellow line on a map...I am opposed to any route that is not a straight line.

05/25/2018	Mindy	Robertson	This is the only reasonable option that has the best interests of everyone in the town, not just Phillips Community
05/25/2018	Scott	Cracraft	This would make for extremely heavy traffic right through the middle of all of the Dunes West neighborhoods. Very bad idea and dangerous in my opinion. Option 1 makes much more sense, is more efficient and effects far fewer people.
05/25/2018	Scott	Cracraft	This alternative makes the most sense, Traffic would flow seamlessly. This is the way to go!
05/25/2018	Keith	Nothstein	Please consider the amount of traffic on route 41 and then go forward with the route that is the fastest and most direct from Hwy 17 to the Wando River bridge. No perimeter route should be considered if it is not the fastest and involves the purchase of the fewest properties.
05/25/2018	TRISH	RICHARDSON	I THINK ALTERNATIVE 1 IS THE BEST CHOICE. CAN WE MOVE UP THE PROJECT SCHEDULE DATE. I THINK ANYONE MAKING A DECISION SHOULD TRY TO LEAVE RIVERTOWNE AT 730, 8 AND 830 TO SEE HOW BAD THE TRAFFIC BACKS UP. THANK YOU
05/25/2018	Rickey	McAteer	Alternative #1 is the only feasible option. Alternative #2 would be the next best but still a complete waist of time and money. I'm all about saving our community but that should have been considered many years ago when we opened the flood gates to development. Given 41 is an evacuation route for thousands of residents it shouldn't be delayed any longer. Just do it..
05/25/2018	Mark	Kovacs	This is the only reasonable alternative.
05/25/2018	Mark	Kovacs	This is not a reasonable alternative and should be removed from the list.
05/25/2018	Paul	Lombardino	I can't believe that this committee would even consider putting a 5 lane "highway" through a residential area of Dunes West... as proposed in alternative 7. This route is preposterous when you consider the school busses and children that must use the road everyday. The noise level alone should violate your consideration of this route. Let me remind you that the density of housing in this area of Dunes West pays more in Taxes than all of the homes on Rt 41....and speaking of taxes putting this roadway through this area will erode the value our homes. Rt 41 has always been a Highway and remains one today, Dunes West Blvrd is not! Let's keep it that way!

05/25/2018	Richard	Hamilton	Definitely Alt #1. Please don't do this half ass.
05/25/2018	William	Cochran	I like this better than 2 or 7. Hurry up! Thanks
05/25/2018	Judith	Fedder	Alternative 1 is the ONLY viable one presented. It is logical for the flow of traffic, especially as an evacuation route. Concerns over the Phillips Community should be addressed with an overpass over Hwy 41. Alternatives 3 and 7 are completely innane, poorly envisioned, and untenable. No responsible planners route a road like that through multiple neighborhoods.
05/25/2018	Donato	Rinaldi	I have studied maps and Google Earth images of Mount Pleasant and I think Alternative 7 is the best plan. Now, I want to throw in my two cents. 1). Highway 41 needs to continue as a five lane highway across Route 17 using a fly over to a point somewhere mid way between 17 and Rifle Range Road eventually bearing South to connect to Sweet basket Parkway as a five lane to Hungryneck. 2). Porchers Bluff should be a five lane to Rifle Range Road, eliminating the circle, and continuing as a five lane road down Rifle Range Road to Isle of Palms Connector. 3). Long Point Road needs to be widened all the way as a three lane road or more if possible. 4). Park West Boulevard should be a five lane road from Route 17 to the connection with the Alternative 7 plan. All three traffic circles on Park West Boulevard should be eliminated to provide a continuous highway flow eventually merging into Alternative 7 plan.
05/26/2018	Jeffrey	Stanton	RA7 is an effective way to mitigate the effects on the Phillips Community, yet relieve the school congestion in/around Parkwest and Dunes West routes. Provides best long term LOS as well. Nice job on this.
05/26/2018	John	Maize	#1 makes the most sense to me. The shortest distance between 2 points is a straight line. It also keeps heavy traffic off Dunes West Blvd which is already a failed road at rush hour. I hate to think what it would be like when Hughey is built out if Highway 41 traffic is routed that way. God forbid!
05/26/2018	John	Maize	This would be a hardship for Dunes West residents. At peak times even now there is a long queue exit and enter at the Dunes West gate. A traffic Circle might help, but a traffic light could make it worse.

05/26/2018		Marsi	Alternative 1 makes the most sense. Whatever you do, please include a bike lane on hwy 41. I'm a Dunes West resident.
05/27/2018	Mary	Ellsworth	This alternative is not a viable solution. It would provide great inconvenience to Dunes West and Park West residents.
05/27/2018	Mary	Ellsworth	Regarding the 3 alternatives, Alt 1 would move traffic the fastest and provide convenience to most surrounding residents. Alt 2 would be ok. Alt 7 would provide great inconvenience and hamper the quality of life for some Dunes West and Park West residents.
05/27/2018	Gary	Krieger	I am in favor of alternative 1. This seems to allow traffic to flow best on hwy 41.
05/27/2018	Deborah	Krieger	Although this alternative has the least property impacts, I do not believe it will solve the long range plan to decrease traffic as this plan will create bottle necks in both directions at the 3 lane area.
05/27/2018	Deborah	Krieger	Alternative 1 is the most reasonable to alleviate the traffic issues while being sensitive to other concerns of the community.
05/27/2018	Donna	Newman	I Like Alternative 1 for my vote
05/27/2018	Cheryl	Tassinari	This doesn't make sense making traffic merge at Joe Rouse Rd the again to go over the new Wando bridge. Due to the extra traffic now on 41 because 526 has caused traffic problems, citizens are complaining about the merging traffic coming from the 17 traffic light.
05/27/2018	Cheryl	Tassinari	This option will only bring more traffic thru Park West creating more traffic problems to the neighborhoods along Bessemer Rd. Have you considered how cars will enter and exit Arlington, Keswick and the 6 new neighborhoods that are now under construction or have been built in the last 3 years. SCEG would not sell property to build that newest round-about and its already a race to pull out of Keswick hoping no one will rearmed you by flying around the corner. I understand where the residents of Phillips do not want their heritage disrupted, however common sense tells you widening Bessemer and Dunes West Blvd would create a nightmare.

05/28/2018	Traci	Schilling	Strongly opposed to this as it looks to permanently alter the landscape of Dunes West and potentially hurt property values for those of us living here, particularly those “outside the gate”.
05/28/2018	Traci	Schilling	My comments on alternative 1 were meant for this alternative. I’m opposed to this one and WANT alternative 1.
05/28/2018	Traci	Schilling	I don’t understand the logic of cutting the lanes down. I oppose this. This should enhance ALL homeowners along this road and this hinders the Phillips Community.
05/28/2018	Traci	Schilling	This is my preferred option. It is the only option that I see positively impactIng all homeowners along the 41 corridor.
05/28/2018	David and Cathy	Patton	This is the best of the 3 alternatives provided for our community.
05/28/2018	Reba	McSheehy	Alternative 1 makes the most sense. It would not impact as many people and should be less expensive.
05/28/2018	Reba	McSheehy	Alternative 7 seems unreasonable. Diverting traffic into these areas will make things a nightmare and the cost would be a lot more.
05/28/2018	Elaine	McLaughlin	I vote for alternative #1.
05/28/2018	Katherine	Meredith	This is the only acceptable solution given the number of houses that have been approved to be built. Any elected official that says otherwise is being unrealistic. The time to save portions of 41 from being widened have passed with the past votes to approve more homes. It is unfortunate our elected officials choose to turn a blind eye to the glaring need to build roadways for the correct number of homes. It must be righted by approving only option #1 and owners of land displaced should be correctly compensated. Additional building must be stopped until infrastructure is corrected. It is ludicrous to do otherwise.
05/28/2018	Mirella	Abbo	It seems that this is the lesser of two evils. #2 and #7 definitely out. But what about the option of sticking with 3 lanes on 41 (with turn lanes) and then during morning and evening rush hours, convert the extra lane for use of rush hour traffic. 41 is only conested during the am and pm commutes.
05/28/2018	Mirella	Abbo	No WAY!
05/28/2018	Mirella	Abbo	No WAY1

05/28/2018	Mirella	Abbo	The Philips Community has approved 3 lanes is my understanding. I attended the info meeting recently and the spokesperson for Philips said 3 lanes are ok. Why don't we go with this and at rush hours, take the extra lane for the rush commute at both morning and evening times? The only time that 41 is crowded is at those commute times.
05/29/2018	Norman	Jones	This option is ridiculous and unsafe. Should not even be under consideration.
05/28/2018	Judith	Fedder	I am in strong support of Alternative 1. This is the only reasonable option, and makes the most sense to expedite the evacuation route. It is an inane idea to carve out a 5-lane road in the middle of multiple housing developments and I am strongly AGAINST the other alternatives. In consideration for the Phillips Community, suggest an overpass (walking or driving) that links up that community which is already separated by a state highway.
05/28/2018	Chuck	Fix	Alternative 1 is only reasonable option--I strongly support it. Making HWY 41 five lanes from US 17 to Clements Ferry Rd is logical and sound. It is insane to think about carving out a swatch of multiple housing areas and plunking down a 5-lane road through them, when the logical route is a straight road...especially for evacuation. The Phillips Community is already separated by a state road...suggest any concerns there be accommodated with an overpass that connects both sides of the road.
05/28/2018	Rene	Fix	STRONGLY support Alternative 1, which is the only logical option. It is ridiculous to carve 5 lanes in the middle of housing developments to accommodate traffic (and evacuations) when that is exactly the purpose of the state highway. Do NOT consider alternatives 2 & 7 which are illogical and unreasonable.
05/28/2018	Craig	McALhaney	Alternative 1 is reasonable in that it widens an already major artery and does not effect neighborhood roads in Dunes West and Park West. Small neighborhood roads turned into Parkways will have a devastating effect to so many new Neighborhoods that did not buy into the area to live on a parkway! and have there value go down.

05/28/2018	Craig	McAlhaney	Alternative 2 appears to be the least intrusive proposal out of the three. It would have the least amount of impact on parcels and the Phillips Community, but might cause backup on the 3 lane section as the area becomes more populated. I am not against this proposal.
05/28/2018	Craig	Mcalhaney	I cannot express how much I am against this Alternative. It takes the most parcels and effects so many upscale neighborhoods to the detriment of property values, who never imagined living on a 5 lane major hwy, this alternative will lead to so many families moveing out of the area in the misguided attempt to help them get stuck in traffic on Hwy 17 quicker!
05/25/2018	Allen	Kaufman	My wife and I are completely against option7 sr41. Why would anyone propose putting a 5 lane freeway through our community? Option 7 would inflict great harm to our existing way of life. As a veteran I must say this is not what I signed up for. Thank You Allen Kaufman [REDACTED]
05/25/2018	Janet	Kaufman	I am against alternative 7 it should be thrown out. It is a horrid plan. Iâ€™m for No building alternative. All alternatives will have a adverse impact on our lives,and lower home values.
05/26/2018	William and Joyce	Heck	What steps are being taken to avoid flooding as was the case in several areas where too much construction was badly planned? 41 definitely needs to be widened as it is an evacuation route. However, it should not disrupt such a large number of people in Park West and Dunes West. A three lane road should be adequate in front of the Phillips Community with NO bypass on Bessemer. Will residents be advised of results of any and all flood assessments for this project?

05/27/2018	Mirella	Abbo	<p>Of the three proposals on the table, option 1 seems to make the most sense as it involves the least amount of disturbance/construction.</p> <p>One thought I have is why not just do 3 lanes all the way, (including turn lanes) from 17 to the Wando Bridge. At the appropriate rush hour times, take the extra lane and use it to increase traffic flow during am and pm rush hours. This is done in DC with major arteries. Hwy 41 is only jammed during the rush hours; the rest of the day it is free flowing.it is my understanding that the Philips Community has approved the 3 lane concept.</p>
05/27/2018	Adam	Ray	<p>To Whom It May Concern,</p> <p>Is there a video/plan layout of the Gregory Ferry Connector? Can you please provide more information? It appears as though it will directly impact my residence and would like more information.</p> <p>Thank You.</p>
05/27/2018	Adam	Ray	<p>I would like to know what the Gregory Ferry Connector will look like seeing as it directly impacts where I live. Thank you in advance for your correspondence.</p>

05/28/2018	John	Watkins	<p>From John Watkins, a resident of Dunes West:</p> <p>Issues with Alternative Seven for Highway 41 Widening</p> <p>There are several fairly serious problems created by Alternative 7 which may not have been immediately apparent to the task force, and they have to do with Dunes West, now and in the future.</p> <p>The first is traffic patterns related to Dunes West, Park West and Rivertowne. There are only two exits for Dunes West, and only one for Rivertowne. Today, those exits are onto dual lane roads, and there are material rush hour backups getting out and serious safety issues at the Hwy 41 exit for Dune West. There are about 325 more homes yet to be built inside Dunes West, bringing the total inside and out to about 2,830. Much of the traffic during morning rush hour out of Rivertowne continues on the single lane Dunes West Boulevard (DWB) creating long exit times from Dunes West (DW). Today, many DW owners are very hesitant to exit going south on Hwy 41 for safety reasons.</p> <p>Alternative 7 makes both exits from the gated portion of Dunes West, and any others which could be added, exit onto a 5 lane road. Crossing to turn left from either exit will be much more difficult. The problem for Rivertowne is even more complex for Alternative 7. Today's Rivertowne exit is served by a traffic light. In Alt 7, it appears that the 5 lane road will make a sweeping curve north of the current DWB and it is not clear how Rivertowne residents will cross the 5 lane road at any point and join Hwy 41 if going north. With the increasing numbers of residents in DW and Rivertowne who work at Boeing, Mercedes, Volvo or use the airport or other businesses, this may present a serious complication for Rivertowne and serious additional delays in exiting Dunes West (not contributed to by the fact that it is a gated community as the drivers are exiting). With 2,800 DWB households needing to get onto Alt 7, no matter which way they go, moving from neighborhoods with speed limits 30 or less onto a 5 lane</p>
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05/28/2018	John	Watkins	<p>highway is non-trivial. Today, more than 6,000 vehicles per day enter and leave Dunes West on the gated side, and one third of Dunes West is outside the gates. When the Lowes Food complex is completed, there will be about 10K entries and 10K exits daily from Dunes West on Alt 7. (including our ungated communities).</p> <p>The chart shown for Alt 7 does not clearly indicate the various neighborhood entry points and whether there would be stoplights, entrance lanes, roundabouts or others. It does not indicate whether existing parts of DWB which are not under the proposed five lane route will be abandoned or removed. Between the current Hwy 41 and the south entrance gate to Dunes West, there are currently four paved entry points on the south side of DWB and three paved entrances on the north side, along a distance of about 4,000 feet.</p> <p>One question which should be considered in choosing an alternative is “How many homes will now be much closer to a multi-land high traffic highway?” Here, Alt 1 would be much better than Alt 7. Along Bessemer Rd itself, there are two neighborhoods already under construction with significant Bessemer frontage, five or more commercial lots with two buildings already on them, and at the north end a very close condominium set on one side and an R3 residential neighborhood on the other. As Alt 7 turns along the upper end of Park West Boulevard, the route goes between two sets of condominiums, then past two more R3 neighborhoods. Approximately 128 homes along upper Bessemer and DWB/PWB which are not now on a multi-lane thoroughfare will have their property line now abut one.</p> <p>The next question deals with land usage, value of that land, and who owns it. Two key open fields belong to Dunes West Property Owners Association, a non-profit owned by 2,500+ families jointly. Our more densely populated neighborhoods (The Gates, Heritage, Palmetto Hall, Cypress Pointe, and Ellington Woods) all bought homes which included a share of open space inten</p>
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05/28/2018	Rebecca	Adler	<p>As a new homeowner with a fixed income, i attended the meeting. No questionnaires were available to comment for boxes. Inadequate scraps of blank paper were on a table. Here are my responses.</p> <p>Representatives said cost to the taxpayers are higher with #7. The number 2 objective they outlined on the website and reading material is eliminated with alternative (not reasonable) #7.</p> <p>The comment sheet distributed at the meeting asked three questions:</p> <p>Do you have comments about Alternative 1? If yes, please explain.</p> <p>Do you have comments about Alternative 2? If yes, please explain.</p> <p>Do you have comments about Alternative 7? If yes, please explain.</p> <p>Option 7: Widen Joe Rouse/Bessemer Road to Five Lanes</p> <p>Inadequate Roadway Width.Â Some sections of the existing Bessemer roadway are too narrow to adequately accommodate five lanes of traffic, plus sidewalks for pedestrian traffic, plus sound or safety barriers. According to engineers/planners at the information meeting, possible solutions to the road width problem include significantly narrowing or eliminating existing berms and tree borders along Bessemer knocking down some existing homes and, if feasible, rebuilding them elsewhere rerouting a section of Bessemer to go behind some existing homes.</p> <p>Population Density Park West is heavily populated. Eight neighborhoods, which are home to hundreds of residents (453 housing units), would be directly impacted by the increased noise, pollution, and traffic caused by Alternative 7. The number of homes/units for each neighborhood is shown below.</p> <p>Abbotts Glenn- 24</p> <p>Arlington- 159</p> <p>Bessemer Park -44 (under construction)</p> <p>Covington- 37 (under construction)</p> <p>Keswick- 40</p> <p>Mansfield- 28</p> <p>Preston- 100</p> <p>Worthington - 21 (under construction)Â</p> <p>When considering population impacts, the proposed Bessemer option would cause far more residential disruption than would widening the</p>
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existing SR 41 highway through the Phillips community.
Excessive Noise.Â A five-lane highway through Park West wo

05/28/2018	Rebecca	Adler	<p>Excessive Noise.Â A five-lane highway through Park West would significantly increase noise. So-called noise abatement installations, such as vegetation and high walls, do not significantly lower noise levels. High sound walls are unsightly and give a fortress look to neighborhoods. Noise is a quality of life issue that would have permanent negative impacts on residents and property values.</p> <p>Air Pollution Vehicles pollute air. Widening Bessemer Road would decrease air quality in a heavily populated area.</p> <p>Property values and lifestyle choices The proximity of neighborhoods to a five-lane highway would decimate property values. Moreover, homes would be harder to sell, because buyers will reject a home located a short walk from a busy five-lane highway. Park West residents purchased homes in a suburban environment that promotes quiet neighborhoods and peaceful outdoor living. The urban noise, traffic, and pollution that would accompany Alternative 7 are not consistent with the Park West master plan.</p> <p>Safety concerns.Â Many residents, including children, walk and bike throughout Park West. This is an important feature of life in the area, and it would be damaged by Alternative 7. For example, the proposed highway is near the Park West Pool and Tennis Center, which children frequently access by foot and bicycle. Walking and biking to these facilities would be made more dangerous and difficult by inserting a major highway into the middle of a suburban community.</p> <p>Construction Headaches Project spokesmen at the public meeting explained that Alternative 7 could require some homes along Bessemer to be demolished and possibly rebuilt. Other homes would experience a severe reduction in yard and tree screening. Existing homes along Bessemer are new or recent construction. Destroying and rebuilding existing homes would compound the noise and headaches associated with construction sites. Moreover, there is no assurance that</p>
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05/29/2018	Jeanie	Meyers	<p>Good Afternoon,</p> <p>Unfortunately, I was out of town during the meeting and was unable to attend. After reviewing the three viable options, I am highly concerned. Option 1 I feel is the best option. It continues the current route for Highway 41 negatively impacting the fewest homeowners and it is most direct and shortest route.</p> <p>Option 2 would probably be adequate for the next 5 years but once Clements Ferry is built out, it will not be enough to accommodate the traffic.</p> <p>Options 7 is not acceptable for the reasons listed below.</p> <ol style="list-style-type: none">1. Dunes West and Park West are live, work, play communities that are a model for neighborhoods to reduce traffic and increase physical activity and community involvement. Live, work, play embodies the national trend of this optimal neighborhood development. Option 7 is the antithesis of this type of development.2. On any given day, there are hundreds of children and thousands of adults who might cross the existing path of the proposed Option 7; 5-lane road to get to school, go to work, use community facilities, visit neighbors or exercise. The increased danger of crossing a 5-laned highway instead of 2-laned neighborhood road to accomplish these activities is unacceptable.3. There will be 8-9 intersections at a minimum that will unload neighborhood traffic onto the Option 7 5-laned road that will require either at lighted intersections or, possibly more dangerous, unlighted intersections. Option 1 corrals all of the neighborhood traffic into two, safer intersections between neighborhood roads and the 5-laned Highway 41.4. Based on above increased dangers, the county brings on completely foreseeable liability for the willful negligence it creates to safety by employing in Option 7 versus Option 1. The second bulleted point under projected goals in its presentation is improved safety for pedestrians, bicyclists and commuters. A 5-laned highway through a developed community is far worse than expanding an existing h
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05/29/2018	Jeanie	Meyers	<p>A 5-laned highway through a developed community is far worse than expanding an existing highway.</p> <p>5. It seems the cost of expanding Dunes West/Park West/Bessemer, an undeveloped, un-structurally supported and significantly longer stretch of road, will be substantially higher than of improving the existing Highway 41. Additionally, significant intersection improvements/lighted intersections will be required in at least 8-9 places along this route.</p> <p>6. The studies that I saw on the website do not speak to the fact that multiple lighted intersections will need to be installed along Option 7 in addition to some unlighted, but complicated intersections that will need to be installed. There are only two major intersections along the corresponding section of Option 1. Each additional intersection creates the dangerous hazard of a potential accident, creating more traffic delays.</p> <p>7. A planned community daycare is set to open in the near future along Bessemer Road. This daycare business is relying on safe ingress and egress that will not be possible under Option 7.</p> <p>8. Countless millions in property depreciation under Option 7 will occur relative to Option 1. This is unfair to homeowners whose primary asset is their home. In addition to Option 7 being more expensive, willfully removing these many millions of dollars from the County tax rolls is irresponsible.</p> <p>9. As live, work, play neighborhoods are the direction of the future development, Option 7 sets a precedent to undo this important movement.</p> <p>Option 7 is more dangerous, expensive and disruptive. Given the significant number of lighted and unlighted intersections required (that studies have obviously not accounted for), traffic abatement as compared to Option 1 or 2 would possibly be worse.</p> <p>Please consider taking Option 7 off of the table.</p>
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05/29/2018	Annmarie	Christopher	This is the only reasonable and acceptable plan to alleviate the traffic conditions on Hwy 41. As it is just that, a highway, it is reasonable to expect expansion to 5 lanes. It is entirely unacceptable to expand Dunes West/Park West Blvd, a residential main road, in the same fashion. It would jeopardize the safety of the children who live in these communities and walk or bike to and from school and neighborhood amenities.
05/29/2018	Bryan	Christopher	Alternative 7 is completely unacceptable and I vehemently oppose it. The only viable option is Alternative 1. Thank you.
05/29/2018	Celest	OBrien	As a resident of Rivertowne, a SC resident for all my life and a respectful admirer of the history of the Phillips Community, I favor this option. Put the traffic on the roads where the new residents are coming to live and do not disturb the cultural or the environmental landscapes of the Phillips community or Horlbeck Creek.
05/29/2018	celest	obrien	NOT in favor of this option. Leave the waterways of horlbeck creek in tact and the historic area of the freed men of Phillips alone.
05/29/2018	ann	obrian	Against this. Do not affect the Phillips community. Put the widening in the area of all the imported people who are complaining about the growth they've caused.
05/29/2018	David	Peterson	This proposal just doesn't make sense, five lanes on 41 affects fewer families and has to take less money to build.
05/29/2018	David	Peterson	This proposal will still cause congestion through the Phillips community.
05/29/2018	David	Peterson	This proposal makes the best sense to fix the traffic problems on 41 , with new homes being built throughout this area by time the improvements are made we will need five full lanes.
05/29/2018	R	White	Of the 3 offered, this is the only one that might make sense although I fail to see how all those lanes will work in such a narrow space. Whoever developed some of those alternatives wasted the taxpayers money. Need more details, more transparency, etc... Where are the 15 sweetgrass stands on 41 that would be displaced? I feel bad for all the folks that will have to deal with eminent domain. Maybe go back to the drawing board and think again about a different option.

05/29/2018	Steve	Feingold	<p>This alternative may have serious issues with implementation. If you are going to Dunes West/Park West, you will be forced into the one lane on 41 before it narrows (coming from either north or south). Consequently, there will be significant bottlenecks (with increased potential for accidents) as people merge into the appropriate lanes. The plan also assumes that the majority of the traffic is headed to those neighborhoods, neglecting Rivertowne, Planters Pointe and others. This may address the current needs but will quickly become obsolete. The 5 lane plane through Bessemer should only be done in conjunction with 5 lanes on 41. Please don't spend all this money for a partial fix.</p>
05/29/2018	Jeannie	Santillo	<p>This is the best option. RT 41 is already considered the "Evacuation Route" so widening it to improve everyone's ability to do so makes sense. It is already a major road, a connector. A smaller number of residence will be affected versus the other options.</p>
05/29/2018	Jeannie	Santillo	<p>This is absolutely NOT a good option. This will cause a major home "sell off" as residents in this area try to sell their properties before their values plummet from this disastrous plan. A an expansion of Bessemer will cause danger to children who use the sidewalks and pathways, excessive noise & pollution, and disrupt the overall beauty of the neighborhoods.</p>
05/29/2018	Norman	Jones	<p>This option makes the most sense</p>
05/29/2018	liz	vary	<p>Considering that any alternative will require cutting hundreds of trees and paving miles of irreplaceable wetlands, it appears this could create another Church Creek situation of serious flooding (not to mention damage to a valuable ecosystem). Perhaps more consideration should be given to alternative ways of getting DW and PW traffic onto 17 THRU THEIR OWN ROADS. PWB is being widened and there's another point near the airport to consider.</p>

05/29/2018	Sara	Slocum	Imagine your children trying to cross a five lane highway. How this idea was ever considered plausible is beyond me. The amount of pedestrian fatalities will sky rocket. House prices will plummet. Pollution to our beautiful landscape will tarnish the integrity Mt. Pleasant is intending keeping. You will literally ruin our lives if you do this. I moved to Mt. Pleasant to raise my family in this beautiful, safe town and you are putting my family in jeopardy by even considering this option. This will not solve the traffic issue. Keep the traffic on the main road, not within our living community.
05/29/2018	Sara	Slocum	Imagine your children trying to cross a five lane highway. How this idea was ever considered plausible is beyond me. The amount of pedestrian fatalities will sky rocket. House prices will plummet. Pollution to our beautiful landscape will tarnish the integrity Mt. Pleasant is intending keeping. You will literally ruin our lives if you do this. I moved to Mt. Pleasant to raise my family in this beautiful, safe town and you are putting my family in jeopardy by even considering this option. This will not solve the traffic issue. Keep the traffic on the main road, not within our living community.
05/29/2018	Ruth	Carr	This does accomodate the Phillips Community; however, it does inconvenience Dunes West and Park West. Alternatives #1 and #2 should be left on the drawing board, but #7 should be altered or eliminated.
05/29/2018	Jon	Glazman	Alternative 1 seems to be the most acceptable. It widens an already existing roadway without damaging a residential area (see alternative 7). The only question is whether Hwy 41 needs to be changed to 5 lanes to accommodate traffic for the next 25 years. I wonder if having reversible lanes (e.g. 4 lanes total with the two middle lanes being reversible) would potentially reduce the total lanes required.
05/29/2018	Jon	Glazman	I am not a fan of building 5 lanes through a residential area and therefore would reject alternative 7. I prefer to see Hwy 41 expanded to 3 or 5 lanes.
05/29/2018	Jon	Glazman	This alternative is the most acceptable of the three (assuming doing nothing is not acceptable) but wonder if it will really accommodate the expected traffic.

05/29/2018	Greg	Sidwell	Terrible alternative driven by politics not rational design or consideration of the greater community.
05/30/2018	Jay	Binkowitz	Alternative 1 will support what we need today and tomorrow. The other alternatives will not
05/27/2018	Nicholas	Boccabella	Highway 41 must remain the main traffic artery to Clements Ferry as cutting a new highway through the heavily residential Bessemer / Dunes West Blvd is beyond insane. The risk of delay and potentially very dangerous traffic conditions should eliminate this immediately. Honestly I was embarrassed when I saw the options that were put forward. Someone has to be able to think outside the box or everyone should and will be replaced.
05/29/2018	Richard	Losquardo	OPTION # 1 IS THE MOST REALISTIC SOLUTION. Highway 41 is an evacuation route. 2 lanes for an evacuation road is a joke. This highway needs to be widened to 5 lanes from route 17 straight to the bridge. Putting 5 lanes through Bessemer and Dunes west will only cause more delays in an evacuation when they intersect back to to hwy 41. Putting 5 lanes through heavily residential neighborhoods is dangerous for the children especially when it comes to school buses picking up and dropping off of children. Also the cost of option #7 will be far greater than all the other options. Option #7 shouldn't even be an option.
05/29/2018	Kathy	Aven	Alternative maps do not have enough detail. It looks like Alternative #7 will disrupt more lives. If that is what you are looking for, it nails it. So stupid I can't believe it's an Alternative (to what) I notice that contractors are still building in the direct line of fire. When do you plan to tell them to stop?
05/30/2018	Clark	Beirne	As a property owner within Park West Arlington I totally OPPOSE Option 7. This Option destroys the Arlington (noise, space, eco, and several existing properties). My only though as for the reason why this was considered was only to supply additional "variables" within a civil engineer's DOT table of thoughts. Should this Option PASS we will act to remove all elected officials within Charleston County who have supported this option. Our voice and votes will be heard! Option 7 destroys our community!

05/30/2018	Susan	Hoffman	<p>The only option is to widen 41 and do it as soon as possible. The Option 7 is absurd—going through so many mini-neighborhoods with five lanes of road, not to mention the large trucks traveling from 17 to Clements Ferry via the new bridge. Please take 7 off the table first thing. If anyone is not convinced of this, please call me and we'll walk the Sam Rouse/Bessemer/Park West Blvd. together to count.</p> <p>Thank you.</p> <p>Susan Lucas Hoffman</p> <div></div>
05/30/2018	Barbara	Beirne	<p>As an Arlington Park West property owner within Charleston County SC I Oppose Alternative 7 of this highway 41 corridor improvement as it will destroy our community</p> <div></div> <p>What County would approve building residential lots along Bessemer Road over the past 10-15 years only to admit that the same State DOT, County and Mt Pleasant Township ALL NOW suggest that they tear down or crowd out these property owners. Alternative 7 is NOT a choice - rethink and refocus your efforts without Alternative 7.</p>
05/30/2018	mary	todd	My vote is for alternative 2
05/30/2018	Mr.	DiRienzo	This plan is outrageous in the worst possible way. There is no way this could be considered a legitimate alternative. You would have to knock out entire neighborhood communities to make this happen. No way.....forget this plan!!
05/30/2018	Mr.	DiRienzo	This is by far the BEST plan! There is plenty of space to increase road size with minimal impact on the historic community and the marshland while creating improved traffic for the growing population. Of the 3, please do this one!
05/30/2018	Mr.	DiRienzo	Illogical. This plan will create a tremendous bottleneck.
05/30/2018	Mr.	DiRienzo	Thanks for encouraging feedback. Of the 3 choices, Alternative 1 is the only logical choice.

05/30/2018	Sean	McLean	I vote against widening the road through the community and homes in the phillips community. The road in is already a narrow distance to homes and homes currently being built in under construction. Too loud for community and too many more trees taken down. Our city needs to stay green.
05/30/2018	Sean	McLean	I believe this is the best option to widen 41 to five lanes and not affecting the park west and Dunes west neighborhood by removing more trees. This is best as it won't increase noise through the neighborhood and keep construction to one area.
05/30/2018	Bobby	Carpenter	Kinda the only option and one I imagine someone promised River Towne, Dunes West and Park West would be pursued. Least impact, least expensive, least disruptive and fastest route for hurricane evac. Any of the other options will be much more expensive and big companies will probably sue to stop, not counting way more home owners. Additionally - the sidewalks along that route are already nearly wide enough to go a small five Lanes like Virginia Ave in N. Charleston. Please don't make it look like Dorchester Road. Ugly as sin and kills the view of any marsh
05/30/2018	Bobby	Carpenter	impractical of the three. This is close to doing nothing at all except makes two bottlenecks and then NASCAR speed zones at beginning and end of Phillips.
05/30/2018	Bobby	Carpenter	Worst of the three. Park West Blvd is a nightmare already with school traffic. All those bus traffic and school traffic turning left off a 5 lane road?! Plus more expensive option dealing with buying a lot more property and then you have 55 mph traffic through high density neighborhoods - not counting the entrance to Dunes West. And we won't even point out the snarls and bottlenecks and crashes at those 2 5 lane / 3 lane mergers. This would should never have been put forward as an alternative. Expensive, dangerous. Understand it protects Phillips and the marsh but still widens phillips and traffic criss crossing (or worse - stoplights) makes this one unsuitable
05/30/2018	Al	Miller	Five lanes for all or 41 is the only way to go. Five lanes stepped down to three lanes creates a choke point no one needs especially during an emergent evacuation like a hurricane. This is a no brainer.

05/30/2018	Elizabeth	Abbott	I would ask you to Consider Alternate 1 rather than the others. This would better serve our neighborhoods and allow the improved flow of traffic. Thanks.
05/30/2018	JT	Richards	strongly support widening hwy 41 to 5 lanes.
05/30/2018	Louise	Hutchinson	FOR ALT.. 1 and OPPOSED to ALT. 7

05/30/2018	Edward	Tichi	<p>I am in favor of Alternative 1, which expands the existing Hwy. 41 from 2 lanes to 5 lanes.</p> <p>I WANT:</p> <ol style="list-style-type: none">1. to see traffic continue to move more quickly and efficiently ALONG A STRAIGHT LINE2. taxpayers to save an increase of approximately 42% in construction costs by expanding the shorter, existing Hwy. 41 instead of widening Bessemer Rd. and Park West Blvd. which is approximately 42% longer3. to have fewer total property impacts4. to have fewer wetland impacts <p>I SAY “YES” TO ALTERNATIVE 1.</p> <p>NO TO ALTERNATIVE 7</p> <p>I am opposed to Alternative 7, which would convert Bessemer Road and Park West Blvd. from two 2 lane roads into one 5-lane highway.</p> <p>I DO NOT WANT:</p> <ol style="list-style-type: none">1. children PUT IN HARMS WAY as they cross Bessemer Road to go to the amenities center2. speed limits increased from 35 to 45/50 mph3. a SIGNIFICANT increase in car traffic4. a VERY SIGNIFICANT increase in truck traffic5. to have an increase in noise pollution6. to have an increase in air pollution7. to have a decrease in property values8. to have an increase of approximately 42% in construction costs paid by taxpayers' money; the distance along Bessemer Rd. and Park West Blvd. is approximately 42% longer than the distance along the present SR41 from the first traffic light to the second traffic light.9. to have an increase in total property impacts10. to have an increase in wetland impacts <p>I SAY “NO” TO ALTERNATIVE 7.</p>
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05/30/2018	John	Crouch	<p>I am in favor of Alternative 1, which expands the existing Hwy. 41 from 2 lanes to 5 lanes. I WANT:</p> <p>1. to see traffic continue to move more quickly and efficiently ALONG A STRAIGHT LINE 2. taxpayers to save an increase of approximately 42% in construction costs by expanding the shorter, existing Hwy. 41 instead of widening Bessemer Rd. and Park West Blvd. which is approximately 42% longer 3. to have fewer total property impacts 4. to have fewer wetland impacts I SAY “YES” TO ALTERNATIVE 1.</p> <p>I am opposed to Alternative 7, which would convert Bessemer Road and Park West Blvd. from two 2 lane roads into one 5-lane highway. I DO NOT WANT:</p> <p>1. children PUT IN HARMS WAY as they cross Bessemer Road to go to the amenities center 2. speed limits increased from 35 to 45/50 mph 3. a SIGNIFICANT increase in car traffic 4. a VERY SIGNIFICANT increase in truck traffic 5. to have an increase in noise pollution 6. to have an increase in air pollution 7. to have a decrease in property values 6. 8. to have an increase of approximately 42% in construction costs paid by taxpayers' money; the distance along Bessemer Rd. and Park West Blvd. is approximately 42% longer than the distance along the present SR41 from the first traffic light to the second traffic light. 9. to have an increase in total property impacts 10. to have an increase in wetland impacts</p> <p>I SAY “NO” TO ALTERNATIVE 7.</p>
05/30/2018	Art	Kaltsounis	<p>I favor alternate 1. I feel that larger roads in Parkwest and Dunes west could be dangerous for my family</p>
05/30/2018	Philip	Gagnon	<p>The existing Bessemer Rd is 2 lanes. Alternatives 1 and 2 say Bessemer will become “ 2 lanes”. Does that mean 1 way in each direction plus a center turning lane?</p>

05/25/2018	Elliot	Summey	<p>Dear Jim, As the County Council-member representing District 3, I have been hearing loudly from my constituents regarding the three design alternatives for the Highway 41 Improvement Project. They have made it abundantly clear to me that Alternative 7 is the least acceptable alternative for this project. Specifically, I want to point out that much of the feedback I have received regarding the overwhelming opposition to Alternative 7 centers around the perceived negative impacts this alternative would have on the Dunes West and Park West neighborhoods. The impacts residents have shared with me include quality of life issues such as the proposed new road's location to adjacent residential neighborhoods, higher traffic volume, increased noise, longer commute times along the Highway 41 corridor, and negative impacts to property values. These negative impacts will affect a large number of East Cooper residents. I strongly oppose Alternative 7 for the Highway 41 Improvement Project and am pleased to add my voice to those of my constituents who stand against this alternative, which would greatly interfere with the livability of their neighborhoods. If I can be of further assistance on this matter, please feel free to contact me.</p> <p>Sincerely, J. Elliot Summey</p>
05/31/2018	Macie	Molloy	<p>This alternative provides the best solution. As a hurricane evacuation route, it provides a direct flow of traffic from 17 to the Wando River Bridge without doglegging through established residential neighborhoods.</p> <p>[REDACTED]</p>
05/31/2018	Macie	Molloy	<p>This alternative is the worst solution. As a hurricane evacuation route, it does not provide a direct flow of traffic from 17 to the Wando River Bridge. Instead it doglegs through residential neighborhoods which will cause additional gridlock and makes absolutely no sense. Property values in established neighborhoods will plummet due to an increase in noise, traffic and pollution on a widened Bessemer Rd. This alternative must not move forward.</p> <p>[REDACTED]</p>
05/31/2018	Rob	Bohart	<p>Alternative 1 appears to be the absolute best option.</p>
05/31/2018	Eric	Martel	<p>Alternative 1 looks like the best plan going forward.</p>
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05/31/2018	Eric	Martel	<p>This plan doesn't make sense, you will have 5 lanes going through 2 major neighborhoods and impacting kids that walk and ride on bike path. You will also still have problems on 41 where you reduce from a 5 lane road down to a 3 lane road at Joe Rouse Road. This plan will just create a bottleneck in the 3 lane area and not relieve traffic. I vote no on this plan.</p>
05/31/2018	Christina	Kerdock	<p>To Whom It May Concern,</p> <p>As a Park West resident I support OPTION 1.</p>
05/31/2018	Norm	Bishop	<p>Hello,</p> <p>Alternative 1 gets my vote as it appears to be the best option for the highway build.</p> <p>Regards,</p> <p>Norm Bishop</p> <div></div>
05/31/2018	Richard	Keyes	<p>Alt 1 appears to be the most reasonable option that is moving forward. The plan of making SC41 5 lanes from Hwy 17 to the Wando River bridge is the only alternative that makes the most sense.</p> <p>Alt 2 is not feasible. By going from 5 lanes down to 3 and then back to 5 will only impose bottlenecks at the transition points and this option should not be considered – why would we want additional volume compressed at the chokepoints as this will undoubtedly cause significant delays during the rush hour windows.</p> <p>Alt 7 appears attractive as the projected flow remains green in almost all segments BUT the 5 lane road running through the center of Dunes West will make destroy the current ambience of the Dunes West/Park West neighborhoods and will subsequently reduce the existing value of these locations.</p>

05/31/2018	Danielle	Kaltsounis	<div>Hi</div> <div>It gravely concerns me that our town is considering adding additional lanes to Park West Blvd. The speed and aggression of drivers in our neighborhood is already terrifying, adding additional lanes would only increase speed and the opportunity to “race” to get ahead of traffic. As I was driving to school today, I passed a young boy on his bike who had been hit by a truck as he was crossing the crosswalk by the recreation department on Park West Blvd. Now imagine our children trying to cross at a crosswalk through five lanes of traffic.</div> <div>Sincerely Danielle Kaltsounis</div>
05/31/2018	Ray	Lombardi	<div>Good morning</div> <div>Please keep all highway 41 issues and solutions on Hwy 41 and NOT through our communities. Alternative # 7 is NOT a good idea as these roads are traveled heavily by our community families. A 5 lane expansion would significantly raise the danger on those roads and our families. We shouldn't have to pay the price for uncontrolled growth like this.</div> <div>Thank you and God Bless!</div> <div>“I can do all this through him who gives me strength.” Philippians 4:13</div> <div>Ray Lombardi Sent from my iPhone</div>
05/31/2018	Greg	Hoffman	<div>Option 7 is a terrible choice. What are you thinking? Put 41 back where it belongs, not in Park West.</div>
05/31/2018	Greg	Hoffman	<div>--Gregg Hoffman</div> <div>With all due respect, Option 7 is a horrible alternative moving heavy truck and all north and southbound traffic through a residential neighborhood. NO ON OPTION 7!</div>

05/31/2018	Philip	Gagnon	<p>To Whom it may concern,</p> <p>I own a unit at Park West (The Battery) and have reviewed the alternatives proposed (online). The alternatives have virtually no mass transit mentioned, or at least not that I saw. Building a 5 lane “highway” as most alternatives do, seems far more auto-centric than it needs to be. Where are the:</p> <ul style="list-style-type: none">1) Commuter parking lots on 172) Bike trails3) Bus lanes, terminals <p>Additionally,</p> <p>I would recommend raising 41 above Horlebeck Creek and other important environmental crossings, versus widening and filling.</p>
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05/31/2018	Kathleen & Rick	Amirault	<p>Dear Government official</p> <p>First I must tell you my husband and I are opposed to the widening of Bessemer Rd to five lanes. We live at [REDACTED] and treasure this area.</p> <p>We appreciate the need to address commuter traffic needs to other towns and neighborhoods in the county but not at the expense of destroying our community. I also understand the need to be fair to the Phillips community and I suggest there must be a compromise that does not unfairly punish one community over another.</p> <p>However Highway 41 is a Highway - a state road while Bessemer is a neighborhood byway connecting two housing areas with little commercial or industrial development. Surely there are ways to expand 41 that protect that community without tearing down homes and destroying a community. Other communities throughout the country have done this. We have traveled by motorcoach in over 43 of them and know a lot about traffic and communities. But we choose our home three yrs ago in Mount Pleasant for the town's sensitivity to its citizens and proud public works record. We would hate to see the whole environment changed irrevocably. These Bessemer / Phillips proposals plan are a terrible disappointment that puts neighbor against neighbor and threatens our faith in our government officials. Do you not hear us?</p> <p>Please take the time to find alternatives that make sense - how about we expand Long Point - destroy the Plantation - take down all the Oaks for the sake of progress? Equally crazy compared to the Bessemer idea. Public transportation - a novel idea - let's hear more about that. Less cars would help.</p> <p>I could go on but I won't. A compromise exists - let's work together to find it.</p>
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05/31/2018	Chris	Smith	<p>Hello,</p> <p>My family and I have lived in the Arlington subdivision for almost 14 years. When we moved in, Bessemer was a dirt road and it was a lovely place to take nature walks. Then came the road...then came the Gas station....now we are being 9ver crowded with not 1, or 2, new subdivisions...but at least FOUR!</p> <p>NOW, you are considering a 5 lane highway through the back of the neighborhood. I implore you to do the right thing and see that the ONLY reasonable solution is to widen 41.</p> <p>Sincerely,</p> <p>The Smith family</p>
05/31/2018	Matthew	Turner	<p>Please do not increase the traffic through Dunes West and Park West. We have many children who ride bikes to school. 5 lanes of traffic would drastically hange the safety profile of our neighborhood for our children.</p> <p>Thank you for your consideration.</p> <p>Matt Turner</p>
05/31/2018	Mike	Molloy	<p>To whom it may concern,</p> <p>Alternative #7 is the worst solution to the proposed Hwy 41 expansion. As a hurricane evacuation route, it does not provide a direct flow of traffic from 17 to the Wando River Bridge. Instead it doglegs through residential neighborhoods which will cause additional gridlock and makes absolutely no sense . Property values in established neighborhoods will plummet due to an increase in noise, traffic and pollution on a widened Bessemer Rd. This alternative must not move forward.</p> <p>Alternative #1 provides the best solution. As a hurricane evacuation route, it provides a direct flow of traffic from 17 to the Wando River Bridge without doglegging through established residential neighborhoods.</p> <p>Mike Molloy 2195 Andover Way Mt Pleasant, SC 29466 302.423.5080</p>

05/31/2018	Edwin	Cuttright	<p>Alt 1 - The direct route is clearly the most sensible, with the least property impact and minimal pavement added.</p> <p>Alt 2 - silly</p> <p>Alt 7 - This approach has serious safety ramifications - portions of both Dunes West + Park West would be cut off from their pools + recreation areas - Leaving kids with a 5 lane highway to cross a Highway thru a planned community would be a very "bad faith" move.</p>
05/31/2018	Dana	Cuttright	<p>Alt 1 - This option makes the most sense to relieve traffic congestion with the least impact on properties + children's safety. Highway 41 is just that, a highway.</p> <p>Alt 2 - This option makes sense as well, but will probabe not relieve traffic congestion as mich as option 1. As stated above, Highway 41 is a highway.</p> <p>Alt 7 - This option is ridiculous. It would be the most costly, impacts the most parcels of land. It cuts 2 communities into pieces when currently they are whole. The safety issue for the children in this option is horrible. This option ruins 2 planned communities + the property value of the homes cut off from their planned community. Why make another highway through 2 planned communities when one already exist? Ridiculous and a waste of money.</p> <p>Option 1 - Widen the already existing highway. It's a no brainer.</p>

05/31/2018	Terri	Ward	<p>Alt 1 - Direct route, impacts less people</p> <p>Alt 2 - Direct route, impacts less people</p> <p>Alt 7 - I would like to express my concern for why I am against alternative 7. It makes no sense to go through the middle of an existing neighborhood. Hundres of residents would be impacted, causing dangerous intersections of cars trying to get out of eight different neighborhoods converging onto a crowded Bessemer Road. The cost to make Bessemer Road wider seems like a more expensive project. Other than decreasing 453 property values that would be affected due to a 5 lane highway, I do have other concern. My main concern is the children in these neighborhoods riding or walking to our nearby pool and tennis complex. This would be very dangerous for our children. Please consider all of these factors.</p> <p>Thank you, Terri Ward</p>
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05/31/2018	Sharon	Lefko	<p>Alt 1 - This one is the best! - More efficient - Hurricane evacuation - Less residential impact</p> <p>Alt 2 - Mostly against this one</p> <p>Alt 7- Totally against this one</p> <ul style="list-style-type: none">- Inadequate road worth- Would directly impact too many homes in Park West. Where I live with my son.- Noise- Pollotion- Traffic within Park West- Safety of children- Property Values
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05/31/2018	Michelle	O'Connell	<p>Alt 1 - This alternative will still result in excessive noise, traffic congestion and long term construction. Please refer to alternative #2 and #7 comments below.</p> <p>Alt 2 - This is the most preferable alternative of #1, 2 and 7 due to less residential impact, more efficient transit & hurricane evacuation.</p> <p>Alt 7 - We as homeowners (long term since 2004) in Arlington, Park West and are strongly opposed to Alternative 7 (unreasonable in our opinion) for many reasons. We are very concerned with potential safety hazards, namely having to cross a 5 lane highway to exit our neighborhood to leave Park West, bring the children to school/activities, etc. or to use the neighborhood amenities, pools/tennis, etc. We have 2 young children who would not be able to ride their bikes out of our neighborhood, nor will we be able to easily access the many walking/biking trails in Park West. The second concern is hurricane evacuations, alternative #7 would not be conducive to many residents leaving PW on Bessemer Rd. This 5 lane highway would increase noise, pollution and traffic and would cause residential disruption, as well as further decrease the existing vegetation and green space. The proximity of our neighborhood to a 5 lane highway would decimate property values and severely further impact our quiet suburban neighborhood. Lastly construction noise, pollution and equipment will also further decrease our quality of life in Arlington, Park West. We urge you to please consider alternatives 1 or 2 for less residential impact, more efficient transit and hurricane evacuation routes.</p>
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05/31/2018	Alexander	Fleuren	<p>I vote for Option 1.</p> <p>However, it seems absurd we aren't considering Option 10, which is the only option that gives a green zone flow of traffic.</p> <p>I live in Park West, and I own a business in Mt. Pleasant.</p>
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05/31/2018	Tee	Boyle	<p>I am against option seven. I'm looking at number of households affected and number 1 impacts the least and 7 affects the most. Pulling heavy volumes of traffic thru a master planned community affects thousands of people and also will affect the accessibility of the recreational activities that are enjoyed by the children do the community as they will no longer be safe to walk to and fro as the volume of traffic will be a danger to all. Keeping the traffic moving along 41 by staying in 41 seems to be the best option. Done as a flyover or overpass will relieve the affects to the marshes.</p> <p>Tami Boyle</p>
05/31/2018	Lynda	Dunn	<p>Since this affects every resident in Mount Pleasant - why not have the developers who are making all the money do the roads? I'm tired of the congestion here just like everyone else. I have lived here 35 years and it is only getting worse. We need help from the developers who are crowding their pocketbooks and our roads.</p>
05/31/2018	Christina	Brown	<p>I am a resident of Park West and am totally against Alternative 7 for the Hwy 41 project for the following reasons:</p> <p>Park West is a COMMUNITY with trails, parks and homes meant to stay that way Children will not have the freedom to play or walk outside due to the dangers and pollution of the roads, cars, drivers, noise and trash</p> <p>I purchased and pay extraordinary housing prices to have the luxuries that this hwy would take away.</p> <p>The County Park, protected would take away streams, trees and sanctuaries for animals.</p> <p>I hope this alternative DOES NOT go through.</p>

05/31/2018	Christina	Brown	<p>My name is Christina Brown phone number [REDACTED] I live on [REDACTED] [REDACTED] right in Park West I'm totally against alternative seven for the Highway 41 project this would eliminate the freedoms that were provided in purchasing the high cost of living in Park West in Mount Pleasant. The freedom such as having your children walk bike and live freely without a 5 Lane Highway in their midst to Dodge and dangers of noise pollution air pollution taking away trees streams and animal sanctuary in the park. I hope that this is seriously taken under consideration and does not go through. Thank you.</p>
05/31/2018	Alexandra	Fleuren	<p>Alexandra Florence [REDACTED] [REDACTED]. My question is of the options that have been presented option 10 seems to be the only option that has all the roads in the green again by 2045. It's unclear as to whether that means that they would be in the green earlier with the option one and it what isn't in until 2045 that they become in the yellow I'm concerned as a resident that we would be putting in roads(?) that don't immediately put us into a grain(?) of moving traffic efficiently is the final result is that we are still in a de level of traffic which is poor. Why would we build the road the way that you're suggesting. So I would really like some clarity on win at what point option one which is the only one that makes sense of the three we've been given which is a shame that is the of that road going to be actually in the green we ever see through option one I green flow of traffic down 41 thank you</p>
05/31/2018	Gene	D'Agostino	<p>I strongly suggested you expand RT 41 into a 5 lane highway!</p>

05/31/2018	Ken	Crowley	Yes Ken Crowley CROWLEY [REDACTED] [REDACTED]. I'm Sorry [REDACTED] [REDACTED]. I am totally completely seriously opposed to having any sort of a 5 Lane Road by our house. We have a nice community here in Abbots Glen and in Park West and we don't need to have a 5 Lane Road coming through it with my kids and the other children here. We need to cross it to see their friends on the other side or go to the pool totally totally crazy idea. You can always build them you know widen the road on 41 there's plenty of room to do that. We don't need it coming through Park West. Just to satisfy people in dunes West. Please don't do that. Ken Crowley [REDACTED] thank you.
05/31/2018	Jeff	Schoedler	After reviewing the 3 options and living in the area for 17 years I don't understand why the option to use Bessemer is being moved forward. The route 41 option seems to be the least expensive option. This will effect the least amount of property and resources. What are we saving the old vegetable stand?
05/31/2018	John	Watson	This is totally unacceptable. Have a major highway run through two large subdivisions is crazy. This makes no sense at all and is very disruptive to the Dunes West and Park West communities.
05/31/2018	Christine	Taylor	This plan has the least impact on traffic through Park West and Dunes West. Park West Blvd was designed for 4 lanes (2 in each direction) This plan does not show that . This plan has the most effect on the Phillips Community
05/31/2018	Christine	Taylor	This plan would add to traffic on Bessemer Road which is already congested and backed up. My opinion is that diverting extra traffic onto town roads from state roads is not reasonable for the homeowners in the impacted developments.

05/31/2018	Christine	Taylor	<p>This plan appears, from the map shown, to mean demolishing houses along Bessemer , taking the yards of the Arlington houses backing up to Bessemer and destroying property values.</p> <p>When I attended to drop-in meeting, it looked as if the re-routing of hwy 41 went along the west edge of Laurel Hill County Park leaving Bessemer road as-is and intersecting with Park West Blvd between Birdwell Lane and Bagley Drive. I am not sure of the need for five lanes from existing hwy 41 to Park West Blvd since there would be no interconnecting roads. This would be the fairest solution.</p>
05/31/2018	Pat	Sullivan	<p>Alternative 2 not having acceptable LOS in the Phillips Community is not acceptable or equitable for a community, established in the 1870's, which existed decades before all the new development along HWY 41 & proposed new development in Cainhoy.</p>
05/31/2018	Pat	Sullivan	<p>Alt 7 is the best because it has the least negative impact on the Phillips Community which has been in existence decades before all the other developments along HWY 41. Widening Dunes West Blvd. & creating a larger auto/bike/ped capacity with minimal negative effect on the Phillips Community is the most respectful & equitable solution</p>
05/31/2018	Adam	Smith	<p>This is the only sensible option. Anything else would be absurd. 41 is the problem and 41 is what you fix. Why would you consider anything else and de-value a neighborhood and the homes by taking this project outside the issue? It is such a simple fix to add lanes to 41, especially since it is a straight shot and a hurrican evacuation route. Do the right thing amd get you minds out of the gutter.</p>
05/31/2018	Rob	Bohart	<p>Alternative 1 is the best choice. Alternative 2 is better than Alternative 7. Alternative 7 should not be considered at all. Alternative 7 is the worst option, in my opinion.</p>

06/01/2018	scott	jacobs	I would support alternative one as the best choice. It seems to have the least impact to implement with the greatest result for total 41 flow. The I526 bridge closure recently has shown the need to consider this as an important exit route from Mt Pleasant. Expanding to 5 lanes on 41 would continue to support exiting from Dunes West and Park West onto 41 from 2 locations. Alternative 7 would require a traffic light to exit Dunes West and Park West Blvd on to the new 5 lane road.
05/31/2018	Shoshanna	Szuch	I am a sales person and frequently travel Hwy 41. I fully support Alternative 1 to alleviate the traffic jams and hope the same effort goes into Clements Ferry Road. I am opposed to Alternative 7 as I do not believe adding more lanes in a community where children ride bikes is a wise decision.
05/31/2018	Matthew	Yetsko	I am opposed to the proposed Alternative 7. The increased construction and renovation to the adjoining neighborhoods on Dunes West Blvd and Bessemer Road would be detrimental and negative to our community, especially those in the way of imminent construction
05/31/2018	Marty	Yonas	Yes to HWY 41 staying and becoming 5 lanes. No to ALT 7.

05/31/2018	Eldon	Brown	<p>The only alternative of those presented to move forward that makes sense is alternative 1. I am curious as to your thought process on what happens when you cross over the Wando River and return back to 2 lanes of traffic? I also wanted to get your thoughts on how much of the current traffic is work related, people going to and coming from work along this route all the way to Clements Ferry? I wonder what the traffic count would be if the majority of users actually lived along Rt 41 and needed this access to their homes and not just people looking for a short cut to other out lying areas? I am guessing as the proposed developments in Cain Hoy are built out, there will be more and more establishments built to meet their needs for dinning, grocery shopping, and recreation in closer proximity to where they live and they may not need to use Rt 41 as much in either direction. It could make more sense to leave Rt 41 as it is, rather than make it a speed way through mostly residential sub-divisions going to more sub-divisions. I don't think making it a 5 lane road will reduce the traffic flow, it will just allow it to move at a faster rate causing the potential for more accidents.</p>
05/31/2018	Bill	Mahony	Please go with Alternative 1.
06/01/2018	Farrell	Jensen	<p>Of the three remaining options I believe Alternative 1 makes the most sense. Would raising the road at low-lying parts of Route 41 give more flexibility/space for widening?</p>
06/01/2018	Paul	Price	<p>Alternative 7 makes absolutely no sense. It would increase the time to get to and from 17 and at the same time do nothing to relieve congestion. It would be a complete waste of our tax dollars. Alternative 1 is not perfect, but makes more sense as compared to Alternative 7.</p>
06/03/2018	Steven	Livell	<p>I support alternative 1. The expansion of Hwy 1 should remain in its current location. There will be less of an impact at its current location on the community than alternative 7. Alt 2 does not make sense. Just creates a bottleneck.</p>
06/03/2018	Steven	Livell	<p>I support alternative 1. The expansion of Hwy 1 should remain in its current location. There will be less of an impact at its current location on the community than alternative 7. Alt 2 does not make sense. Just creates a bottleneck.</p>

06/03/2018	Nancy	Livell	I support Alternative 1. Less impact on the overall communities in the area.
06/01/2018	Scott	Cave	I am confirming that I oppose this expansion. As a Park West resident, this seems like a terrible idea to invite a surplus of traffic to run through a neighborhood. It not only causes traffic but it also creates more opportunity for injury. We already have high schoolers racing around on 2 lanes. Can you imagine if we add more?
06/01/2018	Patricia	Lamanna	We live on Chauncys Ct and are against the rerouting of traffic through Park West Blvd. There is far too much traffic now. Adding more traffic to this street will be impossible for residents.
06/03/2018	Gail	Nathan	<p>We are opposed to Alternative 7, which would convert Bessemer Road and Park West Blvd. from two 2 lane roads into one 5-lane highway.</p> <p>I DO NOT WANT:</p> <ol style="list-style-type: none"> 1. children PUT IN HARMS WAY as they cross Bessemer Road to go to the amenities center 2. speed limits increased from 35 to 50/55 mph 3. a SIGNIFICANT increase in car traffic 4. a VERY SIGNIFICANT increase in truck traffic 5. an increase in noise pollution 6. an increase in air pollution 7. a decrease in property values 8. an increase of approximately 42% in construction costs paid by taxpayers' money; the distance along Bessemer Rd. and Park West Blvd. is approximately 42% longer than the distance along the present SR41 from the first traffic light to the second traffic light. <p>WE SAY “NO” TO ALTERNATIVE 7. Ellington Woods residents</p>
06/01/2018	Matthew	Smith	This is the only reasonable alternative that I see. While it does appear to affect the Phillips community a little more than the other two, the impact to the estuaries and other wetlands appears a lot worse. It also seems odd to do so much additional damage by pushing the highway around the Phillips community instead of widening a state highway.
06/02/2018	Charlene	Bell	This is the most reasonable alternative.

06/03/2018	Carol	Manis	<p>Alternative 1 is the ONLY reasonable alternative. Keep the traffic all on 41 with 5 lanes as indicated. The other alternatives showed reducing from 5 lanes to 3 lanes and back to 5 lanes again. This will only increase road rage, as drivers try to speed to get ahead of several cars.</p> <p>I often think “I left my house with enough time to get to my destination, so why should YOU speed in front of me. Witness this daily at morning rush hour as Joe Rouse and 41 merge from two lanes back into one. It only creates a major traffic jam. Most drivers are respectful and take their proper turn, but there is always someone who think they can make up time by traveling the right lane and cutting in front of those who know how to manage their time! Happens daily. Many people are poor time management planners, and think they are more important than the next guy. Keeping 41 as a five lane all the way is definitely a better alternative than the others.</p> <p>As a matter of fact, with the amount of new construction in the 41 vicinity, why aren't we making it 7 lanes. See how Clements Ferry has already outgrown their highway!</p>
06/02/2018	WILLIAM	HENESY	Just a thought...how about making 41 a "No Thru Trucks" restricted highway
06/02/2018	Phillip	Owens	Option 1 appears to be the straightest, most efficient option. It also would seem to have the least environmental and cultural impact.
06/03/2018	Dennis	Black	Only option that’s makes sense for long run. Other corridors not direct and problematic. If we don’t do this now will end up doing it in the future , costing us more years and dollars. Protect Phillips with a walkway or raised highway at one key stop. Include bike path the entire length. Get started now.
06/03/2018	Dennis	Black	Don’t view as reasonable to try to divert traffic off 41 into neighborhoods. People will still jam 41 as the Rouse route so indirect. Add issues to neighborhoods along that way.
06/03/2018	Dennis	Black	Crazy to bring all the Charleston to Berkeley County traffic through Park and Dunes West. With all the area development, make 41 work as direct as possible now.

06/03/2018	Karen	Phillips	I am an original homeowner in Arlington at Park West for 18 years and was a single mother when I built. Bessemer Road was unpaved, and to think it is being considered for expansion to a 5-lane thoroughfare is unimaginable. Our home values would be greatly affected and the equity in my home is a large part of my retirement. I vote ABSOLUTELY NO for Alternative 7.
06/03/2018	Nic	Enlow	How does an alternative with an LOS portion of F even remotely qualify for the final 3?
06/03/2018	Nic	Enlow	How does an alternative with an LOS portion of E move forward to the final 3? Relocating Hwy 41 to a major residential area, as well as Wando High School traffic, is not reasonable. Do you know how many walkers, runners, families, golf carts, babies in strollers, kids on bikes I see on a daily basis on Dunes West Blvd? I can't believe this option made the final cut. Please bring the 7 lane option back. There have been 18,000 building permits approved for the Clements ferry road area, with a potential of 30,000+ in the not so distant future. Build the infrastructure now so we don't go through this dance again in 5 years. Thanks for your time.
06/03/2018	Nic	Enlow	Unfortunately this is the best alternative, please bring back the 7 lane option!
06/03/2018	Nic	Enlow	Alternative 10 is the only option where an LOS lvl of A,B, or C (not sure which one) flows all the way down Hwy 41. Please bring back this alternative as the population growth is Mt Pleasant is now exceeding that of Atlanta and Seattle. Thanks for your time and take care.
06/03/2018	Curt	Brouwer	I would think this alternative would be very expensive and disruptive to a large portion of the communities. Turning Bessemer into a five lane road seems like an alternative that is being considered for reasons other than efficiency or effectiveness.
06/03/2018	Curt	Brouwer	This seems like the best long-term solution. It is direct and eliminates traffic from moving through other communities. I'm not familiar with the issues of the Phillips community but this seems like the most reasonable and hopefully cost effective.

06/03/2018	David	Roell	Alternative #1 is the best option of the three. Since a significant portion of the traffic runs from north of the Wando River to Hwy 17, the only reasonable solution is to 5 line this entire stretch of Hwy 17. If a section of Hwy 17 is left at 3 lanes it will become a bottleneck that will slow down traffic on all of Hwy 17.
06/03/2018	David	Roell	If a section of Hwy 41 is left as 3 lanes it will become a bottleneck that will slow down traffic on all of Hwy 41.
06/03/2018	Ralph	D'Amico	I support alternative 1. Infrastructure has been ignored for too long. Expand RT. 41 to 4 or 5 lanes and then develop a ring road to connect to Summerville.
06/03/2018	Joni	Spickerman	The ONLY alternative that makes sense. Make 41 5 lanes the entire way. Going through Park West and Dunes West is ridiculous.
06/03/2018	Matt	Spickerman	Alternative 1 makes the most sense. As an evacuation route, Highway 41 needs to we widened to 5 lanes from Berkely County to Highway 17.
06/03/2018	Nathan	Spickerman	Widen 41 to 5 lanes - the most direct route and shortest from point a to point b. Alternative 7 makes no sense dropping down to 3 lanes and going through neighborhoods in Dunes West and Park West.
06/04/2018	Diane	Tichi	This is the most logical plan to expand 41. It is a straight line taking what is already a highway and expanding it to meet the traffic demands. It is inevitable that 41 would have to be expanded to five lanes considering the continuing population growth along this highway.
06/04/2018	Diane	Tichi	This is not as desirable as alternative 1 because it only postpones the inevitable need to expand all of highway 41 to five lanes. It will create a bottleneck through the Philips Community that will not help traffic move along 41.

06/04/2018	Diane	Tichi	<p>This is the least desirable, and dare I say, the most ridiculous solution to 41. This would be redirecting 41 through residential communities that were constructed to have a buffer between them and 41.</p> <p>This proposal would:</p> <ol style="list-style-type: none">1. Would put Children IN HARMS WAY as they cross Bessemer Road to go to the amenities center, the community pool, sports fields and tennis courts.2. It would increase speed limits from 35 to 50/55 mph in an area where there are bike and walking paths.3. There would be a SIGNIFICANT increase in car traffic added to what is basically a residential area.4. There would be a VERY SIGNIFICANT increase in truck traffic5. an increase in noise pollution6. an increase in air pollution7. a decrease in property values8. an increase of approximately 42% in construction costs paid by taxpayers' money; the distance along Bessemer Rd. and Park West Blvd. is approximately 42% longer than the distance along the present SR41 from the first traffic light to the second traffic light.9) This plan would negatively affect more people. <p>This plan should not be considered.</p>
06/04/2018	Joanne	Lingerfelt	<p>I moved to South Carolina in January 2018 and bought a home in Park West one block off the Park West Boulevard and Grey Marsh Road roundabout. The traffic on both roads is very heavy during rush hours and school hours. The noise level is high 24 hours a day. I think I understand Alternatives 1 and 2 as maintaining the current traffic pattern in Park West which would be what I favor. Alternative 7 would bring 5 lanes into Park West which I would greatly oppose. The problem seems to be the Phillips Community. Is there no other way to get over the Phillips Community keeping the traffic on 41 and out of Park West? What can I do as individual homeowner?</p>

06/03/2018	Richard	Ebeling	<p>My wife and I are recent homeowners in Park West in Mt. Pleasant. We have been in our new home less than two months when we were informed about the proposal of "Alternative 7," which would be practically in our backyard along Bessemer Road.</p> <p>We are in our late 60s and have put a good portion of our life savings into the purchase of this house. We wanted to live in Park West because of its being a quiet, safe, peaceful and walkable community, and away from the noisier, heavier and more dangerous traffic flows.</p> <p>Alternative 7 would be a disaster for us and all the other residents in the various surrounding sub-communities that would be impacted by such a five-lane road cutting through, disrupting and destroying the quality, character, tranquil environment of this part of Park West. How will older citizens get around from one part of Park West to another, how will children easily and safely walk or bicycle to the recreational and other amenities when a five-lane highway stands as a threatening barrier to go from area to another?</p> <p>What about the noise, the greater pollution, the increased risks with trucks, trailers and a hugely heavier flow of traffic passing night and day in a community of families with babies, teenagers and older citizens? What about the increased difficulty and greater likelihood of accidents with school buses that would have to criss-cross among this faster moving five-lane highway in these Park West communities?</p> <p>All of these questions are rhetorical, because the answers are obvious: A disaster and a destruction of a community of ordinary middle class families. Alternative 7, without a doubt, will have a dramatic negative impact on the quality of everyone's life, as well as being a financial catastrophe for all affected.</p> <p>I strongly, forcefully, unequivocally say absolutely NO to Alternative 7.</p> <p>Richard Ebeling Professor, The Citadel</p>
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06/03/2018	Karen	Phillips	<p>I am an original homeowner in Arlington at Park West for 18 years and was a single mother when I built. Bessemer Road was unpaved, and to think it is being considered for expansion to a 5-lane thoroughfare is unimaginable. Our home values would be greatly affected and the equity in my home is a large part of my retirement. I vote for "No Build" and vote ABSOLUTELY NO for Alternative 7.</p> <p>If I were forced to choose one of these alternatives, it would be Alternative 2, reducing five lanes to three from Bessemer to the Dunes West entrance. Alternative 1, expanding Highway 41 to 5 lanes, will have negative effects to our marshes and result in accidents at the entrances to Bessemer, Dune's West and Rivertowne.</p> <p>Karen Phillips [REDACTED]</p>
06/03/2018	Anna	Ebeling	<p>My husband and I are senior citizens, and we spent nearly all of our life saving to buy a home where would live for the rest of our lives in our beloved Park West in the Covington subdivision.In case we have to go to an assisted living facility, we thought that we could sell the house and use the equity to be able to do so. Alternative 7 will financially destroy us, and we are 67 and 68 years old. We will be forced into foreclosure and lose everything we have ever had. We just moved into our dream house in in the area two months ago!</p> <p>I have serious vision problems and will not be able to drive around if this happens, the highway will not allow me to safely walk around as well. My husband has severe asthma and will not be able to stay in this area. How are we supposed to survive being left with nothing?</p> <p>We are not the only ones. People are angry, scared, even children realize what is going on and are terrified of what is coming.</p> <p>Have mercy on more than two thousand adults, children and the elderly!!! I say "NO" to your monstrous idea that you call Alternative 7!</p> <p>Anna Ebeling Retired</p>

06/03/2018	Karen	Phillips	<p>I would like to join this mailing list so I will be assured of receiving all information related to the Highway 41 corridor project. I am an original homeowner in Arlington at Park West for 18 years and was a single mother when I built. Bessemer Road was unpaved, and to think it is being considered for expansion to a 5-lane thoroughfare is unimaginable. Our home values would be greatly affected and the equity in my home is a large part of my retirement.</p>
06/02/2018	Thomas	Loehr	<p>To whom it may concern,</p> <p>My wife, three daughters and I live in Park West. Additionally, my Father and law and family also live in Arlington. While we understand the need to expand highway 41 to accommodate current and future traffic needs, but we strongly oppose one of the options being considered.</p> <p>Please note our strong opposition to option #7. We believe that a simple widening of highway 41 is the most practical solution and cannot imagine that rerouting all that traffic through two residential neighborhoods (Park West & Dunes West) would even be considered. In our view, option #7 will destroy property value, quality of life and place residential neighborhoods at a much greater safety risk. Additionally, in our view, the potential reroute through these neighborhood will be inefficient, impractical and potentially dangerous.</p> <p>Please consider these issues and note our strong opposition to option #7</p> <p>Thomas Loehr & Family</p>

06/01/2018	Jean	Santillo	<p>To whom it may concern,</p> <p>I am writing this letter to convey that I am strongly against the proposed plan to expand Bessemer Rd.</p> <p>My family made a huge financial sacrifice to move to Park West in order to seek all positive beauty that comes with this area, specifically the Arlington neighborhood. We chose Arlington because it was far enough away from the hustle and bustle of Park West Boulevard, it is quiet and quaint with a small number of homes, close to the amenities of the clubhouse and walking trails, full of tree-lined streets, yet still easily accessible to RT 41 and RT 17. My family has paid a hefty price for our home, just 6 months ago, and pays substantial HOA dues for these neighborhood qualities. There was no mention of this proposal from our realtor prior to us closing on this home in December 2017, otherwise we may have felt differently about our decision to live here. Now all the qualities we love about our neighborhood are in jeopardy.</p> <p>Please consider that Park West is a very large “planned” community and the expansion of an “internal road” inside our development will negatively impact a large number of people. Should Bessemer Rd be widened to a highway, we will lose trees, sidewalks, peace and quiet, and clean environmental space. More importantly, Arlington development and Park West in general will have increased road hazards to the families that walk and drive throughout the area and transport their families to schools and the clubhouse. There has already been life lost in this area. Property values will plummet as people flee to find a quieter/safer place to live. This will have a negative impact on one of Mount Pleasant’s most desirable communities! Alternatively, RT 41 is already considered the hurricane evacuation route and there would be a smaller number of people adversely affected with its widening. We are pleading that any consideration to expand Bessemer Rd will be dismissed. RT 41 expansion is the best choice for the majority of people</p>
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06/01/2018	Art	Richek	<p>I am in favor of Alternative 1, which expands the existing Hwy. 41 from 2 lanes to 5 lanes.</p> <p>I WANT:</p> <p>to see traffic continue to move more quickly and efficiently ALONG A STRAIGHT LINE taxpayers to save an increase of approximately 42% in construction costs by expanding the shorter, existing Hwy. 41 instead of widening Bessemer Rd. and Park West Blvd. which is approximately 42% longer to have fewer total property impacts to have fewer wetland impacts</p> <p>I SAY “YES” TO ALTERNATIVE 1.</p>
06/01/2018	Robert	Brinson	<p>The only logical path is alternative 1. Alternative 7 sould NOT be considered.</p>
06/01/2018	Bill	Shanaman	<p>I have seen all presentations on the widening of HW 41 and the only logical option is Alternative 1. It is the most direct , the shortest time line and the most effective dealing with the projected traffic increase. The 2nd option is a weak excuse to avoid the real problem and that is dealing with the Phillips Community.</p> <p>The 7th option is again only on the table to avoid dealing with the Phillips Community. Quit wasting everyone’s time and get on with option 1.</p>
06/01/2018	Benjamin	Lamanna	<p>Are u kidding me?Have u ever seen the traffic now on PWBlvd?It is a cut through now for everyone coming or going from 17 to 41 plus the local PW /Dunes West traffic.I am strongly against putting the 41 traffic on Park West Blvd.It is a major problem now getting out of our street.It is irresponsible to even think of that idea.Let everybody go down 17 to 526.See how that works.?</p>

06/01/2018	Christine	Diviney	<p>Hello - I have reviewed the options for getting traffic through to 17 or off to Matthis Ferry. I believe that since 41 is a designated evacuation route it should be widened to accommodate the huge volume of traffic. I think it is a bad plan to run all that traffic through Dunes West and Park West. These are residential neighborhoods with many bikers, dog walkers and children. I think it is ridiculous to think that fast moving cars and trucks will not create a big safety issue. There are few bikers on 41 and no children or dog walkers. Please do the right thing and fix 41 asap! Thank you. Christine</p> <p>Christine J. Deviney</p> <div></div>
06/04/2018	Eddie	Pagan	<p>Alternative 1 seems the most logical. This way we have 5 lanes straight down 41. It does not seem necessary to have 5 lanes added through Dunes West Blvd.</p>
06/04/2018	Marcia	Rosenberg	<p>I think Alternative 1 is the only possible sensible alternative, and I believe work must commence ASAP!! Waiting for several more years is not acceptable and every possible effort must be made to commence work before we have more disasters like bridge closures, hurricane evacuation disasters, etc. To make Alternative 1 more acceptable to everyone, especially the residents of the Phillips Community, I propose that one or two pedestrian bridges be included in the 1.2 miles of the Phillips Community so that the residents can safely pass over Highway 41. The cost of these bridges is minimal considering that the various other alternatives are highly undesirable and more disruptive of so many other people. Let's get 41 widened NOW. Thanks.</p>
06/04/2018	Marcia	Rosenberg	<p>Alternative 2 creates a bottleneck and will NOT improve traffic flow. This is not a reasonable solution to the disaster that we live with every day on Highway 41.</p>

06/04/2018	Marcia	Rosenberg	Alternative 7 is not a reasonable solution to the problem of Highway 41. I don't even live in Dunes West or Park West (I live in Rivertowne), but I'd hate to see those roads widened to 5 lanes. The problem is 41, so let's just deal with Highway 41. Widen it to 5 lanes and add in one or two pedestrian bridges for the residents of the Phillips Community to allow for safe passage across 41. Let's get it done now and not years from now. Thanks.
06/04/2018	Margalit	Neiman	Alternative 7 does NOT seem reasonable. A 5-lane road going inside a residential area presents problems of safety and of disruption of the normal expectations of owning a home in such an area.
06/04/2018	Joanne	Lingerfelt	<p>I moved to South Carolina in January 2018 and bought a home in Park West one block off the Park West Boulevard and Grey Marsh Road roundabout. The traffic on both roads is very heavy during rush hours and school hours. The noise level is high 24 hours a day. I think I understand Alternatives 1 and 2 as maintaining the current traffic pattern in Park West which would be what I favor. Alternative 7 would bring 5 lanes into Park West which I would greatly oppose. The problem seems to be the Phillips Community. Is there no other way to get over the Phillips Community keeping the traffic on 41 and out of Park West? What can I do as individual homeowner?</p> <p>Thank you, Joanne Lingerfelt</p> 
06/04/2018	Kathy	Aven	I would like a detailed map showing EXACTLY where the proposed highway will go through Dunes West and Park West. I want to know what neighborhoods will be affected. The map provided in the May 16th is not detailed enough. People are still in the dark.
06/04/2018	Savannah	Edwards	Alternative 7 makes no logical sense. I spend a significant amount of time in the park west community and this is the exact opposite of what this community was built for.

06/04/2018	Jen	Fulton	<p>How could anything besides alternative 1 be on the table here? It is a HIGHWAY. I'm not sure how diverting traffic through an area where many people have emptied their bank accounts to be able to have their children play outside and cross the street safely is even under consideration. These people aren't all millionaires that can afford to pack up and move or lose the value on their homes.</p>
06/04/2018	Amber	Fulton	<p>First off, let me start by saying my family has worked hard to be able to move into what we thought was a planned community. I understand the traffic flow problems in the area. We used to live in palmetto hall and now bought a house in Covington. Not only would this destroy the value of our home with the road being so close, it completely isolates us from the rest of the community. We moved over here with hopes of joining the community. Not being separated by a 5 lane highway. The idea of letting our kids walk to the pool.</p> <p>On top of all this, I'm doubting your models are showing reality of the situation. You really think that traffic flows better through alternative 7? Please take a minute and just think about how many stop lights are going to be demanded and eventually put in in order for people just to get out of their neighborhood. You can't tell me that was taken into account and that the "traffic" flow is actually better in alternative 7 than 1.</p> <p>Common sense is far from present here.</p>

06/04/2018	Patricia	Broghamer	I want to know where Joe Rouse Road is on any of the Alternative maps displayed at the meeting and online? That intersection is not noted on the maps. I want to see the Airport Extension Road be implemented as it will remove a great deal of traffic from the Park West Blvd. and Bessemer roads to get to Hwy 41. The largest population of Park West is in the back sections which needs an alternate ingress and egress and the Airport Road Extension makes perfect sense. I would like to hear your argument for not extending that road for over 1300 families in the back of Park West. You want to improve safety for bicyclists, pedestrians and commuters. I'm looking to save lives by a direct route to the Hospital or having the emergency vehicles have a more direct route to our homes. You are utilizing another road Gregorie Ferry to make this transition occur for Hwy 41, why not 8/10th of a mile to extend the Airport Road? Please give me the reason why our safety and emergency access is not important to you. I welcome your comments on my recommendation and please don't dance around the direct questions as you did your last email reply. Thank you. Pat Broghamer
06/04/2018	Bette	Helgesen	I think No build makes sense. I feel like you are intruding on my rights since I choose to live in a country setting not a raceway. I think if you have intentions of multiple roads flowing onto 17 you should preparing that road first
06/04/2018	Bette	Helgesen	I think No build makes sense. I feel like you are intruding on my rights since I choose to live in a country setting not a raceway. I think if you have intentions of multiple roads flowing onto 17 you should preparing that road first

06/04/2018	William	Thompson	<p>Alternative 1 – Shortest distance, smooth flow, least impact on Dunes West and Park West neighborhoods.</p> <p>Alternative 2 – Creates bottleneck area along 41. Same problem as we have today, as more and more people and traffic move into area.</p> <p>Alternative 7 – This will have major impact to neighborhoods of Dunes West and Park West.</p> <ul style="list-style-type: none">• Loss of green space• Destroys the feeling of a neighborhood community• Sound barriers will change esthetics of the area- who wants to look at a wall? <p>Hwy 41 is a state road. State roads are for major traffic flow. Dunes West Blvd and Bessemer are neighborhood roads. Alternative 7 totally changes what Dunes West and Park West are all about. Neighborhoods where people live, kids play and traffic is primarily for the local area. School buses and shopping will be impacted. Entering Dunes West Blvd from the neighborhoods will be impacted. I know Phillips Community has historic significance, but in the effective area; areas are for sale now! I've never seen a basket sold along this area in the 9 years living here.</p>
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06/04/2018	Kathy	Thompson	<p>Alternative 1 – While no alternative is perfect Alternative 1 is the clearest option; the most straightforward, reasonable option. With careful planning many concerns can be mitigated- in fact the opportunity exists to highlight, upgrade and protect this section.</p> <p>Alternative 2 – Anticipate a bottleneck at the 2 points with merging traffic on 41-area will be prone to accidents.</p> <p>Alternative 7 – Screening matrix clearly indicates biggest negative impact of this option; large concern with environmental factors. Let’s try to hold onto Mt Pleasant’s green space wherever we can!</p> <ul style="list-style-type: none">• Excellent work by the planners laying out options and communicating.• Clearly there is concern for the historical significance for Mt Pleasant’s Gullah communities.o No one I spoke to at the presentation could identify the historic sites.o In 9 years I have not seen an active Sweetgrass Basket stand on 41.o New home construction in the Phillips Community is already diluting the presentation.o Driving the corridor I cannot visually identify major obstacles aside fro the marsh areas.• I believe cost implications (?) of Alt 7 would prove to be substantially higher than Alt 1.• And thank you for the opportunity for input.
06/04/2018	Marcia	Bocim	<p>Alternative 1 - This is the most direct route + makes the most sense - Less property, wetlands + flood plain areas are affected - Can control traffic flow more easily with one main road.</p> <p>Alternative 2 - Doesn't do enough - 5 lanes going to 3 will back up big time.</p> <p>Alternative 7 - The worst plan - It makes no sense curving through so many neighborhoods - Would have to remove traffic circle + add stoplights. More homes + areas are affected as well as more wetlands + flood plain areas - There will be major backlog @ light by Bessemer + 41 - This is a crazy idea!</p>

06/04/2018	Lois	Lefko	<p>Alternative 1 - Alternative one makes the most sense - a straight 5 lane hwy up 41 would be the fastest way to get traffic from 17 to the bridge.</p> <p>Alternative 2 - This would be my second choice - changing from 5 to 3 lanes + back again would cause congestion + bottlenecks - go for alternative one.</p> <p>Alternative 7 - I am strongly opposed to alternative 7. Putting a 5 highway on Bessimer cuts off sub-divisions from the rest of Park West. I bought my home in Arlington to be a part of a community. My grandchild would be able to walk to the pool and tennis courts - with a 5 lane highway cutting us off this isn't going to happen. A 5 lane hwy would create noise + dirt (dust). Building a 5 lane hwy on Bessimer would impact more homeowners than Alternative one or two. According to your screening matrix - alternative 7 would have more impact on the community than the other alternatives - It would also effect the property values - alternative one makes the most sense - Please do not choose alternative 7 - I really don't want to move.</p>
06/04/2018	Deryl	Wessinger	<p>You are lacking taxpayer cost from this information which is a critical thing that needs to be shown. The presentation appears to skew the data toward alternative 7 which intuitively doesn't seem correct as it is a longer travel time and appears to be more construction. Why would alternative 1 which gives a shorter overall 5 lane road from 17/41 to the Wando bridge be less efficient than alternative 7? It seems that whatever is making alternative 7 appear to have better traffic flow could be done to alternative 1 at a cheaper overall cost since it is less construction.</p>
06/04/2018	Faye	Seigel	<p>Alternative 1 is the ONLY viable alternative...to make Hwy 41 , a 5 lane road. The alternative of Bessemer Road to Parkwest Blvd. is irresponsible. Thousands of cars will be going through residential neighborhoods at high speeds, endangering the lives of residents and impinging on the quality of life.</p>
06/04/2018	Jessica	Liebhaber	<p>This option would cause bottlenecks and accidents when converting from 5 to 3 lanes. Not acceptable</p>
06/04/2018	Jessica	Liebhaber	<p>This is the best solution by far</p>

06/04/2018	Jessica	Liebhaber	Totally unacceptable to have 5 lanes of traffic thru communities that have children riding bikes. Don't have a fatality to see this is wrong
06/04/2018		Bushey	The homes are too close to toad to consider going wider than current
06/04/2018	Ann	Cockrell	Vote for Alt 1
06/05/2018	Ty	Quinn	This alternative is favored as it represents the least disruption to neighborhoods and wooded areas.
06/05/2018	Ty	Quinn	This alternative appears to create a bottleneck between the 5 to 3 lane transitions, resulting in reduced traffic flow and ultimate congestion.
06/05/2018	Ty	Quinn	This is a RIDICULOUS option and would have significant negative impact on homeowners and their property values along the proposed 5-lane roadway.
06/06/2018	Mike	Wilkins	MY WIFE WORKS AT COOPER HOSPITAL BETWEEN GETTING OUT OF PARK WEST TO RTE #41 AND THEN TO RTE #17 CAN TAKE AS MUCH 40 MINUTES, TOAL HOURS TO COOPERS HOSPITAL MOST DAYS OVER AN HOUR AND 15 MINUTES, PLEASE THINK VOTE NO THIS PROJECT! GETTING HOME IS WORSE FOLKS!!!!
06/06/2018	Sissy	Pan	This is the worst idea ever. It will have a permanent impact on our community (Park West). As a resident in Park West, I strongly against alternative #7!
06/05/2018	Robert	Reece	Alternative number one appears to be the best to me to move traffic on 41 efficiently, which is the most critical issue.
06/05/2018	Christopher	Burdick	<p>I don't like this alternative because it would push more traffic onto Dunes West Blvd/Bessemer Rd. These are residential streets and should not be modified to become commuting thoroughfares.</p> <p>If the Phillips section is category F, how can the alternate DW/Bessemer Rd not be an F also?</p>
06/05/2018	Christopher	Burdick	This alternative is completely unacceptable. It makes the Dunes West Blvd/Bessemer Rd the primary commuting route instead of Hwy 41. The widening should happen on 41 -- it's a highway after all! Dunes West Blvd/Bessemer are residential streets. Moreover, the current housing construction on Bessemer, much as I don't like it, probably prevents that road from being widened to 5 lanes.

06/05/2018	Darlene	Creaturo	<p>This alternative is NOT Acceptable. THE CITY APPROVE/PUD COMMUNITIES FOR QUIET ENJOYMENT, THEN WITH A SNAP OF A FINGER YOU TURN AND WANT TO TAKE THAT PRIVILEGE AWAY!!</p> <p>It would not be acceptable if it were your home with five lanes running in front of it.</p>
06/05/2018	Darlene	Creaturo	<p>Alternative 1 is the best Solution for our Town, Alternative 2 would be the next alternative, but whenever you widen then reduce the lanes it always causes traffic jams.</p>
06/05/2018	Kathleen	Kerrigan	<p>This is the most reasonable solution ,a direct route , in the case of immediate evacuation why would you have traffic be diverted thru Parkwest or Dunes West Blvd, makes no sense.</p>
06/06/2018		Gennarelli	<p>This option is the best option. It is direct and will handle the flow of traffic for evacuation better than the other options presented. It also will not infringe upon or disrupt either of the Dunes or Park West communities.</p>
06/06/2018		Gennarelli	<p>I strongly disagree and oppose Alt 7. It should be removed from consideration as it poses safety concerns within and around several communities and adds the least value to the community overall. However, Alt 1 is a more logical option and should be strongly considered as the best option for safety, current and future traffic flow through the community, and as an evacuation route.</p>
06/06/2018	Catherine	Mims	<p>As much as I hate to see a 5 lane hwy through the Phillips Community, I don't see another reasonable alternative. Hwy 41 is a highway while some of the proposed alternatives contain roads that are not highways, and thus, they don't make sense.</p>
06/06/2018	Catherine	Mims	<p>This alternative is ridiculous. This road is not a highway would basically place a highway through the middle of a neighborhood where a highway doesn't already exist.</p>

06/06/2018	Ted	Fischer	<p>My wife and I recently contracted with Crescent Homes to build a house in Covington Subdivision. We are moving to Mt. Pleasant from out of state. Alternative 7 would be disastrous for this subdivision and our property in terms of traffic and noise. We chose Park West based on the quiet nature of of the Park West / Dunes West area. A five lane highway would completely negate this feature and would likely have a negative impact on our property value. We are contractually obligated at today's market pricing, therefore alternative 7 represents a significant risk for us. Note that we are retired and on a fixed income.</p> <p>Furthermore, the other alternatives, with 5 lanes added to the section of highway 41 north of Bessemer make much more sense in terms of traffic flow... a straight line versus a circuitous route via Bessemer.</p>
06/06/2018	Steve	Blackman	<p>This is the worst possible scenario. Hwy 41 should be widened to 5 lanes and not run this amount of traffic thru Park West and Dunes West Neighborhoods.</p>
06/05/2018	Mary	Timbers	<p>As residents in Cypress Pointe of Dunes West, our family thinks that safest option is alternative 1, but understand that it may disrupt more properties, so alternative 2 is also sufficient. We are just worried that 2 will quickly be causing more traffic once it is completed with back ups from the narrowing lanes, so it may not be the most forward thinking alternative. Alternative 7 is just not feasible at all, especially going through so many neighborhood roads with pedestrians, cyclists, and playing children at the proposed 5 lane area. Please do not let 7 gi forward for our families' safety.</p>
06/05/2018	Julie	Porter	<p>Please do not consider Alternative #7. It does not make sense to widen the non-main roads through a residential community to 5 lanes and keep Highway 41 at 3 lanes.</p>
06/05/2018	Jamie	Curnett	<p>Making 41 a 5 lane makes the most sense. It's also an evacuation route and needs to accommodate for the growing population. Please do not make our residential roads into 5 lane roadways! I'm completely opposed to the other alternatives.</p>

06/05/2018	steve	rowe	It would appear that the least impact to already existing or already permitted homes come via RA1, and that this is also the most direct route. Of course, if I lived in Phillips Community I'd be less pleased with this, as it widens the road in there more with RA1 than with the other alternatives.
06/05/2018	Gail	Lang	While the impact to the Philips Community is significant w/the widening of 41 from 17 north to 5 lanes- the future (and present) traffic usage requires this expansion. Care should be applied to maximize softening of hardscape and incorporate buffers of greenery to support as much maintenance of livability as possible. Recognizing the identification of 41 as an evacuation route (if needed) , the route should be restricted to residential/light commercial traffic.
06/05/2018	Angela	McKee	I believe this will have less of an impact on Park West and Laurel Hills. With the Lowe's grocery the 5 lanes will better handle the traffic. Not mention new housing going in off Clemets Ferry and to serve for evacuations.
06/05/2018	Pat	Petroski	I feel this is the best and only solution to accommodate the amount of traffic that will b using this route. It is also an evacuation route which is a critical piece of the equation.
06/06/2018	Sara	Shiveler	In my experience, merging is a nightmare in the Charleston area. I don't foresee this option helping traffic flow whatsoever.
06/06/2018	Paige	Hamann	Yes we absolutely need a five lane expansion of Hwy 41 from Hwy 17 to the Wando bridge.
06/06/2018	Paige	Hamann	I am strongly opposed to Alternative 7. This is not a viable long-term solution to current traffic issues and does not make an acceptable evacuation route either.
06/06/2018	Jan	Marvin	The long term effects of this must be taken into consideration. There are more neighborhoods and businesses being built along Clements Ferry which will affect the amount of traffic on Rt. 41. Diverting a large amount traffic and trucks through the neighborhoods makes no sense at all. There will be more accidents and confusion. A straight shot of 5 lanes on 41 from Rt. 17 to the bridge makes the most sense now and in the future. Keep in mind that this is an evacuation route also. Don't waste our tax dollars on band-aid solutions and do it right the first time.

06/06/2018	Mindy	Robertson	This option is not acceptable. It absolutely does not take int to account all Mt Pleasant residents. Horrible option!!
06/06/2018	Nancy	Santiago	Please Do Not take traffic through a Residential area ... I'm talking about trucks and more traffic entering Dunes West by Harris Teeter. This would be a terrible Mistake ..
06/06/2018	Kristin	Crady	Alt 7 is a joke. Its a neighborhood road, not a state road. Widen 41 as it should be.
06/06/2018	Kristin	Crady	Alt 1 is the only acceptable option. It's a state road that also happens to be a MAJOR hurricane evac route. I'm sorry, butthere is just no other reasonable alternative
06/06/2018	Brent	Raes	This is not a sensible alternative and should not be considered. Widening Dunes West Blvd to funnel traffic onto it seems dangerous, intrusive, and does not make sense.
06/06/2018	Brent	Raes	Of the three options being considered, this is far and away the best and most sensible option. This is the option that we, as both a community and a State, should move forward with ASAP.
06/06/2018	Brent	Raes	This option does not make as much sense as Option 1 due to the change from 5 lanes, to 3 lanes, and then back to 5 lanes to accommodate the Phillips Community. Such fluctuation in lane patterns seems like it will create bottlenecks and traffic dangers.
06/06/2018	Jeremy	Yu	Bad idea with Alternative #7. Very odd design, and will have a significant negative effect to the Parkwest community.

06/06/2018	Thomas	Markey	<p>Alternative 1 is really the ONLY viable solution to the terrible traffic situation on Highway 41 out of all the other options proposed. Highway 41 needs to be a MINIMUM of five lanes all the way from Highway 17 to the Wando River Bridge. This is an EVACUATION ROUTE and to do anything less than 5 lanes is a great danger to all that live off this Highway and anyone else who is mandated to take this route in an Evacuation/Emergency situation. The recent Wando/James B. Edwards Bridge closing for 3 weeks showed just how bad Highway 41 is failing and how it is absolutely essential to widen as much as possible. A normal 20-30 min commute to work on Daniel Island went up to 1hr 30mins. When these things happen we need to have the proper infrastructure and to not widen all of Highway 41 is extremely negligent. I hope a majority of those working on this project and ultimately making the final decision got to experience this ridiculous traffic first hand the day of the last meeting on May 16th. We are living in this unsafe traffic everyday and it effects the quality of life of so many who live in communities off of this highway.</p> <p>To have Highway 41 go from 5 lanes, down to 3 lanes, and then back to 5 lanes (Alt 2) will not work and will cause a huge bottle neck, more traffic, and many more accidents. This is already currently happening where they added the two lanes on 41 to accommodate a two lane turn from Bessemer/Joe Rouse. I sit in this traffic everyday and the mid-section of 41 is a complete standstill.</p> <p>The option to widen Dunes West Blvd (Alt 3) and have more lanes going through an actual neighborhood/community than an actual Highway that is an Evacuation Route is completely insane. This wouldn't help the traffic problem now and it will barely do anything down the road in 2045 where there will be many more cars/truck on the road. All of the building of houses and stores off of 41, and also all the building going on across the river will only make traffic worse.</p>
06/06/2018	Anita	Clark	Please do not run 5 lane traffic around a neighborhood.
06/06/2018	Anita	Clark	Only reasonable alternative for current project. This is a evac route.
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06/06/2018	Rose	Sullivan	I live in Planter's Pointe in the Rivertowne entrance and travel on Highway 41 every day for work to get to my office which is near Patriot's Point. What should be a 20 minute commute, takes as long as 45 minutes when school is in session. It could take as long at 15 - 20 minutes just to get to Highway 17. Alternative 1 seems to be the best option. Alternatives 2 & 7 will cause 5 lanes to merge into 3 which creates bottlenecks. Just look at the 2 lanes turning onto Highway 41 from Highway 17 N and the genius decision to add two lanes for the people turning left from Bessemer Road onto Highway 41 causing them to merge into one lane. I have sat in traffic for hours on end and watched my property value plummet as a result of the delays and funding issues over this project. Neighbors have had houses for sale for months with no activity because nobody wants to live in Rivertowne with only one entrance and egress with no other alternatives and all the traffic nightmares. God help us if we have to evacuate for a hurricane. Please let's get this done now. By the way, now that school is out for the summer, there are no morning traffic delays on Highway 41 whatsoever but I guess that would be comment for the Charleston County School District....
06/06/2018	Tamas	Szabo	I cannot imagine how putting a 5-lane highway in the heart of Park West could be a good idea. There are barely any green areas left, wildlife is almost totally gone. I have been living at PW for over 10 years, but will move out if this proposal goes through.
06/06/2018	John	Lee	This can't be a serious proposal, right? You're going to put a 5 lane highway through the middle of Park West and Dunes West? Those are residential streets. That is the dumbest idea I have ever heard of.
06/06/2018	John	Lee	This option seems like the most reasonable.

06/06/2018	Leilani	Black	This alternative seems to be the most viable and beneficial. Not only do the residents of Dunes West, Park West, Planters Point, Rivertowne, etc, need to be addressed, but the expected traffic that will be coming from Berkeley county due to the building there requires serious consideration. There should be consideration of ways to assist the Philips Community...bike paths, pedestrian crossings, speed limits...but this is the best and most viable option. ASAP, please!
06/06/2018	Eric	Mosley	This is the best plan
06/06/2018	Eric	Mosley	This is plan just moves community concern to other members of the community, so plus disrupts traffic flow on route 41. It doesn't make much sense to me.
06/06/2018	Eric	Mosley	This isn't going to make anyone happy with the result at all. It's not a good choice.
06/06/2018	Ralph Stoney	Bates	Plan # 7 is stupid. Sending two or three lanes of highway through a residential community to save condemning small sections of land adjacent to Hwy 41 in the Phillips Community is bewildering and foolish. It would add almost two miles of additional roadway in a semi circle taking large sections of existing private property and delaying travel from Hwy-17 to I-526.
06/06/2018	Ralph Stoney	Bates	Stupid!
06/06/2018	Elizabeth	Fischer	As a current Park West property owner who is also building a new house in the Covington Subdivision off Bessemer Rd., I strongly oppose Alternative 7. This plan is unnecessarily circuitous, would disrupt the integrity of the current Park West layout, and would lower the property value of the neighborhoods along Bessemer Rd. as well as those on the remainder of the proposed route. Also, like many other residents, I enjoy riding my bicycle through Park West and a five-lane highway would make this difficult, if not impossible. Thank you for your consideration of my comments.

06/06/2018	Elizabeth	Fischer	As a current Park West property owner who is also building a new house in the Covington Subdivision off Bessemer Rd., I strongly support Alternative 1. This plan is the most direct route and wouldn't require further widening at a later date, as in Alternative 2. This plan would also maintain the integrity of the current Park West layout and protect our property values, unlike Alternative 7. Thank you for your consideration of my comments.
06/06/2018	julianne	milller	This is the only reasonable solution.
06/06/2018	julianne	milller	This will not solve our traffic problems
06/06/2018	julianne	milller	THIS IS AN OUTRAGEOUS IDEA AND SHOULD HAVE NEVER BEEN PRESENTED.
			PARKWEST IS ALREADY WALL TO WALL CARS
06/06/2018	Jon	Crawford	This is the best alternative, allows communities to access the essential corridor without negatively impacting smaller neighborhoods and builds out the obvious arterial highway connecting all of us to nodal links beyond our places of residence.
06/06/2018	Jon	Crawford	This is pointless, as it reduces access at the critical bottleneck of Joe Rouse road and creates bunching of traffic at either end of Hwy 41 when traffic slows for the light at 17 and the bridge to Clements Ferry. There would thus be 3 areas of congestion instead of just 2. Useless
06/06/2018	Jon	Crawford	Indefensibly stupid option. It would add congestion. It would cost more money. It would ruin quiet neighborhoods; It would increase both time and distance of travel. It would confuse drivers seeking the most expedient route. It would add unpredictability. It would make roundabout intersections dangerous. It would terrorize neighborhoods already built too close to the road. And it would lead to litigation since most residents would oppose this as destabilizing and deterioration of the quality of life. Please reject this one.

06/06/2018	Claudia	Piano	<p>The Highway 41 Corridor Improvement Project will have a significant and permanently negative impact on my community, which is Park West.</p> <p>That being said, if it must carry on, I am writing to say that I am amongst those who are opposed to Alternative #7, and would like to see it eliminated from consideration.</p> <p>Sincerely, </p>
06/06/2018	Claudia	Piano	<p>The Highway 41 Corridor Improvement Project will have a significant and permanently negative impact on our community, which is Park West.</p> <p>That being said, if it must carry on, I am writing to say that I am amongst those who believe Alternative #2 is the least offensive option.</p> <p>Sincerely, </p>
06/06/2018	Kathy	Lewis	<p>Alternative #1 appears the least disruptive to the largest number of residences. Please do not infringe on the current infrastructure of Park West and Dunes West. Due to recent construction of additional residences there is already a much more dense population in these neighborhoods which has led to more traffic and frustration. Most of the homes in the Phillips community do not have as long a life, another problem that will inevitably face the city. Please plan ahead since this will be the only major thoroughfare between North Mt. Pleasant and Berkeley county. It is obvious that there is continual growth on Hwy 17 N and will continue to be.</p>
06/06/2018	Allen	Kaufman	<p>I am opposed to alternative 7. Putting a freeway of 5 lanes through the Arlington subdivision is ridiculous and disruptive to all residents. What are our representatives thinking. You certainly don't have the best interests of the residents in mind with this alternative 7 for state highway 41. Alternative 1 is the right choice. Thank you</p>
06/06/2018	Heather	Norman	<p>This option makes the most sense for a consistant traffic flow on High 41 and not cause issues in the Park West neighborhood. Alternative 1 is my vote!</p>

06/06/2018	Heather	Norman	<p>This option makes no sense. Why go from 5 lanes to a 3 lane merge which would cause major traffic jams back to a 5 lane high. I don't see as many people going into an established neighborhood to continue on a 5 lane highway. This causes some major issues for this family friendly neighborhood. This is not an option I would like to see in Park West. This will cause way too many unnecessary traffic in a residential area. There are way to many children that live off of Bessemer and could cause an unsafe environment. I SAY NO TO ALTERNATIVE 7!!</p>
06/06/2018	Heather	Norman	<p>Although alternative 1 is the best for both Highway 41 and the Park West neighborhood, I would vote for this alternative over alternative 7.</p>
06/06/2018	Leslie	Norman	<p>I vote for option 1. Definitely don't want option 7</p>
06/06/2018	KAREN	BRADFORD	<p>[REDACTED]</p> <p>Logically, alternative 7 should be eliminated due to highest cost for both road costs and acquisition costs and highest environmental/historical impact. Alternative 1 looks like the logical choice.</p>
06/06/2018	Cindy	Merritt	<p>No</p>
06/06/2018	Cindy	Merritt	<p>No no no</p>
06/06/2018	Thurman	Whisnant	<p>Alternative 7 should be removed from consideration. To build a five lane road through Dunes West and Park West would have a severe negative impact on many homeowners. Additionally, this is an unnecessary and indirect route. Hwy 41 should just be widened where it exists now as it is the most logical and direct route between Hwy 17 and the Hwy 41 bridge.</p>
06/06/2018	Chris	Ballew	<p>After reviewing the options I am opposed to Option #7 and support Option #1. highway 41 is an emergency route for hurricane evacuation. With the current and expected increase in population, the emergency route needs to be widened to allow for an additional lane. in each direction. Another concern of Option 7 during normal day to day use, is that traffic will "bottleneck" and back up on 41 as the lanes decrease from 2 to 1. With the addition of many homes across the bridge in Berkeley County, more vehicles will be traveling to/from Highway 17, I am concerned that this excess capacity is not being considered.</p> <p>[REDACTED]</p>

06/06/2018	Annette	Carlson	I live in Rivertowne and feel this is the only viable option if the developers in Park West keep building on every inch of land available to them. By the time the town chooses and completes any other option, it will be obsolete. Spend the money wisely the first time.
06/06/2018	Emily	OVonnor	Horrible idea! This will ruin a community. Do people that come up with stupid alternatives actually get out from a desk and drive through the areas they are trying to ruin? There are homes along this route, bike lanes, and a full blown master community. Huge negative impact for personal luvess and property. What a disaster.
06/06/2018	Allen	Kaufman	My name is Allen Kaufman. I live at [REDACTED]. I live in Arlington Subdivision of Park West. I wanna voice my opinion and I'm totally against alternative seven for State Highway 41. I think it's disruptive in putting a freeway through our neighborhood is unconscionable. It should be stopped and an alternative plan proposed. Thank you. Once again I'm against Alternative 7 State Highway 41.
06/04/2018	Norman	Moebs	I support Alternative 1 I oppose Alternative 7 Thank you.
06/04/2018	Sara	Sauer	The best solution for the long term without having to rebuild areas of 41 is alt #1, the others only delay moving to alt #1 as traffic increases.

06/04/2018	Kathleen	Card	<p>Good afternoon.</p> <p>While we agree the highway is overtaxed by current traffic levels and should be widened to accomodate additional traffic, the action should be to widen Highway 41 and not move problem. Since you have studied the problem, you should have a good idea of how to fix it, without creating a larger problem through relocation.</p> <p>Why not widen Highway 41? Who will benefit from relocating Highway 41 with this option? We know who won't benefit from this option.</p> <p>The cost to relocate Highway 41 (widen Joe Rouse) to facilitate a regional traffic flow issue would be significant and will have a negative impact on the Park West community and home values. Road construction is billed per linear foot or cubic foot and the Length of the current Highway 41 under consideration for expansion, versus the redirect Length of the Park West loop area, is vastly shorter and therefore less expensive, and a prudent choice.</p> <p>Relocating Highway 41 seems like it would be much more costly than widening a road.</p> <p>Park West is a planed residential community and that should not include a 5 lane Highway. We are already relieving the community of traffic pressure as a cut through on Park West. We respectfully appeal to your common sense and ask you to reject Alternative 7.</p> <p>thank you for you attention to this matter. Kathleen Card <div></div></p>
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06/05/2018	Brandon	Courter	<p>Alternative 7 makes no sense. It will be very disruptive to the neighborhood to have both the construction and the additional traffic going through people's backyards.</p>
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06/05/2018	Richard	Agudelo	<p>Please don't choose option 7. Park West doesn't have to be a 5 lanes highway. Turning lanes on Park West Blvd would resolve most of the traffic congestion. Training for people on how to use a round about and bringing awareness that the school bus is an excellent alternative for dropping the kids in school would resolve most of the traffic problems in the morning.</p>
06/05/2018	Dennis	Wyszynski	<p>Alternative 1 – This is the best option. I understand the concerns of the Phillips community but there does not appear to be any other viable alternatives. If crossing Hwy 41 is an issue, I would suggest placing 1 or 2 pedestrian bridges in the Phillips community.</p> <p>Alternative 2 – This option is short sighted. You would think this is obvious since the experiment at the intersection with Joe Rouse road where they created two lanes before the red light in an attempt to get more cars through in less time. That was a complete disaster and removed within a week of being installed.</p> <p>Alternative 7 – This is a bad plan.</p> <p>1. You are in effect rerouting highway 41 through Park West and Dunes West which are planned developments with access to highways. The Phillips community on the other hand was built straddling highway 41. (I know it will not be labeled highway 41 but the effect is the same)</p> <p>2. Park West and Dunes West are residential neighborhoods planned and designed for pedestrians and local traffic, not a five lane state highway. Routing a five lane highway through these developments will have significant impact on safety and pedestrian and car traffic.</p> <p>3. Today children walk, ride bikes and golf carts to get to the swimming pool. Placing a five lane highway in their path will have severe safety impacts.</p> <p>4. In comparing Alternative 2 to alternatives 1 and 7, it would appear that Park West, Dunes West would lose 5 homes compared to Phillips losing only 3. Even more significant is that Park West, Dunes West partial acquisitions would be 99 compared only 25 for Phillips. Where is the logic in that decision?</p> <p>5. In addition Alternative 7 has the highest impact on Wetlands, Streams, and the Floodplain.</p>

06/05/2018	Terri	Fowler	<p>Alternative 1 is the most reasonable alternative presented to assist with traffic flow or level of service. Alternative 1 also has the least number of impacts on property/environment.</p> <p>Alternative 2 is a poor option due to the decrease in lanes through the Phillips Community (creating a bottleneck).</p> <p>Alternative 7 is also a poor option (even worse than Alternative 2). This option appears to have significant impact on property/environment, but does not improve traffic flow (decreasing lanes through Phillips Community, creating a bottleneck).</p>
06/05/2018	Eric	Stone	I am in favor of Alternative 1 or 2 for the project.
06/06/2018	Hillary	Repik	Please consider remove/ replacing (2) existing hwy. 41 causeways at Horlbeck Creek for change to span bridges. The roads were susceptible to overtopping with surge events. Upstream of the main causeway is the Laurel Hill Plantation dam that could breach and damage road. Consider elevating bridges for surge and rise, hang or bore utilities, and use causeway removal for salt marsh mitigation offsets?
06/06/2018	Laurie	Holstein	<p>I am writing to voice my adamant opposition to Alternative 7 for Highway 41. This alternative will negatively impact several hundred residents who did not build on Highway 41. Noise, pollution, safety, loss of property value are just a few of the issues that will result from this proposal.</p> <p>I have signed petitions and will continue to voice my opposition in all possible ways to this alternative.</p>
06/06/2018	Ronald	Steel	Please DO NOT widen Bessemer Road. This will annihilate property values and uglify massively the Park West area. Restrict growth before you do this thing which is the most stupid idea I have ever seen any municipality consider. I beg you - throttle back in this outrageous plan!!!!

06/06/2018	Enid Hinkes	William Markovich	<p>On Wednesday, June 6 Enid Hinkes and William Markovich sent an email with an attached pdf document voicing their opposition to Alternative 7 to the project email and CC'ed Bob Brimmer, Joe Bustos, Jim Owens, Kevin Cunnane, Gary Santos, Kathy Landing, Tom O'Rourke, Guang Ming Whitley and Will Haynie all on the Town of Mount Pleasant's City Council.</p> <p>Due to the length of the letter it has been uploaded as an attachment in this database titled "Enid Hinkes & William Markovich".</p>
06/06/2018	Mike	Wilkins	YOU ARE MESSING WITH REAL PEOPLES LIVES AND LIVELY HOODS, FOLKS
06/06/2018	Julianne	Miller	41 needs to widen now to 5 lanes. This bridge problem created a great hardship on everyone that lives off 41. I am unclear why the Phillips community can not have 5 lanes thru it. West Ashley has 5 lanes thru it on HWY 17. Hwy 17 original had homes on it. I use to live in a house that backed up to 41. I moved. Lots of houses on Rifle Range. This is ridicules argument.
06/06/2018	Claudia	Piano	<p>The Highway 41 Corridor Improvement Project will have a significant and permanently negative impact on our community, which is Park West.</p> <p>That being said, if it must carry on, I am writing to say that I am amongst those who are opposed to Alternative #7, and would like to see it eliminated from consideration. And I find Alternative #2 the most tenable of the options.</p>

06/06/2018	Denise	Hurlock	<p>I am very upset and angry about the Town's and State's plan to modify route 41 # 7. Why should Park West become a major thoroughfare for the convenience of other residents and people passing through? Why should our property values suffer? What about OUR traffic? We can't get out of our neighborhood because of all the Wando traffic and now you want to put more cars on our roads? I would like to see the Dune West/ Park West entrances become for RESIDENTS ONLY. The Town of Mount Pleasant and the State's poor planing has caused this nightmare situation and the residents of Park West /Dunes West should not bare the brunt of the current and continuing overdevelopment. The town of Mt Pleasant has RUINED our community - DON'T MAKE IT ANY WORSE!</p>
06/06/2018	Ted	Fischer	<p>Â My wife and I recently contracted with Crescent Homes to build a house in Covington Subdivision. We are moving to Mt. Pleasant from out of state. Alternative 7 would be disastrous for this subdivision and our property in terms of traffic and noise. We chose Park West based on the quiet nature of of the Park West / Dunes West area. A five lane highway would completely negate this feature and would likely have a negative impact on our property value. We are contractually obligated at todayâ€™s market pricing, therefore alternative 7 represents a significant risk for us. Note that we are retired and on a fixed income.</p> <p>Furthermore, the other alternatives, with 5 lanes added to the section of highway 41 north of Bessemer make much more sense in terms of traffic flow... a straight line versus a circuitous route via Bessemer.</p>
06/06/2018	Allen	Kaufman	<p>I am against putting in a 5 lane freeway through the Arlington subdivision of park west which is what alternative 7 would do why would you want to disrupt people's lives by choosing this alternative 7 it's a severe impact on all residents. Alternative 1 is the right choice.</p>
06/06/2018	Jeremy	Yu	<p>Alternative #7 should not even be considered. It must be the oddest design ever, and will leave a permanent, ugly scar to the community. As a resident of Parkwest and Mt Pleasant, I strongly oppose the idea.</p>

06/07/2018	Jennifer	Barrett	<p>While Alternative 7 helps minimize impact to the Phillips Community, it affects many communities in the Park West and Dunes West areas. Making that road 5 lanes cuts way too far into existing neighborhoods. Turning that road into 5 lanes to route traffic through Park West and Dunes West is ridiculous - you're pushing traffic through a community development instead of a main highway where it belongs. Not to mention the impact of the additional cars would have on traffic and roads themselves inside Park West and Dunes West.</p> <p>Please eliminate this Alternative plan from consideration.</p>
06/07/2018	John	Boyer	<p>This alternative appears to offer the best overall solution, as it shares the impact with all involved communities. Attempting to avoid ANY impact to the Phillips Community could cause major resentment among the thousands of residents of the other affected communities. Again, the impacts should be fairly shared by all.</p>
06/07/2018	John	Boyer	<p>Better than nothing.</p>
06/07/2018	John	Boyer	<p>This alternative places virtually all impact on the Dunes West/Park West communities, apparently solely to avoid impacting the Phillips Community. This is not only unfair, it will outrage the thousands of residents of Dune West/Park West. Additionally, it would have to be significantly more expensive due to the need to “take” by eminent domain hundreds of private properties, and adversely impact by noise and traffic hundreds more. This impact will undoubtedly increase the timeline due to the large number of lawsuits that it will generate. This is an alternative designed by civil engineers, with zero consideration by human engineers. Lastly, it would definitely seem to violate the stated purpose of the design process — to minimize adverse impacts to the most people. This alternative should be withdrawn.</p>

06/07/2018	Marvin	Glover	I just want to reiterate my previous comment on Alternative 7. Carving 5 lanes through Bessemer and Dunes West will devastate those communities. If you want to take "serene" and "beautiful" out of the description of the neighborhoods bordering those roads while driving down their property values, build the 5 lanes. My home will not be directly affected by this alternative but I pity my nearby neighbors who looked at the development plans and purchased their dream home with those in mind if this option goes through. The only option, as I see it, is to widen the already existing highway 41. Plowing through residential areas makes sense only on paper.
06/07/2018	Marvin	Glover	Of the three options, Alternative 1 will provide the greatest relief and a long term, hopefully permanent, solution to the traffic woes on Hwy 41. I realize all three plans have their drawbacks, with Alternative 7 being absurd in my opinion, but Alt 1 makes the most sense. It's no easy decision and I don't envy those charged with making it but Alt 1 will fix the issue and 2 will dramatically help. 7 will wreck the Dunes West and Bessemer communities.
06/06/2018	Thurman	Whisnant	Alternative 1 is the best option. Alternative 7 is an unnecessary detour and would affect a number of newer homes and properties in Dunes West and Park West. A widening of the existing Hwy 41 would be the most direct route and most feasible. Not to mention it would provide an opportunity to improve and beautify the section of Hwy 41 that goes through the Phillips Community that is needed.

06/06/2018	Neil	Yuenger	<p>Hi,</p> <p>I am a resident and property owner in Parkwest. (Preston subdivision)</p> <p>Thank you for taking my feedback which follows;</p> <p>Alternative 1, to me is the clear solution. It is the most common sense solution. It takes the existing Hwy41 and widens it to 5 lanes. Done.</p> <p>Alternative 4, 5, and 6 are no longer being considered thank goodness! Because those alternatives would put a highway right through our Laurel Hill Park!!! Honestly I do not see how such a proposal can even be made public. I find it shameful.</p> <p>Alternative 7 widens Hwy 41 to 5 lanes everywhere EXCEPT at Parkwest and Dunes West! It would keep Hwy41 3-lanes in that stretch between Parkwest and Dunes West, and detour a new 5 lane highway right through our neighborhoods in Parkwest and Dunes West! I don't see the sense in this proposal. Nor do I want a highway running through the neighborhoods. We are already getting Parkwest Blvd widened to 4 lanes. Enough already! There is a Highway. Highway 41. So widen the highway! Don't create a new highway through my residential area.</p> <p>Alternatives 3, 8, 9, 10, 11, 12 are not moving forward.</p> <p>Finally, Alternative 2 is similar to Alternative 7 in that it widens HWY41 to 5 lanes EXCEPT for the stretch adjacent to Parkwest / Dunes West. That stretch would be 3 lanes and overflow traffic would route through Bessemer to Parkwest Blvd. OBJECTION!</p> <p>In summary, I am very strongly opposed to Alternative 7 and 2. My objection is al the more stronger knowing that we have such an obvious alternative 1 to simply widen the existing highway.</p>
06/07/2018	Cornelia	Rhodes	<p>This is Cornelia Rhoads, [REDACTED] and I do not want 41 coming into Park West. Thank you</p>

06/07/2018	Judy	Dawkins	<p>Please eliminate Alternative #7 from the possibilities on the Highway 41 expansion. This would be a disaster for those of us living in the Dunes West/Park West area.</p> <p>Judy Dawkins - [REDACTED]</p>
06/07/2018	Megan	Hauer	<p>Hello. Alternative 1 seems to be the only reasonable alternative as it would widen the main corridor significantly from 17 up to Clements Ferry. Alternative 7 is not a viable option as it would have severe impacts on not only the people who live off of Dunes West Parkway and Bessemer but would also have severe impacts on the landscape and wildlife along those roads as well.</p> <p>Regards, Megan Hauer</p>
06/07/2018	Sebastian	Hauer	<p>Please vote for Alternative 1 as it seems to be the most obvious alternative as it would widen the main corridor significantly from 17 up to Clements Ferry. Alternative 7 is not a viable option as it would have severe impacts on not only the people who live off of Dunes West Parkway and Bessemer but would also have severe impacts on the landscape and wildlife along those roads as well.</p>
06/07/2018	Jim	Robertson	<p>Alternative 7 is a joke and should be removed from consideration.</p> <p>Alternative 1 is the only acceptable option to be approved, funded and built.</p> <p>Let's get on with it.</p>
06/06/2018	Ellie	Cutright	<p>Alternative 1 – This alternative is the most logical option, considering the direction of traffic flow and location of existing communities. It affects fewer total properties than Alternative 7 and significantly less county park acreage.</p> <p>Alternative 2 – This alternative is least logical, it would cause severe bottlenecking, thus creating more traffic. It would inevitably result in further expansions. It makes little sense in the long run.</p> <p>Alternative 7 – This alternative is also extremely illogical. This option disregards the actual flow of traffic, which is currently a straight shot from 17 to the Wando River Bridge. It also impacts more properties than alternative 1 and significantly more county park acreage.</p> <p>Alternative 1 is clearly the most logical option.</p>

06/06/2018	Adam	Cutright	Alternative 1 – Only actual reasonable alternative. Alternative 2 – Will cause bottle-necking. Stupid. Alternative 7 – Will affect far more people than Alt 1; very dangerous for kids. The other alternatives make no sense.
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06/06/2018	Gordon	Hanson	<p>Alternative 1 – This alternative seems to be the most obvious and best overall for cost and functionality. I imagine that is why this was Alternative 1. A straight highway is by far the most cost effective and safest route. This is particularly true as an evacuation route. Having to wind an evacuation through a residential area does not make sense. It is my understanding that the primary objection to Alternative 1 is the disruption to the Phillips community. Alternatives 2 and 7 also have existing Hwy 41 being widened to 3 lanes, so there will be a disruption to the Phillips community with all options. The cost and impact of 2 additional lanes (approximately 25 feet) would be far less than that of Alternative 7.</p> <p>Alternative 2 – This alternative has the lowest impact on property and other factors, but unfortunately, it looks like it would have built-in bottle necks which would slow and possibly stop traffic. Especially in the case of an emergency evacuation and during heavy traffic hours.</p> <p>Alternative 7 – This alternative has the highest negative impact on environment, property and community lifestyle than the other alternatives. The following compares Alt 1 to Alt 7. Alt 7 has 29% more Full Property Acquisitions and 36% more Partial Property Acquisitions. Impact on Wetlands is 13% more for Estuarine (tidal), 81% more for Freshwater (non-tidal) and Streams are impacted 36% more with Alt 7. Also disturbing is the Floodplain impact which is 23% higher with Alt 7. The only screening criteria with lower impact numbers for Alt 7 is Cultural and Historic with NRHP Historic Structures which drop from 6 to 4 for Alt 1 vs. Alt 7 and Sweetgrass Basket Stands which drop from 15 to 13 for Alt 1 vs. Alt 7. The estimated costs of the 3 Alternatives was not provided at the meeting, but the cost and construction time difference between Alt 1 and Alt 7 would have to be significantly more with Alt 7.</p> <p>By changing Bessemer Road, Dunes West Blvd and part of Park West Blvd to a 5-lane</p>
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06/06/2018	Hanson	<p>highway, you would be dividing both the Dunes West and Park West communities. The information provided at the meeting regarding the layout of these communities was misleading. The map outlining the communities on slide No.11 in the Power Point Presentation for the Community Characterization Report was not accurate. (See map images below.) It shows a section of the Park West community as part of Dunes West. But actually the proposed highway replacing Bessemer Road and a portion of Park West Blvd will divide Park West separating hundreds of residents from the Park West Community and the walking/biking trails, swimming pools, tennis courts and other amenities they support with annual dues. Eight neighborhoods, which are home to hundreds of residents (453 housing units), would be directly impacted by the increased noise, pollution, traffic and falling property values caused by Alternative 7. The number of homes/units for each neighborhood is shown below.</p> <p>Abbotts Glenn- 24 Arlington- 159 Bessemer Park -44 (under construction) Covington- 37 (under construction) Keswick- 40 Mansfield- 28 Preston- 100 Worthington - 21 (under construction)</p> <p>After taking a couple weeks to thoroughly analyze the information provided at the community meeting on May 16th, I would like to share thoughts and concerns about the alternative plans for the Highway 41 Project. I will start by saying the No Build Alternative does not fix any existing or future issues and will obviously not impact any communities due to constructions or changes. So there is no need to comment on that alternative. I will focus here on Alternatives 1, 2 and 7. In conclusion, the impact would be the least using Alt 2, but unfortunately I believe Alt 2 has inherent bottle necks and would not function as required. Alt 7 has too many negative impacts, significantly more than the other alternatives and would negatively impact a much larger population of residents. Alt 1 is the most logical and</p>
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			cost effective option, uti
06/07/2018	Margaret	Perkins	We live in Dunes West and do not want to see Dunes West Boulevard become an alternate for Highway 41 traffic. Please select an alternate route that will be more direct but not injure the Phillips Community.
06/07/2018	Marcus	Sizemore	5-lane sections should be reserved for areas where many businesses and/or residents are close to the roadway and therefore the option to turn left is warranted. Dedicated turn lanes at signalized intersections have proven to be much more effective when the majority traffic is commuter traffic and businesses and residential areas are sparse. I believe that the center turn lane is not warranted in these areas and would lead to further congestion and more accidents. Highway 17 through Mount Pleasant has been very effective and even when drivers are required to make U-turns at certain intersections to access businesses or homes, there are less accidents.
05/16/2018	Mike	Parkhill	With the construction and increased traffic by widening the road, what will he done to address the increased noise affecting homes that back up to 41? I live in The Colonnade and widening the road is going to bring traffic that much closer to my backyard. In addition to the noise, I have concerns that a vehicle accident could send a car into my backyard where my kids play. Are there any plans to add large sound barrier walls like outside of Charleston National on 17 and Snee Farm at the corner of 17 and Long Point? This would address both the noise and safety concerns.
06/07/2018	mark	mcCollam	McCollam Though I understand the plight of the Philips Community, regardless of the direction of the widened roadway citizens will be negatively impacted. The decision in this case must be based on fiscal responsibility. We need every dime available for infrastructure while we are experiencing this great influx of new residents.
06/07/2018	Patricia	Broghamer	<div></div> I live in Park West and I do not want to see Alternative #7 running through Park West. NO TO # 7.

06/07/2018	Raymond	Stewart	I live in Ellington Woods IV, off Dunes West Boulevard. Alternative 1 is the most direct route; however, it will disrupt the Phillips Community. I therefore consider Alternative 1 to be the last resort. It is my least favorable choice of Alternative 1 versus Alternative 2.
06/07/2018	Raymond	Stewart	I live in Ellington Woods IV, off Dunes West Boulevard. Alternative 2 is the most direct route; however, it will disrupt the Phillips Community less than Alternative 1 with 3 instead of 5 lanes from Joe Rouse to Dunes West Blvd. I therefore consider Alternative 2 to be my top choice.
06/07/2018	Raymond	Stewart	I live in Ellington Woods IV, off Dunes West Boulevard. Alternative 7 is an unmitigated nightmare for anyone living in the region of the proposed 5 lane Bessemer Road bypass. I do not consider this alternative to be viable and do not support it at all.
06/07/2018	Trevor	Speelman	Please widen Hwy 41 and leave dunes /park west Blvd alone. Don't divert your problem into my back yard!
06/07/2018	Steve	Treibly	This alternative is excellent!
06/07/2018	Steve	Treibly	This alternative fall short as most traffic at rush hour is headed to the Rivertown area and beyond.
06/07/2018	Steve	Treibly	This alternative is crazy. There is new construction too close to the road side that will either prevent the extra lanes it will have to be torn down to accommodate the extra lanes.
06/07/2018		Karam	Here's to be the most feasible of many implausible alternatives
06/07/2018	Jennie	Nelson	My backyard is already backed to 41. That means I would probably lose my home!!!!!!...
			NO, NO, NO. I moved from N. VS because of greedy land development, and now all they do is add more lanes to the roads, more and more and more!!! If you want to see the devastating effects fly into Dulles International airport and as your landing look out the widow of the plane
06/08/2018	Kevin	Overend	This is by far the best option to move forward with. This is a straight forward and common sense approach to the traffic issue. This option would avoid turning on and off highway 41 which introduce places for accidents to occur.

06/08/2018	Kevin	Overend	<p>This option will not provide the desired longterm traffic relief this area needs. Not only data for year 2045 but also hurrican traffic should be considered. This option would result in a choke point for the traffic in the Phillips community and would result in unnecessary congestion that would be avoided with option 1.</p>
06/08/2018	Kevin	Overend	<p>This is the worst option as it would result in a dangerous 5 lane traffic through residential area with families. This option needs to be dropped for the serious safety issues it would cause. I also fear many people would continue to stay on highway 41 and would still result in serious congestion. Please drop this alternative as I would prefer doing nothing to this option.</p>
06/08/2018	Nancy	Schoedler	<p>I am writing to voice my opposition to the HWY41 Project. Dunes West and Park West already has major traffic problems, by making this decision will only increase these traffic nightmares.</p> <p>Road work has been done, houses have been built, a round about was completed by DW/Bessemer Rd. How can you support making this change when so much money has already been spent for these improvements. Who is going to pay? Us the Tax payers in MT Pleasant.</p> <p>This will be an injustice for all impacted by this "detour". Please consider an alternative.</p> <p>Nancy Schoedler Dunes West Resident for 17 years who is tired of seeing all the growth without thought and impact to the residents in this area.</p>
06/08/2018	Pedro Cindy	Alcantara	<p>We are residents of Park West and want to vehemently oppose alternative #7 due to the fact that it will worsen the traffic patterns through our service roads to Rt41.</p>

06/08/2018	Joe	Calandra	<p>I am concerned about what has been proposed for highway 41 widening project. Please be advised if the idea of widening Hwy 41 is to keep traffic flowing and to keep neighborhoods safe for pedestrians and cyclists the only reasonable alternative is # 1.</p> <p>We all know when a highway goes from more lanes to less lanes there is a traffic back up. Cars do not follow Bernoulli's Principle. This is often forgotten by civil engineers. And after reviewing the alternatives it is obvious the designers again did not take this into account on two of their proposals.</p> <p>(Please travel I 95 from GA to SC and see the difference in traffic flow. When that Hwy goes from 3 lanes to 2 lanes the traffic backs up) ...</p> <p>Dunes West / Park West have the most residents in the region and therefore increasing Dunes West Blvd to 5 lanes would adversely affect the safety of the most people of the town, including children riding their bikes to school. Hwy 41 going from 5 lanes to 3 lanes will cause the most traffic back up and that is what the widening project is supposed to alleviate. I strongly oppose option # 7</p> <p>It appears the same engineers who designed the 526 / 26 interchange (malfunction junction) are at it again.</p> <p>Sincerely Joseph Calandra [REDACTED]</p> <p>PS The SCDOT has stated they cannot build over the marshes, this is an outright lie! They widened Hwy 17 thru the ACE Basin. There were several marshes which were either bridged or partially filled in the region the Hwy was widened.</p>
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06/07/2018	Jeff & Heather	Walker	<p>Good evening! We are residents of Dune West and were not able to attend the public presentation; however, we've reviewed the documents available on the website. We strongly oppose Alternative 7. We have lived here for 8 years and are parents of teenage children. Our children attend Wando and Cario and we regularly use the MPRD complex on Park West Blvd. Needless to say, we spend a good deal of time on all of the roads being evaluated, and we feel that Alternative 7 presents the worst option being considered in terms of safety and quality of life for those residents living in Dunes West, Park West and frankly most of the neighborhoods in this area. Widening Dunes West Blvd and Bessemer/Joe Rouse would divert entirely too much traffic onto roads that are better suited to be "neighborhood roads." So many families spend time walking/jogging/biking on those roads, and essentially turning them into 5-lane Highways, while leaving part of HIGHWAY 41 as a 3 lane road makes no logical sense. Widening 41 to allow for the "thru traffic" between 17 and Clements Ferry Road allows those commuters a more effective straight shot, instead of encouraging traffic to divert through neighborhoods. We believe Alternative 1 is the most effective compromise of all the options.</p>
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06/07/2018	Rebecca Wynn	Page	<div><div>Hwy41SC Project Team,</div><div>Below are thoughts and comments regarding the Hwy41Project and the alternatives presented. Park West residents are particularly alarmed by Alternative 7, which would convert Bessemer Road into a 5-lane highway from SR 41 to Park West, Blvd. If Alternative 7 is chosen, construction will directly, significantly, and permanently affect life in Park West.</div><div>Reasons for not preferring Alternative 7:</div><div>Inadequate Roadway Width. Some sections of the existing Bessemer roadway are too narrow to adequately accommodate five lanes of traffic, plus sidewalks for pedestrian traffic, plus sound or safety barriers. According to engineers/planners at the information meeting, possible solutions to the road width problem include<ul style="list-style-type: none">· significantly narrowing or eliminating existing berms and tree borders along Bessemer· knocking down some existing homes and, if feasible, rebuilding them elsewhere· rerouting a section of Bessemer to go behind some existing homes.</div><div>Population Density Park West is heavily populated. Eight neighborhoods, which are home to hundreds of residents (453 housing units), would be directly impacted by the increased noise, pollution, and traffic caused by Alternative 7. The number of homes/units for each neighborhood is shown below.</div><div>Abbotts Glenn- 24 Arlington- 159 Bessemer Park -44 (under construction) Covington- 37 (under construction) Keswick- 40 Mansfield- 28 Preston- 100 Worthington - 21 (under construction)</div><div>When considering population impacts, the proposed Bessemer option would cause far more residential disruption than would widening the existing SR 41 highway through the Phillips community.</div><div>Excessive Noise. A five-lane highway</div></div>
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through Park West would significantly increase noise. So-called noise abatement installations, such as vegetation and high walls, do not significantly lower noise levels. High sound walls are unsightly and give a fortress look to neighborhoods. Noise is a quality of life issue that would

06/07/2018	Rebecca Wynn	Page	<p>would have permanent negative impacts on residents and property values.</p> <p>Air Pollution Vehicles pollute air. Widening Bessemer Road would decrease air quality in a heavily populated area.</p> <p>Property values and lifestyle choices The proximity of neighborhoods to a five-lane highway would decimate property values. Moreover, homes would be harder to sell, because buyers will reject a home located a short walk from a busy five-lane highway. Park West residents purchased homes in a suburban environment that promotes quiet neighborhoods and peaceful outdoor living. The urban noise, traffic, and pollution that would accompany Alternative 7 are not consistent with the Park West master plan.</p> <p>Safety concerns. Many residents, including children, walk and bike throughout Park West. This is an important feature of life in the area, and it would be damaged by Alternative 7. For example, the proposed highway is near the Park West Pool and Tennis Center, which children frequently access by foot and bicycle. Walking and biking to these facilities would be made more dangerous and difficult by inserting a major highway into the middle of a suburban community.</p> <p>Construction Headaches Project spokesmen at the public meeting explained that Alternative 7 could require some homes along Bessemer to be demolished and possibly rebuilt. Other homes would experience a severe reduction in yard and tree screening. Existing homes along Bessemer are new or recent construction. Destroying and rebuilding existing homes would compound the noise and headaches associated with construction sites. Moreover, there is no assurance that homes claimed by eminent domain would be compensated at fair market values. The road itself will have a chilling effect on property values.</p> <p>Reasons for Preferring Alternatives 1 and 2 (Widen the existing SR 41)</p>
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			Less Residential Impact Widening SR 41 along the existing right-of-way would impact far fewer homes and residents than would widening Bessemer Road.
06/07/2018	Rebecca Wynn	Page	<p>More Efficient Transit Widening SR 41 would preserve what is essentially a straight shot to Clements Ferry Road, providing a more efficient route between US17 and US 526. Residents who live in neighborhoods along SR 41 would not need to wind through Park West to reach their destination.</p> <p>Hurricane Evacuation During hurricane evacuations, Alternative 1 or 2, and especially Alternative 1 (5 lanes along SR 41) would provide easier and safer options for directing evacuating traffic and reversing lanes.</p> <p>Thank you for serving our community and we hope you will support us by not supporting Alternative 7.</p> <p>Park West Resident</p>
06/07/2018	John	Danko	<p>Do not build Alternative 7 driving Highway 41 through the Middle of Park West. This will destroy the property values of park west, ruin homes, and demolish many people's homes which are brand new. Why on earth would the current location of highway 41 be diverted from it's present course? It is ludicrous.</p> <p>There is plenty of room to widen highway 41 to five lanes at its present location. There is no room to widen park west boulevard, Bessemer road, or dunes west boulevard to make those roads highway 41 instead. Those roads are residential neighborhoods in master planned communities. 41 is a state highway already for crying out loud. Alternative 7 is madness.</p> <p>Alternative 1 should be constructed for Highway 41 instead.</p>

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06/07/2018	John & Deborah	Danko	<p>1. The alternatives must have a cost effectiveness analysis and comparison. Factors that should be included are: initial capital cost and life maintenance cost. Also, the economic impact on land values affected by the alternatives should be quantified. The front footage along HWY 41 will soar and the land the home values through Dunes West & Park West will plunge. All of these economic costs can be accurately estimate and should be shared with the public and will likely show HWY41SC Alternative 7 should not be approved.</p> <p>2. The Phillips community is being given preferential treatment and the negative impact on the Dunes West and Park West communities are being ignored. This bias is obvious even in the public exhibits used for public information. The Phillips community is greatly enlarged and not delineated with to its true boundaries and Dune West and Park West communities, of equal importance, are not even shown. HWY41SC Alternative 7 would physically split these communities and should not be approved.</p> <p>3. The Park West Blvd and Dunes West Blvd are collector roadways for their communities and bordered with green space. They are an integral community space used by both communities that was necessary for original governmental approval of the both PUD's, planned urban developments. HWY41SC Alternative 7 would eliminate and destroy this major community connecting feature and should not be approved.</p>
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06/07/2018	Ronald	Coker	<p>Please do not build alternative 7. I currently live on Andover Way, which backs up to Bessemer. The noise is bad enough during rush hours let alone being awakened late at night and early morning hours from motorcycles ,booming music, barking dogs in back of pickup trucks and vehicles with very loud exhaust systems. Thank you, Ronald Coker [REDACTED] .</p>
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06/07/2018	Paul	Suchy	<p>We put our house on the market last year and had quite a few lookers.</p> <p>No one made an offer.</p> <p>All comments were that Bessemer rd was to busy.</p> <p>Our house backs up to Bessemer.</p> <p>Can you imagine what Alt #7 would do to the value of our house?</p> <p>We took it off the market and decided to remain here.</p> <p>We pray Alt #7 goes away very soon.</p> <p>If not, I'm afraid our world would crumble.</p> <p>PLEASE PLEASE PLEASE!!!!</p>
06/07/2018	Cornelia	Rhodes	<p>I do not want hwy41 coming into Park West</p>
06/07/2018	John	Danko Jr	<p>1. The alternatives must have a cost effectiveness analysis and comparison. Factors that should be included are: initial capital cost and life maintenance cost. Also, the economic impact on land values affected by the alternatives should be quantified. All of these economic costs can be accurately estimate and should be shared with the public. HWY41SC Alternative 7 should not be approved.</p> <p>2. The Phillips community is being given preferential treatment and the negative impact on the Dunes West and Park West communities are being ignored. This bias is obvious even in the public exhibits used for public information. The Phillips community is greatly enlarged and not delineated with to its true boundaries and Dune West and Park West communities, of equal importance, are not even shown. HWY41SC Alternative 7 would physically split these communities and should not be approved.</p> <p>3. The Park West Blvd and Dunes West Blvd are collector roadways with bordered green space are an integral community space used by both communities that was necessary for original governmental approval of the both PUDs, planned urban developments. HWY41SC Alternative 7 would eliminate and destroy this major community connecting feature and should not be approved.</p>

06/07/2018	Tia	Konte	<p>NO to Alternative 7 due</p> <p>Safety concerns-Park West is a family oriented subdivision, children cross Bessemer road to access the pool, tennis courts, rec center & school bus pickup/drop off located at the pool on foot & on bikes</p> <p>Homeowner Disruption-numerous PW residents would be negatively affected, more people affected than the other 2 options</p> <p>Traffic Noise-Excessive noise will affect quality of life</p> <p>Air Pollution-negative impact on health of many children & families whose homes are located off Bessemer Road.</p> <p>Not Original Plan-This option was not part of the master plan for PW. We purchased a home in PW to be in a safe, family oriented, self-sustaining neighborhood near schools & recreation.</p> <p>Option 7 creates a dangerous living situation, reduces property values & disrupts our way of life.</p>
06/07/2018	Vivienne	Zhu	<p>I strongly against the alternative 7 for two reasons:</p> <p>1) it doesn't meet the requirement that the high way 41 is the evacuation road and it has to be widened from the current one line "highway"</p> <p>2) there is NO rational to extend the Dunes West Blvd to a five line road, Dunes West is a persevered residential area with restricted traffic and transportation development.</p>

06/07/2018	Tom	Angelich	<p>Iwe are in favor of Alternative #7 for the proposed widening/traffic plan for Hwy 41 from Wando River Bridge to Hwy 17. This plan best utilizes land use not currently in use/developed and would assure a faster approach to Clements Ferry/526 and Hwy 17 for the highest density of residents in the area from Dunes West and Park West. It seems only right to not disturb the Phillips Community as little as possible and to alleviate the vast numbers of cars from DW and PW through their community. Obviously, traffic issues from high numbers of their residents were not planned for by DW and PW developers or the T of Mt P years ago when both neighborhoods were developed. Condos, town homes and single family homes are still being built in these neighborhoods that further burden the road capacity. These neighborhoods should share in the responsibility of moving and improving traffic flow. It would actually increase the desirability of these neighborhoods for ingress and egress. We are in favor of Alternative 7. Brilliant idea!</p>
06/07/2018	Mark	Semo	<p>Traveling 41 on a daily basis we feel that alternative 1 makes the most sense without impacting the quality of life for those live on or near the Dunes West Blvd. We would oppose alternative 7</p>
06/07/2018	Richard	Norman	<p>Running hwy traffic thru a neighborhood(s) does NOT make any sense. It is short sighted and dangerous. The Hwy is designed to be a Hwy !!! Expand it to handle the traffic, today and anticipated. Option #7 is not a reasonable approach for current or future needs.</p>

06/07/2018	Sharon	Angelich	<p>Hi good morning this is Sharon Angelic name is spelled SH a RON last name ANGELICH the number is [REDACTED]. Address [REDACTED]. I'm calling because I am in favor. My husband and I both are seven plan I just leave an email for the Highway 41 email address. The reason being it seems like it was just an outstanding idea to cut this new road utilize some vacant land in dunes West vacant land in Park West to to widen(?) Bessmer and to bypass the Philips community I think they deserve the right to be affected by this as little as possible. I understand there's some heirs and other land that really should not be touched so I'm in favor of that community being affected as little as possible. I also think that Park West in dunes West. I got stated in the email should be on the burden of their sub divisions or developments have such high density number of residence cars and I think that another ingress and egress to those communities is definitely warranted and the developer should have thought of that a long time ago. I've been appointed(?) to West. I think a lot of it should have been thought a long time ago including that right turn lane coming out of the gate. So I think this would be a great improvement to the whole area and.</p>
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06/07/2018	Rich	Hamilton	<p>Hi it's Rich Hamilton. I live in dunes West right off what's currently 41 and I put my alternative and the only real alternative is alternative one but that's not really why I'm calling. I would like to see Highway 41 named and not after some damned politician. You know who would I contact about that my is Francis Marion or the Swamp Fox Parkway something like that you know something that gets the history of the area to be bad like being living on the Swamp Fox Parkway and I don't know but you know that's what he really is. Can someone get back to me [REDACTED]. Thanks.</p>
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06/08/2018	Caitlin	McCudry-Robinson	<p>To whom it may concern:</p> <p>I am a resident of palmetto hall and wanted to provide input of the current difficulty of crossing dunes west Blvd. It has become difficult to cross the street with the traffic and even though I go to the cross walk that has yield to pedestrian signs I often cannot cross even with my child in a stroller. Sometimes we get stuck mid road and have to wait until enough cars pass because the traffic will not stop for us. Which is dangerous for myself as well as my child. And this is with only 2 lanes so I am concerned about the impact of 5 lanes.</p> <p>Thank you for your time and consideration</p>
06/08/2018	Paul	Moore	This is very bad plan. Very very bad plan
06/08/2018	Eddie Shirley	Smith	We are residents of Dunes West and are very aware of the significant increase in traffic traveling down 41. Looking to the future, based on the amount of new building this volume will continue to increase. As traffic will be compromised during this major roadwork, we think the 5 lane option is the correct one because it will handle the traffic and disruption will be limited to one event rather than having to revisit this project if option 2 is selected as over time, it will be proven that 3 lanes is insufficient.
06/08/2018	Eddie and Shirley	Smith	Over time Option 2 will not be sufficient to handle traffic. 41 needs to be 5 lanes.
06/08/2018	Eddie Shirley	Smith	Option 7 is totally unacceptable!! How anybody could come up with a plan to direct traffic from a major road into a growing neighborhood with all the risks associated with families living their normal life is beyond human logic. This option is both dangerous and totally against the wishes of the residents.
06/08/2018	Therese	WARD	This alternative seems to be the most direct route while affecting the least amount of homeowners.
06/08/2018	Therese	WARD	I am against alternative 7. It would be in the middle of an existing neighborhood and would affect a large amount of homeowners. Children walking or riding bikes to the nearby pool and tennis could be put in danger due to a busier highway. It would also decrease property values affecting numerous neighborhoods. The cost of this alternative seems to be more costly. Thank you !

06/08/2018	Beth	Sisler	Absolutely NOT! This is not a viable option. This is affecting families in their homes and would require you to demolish existing homes. I'm sure you can find an option that does not do this. Park West is a planned community and people bike and walk in this area that you are proposing for a 5 lane road. ???
06/08/2018	Nelson	Novo	This alternative is unacceptable since it would change the nature of the Dunes West, it wooded drive, increased road noise, etc. What coordination is taking place with Berkely County with all the unabated residential construction along the Clements Ferry corridor and the major projects slated for the area North of the Wando where the 41 bridge crosses? All these people will use 41 to get to Mt. P. Also, what ever happened to the 7000 building permit limit we enjoyed in 2003+? How about controlling demand in the future? This growth is unsupportable and your 2045 estimate doesn't seem to account for the above stated construction. No to option 7.
06/08/2018	Jeff	Schoedler	Reasonable and logical, least amount of expense and cross traffic
06/08/2018	Melissa	DiRienzo	This is the only logical plan. It will make driving the hwy 41 stretch much more efficient.
06/08/2018	Melissa	DiRienzo	Not the smartest plan.
06/08/2018	Melissa	DiRienzo	What on earth are you thinking?!?!?! How could this be considered reasonable? This idea is catastrophically STUPID!
06/08/2018	Tony	D	This plan is the best choice.
06/08/2018	T	D	Not the brightest of ideas.
06/08/2018	T	D	Insanity. What dummy thought this would be a reasonable plan? Terrible. Terrible. Bad. Shameful. Shame.
06/08/2018	Scott	Greene	While I understand the historical impact this project has on the area, the human and environmental impacts are too great to seriously consider Alternative 7 a viable option. Alternatives 1 and 2 are clearly the only 2 options that should be on the table at this point.

06/11/2018	Robert Carole	Fredricks	With the increasing traffic for the foreseeable future, this make the most sense. It takes and existing highway, which is the shortest and most direct route between the two points, and provides maximum relief for the near future. It has the least impact on quality of life and property values. It also provides the best alternative if increase traffic volume requires additional lanes.
06/11/2018	Robert Carole	Fredricks	Other than preserving the historic Phillips community I don't see any other positive benefit for this alternative but a lot of negatives. - It's an indirect route between these two points - The serpentine nature of the road will require lower speed limits with increase in rate of accidents - It impacts the quality of life for many, many more families than the alternative 1. - It's impact on property values will be many, many times greater than option 1. - When this route requires additional lanes to handle the future traffic(which it will) the impact of families and quality of life will be an order of magnitude greater than on alternative 1.
06/08/2018	Bryan	Johnson	No! Why reroute a highway off the established strait-line route thru a planned residential neighborhood? Makes no sense. Just expand the existing hwy 41 route.
06/09/2018		Yovanof	This is the most logical option.
06/10/2018	Catherine	Reinhart	Reinhart This option would negatively impact the residential communities in Park West. The existing traffic is dangerous to our children, pedestrians and bicycles as travel is heavy and many do not stop for pedestrian traffic. Noise is another detrimental aspect to this option. Additionally, current green space, residential areas and wild life would be negatively impacted. The widening of Highway 41, either option 1 or 2 is the most logical since it is an existing "highway" and to create another "highway" through the residential neighborhood of Parkwest would be a disaster.

06/10/2018	John	Disk	This alternative is not reasonable. Highway 41 is already a dedicated hurricane evacuation route and a state highway. Why would they reroute this highway through a residential neighborhood and impact numerous children, families, wetlands and other protected lands instead of widening highway 41? This alternative is not anywhere close to being the best alternative and needs to be abandoned as the other alternatives make much more sense.
06/10/2018	Paul	Michaud	I AM IN FAVOR OF ALTERNATIVE 1 because: It is the less intrusive; The shortest distance between two points; Follows existing long standing SC state highway 41 that runs from NC border to US highway 17 in Mount Pleasant
06/10/2018	Paul	Michaud	I am NOT in favor of alternative 2 because the proposed 3 lane section will NOT alleviate bumper to bumper traffic.
06/10/2018	Paul	Michaud	I am NOT in favor of Alternative 7 because: 1. Alternate 7 diverts traffic from existing, long standing SC state highway 41 that runs from NC border to US highway 17 in Mount Pleasant; 2. Transfers/diverts traffic from State Highway 41 through extensive, heavily developed residential areas; 3. Alternate 7 total property impact is 36% greater than Alternative 1; 4. Alternate 7 wetland impact is 35% greater than Alternative 1; 5. Alternate 7 stream impact is 23% greater than Alternative 1; 6. Alternate 7 impact on Laurel Hill County Park is 325% greater than Alternative 1. The shortest distance between two points is a straight line so ALTERNATIVE 1 IS THE PREFERRED ALTERNATIVE
06/10/2018	Joyce	Scapicchio	I am highly opposed to this alternative. It takes a straight, direct route and lengthens and, adds curves, corners, increases and complicates the traffic. Not only that it threatens one of the premiere mt pleasant neighborhoods with excessive traffic and pollution. I see no benefit to this alternative and many deficiencies.

06/10/2018	Carol	Naas	Opposed to alternative 7 as regular user of 41. Outraged you would consider lengthening my route and making it more dangerous by winding it through a highly populated neighborhood.
06/10/2018	Carol	Naas	Opposed to alternative 7 as regular user of 41. Outraged you would consider lengthening my route and making it more dangerous by winding it through a highly populated neighborhood.
06/10/2018	Amelia	Scapicchio	I am opposed to increasing the traffic in my neighborhood by bringing 41 through it.
06/10/2018	Joseph	Naas	Plan 7 doesn't make any sense. I am incensed to think that taking a circular route through Park West would even be an option under consideration. Stick with a plan tha goes straight down 41!!!
06/10/2018	Rowan	Burns	Why would you even consider routing 41 through parkwest? It would increase my drive and make it more dangerous By adding more traffic and complexity. Park west is densely populated area which would add hazards of many children and adults on the side of the road. There is also an active fire station directly on this road. The goal should be to make a straight, fast, safe route that reduces the commute of thousands of people.
06/10/2018	Lorraine	Bergman	Alternative 7 is the most disruptive plan of the 3 final contenders proposed to date. It impacts the most personal properties, the most wetlands and compromises the overall area in a way that simply does not make sense. Highway 41 is a main artery, a county road designated as an evacuation route for North Mt. Pleasant. It is not acceptable to detour the road through a subdivision. The other plan to neck down to 3 lanes during the pass through of the Phillips Community is perfectly acceptable. This a very short section of the road overall. I do not support Alternative 7. Use Alternative 2 as the least disruptive to our environment and residents who already live along Highway 41.

06/10/2018	Lorraine	Bergman	Alternative 2 is the best of the 3 contenders. It has the least amount of impact to the surrounding communities while still helps to open up the flow of traffic. The area through the Phillips Community can tolerate a 3 lane span. It is a short stretch, 1 mile or so I think. Not the end of the world and a much happier solution for the many homeowners and our important wildlife and environmental/water issues through this area. I vote for Alternative 2!
06/10/2018		Morton	Alternative 1, (or Alternative 10) offer the best long term traffic solution. Solving traffic congestion is the entire reason for this project, therefore Alternative 1, (or Alternative 10) surpass all other options. It would be irresponsible to spend taxpayer money and not actually solve the fundamental problem. Attempting to solve the traffic congestion problem by blending multiple incomplete and ineffective designs as cobbled together in other Alternatives is a short sighted effort trying to satisfy too many competing interests and ignores the reality of the long historic and traditional existence of roads along the Hwy. 41 alignment. Implementing anything less than the effective solutions offered by Alternative 1, (and Alternative 10) will require further future improvements to solve the remaining Hwy. 41 traffic congestion problem. Future improvements will necessitate the restarting of the entire corridor improvement process and additional construction at higher future dollar costs. Failure to implement a true solution now as offered in Alternative 1, (or Alternative 10) represents negligent use of taxpayer money.

06/10/2018	Morton	Owing to the I-525 Westbound Wando Bridge closure and extremely difficult travel throughout the region due to detours and traffic congestion, an additional Highway 41 Corridor Improvement Public Comment Meeting should be planned, advertised and implemented to ensure that everyone wishing to attend the meeting can in fact do so. While an “online meeting” is helpful, it is not the same as a meeting allowing for face to face conversations with the project team. With the bridge closure’s associated traffic problems meeting attendance and public interest was likely skewed due to the difficulty the public encountered trying to attend the meeting during its scheduled time of 5:30 – 7:30 PM on May 16, 2018.
06/10/2018	Morton	The recent I-526 Westbound Wando Bridge closure clearly demonstrates the need for efficient alternative traffic routes. Hwy. 41 was used as one of the alternate routes during this bridge shutdown and was not able to adequately support the additional traffic. Highway 41 needs to be expanded to five+ lanes along the current straight, efficient, historic and traditional route in order to handle existing daily traffic, hurricane evacuation, other weather related traffic, and extraordinary situations (looking at you I-526 Wando Bridge). Re-routing Highway 41 as proposed in Alternative 7 and similar Alternatives onto slower meandering neighborhood roads, (old Joe Rouse Road, Bessemer Road, Park West Blvd., Dunes West Blvd.) along with delays the additional traffic controls necessary to manage traffic volumes and intersections connecting to neighborhood roads would require is not an efficient, prudent or reasonable Alternative. Even with the straightening and realignment of Bessemer Road and Dunes West Blvd. hinted at in the Alternative 7 graphic, Alternative 7 and similar Alternatives would still be longer, have more curves than the current historic and traditional alignment of Hwy. 41, and potentially will require additional costly property acquisition above published levels. Again, Alternative 7 and similar Alternatives remain poor choices and are not reasonable Alternatives.

06/10/2018	Morton	<p>Bessemer Road was resurfaced only about two years ago and a section of the road just had to be repaired and resurfaced again in early May 2018 because it was failing. This clearly shows Bessemer Road is not engineered or constructed to handle even the current volume of traffic. Re-Routing Highway 41 onto Bessemer Road would require additional engineering and expensive construction/rebuilding in order to handle the immediate increase and forecast increases in traffic volume. Bessemer Road and all the roads proposed in Alternative 7 and similar Alternatives would need to be sufficiently robust to handle all types of vehicles that would be seen on a major thoroughfare and hurricane evacuation route. (Remember for a hurricane evacuation route that means citizens leaving ahead of a storm and heavy equipment and help arriving to assist rebuilding after a storm.) Failure to build a route to standards sufficiently capable to handle all types and volume of vehicles that would transit the route proposed in Alternative 7 and similar Alternatives would put the public at risk. The cost associated with this substantial rebuilding and realignment of existing roads to create a longer Alternative route to avoid sections of the current straight, shorter, historic and traditional route of Highway 41 is difficult to justify and not reasonable given Highway 41 is already of sufficient construction to handle the types of vehicles transiting it on a daily basis and simply needs to be enlarged to accommodate additional traffic volumes. Therefore Alternative 7 and similar Alternatives remain expensive poor choices and are not reasonable Alternatives.</p>
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06/10/2018	Morton	Highway 41 is a designated hurricane evacuation route and must be able to move people away from the coast rapidly and safely prior to a storm as well as allow heavy equipment, resources and supplies back to the coast to assist with rebuilding after a storm. Alternative 7, (and similar Alternatives) increase the travel distance required to get away from the coast. Additionally travel on the proposed Alternative 7 and similar Alternatives will not be as efficient as the current straight, shorter, historic and traditional route of Highway 41 due to the winding nature of Alternative 7 and similar Alternatives, even after any re-routing and re-alignment of Bessemer Road and Dunes West Blvd.. Alternative 7 and similar Alternative routes cross multiple large intersections and many neighborhood roads which will cause delays moving the public out of harm's way on a primary hurricane evacuation route. Because of these factors Alternative 7, (and similar Alternatives) are not in the public interest, not reasonable, and should not be implemented.
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06/10/2018	Morton	Whatever plan is ultimately adopted and implemented for the Hwy. 41 corridor it is critical that improvements also take place on the Berkeley County side of the Hwy. 41 Wando bridge otherwise traffic flow will be slowed and build back into Charleston County. The State needs to step up to the plate and take care of this State road. Developers in Berkeley County need to contribute substantially to infrastructure improvements as well. Alternative 1, (or Alternative 10) are the best options for moving traffic along the Highway 41 corridor and reducing traffic congestion, therefore Alternative 1, (or Alternative 10) should be adopted and implemented.
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06/10/2018	Morton	<p>Alternative 7 and similar Alternatives increase vehicle travel distance by approximately 1 mile, (even after the straightening and realignment of Bessemer Road and Dunes West Blvd. hinted at in the Alternative 7 graphic, Alternative 7 and similar Alternatives would still be about 1 mile longer, have more curves and cross more intersections than the current straight, shorter, historic and traditional route of Highway 41). Based on a 2017 traffic count of 24,800 vehicle trips per day on Highway 41 (https://scdot.maps.arcgis.com/apps/MapSeries/index.html?appid=fe2e97641eac493094342c502369814b), that equates to approximately 24,800 additional miles traveled daily if Alternative 7, (or similar Alternatives) are implemented. (That's nearly 8.5 trips from Joe Rouse Road to Seattle, Washington – Daily!) The additional fuel consumption and associated CO emissions will be substantial over time not only because of the increased travel distance but also because of fuel consuming features Alternative 7 and similar Alternatives incorporate which vehicles will have to negotiate. Features such as curves, intersections, traffic controls and their associated increased number of accelerations, decelerations, starts and stops are more prevalent on the Alternative routes, whereas they exist to a much lesser degree on the current straight, shorter, historic and traditional route of Highway 41. Traffic volume has assuredly increased since the year+ old 2017 data was collected and it will continue to increase based on projections. Alternative 7 and similar Alternatives impose an additional cost burden to the public due to increased fuel consumption resulting from transiting these longer, less fuel efficient Alternative routes. (Gasoline is about \$2.69/gallon currently, and likely to increase in both the short and long term.) Alternative 7 and similar Alternative routes do not make good environmental sense, will cause increased cost to the public and therefore should not be implemented.</p>
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06/10/2018	Morton	Alternative 7 and similar Alternatives increase route distance by approximately 1 mile over the existing Hwy. 41 route. Maintaining an additional mile of roadway will increase costs to the public and is unnecessary since the current Hwy. 41 alignment is the most direct route to transit this region. These additional costs are not warranted or reasonable and Alternative 7 and similar Alternative routes should be abandoned.
06/10/2018	Morton	Alternative 7 and similar Alternatives pose an unreasonable risk to school buses and children along the proposed Alternative routes (Bessemer Road, Park West Blvd., Dunes West Blvd.). It will be completely unsafe having school buses attempt to enter and depart a three, four, or five lane highway from the various subdivisions along Bessemer Road, Park West Blvd., Dunes West Blvd.. (Moving the bus stops from inside the subdivisions to the actual proposed Alternative route is not a solution to this issue as it puts children and buses at great risk from inattentive drivers and causes traffic delays and congestion along the Alternative route.) Because of the unreasonable risk to school children created by rerouting thousands of vehicle trips per day onto neighborhood roads Alternative 7 and similar Alternatives must not be implemented.
06/10/2018	Morton	Due to the close proximity of many existing properties and the active continued construction of new properties along the proposed Alternative 7 and similar Alternative routes, project costs will soar because of the requirements specified in The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act). These significant increased project costs and disruptions to multiple families and planned neighborhoods are unnecessary and could be reduced if the current straight, shorter, historic and traditional Highway 41 route alignment is followed for the expansion as shown in Reasonable Alternative 1, (or Alternative 10). Therefore, Alternative 7 and similar Alternative routes are not reasonable and must not be implemented.

06/08/2018	Jason	Crowley	<p>Dear Mr. Oyer,</p> <p>Thank you for providing the opportunity for the public to weigh in on the preferred alternatives for increasing mobility along the Highway 41 corridor. Because of the unique cultural resources and significant wetlands along Highway 41, the Coastal Conservation League urges the County to pursue an alternative that have the most minimal impact to environmental and cultural resources and greatest ability to provide multi-modal transportation opportunities. Alternative 7 provides the greatest ability to achieve all of these aspects.</p> <p>Widening Highway 41 from US17 to Jack Rouse Road to five lanes, with only three lanes through Phillips, and then going back to five lanes past Dunes West Boulevard to the Wando Bridge is a reasonable compromise to increase mobility along the highway without negatively impacting the historic African American settlement community that has been declared eligible for inclusion on the National Register of Historic Places. Further, the ability to widen Bessemer Road and Dunes West Boulevard to five lanes adds more connectivity to the larger area and creates an equitable compromise that disperses the traffic to all of the surrounding communities and not rely only on Highway 41.</p> <p>This project must be approached in the most equitable way possible, the Phillips community has already suffered in recent years from increased development pressure as massive new subdivisions encircled the historic settlement community and inundated the former agricultural community with excessive traffic congestion. Increasing connectivity within and throughout the surrounding neighborhoods provides the ability for traffic to be dispersed into a street-grid network and not rely exclusively on only one single thoroughfare. Further, the Town of Mount Pleasant is already in the process of widening nearby Park West Boulevard, which eventually turns into Dunes West Boulevard, so it makes sense to widen Dunes West Boulevard and Bessemer Road for additional c</p>
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06/08/2018	Jason	Crowley	<p>capacity, as proposed in Alternative 7.</p> <p>None of the proposed alternatives will make everyone happy, or frankly, provide long-lasting traffic relief without incorporating rapid transit infrastructure. Alternative 7 is the most equitable solution that enables the highest level of traffic dispersion without negatively impacting only one single community. The Coastal Conservation League encourages Charleston County to choose Alternative 7 as its preferred route and spend more time identifying solutions to make multi-modalism a key feature of this corridor project.</p> <p>Sincerely,</p> <p>Jason Crowley Director of Communities & Transportation South Carolina Coastal Conservation League</p>
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06/11/2018	Jamie	Markey	<p>Dear Project Team:</p> <p>Alternative 1 is really the ONLY viable solution to the terrible traffic situation on Highway 41 out of all the other options proposed. Highway 41 needs to be a MINIMUM of five lanes all the way from Highway 17 to the Wando River Bridge. This is an EVACUATION ROUTE and to do anything less than 5 lanes is a great danger to all that live off this Highway and anyone else who is mandated to take this route in an Evacuation/Emergency situation. The recent Wando/James B. Edwards Bridge closing for 3 weeks showed just how bad Highway 41 is failing and how it is absolutely essential to widen as much as possible. A normal 20-30 min commute to work on Daniel Island went up to 1hr 30mins. When these things happen we need to have the proper infrastructure and to not widen all of Highway 41 is extremely negligent. I hope a majority of those working on this project and ultimately making the final decision got to experience this ridiculous traffic first hand the day of the last meeting on May 16th. We are living in this unsafe traffic everyday and it effects the quality of life of so many who live in communities off of this highway.</p> <p>To have Highway 41 go from 5 lanes, down to 3 lanes, and then back to 5 lanes (Alt 2) will not work and will cause a huge bottle neck, more traffic, and many more accidents. This is already currently happening where they added the two lanes on 41 to accommodate a two lane turn from Bessemer/Joe Rouse. I sit in this traffic everyday and the mid-section of 41 is a complete standstill.</p> <p>The option to widen Dunes West Blvd (Alt 3) and have more lanes going through an actual neighborhood/community than an actual Highway that is an Evacuation Route is completely insane. This wouldn't help the traffic problem now and it will barely do anything down the road in 2045 where there will be many more cars/truck on the road. All of the building of houses and stores off of 41, and also all the building going on across the river in Caihoy will only</p>
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06/11/2018	Jamie	Markey	<p>Caihoy will only make traffic worse.</p> <p>There have already been many deadly car accidents on this road. Turn lanes into the communities need to longer to keep traffic flowing. The intersection of Hwy 41 and 17 needs to be altered to handle all the traffic coming off of 41.</p> <p>WE NEED RELIEF NOW! This project has been talked about for so long and has the funding, and the fact that construction is not starting until 2022 and won't be completed until 2025 is absurd. And let's be honest, it will probably take longer as everything seems to be delayed. If the southern portion of Highway 41 could be widened (from Bessemer down to Highway17) first and the intersection of 41/17 could be addressed that would be a HUGE, huge help in the meantime. This is the worst part of traffic and it seems there is barren land on both sides and not the housing/land issue of the Phillips Community. I hope the project team would consider widening this portion of Hwy 41 first and open those lanes as soon as they are completed.</p> <p>So many people are counting on you to make the right decision for the long-term...please don't let us down! And thank you for taking our feedback.</p> <p>Sincerely, Jamie Markey Rivertowne Resident</p>
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06/10/2018	Robert & Kathleen	Hicks	<p>FACTS:</p> <p>HWY 41 is a MAJOR evacuation route.</p> <p>The shortest distance between 2 points is a straight line.</p> <p>The intersection of Rt. 41 and Rivertown and Dunes West is already the scene of many accidents.</p> <p>When people are evacuating because of a storm, they are already phoning, texting, frustrated, apprehensive, and nervous. They don't want to be diverted onto Bessemer Road through Park West and Dunes West back to Rt 41.</p> <p>The Police Department and Fire Department need to concentrate their forces on a straight 5 lane Rt 41.</p> <p>The widening of Rt 41 to 5 lanes on Alternative 1 is by far the best plan.</p> <p>PLEASE USE SOME "COMMON SENSE" TO DETERMINE CHANGES TO RT. 41.</p> <p>We appreciate your efforts to do this.</p> <p>Robert and Kathleen Hicks</p>
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06/10/2018	David	Williams	<p>I am a resident of Arlington subdivision off Bessemer road and wish to express my opposition to alternative #7 of the hwy 41 widening project.</p> <p>Routing all the truck traffic though Bessemer and Park West Blvd will be a great disruption to the community.</p>
06/10/2018	RM	Ross	<p>To whom it may concern What brought you to propose a 5 lane road through a stable neighborhood? It makes NO SENSE to rout traffic in a U shape proposal only to send all these cars back onto highway 41 only to appease the small area of Phillips Community? Respectfully RM Ross Arlington Park West</p>
06/09/2018	Jim	Lewis	<p>Alternative # 1 is the only one that makes sense. It is logical, practical, and minimizes the negative impact on the greatest number of South Carolina citizens that live in the area. It also is the most practical stepping stone to Alternative #11 as the area traffic increases past 2045. I understand the issues regarding the Phillips Community. However, I drive thru the area at least 2 times per day and have looked for any historical items that might be impacted by increasing from 2 to 5 lanes. There are literally no obvious significant items or areas that will be negatively impacted. Alternative #7 is illogical, impractical, and will negatively impact more of our citizens from a lifestyle and financial perspective. To be kind, it fails the IQ test.</p>
06/09/2018	Judy	Jackson	<p>Very opposed to Alternative 7. Please do not widen Bessemer Rd.</p>
06/09/2018	Glenn	Jackson	<p>We are opposed to Alternative 7 for all the reasons stated by others who have opposed it.</p>

06/09/2018		Hudson	<p>Alternative 7 is detrimental to safety, the environment, property values and quality of life. Turning a residential street into a 5 lane highway is irresponsible. Children walk to school, ride bikes and wait for the bus on Bessemer. You are asking residents pay for the county to endanger their children by building a highway through a neighborhood. The constant building is already causing floods and destroying the marsh and forest. Why continue this trend when you can expand HWY 41 (it is a HWY) or one of the main boulevards that was designed for this type of future expansion. Additionally, Alternative 7 reduces property values. Most of us are not wealthy and our homes/property is where we have invested everything we've for. Building a 5 lane highway through our neighborhood will significantly reduce home values. People don't move to Mount Pleasant to live next to busy highways. It is incredibly hurtful to think endangering our kids, destroying the environm ent and destroying home values is being considered with Alternative 7. Please do not choose Alternative 7. Traffic is not that bad here. Recommend a moratorium on new construction (residential and commercial) be considered. Please do not choose Alternative 7.</p> <p>Very Respectfully,</p> <p>Hudson</p>
06/09/2018	Linda	Kaufman	<p>Please DO NOT CONSIDER ALTERNATIVE SEVEN!!! This will have a huge impact on the lives of many, many people in an area with most of your families involved in Mt Pleasant activities and policies. Furthermore by significantly lowering our property values, you will lose these (higher-taxed) residents. Alternative 7 is NOT a good move for Mt Pleasant.</p>
06/09/2018	Pamela	Brown	<p>I am in favor of Reasonable Alternative 1. In addition, has anyone thought of building an overpass from Joe Rouse Rd to Dunes West Boulevard? An overpass could be 2 lanes in each direction and avoid all the traffic lights and turns. It would be an express way to drive without</p>

06/09/2018	Mike	Block	<p>The alternative #7 is an ill conceived plan. The widening of Dunes West Blvd would require the destruction of substantial areas of woodlands and create a traffic nightmare. There are many homeowners that would be adversely affected. Housing developments were designed and sold as planned communities. To reconfigure the entire roadway would put an undue burden on all of these homeowners.</p> <p>Hwy 41 should be widened. It is the obvious choice as it has the egress area with the least impact on property owners and is the most expeditious route to Hwy 17 or 526.</p> <p>Michael Block</p> <div></div>
06/09/2018	Julie	Fanelli	Please add to email list
06/11/2018	Maureen	Maguire	<p>If this option includes widening Bessemer Rd I am totally against it.</p> <p>Sent from my iPhone Maureen K Maguire Draymohr Court Park West</p>
06/11/2018	Craig	Wiechman	<p>I would like to vocalize my opposition to routing 5 lanes of Hwy 41 through Dunes West Blvd and Bessemer Rd contained in Option #7. Given the traffic that is already carried by Dunes West Blvd through the intersection with Bessemer Rd to Park West Blvd during the school year, this intersection would become impossible. By splitting school traffic and continuing to expand Hwy 41 on its current route, traffic load in the morning would be split with School traffic taking Dunes West Blvd and traffic headed to Hwy 17 continuing on the current Hwy 41 route.</p> <p>Additionally, I would like to point out that 5 lanes of Bessemer Rd would take the street right up to the fences of homes and town homes contained in Arlington and Arian.</p> <p>Option #7 is not a fix.</p> <p>Craig</p>

06/11/2018	Jamie	Markey	<p>Alternative 1 is really the ONLY viable solution to the terrible traffic situation on Highway 41 out of all the other options proposed. Highway 41 needs to be a MINIMUM of five lanes all the way from Highway 17 to the Wando River Bridge. This is an EVACUATION ROUTE and to do anything less than 5 lanes is a great danger to all that live off this Highway and anyone else who is mandated to take this route in an Evacuation/Emergency situation. The recent Wando/James B. Edwards Bridge closing for 3 weeks showed just how bad Highway 41 is failing and how it is absolutely essential to widen as much as possible. A normal 20-30 min commute to work on Daniel Island went up to 1hr 30mins. When these things happen we need to have the proper infrastructure and to not widen all of Highway 41 is extremely negligent. I hope a majority of those working on this project and ultimately making the final decision got to experience this ridiculous traffic first hand the day of the last meeting on May 16th. We are living in this unsafe traffic everyday and it effects the quality of life of so many who live in communities off of this highway.</p> <p>To have Highway 41 go from 5 lanes, down to 3 lanes, and then back to 5 lanes (Alt 2) will not work and will cause a huge bottle neck, more traffic, and many more accidents. This is already currently happening where they added the two lanes on 41 to accommodate a two lane turn from Bessemer/Joe Rouse. I sit in this traffic everyday and the mid-section of 41 is a complete standstill.</p> <p>The option to widen Dunes West Blvd (Alt 3) and have more lanes going through an actual neighborhood/community than an actual Highway that is an Evacuation Route is completely insane. This wouldn't help the traffic problem now and it will barely do anything down the road in 2045 where there will be many more cars/truck on the road. All of the building of houses and stores off of 41, and also all the building going on across the river in Caihoy will only make traffic</p>
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06/11/2018	Jamie	Markey	<p>Caihoy will only make traffic worse.</p> <p>There have already been many deadly car accidents on this road. Turn lanes into the communities need to longer to keep traffic flowing. The intersection of Hwy 41 and 17 needs to be altered to handle all the traffic coming off of 41.</p> <p>WE NEED RELIEF NOW! This project has been talked about for so long and has the funding, and the fact that construction is not starting until 2022 and won't be completed until 2025 is absurd. And let's be honest, it will probably take longer as everything seems to be delayed. If the southern portion of Highway 41 could be widened (from Bessemer down to Highway17) first and the intersection of 41/17 could be addressed that would be a HUGE, huge help in the meantime. This is the worst part of traffic and it seems there is barren land on both sides and not the housing/land issue of the Phillips Community. I hope the project team would consider widening this portion of Hwy 41 first and open those lanes as soon as they are completed.</p> <p>So many people are counting on you to make the right decision for the long-term...please don't let us down! And thank you for taking our feedback.</p>
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06/08/2018	Jeremy	Yu	<p>Jeremy Yu sent the following email to Mt. Pleasant Mayor Will Haynie on 6/8/2018</p> <p>Dear Mayor,</p> <p>As a resident of Parkwest, I would like to express my objection to the Alternative #7 plan. I think this must be the oddest plan I have ever imagined, which if moved forward, would leave a permanent scar to the community in Parkwest and Mount pleasant. It looks ugly, unnecessary, and a very bad design!</p> <p>Thanks,</p> <p>Jeremy Yu</p> <div></div>
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06/11/2018		Morton	<p>The Park West bicycle and foot path is a wonderful quality of life feature for the Park West community. As part of the Park West Master Plan the community design including the bicycle and foot path factored in to the decision to move to Park West for hundreds of home owners. It can be difficult to cross Bessemer Road using the bicycle and foot path due to the current traffic volume. Should Alternative 7 or similar Alternative plans be implemented it would be very dangerous and almost impossible for bicyclists, joggers, walkers, golf carts, dog walkers, etc. to cross a high volume three, four or five lane highway. Because of the negative impact to resident's quality of life and the increased danger posed by Alternative 7 and similar Alternatives those Alternative must not be built.</p>
06/11/2018		Morton	<p>Are there Federal or State requirements that must be met for a road to qualify as a Hurricane Evacuation Route? Would Alternative 7 and similar Alternatives stand up to scrutiny regardless of the existence of any evacuation route requirements? Does redirecting the current straight, shorter, traditional hurricane evacuation route onto an evacuation route that lengthens travel distance onto winding roads with tight curves and multiple intersections pass the common sense test? I wouldn't want to be the one in a post evacuation after action hearing defending the decision to reroute Hwy. 41 onto back roads past congested neighborhoods. (Even slightly straightened longer distance back roads.) Alternative 7 and similar Alternatives are not reasonable and are not in the best public interest. Don't build them.</p>
06/11/2018	Shayna	Bingham	<p>Alternative 1 makes sense. We drive highway 41 frequently and see bottlenecks and accidents all the time. In an emergency, a full five lanes will still make navigating this road possible around a traffic event. Choose the 5 lane from the bridge to Hwy 17--a straight shot--with visibility and direct routing. This offers a safe, effective option.</p>
06/11/2018	Shayna	Bingham	<p>There is nothing "reasonable" about #2. This is a waste of money and time, and creates multiple points where converging traffic can generate more accidents on our roads.</p>

06/11/2018	Shayna	Bingham	You have GOT to be KIDDING. this "alternative" creates problems for residents of SEVERAL neighborhoods where there's only one way in/out. Why would we route people off a straight state highway and into access roads for neighborhoods? This would be a disaster for emergencies, and has a much more significant impact on the environment. NO on Alt 7.
06/11/2018	Kenneth	Bingham	Of the current options, ONLY #1 makes sense for taxpayers. This balances the least impact to both homes and other properties that would need to be purchased to create room for expansion, while also minimizing environmental issues. This is an evacuation zone. The BEST option for evacuations and emergencies is to offer a straight shot with the shortest distance between two major points--the intersection with hwy 17 and the Wando Bridge. I absolutely "get" the sensitive nature of creating an expansion through the Philips Community. At the same time, I've heard some excellent solutions to support/benefit impacted families. Mt. Pleasant, Charleston County, and South Carolina need to make the right decision to focus on SMART choices. Alternative #1 is the smart choice for highway 41.
06/11/2018	Kenneth	Bingham	Alternative 2 should have already been eliminated as unreasonable. Why are we wasting time commenting on an alternative that will never be selected? Let's be honest, this is only here as a foil to #1 & #7. This is not a real solution.
06/11/2018	Kenneth	Bingham	As a history buff, I understand why Alternative 7 was created. At the same time, the impact matrix references questionable data. As an example, the number of sweetgrass basket stands seems totally fictional. Where are they? Even on Hwy 17, where there are plenty of stands that have been damaged by named storms, the EVIDENCE of existence is clear. We need to respect Philips Community and honor the history this neighborhood represents, but we do not do that here. Nor do we help a rapidly growing community expand critical infrastructure with the least environmental impact. We need to take Alternative 7 off the table, and look at ways to make Alternative 1 work--being sensitive to the needs of impacted properties/families. The best investment is Alternative #1.

06/11/2018	Ray	McElhaney	I strongly oppose Alternative 2 and Alternative 7's rerouting Hwy 41 through long-established, quiet neighborhoods. This is an unreasonable, and yes potentially dangerous plan that would permanently, & negatively impact both Park West and Dunes West--thousands of families! A multi-lane Highway through tranquil residential communities of children, seniors, dog-walkers, joggers, and bicyclists is irrational, dangerous, and would surely damage residents' property values. This is stunningly wrong headed, when compared to the blatantly obvious solution of simply widening existing HIGHWAY 41, a designated Evacuation Route! Why are Any alternatives even being considered ? No Official has publicly addressed that Elephant-in-the-living room question.
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06/11/2018	Richard	Sykora	<p>I am writing to provide my input to the Highway 41 project. For the data I see, this is an initial input. A couple of additional items I don't see for the three alternatives, in order for me to make a final decision, is the cost of the three alternatives, and top 5 causes of traffic.</p> <p>If I had the costs, and the reasons, my decision may be more valid.</p> <p>My assumption is the following:</p> <p>Reasonable Alternative 1 is most cost efficient with the greatest potential of Level of Service for Highway 41 Most of the traffic cutting through Park West is mainly due to school traffic to Wando and the Cario complex. When new high school on Whipple is open, this will alleviate some traffic through Park West. Additional schools opening and updated school lines will also have tremendous impact to the traffic volume. Therefore assuming in a few years' time I see another High School built either farther north of 17, or closer to Ravenel Bridge. Either way a third high school will have impact to traffic volume in the 41 corridor.</p> <p>Therefore, Alternative 1 , 5 lanes all the way on 41, would be the best, and savings can be applied to whichever intersection option chosen.</p> <p>The bottom line is we should never have been here in the first place, and new builds should be strictly limited until a total plan is actually in place.</p>
06/11/2018	Peter	Nastro	<p>Alternative 1 (5 lanes down 41 the entire way) is the best option. 41 is a part of a Hurricane evacuation route we need that road to be able tad open as possible in the event of an emergency. Option 7 (rerouting traffic through dunes west and park west) will lead to more congestion.</p>
06/11/2018	Karen	Nastro	<p>Option 1 is the best choice. We need 41 to be 5 lane all the way to 71 and clements Ferry rd. This is part of an evacuation route. We DONT need more traffic coming through Parkwest and dunes west â€” option 7 is a HORRIBLE IDEA.</p>
06/11/2018	Michael	Nastro	<p>Option 1 makes the most sense. 41 needs to be 5 lanes all the way from Clements Ferry Road to 17. We need help with the traffic. Any other option is not viable.</p>

06/11/2018	Peter	Nastro	We need Highway 41 to be a 5 lane road it will alleviate traffic. Routing traffic through Dunes west and Parkwest is a horrible idea. Do not do that!
06/11/2018	Taylor	Nastro	Option 1 — is the best option. We need 5 lanes on 41. Any other option does not fit the needs of the community.
06/11/2018	Gus	Holly	I oppose Alternative #7 making Dunes West and Park West Blvd 5 lines. As a resident of Mansfield Park West construction of a 5 lane road would cause severe drainage problems for the Mansfield Townhomes.

06/11/2018	Daniel	Gaita	<p>To whom it may concern,</p> <p>I write to you as a resident of Park West in a neighborhood very near the alternative proposed Hwy 41 roadway expansion area along Bessemer Road, Laurel Hill Park and SCEG power-lines. I also write as a married disabled combat veteran with 3 children who relocated to the Park West area of Mount Pleasant following careful consideration of the overall neighborhood plan. Specifically, sidewalks, Golf cart trails, bike trails and interconnectedness with area parks and open space areas. I literally relocated my entire family to SC from CT because of the design and plan for Park West.</p> <p>I was told that all building would be completed by 2018 and that the Park West subdivision would soon thereafter be under the direction of the Master Association. That being said, I have concerns that the area we moved to, based on a great deal of planning, promises and due diligence is soon to be greatly altered from its original plan and promise to its residents to something that has yet to be envisioned until only a few months ago.</p> <p>I respect the Philips Community and its legal standing on its land. I respect cultural preservation. I can not make that point clearer.</p> <p>That being said, my ultimate concern in any type of road widening, HWY 41 expansion into Park West is the aesthetics of the plan. Landscape, architecture, and topography plans? Sound mitigation plans? Fencing etc. Will we lose our wide multi-use trails and sidewalks that I and thousands of other residents (especially the disabled) rely on for physical therapy, exercise and transportation? How can we guarantee that these amenities are not lost as a result of “not enough funding to complete” issues that often accompany a project of this magnitude?</p> <p>I am aware that a petition has been gaining traction to stop Alternative 7. I am aware that those signing the petition are operating off a fear that their houses will be demolished and they will be forced to relocate (again)</p> <p>Additional fears include conce</p>
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06/11/2018	Daniel	Gaita	<p>I am aware that a petition has been gaining traction to stop Alternative 7. I am aware that those signing the petition are operating off a fear that their houses will be demolished and they will be forced to relocate (again)</p> <p>Additional fears include concerns over road safety, house values, neighborhood safety, loss of open space, and aesthetics of a Hwy going through a once peaceful and quiet sub-division.</p> <p>Perhaps more answers to the above concerns could bring us together on this, rather than creating a toxic division between two (currently) peacefully co-exisintg neighborhoods. Show us what this will look like when it is done and perhaps we will see greater buy-in and less fear, legal action, or worse.</p> <p>Kim Hurd and Joan Spier were CC'ed on this email to the project team.</p>
06/08/2018	Tony	Belcastro	<p>if you complete the 41 corridor project you are going to cause the residents that pay the largest portion of taxes for county to leave. what happens then?</p>
06/11/2018	Robin	Scarella	<p>41 needed to be widened long ago. Bring traffic to our neighborhood and we are a neighborhood is a disaster for all. Wonder what officials would say if it was proposed in their neighborhood. Stop building more places for more people until our roads can handle it. No brain surgery!!!</p>
06/11/2018	Jeremy	Yu	<p>As a resident of Parkwest, I would like to express my absolute opposition to the Alternative #7 plan. I think we need to really think about the long term. Alternative 7 would leave a permanent, ugly scar to the community in Parkwest as well as in Mount Pleasant in general, which if moved forward would be there forever. This option should not be there in the first place. A straight HWY 41 will be most efficient for the traffic, but least damaging to our beautiful Mt. Pleasant community.</p>
06/08/2018	Katherine	Lazarovici	<p>I live in Dunes West and I am very concerned that we will not be able to get out of our front or back gate with any of these plans. It is already difficult during the school year. How do you propose to deal with this issue? Katherine Lazarovici</p>

06/08/2018	Jeremy	Yu	<p>Thank you for your comment on the Highway 41 Corridor Improvements project. Charleston County, the South Carolina Department of Transportation, and the Town of Mt. Pleasant are currently evaluating reasonable alternatives. The identification, consideration, and analysis of alternatives are a key step in the National Environmental Policy Act (NEPA) process. Your comment will be included in the environmental document as part of the public record and all comments will be reviewed and addressed, to the extent practicable, when the draft document is published. The draft environmental document will contain the results of our cultural, environmental and traffic studies. The next steps in the process are the identification of a preferred alternative and a public hearing held by the US Army Corps of Engineers.</p> <p>Thank you for your interest in the project.</p>
06/08/2018	David	Sibrinsz	<p>Am having a hard time understanding the need to impact 12-15 neighborhoods (re: Alternative #7), increasing the complexity of the Hwy41 Project while probably increasing the total project cost, and still building along the existing Rt 41 to widen it to 3 lanes. Let's just keep Rt41 a straight shot (as it is today) from Rt17 to the 41 Bridge. Also less disruption while it's being built, simpler decisions, and why would the town of Mt Pleasant be willing to turn town roads into a County Rd? Who would have to agree/commit/decide this change? Who would be responsible for the maintenance/control of the road if Bessemer/Park West Blvd/Dunes West are considered to be part of Rt41. Is it even legal to turn these town roads into a County road.</p> <p>I'm more concerned with the design of the 41/17 intersection as it has to prospect of impacting whatever is done to Rt41 negatively if not done right. Won't matter how well the traffic flows down/up Rt41 if the intersection at Rt17 is a choke point. Guess we'll be exiting Park West thru the main entrance for years to come to avoid the confusion Rt41 will create while it's built and afterwards.</p>

06/08/2018	Gil	Jacobs	<p>I am in favor of Alternative #1 for easing the traffic on Highway 41.</p> <p>Gil Jacobs</p> <div></div>
06/08/2018	Michael	McWhirt	<p>Alternative 7 is anything but reasonable. Who would consider building a 5 lane road through a neighborhood setting where children play and commute to school. Any elected official that votes for alternative 7 will not receive my vote in the future.</p>
06/11/2018	William	Murphy	<p>Def not this one I fear there would be near riot. (only a figure of speech)</p>
06/11/2018	William	Murphy	<div></div>MY 1st choice is no build, but if it must be I would prefer #1 OPTION.
06/11/2018	Robert Carole	Fredricks	<p>Traffic is a major quality of life issue in all of Charleston and Berkeley counties. Why build a road with bottle necks when thousands of homes and hundreds of business are approved and being built along Clements Ferry road and route 41. This road will need to be widen in the near future so go with alternative 1 . The fate of the Phillips community was determined years ago when the unchecked development was approved and hasn't been addressed yet.</p>

06/11/2018	Morton	<p>Alternative 7's proposed increase of Bessemer Road, Park West Blvd. and Dunes West Blvd. to a rerouted 5 lane Highway 41 would effectively cut off Park West neighborhoods and hundreds residents to the west of the route from the rest of their community and the amenities they pay for. In order to benefit from and enjoy the quality of life, seclusion, convenience and preservation of natural features offered in the thoughtfully designed Park West community, families made the conscious decision to move into these planned neighborhoods based on the community design detailed in the Park West Master Plan. This proposed 5 lane highway bisecting the Park West community will destroy that quality of life for hundreds of residents and was never part of the Park West Master Plan. The community features were carefully and deliberately designed and did not evolve gradually and organically over time encroaching on well known existing roads as many communities have. Alternative 7 and similar Alternatives disregard and disrupt the carefully planned nature of the Park West community. Alternative 7 and similar Alternatives are too burdensome and unreasonable for multiple neighborhoods and hundreds of residents and must not be built.</p>
06/11/2018	Morton	<p>I live in the Arlington neighborhood of Park West. Please explain why my children must be placed at grave risk if they want to walk or bike to our community pool if the 5 lane re-routed Hwy. 41 alternatives are built? Unreasonable risk to residents. Do not build Alternative 7 or other alternatives like it.</p>
06/11/2018	Morton	<p>Trucks travel Hwy. 41. Some trucks carry HAZMAT. They probably shouldn't be re-routed onto curvy neighborhoods roads. That's just common sense. Because of the unreasonable risk to the public, Alternative 7 and similar alternatives must be abandoned.</p>

06/11/2018	Morton	<p>The cost to mitigate traffic noise caused by tens of thousands of vehicle trips per day on Alternative 7 and similar routes passing through Park West neighborhoods will be significant and is an unnecessary expense since Highway 41 should be expanded along its existing route, (as detailed in Alternative 1 or Alternative 10). Further, the unsightly methods used to mitigate traffic noise will forever negatively alter the Park West neighborhoods and communities. The associated noise impacts and mitigation costs created by Alternative 7 and similar alternatives to the Park West neighborhoods they pass by are unreasonable and should receive no further consideration or be built.</p>
06/11/2018	Morton	<p>Alternative 1, (or Alternative 10) keep traffic routed through the areas where Sweetgrass Basket stands have traditionally existed along Highway 41. Recent expansion along Highway 17 has shown that an enlarged road and Sweetgrass Basket stands can exist together and could act as a model for the Highway 41 corridor improvement if Alternative 1, (or Alternative 10) were adopted. Alternative 7 and similar Alternatives would negatively impact the unique and special Sweetgrass Basket tradition of the Lowcountry by diverting traffic and potential customers away from the Highway 41 Sweetgrass Basket stands. Alternative 1, (or Alternative 10) should be implemented in order to help preserve the unique and special Lowcountry Sweetgrass Basket tradition.</p>
06/11/2018	Morton	<p>Part of Mt. Pleasant’s appeal has been its areas of unspoiled natural beauty and the elevated quality of life these areas bring. No one questions that the number of trees and undeveloped areas of Mt. Pleasant are disappearing and have been for years, slowly taking away the very essence of what makes Mt. Pleasant appealing. Alternative 7 seeks to follow this pattern of chipping away at the special unspoiled natural beauty of Mt. Pleasant by removing 4 ¼ times the amount of unspoiled natural land from Laurel Hill County Park than Alternative 1 would. Alternative 7 seeks to accelerate the loss of Mt. Pleasant’s dwindling greenspaces thus degrading the quality of life for Mt. Pleasant residents and is therefore not a reasonable alternative and should not be pursued.</p>

06/11/2018		Morton	Alternative 2 will not solve the traffic congestion problem and instead creates traffic “choke points”. Areas of improved traffic flow feeding into areas of reduced traffic flow and capacity cause dangerous unpredictable traffic slowdowns and put the traveling public at risk. Solving traffic congestion is the entire reason for this project. It would be irresponsible to spend taxpayer money and not actually solve the fundamental problem. Implementing anything less than an effective solution now will require further future improvements to solve the remaining Hwy. 41 traffic congestion problem. Future improvements will necessitate the restarting of the entire corridor improvement process and additional construction at higher future dollar costs. Failure to implement a true solution now represents negligent use of taxpayer money. Because Alternative 2 puts the traveling public at risk and does not offer an effective solution to the Highway 41 traffic problems it is not a reasonable alternative and must not be pursued or implemented.
06/11/2018	Barbara	Hatten	I oppose Alternative 7 and believe Alternative 1 is the best option. I hope that community input is truly considered.
06/11/2018	Marie	Condon	I am extremely opposed to widening Bessemer Rd to 5 lanes as this will put a busy, but not congested, road in the back & front yards of well established as well as new & future residents who desire a quiet, natural environment. This is an unnecessary alternative - just widen 41.

06/11/2018	Joan	Simpson	<p>My husband and I strongly oppose option 7. It would isolate the Arlington, Keswick, Coventry and other smaller neighborhoods of Park West as well as Ellington Woods, Cypress Pointe and Palmetto Hall of Dunes West from the rest of their neighborhoods. For these areas it would be difficult for children and adults who ride bikes to reach their development amenities including pools and tennis facilities.</p> <p>Route 41 is already a highway and has been designated as a hurricane escape route. By running it through the above developments , you would be adding extra miles, creating a serpentine way and ultimately slowly the very process of evacuation.</p> <p>We are cognizant of the historic area that the other options would bisect, but they are already dealing with a highway. I have driven the Phillips neighborhood multiple times, and have never seen an historic building .</p> <p>Joan and Wayne Simpson</p> <div></div>
06/11/2018	Bonnie	Townsend	<p>A 5 lane highway cutting through Park West disrupting neighborhoods and resident lifestyles, requiring acquisition of homes, cutting more trees and eliminating more wildlife is shocking. I am opposed to Alt 7.</p> <p>Bonnie Townsend</p>
06/11/2018	John	Nagel	<p>Whenever roads are widened some people are usually adversely affected. Compromises have to be made. The criteria should be how to affect the fewest number of people at the lowest cost while achieving the objective. The consideration should no be who is affected. No one because of status should receive special consideration. Life never has been fair. Can't see any reasonable approach short of just follow 41 as it exists and widen it.</p>

06/11/2018	Joan & George	Dehne	<p>Just to comment on the proposed options for Highway 41: We feel option #7 would negatively impact particularly those on Bessemer Road as well as necessitating a traffic light just outside the gate for Dunes West.</p> <p>This does not seem feasible either when considering the space available on Bessemer Road for widening. Five lanes would end up running through living rooms from our perspective.</p> <p>Many thanks for your consideration, This is the only viable alternative</p>
06/11/2018	Richard	Bocim	
06/11/2018	Richard	Bocim	<p>Going from 5 lanes to 3 and back to 5 will not solve the problem. This is not a viable plan.</p>
06/11/2018	Richard	Bocim	<p>I definitely oppose this alternative. This would cause significant congestion in Dunes West, Parkwest, and Rivertowne.</p>
06/11/2018		Anonymous	<p>Alternative 7 appears to be the best option as far as Level of Service goes. That is what everyone complains about. The Phillips Community has been there far longer than the Rivertowne, Park West and Dunes West developments, whose residents are screaming "not in my back yard." But who is fighting for those residents in the Phillips Community? Just to be blunt, it appears that people assume the "nicer" houses and "nicer" neighborhoods shouldn't have to be affected because they are simply "nicer" and more expensive. I really hope the impacts to the historical Phillips Community are carefully considered. All of the residents who bought their little piece of paradise in these nice new developments should have considered their commutes before buying. Thank you for your time and considerations.</p>
06/11/2018	Mary	Mitchell	<p>[REDACTED]. I support Alt 1. It is not intuitive that this alternative would not perform as well as Alt 7. There is not sufficient detail to make a good decision. Where can I get access to a map that makes this clear. Some of the rational is flawed/biased. There are not 15 active Sweetgrass Basket stands. I have not seen any or the 4 or 5 along Hwy 41 used in the 10 years I have lived in Dunes West. Furthermore I want to see a list of what you consider historic sites.</p>

06/11/2018	Elizabeth	Lamb	This is the only alternative that makes sense. This is the most direct and impacts the least amount of people (compared to alternative 7). It makes sense to make a HIGHWAY wider.
06/11/2018	Elizabeth	Lamb	This is the worst alternative ever. NO NO NO NO! Making a neighborhood road into a HIGHWAY is just wrong. As an Arlington resident, this alternative would cut my family out of the ability to live in a safe environment. My family would be cut off from our schools, recreation center, pool, bike paths, Laurel Hill Park, shops and much more. My children would no longer be able to ride their bikes to school or the pool. I have worked very hard and made many sacrifices so that my children could grow up in a safe, family friendly environment. This alternative would rip away everything that I have sacrificed. I have lived in my home for 9 years and never in my wildest dreams would I think that my government, where I pay taxes from the money that I work 60 hours a week for, would even consider this an alternative. Take this out of consideration NOW!
06/11/2018	Jim and Denise	Stanfield	Alternative 1 is the best option for eliminating bottleneck traffic by having the 5 lanes all the way from Hwy. 17 to the Wanda River Bridge.
06/12/2018	Clinton	Yeo	This is NOT a Reasonable Alternative. This is a Diversion of traffic thru numerous neighborhoods. There are too many people, children walkers, runners, bicyclists who use these Neighborhood roads to get to the Pools, Playgrounds, Schools etc. How will they be able to cross 5 LANES Safely? How about the NOISE from Traffic? How will we be able to leave our neighborhoods when we will need get onto one of these 5 lanes? Are they going to put Traffic Lights at the entrances of each subdivision?? This is Absurd!!! Lets not forget about Hurricane Evacuations!!! Take the Path of Least Resistance...The Path Straight Up US HWY 41

06/12/2018	Meagan	McCleary	<p>Hi,</p> <p>I'm writing to voice my opposition to Highway 41 Alternative 7. This will many negative impacts to my neighborhood (Park Place) that lies just at the entrance to Park West and have many negative impacts on our neighborhood and family quality of life. I will be willing to join my fellow neighbors in pursuing further actions to stop Alternative 7 should it continue to get approvals in this process.</p> <p>Thank you,</p> <p>Meagan McCleary</p> <div></div>
06/12/2018	Ingrid	Weeks	<p>I am opposed to Alternative 7. It would be disruptive to the Park West and Dunes West Communities and, in my opinion, would not be feasible. I have never seen a major highway take a jog as this alternative suggests. Normally, attempts are made to make highways as straight as possible. And human nature being what it is, if Alternative 7 is carried out, what will happen is that many people will simply continue on the current two-lane section through the Phillips Community. I do feel for the people in the Phillips Community as they have owned their property for several generations.</p> <p>I suggest that the most viable alternative would be to bridge the highway through the Phillips Community. Of course it would be costly, but no more costly than the suggested jog.</p> <p>I hope that you will consider another alternative to Alternative 7.</p> <p>Ingrid Weeks</p> <div></div>

06/12/2018	Walter	Winkler	<p>Park West Resident Comment: Having been a resident of Park West for five years now, I'm pretty familiar with the Mt. Pleasant traffic problems. Certainly hwy 41 needs widening in the near term. Park West Blvd needs widening too. Traffic on these roads is particularly bad during morning rush hour, such that being retired, we delay going out until after the morning rush & try to return home before school lets out. It shouldn't have too be this way. Your website indicates that hwy 41 might be widened about 2045. We'll be long gone dead & buried by then, but I will comment on the proposed widening alternatives --- #1 looks OK, #'s 2 & 7 don't make any sense at all as they will leave a narrow section of 41 & divert 41 traffic off of the current straight line 41 thru the already traffic overburdened residential areas of Park West & Dunes West. Looks like a disaster to me. Who comes up with these schemes? Thank you, Walter Winkler, [REDACTED]</p>
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06/12/2018	Scott	McCleary	<p>Hi,</p> <p>I'm writing to voice my opposition to Highway 41 Alternative 7. This will many negative impacts to my neighborhood (Park Place) that lies just at the entrance to Park West and have many negative impacts on our neighborhood and family quality of life. I will be willing to join my fellow neighbors in pursuing further actions to stop Alternative 7 should it continue to get approvals in this process.</p> <p>Thank you,</p> <p>Scott McCleary [REDACTED]</p>
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06/11/2018	Elizabeth	Lamb	<p>Decision Makers of the Hwy 41 project,</p> <p>Alternative 7 must be removed from consideration. It has the greatest negative impact to the most number of people and should be removed from consideration for the following reasons:</p> <p>Dunes West Blvd and Bessemer Road, are NEIGHBORHOOD roads, not a HIGHWAY. Highway 41 is just that, a HIGHWAY. I would NEVER have bought a house on or close to a highway and this would be forcing a neighborhood road to act as a highway. The recent closing of the Wando bridge is a perfect example of why it is WRONG to force a neighborhood to act as a highway. Alternative 7 would force tractor trailers to use a NEIGHBORHOOD road. You would be creating a HUGE safety hazard for all those living near Dunes West Blvd and Bessemer Road.</p> <p>Bessemer road does not have the capacity for a five lane road.</p> <p>As a resident of Arlington, you would be putting my children's health and safety at risk, as well as 100s of other children.</p> <p>The noise caused by a 5 lane road, less than 100 yards from my house, would impact my quality of life. I paid for (with my hard earned money) a house in a neighborhood, not one on/near a 5 lane road.</p> <p>My daughter has asthma. The increase in air pollution would be a detriment to my daughter's health and life.</p> <p>My children ride to school by a county provided bus. By forcing the bus to cross a 5 lane road multiple times a day, the risk of an auto accident increases.</p> <p>Bessemer road used to be an alternative, not primary way, of getting to 41 and 17. As time has gone by and the bridge at 41 was completed, the amount of traffic on 41 has increased. Residents of Dunes West do not have the ability to safely exit onto 41 through their back gate. With the completion of the circle at Park West Blvd and Bessemer it is now safer for Dunes West residents to exit out the front gate and take Bessemer road to 41. If you put a light on 41 at the back gate of Dunes West, the number using Bessemer road will decrease considerably. Was any of this consider</p>
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06/11/2018	Elizabeth	Lamb	<p>Was any of this considered when the traffic studies were conducted? I saw the one person at the Bessemer/Park West circle counting cars. Was that the traffic study that was conducted? Highway 41 is an evacuation route. Making Bessemer into a 5 lane road will prevent me from being able to safely evacuate. I would never be able to turn onto the road to go North. Quality of Life. Putting a 5 lane road on Dunes West/Bessemer roads would cut my family, including my two children, out of being able to safely live and enjoy our community. They would no longer be able to safely ride their bikes, walk their pets or walk to the pool, school or friends houses. The numbers provided by YOUR Environmental Impact Study are clear:</p> <p>Total Property Impacts: (I do not know why you called the Phillips Community out to show its exclusive property impact, but because you did I am calling out the other neighborhoods to show their exclusive property impacts)</p> <p>Possible Full Acquisitions:</p> <p>Alternative 1 Total – 7 Phillips Community – 3 Other Communities – 4</p> <p>Alternative 7 Total – 9 Phillips Community – 0 Other Communities – 9</p> <p>Possible Partial Acquisitions:</p> <p>Alternative 1 Total – 207 Phillips Community - 80 Other Communities – 127</p> <p>Alternative 7 Total – 281 Phillips Community - 55 Other Communities – 226</p> <p>The above numbers clearly show that Alternative 7 has the greatest negative impact on both possible full and partial acquisitions. In addition to the above, Alternative 7 has the greatest negative impact in the following categories: Wetland Impacts Stream Impacts Floodplain Impacts Laurel Hill County Park Using YOUR numbers, if Alternative 7 is selected, it is VERY clear that you do so because you put more value in the lives of the people who live in the Phillips Community than those who live elsewhere.</p> <p>Thank you for giving me the opportunity to express my concerns with Alternative 7. I would be happy to discuss them with any decision maker at any time. I look forward to you being transparent in both</p>
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06/11/2018	Kerry	Hankinson	Please do NOT put a highway through the middle of our neighborhood. We would not be able to let the children ride around like we do. It would not be safe. They would have a highway between the pool/tennis/playground area and our home. It's crazy! The safe surroundings is why we live where we live. Thank you, Kerry Hankinson
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06/12/2018	Lorie Tekiele	Kornuta	<p>Hi there,</p> <p>I'm not able to find the proposals for the Highway 41 project on the Corridor Improvements website, but I did see very briefly a couple weeks ago a new proposal that would divert the 41 widening into Dunes West/Park West. I live in Preston at Park West, am an AICP certified planner and former transportation planner, and am very opposed to this option from both a personal and professional point of view.</p> <p>Personally, the impact on mine and my neighbors' quality of life and value of our homes must be adversely affected by this option (even more so for our community members directly adjacent to the widening proposal - we are at least a few feet down the road in Preston). However, my professional opposition is even more significant. Without any planning experience whatsoever, any layperson can look at that design and see its absurdity, when simply widening the straight 41 arterial is so obvious and would offer so much more traffic relief than a diversion into DW/PW. I understand the homeowners along 41 are opposed to the widening, but nothing more than logic is required to see it must be done for the greater good of our community.</p> <p>Additionally, I have two kids in the Park West schools who take the bus each morning, and it also takes me up to 10 minutes to turn left onto Park West Blvd. every time I leave my house in the morning for work or at 4:00 when taking my kids to their extracurricular activities. I cannot fathom the impact on the kids' bus schedules and all the parents driving their kids to school (which is a total nightmare already), and my personal ability to get out of my neighborhood, if the widening project were just a football field's length away from Conant Rd.</p> <p>Thank you for your time and consideration of my opposition to the widening project's diversion into DW/PW, and support of widening the entire Hwy 41 corridor.</p>
06/11/2018	Carol	Mitchell	I support Alt 1. I oppose Alt 7

06/11/2018	Catherine	Donato	I live in Park West with my family, which consists of my two school aged kids. They often ride their bikes to the Park West pool on Park West Blvd. It is for this reason, among many others, that I strongly oppose option #7- the widening of Dunes West/Park West Blvd & Bessemer. I think it is without good judgment, common sense or forward thinking to have this option move forward. No family friendly neighborhood needs a 5 lane highway cutting through it, while 'Highway' 41 would be only 3 lanes.
06/11/2018	Edward	Kabernagel	Highway 41 should stay on Highway 41. There is no reason to divert 41 into the Dunes West/Park West neighborhoods. There is plenty room to widen the existing 41 including the Philips Mill Community.
06/11/2018	Robert	Gair	<p>The expansion of Highway 41 to 4 or 5 lanes is drastically needed to support the 'over growth' of Mount Pleasant. Highway 41 is a State highway and all architectural and engineering plans should be directed to that highway. Any divergence to have off shoots through residential neighborhoods should be immediately tabled. To divert through the Park West and Dunes West neighborhoods is beyond comprehension. The divergence would be a loop rather than the straight line that Hwy41 provides in the mile+ area under consideration, plus this would cause a major disruption to existing neighborhoods, and totally compound a severe traffic problem each morning and afternoon during school time.</p> <p>Please put common sense in play and drop this 'wild' non-solution.</p>

06/11/2018	Tom	Meddaugh	<p>I think none of the offered solutions will last five years after completion. Four lanes will not fix it long. There needs to be a way to extract traffic going onto Long Point Rd going to Rt. 17 just to get to 41. Set up some cameras to find out the volume taking that route and I believe you will see an enormous amount of people are going that way. To mitigate, put a road through from LongPoint at the Whipple Rd. light that then runs along the electric wire overhead, through the marsh, curving up to a round-about at the Bessimer Rd and 41 intersect. The new marsh road should also have a passage road to 526 that allows people to bypass Longpoint completely. This would unload the Hwy 17 overload and distribute the traffic more efficiently at peak times. Tom Meddaugh</p>
06/11/2018	Gail	Meyers	<p>To Whom It May Concern, I am a resident of Park West and I am appalled by the proposed Bessemer Rd. widening! Why would anyone propose an evacuation route through a development? I am strongly opposed to alternative 7 through Park West.</p>
06/11/2018	Chris	Dyches	<p>I own a property in Park West and don't believe that Alt 7 and adding 5 lanes into this community (Bessemer/Dunes West Blvd) is the right thing to do. Two lanes of traffic through Bessemer/DW Blvd is acceptable with 5 lanes along hwy 41 therefore I believe Alt 1 is the correct choice.</p>
06/09/2018	Jennifer & Brad	Schulte	<p>I think the project has not been discussed enough with the residents affected. Each of the options needs to be more fully explained. Currently it appears that the option supported by government inconveniences many more people than other routes, which seems unfair.</p> <p>Jennifer and Brad Schulte</p>

06/08/2018	Michael	McWhirt	<p>As a native Charlestonian and long-term (42 years) Mt. Pleasant resident I am writing to express my concerns about “Alternative 7” for the Highway 41 Corridor Improvements. This design is described as a “reasonable” alternative to correct the traffic congestion on Highway 41. Who in their right mind thinks that building a 5-lane road through the middle of a residential area is a “reasonable alternative”? The primary reasons this should not be considered an alternative are:</p> <ol style="list-style-type: none">1. Children live, play, ride bikes, walk to school, visit neighborhood recreational areas and open spaces along the Alternative 72. Alternative 7 creates a 26% greater impact to the surrounding wetlands areas when compared to Alternative 13. Alternative 7 creates a 19% greater impact to floodplains areas when compared to Alternative 14. Alternative 7 has a 76% greater impact to Laurel Hill County Park. Based on the “East Cooper Land Trust” this is a parcel of land that according to the “Executive Summary” is “Permanently Protected: 17 parcels totaling 1,479 acres comprised of lands that are protected forever under conservation easements held by land trusts and other conservation entities.” It should come as no surprise to owners of parcels along Highway 41 that this highway may be widened at some point as designed in “Alternative 1.” Established in 1939 as a “highway” to connect the Charleston area to the Pee Dee region it was not designed as a residential community, but as a thoroughfare to expedite travel from one point to another. Subject to expansion as public needs demand. Residents in areas that were designed as residential neighborhoods should not have to be concerned that quiet neighborhood streets are turned into 5 lane highways running through their front yards. What is next? Sound barrier walls all along Bessemer Road & Dunes West Blvd? Elevated walkways so children can commute through their neighborhoods? At what additional cost will this come at? Alternative 1 is the only common-
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06/12/2018	Carleton	Bodkin	<p>Christine Barrett forwarded the following comment on 6/12/18.</p> <p>My name is Carleton Bodkin. I am a direct descendant of Joe Rouse and property owner on highway 41. I'm requesting that Charleston county remove the widening of Highway 41 as an option. The Phillips community was purchased by freed slaves after the civil war. The descendants of the freedmen are still in this community. We must embrace such a place. The historical marker located on highway 41 is a symbol of new found freedom of my ancestors and also recognizes Dr.John Rutledge that was the owner of the Phillips plantation. Dr.Rutledge is the father of Edward Rutledge that signed the Declaration of Independence as well as John Rutledge that signed the U.S. Constitution. I'm appealing to you to spare this significant and historical community. I'm confident that the fine people in Charleston County will do the right thing and explore the other options that will not destroy the Phillips community as we know it.</p>
06/11/2018	Jeff	Zimmerman	<p>Yes hi my name is Jeff Zimmerman ZIMMERM a N I'm calling to just give you my two cents worth I think the alternative seven choices is like a reasonable choice because I think if you go on you to lessen the five lanes that they're predicting there. I think we're just gonna be in the same problem over time and specially you know rush hour traffic is the worst we're gonna(?) add on that it's Nobody spencer(?) Park West Boulevard in Park West and that is one of the worst connectors you know going through there because it's not a five lane all the way through there which it should be specially with school morning traffic it's the whole road it's backed up we can't get anywhere. So not sure why they're not even looking at Park West make sure it's five lane or at least four lanes through there but it definitely needs to be that way. I live in Park West I live in the Preston. My number is [REDACTED] Thank you.</p>

05/30/2018	Clark	Beirne	<p>The following email was sent to Mt. Pleasant City Council on 5/20/18 and forwarded by Christine Barrett on 6/8/18</p> <p>> I am emailing each of you to express my total disagreement for alternative 7 as it is an unsafe and decreased property owner value solution to the ever ending traffic issue facing all of Mt Pleasant. I am a property owner in Arlington Subdivision which empties out onto Bessemer Rd. My address is [REDACTED]. This is in follow up to my communication on the HWY41 Project web page.</p> <p>></p> <p>> Arlington subdivision would be greatly affected if Bessemer Road is widened. There are many children that walk to and from the schools, the amenity center and to friends houses nearby that their safety would be a great risk. It would turn a small thoroughfare into a highway and affect existing residential buildings forcing relocation of same. Park West and Dunes West, both would be affected negatively with 5 lanes on Bessemer.</p> <p>></p> <p>> In addition I can not see the purpose of diverting traffic from SR 41 for maybe two miles to simply put all back onto to SR 41. Right now 41 is a straight shot from Hwy 17 to US 526. Making the widening of SR 41 a much more efficient route for transit and even more so for Hurricane evacuation.</p> <p>> Forget Alternative 7 and place alternative 1 or 2 as your choice. - Clark Beirne</p> <p>VOTE NO TO ALTERNATIVE 7 on this project!!</p>
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06/07/2018	James	Cannon	<p>Christine Barrett forwarded this email from 6/7/18 on 6/8/18:</p> <p>Will, I need your help with option 7 of the proposed project for Hwy 41. I have been told that up to 50 Dunes West homes will be destroyed and our main entrance will be seized by the state and our beautiful fields will be paved over. Please help us to stop this option. I have fought hard to keep our town safe from this sort of thing and my neighbors and I are counting on this option to be eliminated. You know I appreciate your help!</p>
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06/07/2018	Ken	Wilson	<p>Christine Barrett forwarded this email from Kenneth Wilson on 6/7/18 on 6/8/18:</p> <p>Will, and Kevin:</p> <p>I don't agree with the Dunes West POA on this.</p> <p>I think the impact on Dunes West isn't such a big deal, and I think it's a more reasonable plan than (for you) to have to deal with the Phillips Community, who will try to hold up the plan for ransom.</p> <p>Further, I think it's FAR more important to the future of DW and our property values, to GET SOMETHING DONE about 41. I think these people are losing perspective on that.</p> <p>Thanks for listening.</p> <p>KW</p>
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06/07/2018	Jeff	Wood	<p>Christine Barrett forwarded this email from Jeffery Wood on 6/7/18 on 6/8/18</p> <p>Please,</p> <p>We beg of you. Option 3 for the expansion of Bessemer Road to plow a 5 lane road through the Park West and Dunes West neighborhoods has to be eliminated from consideration. This is a residential road, not a highway like 41! Children play here and a 5 lane road running through a neighborhood is dangerous and ill advised!</p> <p>Option 1 is the only Option! It is an evacuation route during hurricane seasons and creating bottlenecks on this road is very dangerous! You only need to look at the rules of navigation we all learned as kids. The shortest distance between two points is a straight line. Highway 41 needs to be expanded to 5 lanes from 17 to the new bridge over the Wando River!</p>
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06/07/2018	Jay	Glenn	<p>Christine Barrett forwarded this email from Jay Glenn on 6/7/18 on 6/8/18</p> <p>Alternative 7 would establish a five lane roadway from Highway 17 to Bessemer Road. The five lane section would continue along Bessemer and Dunes West Boulevard to a five lane section on Highway 41 to the Wando River Bridge, making a continuous bypass around the Phillips Community. Existing Highway 41 would be widened to three lanes from Joe Rouse Road to Dunes West Boulevard through the Phillips Community. This alternative is moving forward for further evaluation.</p> <p>I have never seen a worse plan and for so many reasons.</p> <p>This is another example were real estate developers maximized density with no regard for traffic flow or access.</p> <p>The only viable solution is widen 41 and enter into respectful discussions with the Phillips Community.</p> <p>Jay Glenn</p>
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06/06/2018	Ted	Fischer	<p>Christine Barrett forwarded this email from Ted Fischer on 6/6/18 on 6/8/18</p> <p>Dear Mayor Haynie,</p> <p>The purpose of this e-mail is to express my strong opposition to Alternative 7 of the Highway 41 widening project.</p> <p>My wife and I own a condo in Park West, where we live part time. We recently contracted with Crescent Homes to build a home in Covington Subdivision off of Bessemer Road, and we will be moving to Mt. Pleasant permanently this fall. Alternative 7 would be disastrous for Covington subdivision and our property in terms of traffic, noise, and property value. We chose Covington and Bessemer based on the quiet nature of the Park West / Dunes West area. Changing Bessemer to five lanes would completely negate this feature and would most certainly have a negative impact on our property value. We are contractually obligated with the builder at a market price based upon Bessemer Road as it is today. We have invested a large sum. Alternative 7 represents a significant risk for us, as we are retired and on a fixed income.</p> <p>Furthermore, the other alternatives (widening highway 41 north of Bessemer) make much more sense in terms of traffic flow... a straight line versus a circuitous route via Bessemer. Also, from what I've seen of the Environmental Screening Matrix, alternative 7 has a greater negative impact versus alternatives 1 and 2.</p> <p>Please take these concerns into consideration as a Highway 41 widening alternative is selected.</p>
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06/03/2018	Gordon	Hanson	<p>Dear Community Leader,</p> <p>Below are thoughts and comments regarding the Hwy41Project and the alternatives presented. Park West residents are particularly alarmed by Alternative 7, which would convert Bessemer Road into a 5-lane highway from SR 41 to Park West, Blvd. If Alternative 7 is chosen, construction will directly, significantly, and permanently affect life in Park West.</p> <p>Reasons for not preferring Alternative 7:</p> <p>Inadequate Roadway Width. Some sections of the existing Bessemer roadway are too narrow to adequately accommodate five lanes of traffic, plus sidewalks for pedestrian traffic, plus sound or safety barriers. According to engineers/planners at the information meeting, possible solutions to the road width problem include</p> <ul style="list-style-type: none">· significantly narrowing or eliminating existing berms and tree borders along Bessemer· knocking down some existing homes and, if feasible, rebuilding them elsewhere· rerouting a section of Bessemer to go behind some existing homes. <p>Population Density Park West is heavily populated. Eight neighborhoods, which are home to hundreds of residents (453 housing units), would be directly impacted by the increased noise, pollution, and traffic caused by Alternative 7. The number of homes/units for each neighborhood is shown below.</p> <p>Abbotts Glenn- 24 Arlington- 159 Bessemer Park -44 (under construction) Covington- 37 (under construction) Keswick- 40 Mansfield- 28 Preston- 100 Worthington - 21 (under construction)</p> <p>When considering population impacts, the proposed Bessemer option would cause far more residential disruption than would widening the existing SR 41 highway through the Phillips community.</p> <p>Excessive Noise. A five-lane highway through Park West would significantly increase noise. So-called noise abatement installations, such as vegetation and high walls, do not significantly lower noise levels. High sound walls are unsightly and give a fortress look to neighborhoods. Noise is a quality of life issue that would have</p>
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06/03/2018	Gordon	Hanson	<p>Noise is a quality of life issue that would have permanent negative impacts on residents and property values.</p> <p>Air Pollution Vehicles pollute air. Widening Bessemer Road would decrease air quality in a heavily populated area.</p> <p>Property values and lifestyle choices The proximity of neighborhoods to a five-lane highway would decimate property values. Moreover, homes would be harder to sell, because buyers will reject a home located a short walk from a busy five-lane highway. Park West residents purchased homes in a suburban environment that promotes quiet neighborhoods and peaceful outdoor living. The urban noise, traffic, and pollution that would accompany Alternative 7 are not consistent with the Park West master plan.</p> <p>Safety concerns. Many residents, including children, walk and bike throughout Park West. This is an important feature of life in the area, and it would be damaged by Alternative 7. For example, the proposed highway is near the Park West Pool and Tennis Center, which children frequently access by foot and bicycle. Walking and biking to these facilities would be made more dangerous and difficult by inserting a major highway into the middle of a suburban community.</p> <p>Construction Headaches Project spokesmen at the public meeting explained that Alternative 7 could require some homes along Bessemer to be demolished and possibly rebuilt. Other homes would experience a severe reduction in yard and tree screening. Existing homes along Bessemer are new or recent construction. Destroying and rebuilding existing homes would compound the noise and headaches associated with construction sites. Moreover, there is no assurance that homes claimed by eminent domain would be compensated at fair market values. The road itself will have a chilling effect on property values.</p> <p>Reasons for Preferring Alternatives 1 and 2 (Widen the existing SR 41)</p> <p>Less Residential Impact Widening SR 41 along the existing right-of-way would impact far fewer homes and residents than wou</p>
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06/03/2018	Gordon	Hanson	<p>Reasons for Preferring Alternatives 1 and 2 (Widen the existing SR 41)</p> <p>Less Residential Impact Widening SR 41 along the existing right-of-way would impact far fewer homes and residents than would widening Bessemer Road.</p> <p>More Efficient Transit Widening SR 41 would preserve what is essentially a straight shot to Clements Ferry Road, providing a more efficient route between US17 and US 526. Residents who live in neighborhoods along SR 41 would not need to wind through Park West to reach their destination.</p> <p>Hurricane Evacuation During hurricane evacuations, Alternative 1 or 2, and especially Alternative 1 (5 lanes along SR 41) would provide easier and safer options for directing evacuating traffic and reversing lanes.</p> <p>Thank you for serving our community and we hope you will support us by not supporting Alternative 7.</p> <p>Park West Resident</p>
06/02/2018	Ralph	Miller	<p>Mr. Mayor, I have always been taught that the shortest distance between two points is a straight line. The idea of constructing a bypass will only add to the cost of this project. I am sure many other residents have the same feeling and I ask you to consider the straight line approach.</p> <p>Ralph Miller</p>

05/28/2018	Jean	Santillo	<p>Dear Mayor Haynie,</p> <p>I am writing this letter to convey that I am strongly against the proposed plan to expand Bessemer Rd.</p> <p>My family made a huge financial sacrifice to move to Park West in order to seek all positive beauty that comes with this area, specifically the Arlington neighborhood. We chose Arlington because it was far enough away from the hustle and bustle of Park West Boulevard, it is quiet and quaint with a small number of homes, close to the amenities of the clubhouse and walking trails, full of tree-lined streets, yet still easily accessible to RT 41 and RT 17. My family has paid a hefty price for our home, just 6 months ago, and pays substantial HOA dues for these neighborhood qualities. There was no mention of this proposal from our realtor prior to us closing on this home in December 2017, otherwise we may have felt differently about our decision to live here. Now all the qualities we love about our neighborhood are in jeopardy.</p> <p>Please consider that Park West is a very large “planned” community and the expansion of an “internal road” inside our development will negatively impact a large number of people. Should Bessemer Rd be widened to a highway, we will lose trees, sidewalks, peace and quiet, and clean environmental space. More importantly, Arlington development and Park West in general will have increased road hazards to the families that walk and drive throughout the area and transport their families to schools and the clubhouse. There has already been life lost in this area. Property values will plummet as people flee to find a quieter/safer place to live. This will have a negative impact on one of Mount Pleasant’s most desirable communities! Alternatively, RT 41 is already considered the hurricane evacuation route and there would be a smaller number of people adversely affected with its widening. We are pleading that any consideration to expand Bessemer Rd will be dismissed. RT 41 expansion is the best choice for the majority of people.</p> <p>Tha</p>
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05/28/2018	Terri	Ward	<p>To Whom it May Concern</p> <p>I would like to state my opinion for why I am against Alternative 7. It makes no sense to go through the middle of an existing neighborhood. Hundreds of residents would be affective, causing dangerous intersections for various neighborhoods trying to get onto Bessemer. Also, I would think the cost of widening Bessemer would be more expensive than the other alternatives. With 8 neighborhoods possibly being affected, over 400 property values would decrease. However, my main concern is the children in these 8 neighborhoods riding or walking to our nearby pool and tennis complex. This could be very dangerous for our children. Please consider all these factors.</p>
06/02/2018	Richard & Anna	Eberling	<p>Dear Cathy, My wife, Anna, and I have met you several times. We remain extremely anxious and angry about the "Alternative 7" option for Highway 41 through Park West, as are many others in the neighborhoods that would be affected. Anna and I would very much like to get together with you as soon as your schedule permits, if possible early this coming week (Monday or Tuesday), since there is not much time left until the County Council votes on this on June 16th. Thank you very much, Richard and Anna Ebeling</p>

06/01/2018	Griffin	Honig	<p>Hello,</p> <p>My name is Griffin Honig, I am 15 years old, and I am part of BSA Crew 529. Throughout the year I have noticed that the traffic is increasing with the growing population. I live in Dunes West and my mother works for Wando High school. The importance of this is that during the school year, I left at 7 AM every morning. We get to Wando at around 7:30 AM. It takes 30 minutes to travel 3 miles. And with the growing population of Mt. Pleasant it will only get worse. I have lived here for a decade now, and the traffic has been getting worse each year.If we keep the road system we have now, it will only get worse. That being said, what is your plan or proposal to fix the road system? I am especiall interested with the progress on the expansion of 41. thank you in advance for your time and support.</p> <p>Sincerely, Griffin Honig</p>
06/08/2018	Theresa	Ward	"Theresa Ward THERESEW a RD [REDACTED] in Park West. I am the alternative seven mainly because for one thing I think the children walking back and forth to the pool. It will affect that in addition to all the traffic congestion that we already have and property values will certainly decrease. My phone number is [REDACTED]. Thank you. No one needs to call me back I just wanted to voice my opinion. Thank you."
06/12/2018	virginia	maglio	this proposal seems to be the best alternative overall impacting the least amount of residential homes/communities as well as the environment. it seems to provide a more continuous flow of traffic both northbound/southbound on 41 without chokepoints at several points throughout the phillips community. this is a major evacuation route and should be free from these chokepoints. routing traffic through park west/dunes west during an evacuation would only cause chaos.
06/12/2018	charles	maglio	straight thru not having any slow downs

06/12/2018	Gina	Richardson	Consideration of making the stated traffic adjustments through the Park West community is uncalled for. Five lanes of traffic in a residential area covering the projected level of traffic is unreasonable. Build a raised highway - think outside the box but stop impacting a community that people move to due to the quite, friendly neighborhood and low traffic levels.
06/12/2018	Gina	Richardson	Consideration of making the stated traffic adjustments through the Park West community is uncalled for. Traffic in a residential area covering the projected level of traffic is unreasonable. Build a raised highway - think outside the box but stop impacting a community that people move to due to the quite, friendly neighborhood and low traffic levels.
06/12/2018	Glna	Richardson	Consideration of making the stated traffic adjustments through the Park West community is uncalled for. Traffic in a residential area covering the projected level of traffic is unreasonable. Build a raised highway - think outside the box but stop impacting a community that people move to due to the quite, friendly neighborhood and low traffic levels.
06/12/2018	Yvonne	Gilbert	This alternative is the most reasonable as it has the least impact on individuals, flood plains, and does not go through communities like Park West. I have lived off a state highway and know how eminent domain works, this is why I chose to live in a community and pay the extra money. Living off a state highway with large road frontage, along a MAJOR evacuation route, one living on this highway can expect to be impacted by an expanded population - NOT PRIVATE COMMUNITIES.
06/12/2018	Yvonne	Gilbert	This is not a good option as it will affect the flood plain and will not provide a direct major route like option 1 does. Great example of this and Alt 7 not being effective alternatives were the significant backups of traffic when the I-526 bridge was out. People were cutting through Joe Rouse to Bessemer to Dunes West and having to still wait for the traffic light to turn numerous times to get onto Rte 41. EXPAND STATE HIGHWAY 41 TO 5 LANES!

06/12/2018	Yvonne	Gilbert	By far this is the WORST Alternative. The largest number of individuals will be affected, the largest number of flood plains will be destroyed, this option increases many safety issues and is detrimental to our family and community. I spoke to hundreds of individuals, we all agree that a 5 lane Bessemer Road will result in significantly lowered property values, unsafe road crossing accessibility to the pool and tennis courts that we pay high fees for through our HOA, destruction of more townhouses in order to make room for this alternative. We moved to this area in order to be close to Highway 41 so that we can evacuate as necessary. A 5 lane highway will significantly limit our ability to evacuate. This option is very poorly planned and doesn't make any sense.
06/13/2018	Lisa	Cyr	Alt.#1 seems like the most reasonable plan. Of the 3 plans, this would allow for the most consistent traffic flow as it is a straight/direct route. It also looks like it would be more cost-effect as a straight route.
06/13/2018	Lisa	Cyr	Would like to know how going from a 5-lane down to a 3-lane and back to a 5-lane will help with traffic flow. This will only slow at the change & cause a bottle neck sotuation.
06/13/2018	Lisa	Cyr	Alt.#1 seems like the most reasonable plan. Of the 3 plans, this would allow for the most consistent traffic flow as it is a straight/direct route. It also looks like it would be more cost-effect as a straight route.
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06/13/2018	Lisa	Cyr	Alt.#7 seems like the worst plan of all 3 options. It takes away more personal land, more wetland/marsh and more from the Co. Park land. This option should also be the most expensive to build with all it's twists & turns. Will there be stop-lights at both points where you leave Hwy 41 and where you re-join it?? Not going to be smooth flow there.
06/13/2018	Dennis	Martin	In favor of alternative 1
06/13/2018	Andrew	Cirillo	Alternative 1 is the best for the community. It is the only real option that solves many needs and existing issues.

06/13/2018	Andrew	Cirillo	NO! NO! NO! This is not reasonable at all? Why route all this traffic around the Phillips Community and thru PW/DW community? Widen 41 as it exists to 5 Lanes ! Alternative 1 is the best for everyone!
06/13/2018	Deborah	McDowell	Alternative one makes the most sense!
06/12/2018	Dale	Tuttle	I see that you have conducted traffic and data studies but I can find that traffic data anywhere on the site. Have you tracked the number of cars leaving each neighborhood as it relates to Option 7? Have you tracked entrance numbers along Hwy 41 through the Phillips Community?
06/12/2018	Linda	Jones	I vote for project 1.(To widen highway 41
06/12/2018	Christie	Sullivan	<p>I have lived here since 1997 and seen the growth east of the Cooper. I have lived in both Charleston National and Park West. The only option to allivuste traffic is Option 1. I believe this is the best option which would not impact the human environments of family living.</p> <p>I would appreciate you considering my input.</p> <p>Respectfully,</p> <p>Christine Sullivan</p>
06/12/2018	Trisha	Montgomery	I vote for Option 1
06/13/2018	Charles	Turbe	Alternative 7 (taking the expansion through Bessemer Street and Dunes West) adversely impacts too many homeowners and should be dropped from further consideration. Thank you.
06/13/2018	Trey	Nicolette	<p>To whom it may concern:</p> <p>I write to express my objection to one of the approved Alternatives for the road project on Highway 41. I object to Alternative 7 that expands Bessemer Rd. though Park West to 5 lanes. This would create an unacceptable condition for the quite neighborhoods that currently exist. I am all for expanding Highway 41 itself, but a 5 lane highway through Park West is ludicrous and would negatively affect the entire community. Thank you</p> <p>Trey Nicolette, Arlington resident</p>
06/13/2018	Tammy	Duranceau	I say NO to option #7!!
06/13/2018	Cheri	Tapager	<p>Please proceed with Reasonable Alternative 1. I strongly oppose Reasonable Alternative 7.</p> <p>Thanks!</p>

06/13/2018	Susie	Koch	<p>This is the ONLY Alternative that makes any sense. It is a straight shot from point A to point B. It IS the existing state highway right now. The State or county probably owns most of the right of way at this time.</p> <p>Hwy 41 is already a very important, but obsolete, Hurricane Evacuation Route from Sullivans Island, Isle of Palms and Mount Pleasant northward and needs to be widened to 5 lanes immediately, not just to Clements Ferry but at least as far as Jamestown. Widening on winding and highly residential Bessemer Road and Park West Blvd. doesn't make any sense at all. It is INSANITY.</p>
06/13/2018	Susie	Koch	<p>Alternative 2 is simply an IDIOTIC IDEA. LOOK AT THE MAP. Does that make any sense at all to divert traffic from a straight road, which has 5 lanes, to a narrower, winding road that goes through a highly developed residential area. What a horrible bottleneck you are going to create with this alternative. This I guarantee you will lead to a giant lawsuit from the residents of Park West and Dunes West against the County/State. Remember, Hwy 41 is the Evacuation Route in a Hurricane emergency. How is that going to work, when the traffic gets to Joe Rouse? It ISN'T. Traffic will back up back to the Isle of Palms Connector. Again, this is a ridiculous idea.</p>
06/13/2018	Susie	Koch	<p>Atl. 7 is the MOST RIDICULOUS proposal of all. You have a straight line road on existing Hwy 41, with most if not all the right of way that you need to expand to 5 lanes. That is just 1 and 1/2 lanes wider on both sides of the road than Hwy 41 is right now. I drive up and down this road almost everyday, and you can plainly see that there is plenty of right of way there that will hardly affect any homes, if Hwy 41 is widened. How many homes along Bessemer Road will have to be leveled to make room for 5 RIDICULOUS LANES OF TRAFFIC? Do I have to mention again the fact that Hwy 41 is the HURRICANE EVACUATION ROUTE FROM THE OCEAN AND MARSH? Also, this Alternative will result in a Huge lawsuit brought by the homeowners of Park West and Dunes West residents. Quit playing politics and widen the road that makes the most sense, and that quite obviously is Hwy 41 itself. Thank you.</p>

06/13/2018	Amelia	Scapicchio	I am opposed to increasing the traffic in my neighborhood by bringing 41 through it.
06/13/2018	Robert	Wise	This incorporates neighborhood roadways into a highway plan. The character of the neighborhoods would be forever lost, and the safety of children on bicycles and on foot would be impacted in a very negative manner. Children of various ages would be positioned to need to cross a multi-lane highway as opposed to a neighborhood two lane road. A much more dangerous situation, especially for the younger children heading to school or to use facilities that are part of the neighborhood design. Traffic flow on Bessemer would eventually jam resulting in little benefit. Better alternatives should be sought that will have less impact on the lives of neighbors who have a peaceful and established lifestyle. 41 is an evacuation route, a highway by nature, and should be the focus of changes intended to reduce congestion and maintain safety.
06/13/2018	Robert	Wise	This is the best of a somewhat limited and not very nice set of choices. At least it is a pre-existing highway and a designated evacuation route. Limitations on the impact to businesses and homes along the route should be considered.
06/13/2018	Robert	Wise	This option creates a bottleneck and promises plenty of opportunity for accidents in the turn lane. It does however maintain the highway and evacuation route as the focus of the project.
06/14/2018	Laura	Thornhill	Do NOT use alternative 7! Widen 41 to 5 lanes from 17 to the Wando River Bridge, and move the traffic in the most efficient and direct way possible.

06/13/2018	William	Wells	<p>I attended the public meeting on Hwy41 on May 16, 2018 I am disgusted that option 7 is even a consideration as Park West is a unified community that was developed with a plan of interconnections of neighborhoods and amenities such as common areas and swimming pools. Everyone can travel about the Park West community neighborhoods by walking, bicycle, and golf cart paths that allow freedom to truly enjoy quiet community life by following the meandering paths. Every day, residents from around all the Park West neighborhoods venture to the swimming pool with their kids by car, golf cart, bicycle, or walking along the interconnected paths to enjoy the serenity of the quiet neighborhood and pool location. There is no 18 wheeler traffic in a planned neighborhood that is designed to be off the interstate. That is why you buy into a community that is off of the interstate. Everyone who has bought into this planned community did so with the understanding that it was not part of Hwy 41, but instead near to Highway 41 and 17. If Park West has traffic volume issues, which it does already as witnessed by its morning and afternoon school rush hour traffic, Park West will need to deal with it in a way that does not destroy the neighborhood. Adding Hwy 41 traffic including truck and 18 wheeler traffic to an already overcrowded neighborhood is not the answer. It would completely destroy the Park West communities common interconnection infrastructure, make the current calm neighborhoods and pool into a noisy mess next to all the Hwy 41 truck traffic and make it undesirable if not impossible for some Park West neighborhoods to try to fight traffic of a 5 lane interstate to take the kids across to the once quiet pool in their strollers or golf carts.</p> <p>Although I have sympathy for people living along present Hwy 41, it is Hwy 41. And if a highway needs to be expanded it should either be widened along its current path, or another new Highway should be planned to provide a new path</p>
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06/13/2018	William	Wells	<p>Although I have sympathy for people living along present Hwy 41, it is Hwy 41. And if a highway needs to be expanded it should either be widened along it's current path, or another new Highway should be planned to provide a new path to offset some of the current and growing traffic. Perhaps a new Hwy from further north on 17 cutting across to join 526 or 26 before new neighborhoods are designed to take up all the real estate. Infrastructure paths need to be planned in advance of neighborhoods and communities being built. Highway 41 as a road was planned before people built next to it. Anyone who builds next to a road knows that someday, some or all of it may be taken away for traffic expansion. Expansion of an interstate is always a nuisance, but you decide how wide it needs to be and you proceed, or you pick an entirely different path through virgin territory that has no impact if available. You don't go in and slice up new communities by stabbing them with major expanded interstates right down their hearts. Option 7 would destroy a thriving Park West community and probably parts of Dunes West as well. I'm sure they have the same issues with interconnections of neighborhoods and amenities.</p>
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06/13/2018	Paul	Donato	<p>Christine Barrett from the Town of Mount Pleasant forwarded this email from Paul Donato sent to Mayor Haynie on 6/13/18.</p> <p>Dear Mayor Haynie,</p> <p>First off I can't believe I even have to spend time to email you about the idea of a 5 lane highway going through Dunes and Park West communities, let alone any highway idea of amount lanes etc. Asinine!</p> <p>I live in Park West and if any of those options ever got approved I can tell you that my family and probably hundreds if not more would revolt and eventually put our house up for sale and move out - netting a crushed home / land value nightmare! How is it even feasible to think this is a good idea for a 2 lane, let alone a 5 lane highway corridor through a family community. Ridiculous!! If even one of those options outside of just widening 41 as it was planned from the beginning gets approved no one gets my vote on council and I sure bet as well all the others with my opinion will do the same, hmmm a lot of votes reside in Park and Dunes West – think about that for a second. Such a disgrace! Please don't let this happen to our beautiful community! I am father with a family of 3 and of which 2 are small young children, we deserve better than these absurd recommendations.</p> <p>Please stop this for all us</p> <p>Signed,</p> <p>Paul</p> <p>Ps. I voted for you and don't make me regret it! Ever!</p>
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06/14/2018	Mary	Todd	<p>Hello, I am a resident of Palmetto Hall, off Dunes West Blvd. Any highway widening project will affect me. Hwy 41 is practically in my backyard and our neighborhood is off Dunes West Blvd., as I mentioned.</p> <p>The real and only solution to the traffic mess, preservation of quality of life and the environment is MASS TRANSIT system. There is just no other way. Some one really needs to come up with a plan for that, put incentives in place like tax breaks, vouchers for Starbucks, whatever it takes, because that's what is needed.</p> <p>Not holding my breath for that, however, so I will go with option 2 and strongly oppose option 7.</p> <p>Thank you. Mary Todd</p>
06/14/2018	John	Creveling	<p>Unable to comment on alternatives due to lack of statistical traffic data. Data needed: current volume by direction, type[i.e. heavy commercial, light commercial, passenger], time of day, origin and destination.</p> <p>Also the current new bridge over the Wando appears to be only a 3 maybe 4 lane bridge. Would not that bridge create a bottle neck for any 5 lane consideration? Were any considerations given to construction of a new inter county connection route slightly further north on US 17 say at Chandler Road and skirting the the Marion Nation forest?</p>
06/14/2018	Mary Ayn	Devrise	<p>Good morning it is, it is Wednesday, it is 14 June. It is about 10:00 AM in the morning. My name is Mary Ayn last name is Devrise. I live at the Battery Park West in Mount Pleasant. My address is [REDACTED] [REDACTED] I am very very much opposed to alternative number seven. My phone number is [REDACTED] again [REDACTED] [REDACTED] I feel that you have to find another way of completing this project. Thank you.</p>

06/14/2018	Christine	Taylor	<p>Gentlemen,</p> <p>I have lived in Arlington since Bessemer Road was a dirt road. Now you have plans to make it a five lane road leaving me and my neighbours living on a traffic island with difficult access to the amenities we pay for.</p> <p>Have you gentlemen ever heard of a master plan ? How many years is it since we had to fight city hall to get a circle, rather than traffic lights, at the intersection of Park West Boulevard and Bessemer Road ?</p> <p>React planning is expensive as can be seen from your lack of planning for traffic congestion alleviation with Alternative 7 .</p> <p>Why approve all this housing construction and then have to plan highway modifications that affect recently built structures ?</p> <p>The drop-in presentation at the gym was impressive but the portrayals of the alternative routes were so small that it was not possible to determine the impact of the various options.</p> <p>I understand the reluctance to impact hwy 41 residents by increasing to 5 lanes but is it reasonable for me to live on a traffic island in a house whose value has dropped through the floor.</p> <p>I am supposing that my lot will not actually be affected but who can tell from the tiny pictures on the website.</p> <p>Needless to say I am totally opposed to Option 7.</p> <p>Why don't you come up with a better plan using Laurel Hill Park and leave Bessemer alone. Connection to Park West Blvd could be between the town houses facing Bessemer opposite Arlington and those adjacent to the Park West Amenity Center. I would have difficulty in getting to the town and Park West amenities but at least I could get out of Arlington without having to cross 3 or more lanes of traffic. Dunes West will have to decide what they want for themselves.</p> <p>Christine Taylor - BS Eng (L'pool) MBA (NYU)</p>
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06/14/2018	Rick	Amirault	<p>I just can't believe our elected representatives would willingly crucify home values and neighborhood safety if they choose this bizarre alternative plan.</p> <p>Please add my negative comments to the others.</p> <p>Just say NO to Alternative 7</p>
06/14/2018	William	Mills	<p>This has to be the most ridiculous idea ever conceived. Why in the world would you detour through an existing neighborhood? This adds millions of dollars to the project, lengthens travel time, creates unnecessary intersections, is more dangerous and problematic for evacuations. Do the right thing and expand the existing Hwy 41 to five lanes in a straightforward manner.</p>
06/14/2018	William	Mills	<p>Absolutely the BEST ALTERNATIVE. Lets get it done!</p>
06/14/2018	Matt	Rothwell	<p>This is the best/safest option for our community.</p>
06/14/2018	Ed	Shropshire	<p>This is the only reasonable option. I have been a police officer for more than 30 years dealing with traffic issues. Having reviewed to options this is the only one that makes sense. All of the options will require a reduction in residential building in this area so as not to overwhelm these improvements.</p>
06/14/2018	Ed	Shropshire	<p>This is not a good idea. A highway in a straight line is obviously more efficient. Re-routing the highway through a residential community will create even more traffic issues during the long construction process. Everyone has known for years that 41 would have to be widened. Changing that now, and impacting the neighborhood is not the right thing to do, and would create more hazards withing the community.</p>

06/14/2018	Karl	Young	<p>I prefer alternative 7.</p> <p>The preservation of the Philips Community is a highest priority, because it connects us with the charism of Mount Pleasant, black contribution to our area and America. It also prevents the incursion into this community. Bessemer Road is also a heavily travelled road, even now, as witnessed by the new light and traffic pattern at Bessemer and 41. It is hard to imagine that Park West Blvd. between 17 and 41 will not become a 5 lane road and its connection to Bessemer is logical. (Stockton is virtually commercialized now and it will add immense volume of traffic to Park West Blvd. in the future as well.)</p> <p>Sincerely, Karl W. Young [REDACTED]</p>
06/14/2018	Karl	Young	<p>I prefer alternative 7.</p> <p>The preservation of the Philips Community is a highest priority, because it connects us with the charism of Mount Pleasant, black contribution to our area and America. It also prevents the incursion into this community. Bessemer Road is also a heavily travelled road, even now, as witnessed by the new light and traffic pattern at Bessemer and 41. It is hard to imagine that Park West Blvd. between 17 and 41 will not become a 5 lane road and its connection to Bessemer is logical. (Stockton is virtually commercialized now and it will add immense volume of traffic to Park West Blvd. in the future as well.)</p> <p>Sincerely, Karl W. Young [REDACTED]</p>
06/14/2018	Joy	Dryden	<p>Alternative 7 is a terrible idea. Highway 41 should be widened, not detoured through the Park West and Dunes West neighborhoods. This alternative is particularly awful for families living along Bessemer Road. They don't have much land to spare, so a highway through there would create a dangerous environment for their children. Suppose a family in the Arlington subdivision wants to bike to the Park West pool. Under this plan, they would have to cross a five-lane highway. Impossible!</p>

06/14/2018	Mary	Horres	<p>Dear Project Team:</p> <p>I am writing to urge that Dunes West Boulevard be removed from consideration as Alternative 7 for Highway 41 corridor improvements. It was not designed to be a state highway, and it serves a valuable function now as a roadway that interconnects the Dunes West neighborhoods with each other and with schools, restaurants, and stores without adding additional traffic onto Highway 41. I support Alternative 2 or Alternative 1 with additional measures such as a pedestrian overpass and noise-abatement walls for the Phillips Community. I do think that every measure should be taken to assist the Phillips Community in this project, but turning Dunes West Boulevard and Bessemer Road into a five-lane section of Highway 41 is not acceptable.</p> <p>Dunes West is a gated community of over 1700 homes (2500 at build-out in a few years) that has two entrance/exit points –the main gate at Dunes West Boulevard and a north gate at Highway 41. Each day there are about 12,000 entrances and exits at the main gate. In addition, there are four Dunes West neighborhoods outside the gates, and the hundreds of residents in each of these communities have only one entrance/exit point at Dunes West Boulevard. If Dunes West Boulevard were to become a five-lane portion of Highway 41, all five Dunes West neighborhoods would be directly entering Highway 41 every day at the Dunes West gate and at four additional Highway 41 intersections, one at each of the other neighborhoods. How would the hundreds of residents turn left at these intersections without additional traffic lights? How would the residents, especially children, in the three neighborhoods on the south side of Dunes West Boulevard safely cross the five-lane highway to go to their neighborhood pool and tennis courts? Twice a day for nine months of the year, school buses and car traffic to schools would clog this section of Highway 41 as well.</p> <p>Alternative 7 also has the greatest environmental impact of the three alternatives propos</p>
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06/14/2018	Mary	Horres	<p>Alternative 7 also has the greatest environmental impact of the three alternatives proposed. Floodplain impacts are 23% more for Alternative 7 than for Alternative 1, acres of wetland impacted increase by 36%, and stream impacts increase by 36%. These are flood-prone areas, and we should be reducing environmental impacts as much as possible, not increasing them.</p> <p>Thank you for your consideration of my concerns, and please add me to the mailing list for project updates.</p> <p>Sincerely, Mary Horres</p> <div></div>
06/14/2018	Michael and Elizabeth	Lierly	<p>As property owners in Dunes West since 1989 when development oversight was solely Charleston County, one could see the eventual and potential growth in this area. For several reasons I/we are in favor of Alternative 1 only. State Highway 41 was clearly the designed direct (straight) road between U.S. Highway 17 and the southeastern most point of the bridge crossing the Wando river. There was and still remains sufficient state or county property rights of way to afford Alt.1 without enlarging the re-routing traffic via the other options. They would include an additional mile (in length) of travel as well as numerous issues with higher density structures both residences and light commercial. As my grandfather used to say, the shortest distance between two points is a straight line.</p>
06/14/2018	Paul	Michaud	<p>Paul Michaud submitted an email comment on 6/14/18, due to the length of the email it has been uploaded as a PDF to the database for reference.</p>
06/14/2018	Mark	Skoner	<p>Mark Skoner sent an email comment on 6/14/18, due to the length of the email it has been uploaded to the database.</p>

06/16/2018	David	Deborah	Oyster	<p>Alternative 1 is the worst thing that could happen to Phillips Community. This would once again SHORT-CHANGE the African-American Communities, which has already been done with Hungryneck, Sweetgrass, and now Swails. Snowden has also been impacted. Mt. Pleasant seems destined to ruin all of the Freeman communities.</p> <p>Remember this is projections for 2045. Now it's an inconvenience during peak traffic in the AM and PM, but otherwise quite tolerable other times during the day.</p> <p>Having moved to Dunes West 20 years ago, the last thing I want to see is the Phillips Community half-decimated with a 5 lane road through-out.</p> <p>Going to Alternative 2 would slow traffic, but give all pause regarding the Freeman Communities.</p> <p>If traffic slows even more maybe developers will give up, and folks won't crowd this area anymore.</p>
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06/16/2018	David	Deborah	Oyster	<p>Best alternative given that this is for a 2045 projection. In 20 years the topography will have changed to a better option. But for now the traffic is only heavy for a brief time in the AM and PM.</p> <p>Five lanes through marsh in the Phillips Community and removing frontage from all the neighborhoods along this path is horrible at best.</p> <p>Alternative 7 is an abomination for the neighborhoods that enjoy the entrance to Dunes West and Park West.</p>
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06/16/2018	David Deborah	Oyster	<p>This alternative is horrible for several reasons. Remember this is a 27 year projection. Ruining the entrance to Dunes West and Park West is a non-starter. This would decimate the median on Dunes West Blvd a major reason folks choose to live here. Much of the development is in Carolina Park. Let them figure out the best way to enter Carolina Park is Hwy 17, not Dunes West Blvd/Park West Blvd.</p> <p>It would preserve to an extent Phillips Community for a time. 27 years later this topography will have changed and other alternatives can then be explored.</p> <p>Developers should take heed and slow down. The NO BUILD OPTION could be continued as long as possible and just maybe folks would stop moving here.</p> <p>Finally, regardless of the final decisions, there should be plans to make it easier, not harder, for Phillips Community to stay connected with proper crossings be they flashing crosswalks, overpasses, or other alternatives. Dividing this community is another travesty such as Hamlin, Snowden, 6 mile, etc.</p>
06/15/2018	Luciana	Roncon	<p>As a new resident of Park West I am very concerned about the "reasonable" alternatives to hwy 41. Having traffic come through Park West does not sound reasonable at all to me, I am sure I am not the only resident that chose Park West because it is a contained environment and having thousands more vehicles drive through my back porch every day is NOT what I signed up for, traffic during the school year is already bad enough, we do not need any more added to it. Not to mention the fact that I can't even imagine what the construction phase will be like.</p> <p>I am outraged by this plan on the part of the city.</p> <p>Sincerely,</p> <p>Luciana Roncon</p> <div></div>

06/15/2018	Layne	Bessho	In favor of this option.
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06/14/2018	Shannon	Hellwig	On 6/14/2018 Shannon Hellwig send Mayor Will Haynie an email with an attached letter stating her comments and concerns on the project. Due to the length of the letter it has been uploaded in the database.
06/16/2018	Mary	Bell	Prefered option. Do not let the rich people in those 2 subdivisions ruin the Phillips community that has had family land for over 100 years. Besides that, there would be wetlands to fill.

06/15/2018	Michael	Perry	<p>I am unconditionally OPPOSED to Alternative 7. Taking a treelined, manicured, parklike boulevard with lampposts and walking/bike paths and widening it to a 5 lane highway through a residential planned community seems so obviously absurd that I am shocked it is even being considered. It is absolutely NOT a “reasonable” alternative. Highway 41 is a highway and should be maintained as a highway. I am opposed to the increase in traffic caused by diverting the flow of highway 41 traffic onto this winding residential network of roads for the following reasons:</p> <p>1. Safety: These changes raise serious safety concerns.</p> <p>a) Dunes West Blvd. and Bessemer Road are feeder roads for several communities, and all of those communities will intersect with this new highway making motor vehicle accidents more likely.</p> <p>b) Obviously there are walkways and bike paths along Dunes West Blvd. and Bessemer Road as well as green space bordering the road in most places. Will we feel comfortable walking and biking alongside a highway, or letting our children do the same? No, we will not.</p> <p>c) Drivers coming from NW on 41 and turning onto Dunes West “Highway” will soon figure out that they can turn onto Park West Boulevard and avoid the Rte 41/ Rte 17 intersection. This route will take them all the way through Park West, past all the schools, recreation facilities, pedestrian crosswalks, and homes. What will be next? Will we then have to widen Park West Blvd to 5 lanes?</p> <p>d) Highway 41 is a straight line hurricane evacuation route. I don’t see the logic in transforming that to a meandering route through a large residential development.</p> <p>2. Environmental impact: According to the studies and summary statistics that the project team provided, compared to the other alternatives, Alternative 7 negatively impacts the most Wetlands acreage, the most Floodplains acreage, and the most Laurel Hill County Park acreage. I would also wonder about the number of homes directly impacted by poorer air quality and inc</p>
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06/15/2018	Michael	Perry	<p>increased noise compared to the smaller number of homes bordering highway 41.</p> <p>3. Property values: As a family who purchased a home in Park West after “shopping” for 5 years, we can attest to the fact that the tree-lined, picturesque access to the community was a factor in our decision to buy and live here. Widening Dunes West Blvd and Bessemer Road would undoubtedly decrease the value of many more homes than would widening Highway 41. I am certain that several homes would go on the market immediately if alternative 7 was chosen. Perhaps it would put an end to the seemingly endless (reckless) building of new homes in the area, but that is the only upside I can envision.</p> <p>As someone who grew up in New Jersey, I am very familiar with balancing the value of honoring historic places and structures with the modern needs of the public at large. With all due respect to the concerns of the Phillips community and to the history of that area, I really do not see how widening Highway 41 destroys any of the historic nature or integrity of that community. Today a busy highway bisects the community. I feel very sad for the folks who are working hard to keep up their homes along the highway and for the folks who apparently don't have the means to maintain or improve their property. But let's be honest; there is really nothing there except a historic marker sign to indicate the community's historic significance. How will it be any different if the highway is widened? Smart people who are experts in planning and civil engineering should be able to propose improvements along that corridor that would add to the safety, the value, and the historic integrity of that stretch of road. That is why I support Alternatives 1 and 2 and OPPOSE Alternative 7.</p>
06/15/2018	Mike	Skoner	<p>On 6/15/18 the project team received a letter from Mark Skoner with his comments on the project. A pdf of this letter has been uploaded to the database.</p>

06/15/2018	Michael and Sherryl	Perry	<p>#1 seems to me to be the most reasonable alternative to address the stated goals of IMPROVED CAPACITY ALONG THE CORRIDOR and IMPROVED SAFETY (The other main goals are more focused on the intersection with Rte 17 and are not pertinent to the stretch of highway through the Phillips community)</p> <p>In comparison to alternative 7, Alt #1 is BY FAR the better option in terms of safety. Measures can and should be taken to improve safety along 41 through the Phillips community (cross walks with traffic lights? pedestrian overpass(es)?) instead of degrading the safety across the board through a residential planned community.</p> <p>#2 would be acceptable as an alternative to #1. With consideration for the historic nature of the Phillips community and the concerns of that community, it would be I think an agreeable concession to only widen the highway to 3 lanes in that area. This would also allow for safety improvements like sidewalks, crosswalks, etc. Common sense tells me that the traffic study assumption of severe traffic through that 3 lane strip is overstated. Almost all of the traffic going in and out of Joe Rouse/Bessemer Road and Dunes West Blvd will be traveling in the direction away from the Phillips community. In other words, if I am leaving Park West or Dunes West and headed for Rte 17 today, I will take Bessemer Road to 41 and turn left/south-east away from Phillips community. If I am headed to Clement Ferry road, I will take Dunes West Blvd. and turn right/north-west away from Phillips community. This logical travel pattern will naturally alleviate some of the strain on that stretch of 41 that passes through the Phillips Community.</p>
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06/15/2018	Michael and Sherryl	Perry	<p>I am unconditionally OPPOSED to Alternative 7. Taking a treelined, manicured, parklike boulevard with lampposts and walking/bike paths and widening it to a 5 lane highway through a residential planned community seems so obviously absurd that I am shocked it is even being considered. It is absolutely NOT a “reasonable” alternative. Highway 41 is a highway and should be maintained as a highway. I am opposed to the increase in traffic caused by diverting the flow of highway 41 traffic onto this winding residential network of roads for the following reasons:</p> <p>1. Safety: These changes raise serious safety concerns.</p> <p>a) Dunes West Blvd. and Bessemer Road are feeder roads for several communities, and all of those communities will intersect with this new highway making motor vehicle accidents more likely.</p> <p>b) Obviously there are walkways and bike paths along Dunes West Blvd. and Bessemer Road as well as green space bordering the road in most places. Will we feel comfortable walking and biking alongside a highway, or letting our children do the same? No, we will not.</p> <p>c) Drivers coming from NW on 41 and turning onto Dunes West “Highway” will soon figure out that they can turn onto Park West Boulevard and avoid the Rte 41/ Rte 17 intersection. This route will take them all the way through Park West, past all the schools, recreation facilities, pedestrian crosswalks, and homes. What will be next? Will we then have to widen Park West Blvd to 5 lanes?</p> <p>d) Highway 41 is a straight line hurricane evacuation route. I don’t see the logic in transforming that to a meandering route through a large residential development.</p> <p>2. Environmental impact: According to the studies and summary statistics that the project team provided, compared to the other alternatives, Alternative 7 negatively impacts the most Wetlands acreage, the most Floodplains acreage, and the most Laurel Hill County Park acreage. I would also wonder about the number of homes directly impacted by poorer air quality and inc</p>
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06/15/2018	Michael and Sherryl	Perry	<p>increased noise compared to the smaller number of homes bordering highway 41.</p> <p>3. Property values: As a family who purchased a home in Park West after “shopping” for 5 years, we can attest to the fact that the tree-lined, picturesque access to the community was a factor in our decision to buy and live here. Widening Dunes West Blvd and Bessemer Road would undoubtedly decrease the value of many more homes than would widening Highway 41. I am certain that several homes would go on the market immediately if alternative 7 was chosen. Perhaps it would put an end to the seemingly endless (reckless) building of new homes in the area, but that is the only upside I can envision.</p> <p>As someone who grew up in New Jersey, I am very familiar with balancing the value of honoring historic places and structures with the modern needs of the public at large. With all due respect to the concerns of the Phillips community and to the history of that area, I really do not see how widening Highway 41 destroys any of the historic nature or integrity of that community. Today a busy highway bisects the community. I feel very sad for the folks who are working hard to keep up their homes along the highway and for the folks who apparently don't have the means to maintain or improve their property. But let's be honest; there is really nothing there except a historic marker sign to indicate the community's historic significance. How will it be any different if the highway is widened? Smart people who are experts in planning and civil engineering should be able to propose improvements along that corridor that would add to the safety, the value, and the historic integrity of that stretch of road. That is why I support Alternatives 1 and 2 and OPPOSE Alternative 7. We support alternatives 2 or 1.</p> <p>We OPPOSED to Alternative 7.</p>
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06/15/2018	Catherine	McGinnis	Hi my name is Catherine C McGinnis that's C-A-T-H-E-R-I-N-E, middle initial C, last name McGinnis M-C-G-I-N-N-I-S and I live at [REDACTED] and that's in the town of Mount Pleasant that's M-O-U-N-T Pleasant P-L-E-A-S-A-N-T Mount Pleasant South Carolina SC and the zip is 29466. My phone number is [REDACTED] and a convenient time to call me would be anytime between 10 in the morning and about 8 at night 10:00 AM to 8:00 PM. I was not able to attend the meeting which was I think on May 16 and I am very much concerned about the fact that my entrance to my home could possibly become a 5 line(?) Highway. I just moved here from James Island and I'm in my 60s retired and this was to be my calm safe place and now just think that I'm gonna have a super highway...
06/15/2018	Debbie	Riddick	I am a 25 year resident of Dunes West and I am concerned about future plans to widen Dunes West Blvd. Please reconsider widening Dunes West Blvd.! I think this is the worst solution to a horrendous traffic problem and it will hurt our property values in Dunes West. In my opinion, it makes more sense to widen Hwy.41.
06/15/2018		mesa5905@gmail.com	Please do not widen Dunes West or Bessemer, makes all the sense in the world to widen through the Phillips Community.

06/15/2018	Helen	Head	<p>I am writing to express my opinion regarding the three options on the table for handling the traffic on 41.</p> <p>Option 1: Option 1 is not a viable option. Currently, Hwy 41 is not able to adequately handle the traffic. With all of the construction currently in progress along with additional future home building and business building, it will only get worse and be totally inadequate.</p> <p>Option 2: This option seems to be the best option. It is a "straight shot" from 17 to the Wando Bridge. I understand the issue of historical significance of this option but it is the most reasonable. The number of persons affected by this option is way less than option 7. Is it possible to use the land west of the current 41 to put in the 5 lanes. There appears to be quite a bit of vacant land behind (west of) the Phillips Community.</p> <p>Option 7: I am extremely opposed to this option. The number of persons affected is huge. It is my understanding that some homes which have just recently been built and occupied would be torn down to accommodate the five lanes--totally unacceptable.</p> <p>It is my understanding that many homes/townhomes which have recently been build and occupied would be torn down and the homeowners displaced. The Dunes West and Park West Communities are heavily populated family communities; the noise level and high traffic would be very disturbing to the residents of these community. The safety of children would be put in jeopardy--those who bike to the pool, jog along the sidewalks, etc.</p> <p>Option 7 is totally unacceptable for many reasons. It should not be considered as a viable solution.</p>
06/15/2018	Robert	Cassity	<p>[REDACTED]. Why can't there just be turning lanes for left and right turns. Better for a turning vehicle to stop in a turning lane rather than block traffic which is the root of the back up on HWY 41.</p>

06/15/2018	Bruce	Bremer	The community that contributes so much of the traffic doesn't want to contribute to the solution. Typical not in my backyard response.
06/16/2018	Scott	Schmitz	This is a creative and reasonable solution, please proceed with this as the chosen alternative.
06/15/2018		Goto	Great option, maintain the current Hwy with a decent traffic, and a compromise during rush hours. And for the cultural side, why not change the name to Phillips Hwy and make a mark with a small Park.
06/16/2018	Mary	Mitchell Collins	Doing nothing to improve the flow is the worst of all alternatives. What happens during an evacuation? I prefer Alt 1 but will live with Alt 7 if I could only see exactly what this entails. Maps are too small to visualize what is planned. Alt 1 Change # of Sweet Grass Basket to those in use = 0; Alt 7 - I don't live in Rivertown but what happens? Would the light be moved to where Harris Teeter is.
06/16/2018	James	Butler	In my opinion this is the worst alternative. How many neighborhoods will be affected by a 5 lane road running through them not to mention the property value. The powers to be have already downgraded the Phillip's Community with development after development being built and the only way in and out is Hwy 41. I can't blame the Phillip's Community not wanting a 5 Lane Road through their community. The best option my be a 3 Lane Road for 41 which my not upset the Community too much.
06/16/2018	Lawrence	Borowiecki	The three [voting] adults within our household live within Dunes West and we are in favor of Alternative 1 because it will: be least dis- ruptive of our typical local travel plans; be more direct for traffic heading to/from Hwy 17, shopping develop-ments on HWY 41, and to/from present and future develop-ment on Clements Ferry, as well as access to HWY 526.
06/16/2018	Rex	Atkinson	Alternative 7 is a good idea. This is the alternative we support. We live on Hwy 41 at Cardinal Hill. In the 5 lane version how would we exit our neighborhood?

06/16/2018	Marianne	Greco	Alternative 7 is a terrible alternative. I believe it would actually increase traffic and noise for all communities. Why is there no alternative with Dunes West and Park West going to 4 lanes, which is reasonable, with Hwy 41 going to 5 lanes all the way up and down? Dunes West and Park West need to grow their infrastructure to 4 lanes to accommodate the monstrous traffic problems inside our communities that occur because of schools in the community (Wando High,Cario, and Pinckney). Increase everything-but Hwy 41 also needs to increase all the way up and down- detouring around the road in the middle is a ridiculous option. EVERYTHING needs to grow- Hwy 41 to 5 lanes AND Dunes West and Park West Blvd.'s to 4 lanes. Everyone shares in the growing pains. Thanks for considering this .
06/16/2018	Patricia	Lamanna	Of 1-2-7 this is the least attractive, it impacts the most people with many homes along and next to the adjoining route.
06/16/2018	Patricia	Lamanna	I think this makes the most sense ,a straight shot of 5 lanes from 17 to the bridge ,even though I feel badly for the Phillips Community.
06/16/2018	Patricia	Lamanna	This would be my 2nd choice even though I think it would still be a large bottleneck between 5 lanes to 3 lanes then to 5 lanes again.
06/16/2018	Patricia	Lamanna	This would be my 2nd choice even though I think it would still be a large bottleneck between 5 lanes to 3 lanes then to 5 lanes again.
06/16/2018	Benjamin	Lamanna	Although I do have empathy for the Phillips Community, I am strongly in favor of Alternative 1 I believe it is the most efficient and safest alternative. Dunes West /Park West Blvd is presently congested with school buses and cars near to schools Other alternatives would be a concern.
06/16/2018	sarah	jacob	I support this alternative as it would have the least impact on the Philips community and we need to preserve our historic African American communities. Too many African American communities are already gone.
06/16/2018	sarah	jacob	I oppose this alternative as it increases the pressure on the Philips community and does not ask of the Caucasian communities that are largely responsible for the need to widen highway 41.

06/16/2018	Gregory	Shore	This is the only alternative that leaves the Philips Community intact and should be used. Hwy 41 carries more traffic because of Park West and Dunes West and they should bear the inconvenience and burden. The small African American communities in the East Cooper area have been pushed and squeezed for far too long and are an important part of Gullah-Geechee Corridor.
------------	---------	-------	--

06/16/2018	Russ	Smith	<p>Alt 1 is the only one I'd consider of the 12 you proposed due to fewer negatives than the others more so than more positives. At a basic level it makes much more common sense than Alt 7, as it modifies an existing Hwy that carries close to 25k vehicles/day instead of trying to put a round peg into a square hole, as Alt 7 does by cramming 25k vehicles/day through a planned development that was never intended to have such traffic running through it. It would also allow heavy vehicles that are currently prohibited on Dunes West Boulevard to run through the planned development.</p> <p>Between 5 and 10 thousand residents of Mt Pleasant live in property purchased in Dunes West and nearby neighborhoods based in large part on how the PUDs, zoning, subdivision plats and associated infrastructure have been legally established through the years. This planned development approach represented the nature of these neighborhoods for 25 years. By fundamentally diminishing the aesthetics, livability and appeal of these neighborhoods, those who would approve Alt 7 would be placing at risk the market value, likely > \$1 Bn, and equity currently owned by these residents and many mortgage lenders. Needless to say, for many, these investments are by far the most valuable financial asset they own.</p> <p>I believe it is a serious flaw in the environmental impact analysis to acknowledge an assigned historical status of a community consisting of ~100+ dwellings and apparently assigning disproportionate weight and favor to these residents while absolutely ignoring the potential economic impact on the owners of more than 3,000 dwellings.</p> <p>None of the data that has been provided to the public gives any hint at the technical approach for managing the entrances to ~ 7 neighborhoods that lie along the proposed Alt 7 "bypass." This includes the main entrance to Dunes West, which is known to have 3,000 vehicle entries/weekday. How in the world would that (continued in subsequent message)</p>
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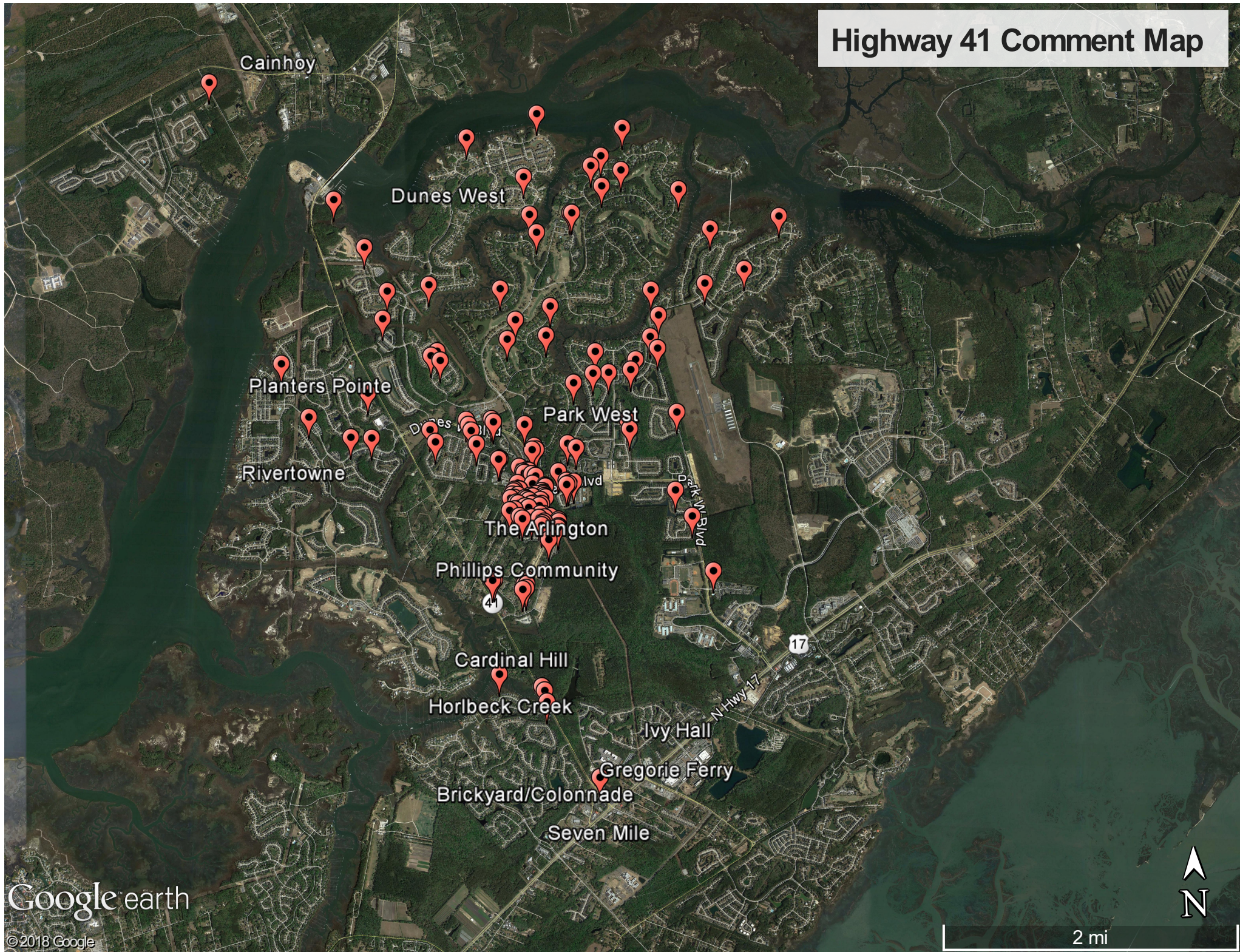
06/16/2018	Russ	Smith	<p>Alt 1 is the only one I'd consider of the 12 you proposed due to fewer negatives than the others more so than more positives. At a basic level it makes much more common sense than Alt 7, as it modifies an existing Hwy that carries close to 25k vehicles/day instead of trying to put a round peg into a square hole, as Alt 7 does by cramming 25k vehicles/day through a planned development that was never intended to have such traffic running through it. It would also allow heavy vehicles that are currently prohibited on Dunes West Boulevard to run through the planned development.</p> <p>Between 5 and 10 thousand residents of Mt Pleasant live in property purchased in Dunes West and nearby neighborhoods based in large part on how the PUDs, zoning, subdivision plats and associated infrastructure have been legally established through the years. This planned development approach represented the nature of these neighborhoods for 25 years. By fundamentally diminishing the aesthetics, livability and appeal of these neighborhoods, those who would approve Alt 7 would be placing at risk the market value, likely > \$1 Bn, and equity currently owned by these residents and many mortgage lenders. Needless to say, for many, these investments are by far the most valuable financial asset they own.</p> <p>I believe it is a serious flaw in the environmental impact analysis to acknowledge an assigned historical status of a community consisting of ~100+ dwellings and apparently assigning disproportionate weight and favor to these residents while absolutely ignoring the potential economic impact on the owners of more than 3,000 dwellings.</p> <p>None of the data that has been provided to the public gives any hint at the technical approach for managing the entrances to ~ 7 neighborhoods that lie along the proposed Alt 7 "bypass." This includes the main entrance to Dunes West, which is known to have 3,000 vehicle entries/weekday. (Continued in subsequent submittal)</p>
------------	------	-------	--

06/16/2018	Russ	Smith	<p>(Continued - Pt 2) How in the world would that intersection be designed to avoid enormous backups twice/day without usurping even more existing open space privately owned by Dunes West property owners for some elaborate intersection? Cars coming into and out of the DW main gate currently have to cope with a few thousand vehicles/day at that intersection. How does that work when that number gets increased by several hundred percent? How will the hundreds of vehicles/day that have to make left turns out of and into neighborhoods such as The Heritage, Palmetto Hall, Cypress Point, Ellington Woods and Arlington? Are there going to be 5-6 signalized intersections handling thousands of vehicles/day in cross traffic if rerouted Hwy 41 if Alt 7 is selected? What effect will that have on the average speed along a rerouted Hwy 7?</p> <p>Conversely, adding 2 lanes, 2 bike lanes and a “suicide lane” would expand the existing right of way through Phillips by about 20 feet on each side. And half of that 20 feet is either grass or sidewalk, so aesthetically, to the curb and gutter, the growth in the right of way is 10 feet per side. The number of existing properties that would be affected more than 50% is THREE. Less than 50% more Phillips properties than Alt 7 would be affected partially. Why are we even debating this?????</p> <p>Bottom line: the Phillips Community ALREADY HAS 20,000 VEHICLES DRIVING THROUGH IT NOW. The impacts on it with Alt 1 are at the margins, whereas the impacts on Dunes West with Alt 7 could fundamentally impact the value of a development where affluent people make purchasing decisions based on aesthetics and lifestyle, neither of which are compatible with 25,000 vehicles/day and a new 5 lane state highway ruining what is one of the more iconic gateways into a development in the Charleston metro area.</p> <p>(Continued in subsequent submittal - pt 3)</p>
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06/16/2018	Russ	Smith	(Continued from Pt 2) By the way, I'm all for modernizing the Dunes West Blvd/Rivertowne Parkway/Hwy 41 intersection if Alt 1 is selected even if it means consuming some of the DW-owned open space nearest Hwy 41. If you don't dramatically improve that intersection and the Hwy 17N intersection as an integral part of this project then it won't matter where you run Hwy 41.
06/16/2018	Tram	Sanborn	This is the best solution. An escape route needs to be a straight, shortest line.
Total records in this page :1185 Records			

Report Generated by :Hwy41SC
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Highway 41 Comment Map



HOA Leadership & Stakeholder Meetings

March 5-6, 2019



The goals of today's meeting are to:

- Provide you with an update on where we are in the environmental and alternatives development process.
- Gather your input and feedback on issues and opportunities for Alternatives 1 and 7a.
- Provide information on next steps and interim improvements.

Interim Improvements

Purpose: to relieve some congestion until final project can be constructed

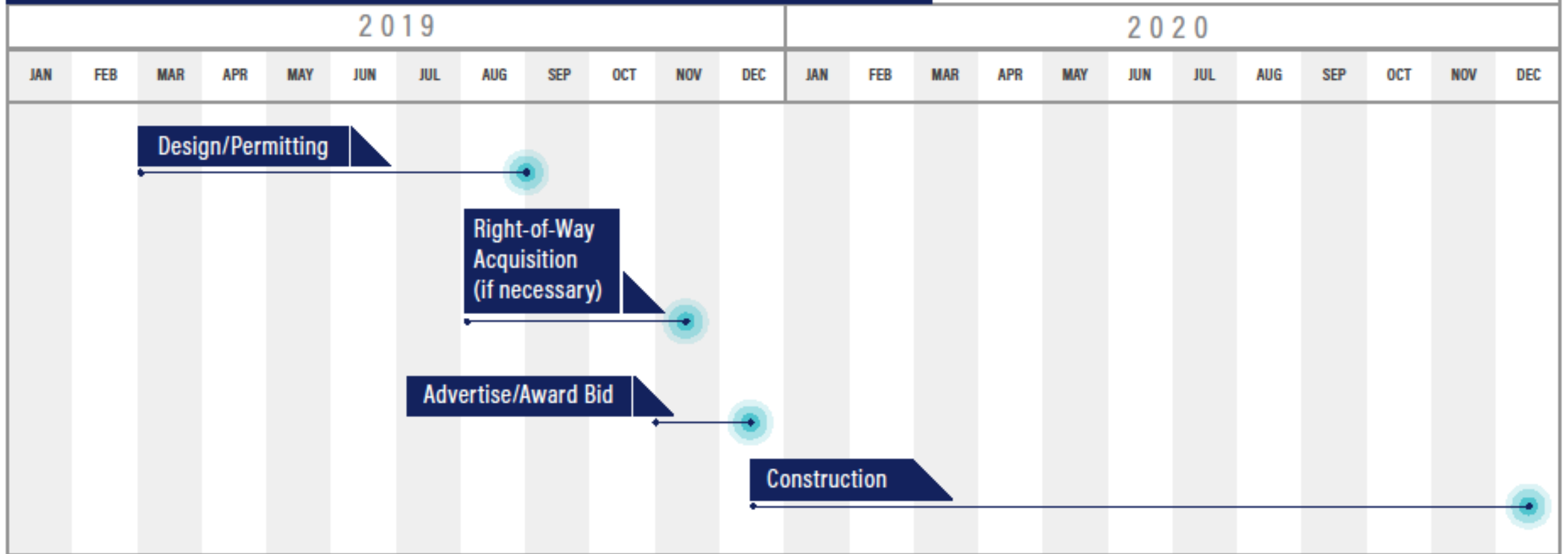
- Southbound lane on Highway 41 from Joe Rouse Road to Highway 17
- Improved signal timing at Highway 41 and Highway 17

Next Steps:

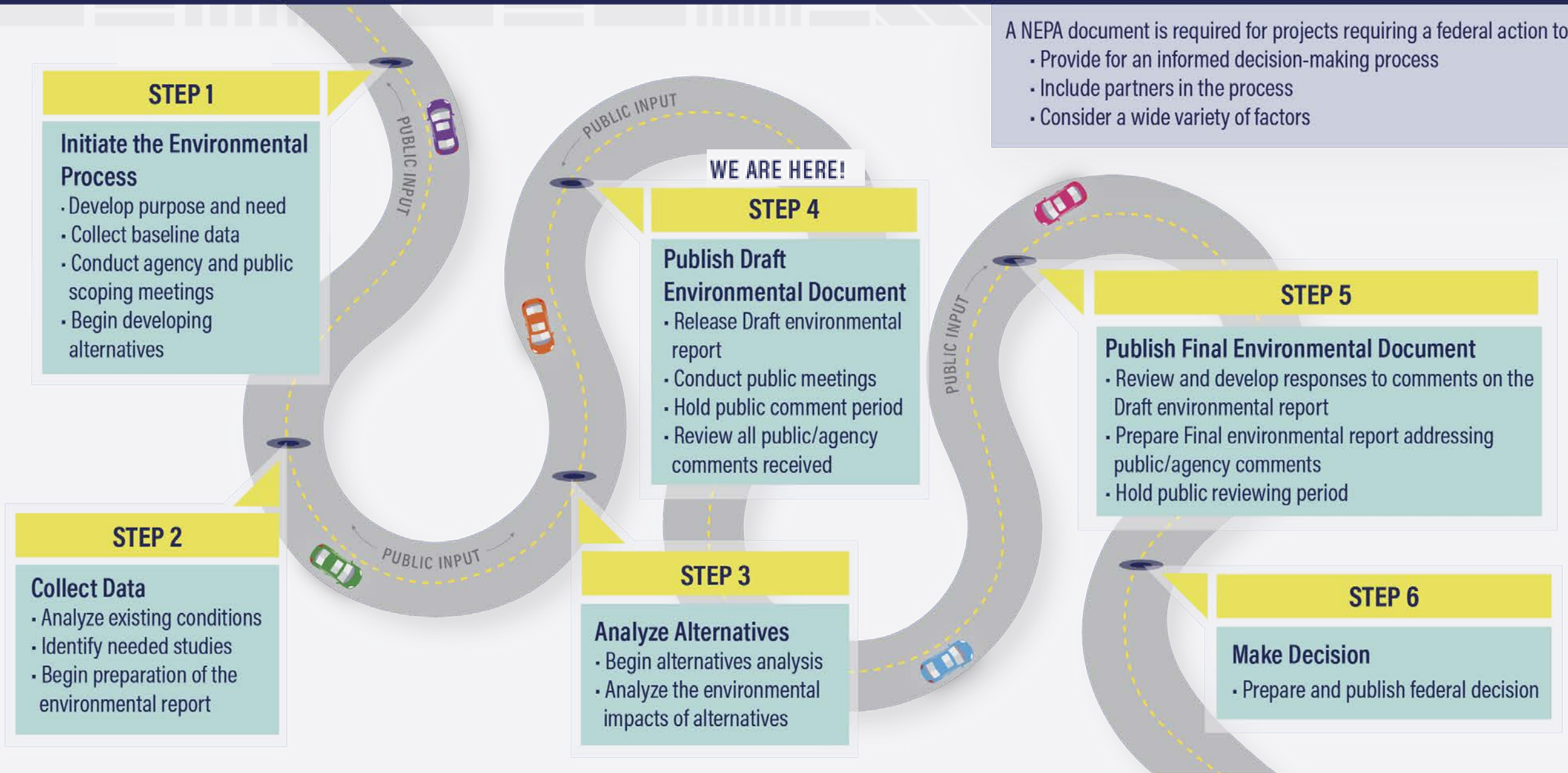
- Town of Mt. Pleasant Council has approved the first reading for funding of the design; final approval expected March 12
- Charleston County Council has given approval for staff to manage design and permitting
- County Council will consider construction funding recommendations from staff as design progresses



Proposed Interim Improvements Project Schedule



National Environmental Policy Act (NEPA)



ALTERNATIVES SCREENING PROCESS

DEVELOP RANGE OF ALTERNATIVES

Based on

- Preliminary traffic studies (CHATS model and planned developments)
- Regional planning documents
- Community and stakeholder working group meetings
- Agency input

ALTERNATIVE	1	ALTERNATIVE	7
ALTERNATIVE	2	ALTERNATIVE	8
ALTERNATIVE	3	ALTERNATIVE	9
ALTERNATIVE	4	ALTERNATIVE	10
ALTERNATIVE	5	ALTERNATIVE	11
ALTERNATIVE	6	ALTERNATIVE	12

SCREENING 1 ➤

IDENTIFY REASONABLE ALTERNATIVES

Eliminate and advance preliminary alternatives based on

- Ability to meet purpose and need
- Public input

ALTERNATIVE	1
ALTERNATIVE	2
ALTERNATIVE	7

SCREENING 2 ➤

REFINE THE LIST OF REASONABLE ALTERNATIVES

Eliminate and advance preliminary alternatives based on

- Ability to meet purpose and need
- Public input
- Refined traffic analysis

ALTERNATIVE	1
ALTERNATIVE	2
ALTERNATIVE	2A
INTRODUCED ALTERNATIVE	5A
ALTERNATIVE	7
INTRODUCED ALTERNATIVE	7A

SCREENING 3 ➤

FINALIZE REASONABLE ALTERNATIVES FOR ANALYSIS IN DRAFT EA

Reasonable alternatives will be refined and either eliminated or advanced based on

- Public input
- Environmental factors
- Costs
- Logistics

ALTERNATIVE	1
ALTERNATIVE	5A
ALTERNATIVE	7A

WE ARE HERE

SCREENING 4

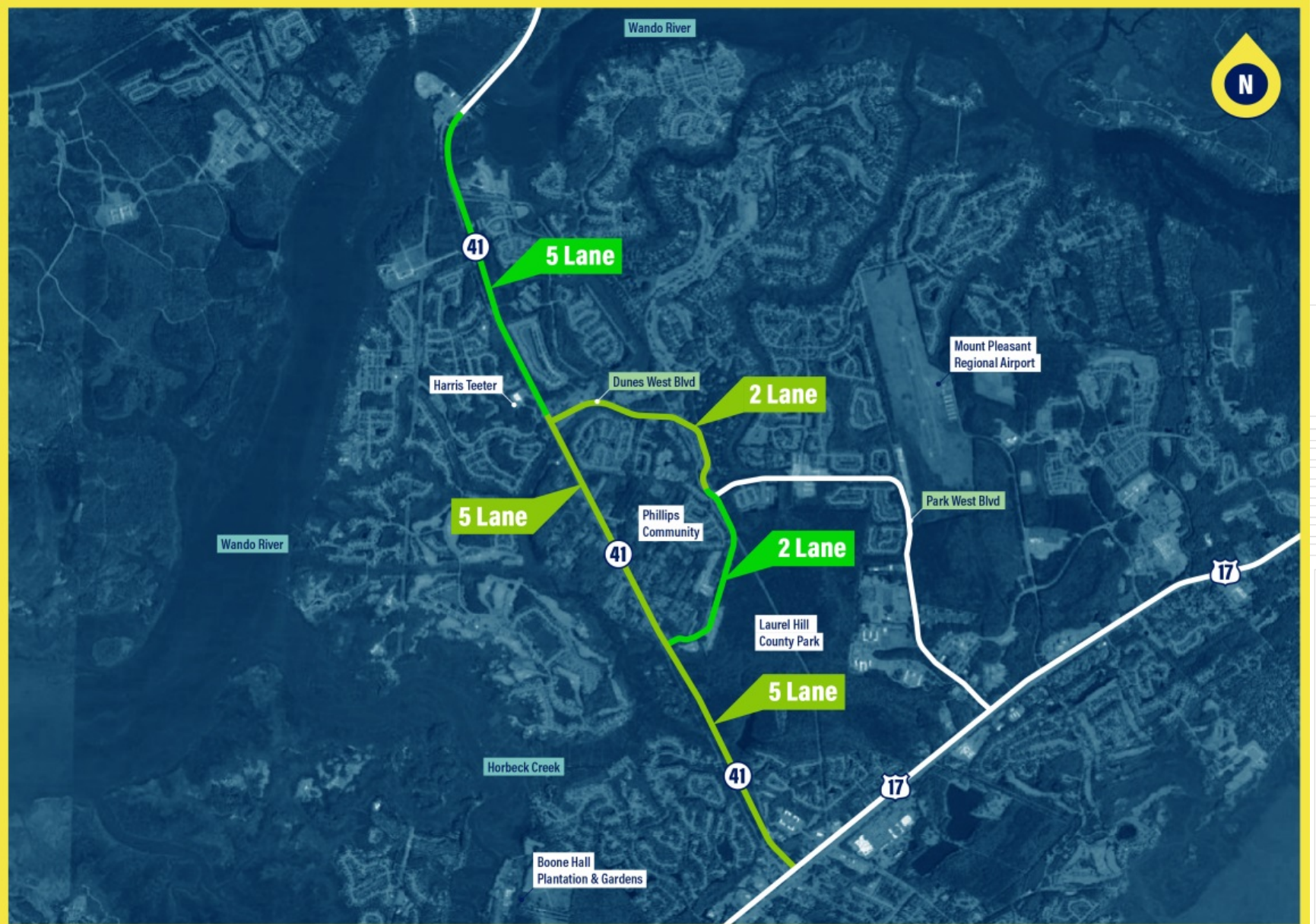
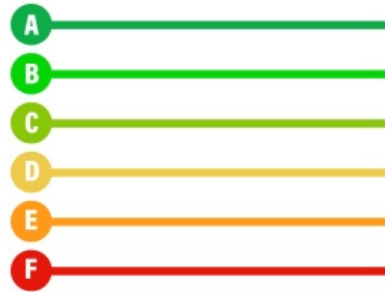
IDENTIFY RECOMMENDED PREFERRED ALTERNATIVE

Identify a recommended preferred alternative based on

- Ability to meet the purpose and need of the project
- Public input
- Environmental factors
- Costs
- Logistics

Alternative 1

Level of Service (LOS)



- Alternative 1 meets the purpose and need of the project

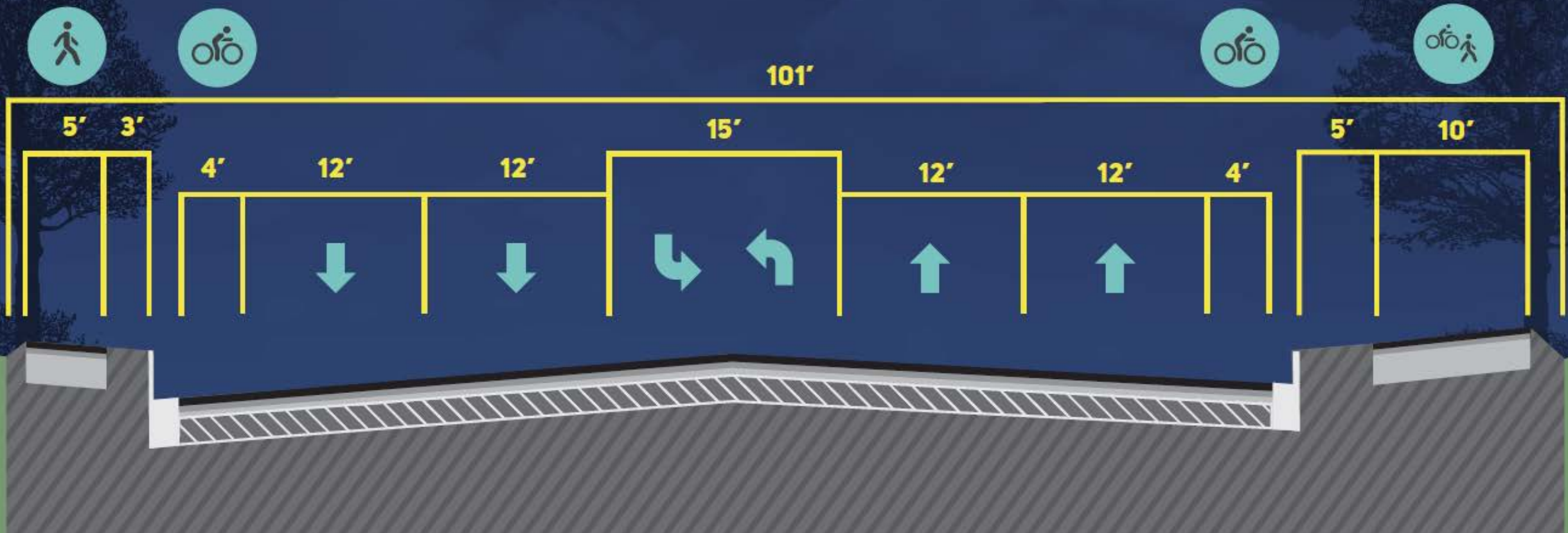
Alternative 7a

Level of Service (LOS)



- Alternative 7a has been modified to reroute Highway 41 parallel to Bessemer Road and onto Laurel Hill County Park property, parallel to the power line easement, and then back along Dunes West Boulevard

5 Lane with Bike Lanes and Two Way Left Turn Lane



Preliminary Design & Intersection Concepts

Alternatives

- Layout of lanes, sidewalks/multiuse path
- Traffic modeling of intersection

Highway 41 at 17 Intersection

- Evaluation of interchange options
- Preliminary design layout of interchanges
- Preliminary traffic modeling

What's next

- Finalize alternatives – intersection layouts, avoidance/minimization
- Finalize interchange Concepts – traffic, design, impacts minimization



Comment Summary to Date

1,933 Project Comments Received

Top Comment Themes

- **Traffic/Safety**
- **Residential Areas**
- **Historic/Cultural Resources**
- **Property Value**
- **New/Platted Developments**
- **Noise**

Next Steps

- Further evaluate
 - Alternative 1
 - Alternative 7a
 - Intersection design options
- Public Meeting on the recommended preferred alternative, August 2019
- Draft Environmental Assessment for review by USACE



Contact Us



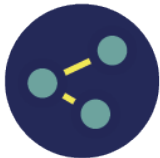
Visit: www.Hwy41SC.com



Email us to leave comments or join the project mailing list: Hwy41SC@gmail.com



Leave a message for the project team
843-972-4403



Follow Charleston County on
Facebook and **Twitter**

CAL OYER, P.E.

Project Manager

Charleston County Transportation
Development

843-202-6148

coyer@charlestoncounty.org



MEETING MINUTES

Project: Highway 41 Corridor Improvements

Subject: HOA Community Leadership and Business Meetings

Date: March 5-6, 2019

Location: Brickyard Plantation Clubhouse, Mt. Pleasant, SC

Project Cal Oyer, Charleston County

team: Michael Darby, HDR

Shannon Meder, HDR

Samantha Dubay, HDR

Robert Flagler, HDR

Blair Wade, HDR

Phillip Hutcherson, HDR

Stuart Day, Stantec

Natalie Lawrence, Joyst Communications

Ed Givens, Fellowship Strategies

Brad Morrison, Town of Mount Pleasant

Overview

The Highway 41 Corridor Improvements project team held four (4) meetings with community, neighborhood and business groups over the course of two days at the Brickyard Plantation Clubhouse. The purpose of the meetings was to provide an update on where we are in the environmental and alternatives development process; gather input and feedback on issues and opportunities for Alternatives 1 and 7a; and provide information on next steps and interim improvements. Cal Oyer, Shannon Meder, and Michael Darby presented at each meeting and walked attendees through each alternative via Google Earth. Individuals were also invited to look at roll plot maps of each alternative following the meeting.

The project team coordinated directly with community group leadership in order to schedule three (3) community meetings on March 5, 2019 at 2:00, 4:00, and 6:00 p.m. Invitees were given the choice to attend one of the one-hour meetings. Postcards were sent to invite business owners to attend the Business Owner Meeting on March 6, 2019 at 10:00 a.m.

Meeting materials included a presentation, sign-in sheets, and roll plots for Alternative 1 and Alternative 7a. Below is a summary of discussions that took place at each meeting.



March 5 at 2:00 p.m.

Approximately 20 individuals attended the 2:00 p.m. meeting; attendees consisted of board members, HOA staff and residents.

Attendance included: Park West and Phillips Community

Input/questions from attendees regarding Alternative 1 included:

- Whether bike/ped options are needed on both sides of the road for the full length of the project;
- Whether or not the speed limit remain at 45; and
- Whether the project team considered Cainho development impact in future traffic numbers.

Input/questions from attendees regarding Alternative 7a included:

- How 7a impacts the Arlington neighborhood of Dunes West; and
- Potential mitigation strategies.

March 5 at 4:00 p.m.

Approximately seven individuals attended the 4:00 p.m. meeting; attendees consisted of board members, HOA staff and residents.

Attendance included: Planters Pointe, Brickyard Plantation, Park West, and Phillips Community

General input/questions from attendees included:

- Whether a noise analysis would be conducted for either alternative; general concerns about noise.

Input/questions from attendees regarding Alternative 1 included:

- The Phillips Community and how homeowners will be compensated if right of way is close to homes currently near the existing Highway 41;
- Request for further explanation of heirs property rights during right of way acquisition;
- The Colonnade has concerns about ingress/egress to their neighborhood;
- Whether or not the project team has explored an overpass at Rivertowne and Harris Teeter entrance; and
- Whether or not the project team has explored an overpass over the Phillips Community.

Input/questions from attendees regarding Alternative 7a included:

- Request for traffic information about which percentage of traffic would follow Alternative 7a instead of using old Highway 41;
- How the widening of Park West affects this alternative; and
- Whether the project team has considered current and future building and developments along this route.

March 5 at 6:00 p.m.

Approximately 22 individuals attended the 6:00 p.m. meeting; attendees consisted of board members, HOA staff and residents.

Attendance included: Horlbeck Creek, Dunes West, Phillips Community, Park West, and Brickyard Plantation

General input/questions from attendees included:

- The proposed typical section width, including the purpose of the 10' multiuse path;
- Access from Horlbeck Creek and The Colonnade: how will people get in and out of the neighborhoods and onto a five-lane highway;
 - Temporary traffic lights were requested for these neighborhoods to enhance access to Highway 41;
- Noise impacts for a roadway that is close to homes;
- Inquiries as to when environmental studies would be available online;
- How interim improvements will impact access from Horlbeck Creek and The Colonnade; and,
- Construction impacts associated with interim improvements including storage of trucks and materials overnight, run off into tidal creeks.

Questions regarding the alternatives included:

- Whether full impacts or acquisitions were estimated with each alternative;
- Whether or not the design speed of 45mph could be lowered or raised;
- Costs associated with each alternative;
- How historic impacts were taken into consideration, i.e. the Phillips Community;
- Whether or not traffic studies have been conducted inside the gates of Dunes West.

Business Owner Meeting, March 6 at 10:00 a.m.

Approximately 200 individuals were invited to attend the Business Owner Meeting. The meeting was held at Brickyard Plantation and 10 individuals were in attendance from local businesses and the community.

Comments and questions consisted of:

- Interim improvements are needed now; the number of wrecks are increasing significantly near Colonnade and occur mostly during the pm;
- Inquiries about the added expense of adding bike lanes and multiuse pathways in design;
- The corridor being a hurricane evacuation route; landscaped medians being unnecessary;
- Noise mitigation and if and when walls would be determined; and,
- The costs of each alternatives.

CONTACT INFORMATION

<p>Name Earl Johnson</p> <p>[Redacted]</p>	<p>Address</p> <p>City/Zip</p> <p>Email</p>
<p>Name Shirley Manigault</p> <p>[Redacted]</p>	<p>Address</p> <p>City/Zip</p> <p>Email</p>
<p>Name</p>	<p>Address</p> <p>City/Zip</p> <p>Email</p>
<p>Name</p>	<p>Address</p> <p>City/Zip</p> <p>Email</p>
<p>Name</p>	<p>Address</p> <p>City/Zip</p> <p>Email</p>

CONTACT INFORMATION

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Name	Address City/Zip Email
Name	Address City/Zip Email
Name	Address City/Zip Email
Name	Address City/Zip Email

CONTACT INFORMATION

Name

JAMES FOREMAN

Name

M. Jeannette Lee

Name

Claudia E Marzyck

Name Rev. Arthur Pinkney

Name

Alma Wooten
2513 Old Georgetown Rd
MD

CAGE Presentation Meeting Notes

MEETING MINUTES

Project: Highway 41 Corridor Improvements Project

Subject: CAGE Meeting

Date: Thursday, August 01, 2019

Location: Greater Goodwill AME Church

CAGE Presentation Attendees

Name	Description
Cal Oyer	Charleston County Project Manager
Michael Darby	Project Team Member
Shannon Meder	Project Team Member
Samantha Dubay	Project Team Member
Sara Ravenel	Project Team Member

Approximately eight members from CAGE were in attendance.

The meeting started at 6:30 p.m. with a presentation by the project team.

- Cal Oyer started the meeting by discussing the purpose for the CAGE presentation, providing an overview of the project study area and explained the project's goals.
- Shannon Meder provided an explanation on the NEPA process including the project's purpose and need.
- Shannon Meder also discussed the project study area factors that are being examined in the environmental review and findings from the Community Characterization Report.
- Shannon Meder explained the project's alternative screening process including alternatives that have been considered and that the project team is currently evaluating Alternative 1 or Alternative 7a to move forward as the proposed alternative.
- Michael Darby explained that the project team will present intersection design concepts in Mid-August.

Topics of discussion from CAGE included:

- Level of Service (LOS) traffic analysis for Alternative 7a through the Phillips Community.
- Phillips Community being considered a cultural resource in the project's environmental review.



- Sources of project's funding.
- Speed limits through the Phillips Community for Alternative 1 and Alternative 7a.
- The impacts of the intersection design concepts.
- Ingress and egress to Greater Goodwill AME church—difficult to turn into and out of the church parking lot especially during rush hour.
- The Park West Boulevard roadway expansion project and if the expansion would potentially drain traffic off of Highway 41.
- The expansion of Highway 17 to ten lanes of through traffic to accommodate the intersection design.
- Preference to see traffic flowing off Winoaning Way to connect to Porchers Bluff Road (four lane road).

Action items:

- The project team will plan a follow-up community meeting with the Seven-Mile community to present the intersection design concept and answer questions.

The meeting concluded at 8:00 p.m.



CAGE Meeting

August 1, 2019



The goals of today's meeting are to:

- Introduce you to the project and where we are in the environmental and alternatives process.
- Gather your input and feedback.
- Provide information on next steps and the fall public meeting.

PROJECT STUDY AREA

Wando River Bridge

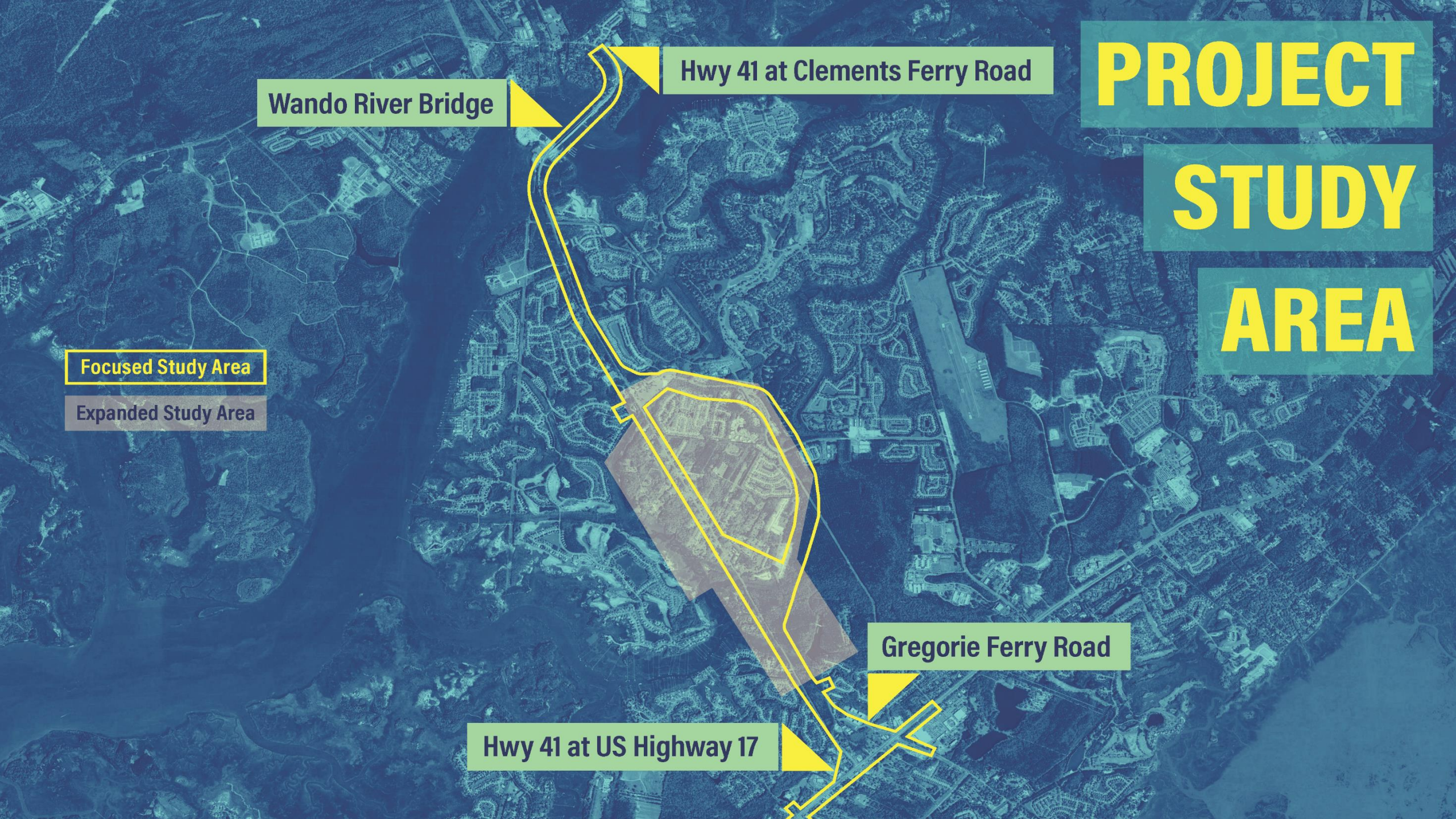
Hwy 41 at Clements Ferry Road

Focused Study Area

Expanded Study Area

Gregorie Ferry Road

Hwy 41 at US Highway 17



Project Goals:

- Improved capacity along the corridor.
- Improved safety for bicyclists, pedestrians and commuters.
- Improved capacity at the intersection of Highway 41 and Highway 17.
- The completion of the Gregory Ferry Road connector.

Project Purpose & Need:

- The primary purpose of the proposed SC 41 Corridor Improvements project is to **reduce traffic congestion within the SC 41 corridor** to accommodate future traffic projections.
- The secondary purposes of the proposed SC 41 Corridor Improvements project are to **enhance safety** throughout the corridor, **improve transportation system and community connections**, and **provide bicycle and pedestrian accommodations**, while **minimizing community and environmental impacts**.
- The proposed project is needed to **address anticipated local and regional growth**, increased traffic congestion, **safety and emergency response concerns**, and inadequate interconnections of transportation modes, including pedestrian and bicycle facilities.

Project Phases

WE ARE HERE!

PHASE 1

- Introduction of the Project Letter of Intent
- Traffic Analysis and Field Data Collection
- Development of Conceptual Alternatives
- Determine NEPA Class of Action

PHASE 2

- Perform preliminary alternatives development
- Conduct alternatives analysis
- Identify proposed alternative(s)
- Environmental Assessment or Impact Statement & Completion of NEPA process

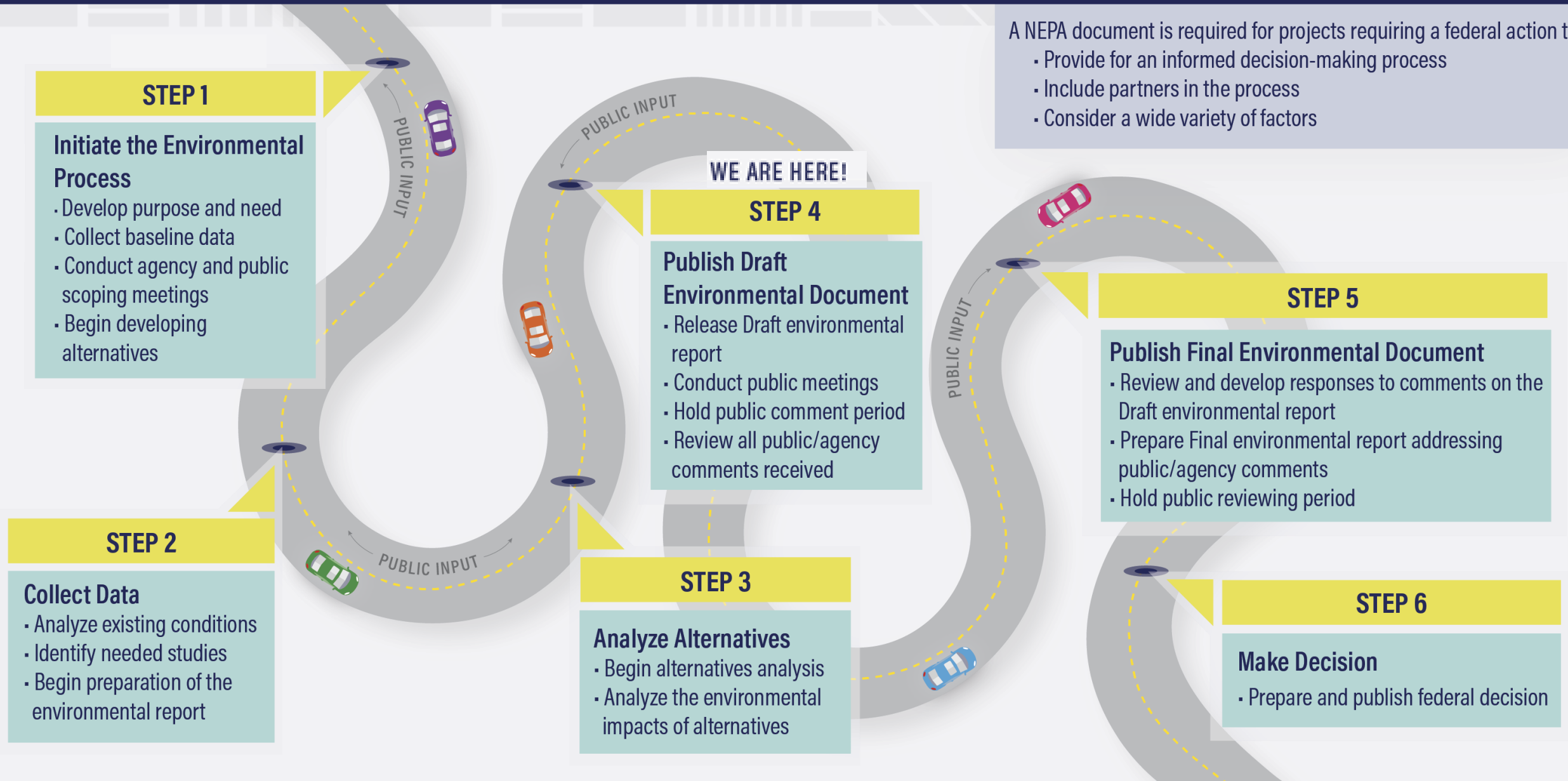
PHASE 3

- Design and Permitting
- Procurement

PHASE 4

- Construction

National Environmental Policy Act (NEPA)

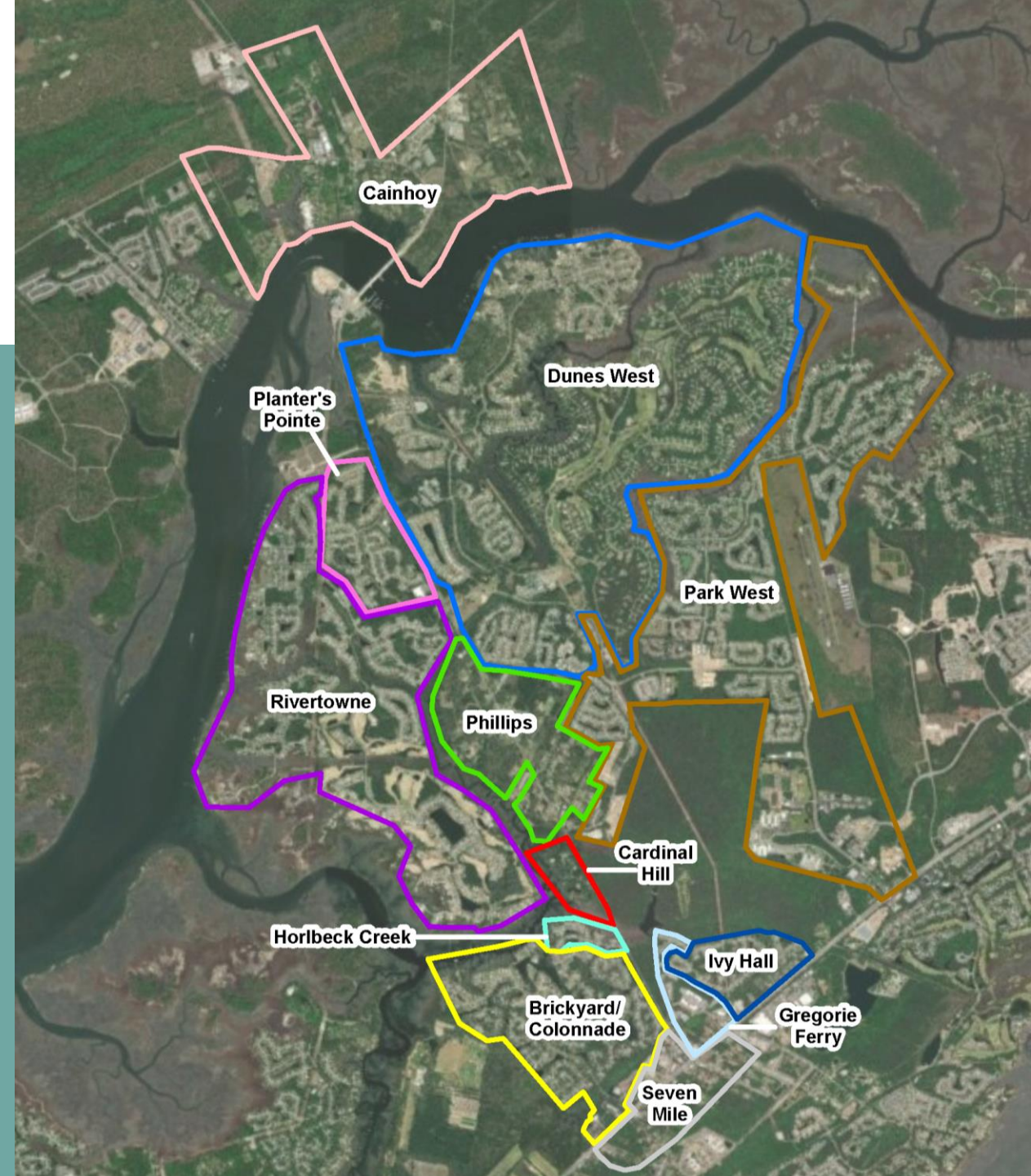


Factors examined in the environmental review:

	AIR QUALITY		COSTS		HISTORIC/CULTURAL RESOURCES
	ARCHITECTURAL/ ARCHAEOLOGICAL RESOURCES		ENDANGERED SPECIES		NEW/PLANNED DEVELOPMENTS
	BUSINESSES		EXISTING/PLANNED UTILITIES		NOISE
	CEMETERIES		FARMLANDS		RESIDENTIAL AREAS
	CHURCHES, SCHOOLS, PARKS		FLOODPLAINS		STATE/FEDERAL LANDS
	CONSTRUCTION FEASIBILITY		HAZARDOUS MATERIALS		WETLANDS/ WATERWAYS

Community Characterization Report

Findings from the Community Characterization and Community Impact Assessment will be used to evaluate project impacts to the human environment in the environmental document for the proposed project.



Traffic: Level of Service

A standard measurement based on vehicle delay and speed, which reflects the relative ease of traffic flow on a scale of A to F.



Stable Traffic Flow



Unstable Traffic Flow

ALTERNATIVES SCREENING PROCESS

DEVELOP RANGE OF ALTERNATIVES

Based on

- Preliminary traffic studies (CHATS model and planned developments)
- Regional planning documents
- Community and stakeholder working group meetings
- Agency input

ALTERNATIVE	1	ALTERNATIVE	7
ALTERNATIVE	2	ALTERNATIVE	8
ALTERNATIVE	3	ALTERNATIVE	9
ALTERNATIVE	4	ALTERNATIVE	10
ALTERNATIVE	5	ALTERNATIVE	11
ALTERNATIVE	6	ALTERNATIVE	12

SCREENING 1



IDENTIFY REASONABLE ALTERNATIVES

Eliminate and advance preliminary alternatives based on

- Ability to meet purpose and need
- Public input

ALTERNATIVE	1
ALTERNATIVE	2
ALTERNATIVE	7

SCREENING 2



REFINE THE LIST OF REASONABLE ALTERNATIVES

Eliminate and advance preliminary alternatives based on

- Ability to meet purpose and need
- Public input
- Refined traffic analysis

ALTERNATIVE	1
ALTERNATIVE	2
ALTERNATIVE	2A
INTRODUCED ALTERNATIVE	5A
ALTERNATIVE	7
INTRODUCED ALTERNATIVE	7A

SCREENING 3



FINALIZE REASONABLE ALTERNATIVES FOR ANALYSIS IN DRAFT REPORT

Reasonable alternatives will be refined and either eliminated or advanced based on

- Public input
- Environmental factors
- Costs
- Logistics

ALTERNATIVE	1
ALTERNATIVE	5A
ALTERNATIVE	7A

SCREENING 4

IDENTIFY PROPOSED ALTERNATIVE

Identify proposed alternative based on

- Ability to meet the purpose and need of the project
- Public input
- Environmental factors
- Costs
- Logistics

WE ARE HERE

ALTERNATIVES SCREENING PROCESS

DEVELOP RANGE OF ALTERNATIVES

Based on

- Preliminary traffic studies (CHATS model and planned developments)
- Regional planning documents
- Community and stakeholder working group meetings
- Agency input

ALTERNATIVE	1	ALTERNATIVE	7
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SCREENING 1

IDENTIFY REASONABLE ALTERNATIVES

Eliminate and advance preliminary alternatives based on

- Ability to meet purpose and need
- Public input

ALTERNATIVE	1
ALTERNATIVE	2
ALTERNATIVE	7

SCREENING 2

REFINE THE LIST OF REASONABLE ALTERNATIVES

Eliminate and advance preliminary alternatives based on

- Ability to meet purpose and need
- Public input
- Refined traffic analysis

ALTERNATIVE	1
ALTERNATIVE	2
ALTERNATIVE	2A
INTRODUCED ALTERNATIVE	5A
ALTERNATIVE	7
INTRODUCED ALTERNATIVE	7A

SCREENING 3

FINALIZE REASONABLE ALTERNATIVES FOR ANALYSIS IN DRAFT REPORT

Reasonable alternatives will be refined and either eliminated or advanced based on

- Public input
- Environmental factors
- Costs
- Logistics

ALTERNATIVE	1
ALTERNATIVE	5A
ALTERNATIVE	7A

SCREENING 4

IDENTIFY PROPOSED ALTERNATIVE

Identify proposed alternative based on

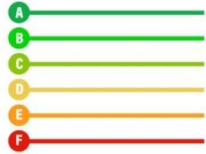
- Ability to meet the purpose and need of the project
- Public input
- Environmental factors
- Costs
- Logistics

WE ARE HERE

Reasonable Alternatives Presented in May 2018

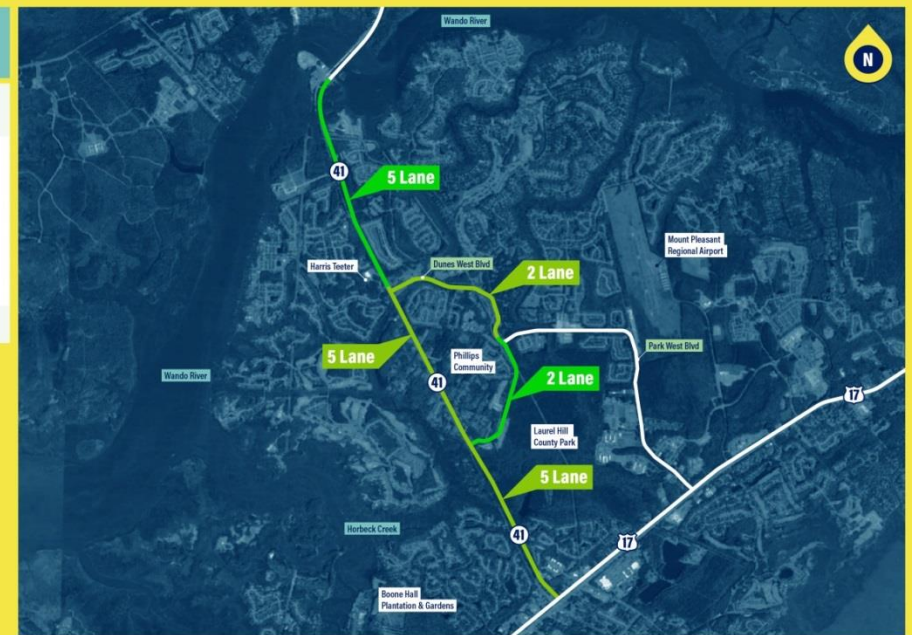
No Build

Level of Service (LOS)



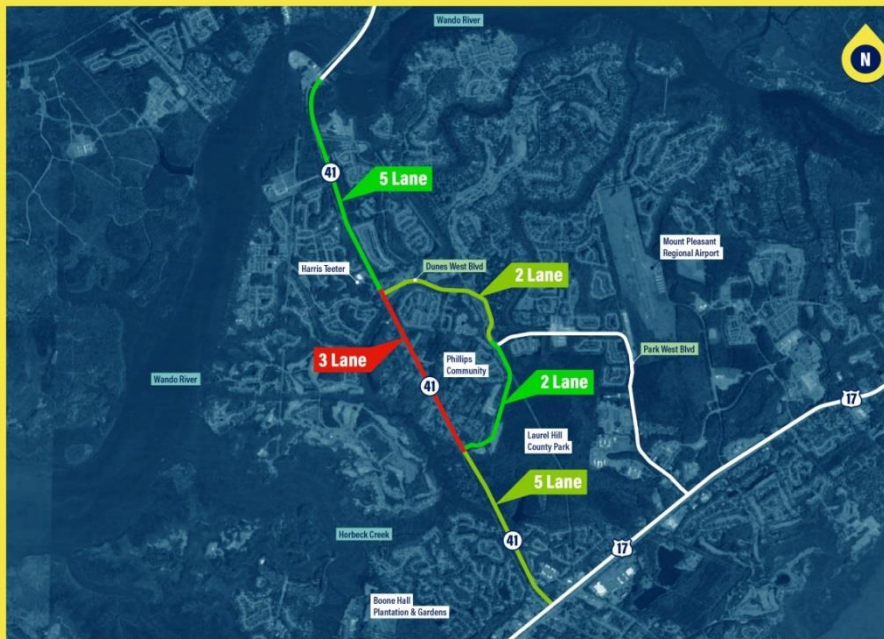
Alternative 1

Level of Service (LOS)



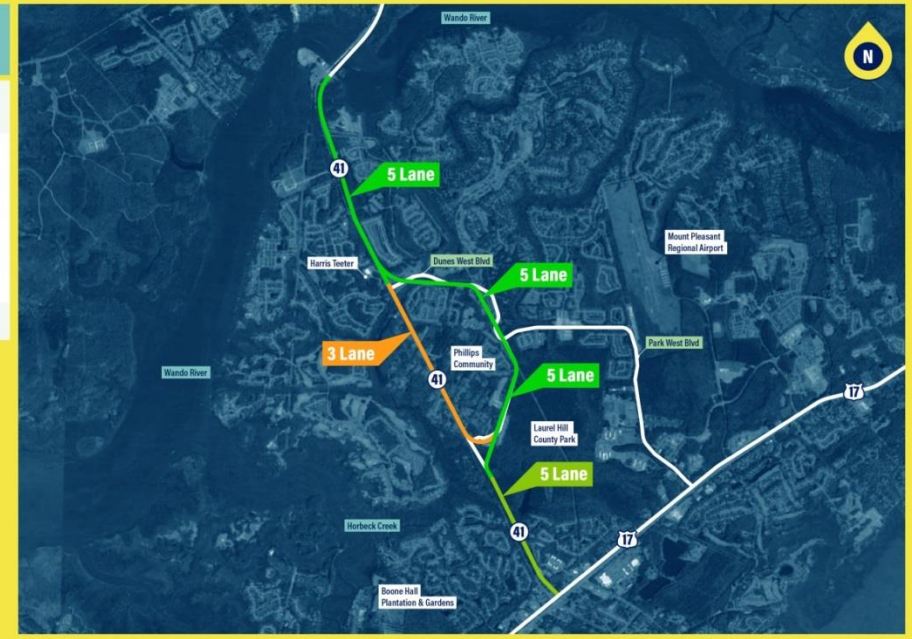
Alternative 2

Level of Service (LOS)



Alternative 7

Level of Service (LOS)



ALTERNATIVES SCREENING PROCESS

DEVELOP RANGE OF ALTERNATIVES

Based on

- Preliminary traffic studies (CHATS model and planned developments)
- Regional planning documents
- Community and stakeholder working group meetings
- Agency input

ALTERNATIVE	1	ALTERNATIVE	7
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ALTERNATIVE	5	ALTERNATIVE	11
ALTERNATIVE	6	ALTERNATIVE	12

SCREENING 1

IDENTIFY REASONABLE ALTERNATIVES

Eliminate and advance preliminary alternatives based on

- Ability to meet purpose and need
- Public input

ALTERNATIVE	1
ALTERNATIVE	2
ALTERNATIVE	7

SCREENING 2

REFINE THE LIST OF REASONABLE ALTERNATIVES

Eliminate and advance preliminary alternatives based on

- Ability to meet purpose and need
- Public input
- Refined traffic analysis

ALTERNATIVE	1
ALTERNATIVE	2
ALTERNATIVE	2A
INTRODUCED ALTERNATIVE	5A
ALTERNATIVE	7
INTRODUCED ALTERNATIVE	7A

SCREENING 3

FINALIZE REASONABLE ALTERNATIVES FOR ANALYSIS IN DRAFT REPORT

Reasonable alternatives will be refined and either eliminated or advanced based on

- Public input
- Environmental factors
- Costs
- Logistics

ALTERNATIVE	1
ALTERNATIVE	5A
ALTERNATIVE	7A

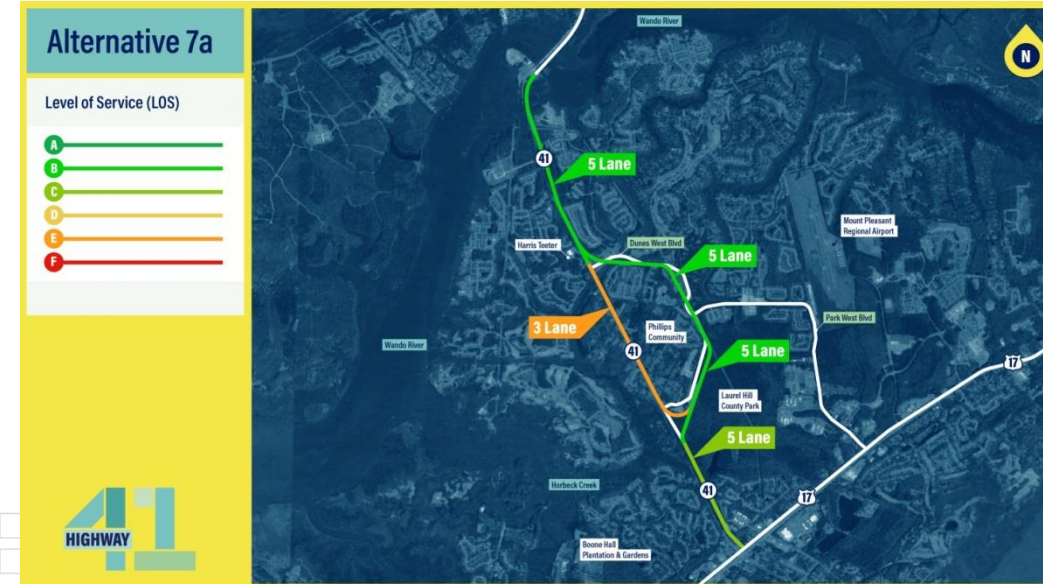
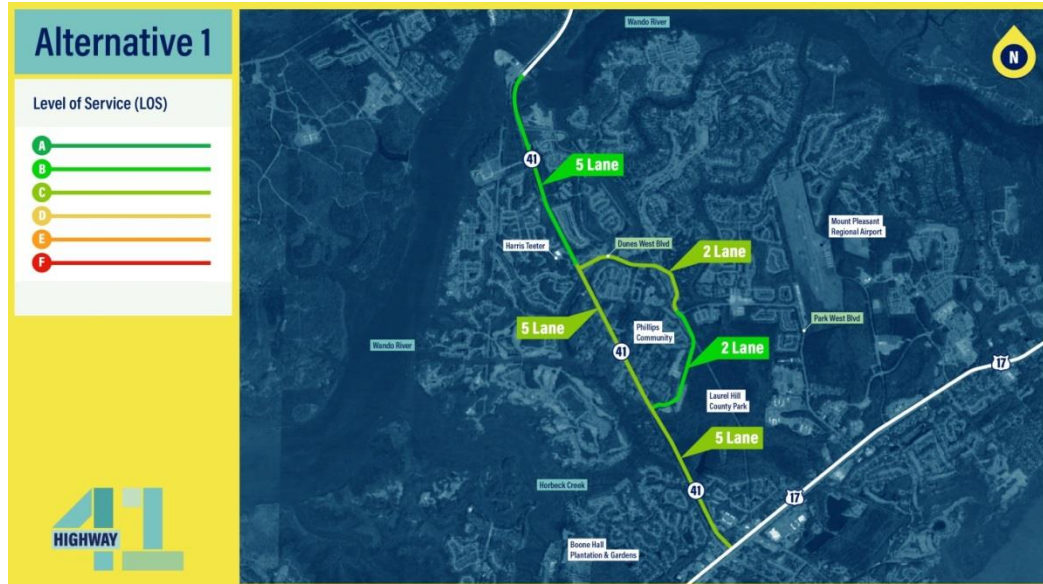
SCREENING 4

IDENTIFY PROPOSED ALTERNATIVE

Identify proposed alternative based on

- Ability to meet the purpose and need of the project
- Public input
- Environmental factors
- Costs
- Logistics

WE ARE HERE



ALTERNATIVES SCREENING PROCESS

DEVELOP RANGE OF ALTERNATIVES

Based on

- Preliminary traffic studies (CHATS model and planned developments)
- Regional planning documents
- Community and stakeholder working group meetings
- Agency input

ALTERNATIVE	1	ALTERNATIVE	7
ALTERNATIVE	2	ALTERNATIVE	8
ALTERNATIVE	3	ALTERNATIVE	9
ALTERNATIVE	4	ALTERNATIVE	10
ALTERNATIVE	5	ALTERNATIVE	11
ALTERNATIVE	6	ALTERNATIVE	12

SCREENING 1

IDENTIFY REASONABLE ALTERNATIVES

Eliminate and advance preliminary alternatives based on

- Ability to meet purpose and need
- Public input

ALTERNATIVE	1
ALTERNATIVE	2
ALTERNATIVE	7

SCREENING 2

REFINE THE LIST OF REASONABLE ALTERNATIVES

Eliminate and advance preliminary alternatives based on

- Ability to meet purpose and need
- Public input
- Refined traffic analysis

ALTERNATIVE	1
ALTERNATIVE	2
ALTERNATIVE	2A
INTRODUCED ALTERNATIVE	5A
ALTERNATIVE	7
INTRODUCED ALTERNATIVE	7A

SCREENING 3

FINALIZE REASONABLE ALTERNATIVES FOR ANALYSIS IN DRAFT REPORT

Reasonable alternatives will be refined and either eliminated or advanced based on

- Public input
- Environmental factors
- Costs
- Logistics

ALTERNATIVE	1
ALTERNATIVE	5A
ALTERNATIVE	7A

SCREENING 4

IDENTIFY PROPOSED ALTERNATIVE

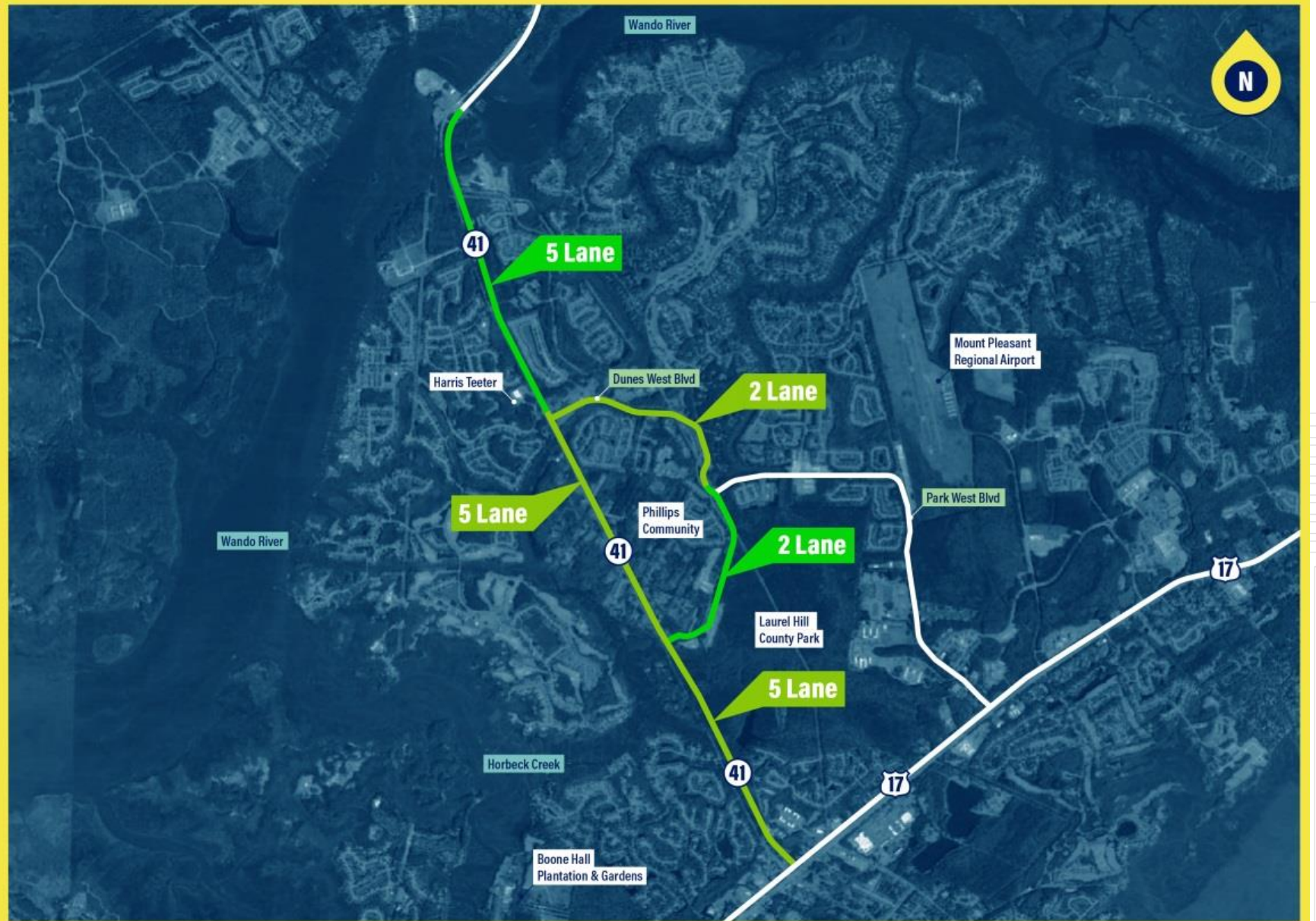
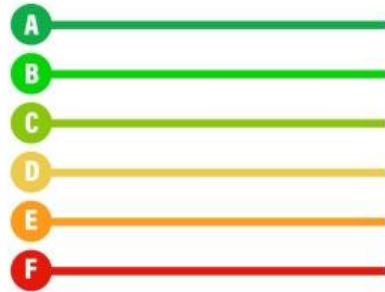
Identify proposed alternative based on

- Ability to meet the purpose and need of the project
- Public input
- Environmental factors
- Costs
- Logistics

WE ARE HERE

Alternative 1

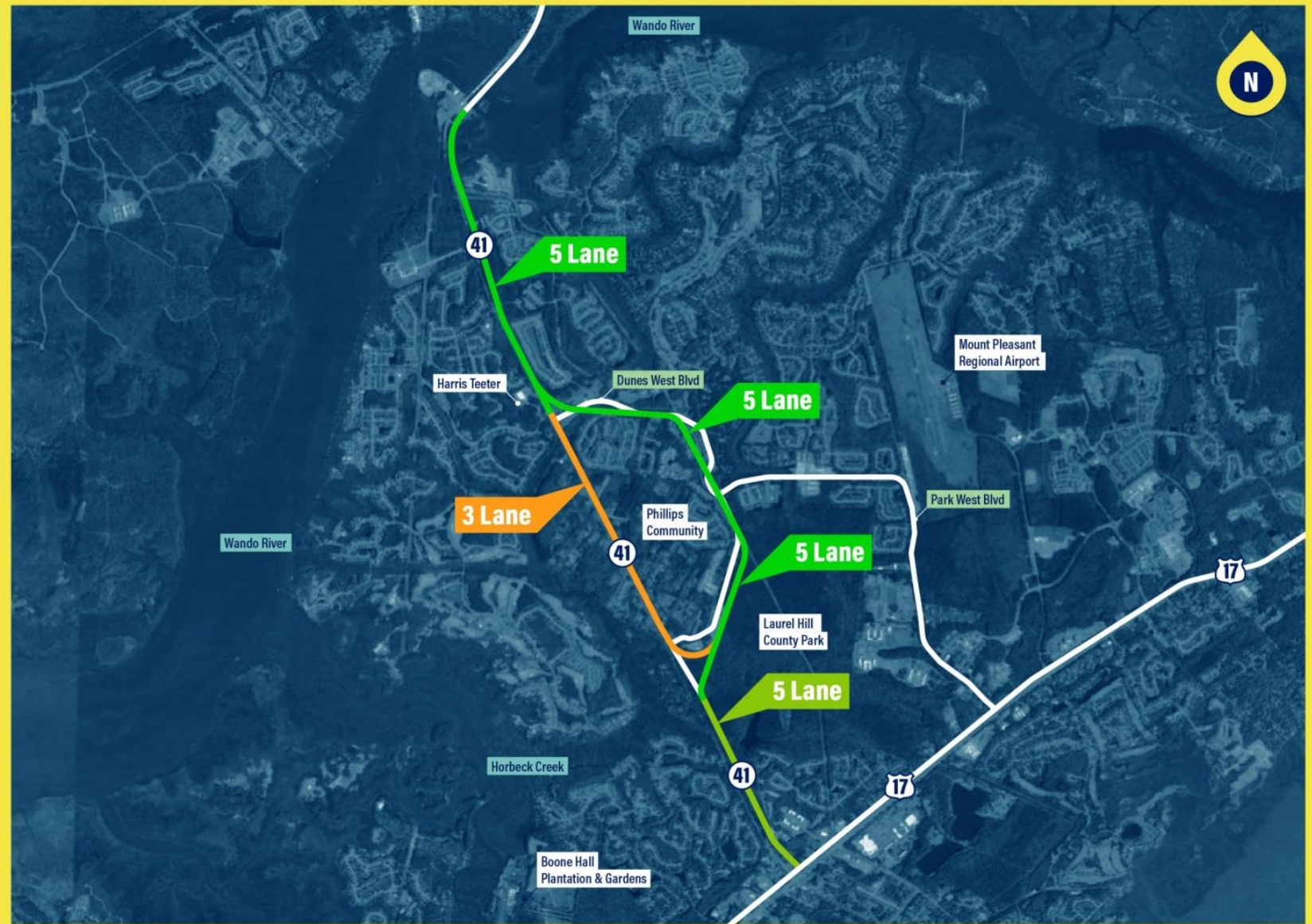
Level of Service (LOS)



- Alternative 1 meets the purpose and need of the project

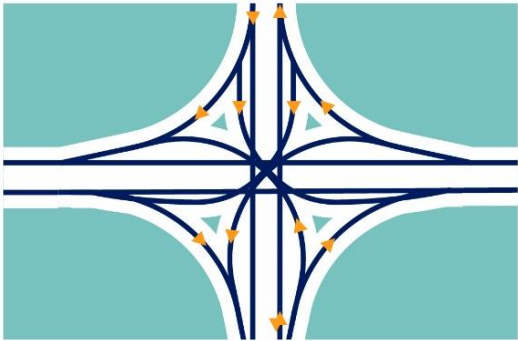
Alternative 7a

Level of Service (LOS)

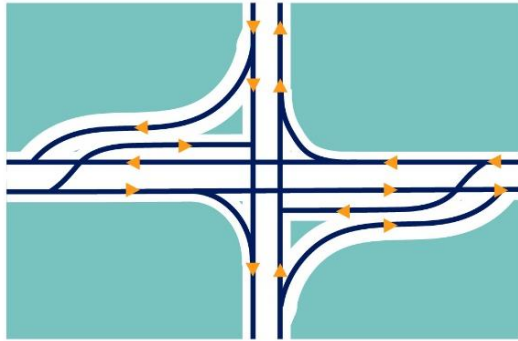


- Alternative 7a has been modified to reroute Highway 41 parallel to Bessemer Road and onto Laurel Hill County Park property, parallel to the power line easement, and then back along Dunes West Boulevard.
- Alternative 7a meets the purpose and need of the project.

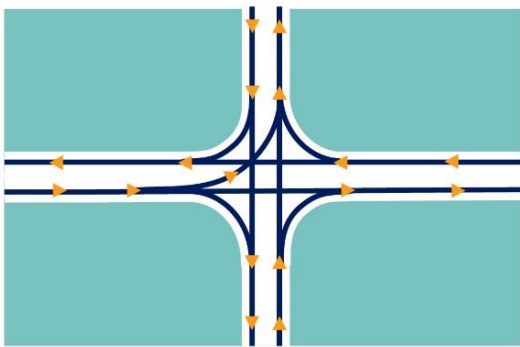
Intersection Concepts – Highway 41 at Highway 17



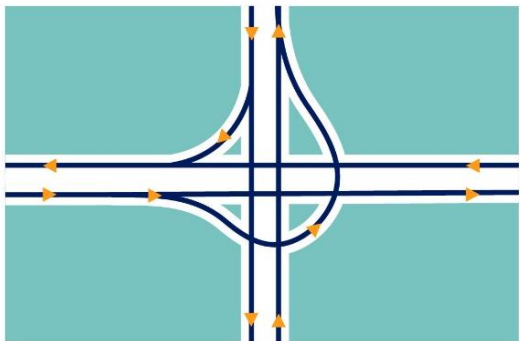
Single Point Urban Interchange



Continuous Flow Intersection

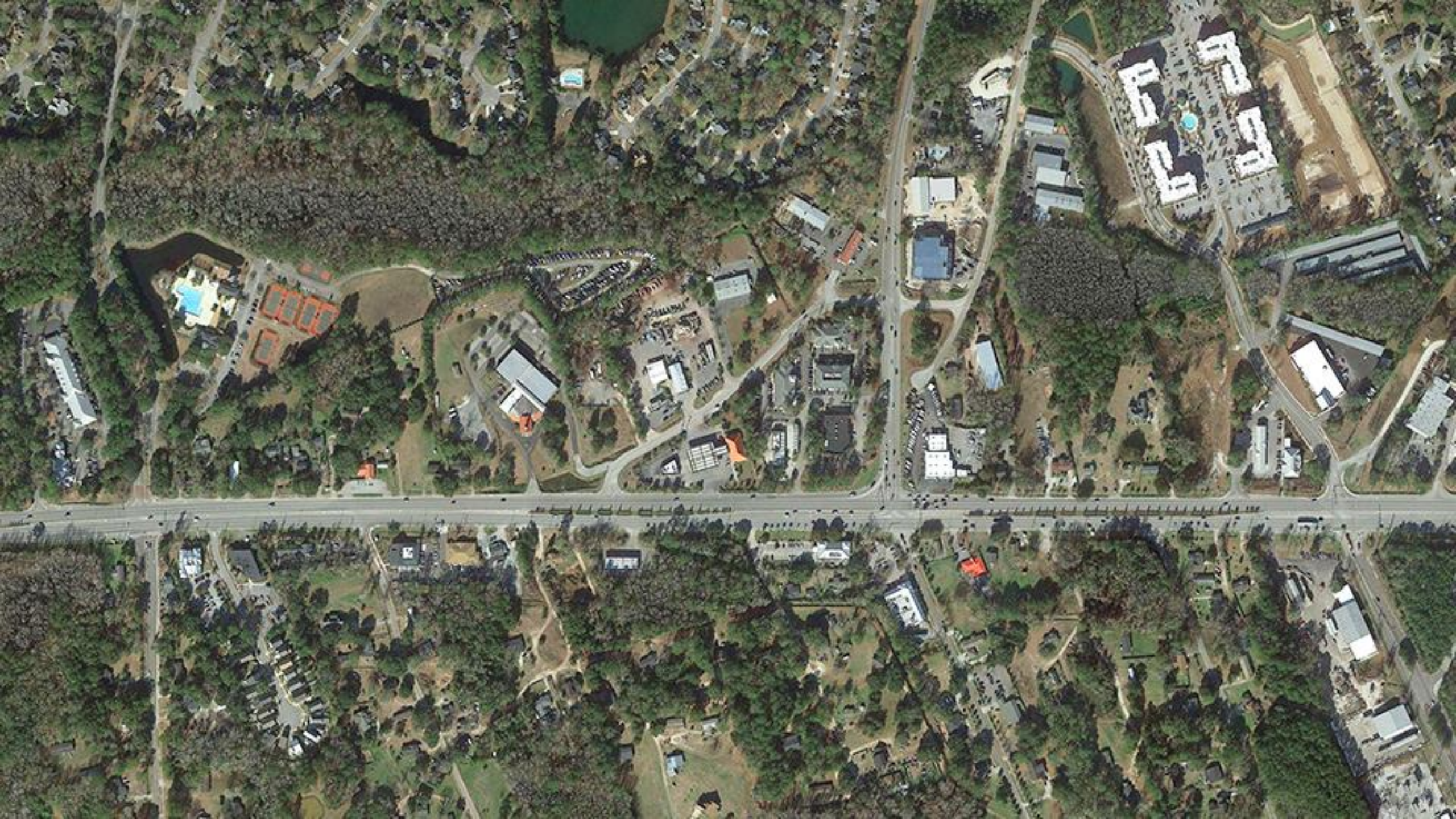


Flyover Left Turn Mid



Flyover Left Turn





Intersection Concepts

Highway 41 at 17 Intersection

- Evaluation of interchange options
- Preliminary design layout of interchanges
- Preliminary traffic modeling

What's next

- Finalize interchange concept – traffic, design, impacts minimization
- Present concept to the public for input – mid-August

Comment Summary to Date

2,325 Project Comments Received

Top Comment Themes

- **Traffic/Safety**
- **Residential Areas**
- **Historic/Cultural Resources**
- **Property Value**
- **New/Platted Developments**
- **Noise**

Next Steps

- Further evaluate
 - Alternative 1
 - Alternative 7a
 - Interim Improvements
 - Intersection design options
- Public Meeting on the proposed alternative, fall 2019
- Draft environmental report for review by US Army Corps of Engineers



Contact Us



Visit: www.Hwy41SC.com



Email us to leave comments or join the project mailing list: Hwy41SC@gmail.com



Leave a message for the project team
843-972-4403



Follow Charleston County on
Facebook and **Twitter**

CAL OYER, P.E.

Project Manager

Charleston County Transportation
Development

843-202-6148

coyer@charlestoncounty.org

Welcome to the Virtual Public Meeting for the Proposed Alternative

Comment period August 13 – September 11, 2020

Thank you for your interest in the Highway 41 Corridor Improvements project. We value your feedback on the proposed alternative, but we also value your health and safety. In accordance with ongoing guidelines in the COVID-19 pandemic, the project team has elected to present the proposed alternative online to help keep the local community healthy.

This virtual meeting features that same materials that would have been available at an in-person meeting, but is available 24 hours a day, seven days a week, now through September 11, 2020.

Please sign in to enter the virtual meeting.

*Name

City

Email Address

State

Zip

Mailing Address

How did you hear about
this meeting?

**Enter the
Virtual Meeting**

Over the past year, the project team has been evaluating the impacts of Alternative 1 and Alternative 7a under the National Environmental Policy Act (NEPA) to identify a proposed alternative for the project to move forward for construction. **Charleston County has identified Alternative 1 as the proposed alternative to reduce congestion within the corridor and accommodate future traffic projections.**

View the visualization to learn about how Alternative 1 was identified as the proposed alternative.

[Embed Visualization
With Closed Captioning]

Comments on the proposed alternative may be submitted through September 11:



Using the comment box
at the end of this meeting



Project Website:
www.hwy41sc.com



Project Mailing Address:
Highway 41 Corridor
Improvements, 4400 Leeds
Avenue, Suite 450, North
Charleston, SC 29405



Project Email:
Hwy41SC@gmail.com

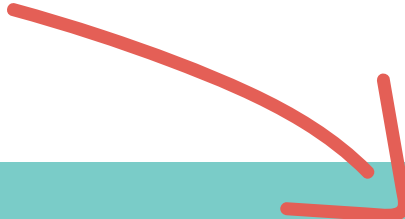
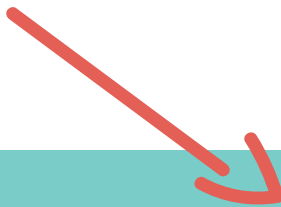


Project Hotline:
(843) 972-4403

What’s next?

Following the virtual meeting, the project team will collect, respond to and evaluate public comments, which are being accepted until September 11. The project team will then complete the draft environmental report and submit it along with the permit application to the U.S. Army Corps of Engineers, who will review the documents and issue a public notice for the proposed project.

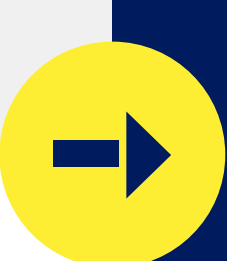
Navigate the
Meeting here



THE BIG PICTURE

NEPA Process

Charleston County has followed the federal National Environmental Policy Act (NEPA) to examine the potential environmental, social, cultural and economic impacts of improvements to the Highway 41 corridor and nearby intersections. The NEPA process is an information-gathering and planning tool that is used by the U.S. Army Corps of Engineers in their federal permit process to better understand the potential impacts of a proposed project.



Watch our Navigating the NEPA Process video to learn about the decision-making process and how projects are taken through permitting, design and construction.

Project Purpose

To first identify the proposed alternative for a given project, a **Purpose and Need** must be determined. The Purpose & Need explains why a project is necessary and what it should achieve. Most importantly, it serves as the criteria for determining and evaluating the range of project alternatives, and ultimately helping the project team identify the proposed alternative for the project.

Primary Purpose



Reduce congestion within the corridor



Accommodate future traffic projections

Secondary Purpose



Enhance safety throughout the corridor



Improve the transportation system and community connections

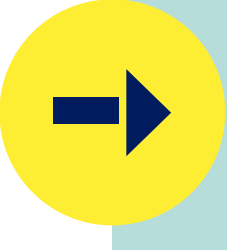


Provide bicycle and pedestrian accommodations

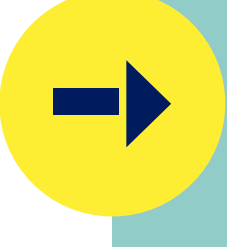


Minimize community and environmental impacts

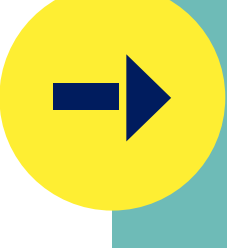
FINDINGS FROM OUR STUDIES



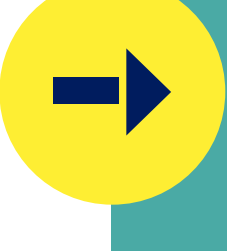
Growth



Traffic



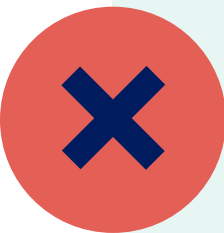
Community



Safety

Technical Studies

Are you interested in doing a deeper dive into our technical studies? They are all available for reading on the Resources Page of the [project website](#).



[embed NEPA video
<http://hwy41sc.com/resources.html>

The Mt. Pleasant area will continue to experience exponential growth.

2015-2040

↑ 31%

Population in the Charleston County portion of the project study area is estimated to increase approximately 31%

↑ 1,084%

Population in the Berkeley County portion of the project study area could increase 1,084% because of the planned Cainhoy Plantation development on Clements Ferry Road

↑
18.1-214%
↑

It is estimated that employment will increase between 18.1 - 214%

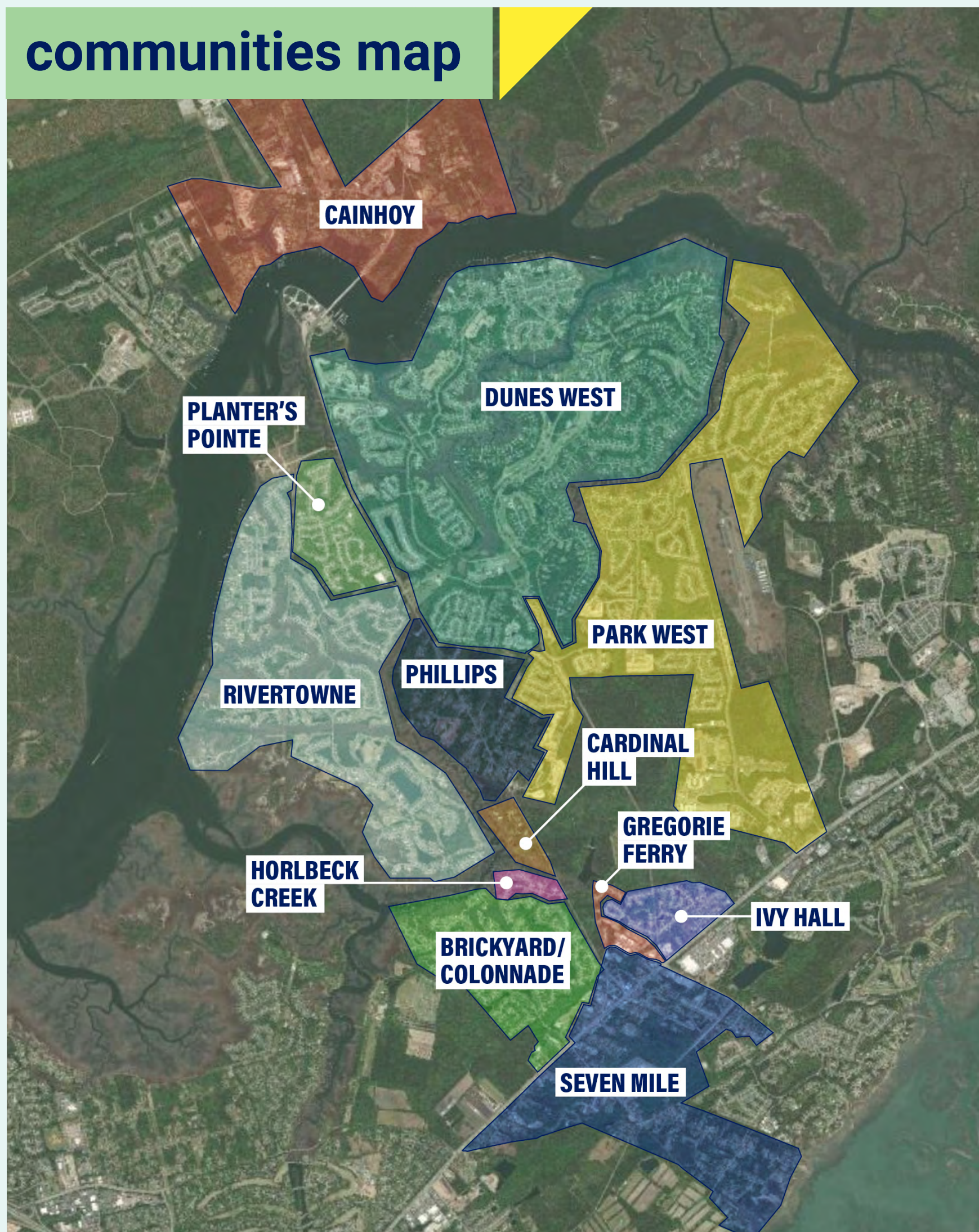
Because of this, traffic is also projected to increase significantly.



Communities

There has always been great diversity of people who live and work in the project study area.

communities map



Environmental justice populations, defined as minority or low-income populations, are present throughout this area and are predominantly comprised of Gullah communities settled by freed African Americans following the Civil War

To understand the human past and present in the corridor, the project team conducted a series of studies on communities and their resources, which can be reviewed on the Resources page at www.hwy41sc.com.

Except in the most rural portions of the project study area, demographic data generally shows

- Smaller minority populations
- Higher median household income
- Higher home values

...when compared to associated counties.



The Phillips Community and Seven Mile Community are recognized as historic and/or environmental justice communities within the project corridor. Learn more about the significance of these African American communities in this corridor.



Phillips Community

The Phillips Community was settled by emancipated African Americans and their descendants over a period of several decade between the 1870s and 1930s. Portions of the Laurel Hill Plantation were subdivided by the Horlbeck brothers, who also owned Boone Hall Plantation and Parker's Island, and purchased by African Americans formerly enslaved at Laurel Hill and other nearby plantations. Over the years, wage labor, small-scale farming and timbering operations, subsistence activities, sweetgrass basketmaking, other entrepreneurial pursuits, and land ownership, helped Phillips community members achieve relative self-sufficiency.

The Phillips Community is considered a cultural landscape that is eligible for the National Register of Historic Places for its association with traditional Gullah culture, federal Reconstruction initiatives, and its potential to yield information important to understanding local Gullah history. Many of the impacted properties in the Phillips Community are heirs' properties, meaning property owned in common among the heirs of earlier-named owners of the properties. [Click here to review the Phillips Community Cultural Landscape Technical Report.](#)

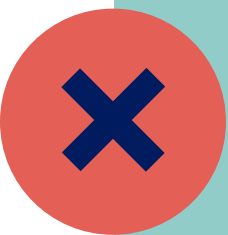
Seven Mile Community

Located along the Highway 17 corridor, Seven Mile was originally founded by emancipated African Americans and their descendants and has long been associated with Greater Goodwill African Methodist Episcopal Church, located at the intersection of Highway 17 and Highway 41. Like the other "mile-marker" communities in the area, Seven Mile was named for its distance from the center of Mount Pleasant, which may have emphasized its remoteness and lack of access to Charleston and Laing High School, the only available secondary school for African Americans.

The Gullah artform of sweetgrass basketmaking continues to be practiced by residents of Seven Mile. Based on the cultural resources survey for the project, there are approximately 27 sweetgrass basket stands located in Seven Mile, and the National Register of Historic Place-eligible Sweetgrass Basket Corridor traditional cultural property extends through Seven Mile.

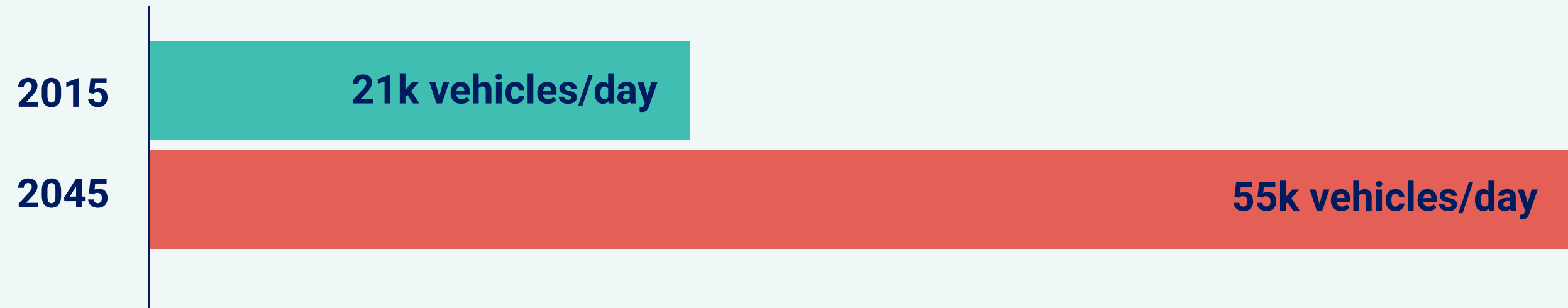
Environmental Justice Impacts

Because they are Gullah African-American communities and because the impacts to these communities associated with the project are estimated to be more severe than in non-environmental justice communities in the study area, the Phillips Community and Seven Mile are expected to experience disproportionately high and adverse effects from the project. The project could also contribute to cumulative impacts to the traditional culture of these communities resulting from nearby federal and nonfederal projects. Over time, compounding changes in the study area, including population growth, changing lifestyles, and a subsequent increase in new residential and commercial developments and roadway projects, such as the widening of US 17 in 2013, have affected the traditional cultures of these Gullah communities and also led to the need for the project.



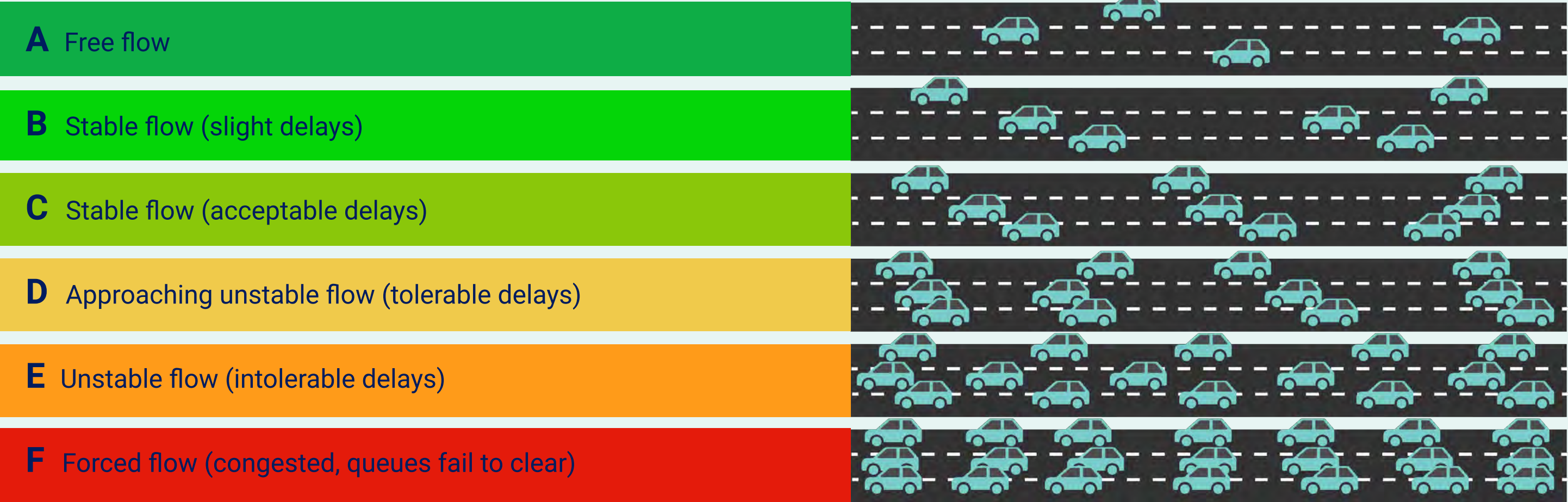
Highway 41 is operating at or near capacity.

Highway 41 Average Daily Traffic



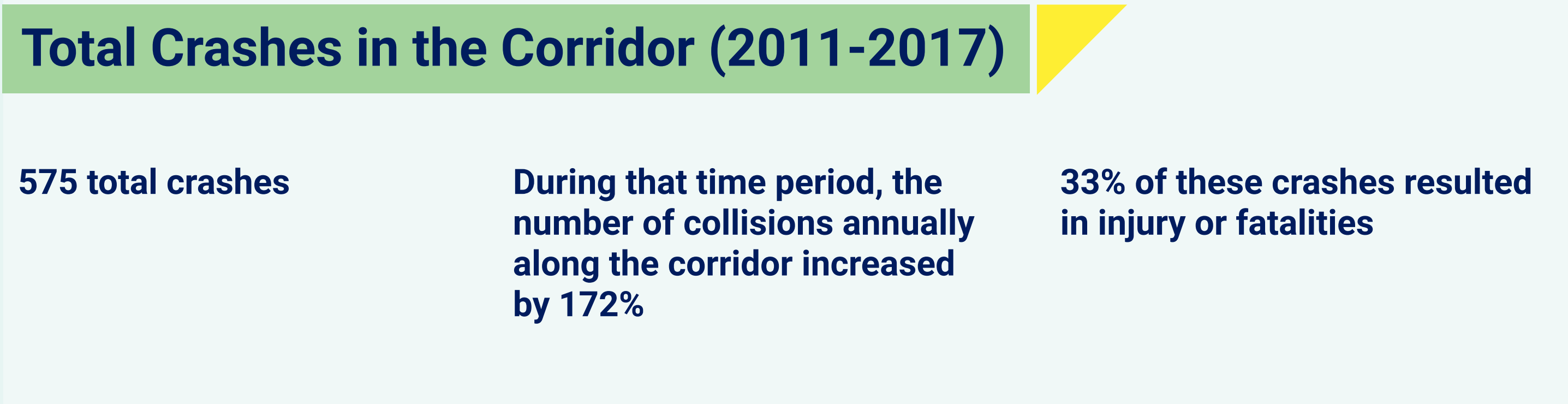
Level of Service

Without improvements to the Highway 41 travel corridor and surrounding intersections, the majority of roadway segments in the project study area would operate at a level of service of E or F by the year 2045. With the proposed alternative design, level of service in this corridor will be better in 2045 than it is today. **Traffic today is a level F.**





Crash statistics raise concerns about roadway safety and the type of crashes that are occurring along the Highway 41 corridor are even further indicative of a congested roadway corridor.



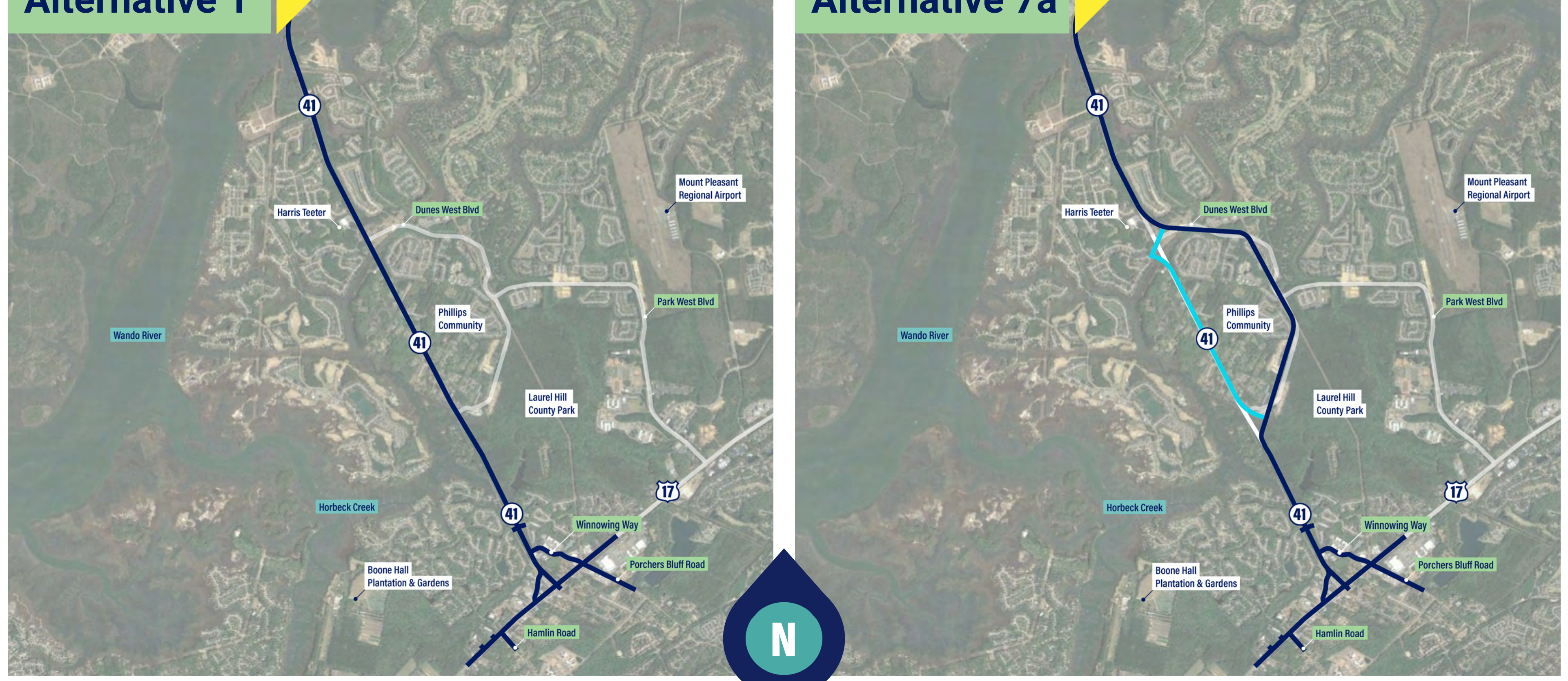
Emergency Response Readiness

Emergency responders have expressed concerns about responsiveness to incidents and it is critical that congestion is reduced to provide improved access for emergency responders. In addition, South Carolina’s coastline is vulnerable to hurricanes and Highway 41 is a designated hurricane evacuation route; preventing gridlock in the case of a hurricane evacuation is an additional concern for emergency managers.

HOW WE GOT HERE

The Alternatives Review Process

An alternatives development and screening process was used to identify alternatives for the Highway 41 corridor that best satisfies the project's purpose and need, while minimizing impacts to the human and natural environments. The criteria for each phase of the alternatives screening process explains the reasons why an alternative may have been advanced or eliminated from further consideration.



Reasonable Alternatives

Alternative 1 and Alternative 7a were presented to the public as the reasonable alternatives for review and comment. The project team examined and compared the environmental impacts, costs and logistics of these reasonable alternatives, and Alternative 1 was identified as the proposed alternative due to:



You can compare the findings of and impacts associated with Alternative 1 and 7a in the Environmental Findings section at the bottom of this page.

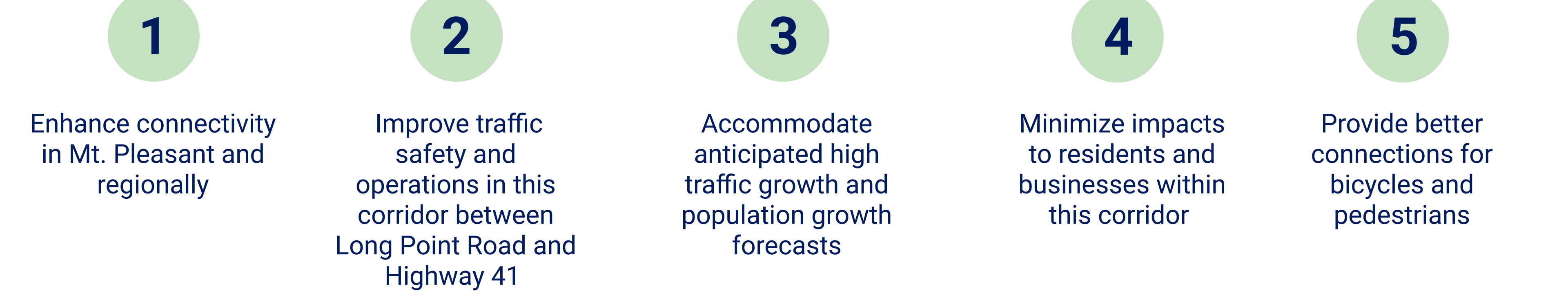
Need more information on the alternatives review process?
Read the full Alternative memo located at <http://hwy41sc.com/resources.html>.

Evaluating the Intersection at Highways 41/17

To effectively alleviate congestion on Highway 41, the project team needed to also look at the larger Mt. Pleasant roadway network. Our project team found that poor traffic operations at these nearby intersections significantly contributed to traffic congestion along Highway 41.



The enhanced intersection corridor will:



Environmental Findings

An environmental analysis was conducted to determine what impacts Alternative 1 and Alternative 7a, including the intersection improvements, would have on the human and natural environments. The final results of the studies are documented in the environmental report, which will be available for review later this year when it is submitted for review along with the permit application to the U.S. Army Corps of Engineers. Several studies completed to date are available for review at www.hwy41sc.com, including the

- Alternatives Analysis Report

Detailed Noise Analysis

Community Characterization Report and Impact Assessment

Wetlands Report
- Cultural Resources Survey Report

Phillips Community Cultural Landscape Technical Report

Biological Assessment

Draft Community Mitigation Plan

An outline of the environmental report can be found on the [project website](#).

Environmental Findings

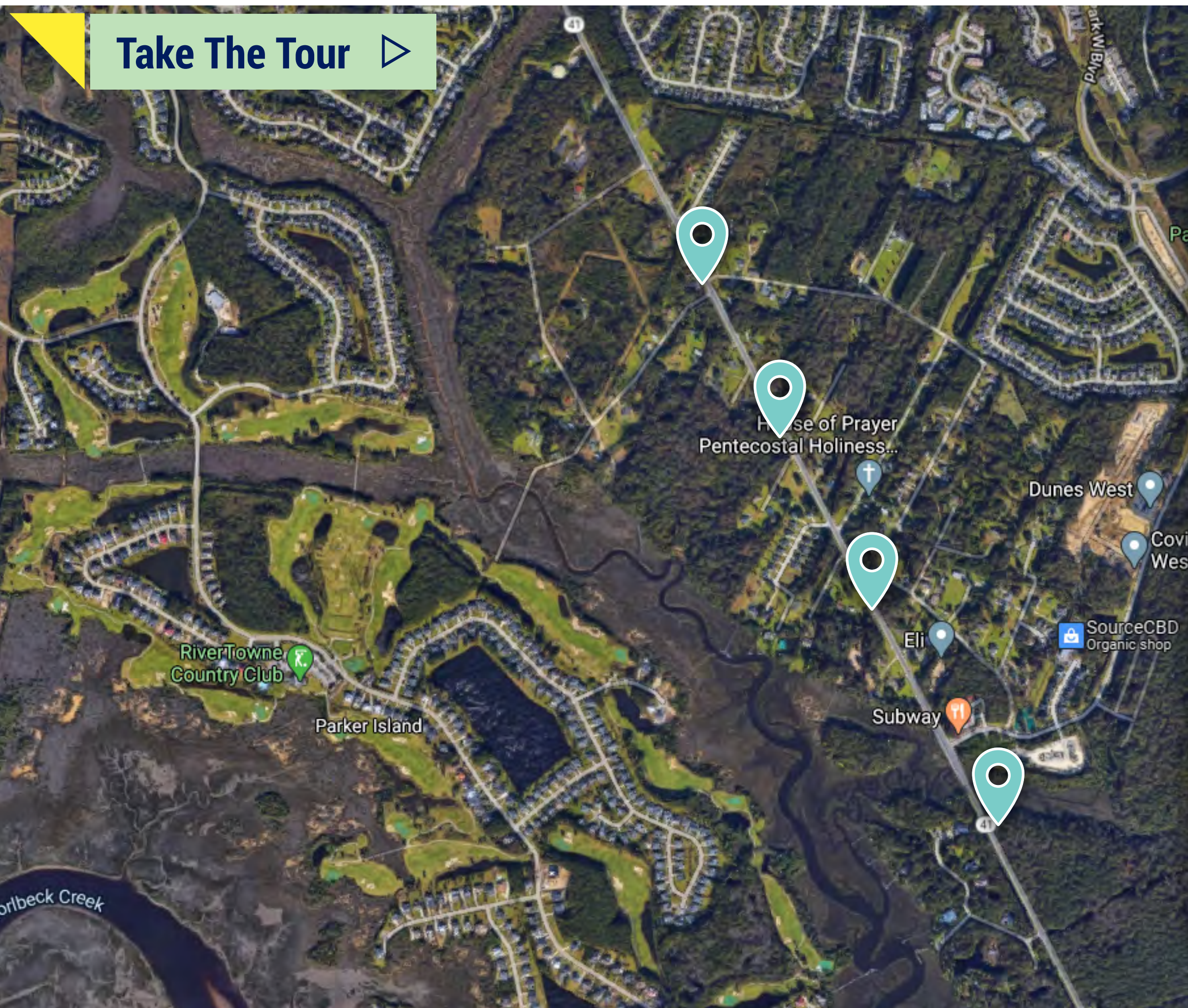
LEVEL 4 SCREENING CRITERIA

Environmental Findings
and Traffic Findings
Graphic HERE

Environmental Findings
and Traffic Findings
Graphic HERE

THE PROPOSED ALTERNATIVE

Take The Tour ▶



← PrevNext →

Zoom To This Proposed Improvement

Embed Of Visualization/Video

Header

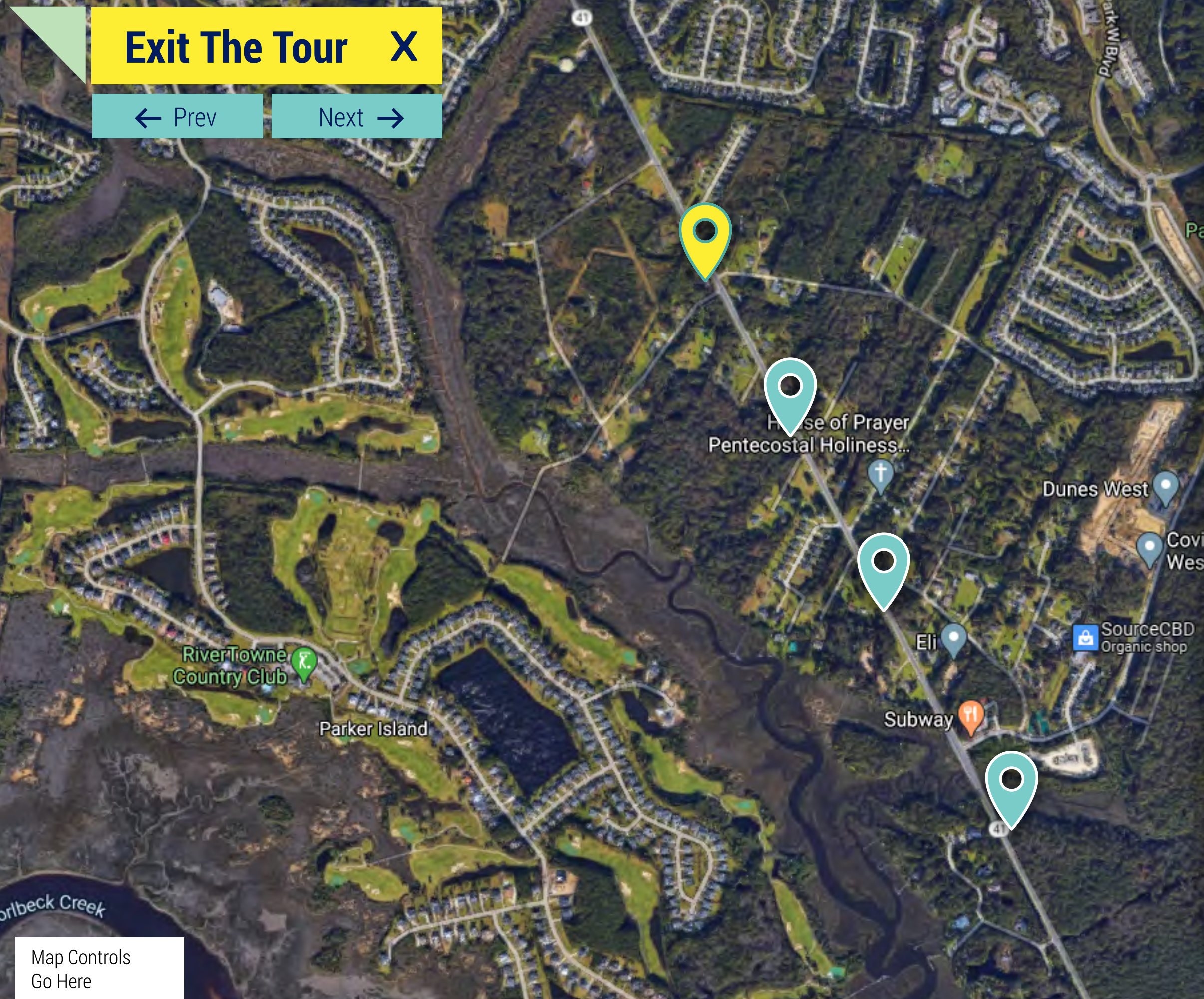
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Link To PDF

THE PROPOSED ALTERNATIVE

Exit The Tour X

← PrevNext →



Map Controls
Go Here

← PrevNext →

Zoom To This Proposed Improvement

Embed Of Visualization/Video

Header

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Link To PDF

OUR COMMITMENT

Provide your input here

Safeguarding Community Resources

Charleston County and the Highway 41 project team are committed to working collaboratively with local communities and impacted landowners to implement mitigation measures that will safeguard community resources and minimize impacts associated with Alternative 1. Community outreach will continue during the USACE permitting and NEPA process, the construction phase, and up to one year after completion of construction.

Community Mitigation Plan

The project team is developing a Community Mitigation Plan to define commitments to adjacent communities and the natural environment. The draft Community Mitigation Plan and Community Impact Assessment can be viewed online at <http://hwy41sc.com/resources.html>.

The project team has been listening to the local communities and has developed an early draft of the Community Mitigation Plan, and portions of the plan are available for review. The plan is not final and will be further developed through a Community Mitigation Advisory Committee. We encourage you to provide feedback in the Submit Input section of this virtual meeting.

Community Mitigation Ideas for Input

Environmental Justice, Cultural, and Cumulative Effects

- Develop educational programs and curriculum modules regarding the Phillips Community, Seven Mile, and the Sweetgrass Basket Stand Corridor and present these to local schools, libraries, and neighborhood associations
- Contribute funds to Phillips Community Association for the community's annual Family Day
- Contribute funds to CAGE for community events similar to the Phillips Community's Family Day
- Identify, document, and evaluate Gullah African-American TCPs in the Mount Pleasant vicinity

Land Use

- Develop recreation fields and/or community center and possibly expand the Phillips Community's 8-acre property known as the Park (Charleston County Property ID 583-00-00-072)
- Purchase the property associated with the Bridge on Horlbeck Creek in the Phillips Community, and rehabilitate or reconstruct the Bridge for community use. This would include seating, railings, a sink or spigot for cleaning the seafood catch, sidewalks and/or improvement to existing pathways to access the Bridge on foot, and a parking lot adjacent to the Bridge.
- Develop recreation fields and/or a community center on CAGE's 4-acre property in Seven Mile
- Develop recreation fields and/or picnic space on Goodwill AME Church property in Seven Mile

Sensory/Visual

- Plant vegetative buffers on either side of SC 41 and US 17 that represent and enhance the cultural and historic character of the Phillips and Seven Mile communities

Residential

- Provide financial assistance to community members living in residences proximal (within 30 feet) to the proposed new right-of-way to enable relocation to another portion of their property
- Assist multiple owners of heirs properties during Right-of-Way acquisitions better allow for fair compensation to individuals.
- Closely collaborate with the Center for Heirs Property Preservation (CHPP) to employ effective best practices in addressing heirs' property acquisition in public projects and potentially develop a workshop for affected property owners

Enhance Mobility, Access, Public Health, and Safety

- Enhanced historical and cultural signage near the Phillips and Seven Mile community boundaries to assist with public safety
- Install two Pedestrian Refuge Islands with flashing beacons in Phillips Community
- Improved access to Greater Goodwill AME Church

Community Mitigation Advisory Committee

A Community Mitigation Advisory Committee will be formed to provide input on the draft and final Community Mitigation Plans. Regular meetings will be held between the project team and Advisory Committee. The Advisory Committee will be identified by the project team and will be comprised of stakeholder groups who have had an interest in the project and representatives from the local community who may be directly or indirectly impacted by proposed Alternative 1.

If you are interested in volunteering for the Community Mitigation Advisory Committee, please take this short survey.

1) Do you live along the Highway 41 corridor?

YES

NO

2) Do you work along the Highway 41 corridor?

YES

NO

3) What is most important to you with regards to this project?

a. Preserving communities

b. Bicycle and pedestrian accommodations

c. Cultural resources or landmarks

d. Wetlands and waterways

4) What is your name?

5) What is your address?

6) What is your email address?

7) Are you able to commit to regular Advisory Committee meetings (either virtual or in-person as practicable)? The meetings are anticipated to occur monthly during the USACE permitting and NEPA process (1 year), and could continue during construction (2 years) and after completion of construction (1 year).

YES

NO

41

HIGHWAY

CORRIDOR

IMPROVEMENTS

CHARLESTON

COUNTY

SOUTH CAROLINA

YOUR INPUT

Comment period August 13 – September 11, 2020

Thank you for taking the time to review the information provided in this virtual meeting.

Provide Comments

I have a comment about:

Proposed Alternative 1

Highway 41 at Highway 17 intersection

Bicycle & Pedestrian Connectivity

My Property

Environmental or Traffic Studies

Community Mitigation Plan

Other

Do you still have unanswered questions?

[View these Frequently Asked Questions](#)

1 What are the immediate next steps for the project?

Following the virtual meeting, the project team will collect, respond to and evaluate public comments, which are being accepted until September 11, 2020. The project team will then complete the draft environmental report and submit it along with the permit application to the U.S. Army Corps of Engineers, who will review the documents and issue a public notice for the proposed project.

2 How will Charleston County work with impacted landowners

The project team will contact directly impacted landowners to begin the right-of-way process. The ROW acquisition process will begin once the project’s ROW plans are approved by the SC Department of Transportation (SCDOT) in 2022. During this process, a ROW agent will work with a certified appraiser to determine a fair compensation amount, based on the market value of the land and any perceived value impacts to the property.

3 Will noise walls be constructed?

The project team follows the SCDOT Noise Abatement Policy for determining potential locations for noise barriers. A detailed noise analysis was completed and noise walls were assessed for reasonability and feasibility. No noise walls were recommended for the corridor.

4 When will the project be constructed?

Currently, construction is anticipated to begin in 2023 and expected to be completed in 2026. Until the project can be constructed, Charleston County and the Town of Mt. Pleasant have partnered to design and permit interim improvements in the corridor, which are expected to begin in September 2020 and be completed in early 2021.

Set up a virtual one-on-one meeting with the project team by



emailing hwy41sc@gmail.com



or by calling the hotline 843-972-4403.



Virtual Public Meeting for the Proposed Alternative

Meeting Report

Virtual Public Meeting Information

Virtual Public Meeting Purpose

The virtual meeting was launched on August 10, 2020, to:

- Present Alternative 1 as the proposed alternative
- Present details on the proposed intersection design for Highway 41 and Highway 17
- Provide an overview of the studies and screening process used to identify the proposed alternative
- Provide members of the public an opportunity to submit feedback to the project team

Virtual Public Meeting Information – <http://hwy41sc.com/proposedalternative/>

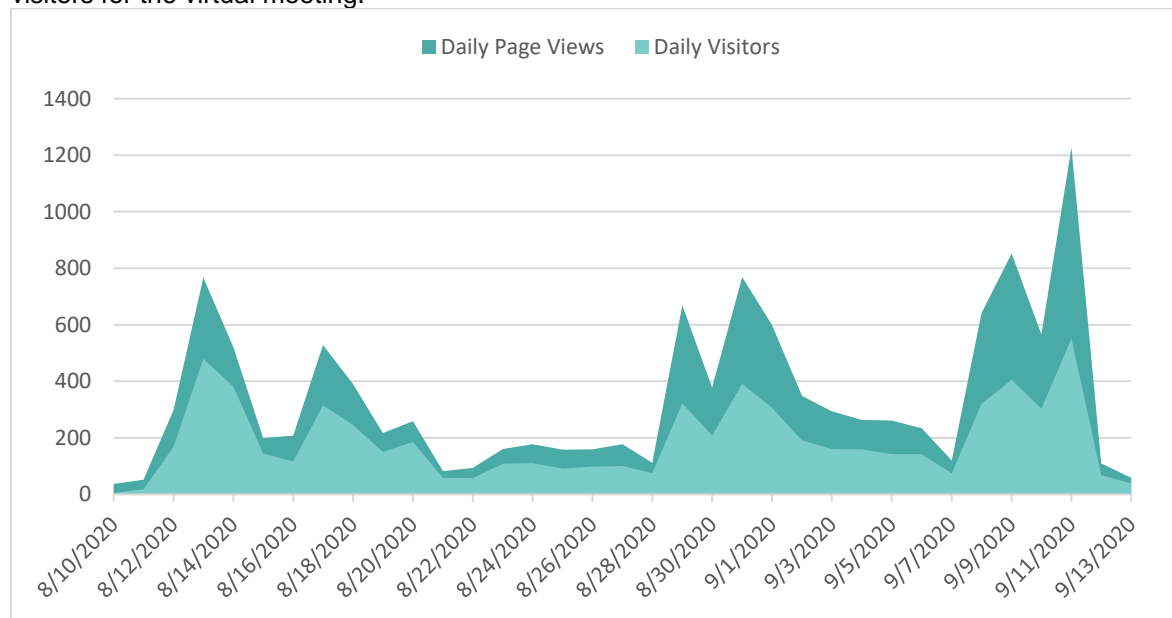
The virtual meeting was available from August 10 to September 13, 2020 and provided the same information and opportunities to participate as a traditional in-person public meeting. The virtual meeting was broken into sections:

- A visualization video of the proposed alternative,
- Details on the environmental review process and technical studies,
- Alternative review process,
- Interactive map of the proposed alternative and intersection design,
- Community Mitigation Plan,
- Opportunities for the public to submit comments.

A summary of the participation, outreach efforts and summary of comments are discussed in the sections below.

Visitors

In total the virtual meeting had 6,704 visits between August 10 and September 13 with an average visit lasting over four minutes. The chart below provides an overview of the daily visits and page views and visitors for the virtual meeting.



Outreach Activities

Prior to the virtual meeting launch, the project team deployed multiple outreach efforts to alert communities within the project study area and the general public encouraging greater participation including:

- 353 Phillips Community Mailed Newsletters
- 285 Seven Mile Community Mailed Newsletters
- Phillips Community Meeting, held in person and on site at the Phillips Community Site on Oliver Brown Road in Mt. Pleasant
- Legal Ads placed in The Post & Courier and Moultrie News
- Social Media Posts
- Project Hotline Messaging
- Web Updates
- 13,080 Postcards Mailed Directly to Residents in the Study Area
- 295 Directly Impacted Landowner Letters
- Press Release
- Elected Official & Stakeholder Letters
- Stakeholder Working Group Meeting Invitation and Virtual Meeting
- E-Newsletter Distributed to Approximately 1,454 Individuals

In addition to the outreach efforts above, the project team met with several neighborhood associations to discuss the project and answer questions. The project team reached out to meet with all neighborhoods/communities within the project area; the following meetings occurred during the comment period:

- Brickyard Plantation
- Colonnade
- Cardinal Hill
- Dunes West
- Horlbeck Creek
- Park West
- Rivertowne
- Seven Mile Community Action Group For Encouragement (CAGE)

Appendix A includes the outreach materials used to inform the public about the virtual public meeting, except the social media posts, website updates and project hotline.

Printed Meeting Materials

To accommodate members of the community with limited or no access to the internet, the project team developed a virtual meeting packet containing the same information as the online version, that could be printed and mailed to members of the public upon request. The project team printed and mailed three packets in response to requests from the public. The printed meeting materials packet is included in **Appendix B**.

Comment Summary

Public comment period: August 10 – September 13, 2020

Type of Comment	# of Comments Received
Web Comment Form:	1,563
Hotline Voice Mail:	69
Email:	1,228
Letter/Mail:	29
Total comments received:	2,889

The chart on the next page outlines the topics and themes of the comments collected. Topics included environmental justice communities, traffic & safety, the proposed alternative, floodplains and other topics.

One petition, containing over 1200 individual signatures, was received during the comment period in opposition of Alternative 1; per standard comment management procedures¹, the petition represented one comment.

- *Southern Environmental Law Center Petition – 1,298 signatures*

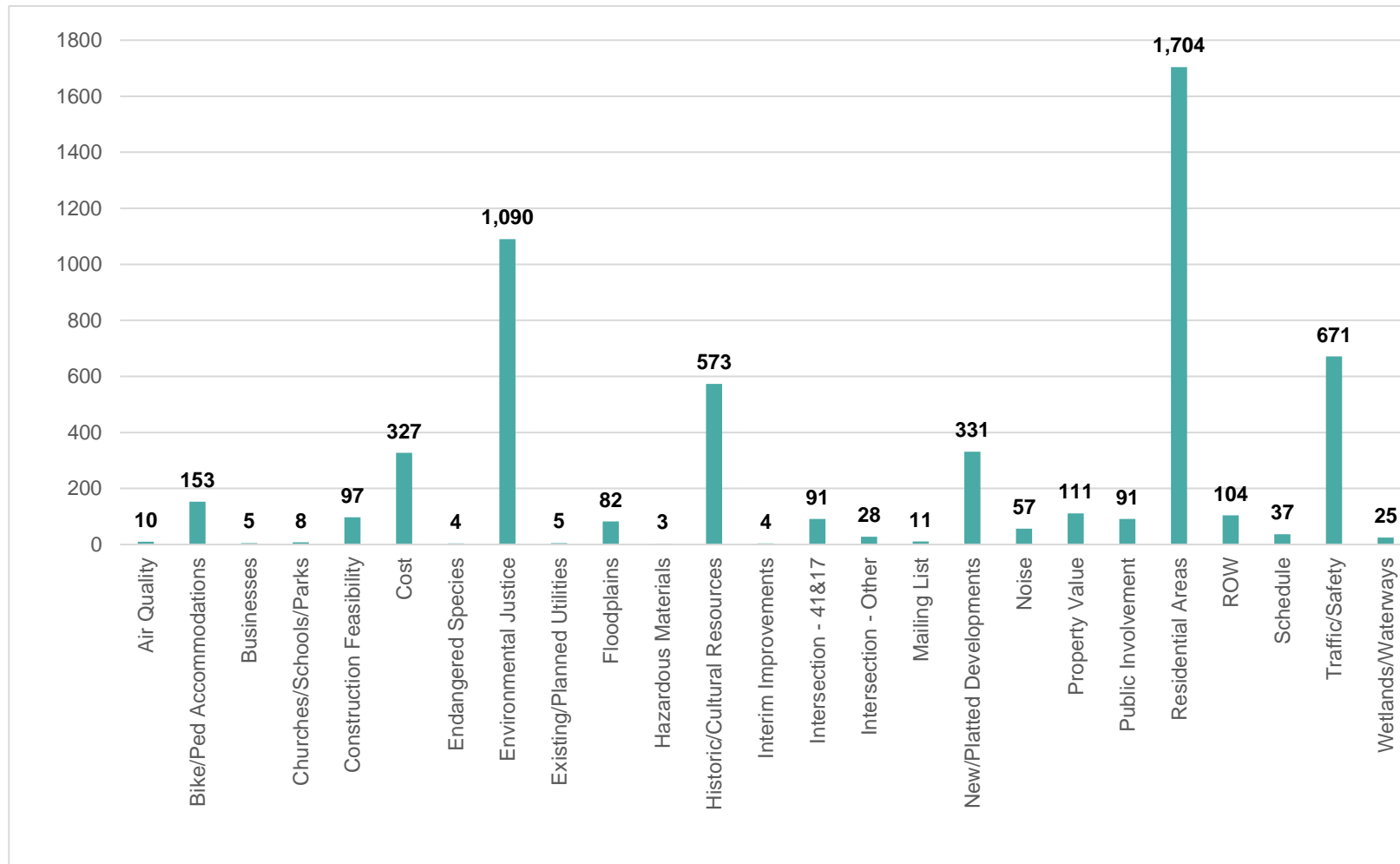
Summary

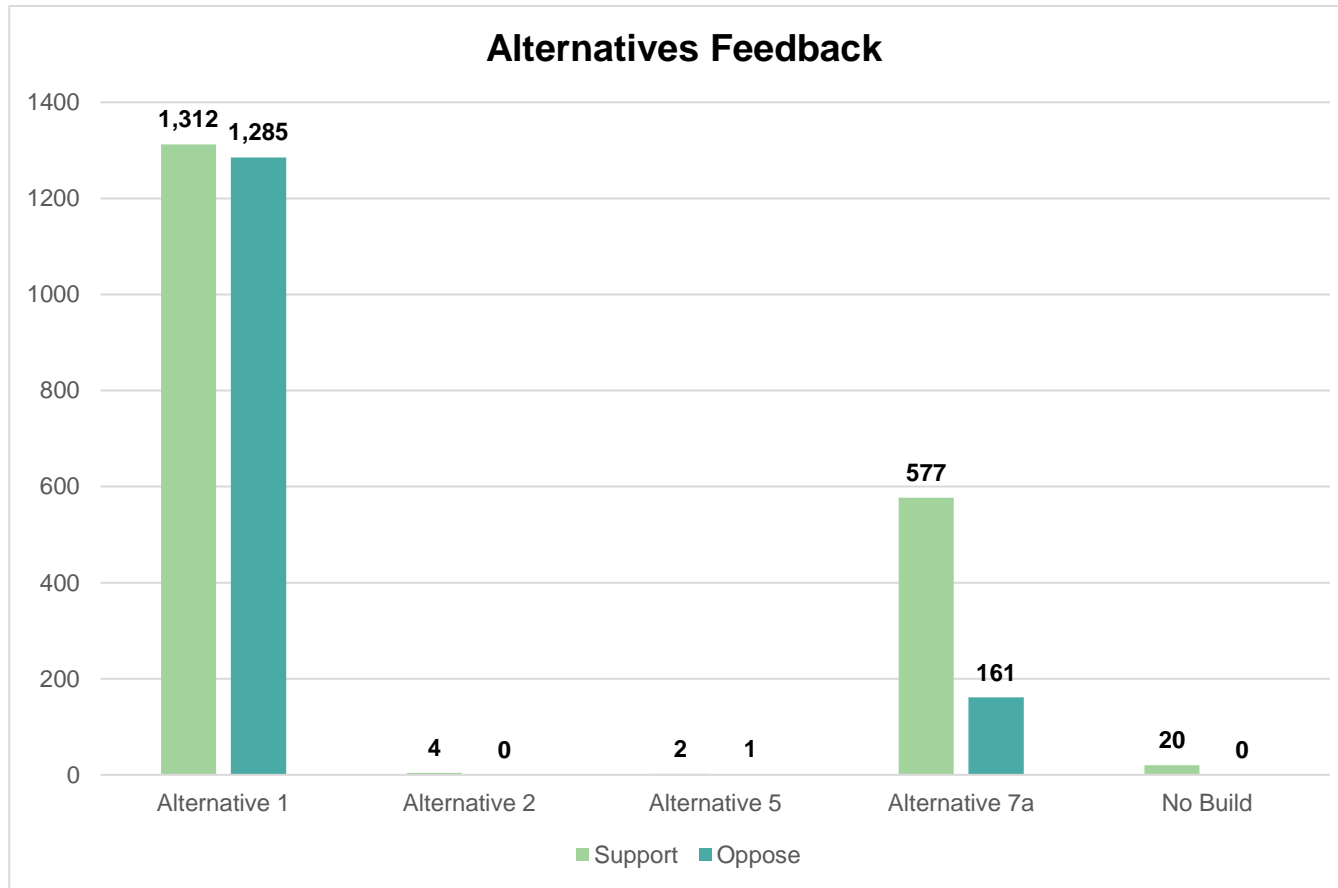
- Through an analysis of public comments, the project team received an almost-even split between members of the public who support or are in opposition of proposed Alternative 1.
- Support for Alternative 1
 - Many who support the proposed Alternative 1 are residents who primarily live in newer residential areas along the corridor and recognized Highway 41 as a hurricane evacuation route, the safety improvements that are needed, recognized Highway 41 serving as a mainline between Mt. Pleasant and Berkeley County, and recognized the alternative being the cost-effective solution for addressing congestion in the area.
- Opposition for Alternative 1
 - Those in opposition of proposed Alternative 1 recognized impacts that the proposed alternative would have on the historic Phillips Community and Seven Mile community and addressed that the widening of Highway 41 might result in residents having to relocate from their homes.
 - These comments were received in majority by individuals who do not necessarily reside in the project corridor, but instead wanted to provide their support for these historic African American communities.
- Aside from residential areas and environmental justice impacts, other key topics that comments referred to were new developments, traffic and safety, historic/cultural resources, bike/ped accommodations and cost.

¹ American Association of State Highway and Transportation Officials (AASHTO) handbook on Responding to Comments on an Environmental Impact Statement

Comment Themes

The graph below details the comment topics and themes of comments collected from August 10 through September 13, 2020.





NGOs/Organizations Providing Input During the Comment Period:

- African American Settlement Community Historic Commission
- Center for Heirs' Property Preservation
- Charleston Moves
- Charleston Trident Association of Realtors
- Clemson University Professor
- College of Charleston Professor
- Community Action Group for Encouragement
- East Cooper Land Trust
- Heritage Communities Development Corporation
- Historic Charleston Foundation
- Lowcountry Land Trust
- National Trust for Historic Preservation
- Phillips Community Association
- Preservation Society of Charleston
- Research to Action Board
- Seven Mile Community Action Group For Encouragement (CAGE)
- South Carolina Coastal Conservation League
- Southern Environmental Law Center

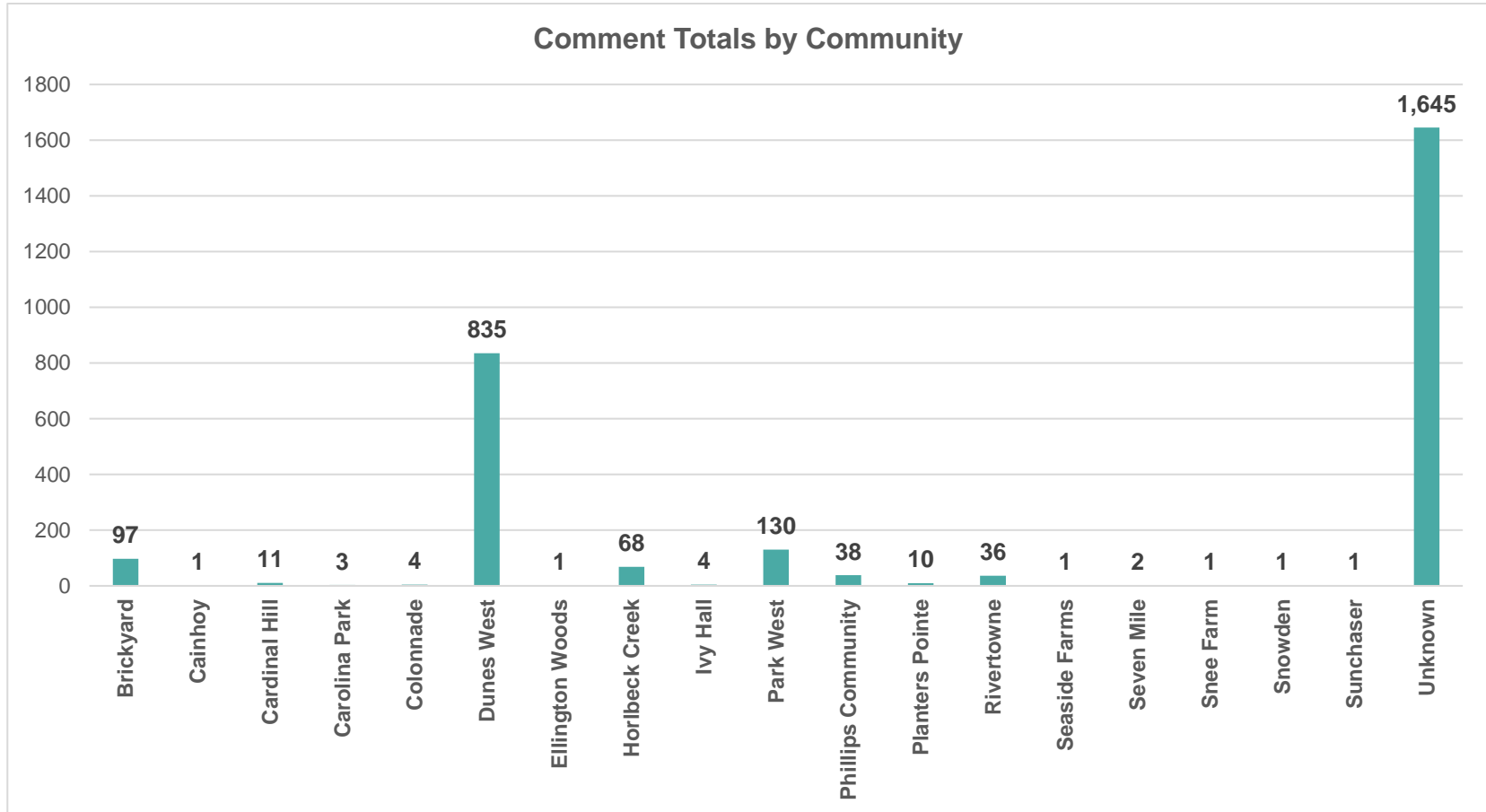
Petition

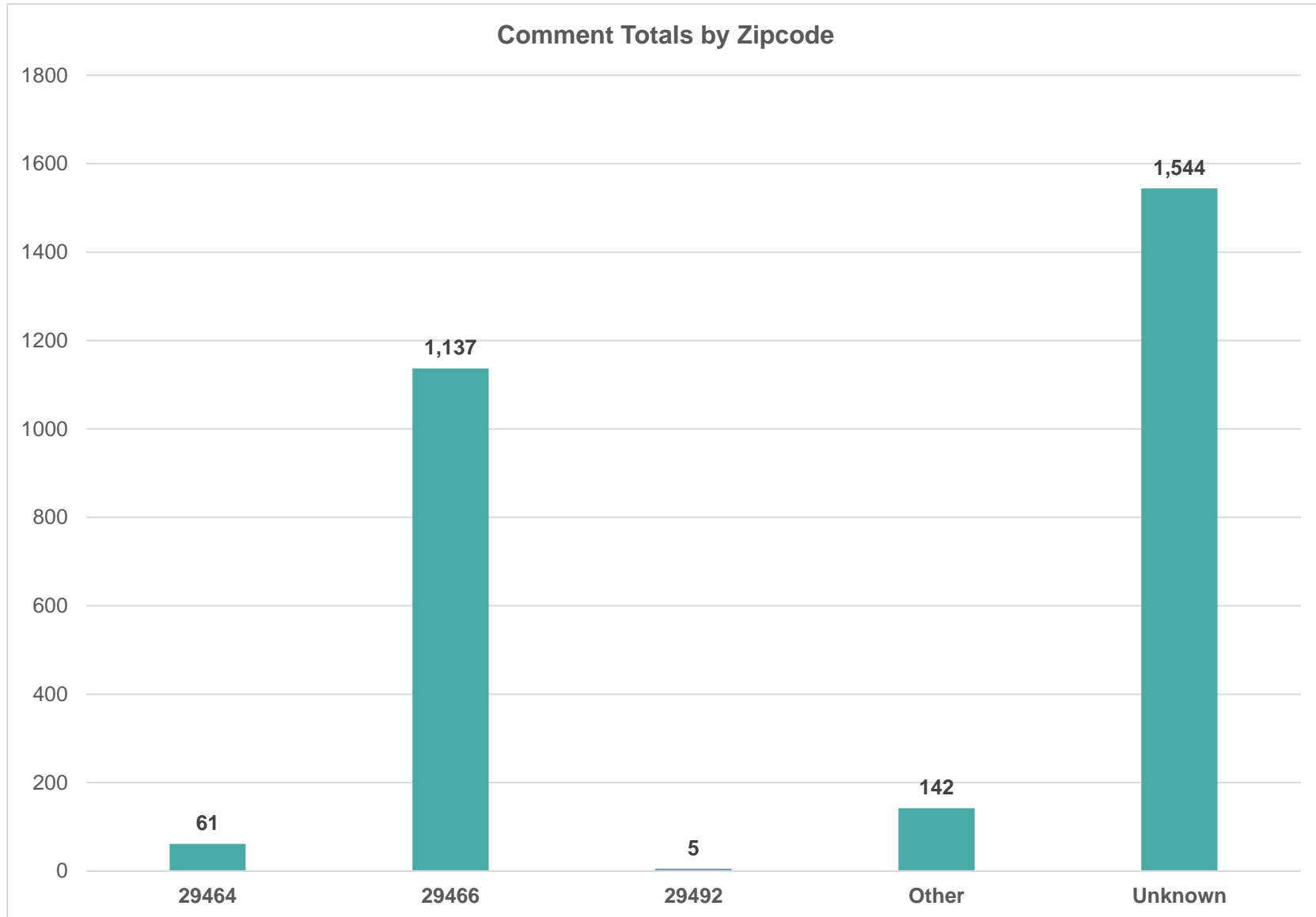
This petition is logged and recorded as one comment, per standard comment management guidelines.

- Southern Environmental Law Center – 1,298 signatures

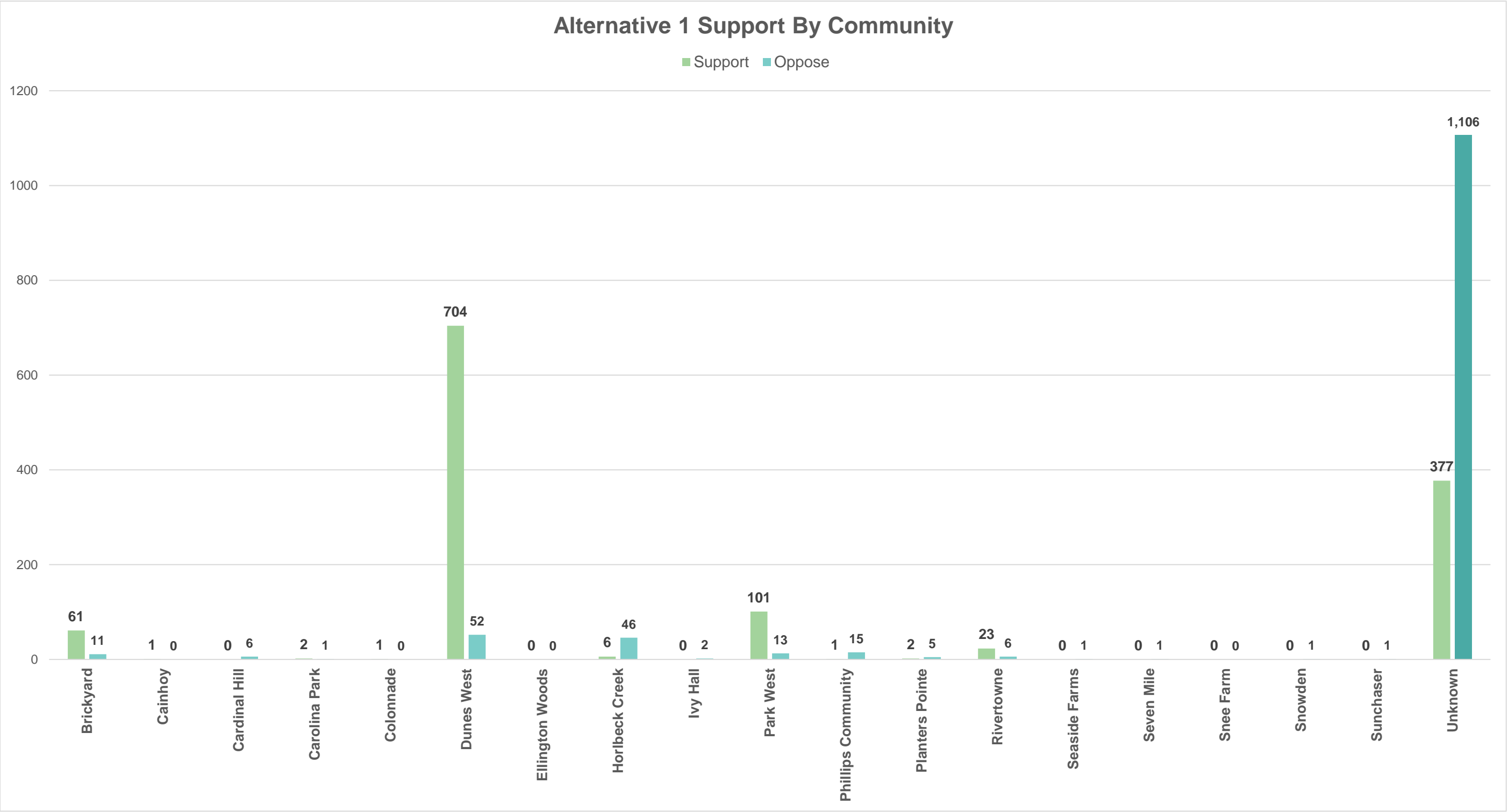
Comments by Communities

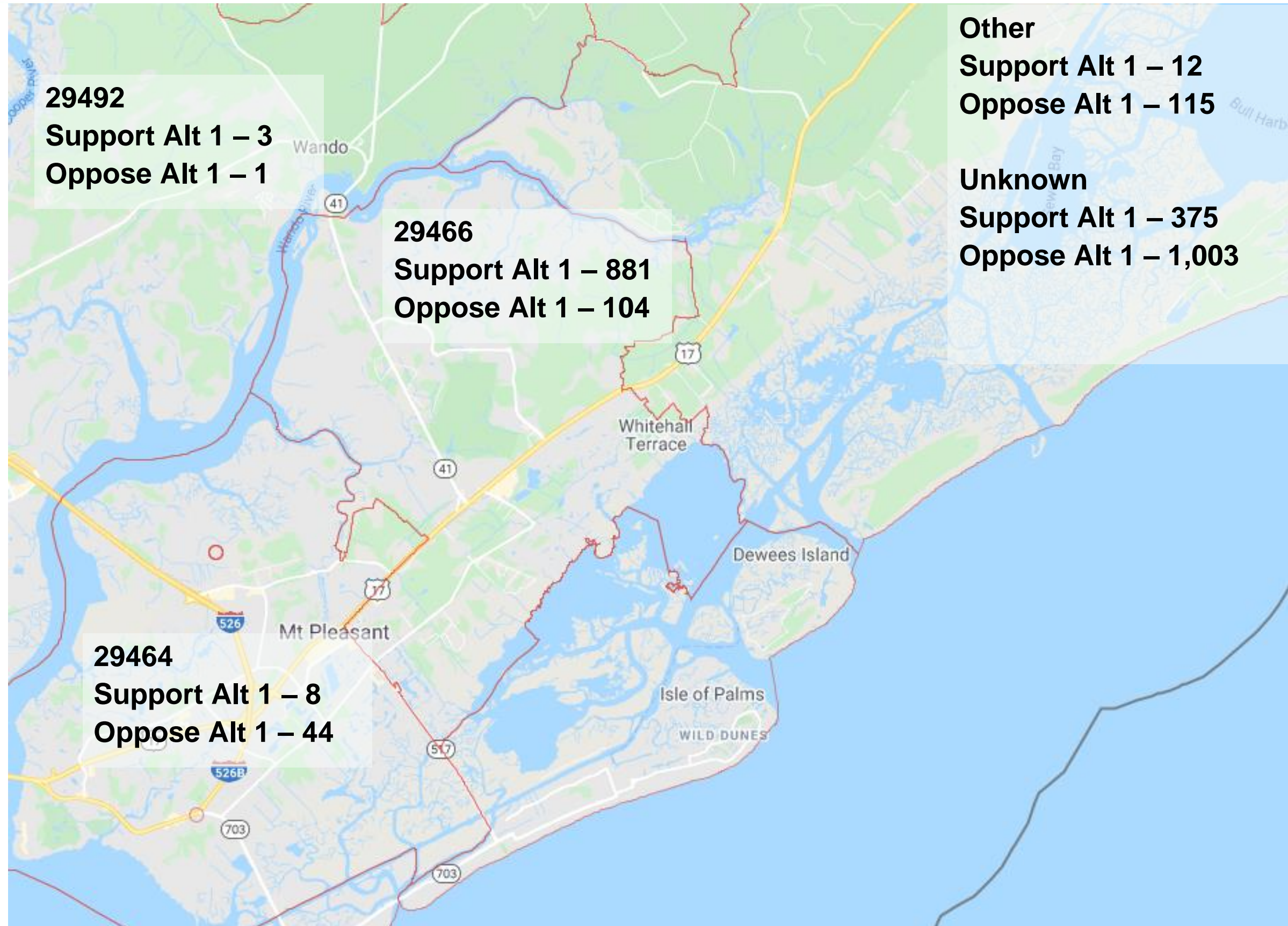
The tables in this section provide a breakdown of comments that could be directly attributed to specific communities within the project study area or specific zip codes.





The following charts break down support for Alternative 1 by community and zipcode.





Meeting Minutes

Project: Highway 41 Corridor Improvements

Subject: Cardinal Hill Community Meeting

Date: Friday, September 11, 2020

Attendees:	Hoyt Rowell, Cardinal Hill	Shannon Meder, HDR
	John Mashburn, Cardinal Hill	David Kinard, HDR
	Rex Atkinson, Cardinal Hill	Michael Darby, HDR
	J Austin, Cardinal Hill	Samantha Dubay, HDR
	Colleen, Horlbeck Creek	Robert Flagler, HDR
	Senator Larry Grooms, State of South Carolina	Rhett Reidenbach, Reveer Group
	Councilman Herb Sass, Charleston County	

Welcome & Introduction

- Rhett Reidenbach opened the meeting at 11:00 a.m. by introducing the project team, thanking everyone for joining today and reviewing the topics for discussion.
- Sen. Grooms thanked everyone for their time this morning, spoke on the importance/need of the project and the background of the project.

Project Update & Status

- Rhett provided an update on the project status, spoke on the project need and reviewed the steps taken by the project team to date.

Proposed Alternative

- Rhett spoke on the steps taken to identify the proposed alternative and handed the discussion over to Michael Darby to provide additional context.
- Michael Darby spoke about the proposed changes at the intersection of Highway 41 and Joe Rouse Road. Updates included:
 - Cardinal Hill entrance; adding a dedicated left turn into the neighborhood, but removing left turn option out of the neighborhood.
 - Planned u-turn at Colonnade Drive would maintain access from removed left-turn, but an additional u-turn at new Laurel Hill Park entrance would be possible.
 - Colonnade would be signalized.
- J. Austin asked about the proposed signal at Colonnade entrance, the colors on design map, placement of the multi-use path/sidewalk and if the team could use the entrance of Cardinal Hill for these instead since no one uses the Laurel Hill side.
 - Michael Darby stated this is possible if the park is willing to allow it and there would be signalized pedestrian crosswalks in Phillips, which would be an option to cross Highway 41.
 - J. Austin stated a future main entrance to the park is an egress for Cardinal Hill and there are safety concerns with this since individuals could use other paths to get in the park.
- J Austin asked if there were any common threads between Cardinal Hill, Colonnade, and Phillips Community wanting any crosswalks/multi-use paths in public comments and stated this would make it more challenging for people turning onto Highway 41 which is already challenging.
 - Rhett Reidenbach stated the comment period ends today and will be identifying trends and themes as they analyze comments after the comment period ends.

Intersection Design – Horlbeck Creek and Colonnade Entrance

- Michael Darby presented the proposed changes to the entrances of Horlbeck Creek and Colonnade neighborhoods which includes a new road to provide access to Gregorie Ferry Road and justifies a signal at the entrance of Colonnade.
- Rex Atkinson asked how many lanes would be on the bridge going over wetlands.
 - Michael Darby stated there would be four lanes on the bridge, but they would be phased in.
 - Rhett Reidenbach added it would be a flat slab bridge with pilings and columns.
- Rex Atkinson asked why the plan did not leave the existing road to Bessemer, stating it seems the cost is driven by impacts to the wetlands. The new park entrance could be a good alignment, with an access road. He added he is concerned about large vehicles turning into Cardinal Hill and safety of traffic in that area and doesn't believe the current plan addresses these concerns.
 - Michael Darby stated the project team could look at a frontage road option.
 - Jeff Austin stated if this could be done it would be a benefit for the community.
 - Rhett Reidenbach added the project team had to look at impacts, safety and other factors to develop this design, which has been built in areas around design occurs in Charleston.
 - John Mashburn added he was also concerned about safety and worried about future traffic growth.
 - Colleen stated the Horlbeck Creek community agrees and is concerned about safety and supports a frontage road option.

Community Mitigation

- Rhett Reidenbach reviewed the mitigation efforts and considerations the project team would evaluate moving forward.
- Hoyt Rowell stated the Phillips community has moral high ground here.

Next Steps

- Rhett Reidenbach reviewed the project schedule and next steps moving forward.
- Rex Atkinson asked what their next steps were and if this was the last time they would hear from the project team before they submit everything to the US Army Corps of Engineers.
 - Rhett Reidenbach stated the project team will review all of the public comments, possibly come back with tweaks and recommendations, this would not be the last time the community hears from the project team and the Corps would have their own comment period.
- Senator Grooms reminded everyone that the design isn't final and would need a county council vote and federal approvals before moving forward. Senator Grooms reminded everyone the project team is here to listen to you and the community, praised the team for their to date and reminded people to submit comments before the comment period closes.
- Colleen stated the Horlbeck HOA gets copies of most of the comments their residents submit to the team and that most agree on their needs/view on the project related to safety and appreciate the work the team has done.

The meeting adjourned at 12:00 p.m.

Meeting Minutes

Project: Hwy 41

Subject: Dunes West Community Meeting

Date: Tuesday, August 25, 2020

Attendees:	John Watkins	Richard Turner, Charleston County
	Derek Miranda	Shannon Meder, HDR
	Russ Smith	David Kinard, HDR
	Jim Middleton	Michael Darby, HDR
	Scott Peace	Theresa McClure, HDR
	Sen. Larry Grooms	Robert Flagler, HDR
	Richard	Rhett Reidenbach, Reveer Group
	Cal Oyer, Charleston County	

Introductions

- Derek Miranda introduced the HOA board and Dunes West representatives.
- Theresa McClure introduced the project team and handed the floor to Senator Grooms.
- Senator Grooms thanked everyone for scheduling the meeting and the work over the years on the project.
- Rhett Reidenbach thanked everyone for participating in the meeting, reiterated Senator Grooms' statements, clarified the alternatives recommendation process and the importance of public input at this stage and provided an overview of the meeting.

Project Status and Update

- Rhett Reidenbach provided an overview of the alternatives screening process, criteria evaluated to identify the proposed alternative, factors justifying the project need.
- The project team played the project overview video from the virtual meeting to provide additional information on the project.

Proposed Alternative

- Rhett Reidenbach discussed the proposed alternative, its features and operations, potential impacts and compared it against Alternative 7a.
- Derek Miranda stated he had no questions, but supported the decision.
- Richard asked if there are more things that could be done for the Phillips Community to make them seem more like a community and suggested donating acreage at Laurel Hill could be donated for a community center or other efforts.
- Russ Smith asked how final the design was and the role public comments would play in approval from the US Army Corps of Engineers.
 - Rhett Reidenbach stated the project team had strong NEPA document to justify these decisions, but there were significant efforts from organizations and members of the community to encourage support for Alternative 7a.

Dunes West/41 Intersection Design

- Rhett Reidenbach explained the design concept and traffic flow for the continuous flow intersection proposed at the intersection of Dunes West and Highway 41.
- Derek Miranda asked how much acreage of the north pasture would be taken and would this allow a left-turn into the Harris Teeter parking lot.

- Michael Darby stated slightly over an acre of ROW would be acquired and access to the Harris Teeter shopping center would be through Rivertowne Parkway, but turn lanes could be included with a design change if needed.
 - Derek Miranda added that the proposed access to Harris Teeter would be an issue for residents in Dunes West.
- Russ Smith added a potential gas station at this intersection could increase the traffic load on Rivertowne Parkway.
- Richard asked what was planned for the area around the intersection of Highway 41 and Harpers Ferry Way.
 - Michael Darby stated the roadway would be shifted to the east to avoid wetlands impacts.
- Derek Miranda stated the homes near the Highway 41 and Dunes West Blvd intersection already experience flooding and what efforts would be made to address this.
 - Michael Darby stated this is something that would be evaluated in design, but efforts would be made to limit impacts/ROW needs.
- Russ Smith stated the impacts of this pale in comparison to Alternative 7a and is happy with this.
- Jim Middleton asked if the widening of Dunes West Blvd to the roundabout was considered as a compliment to this project.
 - Russ Smith stated that could be a town project.
- Russ Smith asked if the project team had reached out to Park West for a similar meeting.
 - Rhett Reidenbach stated the team is scheduling meetings with Park West and Rivertowne, had met with Phillips Community before the virtual meeting launched and would have an open invitation for meetings to other communities.
- John Watkins asked if the alternatives included what the hurricane evacuation routes would be in the future, if a surface elevation study had been completed and the socio-economic considerations.
 - Michael Darby stated a surface elevation study has not, but would be completed in the future.
 - Shannon Meder stated property value changes would not be included in environmental documentation.
 - Michael Darby stated the project team coordinated with SCDOT and highway patrol but they had no concerns on either of the alternatives.
- Russ Smith stated the visualization shows people living at Trade Winds Drive would not be able to make left-turns off Highway 41 and asked if there were additional plans or designs that could be shared with the public.
 - Michael Darby stated access to Trade Winds Drive would require a u-turn.
 - Theresa McClure added the interactive map on the virtual meeting had been updated to show more information and she would work with the team to identify materials to share.

Community Mitigation

- Russ Smith asked if the existing ROW for the paved portion of 41 would accommodate the proposed widening.
 - Rhett Reidenbach stated the additional ROW would be to accommodate multi-use paths, sidewalks, grass medians and other features.
 - Senator Grooms added the ROW acquisitions along Highway 41 vary in size/footage required and all of these features are included to improve safety.
- Richard asked if the bike path could be put along the Alternative 7a route to give people more space and why a flyover was not considered for the left lane going up Highway 41.
 - Rhett Reidenbach stated these were great comments and encouraged Richard to submit them through the website and added the flyover and similar features would increase the cost and impacts and were eliminated early during the evaluation process.

Next Steps

- Rhett Reidenbach provided an overview of the schedule and next steps for the project.

- Derek Miranda thanked everyone for participating in the meeting, appreciated the project team explaining this information and the work put into the designs.

The meeting adjourned at 2:00 p.m.

Meeting Minutes

Project: Hwy 41

Subject: Horlbeck Creek Meeting

Date: Friday, September 04, 2020

Attendees:	Steve Magoon, Horlbeck Creek	Senator Larry Grooms, State of South Carolina
	Mark Creech, Horlbeck Creek	Councilman Herb Sass, Charleston County
	Ron Burkeen, Horlbeck Creek	Cal Oyer, Charleston County
	Matthew, Horlbeck Creek	Shannon Meder, HDR
	Colleen, Horlbeck Creek	Michael Darby, HDR
	Mark Creech, Horlbeck Creek	David Kinard, HDR
	Magalee Creech, Horlbeck Creek	Theresa McClure, HDR
	Jenny Brown, Horlbeck Creek	Robert Flagler, HDR
	Ken Burkeen, Horlbeck Creek	Rhett Reidenbach, Reveer Group

Overview

- Theresa McClure opened the meeting and introduced the project team and thanked everyone for joining today.
- Senator Grooms thanked everyone for participating, spoke on the project, and encouraged everyone to comment.
- Steve Magoon asked about US Army Corps of Engineers participation and how they would get the feedback from this particular meeting.
 - Shannon Meder explained the role of a lead federal agency and the project team's documentation and database efforts.
- Rhett Reidenbach spoke on the purpose of the project, clarified the status, and gave an overview indicating that Alt 1 was identified.
- Michael Darby spoke on the intersection at Tradewinds Drive and Highway 41 by presenting a graphic of that intersection and explained projected 2045 traffic at this location poses challenges.
- Ken Burkeen stated a blinking sign alerting drivers that a neighborhood exit is ahead could assist traffic entering or exiting the neighborhood.
- Mark Creech expressed concerns about larger vehicles using the proposed configurations and asked if a frontage or access road would be possible.
 - Michael Darby stated the project team would discuss impacts of a frontage road in this area.
 - Colleen added her support to get on the southbound lane with a frontage road around Bessemer Road so Horlbeck Creek and Cardinal Hill could take a left on the frontage road from Tradewinds Drive to Cardinal Hill to Bessemer Road to go north instead of going south to get north.
 -
- Jenny Brown asked if this U-turn would be signaled.
 - Michael Darby indicated that it would.
- Mark Creech expressed concerned about sharpness of U-turn and asked if they could be split and larger like those on Rivers Ave.
 - Michael Darby stated the project team would take a look at that option.
 - Colleen stated we are getting a worse situation, why would we have a worsening condition.
 - Steve Magoon indicated this area went from a level of service of D to an F in the project team's documents.

- Theresa McClure stated this feedback is what needs to be submitted during the comment period and it was not too late for the project to address these concerns.
- Michael Darby discussed the level of service for 2045, causes of that project level of F and how that analysis was developed.
- Rhett Reidenbach stated connecting Horlbeck Creek with Colonnade is similar to issues at Hamling Road and Brickyard, and the proposed design is a reasonable situation and would work, but Brickyard residents didn't want it. The project team can look at it, but if Colonnade doesn't agree, it's another issue.
 - Colleen stated this was a different issue; Brickyard had new people coming in and the area for the frontage road is just empty land, and they are okay with wetlands impacts here. The only problems are at Colonnade but they're getting a light. It seems like they are getting everything and Horlbeck Creek is getting nothing.
- Mark Creech stated the frontage road could function without interfering with Colonnade with dual left turns.
- Ken Burkeen expressed concerns about construction on widening his road in front of homes.
- Mark & Magalee Creech expressed concerns about safety.
 - Ken Burkeen stated he didn't understand why a traffic light would be an issue.
- Jenny Brown stated this is an issue of lives and safety.
- Colleen shared all the accidents in this area result in the road being closed and the impact of that on traffic.
- Rhett Reidenbach stated the proposed design is safe, just inconvenient – if larger vehicles were accommodated there would still be issues.
 - Mark Creech stated this solution was not good enough as there were still issues turning onto Highway 41 and Tradewinds Drive.
- Mark Creech asked about next steps and when they would meet with the project team again.
 - Shannon Meder explained the comment review & response process.
 - Rhett Reidenbach suggested possibly reconvening after the comment period ends.
- Mark Creech expressed concerns that comments have not already been incorporated.
 - Cal Oyer indicated that this was the purpose of this meeting and the comment period.
- Senator Grooms encouraged everyone to comment and submit feedback.

The meeting adjourned at 12:00 p.m.

Meeting Minutes

Project: Hwy 41

Subject: Park West Community Meeting

Date: Wednesday, September 02, 2020

Attendees:	Kerry Roller, Park West David Golden, Park West Sheryl James, Park West Joan Spier, Park West Matthew Jones, Park West Senator Larry Grooms, State of South Carolina Councilman Herb Sass, Charleston County Cal Oyer, Charleston County	Brad Morrison, Town of Mt. Pleasant Shannon Meder, HDR Michael Darby, HDR David Kinard, HDR Theresa McClure, HDR Robert Flagler, HDR Rhett Reidenbach, Reveer Group
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Overview

- Theresa McClure opened the meeting, introduced the project team, conducted roll call and thanked everyone for participating in today's meeting.
- Senator Grooms thanked everyone for participating in today's meeting, spoke on the importance of the project and its history up to this point and encouraged everyone to submit their comments.

Project Status & Update

- Rhett Reidenbach provided an overview of the project status, reviewed the screening process to date, spoke on the project's need and how the project team arrived at this point.

Proposed Alternative

- Rhett Reidenbach presented the proposed alternative, spoke on the highlights and features and compared the design to Alternative 7a.

Intersection Design – Dunes West Blvd & Highway 41

- David Kinard and Rhett Reidenbach spoke on the proposed design for the intersection of Dunes West and Highway 41, how traffic would operate through the intersection and the factors considered in the design.
- Matt Jones asked how traffic from Dunes West Blvd would access Harris Teeter without the left turn from Highway 41.
 - Rhett Reidenbach stated there would be access along Rivertowne Pkwy and existing access along southbound 41 would remain.
- David Golden expressed concerns about no left turn capabilities out of Harris Teeter onto Highway 41.
 - Michael Darby stated traffic traveling north on Highway 41 could make a left turn at the intersection by turning onto Rivertowne Pkwy.
 - Matt Jones stated taking a left turn at this intersection is difficult and these grocery stores are heavily used.
 - David Golden added the project team would need to redo that intersection to accomplish this and would add additional cost to the project.

Community Mitigation

- Rhett Reidenbach presented on the community mitigation plans and efforts by the project team.

Next Steps

- Rhett Reidenbach discussed the project schedule and next steps for the project team.

The meeting adjourned at 3:30 p.m.

The meeting will begin shortly.

To help this meeting run as smoothly as possible, please consider the following tips:

- Remain muted at all times, unless you are speaking or asking a question.
- Disconnecting from VPN or third-party security connections may help to increase bandwidth and maintain connectivity.

Video is encouraged, but not required.

This meeting will be recorded and shared with committee members who were unable to attend.

Please take a moment to familiar yourself with the WebEx platform:





Highway 41 Update Community Meetings

August 2020



Topics for Discussion

- 1** Provide an update on the status of the project
- 2** Present the Proposed Alternative
- 3** Present the Dunes West/Highway 41 Intersection Design
- 4** Discuss community mitigation
- 5** Review the next steps



Project Status

SCREENING 1

Identify Reasonable Alternatives

Eliminate and advance preliminary alternatives based on:

- Ability to meet purpose/need
- Public input

SCREENING 2

Refine the list of Reasonable Alternatives

Eliminate and advance preliminary alternatives based on:

- Ability to meet purpose/need
- Public input
- Refined traffic analysis.

SCREENING 3

Identify Reasonable Alternatives

Eliminate and advance preliminary alternatives based on:

- Public input
- Environmental Factors
- Cost
- Logistics

WE ARE HERE

SCREENING 4

Identify Proposed Alternative

Identify proposed alternative based on:

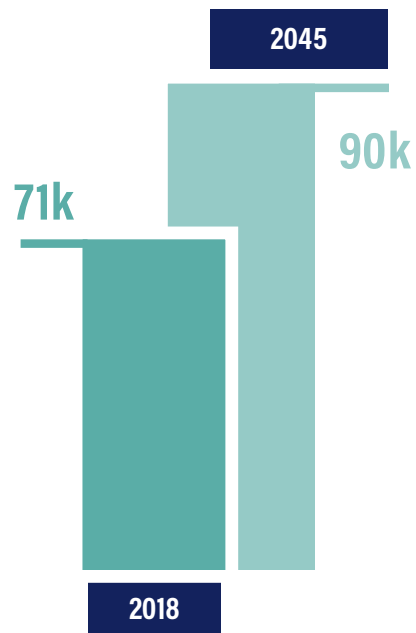
- Ability to meet purpose/need
- Public input
- Environmental Factors
- Cost
- Logistics

Video

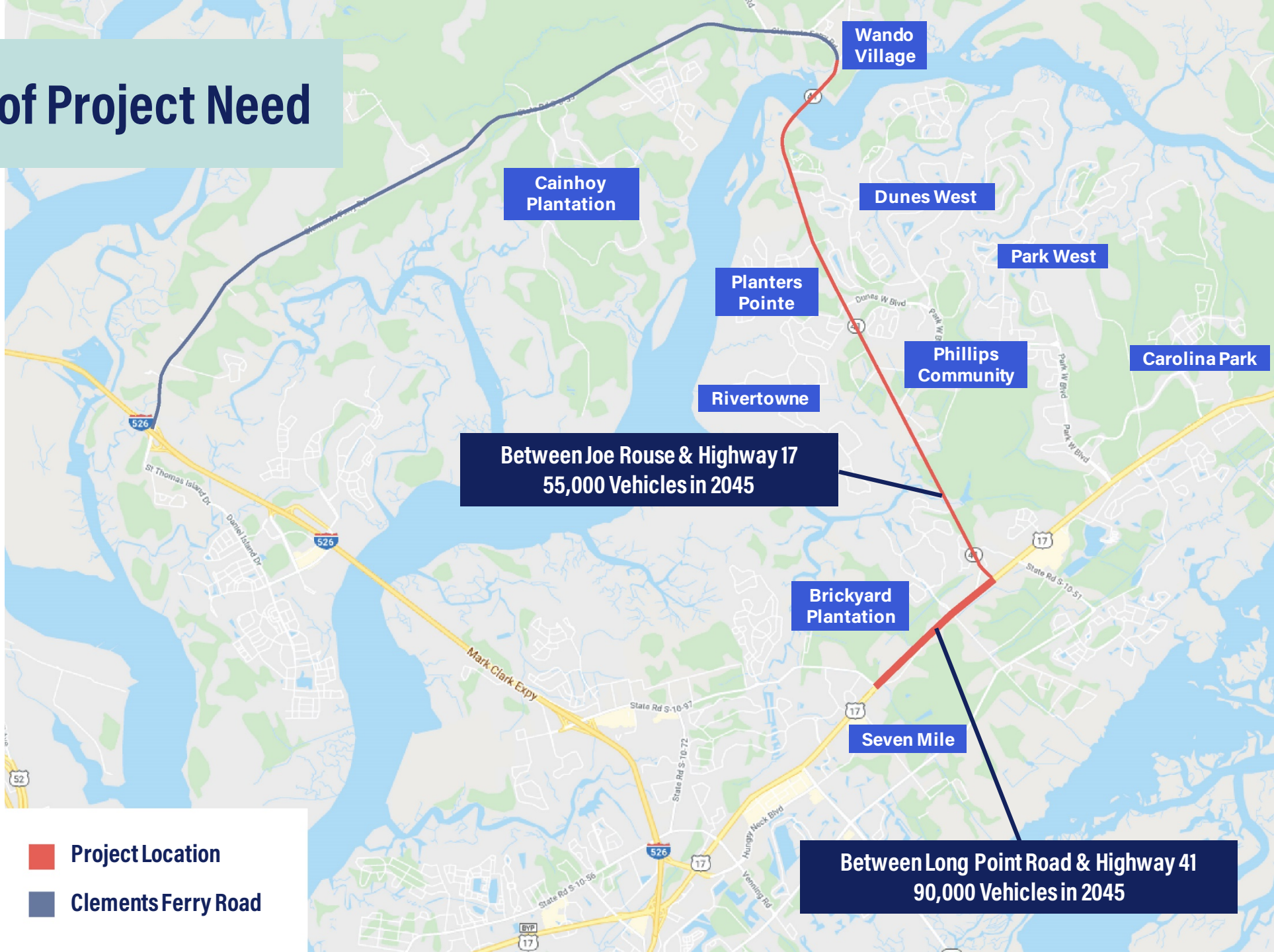




Overview of Project Need



Traffic projections for Highway 17 between Long Point Road and Highway 41



Proposed Alternative

Widening Existing Highway 41 (Alternative 1)



PROPOSED ALTERNATIVE HIGHLIGHTS



Greatest improved traffic times



Lowest overall project cost



Less effects from noise



Fewest impacts on wetlands



Fewer impacts on Laurel Hill County Park



Features of Alternative 1



MORE LANES ON HIGHWAY 41

Proposed Alternative 1 will consist of two travel lanes in each direction with either a center raised island or two-way left-turn lane from Highway 17 to the Wando River Bridge.



MULTI-USE PATH

A multi-use path for pedestrian and bicycle use will be constructed along the west side of the Highway 41 roadway, connecting with a network of existing and proposed multi-use paths.



PEDESTRIAN CROSSINGS

Pedestrian crossings will be included throughout Highway 41 and signalized crossings will be included at two locations in the Phillips Community.

Features of Alternative 1



PEDESTRIAN SIDEWALKS

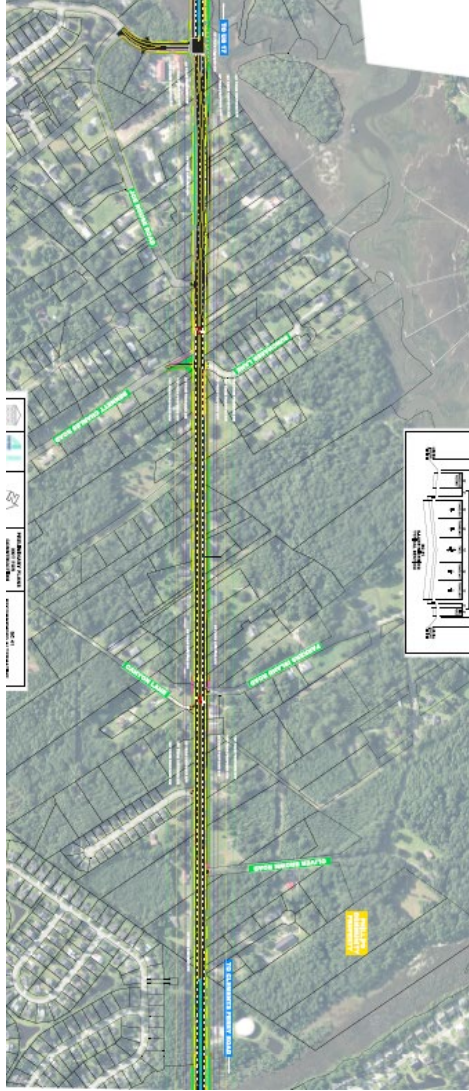
A sidewalk will be included along the east side of the Highway 41 roadway and will include pedestrian crossings at signalized intersections to improve pedestrian mobility.



INTERSECTION IMPROVEMENTS ALONG HIGHWAY 41

The Highway 41 and Highway 17 intersection is a critical piece of the regional traffic system. To alleviate congestion and minimize impacts to properties and businesses, the design concept will include enhancements to improve the regional traffic system and provide motorists with alternate routes.

Widening Existing Highway 41 (Alternative 1)



Build New Location off Dunes West Blvd (Alternative 7a)



Environmental Matrix

		Alternative 1	Alternative 7a
What are the environmental impacts?			
Wetlands	Tidal	5.3	5.0
	Freshwater	2.9	6.2
	Wetlands under restrictive covenants <i>(tidal and freshwater)</i>	0.8	4.2

Environmental Matrix

		Alternative 1	Alternative 7a
What are the noise impacts? <i>Following the public meetings, the project team will solicit input on noise barriers directly from impacted receivers (individuals/homes) in the corridor.</i>			
	Impacted receivers <i>(residential, recreational, churches, restaurant patios)</i>	60	103
	Preliminary noise barriers identified	0	2

Environmental Matrix

		Alternative 1	Alternative 7a
What are the community impacts?			
Properties	Full acquisitions or relocations <i>(number of parcels)</i>	0	0
	Partial acquisitions <i>(Number of parcels)</i>	214	163
	Right-of-way <i>(acres)</i>	30.4	58.3
Phillips Community Cultural Landscape	Full acquisitions or relocations <i>(number of parcels)</i>	0	0
	Partial acquisitions <i>(Number of parcels)</i>	88	2
	Right-of-way <i>(acres)</i>	5.8	0.6

Environmental Matrix

	Alternative 1	Alternative 7a
What are the Environmental Justice impacts of each alternative?		
	Disproportionately high and adverse effects to Phillips Community	No disproportionate effects
What are the cultural and historic impact of each alternative? <i>National Register of Historic Places (NRHP)</i>		
NRHP Archaeological Sites	1	2
NRHP Historic Structures	Potential adverse effect	No effect
Sweetgrass Basket Stands	Potential adverse effect	Potential adverse effect
Laurell Hill County Park	0.7	19.4



Traffic Times

Travel Time (Minutes)

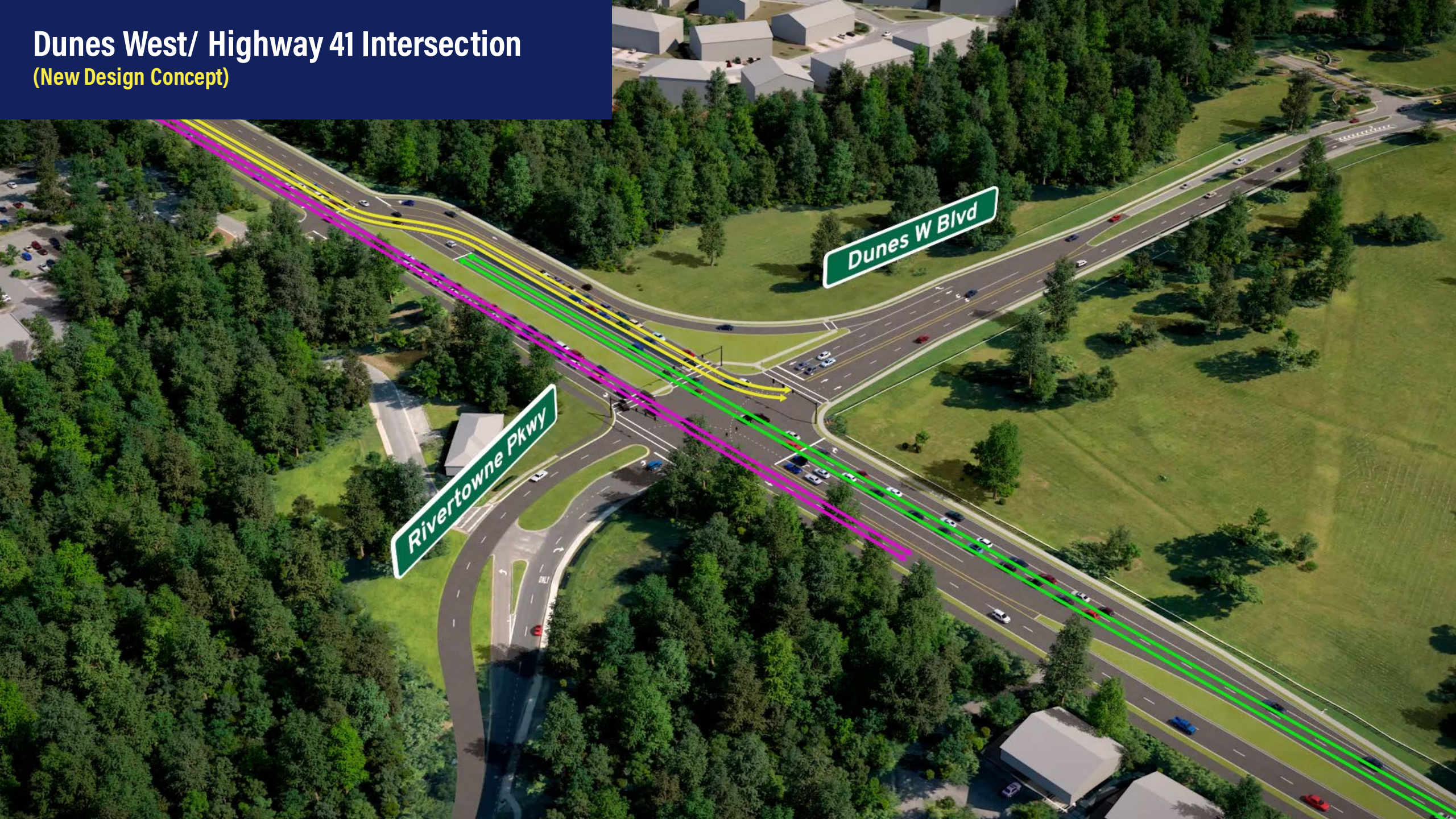
	2045 No Build		2045 Build Alternative 1		2045 Build Alternative 7a	
	AM	PM	AM	PM	AM	PM
SC 41 Northbound	7.0	22.4	7.4	8.5	8.8	13.8
SC 41 Southbound	37.6	32.0	7.6	9.8	9.6	10.8
US 17 Northbound	14.6	11.5	6.0	5.9	7.3	5.7
US 17 Southbound	17.0	33.8	6.9	6.0	6.3	6.7

Environmental Matrix

	Alternative 1	Alternative 7a
What is the estimated total cost? <i>(millions)</i>	\$125.4	\$155.1
	\$29.7 million difference	

Dunes West/ Highway 41 Intersection

(New Design Concept)



Mitigation

The project team is developing a Community Mitigation Plan to define commitments to adjacent communities and the natural environment.

The project team has been listening to the local communities and has developed an early draft of the Community Mitigation Plan, and portions of the plan will be available for review.

A Community Mitigation Advisory Committee is being established to include stakeholders and community members representing Phillips Community and Seven Mile. The Committee will meet to review and provide input on the Mitigation Plan.



Draft Mitigation Strategies

- Work with impacted property owners to enhance their property
- Assist heirs property owners through the acquisition process
- Develop educational programs on historic communities in the project area
- Support for community events
- Identify, document, and evaluate Gullah African-American Traditional Cultural Properties
- Develop recreation fields and/or community center
- Develop access to Horlbeck Creek
- Add landscaping as buffers on Highway 41
- Enhanced historical and cultural signage
- Improve access to Greater Goodwill AME Church

Schedule



What's Next?

IMMEDIATE NEXT STEPS

Complete the draft environmental report and submit it along with the permit application to the U.S. Army Corps of Engineers, who will review the documents, issue a public notice for the proposed project and hold a comment period.

PUBLIC COMMENT PERIOD

The public comment period is to begin on August 13 and end on September 11, 2020.

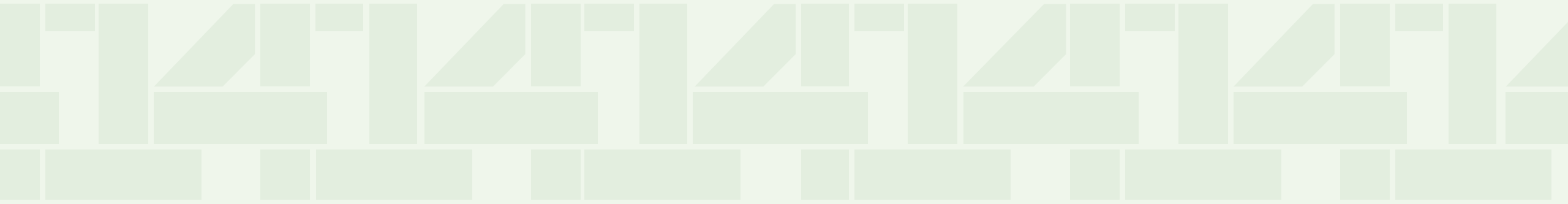
HOW WILL CHARLESTON COUNTY WORK WITH IMPACTED LANDOWNERS?

The project team will contact directly impacted landowners on an individual basis. The acquisition process will begin once the ROW plans are approved in 2022.

PROJECT CONSTRUCTION TIMELINE

Currently, project construction is anticipated to begin in 2023 and expected to be complete in 2026. Interim improvements will begin in Fall 2020.

Thank you!



Interim Improvements

Until the project can be constructed, Charleston County and the Town of Mt. Pleasant have partnered to design and permit interim improvements in the corridor, which are expected to begin in Fall 2020 and be completed in early 2021.

- Highway 41 at Joe Rouse Road reconfiguration
- Highway 41 at Highway 17 signal timing and minor construction



Proposed Interim Improvements to Joe Rouse Road and Highway 41





MEETING MINUTES

Project: SC 41 Corridor Improvements

Subject: CAGE Community Meeting

Date: Thursday, April 15, 2021

Location: Zoom

Attendees: George Freeman, CAGE
Mr. Jefferson, CAGE
Cal Oyer, Charleston County
Rhett Reidenbach, Reveer Group
Jim Fisher, Stantec
Michael Darby, HDR
Peter Valiquette
Blair Wade, HDR
Brad Morrison, Town of Mt Pleasant
David Kinard, HDR
Richard Turner, Charleston County

Samantha Dubay, HDR
Rob Wehrman, Charleston County
Madelene Skinner, HDR
Howard Chapman, Charleston County
Shannon Meder, HDR

Task

Opening –

Rhett – provide overview of previous outreach efforts and status of project

David - provide project status – major concerns from CAGE perspective to start pushing the movement from the community and push it north

- Backdoor concept – bring a route through Laurel
- Two different parts – goal-handle traffic associated with 41
- Intersection of 17 and 41
- Presented alternative 1 – brickyard parkway and highway 17 intersection (footprint of this new option)
- Presented new alternative – reduce the impacts but not able to eliminate all alternatives, walked through the alternative
- Compared old and new
 - Adding new left turn on Hamlin road
 - Maintaining access points
- Church
 - old 41 right ins and right outs



- access remains in place
- however, traffic will be rerouted to have conflicts in front of the church

Q&A

George, CAGE–

- Will there still be an overpass?
 - Only in southbound direction (DK)
- Likes the road from Winningway and other improvements
- Still believes it's a massive intersection being built in the community
 - Plans for the future major intersection will be at new 41 and Winningway (DK)
 - Prepare for regional growth pattern in 2045
 - Traffic model is setup to address concerns of the congestion on Highway 41 and 17.
 - From an impact and cost standpoint – we are addressing the traffic congestion with this design
- 7A alternative options – pushing everyone down 17?
 - The longer the distance you have to move people the harder it is to drive people's perspective to get where they are going
 - emphasize the growth (DK)
- Red line (alternative 5a that was eliminated) new Highway 41 potential there were concerns to easements, not feasible
- Main alternative to widen 41?
 - It's to relieve the congestion on 41 (RR)
 - If we left 41 as two lanes it would not be a functionable road (CO)
 - New road was modeled with the old road to relieve congestion
- Disappointed with meeting, feels no consideration of their options
 - does not meet the purpose and need of the project
 - Lessen the impacts to the CAGE community
- Concerned - 7 mile community and cumulative impact – discrimination, environmental justice concerns

Blair – shares process of environmental assessments

- Showed analysis that it does not relieve the traffic on 17

Comments

George Freeman - Concerned team did not look at the proposal –

- team addressed from the last discussion
- focus on congestion

Jim Fisher - Looked at the red line route as part of the alternatives and it became a shortcut to Park West.
Determining factors:

- What are the restrictions?
- What are we trying to connect?

Howard Chapman - looked at right-of way comparison

Action Items

- Sketch back in on the modeling in the CAGE proposal
- Meet back in in a few weeks – follow up in at least two weeks



MEETING MINUTES

Project: SC 41 Corridor Improvements
Subject: Horlbeck Creek Community Meeting
Date: Wednesday, March 17, 2021
Location: Zoom

Attendees: Theresa McClure, HDR
Madelene Skinner, HDR
Howard Chapman, Charleston County
Rhett Reidenbach, Reveer Group
Jeff Austin, Cardinal Hill
Rex, Cardinal Hill
Calvin Oyer, Charleston County
David Kinard, HDR
John Thompson, Cardinal Hill
Michael Darby, HDR
Hoyt, Cardinal Hill

Task

Opening –

Rhett – provide overview of previous outreach efforts and status of project

- A new alternative/concept getting new perspective
- Good outcome for Cardinal Hill community

Q&A

Rex, Cardinal Hill –

- What's the difference between Dunes West and Park West Boulevard boundaries?
 - Michael Darby – overview and review of Cardinal Hill potential impacts, access, etc.
- Triangular pieces of land from park with no access, is that still county park – what are the plans for these properties?
 - Conversations with park, county and commercial.



Any landscaping?

- Will come later on in the process

Comments

No intersection at Cardinal Hill, signalized intersection improvements to Cardinal Hill

- Concerned with traffic heading across the street
- Two lanes southbound from Cardinal Hill

Will this actually happen – the project sponsor is Charleston County. it is imperative for this council to have a concept that doesn't impact the Phillips community.

- Working with Town of Mt Pleasant
- Goal to avoid no build

Presenting to the community the revised concept again in June

Action Items

Team to send maps to Cardinal Hill group to be able to zoom in and review concept



MEETING MINUTES

Project: SC 41 Corridor Improvements

Subject: Colonnade Community Meeting

Date: Monday, May 17, 2021

Location: Zoom

Attendees: Cal Oyer, Charleston County
Michael Darby
Shannon Powell, Colonnade
Rhett Reidenbach, Reveer Group
Blair Wade, HDR
Brendan, Colonnade
Lauren Roeder, HDR
Samantha Dubay, HDR
Shannon Meder, HDR

Madelene Skinner, HDR
Howard Chapman, Charleston County

Task

Opening –

Cal Oyer - opened meeting informed updates with communities' neighborhoods

- Walk through proposed concept

Neighborhood prior awareness- attended previous meetings

Shared map of Revised Concept

Q&A

Is there a left onto Hamlin to Colonnade?

- no longer
- mayor called this the DNA , Diverging diamond interchange (RR)
- Negotiating with impacted businesses/residents
- Signalized intersection in front of the Colonnade neighborhood
- Reduce enough traffic through the Phillips community

Will there be a signal at Colonnade?



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- Yes anticipated.

Comments

Team had discussion with Holbreck Creek neighborhood and their impacts

- Are their ongoing conversations with Colonnade and Horlbeck

Shannon – supports the project. is there a timeline of when this would begin

Timeline

Plans will be supported to Army Corps – then begin design, acquisition, construction plans to begin 2024 timeframe, end 2026

Action Items

- Information also available on the website
- Needs a link to the recording
- Link to the website
- Will add it to their July newsletter

*Meeting recorded at the request of Colonnade community



MEETING MINUTES

Project: SC 41 Corridor Improvements
Subject: Dunes West Community Meeting
Date: Wednesday, March 10, 2021
Location: Zoom

Attendees:	Derek Miranda, Dunes West	Richard Turner, Charleston County
	Calvin Oyer, Charleston County	Theresa McClure, HDR
	Madelene Skinner, HDR	Shannon Meder, HDR
	Lisa Tumminelli, Dunes West	Scott Peace
	Russ Smith, Dunes West	Corey Coleman
	David Kinard, HDR	Blair Wade, HDR
	Rhett Reidenbach, Reveer Group	Michael Darby, HDR
	John Watkins, Dunes West	Herb Sass

Task

Opening

- Derek Miranda opened
- Reviewed presentation multiple times

Rhett – not opening with PPT slides, provide updated that

- council has provided more time to review revised concept that doesn't need to be voted by March 18th is slowing down
- More opportunity to engage with community

Revised concept

- Overview by Rhett
- Outreach with Phillips community to accommodate 4 lane road

Goal –

- review the community's revised concept and concerns with revised concept



- Continue to work with community for future opportunities

Timeframe –

- What does more time mean?
 - 30 days +
- Needs to continue moving
- Derek Miranda – prefer to work slowly through the process

Data published and comprehensive for alternate 1

- It has been done but has not been together to define different alternatives

Q&A

How was this data presented to the council?

- Process – high level concept

When is data going to be available to the public?

- Timeframe? Work in process by HDR
- Rhett – questions/walk through
- Derek – clarity on the process, next steps
- Herb – not happy with the process, situation, following NEPA process, screening, coming with a situation

Process - Rhett

- Briefing council
- Meeting with other communities, Phillips, Rivertowne, major stakeholders in the next two weeks
- Possible public meeting in the future, design charrettes, involving town council
- No defined schedule at this time but start with neighborhoods,
- Derek welcomes the opportunity for community engagement in the future

Comment

- Dunes West to be a county road not a state road. It's the county to issue permit /encroachment permit.

Q&A

Russ Smith, Dunes West – screening of 7B? does that mean alternative 1 is still on the table?

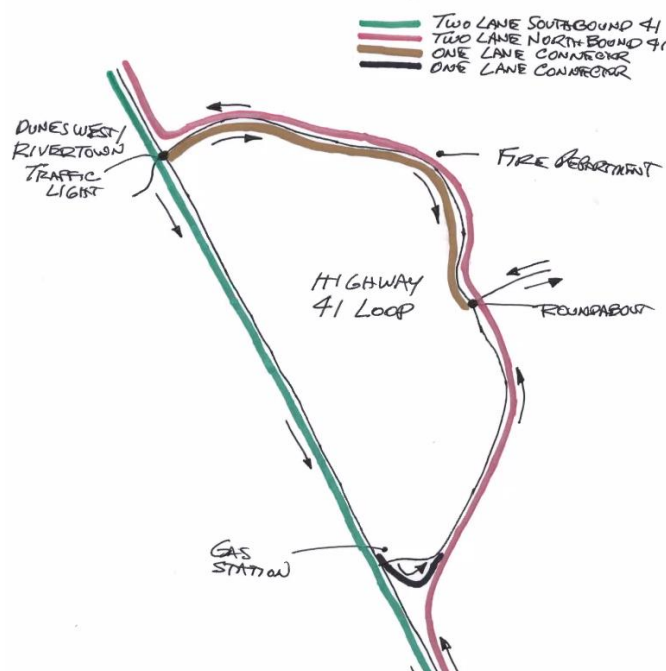
- Rhett – everything is still on the table, still reviewing all options, inquiring right of way considerations
- Concerns - Balance of the 75 feet – landscape, property lines
- Without seeing the detailed traffic modeling – at what point does that add on the traffic, three lanes, etc.
- Will provide traffic modeling to Russ

John Watkins, Dunes West - Shared aerials of suggested concept

- Broad picture of dunes west boulevard
- Suggestions:
 - Two lanes going south
 - Use the existing roads going north
 - Two lanes continuous lanes going north and south

- Convenience of going in and out of neighborhoods
- Difficulty of getting out of the neighborhood difficulty to turn left
- Covington Park area – There is a lot that could connect Wagner Way with Julius Robertson road
- Purpose of this road to get into and out of instead to traveling to Highway 41 suggest drive up the northern side
- Safer, traffic is only one direction
- Don't build bypass road, pedestrian bridge alternative
- Opposed to diverging diamond interchanges, proposed a variance
- Buildup is the need to turn left causes backup
- Reached out to crescent homes about the lot property
- Plan to meet with other community neighborhoods

Presented concept



Rhett – the alternative 3 in the initial screen that had the similar concept

- RR Comment - Access to Philips neighborhood from other direction seems difficult

Wants continuity of the community

- RR – will have Michael Darby review and mockup road design on map

Dunes West board will work with the Phillips community

Russ Smith, Dunes West - 7b is a compromise

- JW – to email sketch to the corridor team
- Derek – to send questions as well

Comment

- Traffic modeling data – not ready for public release

- Posting courier– available to read Derek’s notes
- Two other construction projects came to Rhett’s attention – clarify comments
- Realization from previous studies, recognizing the needs of 4 lanes

Q&A

Do we anticipate 50,000 vehicles per day? It was actually greater number in traffic

- Town of Mount Pleasant has the information on file for public record

Corey Colman, Dunes West director - Where did alt 3 stack u from the others?

What are some key takeaways that we can take from this?

Where should we put our focus so we can help ourselves create this new concept?

- RR - Alt 3 did not meet the project purpose and needs
- From DW perspective it would be good to know specific things that they do not like in the revised concept acceptable to the neighborhood
- Ex. safety, crosswalks
- Chelsea Court condos attendee/feedback

Comments

- If crosswalks are truly safe can we put them on Highway 41 at signalized intersections but not unsignalized
 - will consider additional logistics
- Palmetto Hall and ?? most impacted/affected – pedestrians
- Speed limit concerns in the area
- There are ways to help decrease the speed with additional signalized intersections
- Traffic lights? They agree with the traffic lighting
- Solution for left turn from Palmetto Hall

Recap

- John Watkins to send documentation on concepts
- DM will send a list of questions that can’t be answered at this time
- Continue request of data
- Communications:
 - Request from neighborhood and coordination go to Theresa McClure cc: Madelene Skinner
 - All public comments sent to public comment form on database
 - Verify the response from comment form



MEETING MINUTES

Project: SC 41 Corridor Improvements

Subject: Horlbeck Creek Community Meeting

Date: Wednesday, March 17, 2021

Location: Zoom

Attendees: Rhett Reidenbach, Reeve Group
Richard Turner, Charleston County
Cal Oyer, Charleston County
Madelene Skinner, HDR
Rob Wehrman, Charleston County
Colleen, Horlbeck Creek
Mark Creech, Horlbeck Creek
Hollie, Horlbeck Creek
Jenni Brown, Horlbeck Creek
Steve Magoon, Horlbeck Creek

Brad Morrison, City of Mt Pleasant
Blair Wade, HDR
David Kinard, HDR
Howard Chapman, Charleston County
Michael Darby, HDR
Theresa McClure, HDR

Task

Opening –

Rhett opens provide info for collaborative session and plans to work around Phillips Community.

- Providing background on process
- City council has given project team to include key stakeholders
- Met with Dunes West, Park West, CAGE community and seven mile last week

Goal –

Get the latest and greatest from Holbreck Creek

Timeframe –

- Have at least 30+ days to get more feedback from the community on the Revised Concept

Q&A



Mark Creech, Horlbeck Creek –

- Frontage Road access
- Safety concerns
- General quality of life concerns – noise
- Effectiveness of solutions like lowering speed limit, gaps in traffic
- Do away with causeway?
 - proposed bridge to be built (PM)
- Recommendation - place the new bridge and cross it more on the east
- The drawings they sent were more of an idea to get juices flowing
- Wish list – Frontage Road, access
- Impact matrix on numbers? Wetland impacts?
 - provide data/update to team in the upcoming weeks (PM)
 - Crash analysis data – Tradewind and Colonnade are worse compared to others
- Mark to provide breakdown of his analysis –
 - Theresa shared spreadsheet
 - Info came from Traffic Safety/crash database
 - *Based on analyses – Horlbeck is most impacted
 - We started the work in 2018 and our data is based on data at that time (PM)

PM – interconnectivity - Have you ever thought there would be ac connection from your neighborhood to Colonnade?

- People are not interested in connecting the neighborhoods
- Undeveloped areas at Colonnade?

Comments

Colleen, Horlbeck Creek – they actively reached out to Brickyard and Colonnade not responsive to Horlbeck Creek.

Rhett – presented his screen aerial showing potential paths

- FYI Break in tree line opens up to the marsh

Steve Magoon, Horlbeck Creek –

- What is the project team vision/picture for the Frontage Road?
 - The challenge is safety data that we're bound to processes and procedures to follow the way road projects are developed, DOT, Federal Highway, etc. (DK)
 - We cannot quantify they're requests based on how the DOT looks at these numbers

Mark Creech – wants guidance on what needs to be seen. What's the threshold?

- Signal warrants, safety is not a priority of creating a signal – engineering practices

Colleen wants to be partners with the project team. Was not told about all the “engineering practices”.

- Wants equitable treatment

Cal Oyer, Charleston County – looking forward to more collaboration with the community

Rhett – needs to address inequitable concerns: conveying message

Rob W. Charleston County – we need to understand the external limitations, NEPA, etc.

- Feedback on what data is the threshold or not be accepted

Blair introduced herself - environmental expert

- Influence of design, submitted to CORPs, does it meet the purpose and need of the project and minimize impacts wetlands, etc. justifications, DOT warrants
- Community has been doing great working bringing awareness that we can bring back to the CORPs
- Community impacts, noise, level of service, property value, safety

Action Items

- Follow up in a week or so for next agenda
- Warrants for a signal
- Definition of safety and crash definition
- Engineered concept of the Frontage Road



MEETING MINUTES

Project: SC 41 Corridor Improvements
Subject: Park West Community Meeting
Date: Thursday, March 11, 2021
Location: Zoom

Attendees:	Kerry Roller, Park West board president	Brad Morrison, City of Mt Pleasant
	Rhett Reidenbach, Reeve Group	Blair Wade, HDR
	Joan S., Park West	David Kinard, HDR
	Richard Turner, Charleston County	Howard Chapman, Charleston County
	Cal Oyer, Charleston County	Michael Darby, HDR
	Tracy Jones, Park West	Richard Turner, Charleston County
	Madelene Skinner, HDR	Shannon Meder, HDR
	Patrick Huber, Park West	Sheryl James, Park West
	HLN, Park West	Theresa McClure, HDR
	Ben Rhodes	Richard Orduno, Park West

Task

Opening –

Rhett opening – Consultant will have more time to review revised concept with the surrounding stakeholders.

- Provided overview of project – maximize options

Revised Concept overview

- History of study planned for being 4 lanes
- Phillips community – African American community
- Working with Dunes West on key locations for crosswalks, signals, etc.
- No prescribed process at this time, still in the NEPA process, outreach extensive
- Meeting with all neighborhoods
- Suggest submitting comments in writing so its formal

Goal –



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- listen, receive questions, see if there are improvements to the Revised Concept that need to be incorporated, ideas from over the years, stakeholder needs for consensus.

Timeframe –

- Timing is a surprise to the community – Kerry Roller
- Board was not informed of the recent news – and would like to request 48 hours for board to get together and create questions and submit
- Presentation is downloadable on the website

Q&A

Patrick Huber, Park West –

- Why has the alt 7b not been studied as much as the others
- How do we abandon alt 1
 - Due to the impacts to the Phillips community, received high number of comments from the community
 - There was support to 7a
 - Impacts to wetlands, etc.

Tracy Jones, Park West –

- Most of the traffic has increased on 41 – how close are these roads to the 4 schools that back up to laurel, is it a safety issue, noise impacts, etc.?
- We're not near any schools
 - 41 deemed one of the most dangerous highways in the state
 - Phillips community not part of Mount Pleasant
- How are we solving problems when these problems can't be solved
- How many houses are impacted RC?
 - HDR presented RC map
- What size vehicles –
 - no restrictions
- Residents don't want traffic through neighborhoods and freight

Comments

Joan S. Park West –

- Neighborhoods converged with noise – Abott Glen doesn't want sound barrier or have to deal with noise
- 175-200 homes would be impacted
- Thinks widening will make traffic patterns worse – volume
- Changes the livability of the area – walking, pedestrians, bicycling, etc.
- 10,000 residents in park west community
- How many travelers coming home to area are coming from Highway 41?
- Believes there will be lots of opposition
- What protections are in place in Laurel Hill Park?
 - There are no prohibitions to build
 - Property tax – unfair

Goal is to give the traffic numbers

Howard Chapman comments –

- Thankful consultant is meeting with all neighborhoods
- We are starting somewhere based on the 3000 comments received to come up with a workable plan
- Intent to provide a mechanism to reduce the through question going on Bessimer
- City council wants to do the right thing

Rhett R., Reveer Group

- Not promoting cut through trips –

Closing – Kelly –

- Define – Rhett mentioned environmental justice – what do you mean
 - An executive order for many reasons – a federal project can not impact low income areas – Blair Wade
- 3,000 comments public? Will be submitted during the NEPA process proposed to the corps
- Need to confirm the county if they can be shared
- Why doesn't Phillips community want the project?
 - Their residences are really close to the roads

Send board question - Kerry@parkwestmaster.com



Highway 41 Overview and Update

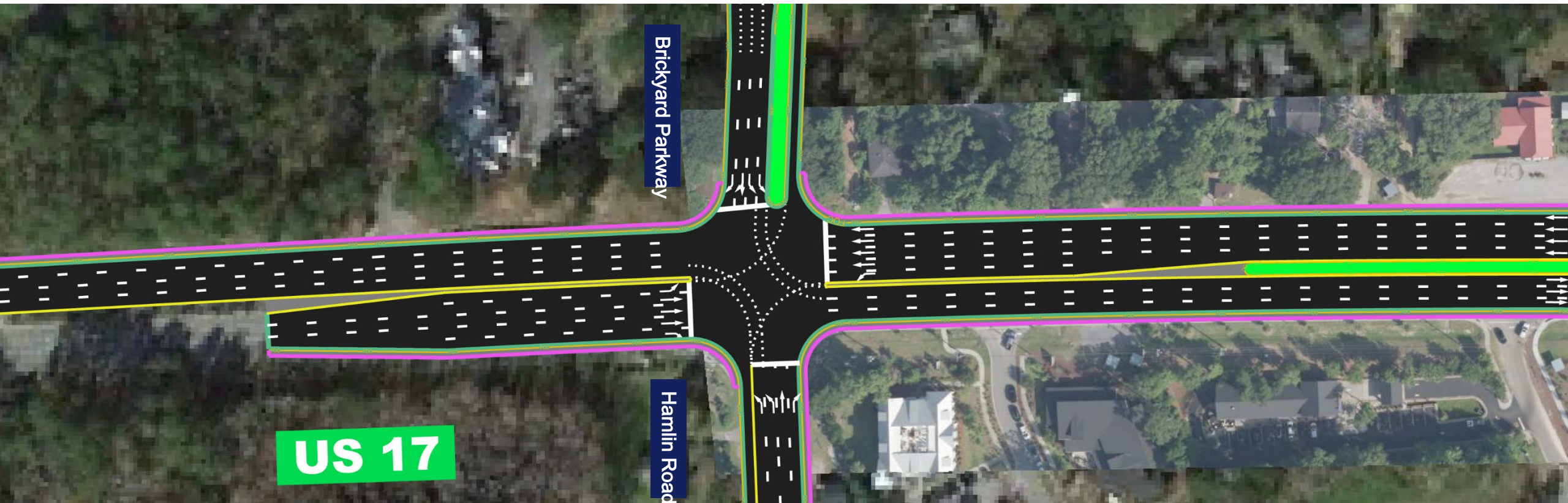
May 25, 2021



Agenda

- 01 Review the revisions at Highway 41 and Highway 17
- 02 Review the revised CAGE recommendation

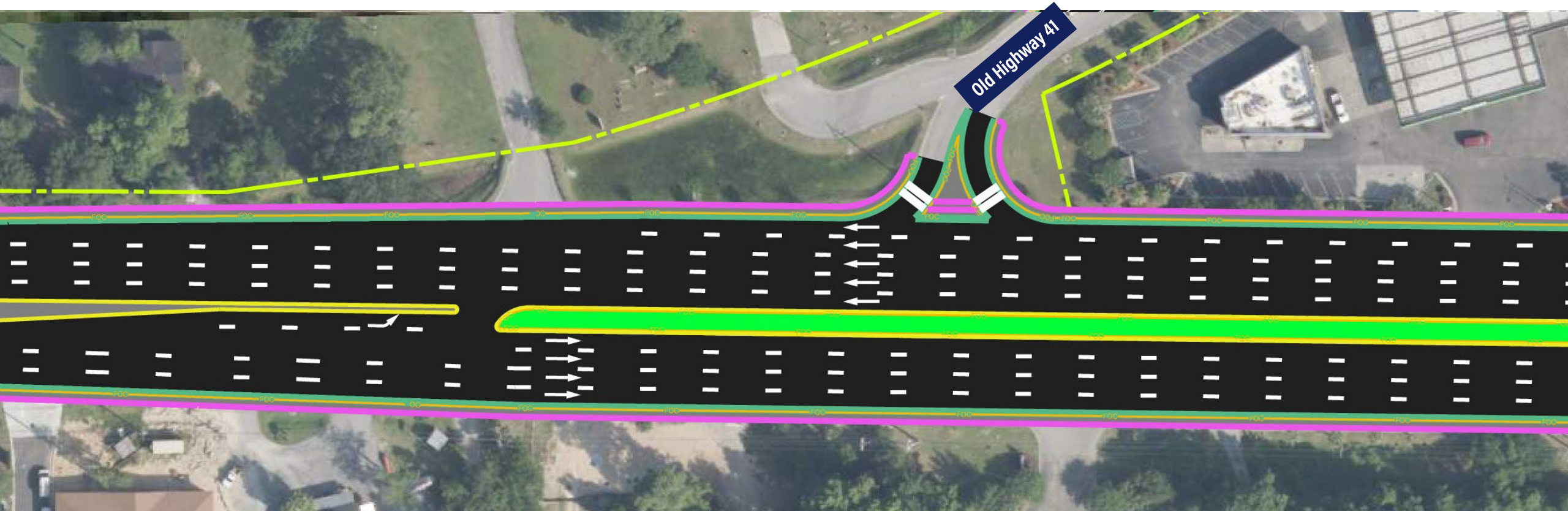
Highway 17 Just North of Brickyard



Revised Alternative
2021

NUMBER OF LANES:
8

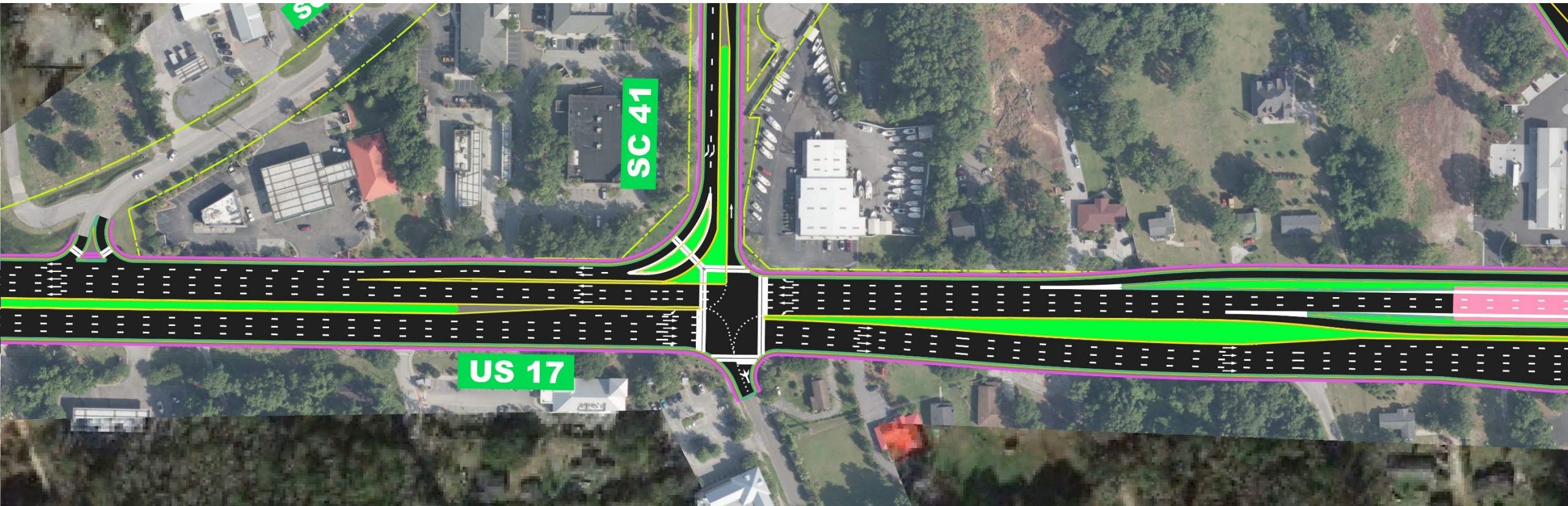
Highway 17 at Old 41



Revised Alternative
2021

NUMBER OF LANES:
9

Highway 17 South and North of Highway 41



Revised Alternative
2021

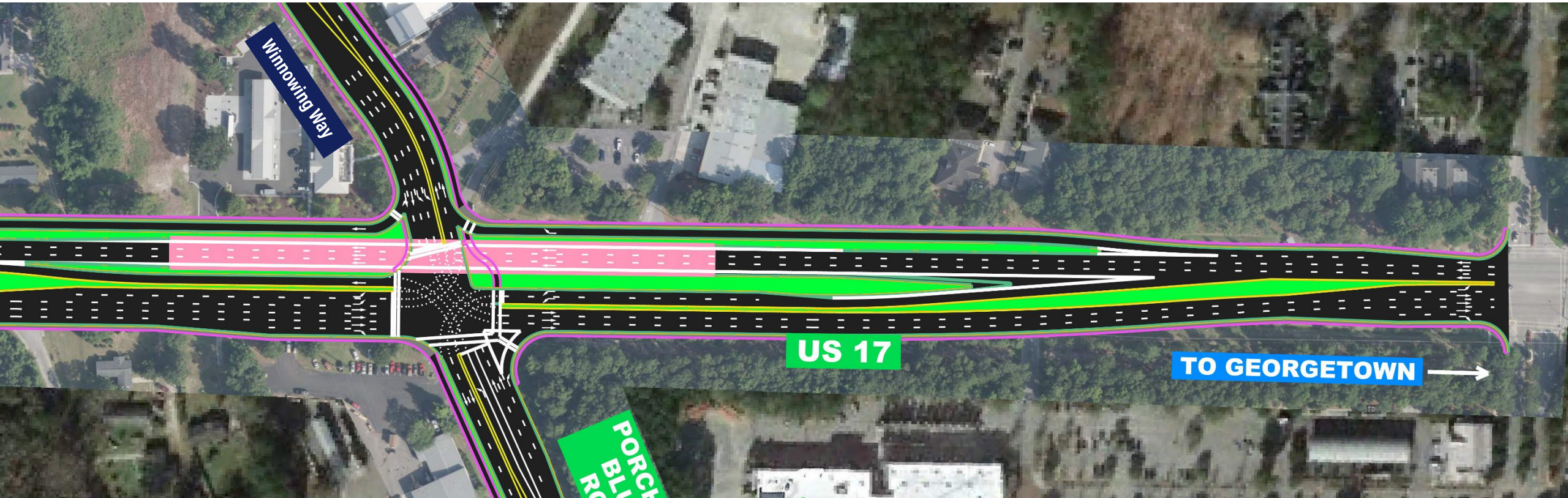
NUMBER OF
LANES SOUTH:

9

NUMBER OF
LANES NORTH:

10

Highway 17 Parcher Bluff

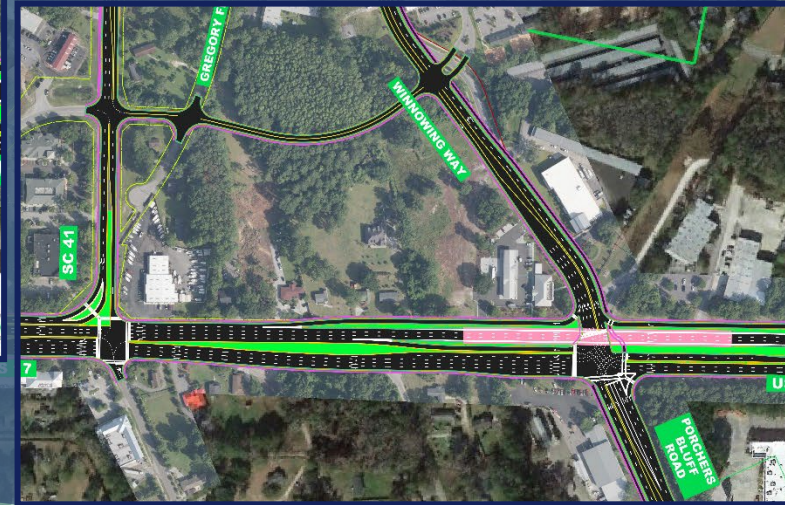


Revised Alternative
2021

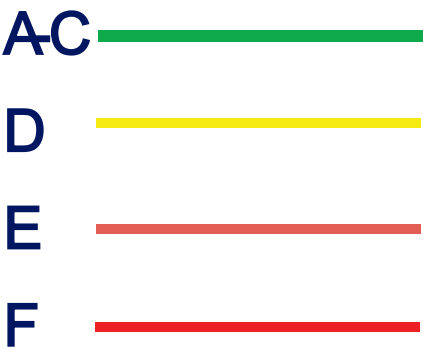
NUMBER OF LANES:
10



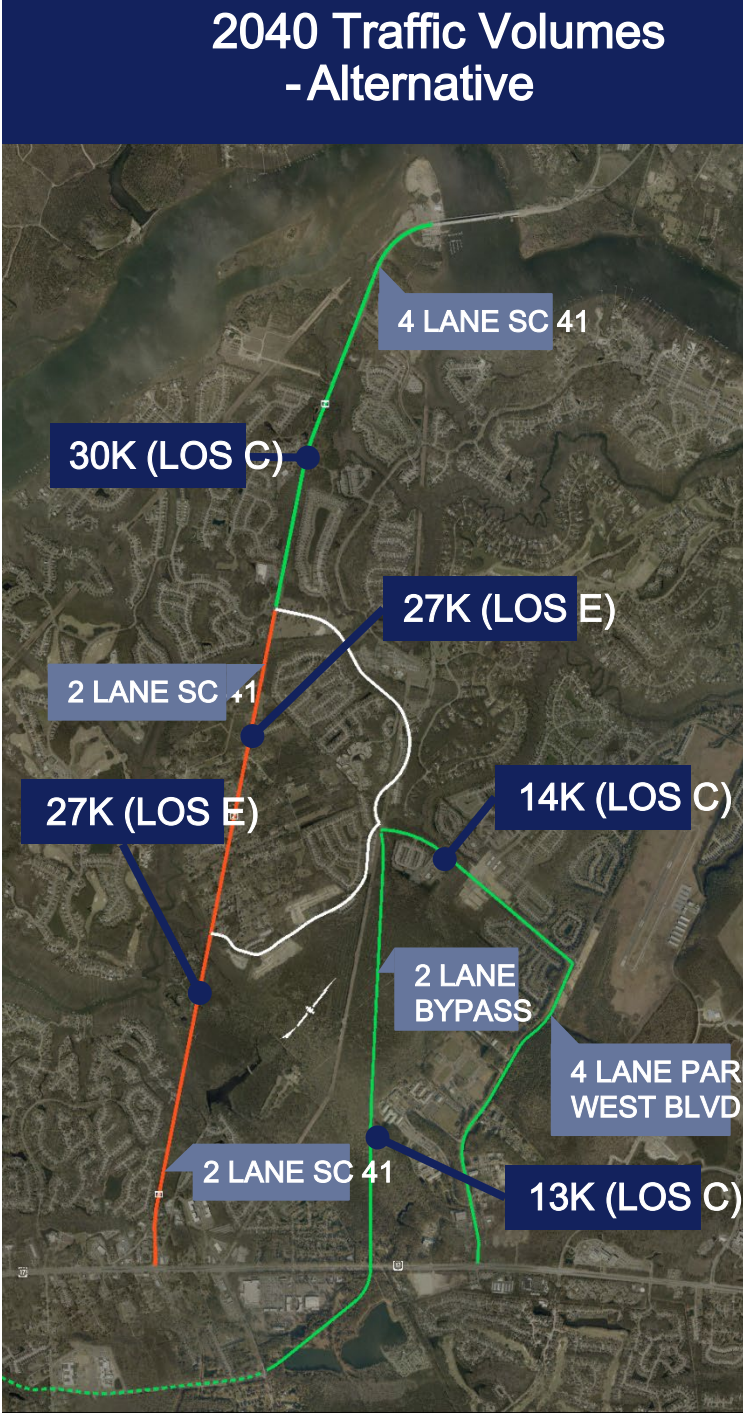
Benefits of the Winoing Way and Highway 41 connection road access to businesses and future connections



Level of Service



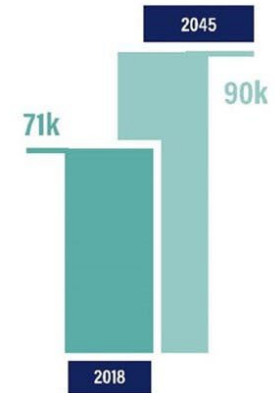
Note: LOS C on map indicates actual LOS is C or better.



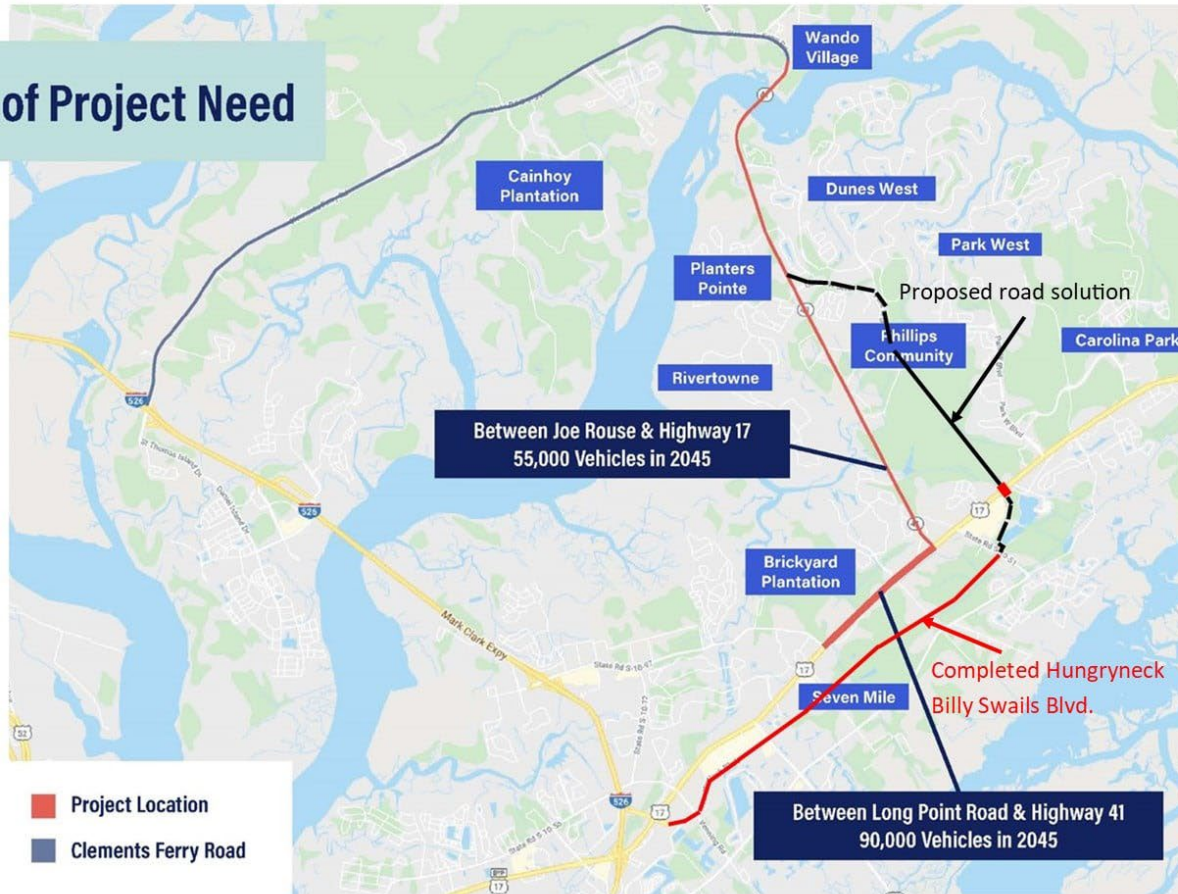
CAGE Alternative Review



Overview of Project Need



Traffic projections for Highway 17 between Long Point Road and Highway 41



- 41 will attract more traffic than its capacity unless it is either widened or disconnected from Hwy 17
- Must provide a full interchange at 17 with the new alignment
- The new location would result in additional environmental impacts to Laurel Hill
- Additional impacts associated with widening Sweetgrass Basket/Billy Swails are out of the scope of this project
- The “revised concept” can be built at a lesser cost and with less overall impacts than the CAGE alternative

Thank You

