

Carolina Crossroads Corridor Project
C/O South Carolina Department of Transportation
Midlands Regional Production Group, Room 418
PO Box 191
Columbia, SC 29202-0191



Carolina Crossroads Newsletter

Summer 2017

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

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:
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Midlands Regional Production Group, Room 418
PO Box 191
Columbia, SC 29202-0191

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

37,961
website visitors

534
web comments

219
project email
comments

833
social media
followers

10,019
postcards sent

4,100
emails sent

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

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.

ALPHABET SOUP: SCDOT, EIS, NEPA, FHWA



By Chad C. Long,
SCDOT Director of Environmental Services

We use a lot of acronyms at the SCDOT and many of them are related to important processes, like NEPA, or documents, such as EIS. I'll give you a brief primer on these acronyms and why it's important to understand them.

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 for 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 solution for improving the interstate. In coordination with the Federal Highway Administration (FHWA), we follow a multi-step process to evaluate the impacts of those 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 to ensure you 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; we will announce the date and time via the project website and email notification. 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)



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 traveling 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			
	Ramp Metering Traffic signals are installed on interstate on-ramps 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.		Managed Lanes 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 2+ to 3+people in car. Managed lanes optimize traffic flow and improve the interstate efficiency.
	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.		Signal Timing This technique is used to control traffic at signalized intersections, which could mean making green lights longer or limiting the walk time for pedestrians. Signal timing can be predetermined or triggered by an action. Signal timing is a cost effective technique to keep traffic moving and reduce congestion.
	HOT (High Occupancy Toll) Lanes These lanes 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 vehicles or "self-driving" vehicles can operate without driver input to control the steering, braking or acceleration functions. 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.