Change is coming to the I-20/26/126 Corridor! 😊

Carolina Crossroads is the number one statewide interstate priority and the South Carolina Department of Transportation is driving toward a 2019 destination for a contractor to take this project to construction. When complete, Carolina Crossroads will improve local mobility, improve safety and system linkages in the corridor, reduce traffic congestion and accommodate for future traffic needs.

JOIN THE CONVERSATION

- www.SCDOTCarolinaCrossroads.com
- info@CarolinaCrossroadsSCDOT.com
- 1-800-601-8715

If you prefer to write us with comments, you can mail them to:
Carolina Crossroads Corridor Project
C/O South Carolina Department of Transportation
Midlands Regional Production Group, Room 418
PO Box 191
Columbia, SC 29202-0191

Si necesita ayuda para traducir al idioma español al participar en este proyecto, por favor envíenos un correo electrónico a info@CarolinaCrossroadsSCDOT.com

WHAT’S NEXT?

September 2017
- 16 Visit our booth at the Jubilee Heritage Festival
- TBA Reasonable Alternatives public meeting
- 30 Visit us at the Irmo Okra Strut

October 2017
- 5 Visit us at First Thursdays on Main St.
- 7 Visit us at Soda City

37,961 website visitors
534 web comments
219 project email comments
833 social media followers
10,019 postcards sent
4,100 emails sent
As the Director of the Environmental Services Office at the South Carolina Department of Transportation (SCDOT), my staff and I are dedicated to efficiently moving SCDOT construction and maintenance projects that have a “federal nexus” through the National Environmental Policy Act (NEPA) process. A federal nexus applies when an SCDOT project involves federal funding, a federal permit, or some type of federal decision. The Carolina Crossroads I-20/26/126 Corridor project involves a blended funding approach that combines a Federal-Aid Interstate Program and state funding approved by the Legislature in 2016. This project and others like it, are required to go through the NEPA process to ensure we assess the environmental, social and economic effects of our actions before making decisions on any transportation project in the state.

I grew up in South Carolina and understand the importance of developing a solution to the corridor frequently called “Malfunction Junction.” The Carolina Crossroads I-20/26/126 Corridor Project is the state’s largest interstate project and just like other road projects, it must follow state and federal guidelines to determine the best solutions for improving the interstate. In coordination with the Federal Highway Administration (FHWA), we follow a multi-step process to evaluate the impacts of these transportation projects which have a federal nexus, including the Carolina Crossroads project. Public involvement is an essential component to the NEPA process. An Environmental Impact Statement (EIS) will be prepared, which details the environmental, social and economic impact of the project and includes a plan to mitigate or lessen the impact. The public will have the opportunity to review and comment on the Draft EIS document in early 2018.

While the acronyms are confusing, they are important! This is the largest interstate project being developed in the state and we will continue to need your feedback throughout the process. We want you to understand the complex process and are able to provide informed comments.

The next step in the NEPA process for the Carolina Crossroads project is the selection of Reasonable Alternatives. We invite you to participate in our next public meeting in September; you will have the opportunity to review interactive display maps of the Reasonable Alternatives and speak with members of the project team. All alternatives meet the project’s purpose and need and have been assessed at a preliminary level for their impacts to the human and natural environment. Your participation and input is critical to ensure we are in compliance and provide the best possible highway project for South Carolinians. Your feedback will help drive the decision making process as we move forward in the process to fix Malfunction Junction.

For more information on the NEPA process and Carolina Crossroads, join the conversation by visiting the project website at www.SCDOTCarolinaCrossroads.com or follow us on Facebook at @SCDOTCarolinaCrossroads.

### NEPA - Environmental Impact Statement (EIS)

**Step 1**: Initiate EIS
- Develop purpose and need
- Collect baseline data
- Conduct agency and public scoping meetings
- Hold public comment period
- Start developing alternatives

**Step 2**: Collect Data
- Analyze existing conditions
- Identify needed studies
- Begin preparation of the Draft EIS

**Step 3**: Analyze Alternatives
- Begin alternatives analysis
- Analyze the environmental impacts of alternatives

**Step 4**: Publish Draft EIS
- Release Draft EIS to public
- Conduct public meetings
- Receive public comment period
- Review public comments received on the Draft EIS

**Step 5**: Publish Final EIS
- Review and develop responses to comments on the Draft EIS
- Prepare Final EIS addressing public comments
- Hold public review period

**Step 6**: Make Decision
- Prepare and publish Record of Decision (ROD)

**Opportunity for Public Comment**

**Decision Announced**

Highways of Tomorrow

Highways have come a long way since they were built in the 1950s. They may seem the same – asphalt and painted lines – but there’s more technology being used to control and meter traffic to give you quicker, more predictable travel options.

Every region and road has different drivers and different needs. That’s why SCDOT is studying the specific traffic needs of this region and also looking at all the new and emerging technology available to create a more manageable highway system.

As we drive towards 2019, we encourage residents to think about the future and how technology can be used in our state.

If you’re travelling out of state, keep an eye out for different types of roadway technologies such as HOV or HOT lanes. Check out the table below for insight into the different ways traffic can be controlled on a highway.

#### #Technology4Roads

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<thead>
<tr>
<th>Ramp Metering</th>
<th>Managed Lanes</th>
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<td>Traffic signals are installed on interstate on-rams to control the frequency at which vehicles enter the flow of traffic on the interstate. Ramp metering prevents the slow down of traffic as vehicles enter the interstate and reduces overall travel time during peak hours.</td>
<td>These types of lanes are where operational strategies are proactively implemented and managed in response to changing conditions. Managed lanes could mean actively adjusting the lane-use requirements, changing from 2x to 3x+ people in car. Managed lanes optimize traffic flow and improve the interstate efficiency.</td>
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#### HOV (High Occupancy Vehicle) Lanes

Also called carpool lanes, these lanes are reserved for the use of any vehicle carrying more than one person, typically carpools, vanpools and buses. This lane allows those who carpool to bypass the traffic in the regular lanes, and is overall an incentive to reduce the amount of single occupancy vehicles on the road.

#### HOT (High Occupancy Toll) Lanes

These allow vehicles who do not meet requirements for an HOV lane to pay a toll to use the lane. HOT lanes use electronic or photographic tolling to collect fees, allowing travelers to remain at interstate speeds and not need to stop or slow to pay a toll. HOT lanes provide a time-saving alternative for drivers and can help draw traffic off regular congested lanes.

#### Automated or Connected Vehicles

Automated or “self-driving” vehicles can operate without driver input to control the steering, braking or acceleration infrastructure. Connected vehicles have internet access and a wireless network to connect and communicate with other vehicles and infrastructure. This new technology increases driver safety by anticipating potential collisions, traffic delays or impeding infrastructure.