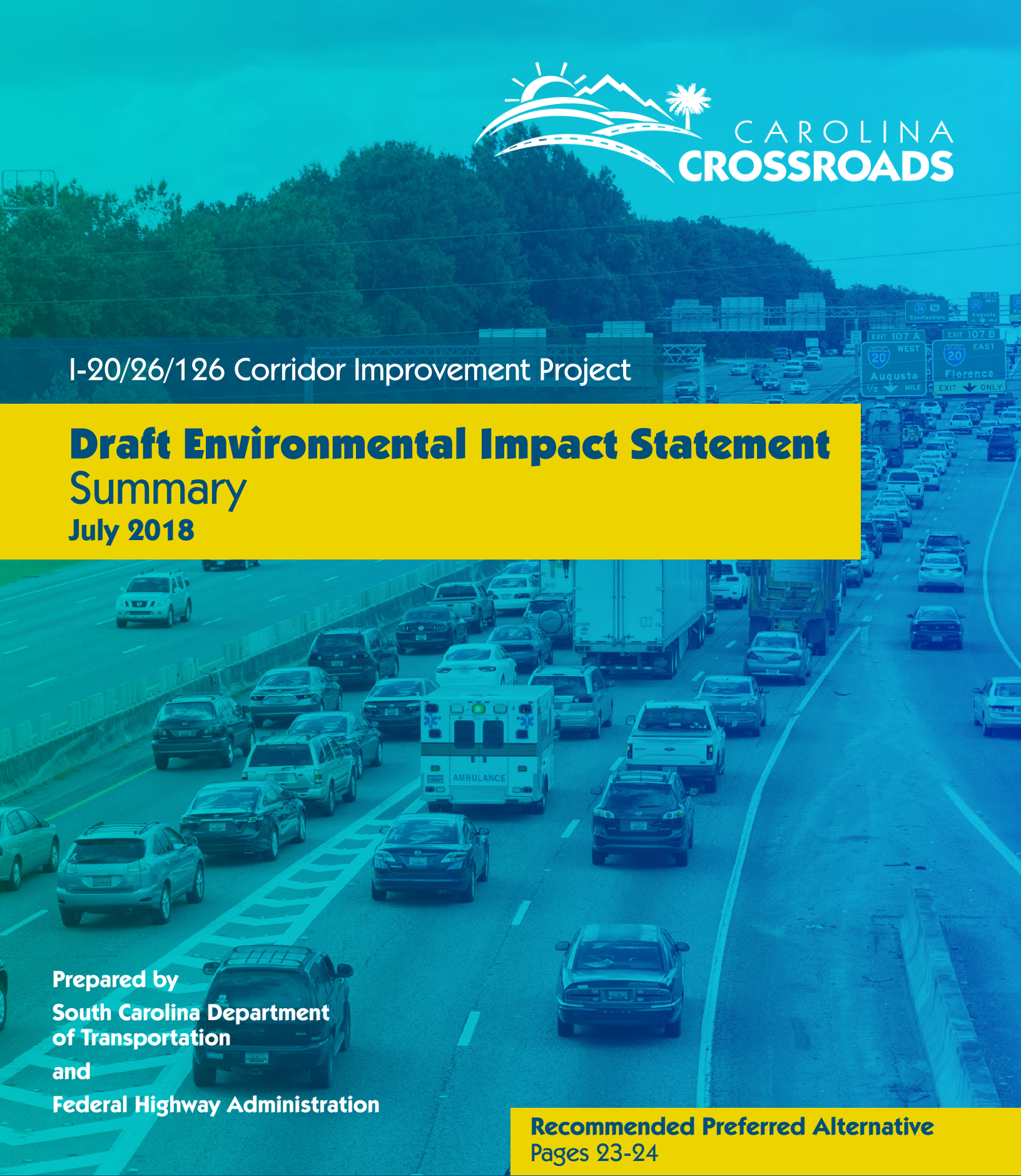
CAROLINA CROSSROADS

I-20/26/126 Corridor Improvement Project

Draft Environmental Impact Statement
Summary
July 2018



Prepared by
South Carolina Department of Transportation
and
Federal Highway Administration

Recommended Preferred Alternative
Pages 23-24

SCDOT
South Carolina Department of Transportation

U.S.Department of Transportation
Federal Highway Administration

Contents

A full copy of the DEIS is available on
www.scdotcarolinacrossroads.com

What is the Carolina Crossroads Project?

The South Carolina Department of Transportation (SCDOT), in consultation with the Federal Highway Administration (FHWA), is studying alternatives to improve mobility and enhance traffic operations within the I-20/26/126 corridor in Columbia, South Carolina, the state's #1 interstate priority.

The I-20/26/126 corridor (refer to Figure 1.2) is located in an urbanized area associated with the Columbia, South Carolina metropolitan area. Specifically, the corridor is located within the city limits of Lexington, Columbia, and West Columbia in both Richland and Lexington counties. Land use within and adjacent to the project study area is comprised primarily of commercial development, residential development, industrial development, and sparse undeveloped forestland.

The boundaries of the study area are generally:

- I-20 from the Saluda River crossing to the Broad River crossing
- I-26 from Broad River Road to US 378
- I-126 from I-26 to Colonial Life Boulevard

Figure 1.2 Study Area Limits

19 **Bridges**

12 **Interchanges**

14 **Interstate (Miles)**

166 **Roadway (Lane Miles)**

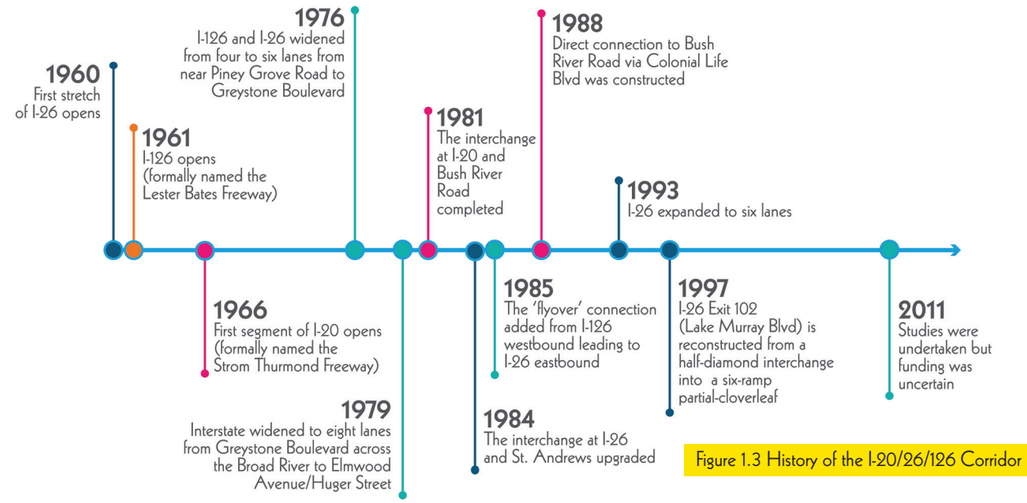


Figure 1.3 History of the I-20/26/126 Corridor

The I-20/26/126 corridor is listed as one of South Carolina's most congested interstate corridors. The corridor has become a major hub for the Midlands' commuters as well as travelers and commerce, serving as a main route in and out of Columbia. It serves a number of important functions locally including regional access to downtown Columbia, adjacent employment areas and neighborhoods, and regional activity centers. With its location central in the state, the I-20/26/126 corridor also serves as a primary thoroughfare for travelers going to the coast and mountains for recreation and tourism. I-26 in particular also serves as a major cargo route between Lowcountry ports and Upstate manufacturers. Its direct connection with I-20 and other major interstates also makes I-26 a particularly important travel and commerce corridor for the state of South Carolina.

As an interstate corridor initially developed in the 1950s and 1960s and improved during the 1970s and 1980s, (refer to Figure 1.3) the I-20/26/126 corridor does not meet current vehicular traffic demands. Traffic models show that the corridor operates at unacceptable Level of Service (LOS) currently. It experiences heavy traffic congestion due to increases in vehicular traffic, vehicle weaving, and above average crash rates (I-26 experiences more traffic crashes than the state average), and access ramps to and from each interstate consistently become congested. Finding an up-to-date solution has become a statewide priority.

Who is leading the project?

FHWA is the lead federal agency and SCDOT is the project sponsor and lead state agency.

Section 6002 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), as amended by Section 1304 of the Fixing America's Surface Transportation Act (FAST) Act, requires lead agencies to identify and involve cooperating and participating agencies, develop coordination plans, provide opportunities for the public and agencies to be involved in defining the purpose and need statement and determining the range of alternatives, and collaborate with cooperating and participating agencies to determine methodologies and the level of detail for analyzing alternatives. Lead agencies must also provide oversight with regard to managing the National Environmental Policy Act (NEPA) process and resolving issues.

It is the intent of the FHWA to issue a single document that consists of the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) pursuant to Public Law 112-141, 126 Stat. 405, Section 1319(b), unless the FHWA determine statutory considerations preclude issuance of the combined document pursuant to Section 1319.

What are cooperating and participating agencies?

A cooperating agency is any agency, other than a lead agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. A participating agency is a federal, state, tribal, regional, or local government agency that might have an interest in the project. For this project, the U.S. Army Corps of Engineers (USACE), Charleston District, is a cooperating agency, as they will have a federal action on whether to issue or deny a Department of Army Section 404 Permit.

Who are the lead agencies for the Carolina Crossroads I-20/26/126 Corridor Project?

The FHWA is the lead federal agency, and SCDOT is the project sponsor and lead state agency.

SCDOT
South Carolina Department of Transportation

U.S.Department of Transportation
Federal Highway Administration

Agency or Local Government	Type of Agency Involvement
Federal Agencies	
U.S. Army Corps of Engineers	Cooperating
U.S. Environmental Protection Agency	Participating
U.S. Fish and Wildlife Service	Participating
State Agencies	
South Carolina Department of Archives and History	Participating
South Carolina Department of Health & Environmental Control	Participating
South Carolina Department of Natural Resources	Participating
South Carolina Department of Public Safety	Participating
Local Governments or Agencies	
Central Midlands Council of Governments	Participating
Central Midlands Regional Transit Authority	Participating
Richland County	Participating
Lexington County	Participating

What is the Draft Environmental Impact Statement?

The Draft Environmental Impact Statement (DEIS) is the culmination of technical studies and reports, inter-agency coordination, and community outreach and feedback. The DEIS, along with this Summary document are for you – the public, stakeholders, and decision makers. The DEIS documents the purpose and need for the project; presents a discussion of the alternatives and the analysis of them; describes the affected environment, assessment of environmental, transportation, social, and economic impacts; presents a recommended preferred alternative and identifies appropriate mitigation measures to offset impacts. It also incorporates analysis and feedback from public and agency sources gathered during the various phases of the DEIS development. The DEIS was prepared in accordance with requirements of the National Environmental Policy Act (NEPA; 40 Code of Federal Regulations [C.F.R.] §§ 1500–1508 and 23 C.F.R. Part 771).

A full copy of the DEIS is available on **www.scdotcarolinacrossroads.com**

The DEIS is for you

the public, stakeholders, and decision makers. It tells you why the project is needed, the alternatives considered, the potential impacts and how they will be lessened, and the recommendation for what to do to fix the problem.

What is the purpose and need of the project?

What is the Purpose of the Carolina Crossroads I-20/26/126 Corridor Improvement Project?

The primary purpose of the proposed Carolina Crossroads project is to implement a transportation solution(s) that would improve mobility and enhance traffic operations by reducing existing traffic congestion within the I-20/26/126 corridor while accommodating future traffic needs. Secondary purposes of the proposed Carolina Crossroads project are to enhance safety throughout the corridor, improve freight mobility, and improve system linkages, while minimizing community and environmental impacts (refer to Figure 1.4).

Why is a Corridor Improvement Needed?

Outdated Infrastructure

As an interstate corridor initially developed in the 1950s and 1960s and improved during the 1970s and 1980s, I-20, I-26 and I-126 does not meet current vehicular traffic demands. It experiences heavy traffic congestion due to increases in vehicular traffic, vehicle weaving, interchange spacing, and above average accident rates, and access ramps to and from each interstate consistently become congested.

Growth in Population and Employment

Population in the region is projected to increase an average of 70% between now and 2040 and employment is expected to increase by over 11% (Central Midlands Council of Governments, CMCOG, 2012). Large increases of these factors over an extended period will increase travel demand.

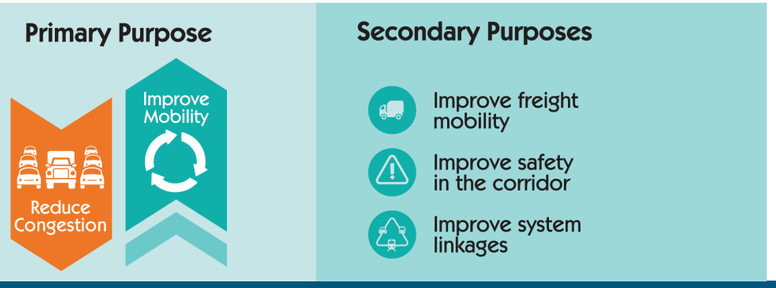
Increase in Roadway Congestion

Traffic models show that the corridor operates at unacceptable levels of service (LOS) at peak hours currently (i.e., between 7:30 a.m. – 9:00 a.m. and between 4:00 p.m. – 6:30 p.m.). Projected population growth in the study area, coupled with increases in freight travel, will exacerbate congestion. In the project corridor, I-26 experiences more traffic crashes than the state average.

Safety Concerns

To identify where crashes were more frequent, the project team collected crash data from the SCDOT Office of Traffic Engineering for roadway segments within the study area. There were a total of 2,370 crashes reported along I-26 from January 1, 2012 to December 31, 2014 (Figure 1.8). These were split nearly evenly in the eastbound (1,171 crashes) and westbound (1,199 crashes) directions.

Figure 1.4 Project Purposes



The most frequent crashes were rear-end crashes (over 60 percent) with same direction sideswipe crashes and "no crash with motor vehicle" crashes making up 18 and 17 percent of the total crashes, respectively. High crash rates are attributed to extended periods of congestion throughout the corridor and abrupt driving maneuvers due to the multiple weaving movements at and adjacent to the system interchange at I-20.

All segments of this interchange exceed the average for Fatal and Severe Injury (FSI) crashes. Additionally, the I-20/26/126 study area crash rate is higher than both comparable freeway-to-freeway interchanges. Much of this crash risk is attributed to the complex weaving maneuvers that take place within a relatively short section of freeway.

A crash hotspot analysis revealed that there are several hotspot crash locations on the three freeway sections in proximity to the I-20/26/126 interchange. This analysis identified several safety considerations which would mitigate the high crash risk throughout this interchange. Those considerations include:

- Reducing or eliminating the multiple weaving segments on I-26 southbound in proximity to the off- and on-ramps to I-20, and on I-26 northbound between the I-126/I-26 ramp merge and Exit 103 at Harbison Boulevard;
- Improving northbound I-126 between the I-20 ramp diverge and the I-26 merge, where considerable traffic weaves occur between all three freeways;
- Reducing or eliminating the weaving segments on I-20 between Exit 64 (I-26) and Exit 63 (Bush River Road);
- Separating system-to-system traffic flow, especially from I-20 westbound to I-26 northbound;
- Lengthening merge sections; and,
- Improving interchange ramp termini at arterial and collector roads to reduce crash risk through geometric modifications.

JANUARY 1, 2012 TO DECEMBER 31, 2014

Figure 1.8 I-20/26/126 Corridor Collision Summary

What alternatives were considered?

Preliminary Screening:

The Alternatives Analysis process consisted of four screening levels, referred to as Preliminary Screening, Level 1 (comprised of Level 1A and Level 1B), Level 2, and Level 3 (refer to Figure 2.1). Preliminary Screening looked at a range of alternatives to meet the purpose and need of the project. Six alternatives were identified and further examined to see if they met the primary purpose and need of the project using established evaluation criteria. Two alternatives that were carried forward from the preliminary screening were the existing corridor improvements alternative and the No-Build alternative.

Level 1A Screening:

Since the majority of the traffic congestion and safety concerns occur at or near interchange locations along the I-20/26/126 corridor, the project team opted to initially focus on the interchange locations by developing potential improvement options for each of the 12 interchanges located in the corridor. As a result, 54 interchange options were developed for the 12 interchanges along the corridor, along with mainline interstate (I-26) alternatives.

These interchange options were evaluated against the purpose and need as well as the following five qualitative screening criteria:

a. A reduction of conflict points on the I-20/26/126 corridor;
b. Improved traffic operations on the I-20/26/126 corridor;
c. Improved connections from the I-20/26/126 corridor;
d. Reduced/eliminated geometric deficiencies;
e. Whether the alternative would result in interchanges along I-20/26/126 being under, at, or over capacity, based on general traffic parameters.

Through the screening step, 16 interchange options were eliminated.

Level 1B Screening:

Using the remaining 38 interchange options, nine holistic, representative alternatives were developed that encompassed all viable interchanges as well as the mainline improvements being proposed. These are listed in Table 2.1 of the DEIS. These nine representative alternatives were evaluated further in the Level 1B screening analysis using more detailed traffic capacity and traffic operations information to determine how well they met the primary purpose and need of the project. As a result, four representative alternatives were carried forward to Level 2 screening. Refer to Section 2.1.5.2 and Table 2.2 of the DEIS for further information.

Figure 2.1 Alternatives Analysis Process

Level 2 Screening:

Alternatives that advanced to the Level 2 screening (see table 2.3 of alternatives chapter) were evaluated against environmental constraints, cost and the purpose and need components, while minimizing community and environmental impacts. As a result of the Level 2 screening, two representative alternatives were carried forward to the Level 3 screening as reasonable alternatives.

RA1 and RA5 were presented to the public at the Reasonable Alternatives Public Information Meeting on September 19, 2017. Following the public meeting, the project team began to further evaluate RA1 and RA5 in consideration of public comments received. In addition, the design team went through a process to refine RA1 and RA5 in an attempt to achieve more functional traffic operations and/or refine designs to minimize impacts. While refinements did not seek to holistically modify an entire alternative, the process did result in minor adjustments to RA5.

Key features and map for the reasonable alternatives, shown on pages 13-16, summarizes the key features of the reasonable alternatives.

Level 3 Screening:

The Reasonable Alternatives (RA), were analyzed to determine if traffic operations could be further improved. It was determined that the diverging diamond design provided more benefits than the partial cloverleaf design at the I-20/Bush River Road interchange. Thus, RA was modified accordingly. As part of the Level 3 screening, the two Reasonable Alternatives (RA1 and RA5 Modified) were further assessed through a more detailed traffic analysis and more detailed environmental impact analysis. Specifically, the two Reasonable Alternatives were analyzed based on traffic measures of effectiveness (MOEs); their ability to meet the primary purpose and need of the proposed project; and, their potential impacts to the environment. These MOEs included level-of-service, travel time benefits, and delay time. Through the detailed traffic analysis, it was determined that RA1 would best meet the purpose and need to reduce congestion and improve mobility. In addition, while environmental impacts would be very similar, RA1 would have the least property impacts in regards to full acquisitions, the least wetland impacts (acres), and the lowest project cost compared to RA5 Modified.

As a result of this process, the following three alternatives were carried forward for detailed study in this DEIS:

Reasonable Alternative 1
(Recommended Preferred Alternative)

Reasonable Alternative 5 Modified

No-Build Alternative

These are evaluated in detail in the DEIS and resulted in the selection of a Recommended Preferred Alternative (RPA). Through the detailed traffic analysis, it was determined that RA1 would best meet the purpose and need to reduce congestion and improve mobility and therefore, was determined to be the RPA for the project.

No-Build Alternative:

NEPA requires an analysis of the No-Build Alternative. This alternative serves as a baseline so that decision-makers can compare the environmental effects of the reasonable alternatives. The No-Build Alternative does not include a new I-20/26/126 corridor but it does include all other projects in the CMCOG Columbia Area Transportation Study (COATS) - Moving the Midlands 2040 Long Range Transportation Plan. These projects would also be built independent of the Carolina Crossroads Project.

Without an improved I-20/26/126 corridor, the primary purpose of the proposed Carolina Crossroads project would not be met. Mobility and traffic operations would not be improved within the corridor and traffic congestion would get worse.

USACE Public Interest Review Factors:

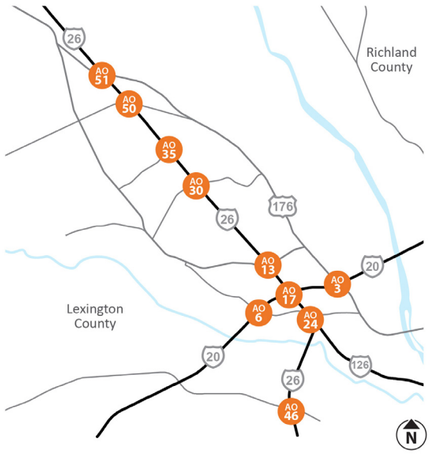
The U.S. Army Corps of Engineers' (USACE's) Public Interest Review Factors were also used to evaluate the potential impacts upon the waters of the U.S. and how this impact would affect the interests of the public. Many of the USACE Public Interest Review Factors were quantified and compared during the evaluation of the reasonable alternatives, including: land use; consideration of property ownership; wetlands; fish and wildlife; water quality; floodplains; historic properties; and recreation. These resources were assessed for impacts at Level 3 screening.

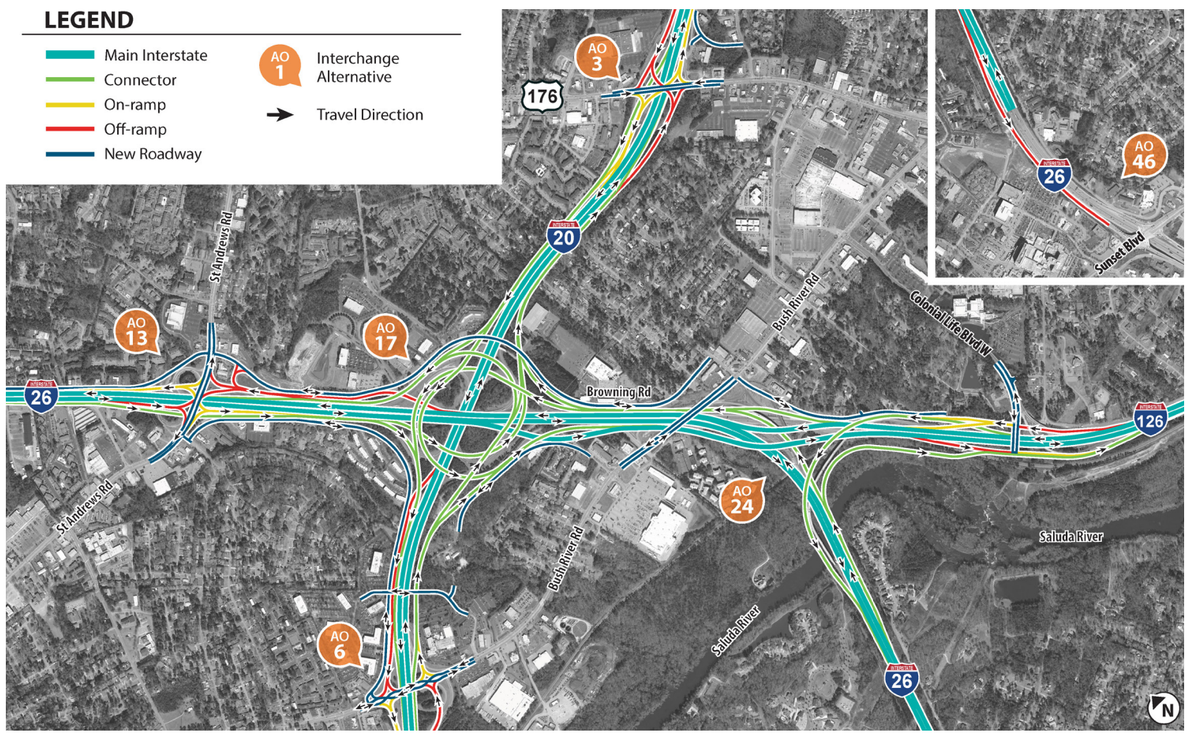
When comparing the detailed traffic analysis, detailed environmental analysis, input from the public, input from resource and regulatory agencies, constructibility factors, and construction costs, the Reasonable Alternative that would best satisfy the public need while minimizing impacts would be RA1. For these reasons, RA1 is the RPA. The full analysis of the Reasonable Alternatives are detailed in Chapter 2.0: Existing Conditions and Environmental Consequences and a summary of the Level 3 Screening Analysis is shown in (Tables 2.4 through 2.7).

ALTERNATIVE 1: TURBINE WITH DIVERGING DIAMOND AT I-20/BUSH RIVER ROAD

- Proposed turbine interchange at the I-26 and I-20 junction, which eliminates all loop ramps in the interchange.
- Widening I-26 with one additional lane in each direction from US 176/Broad River Road to I-126.
- New collector-distributor lanes.
- Relocation of the existing interchanges at I-26 and Bush River Road to Colonial Life Boulevard to eliminate traffic conflict points and weaving maneuvers between Bush River Road and the I-20/I-26 interchange.
- Reconfiguration of Colonial Life Boulevard interchange to a full interchange to provide access to Bush River Road from direction of I-126.
- Interchange improvements at each interchange from Harbison Boulevard to I-126 on I-26; Bush River Road to Broad River Road on I-20; I-26 to Colonial Life Boulevard on I-126.
- Along I-26 south of I-126, lengthen the I-26 eastbound exit ramp, separating the exit ramp from mainline traffic lanes and providing an additional exit lane on I-26 eastbound to US 378 to provide additional queuing storage (dual lane exit).
- Improve Tram Road by providing overpass of I-26 to connect to Beatty Road.

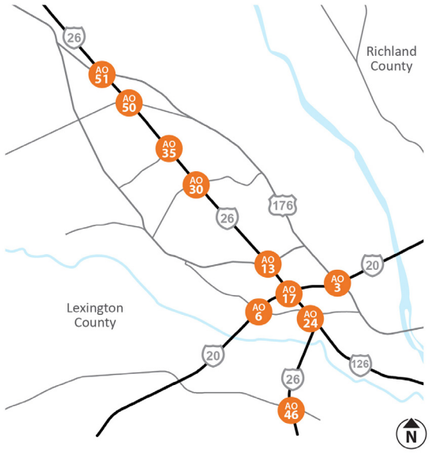
This alternative was retained for additional analysis because it provides one of the greatest improvements in traffic metrics over the No-Build alternative. It shows overall highly improved LOS, reduced travel times, higher average through speeds within the corridor and eliminates potentially hazardous geometric and operational deficiencies such as weaving movements, left exits, and substandard ramps.

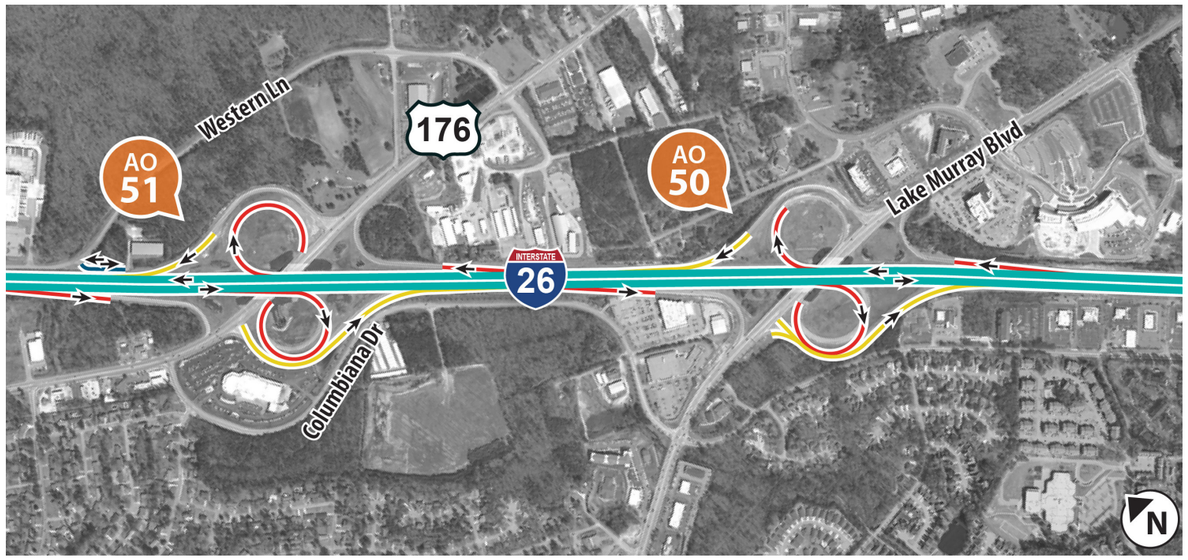


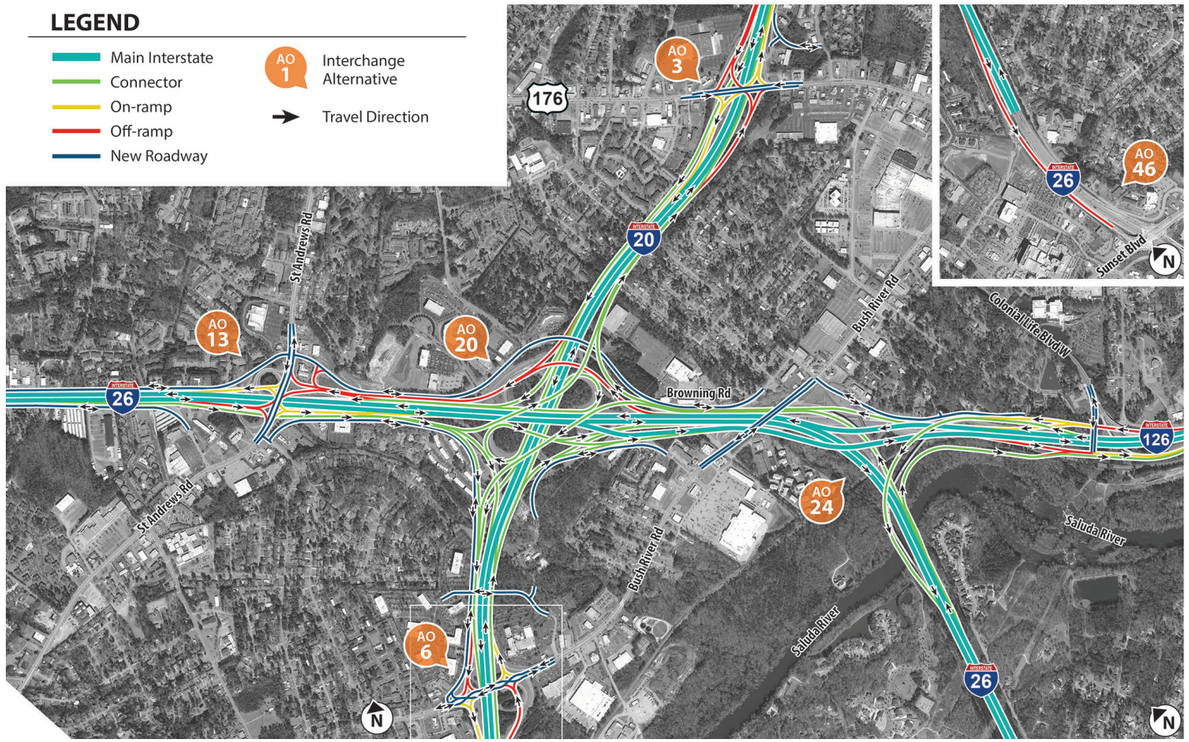


ALTERNATIVE 5 MODIFIED: DIRECTIONAL WITH DIVERGING DIAMOND AT I-20/BUSH RIVER ROAD

- The proposed directional interchange at the I-26 and I-20 junction, which eliminates 2 loop ramps and reconfigures the other loop ramps in the interchange. A proposed directional interchange consists of three roadway levels that traverse around a central bridge. The third level is the directional ramps from I-26 to I-20.
- The widening of I-26 with one additional lane in each direction from US 176/Broad River Road to US 378.
- New collector-distributor lanes.
- Interchange improvements at each interchange from: Harbison Boulevard to I-126 on I-26; from Bush River Road to Broad River Road on I-20; and from I-26 to Colonial Life Boulevard on I-126.
- Improve Tram Road by providing overpass of I-26 to Beatty Road.
- The relocation of the existing interchange at I-26 and Bush River Road and instead providing access to Bush River Road from the full-access interchange at Colonial Life Boulevard. By removing the direct connection between Bush River Road and I-26, traffic conflict points and weaving maneuvers between Bush River Road and the I-20/I-26 interchange would be eliminated, thereby reducing traffic congestion/disruption and improving traffic flow on I- 26.







How were the reasonable alternatives evaluated?

The two Reasonable Alternatives (RA1 and RA5 Modified) were further assessed through more detailed traffic analysis and more detailed environmental impact analysis (Level 3 Screening). Specifically, the two Reasonable Alternatives were analyzed based on traffic measures of effectiveness (MOEs) and their ability to meet the primary purpose and need of the proposed project. These traffic MOEs included level-of-service, travel time benefits, and delay time. Through the detailed traffic analysis, it was determined that RA1 would best meet the purpose and need to reduce congestion and improve mobility. Relative to environmental impacts, in addition to the Level 2 environmental screening criteria, Level 3 also considered historical impacts, community impacts, hazardous materials sites, noise impacts, and environmental justice impacts. While environmental impacts would be very similar, RA1 would have the least property impacts in regards to full acquisitions, the least wetland impacts (acres), and the lowest construction cost compared to RA5 Modified.

The full analysis of the Reasonable Alternatives are detailed in Chapter 3.0 Existing Conditions and Environmental Consequences and a summary of the Level 3 Screening Analysis is shown in the following tables of this summary.

Level 3 Screening Criteria	No-Build	Alternative 1 Turbine with Diverging Diamond at I-20/Bush River Road PREFERRED	Alternative 5 (Modified) Directional with Diverging Diamond at I-20/Bush River Road
Cost	-	$1.461 Billion	$1.543 Billion

Alternative with fewer impacts

Improve Mobility and Enhance Traffic Operations					
Level 3 Screening Criteria	No-Build	Alternative 1 Turbine with Diverging Diamond at I-20/Bush River Road PREFERRED		Alternative 5 (Modified) Directional with Diverging Diamond at I-20/Bush River Road	
Average Travel Time Through Corridor	Minutes and Seconds	Difference from No-Build	Minutes and Seconds	Difference from No-Build	Minutes and Seconds
I-26 from Exit 101 to Exit 110 EB AM	28:25	13:55	14:30	13:57	14:28
I-26 from Exit 101 to I-126 End EB AM	28:19	08:41	19:39	08:39	19:40
I-26 from Exit 101 to I-20 Exit 68 EB AM	29:48	06:50	22:59	08:45	21:03
I-26 from Exit 101 to I-20 Exit 61 EB AM	29:12	12:04	17:08	12:11	17:01
I-20 from Exit 68 to I-26 Exit 110 EB AM	13:13	02:15	10:58	02:46	10:27
I-20 from Exit 61 to Exit 68 EB AM	14:57	00:16	14:41	00:38	14:19
I-20 from Exit 61 to I-126 End EB AM	15:12	01:18	13:54	00:04	15:08
I-26 from Exit 101 to Exit 110 EB PM	22:18	09:10	13:07	09:07	13:11
I-26 from Exit 110 to Exit 101 WB PM	26:36	12:44	13:51	12:27	14:09
I-126 End to Exit 101 WB PM	26:53	09:18	17:36	08:00	18:53
I-20 from Exit 68 to I-26 Exit 101 WB PM	24:26	03:52	20:34	04:23	20:02
I-20 from Exit 61 to I-26 Exit 101 WB PM	20:25	02:32	17:54	02:45	17:41
I-26 from Exit 110 to I-20 Exit 68 WB PM	18:56	08:43	10:13	09:19	09:37
I-20 from Exit 68 to I-26 Exit 110 EB PM	24:43	10:45	13:58	10:38	14:05
I-20 from Exit 68 to Exit 61 WB PM	17:36	02:46	14:51	02:28	15:08
I-126 End to I-20 Exit 61 WB PM	22:05	08:08	13:56	06:31	15:34

Alternative with most improvement

Improve Mobility and Enhance Traffic Operations

Level 3 Screening Criteria	No-build	Alternative 1 Turbine with Diverging Diamond at I-20/Bush River Road PREFERRED		Alternative 5 (Modified) Directional with Diverging Diamond at I-20/Bush River Road	
Average Speed Through Corridor	**MPH**	**Difference from No-Build**	**MPH**	**Difference from No-Build**	**MPH**
I-26 from Exit 101 to Exit 110 EB AM	29	28	57	28	57
I-26 from Exit 101 to I-126 EB AM	31	16	47	16	47
I-26 from Exit 101 to I-20 Exit 68 EB AM	32	11	43	12	44
I-26 from Exit 101 to I-20 Exit 61 EB AM	33	23	56	24	57
I-20 from Exit 68 to I-26 Exit 110 EB AM	41	13	54	11	52
I-20 from Exit 61 to Exit 68 EB AM	45	4	49	2	47
I-20 from Exit 61 to I-126 End EB AM	41	6	47	3	44
I-26 from Exit 101 to Exit 110 EB PM	37	26	63	26	63
I-26 from Exit 110 to Exit 101 WB PM	31	29	60	28	59
I-126 End to Exit 101 WB PM	33	19	52	16	49
I-20 from Exit 68 to I-26 Exit 101 WB PM	38	9	47	8	46
I-20 from Exit 61 to I-26 Exit 101 WB PM	49	7	56	8	57
I-26 from Exit 110 to I-20 Exit 68 WB PM	27	27	54	26	53
I-26 from I-20 Exit 68 to Exit 110 EB PM	22	20	42	17	39
I-20 from Exit 68 to Exit 61 WB PM	38	10	48	6	44
I-126 End to I-20 Exit 61 WB PM	30	18	48	13	43
Vehicle miles traveled	476,429	158,343	634,772	145,633	622,062
Vehicle hours traveled	16,865	399	17,264	269	17,134
VMT/VHT	28.2	8.5	36.8	8.1	36.3

Alternative with most improved speed

Minimize Environmental Impacts

Level 3 Screening Criteria		No-Build	Alternative 1 Turbine with Diverging Diamond at I-20/Bush River Road PREFERRED	Alternative 5 (Modified) Directional with Diverging Diamond at I-20/Bush River Road
Property Impacts				
Full Acquisitions	Single Family	-	20	20
	Multi-Family (# of units)	-	90	164
	Commercial	-	48	53
	Institutional	-	4	4
Partial Acquisitions	Residential	-	36	39
	Commercial	-	190	197
Section 4(f) Sites Impacted		-	0 (de minimis)	0 (de minimis)
Historic Impacts		-	0	0
Wetland Impacts*	Fill (acres)	-	6.55	6.89
	Ponds	-	0.02	0.02
Stream Impacts* (linear feet)		-	15,750	16,600
Floodplains (acres)**	Zone AE	-	15.94	16.64
	Zone AE - Floodway	-	6.97	7.05
Water Quality	High Quality Streams	-	14%	17%
	Wetlands	-	36%	34%
Community Impacts				
Columbiana		■		
Seven Oaks		■	■	
Saluda		■		
Riverbanks		■		
Harbison		■		
St. Andrews		■		
Broad		■	■	
Environmental Justice		-	No	No
Census Blocks (# of blocks)		-	25	24
Potentially Impacted Noise Receivers***	Residential (NAC B)	-	1,864	1,827
	Business (NAC C/D)	-	4	6
	Other (NAC E)	-	24	25
Hazardous Material Sites		-	18	18

*Wetland and stream calculations made using preliminary jurisdictional determination
*Wetland and stream calculations reflect impacts from proposed project and do not include existing impacts
**Floodplain impacts in Level 3 Screening are based on proposed project construction limits + 30' buffer at Saluda and 20' buffer in all other locations
***RA5 has less noise impacts because it relocates more noise sensitive receptors than RA1

Alternative with fewer impacts
Low Impact
Medium Impact
Mobility, Access and Safety
Land Use
Visual/Aesthetics
Noise (# impacted receptors)
Neighborhoods
Community Services

What is the recommended preferred alternative?

What is the recommended preferred alternative?

Both Reasonable Alternatives would meet the purpose and need of the project. When comparing the detailed traffic analysis, detailed environmental analysis, input from the public and from elected officials, input from resource and regulatory agencies, constructibility factors, and construction costs, the reasonable alternative that would best satisfy the public need while minimizing impacts would be RA1.

RA1 would have a better mobility, resulting in lower average travel times through the corridor and higher average speeds through the corridor compared to RA5 Modified. RA1 would have the least property impacts in regards to full acquisitions, the least wetland impacts (acres), the least impacts to floodplains and floodways, least impacts to rivers, streams, wetlands, wildlife, habitats, and the lowest construction cost compared to RA5 Modified.

For these reasons, RA1 is the RPA.

Alternative 1
Turbine with Diverging Diamond at I-20/Bush River Road

Recommended Preferred Alternative

Mobility	Environmental	Construction Cost
Reduced Travel Time	**Least Environmental Effects**	**Lowest Construction Cost**
Higher Speeds	• Floodplains and Floodways • Rivers and Streams • Wetlands • Wildlife Habitats • Property Impacts	
	162 FULL IMPACTS **226** PARTIAL IMPACTS	**$1.461** BILLION

What are the potential environmental effects of the reasonable alternatives and how will impacts be mitigated?

The National Environmental Policy Act (NEPA) requires SCDOT and FHWA evaluate the potential social, economic and natural environmental impacts for the no-build and reasonable alternatives being considered for a proposed project.

The Council on Environmental Quality (CEQ) and FHWA NEPA Implementing Regulations, along with FHWA Technical Advisory T. 6640.8A, provides guidance with respect to NEPA requirements and on the preparation and processing of environmental and Section 4(f) documents. In addition, the proposed project must also comply with other federal and state laws and regulations, including, but not limited to Section 4(f) of the Department of Transportation Act, the National Historic Preservation Act (16 U.S.C. 470), and the Clean Water Act (33 U.S.C. 1251).

Environmental resources are the elements of the natural and built (man-made) resources. A DEIS provides an inventory of the existing conditions of the environmental resources within the project study area, and analyzes how the reasonable alternatives could affect those resources. The resulting potential effects of the project on the environmental resources are referred to as the "Environmental Consequences." The environmental resources described in this DEIS include:

01. **Land Use**
02. **Farmlands**
03. **Socioeconomics & Communities**
04. **Air Quality**
05. **Noise**
06. **Water Quality**
07. **Water Resources**
08. **Floodplains**
09. **Natural Resources**
10. **Cultural Resources**
11. **Section 4(f)**
12. **Hazardous Materials**
13. **Construction**
14. **Energy**
15. **Indirect and Cumulative Effects**
16. **Short-Term Uses versus Long-Term Productivity**
17. **Irreversible and Irretrievable Commitment of Resources**
18. **Permits**
19. **Sustainability**

The potential environmental effects presented in this DEIS are based on conceptual engineering designs. A study area was identified for each environmental resource. The study area for each resource includes the anticipated construction footprint to determine direct impacts, as well as other factors such as travel patterns, geographical boundaries of neighborhoods, and others. The project team utilized these boundaries to quantify the impacts of various alternatives on the environmental resources noted to the left. A summary of the analysis that was conducted for each resource is included on the following pages, with references made to pertinent sections of the DEIS where additional details can be found. A summary of impacts is included in the table on page 21.

This DEIS provides a description of the current conditions in the project study area, a description of the impacts to the human and natural environment that could be expected from each of the reasonable alternatives, and the mitigation measures that would be implemented to address the impacts.

What are the impacts of the proposed project?

01.

Land Use

Local jurisdictions, including Richland and Lexington counties, and the CMCOG, are responsible for land use planning within the Carolina Crossroads corridor. These entities address existing and future land use in comprehensive plans and other planning documents.

Overall, the proposed project would directly convert existing non-transportation land uses to transportation uses, and the conversion would be similar between all reasonable alternatives at the corridor level. Anticipated land use changes would be compatible with existing uses and would be consistent with regional and local land use plans.

Refer to: Chapter 3, Section 3.1

02.

Farmlands

The Farmland Protection Policy Act (FPPA) of 1981 is intended to minimize the impact federal programs have on the unnecessary and irreversible conversion of farmland.

Each alternative is located within land that is currently, or is intended to be, developed with transportation, residential, and commercials uses; therefore, the project is exempt from the FPPA and no impacts are anticipated.

Refer to: Chapter 3, Section 3.2

Table 3.1-3 Direct Land Use Impacts at Interchanges

Interchange	Land Use	RA1 Acres PREFERRED	RA5 Modified Acres
I-20 / Bush River Road	Acres Converted	18.6	17.4
I-20 / I-26	Acres Converted	35.2	35.1
I-20 / Broad River Road	Acres Converted	5.5	8.7
I-26 / Broad River Road	Acres Converted	3.2	3.2
I-26 / Lake Murray Blvd	Acres Converted	1.4	1.4
I-26 / Harbison Blvd	Acres Converted	11.3	11.3
I-26 / Piney Grove Road	Acres Converted	7	7.4
I-26 / St. Andrews Road	Acres Converted	15.7	17.4
I-26 / Bush River Road	Acres Converted	20.7	20.9
I-26 / I-126	Acres Converted	20.8	20.5
I-26 / Sunset Blvd	Acres Converted	1.2	1.2
I-126 / Colonial Life Blvd	Acres Converted	14.9	14.9
Total		155	159

Existing Land Use:
Existing land use in the project study area is predominately residential.

03.

Socioeconomics & Communities

Community impacts are anticipated with the proposed improvements of the Carolina Crossroads. These impacts would result primarily from right-of-way needs and potential increases in noise, access and travel patterns causing displacements/ relocations of residential and commercial properties and raised noise levels at various locations along the corridor. RA1 and RA5 Modified would result in the acquisition of 110 and 184 residential relocations, respectively. The impacts would affect all populations equally, and the impacts of both alternatives would be similar. Impacts to minority and low-income populations would not be disproportionately high and adverse. Benefits resulting from the proposed project are expected to be equitably distributed throughout the communities.

Land acquisitions of properties, residential, and businesses would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR Part 24). Relocation resources are available to all residential and business relocates without discrimination. Written translations of vital documents would be provided for Spanish language-speaking populations, as well as other measures determined by SCDOT to ensure meaningful access to project information. Translators would also be available to LEP populations during the ROW acquisition process.

SCDOT will coordinate with local jurisdictions to accommodate bicycle/pedestrian facilities where appropriate. Additionally, traffic that normally would have used Bush River Road at I-26 would use the interchange at Colonial Life Boulevard that would be reconfigured to provide access to each direction of I-126. Appropriate signage would be placed to direct drivers accordingly. During construction, the contractor would develop a maintenance-of-traffic plan that outlines measures to minimize construction impacts on transportation and traffic. A requirement of this plan would be that access to businesses and residences be maintained, to the extent practicable, and that existing roads be kept open to traffic unless alternate routes are provided.

Efforts will continue to be made to ensure meaningful opportunities for public participation and outreach during construction. Additional meetings will be held when warranted to address community concerns and propose additional mitigation measures. In addition, during construction, the contractor will employ a community outreach program to keep the community informed of closures to expect (i.e., temporary, long-term), when to expect them, and who to contact, if needed.

Refer to: Chapter 3, Section 3.3

04.

Air Quality

The U.S. Environmental Protection Agency (EPA) has established the National Ambient Air Quality Standards (NAAQS) for atmospheric pollutants that are considered harmful to public health and the environment in accordance with the Clean Air Act of 1970, amended (CAA). As part of the NEPA process, transportation projects are evaluated for consistency with state air quality goals found in the State Implementation Plan (SIP). The study area is in attainment with the NAAQS. Neither of the reasonable alternatives are anticipated to put the region into non attainment or maintenance for any of the NAAQS neither of the reasonable alternatives are anticipated to put the region into non attainment or maintenance for any of the NAAQS.

The project may result in increased exposure to MSAT emissions in certain locations, but none of the reasonable alternatives would have an appreciable impact on regional MSAT levels.

Refer to: Chapter 3, Section 3.4

05.

Noise

Noise is sound that is undesirable because it interferes with communication and sleep, or is otherwise disturbing. Nearly 2,500 noise-sensitive receptors – e.g., residences and schools – were identified in the project study area. Noise readings were taken of the existing conditions to validate the traffic noise model. Once validated, the traffic noise model was used to predict the noise levels at noise-sensitive receptors for the existing condition, the No-Build condition in 2040, as well as the for the reasonable alternatives in 2040.

For RA1, noise levels would approach or exceed the established FHWA Noise Abatement Criteria (NAC) for 1,892 receivers most of which are residential. Based on the preliminary noise analysis for the project, a total of 10 potential noise barriers are recommended for noise abatement mitigation. Prior to release of the FEIS, a detailed noise barrier analysis will be completed to make a final determination on which of the potential barriers meets the SCDOT's feasible and reasonable criteria for the project. If a barrier is determined feasible and reasonable in the detailed noise analysis, voting will occur for those receptors benefiting from a barrier to determine if they want a barrier. If a barrier is determined not to be feasible and reasonable in the detailed noise analysis, the receptors (land owners and tenants) that were initially benefited under the preliminary noise analysis will be notified. This information will be included in the FEIS/ROD which will be available on the project's website.

For RA5 Modified, noise levels would approach or exceed the established NAC for 1,858 receivers of which 1,827 are residential. Based on the preliminary noise analysis for the project, a total of nine potential noise barriers are recommended for noise abatement mitigation.

Refer to: Chapter 3, Section 3.5

06.

Water Quality

The Clean Water Act (CWA) of 1972 regulates the discharge of pollutants into our state's waters. Many factors can affect water quality, including pesticides, heavy metals, livestock waste, litter, oils and grease, and other chemicals. Water from rain and runoff collect these pollutants and carry them into creeks and rivers.

The project study area is serviced by public water utilities, rather than private wells. Therefore, impacts to ground water resources are not anticipated. Likewise, impacts to drinking water treatment facilities would not occur. Each of the Reasonable Alternatives would result in similar impacts to water quality. Each of the reasonable alternatives would increase the amount of impervious surface in the project study area by approximately 460 acres, resulting in additional stormwater flowing into streams.

Stormwater modeling would be completed as design progresses for the recommended preferred alternative.

SCDOT would mitigate stormwater runoff by discharging stormwater into detention basins and/or vegetated swales before it is released into receiving waters.

SCDOT and FHWA best management practices guidelines would be followed during design and construction to minimize the amount of runoff pollution into streams.

Refer to: Chapter 3, Section 3.6

The project effect on noise-sensitive land uses by category and intensity for the two reasonable alternatives and the No-Build are as follows:

Table 3.5-2 Summary of Impacts by Alternative

Noise Activity Category (NAC)	Existing	Future No-Build	Reasonable Alternatives	
			RA1 (Preferred)	RA5 Modified
Residential (NAC B)	1,590	1,596	1,864	1,827
Places of Worship, Playgrounds, Parks, Hospitals, etc. (NAC C)	12	14	24	25
Commercial (NAC E)	3	3	4	6
Total	1,605	1,613	1,892	1,858

07.

Water Resources (Streams and Wetlands)

Water resources is a broad term that includes the water that can be seen on the Earth's surface such rivers, creeks, lakes, ponds, and wetlands. It also includes water that exists in the soil and rock below the surface of the Earth. Protection of water resources is important to maintaining the quality of life of the communities that rely on them.

Surficial ground water aquifers could be affected by pollutants associated with the construction and subsequent use of the project. Potential pollutants include sediment, petrochemicals, herbicides, fertilizers, oil, grease, heavy metals, and other hazardous materials. The expected effects of the project on groundwater are similar for all of the reasonable alternatives. Streams, wetlands, and ponds located within the proposed project limits would also be impacted by all reasonable alternatives through crossing, piping, or fill of these resources. There are no critical aquifer protection areas or sole-source aquifers that would be affected by the proposed project. Compensatory mitigation would be required to offset these impacts and a mitigation plan would be developed during the Section 404 permitting process. The Saluda River is listed on the National Rivers Inventory and is a state designated Scenic River. Since the proposed crossings of the Saluda River would be located in the same locations as existing bridges, none of the reasonable alternatives would be in conflict with these goals.

Refer to: Chapter 3, Section 3.7

08.

Floodplains

Floodplains are low-lying areas adjacent to rivers, streams, and other waterbodies that are susceptible to inundation during rain events. These areas provide important functions in the natural environment such as providing storage for flood waters, protecting the surrounding environment from erosion, and providing habitat for wildlife. As such, agencies are required to take actions that reduce the risk of impacts to floodplains and their associated floodway, or main channel of flow.

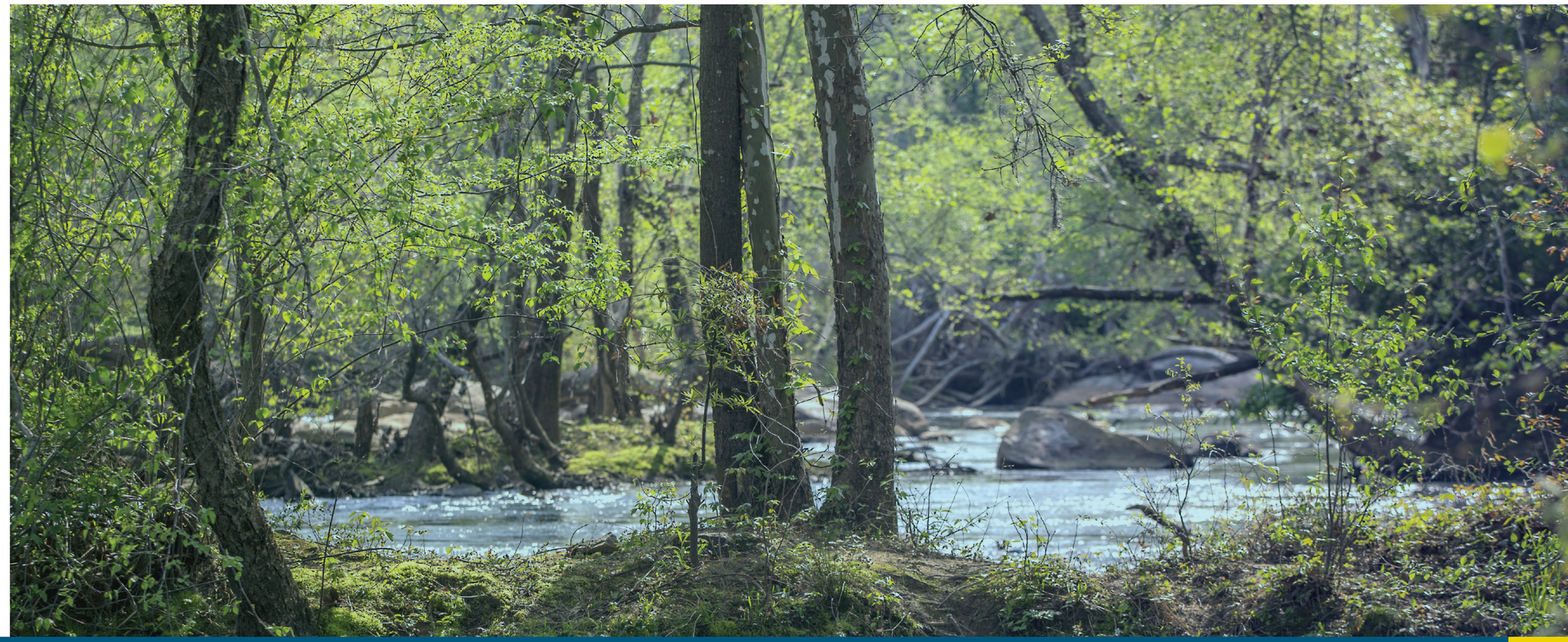
Both alternatives would cross floodplains associated with the Saluda River, Broad River, Senn Branch, Stoop Creek, Moccasin Branch, and unnamed tributaries to Kinley Creek. Floodplain crossings predominantly occur near the Saluda River and the I-20/I-26 interchange. While all of the floodplain crossings would occur in areas of existing crossings, detailed flood studies of stream and river crossings would be required as part of the final roadway design. The bridges would be designed to FEMA standards and would provide clearances above the flood elevation, and therefore, an increase in flooding is not anticipated.

A hydraulic analysis would be conducted for any encroachment of a FEMA-regulated floodplain. The project would be designed in an effort to meet "No-Rise" requirements. In the event a "No-Rise" condition cannot be achieved, coordination with FEMA will require the preparation of a CLOMR (Conditional Letter of Map Revision)/ LOMR (Letter of Map Revision) package for the encroachment.

The Saluda River is also under the jurisdiction of the Federal Energy Regulatory Commission (FERC) because of its function as a hydroelectric power facility. As such, the project would require coordination with FERC due to the bridge crossings over the Saluda River. The coordination would occur during final design once specific impacts are identified.

Ongoing design efforts and coordination with resource and regulatory agencies will minimize floodplain impacts during the final design process.

Refer to: Chapter 3, Section 3.8



09.

Natural Resources

Natural resources include landforms and soils, natural habitat communities and wildlife, and federal and/or state protected species. Much of the project study area has been developed for residential and commercial land uses leading to the loss, alteration, and/or fragmentation of natural habitats including upland forests and wetlands and streams. However, natural habitat communities do exist within the project study area, including: mixed pine/hardwood forest, pine forest, bottomland hardwood forest, scrub-shrub, freshwater wetland, freshwater stream/tributary, and open water/pond. The project study area is also home to many terrestrial and aquatic species, including nine protected species.

Due to the current land use and high levels of development present, impacts to natural habitat communities and wildlife associated with any of the reasonable alternatives would be relatively minor and primarily contained to existing fragmented or disturbed upland habitats located adjacent to existing roadway interchanges. It has been determined that the proposed project would have 'no effect' on six federally protected species, and "may affect, not likely adversely affect" two federally protected species. Migratory birds and Bald Eagles would not be impacted by the proposed project.

Impacts to areas providing significant wildlife habitat, such as river floodplains and other large riparian buffers, will be minimized to the extent practicable through avoidance and minimization design measures.

Refer to: Chapter 3, Section 3.9

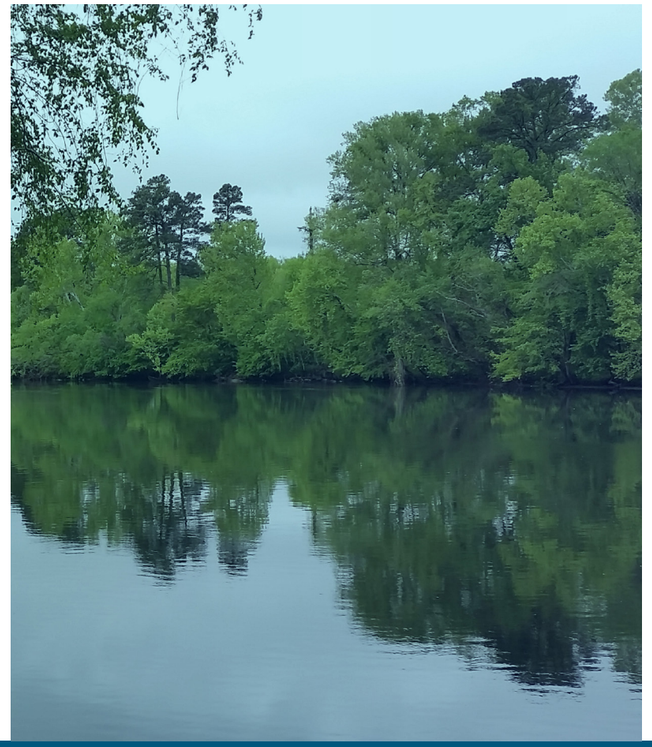
10.

Cultural Resources

Cultural resources include archaeological sites, isolated artifacts, historic architectural resources, and historic districts. A cultural resources survey was completed to identify and evaluate cultural resources that may be affected by the proposed Carolina Crossroads project.

One archaeological resource – the Saluda Canal – was identified in the corridor and recommended eligible for inclusion in the National Register of Historic Places (NRHP). The proposed project would have no adverse effect on the Saluda Canal. No additional properties proposed for, eligible for, or listed in the NRHP were identified within the study area. There are also no National Historic Landmarks or historic bridges located within the study area.

Refer to: Chapter 3, Section 3.10



11.

Section 4(f)

Section 4(f) of the U.S. Department of Transportation Act of 1966 (23 USC 138) applies to the use for transportation purposes of publicly owned parks, recreation areas, and wildlife and waterfowl refuges; and historic/archaeological sites listed on or eligible for listing on the NRHP regardless of ownership.

All reasonable alternatives would impact the Saluda Riverwalk Extension. By constructing a bridge over the trail with a minimum height of approximately 17 feet, which would maintain adequate clearance for users of the facility. The long-term access and use of the trail would not be impacted by the project. However, construction of the project over the trail would require the temporary closure of the trail for safety reasons. These temporary closures would be coordinated with the City of Columbia Recreational Department and trail users would be notified with signage along the trail. When construction is complete, the condition of the trail would be equal to existing conditions. Since the project impacts would be temporary use and no permanent use to the trail or its access are anticipated, the proposed project is consistent with the use of the property and would not cause harm to the recreational value of the trail. A de minimis finding is proposed.

Refer to: Chapter 3, Section 3.11

12.

Hazardous Materials

Hazardous materials are defined as any material that has or will have, alone or when combined with other materials, a harmful effect on humans or the natural environment. They may be characterized as reactive, toxic, infectious, flammable, explosive, corrosive, or radioactive.

The RA1 and RA5 Modified both would directly impact 18 properties with potential hazardous materials or contamination.

Prior to construction, the project contractor would perform Phase II Environmental Site Assessments (ESAs) on the properties identified within the footprint, potentially or on the adjoining properties or the ROW. Ultimately, the Phase II ESA would include environmental sample collection (e.g. soil, soil gas, and groundwater), specifically, in areas where a potential for disturbance of soil and/or groundwater exists. Hazardous materials will be treated and disposed of in accordance with state and federal laws and regulations.

Refer to: Chapter 3, Section 3.12

13.

Construction

Temporary impacts to the human and natural environments would occur during the construction of the proposed Carolina Crossroads project.

Construction impacts would be temporary and intermittent and would come from disturbing the ground and operating construction equipment. Construction could affect both the human environment (e.g., businesses, noise environments, and traffic flow) and the natural environment (e.g., wetlands and streams). Most construction-related impacts would be associated with travel delays on the interstate and local streets. Mitigation techniques, which are discussed in Section 13.3.4, would be used to minimize impacts during construction.

Refer to: Chapter 3, Section 3.13

14.

Energy

Transportation accounts for approximately 29 percent of U.S. energy demand and for more than 90 percent of all the oil used each year.

Both reasonable alternatives would increase overall energy consumption during peak periods as a result of more trips being taken within the corridor when compared to the No-build alternative. This is a direct result of achieving the purpose and need to reduce congestion and improve mobility within the corridor.

Refer to: Chapter 3, Section 3.14

15.

Indirect and Cumulative

This chapter assesses the indirect (secondary) and cumulative (incremental) effects of the proposed Carolina Crossroads. Indirect impacts are caused by the proposed project and occur later or farther away (off site) but are still reasonably foreseeable. Cumulative impacts are a total result, including both direct and indirect impacts, of a proposed project when added to other past, present, and reasonably foreseeable future actions.

Under both reasonable alternatives, there would be only insignificant and incremental indirect and cumulative impacts to communities, water quality, and natural resources, given appropriate best management practices are employed during construction. Both reasonable alternatives would incrementally increase environmental effects (impacts) to water quality, water resources, and natural resources, while providing much needed transportation benefits. These effects are relatively small in the context of the entire corridor as well as the localized impact sites.

Refer to: Chapter 3, Section 3.15

16.

Short-term Uses versus Long-Term Productivity

The Carolina Crossroads would provide several long-term productivity enhancements for the local area including a more efficient transportation network and expected employment growth in the region. Instead of being used for its natural productivity (i.e., wildlife, vegetation, wetlands), the land within the road right-of-way would be used for both of the Carolina Crossroads reasonable alternatives. This use of the environment would be consistent with local land-use and transportation plans that demonstrate a need for the Carolina Crossroads project.

Refer to: Chapter 3, Section 3.16

17.

Irreversible and Irretrievable Commitment of Resources

Implementing one of the Carolina Crossroads reasonable alternatives would involve a commitment of a range of natural, physical, human, and fiscal resources. The commitment of these resources is based on the premise that residents in the area, the region, and the state would benefit from the improved quality of the transportation system. These benefits would consist of improved mobility and savings in travel time, both of which are anticipated to outweigh the commitment of these resources.

Refer to: Chapter 3, Section 3.17

18.

Permits

Federal and State permits would be required for activities related to construction for either of the Reasonable Alternatives. The agencies issuing these permits are either cooperating or participating agencies and have been involved during the project development process.

Necessary Permits Include:

- Section 404 of the Clean Water Act
- Section 401 of the Clean Water Act
- Section 402 of the Clean Water Act
- Section 10 of the Rivers and Harbors Act
- Construction in State Navigable Waters

Refer to: Chapter 3, Section 3.18

19.

Sustainability

FHWA and SCDOT have established sustainability goals for the Carolina Crossroads project and are utilizing the Institute for Sustainable Infrastructure's Envision sustainability rating system and FHWA's Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) during the development, design, and construction of the proposed project.

Refer to: Chapter 3, Section 3.19

What are the next steps?

Written comments on the DEIS will be accepted for a period of 45 days from the date of distribution and the publication of the formal Notice of Availability (NOA) in the Federal Register and local newspapers. Comments will also be accepted both in writing and verbally at public hearings scheduled during the comment period. A formal public hearing will be held on August 23, 2018 to provide the public with opportunities to comment on this DEIS and the proposed project. Comments will be accepted until September 17, 2018.

SCDOT will continue to keep the public informed and involved in the Carolina Crossroads I-20/26/126 Corridor Project through a variety of methods, as described in Chapter 4 of the DEIS.

Your participation at this stage is critical.

This is your road and we want to hear your input.

Key Project Milestones

Project Initiation	Community Kick-off Meeting	Scoping & Initial Environmental Studies — Notice of Intent	Public Scoping Meeting	Preliminary Interchange Alternatives	Begin Development of Draft Environmental Impact Statement (DEIS)	Alternatives Public Information Meeting	Development and Screening of Representative Alternatives	Reasonable Alternatives Public Information Meeting	We are here — Public Hearing on DEIS and Recommend Preferred Alternative	Final Environmental Impact Statement (FEIS) — Record of Decision (ROD)	Procurement of Contractor & Begin Right of Way Acquisition	Project Delivery/ Construction
March 2015	May 12, 2015	July 2015	September 10, 2015	2015-2016	July 2016	October 4, 2016	October 2016 - Summer 2017	Summer 2017	Summer 2018 — We are here	Early 2019	2019	2019 & beyond

Anticipated Date

How much would the reasonable alternatives cost and how would they be constructed?

FHWA requires demonstration of fiscal constraint at the NEPA stage of project development. Fiscal constraint is met when the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and Statewide Transportation Improvement Program (STIP) have sufficient financial information for demonstration that a project in the Multimodal Transportation Plan (MTP), TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources. With the passage of Act 98 in 2013, the proposed Carolina Crossroads project was included in the STIP as an interstate upgrade project with $10.0 million of State Infrastructure Bank (SIB) funding allocated for engineering and the development of the EIS. The proposed Carolina Crossroads project is expected to cost between $1.3 and $1.5 billion. As the number one statewide interstate priority, SCDOT is funding the proposed project through construction using a blended funding approach that combines Federal-Aid Interstate Upgrade program funds and General Obligation Highway bond revenues.

Assuming that the decision is to select one of the build alternatives, a single contract would be awarded to a contractor in 2019. Unless otherwise specified in the ROD, SCDOT and the contractor would have the flexibility to determine the appropriate construction phasing.

Major highway projects such as the proposed Carolina Crossroads project typically involves three primary construction phases: pre-construction, construction, and post-construction.

As the name suggests, pre-construction activities occur before construction begins. The types of activities that happen in this phase often include:

- Developing the construction contracts with the contractor(s)
- Community outreach
- The acquiring of environmental permits or agency approvals
- Property acquisition, if needed
- Utility relocation

If a build alternative is selected, these pre-construction activities would begin shortly following the issuance of the ROD.

Once the pre-construction activities are completed, construction activities would begin. This includes construction of additional lanes on I-20/26/126, interchange reconstruction, arterial roadway improvements (e.g., the addition of turn lanes onto entrance ramps), and ancillary things like installing new traffic signals or lighting. At the conclusion of construction, the contractor would be responsible for final clean-up and completion of "as-built" drawings.

A comprehensive public information program would be implemented to inform the public about construction activities and to minimize impacts. Information would include the periods when construction is scheduled to take place, work hours, and alternate routes. Construction signs would be used to notify motorists about work activities and changes in traffic patterns, such as detours.

How have the public and agencies been Involved?

The Carolina Crossroads I-20/26/126 Corridor Project and the Carolina Crossroads project team made a commitment at the beginning of the project to encourage and solicit public and agency participation and feedback. Communication tools that best addressed the public's need for information were selected and a variety of methods for public comment were provided. The public engagement tools implemented for the project helped identify important issues related to traffic impacts, community impacts, and natural resources impacts. For further information, refer to Chapter 4 of the DEIS.

By providing both wide-reaching and targeted public and agency consultation methods, the project team was able to gather important information for the decision-making process. The public and agency involvement process was comprehensive in nature, using the media, mailers, websites, and meetings to ensure that all people who could be affected were aware of the project and understood the methods for providing input.

Four in-person public information meetings were held during the EIS process. The format of each of the in-person public meetings was an open house with a presentation and a one-on-one question-and-answer session. A combination of traditional and non-traditional meeting times and locations were considered in order to accommodate varying schedules of interested persons. All of the public meetings were held adjacent to the project study area. All public meetings were advertised through postcard mailings, fliers, email invitations, newspaper ads, road signs, social media, the project website, press releases-media advisories and elected official letters. SCDOT complied with Title II of the Americans with Disabilities Act of 1990 (ADA) for all meetings. All meetings were held in ADA-accessible locations and a sign language translator was available for the hearing impaired. Spanish translators were provided, free of charge, at meetings. Newspaper ads and press releases were also translated to Spanish for Hispanic publications Other project materials were also translated to Spanish, as needed.

Stakeholder Advisory Committee

A Stakeholder Advisory Committee (SAC) was created to act in an advisory capacity to the project team and includes key stakeholders within the project study area and the region. The SAC meets at key milestones to help inform the decision-making process for the initial stages of the project. Four stakeholder meetings have been held so far.

Speakers Bureau

Speakers Bureau presentations were an opportunity to provide project information and updates to interested organizations. The project team made 21 presentations to various groups.

One-on-One Meetings

One-on-one meetings occurred as needed and took place in the form of in-person meetings or virtual meetings to provide continual education regarding the project to newly elected officials or officials wanting more context and stakeholders.

Pop Up Events

Pop-up events were scheduled in a way that made it easy and convenient for community members to participate and provide comments. The project team attended five events.

Online Meetings

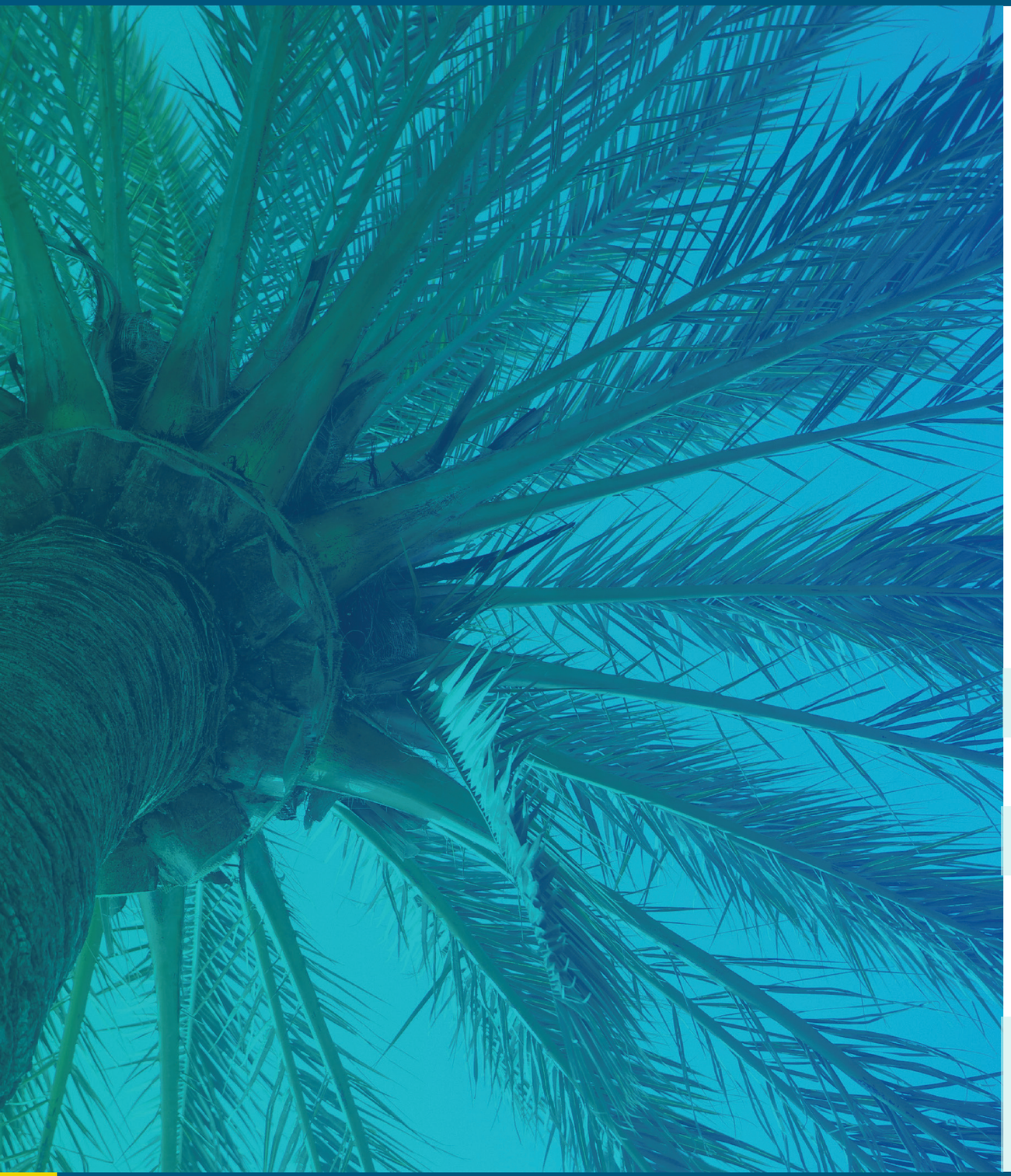
Online meetings, complementary to the in-person public meetings, were developed and made available through the project website. The online meetings are available in advance of the in-person public meetings and were live through the end of the comment period for each key milestone. The online meetings include the content from the in-person meeting and an electronic comment form.

Environmental Justice/Title VI

SCDOT and FHWA are committed to complying with federal directives (e.g., Executive Order 12898 and USDOT Order 5610.2a) and laws which require federal agencies to address nondiscrimination in their programs. In addressing the requirements of these orders and laws, SCDOT and FHWA identified communities of concern along the proposed project corridor where the community is comprised mostly of low-income and/or minority citizens. Concentrations of special population groups such as those with limited English-speaking proficiency (LEP) were also identified.

Public Meetings

Public Meeting 1:	May, 12 **2015**	Seven Oaks Elementary, Columbia SC	Kick-off meeting: Announce EIS process and invite public input	Open House	157
Public Meeting 2:	September 10, **2015**	Seven Oaks Elementary, Columbia SC	Scoping meeting	Open House/ Tour Guide with presentation	87
Public Meeting 3:	October 4, **2016**	Seven Oaks Elementary, Columbia SC	Preliminary Alternatives	Open House/ Tour Guide with presentation	186
Public Meeting 4:	September 19, **2017**	Columbia Conference Center	Reasonable Alternatives	Open House with rolling presentaiton	340



www.scdotcarolinacrossroads.com

info@CarolinaCrossroadsSCDOT.com

1-800-601-8715

Look for us on social media!

@scdotcrossroads SCDOTCrossroads SCDOT Carolina Crossroads

Carolina Crossroads Corridor Improvement Project
C/O South Carolina Department of Transportation
Mega Projects Division, Room 122
PO Box 191
Columbia, SC 29202-0191

CAROLINA
CROSSROADS

SCDOT
South Carolina Department of Transportation

U.S.Department of Transportation
Federal Highway Administration