

Geary Thomas Dooly
c/o Post Office Box 3326
Spartanburg, South Carolina 29304
864 978-3426 e-mail tdooly7@aol.com

Anthony Foxx, Secretary
United States Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

3-30-16

Re: SC DOT Project ID: 0041116

Dear Mr. Foxx,

It is with regret that I must write to a man of your stature re the abuse and disregard displayed by the South Carolina DOT in regard to subject project. I write to you only because there appears to be no respect for three of the property owners affected by subject property. We can't believe the treatment.

Basically the project as relates to me involves the intersection (not cross roads) of two roads Zion Hill Road (ZHR) and Clifton Glendale Road (CGR) to eliminate the existing "sharp point intersection". The apparent idea was to make ZHR intersect at 90 degrees to CGR, when, in fact the roads simply need to merge to cause far less traffic congestion, much less property damage, and less cost. This logic has been pointed out to DOT with little success of understanding.

I first learned of the project on or about 2-11-16, when the property acquisition DOT personnel came to my home to show me how I would be affected. My property is a 2 acre lot (200' x 200') on ZHR with my 3200 square foot home in the center. The "solution" to the intersection re-routes ZHR over into my front yard for the entire 200 feet, at one point encroaching by 80 feet such that the existing 2 lanes and 1 added lane will be in my existing front yard, and very close to my home of 40 YEARS! In crossing the 200 foot width, they plan to eliminate 28 beautiful 35 foot tall cedar trees that I planted to buffer the noise of ZHR, plus eliminate some large maple trees, and a 100+ Day Lily planting (we need more trees, not less). This crossing my property forms an s-curve in ZHR (unsafe) as it makes a sharp left in an attempt to intersect CGR at 90 degrees (they failed to meet the 90 degrees at only 70 degrees!). Without repeating all that I have outlined in letters to DOT, I will refer you to the attached letters as written (NOTE: No letters of response). Please review them including my sketches of possible solutions.

There are three main reasons for my contacting you:

1. DOT proposed solution is illogical and creates far more problems than it solves at an intersection where there have been ZERO wrecks per the DOT Project Manager, Penny Phillips, albeit an intersection that may need some work as shown in sketches.

2. Three of the primary property owners have been, a) appalled at the disregard for "we the people", b) lied to by DOT, each on separate times/issues, and c) are in disbelief of the DOT solution to BOTH intersections in this project wherein both intersections are NOT crossroads. NOTE: the second intersection involves a "Traffic Circle" to solve the problem!
3. MOST IMPORTANTLY, the Unacceptable behavior of DOT employee Andrew Huff. Mr. Huff operates without a "business card" saying, budget prohibited. He has failed to offer me his phone number or address (to date I have neither!). None of this is as serious of the following: In a meeting with Penny Phillips, wherein Mr. Huff was in attendance, I was explaining my position and plea to the meeting, when Mr. Huff stood up at the opposite end of the table, interrupted my presentation saying, in a raised voice, in an apparent attempt to INTIMIDATE me with his 6+ foot tall frame, and his POWER of the DOT, to my best recall said, "I will just tell you what is going to happen. We are going forward with this project, we will have the property appraised, offer you an amount, and if you refuse we will take it to court for enforcement". I was NOT intimidated. At 75+ years old, I cannot be intimidated. I was, in fact, very disappointed in one DOT Official, namely Andrew Huff. One of the property owners got up from the table and left, saying later, "That meeting was a joke – no true intent to help. I respect the need to re-work roads, and the need to have imminent domain, but we are way PAST reason on this project that is rent with problems.

THEREFORE,

I, respectfully, ask that you intervene in this project, and order it STOPPED, and rescheduled for a future date – years down the road. Time will heal the damage done and the future will bring a better, less costly solution with far less damage to the three property landowners. Namely, first me, and second, a man that has Alzheimer's/Parkinson's that depends on income from a duplex they have even proposed "eliminating just one end", (could not believe that one!), and third a small lawn mower repair business. This project is a real DOT Problem, in my humble opinion.

Thank you for your prompt action, as the DOT seems "hell-bent" to railroad this down our throats.

Sincerely,
Geary Thomas Dooly

Attached: Letters with sketches

Copy to:
Ms. Penny Phillips, Project manager
P. O. Box 191
Columbia, South Carolina 29201

South Carolina DOT
Attn: Customer Service
P. O. Box 191
Columbia, South Carolina 29301



The Honorable Nikki R. Haley
Office of Governor
1205 Pendleton Street
Columbia, South Carolina 29201

Geary-Thomas Dooly
c/o P.O.Box 3326
Spartanburg, SC 29306
864 978-3426

March 21, 2016

South Carolina Department Of Transportation
P.O.Box 191
Columbia, South Carolina 29201

Attn: Penny Phillips, Project Manager

Subject: Your meeting 3-11-16 to discuss Project at the intersection of Zion Hill Road with Clifton-Glendale Road - Project ID: 0041116, revisions of options, and plea for consideration.

Attn: Ms. Penny Phillips,

I am very appreciative of your arranging a meeting with Wes Lockhard, PE, Andrew Huff, Meridith A. McKey, David Yates, and me. Thank you.

David Yates and I thought this was to be a meeting wherein we would seriously consider better solutions to the traffic flow at this intersection, and far less damage to our properties. To me, it was very obvious that we were there only to be TOLD what DOT was going to do to us and advise us that there was nothing we could do about it. That objective was clearly displayed later in the meeting when Mr. Huff interrupted my discussion (which was never completed) by standing up, and saying in a forceful voice that "I will just tell you what is going to happen..... etc", in an apparent attempt to intimidate me with his size, voice, and authoritative position with the State of South Carolina DOT. For the record, I was not

intimidated by none of his actions. Was disappointed in the State official, YES, intimidated, NO. I was asked after a meeting IF I was intimidated. Certainly NOT. I have no fear of Mr. Huff OR the DOT, nor should I or any citizen of the Great State of South Carolina be intimidated or fear our servant Government.

This letter has the following purposes: (1) to thank you for setting said meeting, (2) present the three options as below, and (3) is an effort to get to someone in our Government of South Carolina that can/will listen with a respectful ear as to the options herein - thus the copies. Please note that I am a positive, peaceful, reasonable person, therefore, I move on from the "bad" as above, and seek the "good" of improving upon the current proposed solution both in cost and traffic flow/safety, as well as minimizing property loss/damage.

My position in the DOT proposed solution to the "problem intersection" is that it creates far more problems than we currently have at this intersection. Points supporting that statement:

1. There have been virtually NO accidents at this intersection. I remember one minor accident several years ago. Records are certainly available to you for the actual facts. There have been many accidents in front of the duplex and my property due to the deep, very close ditch beside the narrow pavement in the curve - not related to the intersection. Note: The proposed introduces an "S-Curve" at the approach to the intersection! See # 4 below. This may increase accident - unknown.

2. Traffic flow NOW in most directions are accommodating, causing only marginal back-up of traffic, albeit done by many vehicles not coming to a complete stop at the current stop sign at the end of Zion Hill Road - just slow and yield - again basically accident free as far as I have observed over the last 40 years. The big exception as to flow, is, of course Southbound traffic on Clifton Glendale Road (CGR), turning West onto Zion Hill Road (ZHR) via the sharp point. Note: There are very few vehicles that make that turn in that they may have learned to avoid it via Sloans Grove Road (SGR) to go West on ZHR. Of course, presently, traffic traveling North on CGR is not required to stop to easily turn onto to ZHR resulting in good flow. The DOT proposed will impede traffic.

3. The current DOT proposed solution will require ALL traffic, both ways on ZHR to come to a stop where it will intersect with CGR so as to yield to CGR traffic and negotiate an approximate 90 degree turn. ZHR carries many heavy gasoline carriers, and large gravel trucks from Pacolet Quarry. From a dead stop, a gravel truck will take a long way to get up to speed, particularly going up hill, West bound, on ZHR, where he will encounter a 4-way stop going up the hill. Note: There are no passing zones!

4. The proposed plan introduces an "S" curve in ZHR in an attempt to intersect CGR at a 90 degree angle rather than the current, approximately, 30 degrees. Note further that the proposed actually does not accomplish the preferred 90 degrees, but does improve it to about 70 degrees as I recall being stated in the meeting by Mr. Lockard. Traffic will still be looking back over their shoulder for oncoming traffic!

5. I understand that it, now, appears that DOT plan may not allow enough land area for the duplex to install the required footage of septic drain field. I learned that it is now being reviewed by DHEC. I trust that there will NOT be an "variance" issued just to accommodate the proposed solution, in that, the Duplex has a well and I, too, across the street have a well. This demands proper installation of adequate drain field or connection to the sewer on Pineview Drive. I, absolutely, could not believe it when it was stated that an option may be to make the Duplex into a "UNIPLEX", in that, one end would NOT be allowed to have plumbing, but only storage! My options below accommodate the septic drain field issue.

6. This intersection is NOT even a crossing of two roads, only a Tee, yet the proposed solution does much to further impede traffic, will be costly, will decimate my front yard which destroys the value of a large 3200 square foot home sitting in the middle of a two acre lot, will eliminate 26 cedar trees (approx 30+ feet tall) that serve to buffer noise of ZHR and enhance beauty and charm of the area (we need more trees, not less) and will involve severe damage or elimination to an investment property that provides income for an elderly couple, namely David Yates' parents.

7. The current plan causes ZHR to intersect at about 70 degrees by making an "S-curve" onto my property within very close proximity of my bedroom window in that ALL new pavement of ZHR will be completely in my front yard, whereas, IF CGR had been made to, via a smaller "S-Curve", intersect at 90 degrees to ZHR that would not come nearly so close to anyone's home and certainly not in someone's front yard and through a 100+ Day Lily planting.

It seems that the solution was directed towards, "How do we make ZHR intersect perpendicular with CGR, RATHER THAN how do we IMPROVE the intersection. I am not making fault towards anyone, just making a point that we may have not considered all alternatives.

HERE IS MY LOGIC AND THREE POSSIBLE SOLUTIONS:

FIRST OPTION

The objective: Design a pattern to intersect CGR with ZHR so as to have room for septic drain field of Duplex, and to avoid destruction of Cedar trees and high value property (Front yard), and maintain/improve good traffic flow.

A. The attached sketch dated 3-21-16 shows the turn from CGR onto ZHR as shown on a sketch by Mr. Lockard as reviewed at the 3-11-16 meeting WITH that turn "re-located" so as to not pass through the duplex. It was, simply moved further down ZHR.

B. This relocation requires that CGR be moved East for a similar curve, but smaller, as on the opposite side of ZHR as shown on the DOT Proposed. This is to accommodate the proper curves described by Mr. Lockard in your meeting. This will incur some acquisition of property that is NOT a person's front yard and will not destroy any significant trees. This acquisition should cause much less impact to property owners than the proposed, and would be significantly lower cost.

C. See note on sketch where this option "Allows room for septic field" which facilitates relocation of septic field to the rear of the duplex.

This may even allow the turn to be moved further West on ZHR which may reduce impact on on properties referred to in "B." above if it can be moved enough. I do not have the current septic field location available.

D. Traffic on ZHR would not be impeded in either direction. Also, traffic North bound on CGR would not be impeded. This unimpeded heavy vehicle traffic is important to this solution in my opinion. This basically leaves only the traffic South bound on CGR that needs to continue South on CGR to need stop to make the turn.

E. See notes on sketch indicating two of the turns would be made by a very small amount of traffic due to the option traffic has to take Sloans Grove Road.

SECOND OPTION

The objective: **Design a pattern to make ZHR MERGE into CGR, as far as possible, so as to impede the least amount of traffic and harm the least property.**

A. Since there is being constructed, as part of this project, a traffic circle some 800 feet past this intersection, could both CGR and ZHR continue as separate 2-lane roads to the circle and NOT combine/merge prior to the circle. This would facilitate no impedance prior to the circle. It would involve widening CGR in front of the old Bi-Lo grocery store. It results in NO impedance of traffic on either CGR or ZHR, and NO stops, but yields at the circle.

B. I have not produced a drawing or sketch of this option. The main reason for suggesting it is that:

- (1) it completely eliminates the "problem intersection", and ALL impedance at that intersection,
- (2) it eliminate the ZHR "S-curve" and associated damage thereof as relates to acquisition of valuable property.

It may involve some relocation of the traffic circle, but appears to have less cost involved since it is ONE intersection (traffic circle)

instead of TWO intersections.

C. I realize this is an "outside the box" type thinking that may have merit, and may be quickly eliminated due to some technicality.

THIRD OPTION

Design a pattern to make CGR intersect with ZHR without relocating CGR and minimize property damage.

This option is basically the same pattern as in FIRST OPTION except CGR is not relocated which would put the turn onto ZHR thru the Duplex. A sketch of it would look almost like the attached sketch with no relocation of CGR. Lockhard presented a sketch of this that was a more professional drawing that included the proper curves required for the turn. In the event, DEHEC says the septic cannot be accomplished under the proposed DOT Plan, then this is the only other option to allow good traffic flow and it would eliminate the "S-Curve".

This option would make traffic in both directions on ZHR to be unimpeded, as well as the North bound CGR would be unimpeded.

Thank you for your consideration.

Sincerely,
Geary-Thomas Dooly

NOTE: I am forwarding copies of this correspondence to those below due to the follow concerns:

To date the experience has been one of - this is what we are going to do, the project was started in 2011, is well under way, and cannot be changed. Per Active Projects on the DOT web Site, this \$500,000 project is planned for construction to start winter of 2016-17 with completion Spring 2018. It seems that there is adequate time to consider a much improved traffic flow solution with far less damage to personal property. One option: Cancel the project and focus

assets of DOT budget on other projects that produce real needed improvements. All comments or suggestions by any pf those copied will be appreciated including referral to the proper person or agency.

Copy:
South Carolina DOT, District 3
Attn: Engineering
252 S. Pleasantburg Drive
Greenville, SC 29607

Copy:
South Carolina DOT
Attn: Customer Service Center
P.O.Box 191
Columbia, South Carolina 29201-3959

Copy:
State Senator Shane R. Martin
P.O.Box 575
Pauline, South Carolina 29374

Copy:
State Representative Edward R. Tallon, Sr.
140 Bagwell Farm Road
Spartanburg, South Carolina 29302

Copy:
Meredith A. McKey, DOT Agent
112 Sunset Drive
Gaffney, South Carolina 29340

Copy:
The Honorable Nikki R. Haley
Office of the Governor
1205 Pendleton Street
Columbia, South Carolina 29201

Geary-Thomas Dooly
c/o P.O.Box 3326
Spartanburg, SC 29306

MEETING NOTES TO CONSIDER

March 11, 2016

South Carolina Department Of Transportation
Attn: Penny Phillips

Subject: Project at intersection of Zion Hill Road with Clifton-Glendale Rd - Project ID: 0041116

The DOT Proposal:

1. Very expensive to accomplish due to property acquisition, removal of trees, installing sewer lines for the duplex where the septic field is being eliminated in part (not enough room to expand the drain field to meet current septic codes.).
2. Eliminates 28 Cedar trees that are 35 feet tall, 25 years old and beautiful - we need more trees not less.
3. Eliminates a 25 year old Maple tree and a 100 plant Day-Lily planting.
4. Decimates the charm of our large home of 40 years that sits in middle of a 2 acre lot where-in the large front yard is protected by the Cedar trees from noise and site of high traffic on Zion Hill. This decimation of our home property of 40 years is massive as to impact on our lives and expensive as to major devaluation of the property.
5. Eliminates the circular drive in front of our home of 40 years.

6. ALL traffic on Zion Hill will be totally impeded in that it must come to a complete stop to enter a much lower traffic road. That is backwards! Note: This traffic involves many gasoline transports from the gas tank farm, and large 20 ton gravel trucks from the Pacolet gravel Pit - on occasions - hundreds per day. These heavy, slow accelerating vehicles do not need to be impeded as traffic builds up behind them.

7. This impeding of the traffic would occur only about 800 feet before those same vehicles would again be impeded by a traffic circle at Fernwood-Glendale-Road intersection. The heavy trucks would not even get up to speed in 800 feet! Currently this traffic is NOT impeded when turning west onto Zion Hill Road, however ALL such traffic will be required to stop to make the right turn across traffic as they make the wide turn.

8. The DOT Proposal, in fact, does NOT totally eliminate the less than 90 degree intersection which is the whole reason for this project!

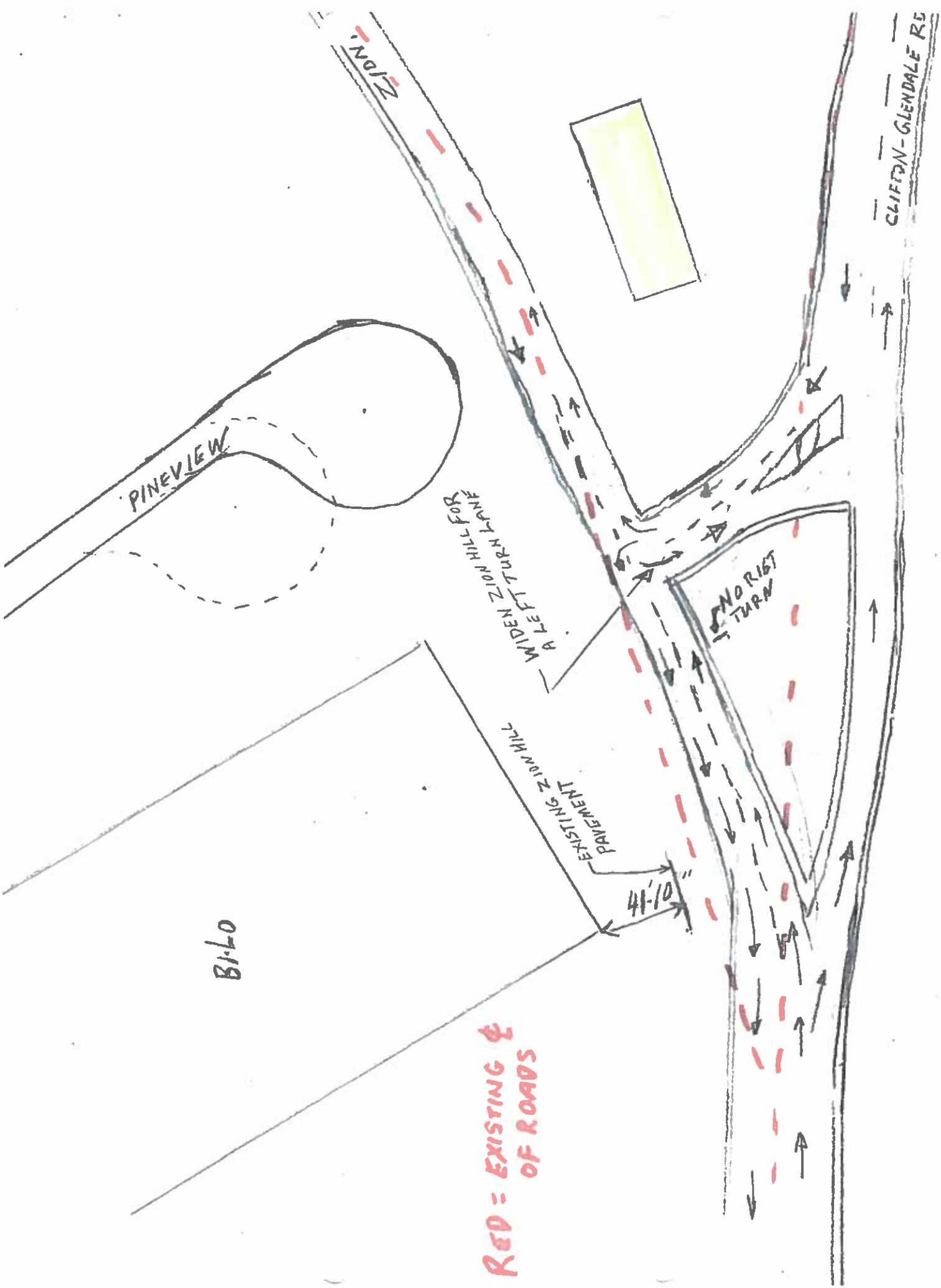
My Proposal:

1. Greatly reduces the cost of this project for very obvious reasons.
2. Would not destroy any of the Cedars or the Maple tree.
3. Would take only a small sliver of my property on the Northeast corner to widen Zion Hill Road to install a left turn lane for traffic going to Clifton so as to NOT impede the South bound high traffic on Zion Hill Road.
4. **VERY IMPORTANT:** NO Zion Hill Road traffic would be impeded in either direction at this intersection. Large trucks would not be brought to a stop and need to accelerate with traffic backing up behind them.
5. Accomplishes a 90 degree intersection for impeded traffic from the much lower traffic count road. Note that North bound traffic continuing to Clifton is not impeded in any way.
6. My proposal would do far less harm to the charm and value of our

large home sitting in the middle of the two acres with 25 blueberry trees, pears trees, fig trees, Scuppernong and Muscadine vines, herb gardens, and vegetable gardens. The new proposed pavement would be in the middle of my front yard with no tree buffering the noise, pollution, and sight of the high traffic as it screeches to a halt in one direction, and the large trucks rev their engines as they shift thru the gears getting back up to speed!

7. My Proposal would move Clifton-Glendale Road slightly Southeast so as to accommodate turn lanes, better curves, etc. Such movement of Clifton-Glendale Road would not be imposing to a large degree on any property owner.

Sincerely,
Geary-Thomas Dooly



PINEVIEW

ZION

CLIFTON-GLENDALE RD

WIDEN ZION HILL FOR
LEFT TURN LANE

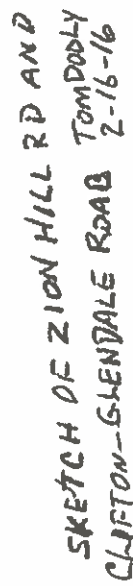
EXISTING ZION HILL
PAVEMENT

41'-10"

NO RIGHT
TURN

B1-LO

RED = EXISTING &
OF ROADS



SKETCH OF ZION HILL RD AND
CLIFTON-GLENDALE ROAD
TOM DODDY
2-16-66

**Geary-Thomas Dooly
c/o P.O.Box 3326
Spartanburg, SC 29306**

NOTICE
via Registered Mail

USPS Register Mail #: RE 349 674 482 US

March 3, 2016

South Carolina Department Of Transportation
112 Sunset Drive
Gaffney, South Carolina 29340

Subject: Project ID # 0041116 - Intersection of Zion Hill Road with
Clifton-Glendale Road

Attn: Meredith A. McKey, Agent, and those copied below,

When I first became aware of this project on 2-11-16, I stated to you, Ms. McKey, and the person you brought with you to discuss subject project, that the proposed solution had many problems and that I needed to review the plans and then have a discussion. I was very firm that the project **MUST** be altered. One would think that that being the situation, work on the project would be put on hold. **NOT** the case.

This morning, 3-3-16, I saw surveyors on my property without permission. When questioned as to what authority they had to be trespassing onto my property. The reply: "They told us it was OK." I did not pursue who "they" is, and ask them to remove any stakes placed on my property immediately, and to not return without my

written permission. They complied. The point here is that work and public money is continuing to be spent on this project while knowing that it is under review. This is a waste of public funds that contributes to more stress of the DOT Budget which has had serious budget problems in the past. Already DOT employees have said the project is too far along to change, however that is NOT the case. I believe the citizens of South Carolina deserve that DOT be prudent with public funds.

THEREFORE,

This NOTICE is to demand that all work and expenditure of public funds be STOPPED immediately, and until a resolution and approval of the person or persons affected by the proposed can be accomplished. I had an excellent and productive phone conversation with Ms. Penny Phillips, Project Manager on 3-2-16 wherein she is planning a meeting with me at the DOT in Spartanburg early next week with the appropriate staff. That meeting will govern the future of this project.

Any further work and expenditure on this project until its problems are resolved will be wasteful, and will be considered being done just move the project further forward making it more costly to revamp to the better solution. It cost nothing to WAIT, and can be beneficial to the citizens of South Carolina, and to the DOT budget.

It is respectfully requested, due to the complexity of DOT, that if person(s) other than those listed below need to be aware of this NOTICE, please forward a copy to them or notify me of that need so I can do so. For speed, my e-mail is: tdooly7@aol.com.

Sincerely,

Geary-Thomas Dooly
non assumpsit, all rights reserved

Copy:
South Carolina DOT, District 3
Attn: Engineering

252 S. Pleasantburg Drive
Greenville, SC 29607

Copy:
South Carolina DOT
Customer Service Center
Attn: Ms. Compton
P.O.Box 191
Columbia, South Carolina 29201-3959

Copy:
South Carolina DOT
Attn: Ms. Penny Phillips
252 S. Pleasantburg Drive
Greenville, South Carolina

Geary-Thomas Dooly
c/o P.O.Box 3326
Spartanburg, SC 29306

February 21, 2016

South Carolina Department Of Transportation
112 Sunset Drive
Gaffney, South Carolina 29340

Subject: Project to remedy the sharp intersection of Zion Hill Road
with Clifton-Glendale Road - Project ID: 0041116

Attn: Meredith A. McKey,

Recently I was presented with pages 6 & 7 of subject project as how it relates to my sanctuary near 690 Zion Hill Road identified as what appears to be designated as Lot #12.

The, I believe, intent of this project is to remedy the sharp intersection of the two subject roads which makes it difficult and, perhaps, dangerous to turn onto Zion Hill Rd (Zion) from Clifton-Glendale Rd(C-G) when traveling South on C-G. I, adamantly, disagree with the proposed solution. Please be advised that I DO NOT believe there was any intent to re-route and to harm or injure my property, albeit fact that it does do great harm AND, in my opinion, is not the best solution. The proposed solution has several faults, in my opinion, as follows.

First: We are introducing an S-curve in Zion that is a high traffic count road. Note: I do not have access to traffic counts but have lived

here nearly 40 years. I believe traffic counts would show Zion to be by far the highest traffic count.

Second: C-G is a fairly low traffic count from/to the North of subject intersection traveling towards Glendale, yet the proposed plan has taken some "drastic measures" so as to NOT impede or change the C-G traffic pattern. To the contrary, ALL traffic of on Zion is very much impeded by introducing an S-curve, and making ALL of this high count traffic come to a complete stop before traveling South on C-G. Very little traffic turns off Zion to travel North on C-G. Note that this Zion traffic that is brought to a stop and travels South to a proposed traffic circle only approximately 800 feet further South where it once again will again be impeded to stop or yield. I am not addressing the traffic circle solution herein since it does not directly involve my property.

Third: The re-location of Zion into an S-curve onto my property so as to intersect C-G perpendicularly causes great damage to the value of my property eliminating a circular drive in front of my home, plus many beautiful 20 year old cedar trees that muffle the traffic noise of Zion. More importantly the trees are valuable to the esthetic value of the property and the area, and contribute to better atmospheric conditions. We need more trees, not less!

Fourth: The proposed solution cost will far exceed the cost of my proposed solution which follows.

It seems that the solution was directed towards, "How do we make Zion intersect perpendicular with C-G, RATHER THAN how do we IMPROVE the intersection. I am not making fault towards anyone, just making a point that we may have not considered alternatives.

HERE IS MY LOGIC AND SOLUTION

Since Zion is the much higher traffic count of the two roads, let's see how we can facilitate this high traffic count to be UN-impeded to the highest degree. Instead of making Zion intersect perpendicular to C-G, let's make C-G intersect perpendicular with Zion. This means that the low count traffic would need to be impeded via stopping or yielding in some directions (not all, ie traffic North bound continuing to Glendale), HOWEVER the high traffic count would NOT be

impeded in any way except for it being an intersection and the curve as it rounds the old Bi-Lo building/property (No S-Curve). This avoids all the high count traffic being impeded within the 800 or so feet from the traffic circle at C-G and Fernwood-Glendale Road.

This logic avoids having to swing (relocate) Zion for the sole purpose of intersecting C-G perpendicularly. It avoids destruction of some valuable 20 year old cedars, avoids eliminating my circular drive, and very importantly, avoids destroying, to a large degree, the value of my property. It may, if in your judgement practical, eliminate closing Pineview Drive, installing a cul-de-sac, and injuring the Bi-Lo property.

Even if we do NOT consider all the damage (and expense thereof) done by the S-curve/relocation, the above solution seems far superior as relates to the high traffic count on Zion and the traffic pattern at this intersection with a much lower traffic count road(C-G).

Note 1. If Zion needs to be widened 5 or 6 feet to the South, I believe there is room WITHOUT removing the cedars. This widening may be necessary to install better drainage - which IS a problem.

Note 2. To facilitate this solution I will agree to have NO entrance off Zion onto my property and only use the existing side entrance off of Pineview Street.

Note 3. With this option, it may be possible to avoid the cost of the traffic circle being installed on Pineview. If it is deemed the traffic circle is a must, this solution allows it to be moved so as to not interfere so highly with the loading docks as currently installed on the Bi-Lo building. This traffic circle actually does not seem practical, in that, traffic coming North on Pineview has only TWO places to turn left. The first left is onto Harley Court (I believe this to a private drive) that is access to three duplexes and one tri-plex. The second left is into my drive way which could be moved closer to Harley Court to accommodate better traffic flow, OR Pineview Drive could be made into a private drive from Harley Court to compensate for property lost if Zion needed to be widened. This would still give access to the Bi-Lo property off right side of Pineview.

Note 4. This option would still allow traffic going North on C-G, that was bound for Clifton, to NOT be impeded after having just passing thur the traffic circle.

My attached "Sketch" dated 2-16-16, I trust, it will suffice to convey this option adequately, or, at least facilitate a discussion. I did some professional drafting during my college days as an Engineering student at Georgia Tech but, of course, do not have access to the equipment to provide a high quality drawing.

I, respectfully, request a meeting with your engineering department to further discuss this project. I am NOT against imminent domain, but I do not believe your proposal is the best solution to the problem, and that it causes a much greater cost, and much greater harm to personal property when my option, I believe, offers a much better solution at far less cost. Let's meet and discuss. I am, certainly willing to come to your engineering department where drawings may be better viewed.

I, sincerely, hope you will allow me a discussion with your design engineering staff so as to reach an amicable solution.

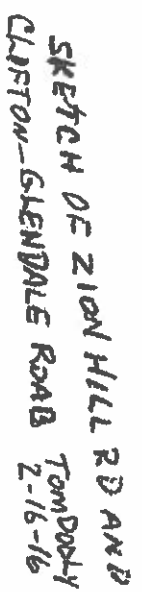
Thank you for your consideration.

Sincerely,
Geary-Thomas Dooly

NOTE: I am forwarding copies of this initial correspondence to those below due to the follow concerns: The letter of notification from Meredith A. McKey had no return address on the letter, however she presented me with a "Business Card" with the 112 Sunset Drive, Gaffney, SC address which is, apparently not an address of DOT but her home according to a Google Search. First, Gaffney is in DOT District 4 which does not include Spartanburg, and secondly, it seems prudent to mail to a DOT permanent office address. Additionally, I want to get this proposal to the attention of District 3 ASAP, so as to consider ASAP, and before additional work is done on your proposed solution. Please direct this correspondence to the most appropriate office.

Copy:
South Carolina DOT, District 3
Attn: Engineering
252 S. Pleasantburg Drive
Greenville, SC 29607
864-241-1010

Copy:
South Carolina DOT
Attn: Customer Service Center
P.O. Box 191
Columbia, South Carolina 29201-3959



SURVEY STA. 11+10.00 BEGIN CONST.
PINEVIEW DR.

