

Appendix B—Agency Correspondence

UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES ACT OF 1970, AS AMENDED FIXED RESIDENTIAL MOVING COST SCHEDULE (2015)—Continued

State	Occupant owns furniture									Occupant does not own furniture	
	Number of rooms of furniture									1 room/ no furn.	Add'l room no furn.
	1 room	2 rooms	3 rooms	4 rooms	5 rooms	6 rooms	7 rooms	8 rooms	Add'l room		
Illinois	850	1000	1150	1250	1400	1600	1750	2050	450	650	150
Indiana	500	700	900	1100	1300	1500	1700	1900	200	400	100
Iowa	550	700	800	900	1000	1100	1225	1350	125	500	50
Kansas	400	600	800	1000	1200	1400	1600	1800	200	250	50
Kentucky	500	700	900	1100	1300	1500	1700	1900	200	350	50
Louisiana	600	800	1000	1200	1300	1550	1700	1900	300	400	70
Maine	650	900	1150	1400	1650	1900	2150	2400	250	400	100
Maryland	700	900	1100	1300	1500	1700	1900	2100	200	500	100
Massachusetts	700	850	1000	1200	1350	1500	1650	1800	250	450	150
Michigan	700	950	1150	1300	1450	1600	1750	1900	300	500	200
Minnesota	575	725	925	1125	1325	1525	1725	1925	275	450	100
Mississippi	750	850	1000	1200	1400	1550	1700	1850	300	400	100
Missouri	800	900	1000	1100	1200	1300	1400	1500	200	400	100
Montana	500	700	900	1100	1300	1500	1700	1900	200	350	100
Nebraska	390	545	700	855	970	1075	1205	1325	120	310	40
Nevada	500	700	900	1100	1300	1500	1700	1900	200	350	60
New Hampshire	500	700	900	1100	1300	1500	1700	1900	200	200	150
New Jersey	650	750	850	1000	1150	1300	1400	1600	200	200	50
New Mexico	650	850	1050	1250	1450	1650	1850	2050	200	400	60
New York	600	800	1000	1200	1400	1600	1800	2000	200	350	100
North Carolina	550	750	1050	1200	1350	1600	1700	1900	150	350	50
North Dakota	495	715	900	1080	1265	1415	1510	1695	185	430	65
N. Mariana Is.	282	395	508	621	706	790	875	960	85	226	28
Ohio	600	800	1000	1150	1300	1450	1600	1750	150	400	100
Oklahoma	700	900	1100	1300	1500	1700	1850	2000	200	350	100
Oregon	600	800	1000	1200	1400	1600	1800	2000	200	350	100
Pennsylvania	500	750	1000	1200	1400	1600	1800	2000	200	400	70
Puerto Rico	350	550	700	850	1000	1100	1200	1300	100	300	50
Rhode Island	600	850	1000	1200	1400	1600	1800	2000	150	300	100
South Carolina	700	805	1095	1285	1575	1735	1890	2075	225	500	75
South Dakota	500	650	800	950	1050	1200	1400	1600	200	300	40
Tennessee	500	750	1000	1250	1500	1750	2000	2250	250	400	100
Texas	600	800	1000	1200	1400	1600	1750	1900	150	400	50
Utah	650	800	950	1100	1250	1400	1550	1700	150	500	100
Vermont	400	550	650	850	1000	1100	1200	1300	150	300	75
Virgin Islands	500	700	850	950	1150	1300	1450	1600	150	425	100
Virginia	700	900	1100	1300	1500	1700	1900	2100	300	400	75
Washington	600	800	1000	1200	1400	1600	1800	2000	200	300	50
West Virginia	750	900	1050	1200	1350	1500	1650	1800	150	350	50
Wisconsin	550	730	935	1140	1350	1560	1765	1975	260	440	105
Wyoming	540	800	870	1020	1170	1325	1500	1670	200	370	60

Exceptions: 1. The payment to a person with minimal possession who is in occupancy of a dormitory style room or whose residential move is performed by an agency at no cost to the person is limited to \$100.00.

2. An occupant will be paid on an actual cost basis for moving his or her mobile home from the displacement site. In addition, a reasonable payment to the occupant for packing and securing property for the move may be paid at the agency's discretion.

[FR Doc. 2015-18159 Filed 7-23-15; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Lexington and Richland Counties, South Carolina; Notice of Intent

AGENCY: Federal Highway
Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an

environmental impact statement will be prepared for a proposed highway project in Lexington and Richland counties, South Carolina.

FOR FURTHER INFORMATION CONTACT:

Emily O. Lawton, Division
Administrator, Federal Highway
Administration, Strom Thurmond
Federal Building, 1835 Assembly Street,
Suite 1270, Columbia, South Carolina
29201, Telephone: (803) 765-5411,
Email: emily.lawton@dot.gov.

SUPPLEMENTARY INFORMATION: The
FHWA, in cooperation with the South
Carolina Department of Transportation
(SCDOT), will prepare an environmental

impact statement (EIS) on a proposal to
improve the I-20/I-26/I-126 Corridor
located in Lexington and Richland
counties, South Carolina. To date, the
project area has been defined as a
mainline corridor including I-20 from
the Saluda River to the Broad River, I-
26 from US 378 to Broad River Road,
and I-126 from Colonial Life Boulevard
to I-26.

The I-20/I-26/I-126 corridor is a vital
link in South Carolina, serving
residents, commuters, travelers, and
commerce. Due to nearby residential
and commercial development,
proximity to downtown Columbia,

traffic volumes, and the overall geometric layout, including 12 interchange points, the I-20/I-26/I-126 corridor has become one of the most congested interstate sections in South Carolina. Improvements to the corridor are considered necessary to provide for the existing and projected traffic demand and to address the existing and projected future congestion. In order to address the existing and anticipated traffic volumes, SCDOT is developing an EIS that will promote informed decision making in the development of a solution to reduce congestion, improve traffic operations, increase safety and increase capacity.

The FHWA and SCDOT are seeking input as part of the scoping process to assist in identifying issues relative to this project and potential solutions. Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed an interest in this proposal. Formal public scoping meetings will be held in Lexington and Richland counties. In addition, public information meetings will be held as the project is developed, and a public hearing will be conducted after the approval of the draft EIS. Public notice will be given of the time and place of the meetings and hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments, and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Dated: July 7, 2015.

Robert D. Thomas, II,

Assistant Division Administrator, Columbia, South Carolina.

[FR Doc. 2015-17020 Filed 7-23-15; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2001-9258; FMCSA-2001-9561; FMCSA-2003-15268]

Qualification of Drivers; Exemption Applications; Vision

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of renewal of exemptions; request for comments.

SUMMARY: FMCSA announces its decision to renew the exemptions from the vision requirement in the Federal Motor Carrier Safety Regulations for 13 individuals. FMCSA has statutory authority to exempt individuals from the vision requirement if the exemptions granted will not compromise safety. The Agency has concluded that granting these exemption renewals will provide a level of safety that is equivalent to or greater than the level of safety maintained without the exemptions for these commercial motor vehicle (CMV) drivers.

DATES: This decision is effective August 15, 2015. Comments must be received on or before August 24, 2015.

ADDRESSES: You may submit comments bearing the Federal Docket Management System (FDMS) numbers: Docket No. [Docket No. FMCSA-2001-9258; FMCSA-2001-9561; FMCSA-2003-15268], using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.
- *Mail:* Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.
- *Hand Delivery or Courier:* West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.
- *Fax:* 1-202-493-2251.

Instructions: Each submission must include the Agency name and the docket number for this notice. Note that DOT posts all comments received without change to <http://www.regulations.gov>, including any personal information included in a comment. Please see the Privacy Act heading below.

Docket: For access to the docket to read background documents or

comments, go to <http://www.regulations.gov> at any time or Room W12-140 on the ground level of the West Building, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Federal Docket Management System (FDMS) is available 24 hours each day, 365 days each year. If you want acknowledgment that we received your comments, please include a self-addressed, stamped envelope or postcard or print the acknowledgement page that appears after submitting comments on-line.

Privacy Act: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at www.dot.gov/privacy.

FOR FURTHER INFORMATION CONTACT: Charles A. Horan, III, Director, Carrier, Driver and Vehicle Safety Standards, 202-366-4001, fmcsamedical@dot.gov, FMCSA, Department of Transportation, 1200 New Jersey Avenue SE., Room W64-224, Washington, DC 20590-0001. Office hours are from 8:30 a.m. to 5 p.m. Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

I. Background

Under 49 U.S.C. 31136(e) and 31315, FMCSA may renew an exemption from the vision requirements in 49 CFR 391.41(b)(10), which applies to drivers of CMVs in interstate commerce, for a two-year period if it finds "such exemption would likely achieve a level of safety that is equivalent to or greater than the level that would be achieved absent such exemption." The procedures for requesting an exemption (including renewals) are set out in 49 CFR part 381.

II. Exemption Decision

This notice addresses 13 individuals who have requested renewal of their exemptions in accordance with FMCSA procedures. FMCSA has evaluated these 13 applications for renewal on their merits and decided to extend each exemption for a renewable two-year period. They are:

Domenic J. Carassai (NJ)
Bruce E. Hemmer (WI)
Steven P. Holden (MD)
Christopher G. Jarvela (MI)
Donald L. Jensen (SD)
Brad L. Mathna (PA)



U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

November 3, 2015

1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201
803-765-5411
803-253-3989

In Reply Refer To:
HDA-SC

Lt. Colonel Matthew Luzzato
Commander, Charleston District
U.S. Army Corps of Engineers
69A Hagood Avenue
Charleston, SC 29403

Subject: Invitation to Become a Cooperating Agency for the Preparation of an
Environmental Impact Statement (EIS) for the Proposed I-20/26/126 Corridor
Project in Lexington and Richland Counties, South Carolina
Federal Project Number P027662

The Federal Highway Administration (FHWA), in cooperation with the South Carolina Department of Transportation (SCDOT), is preparing an Environmental Impact Statement (EIS) for the I-20/26/126 Corridor project, also known as Carolina Crossroads. The proposed project is a transportation corridor improvement located in Richland and Lexington counties. As shown on the enclosed location map, the Carolina Crossroads project corridor is generally defined as I-20 from the Saluda River to the Broad River; I-26 from US 378 to Broad River Road; and I-126 from Colonial Life Boulevard to I-26. The I-20/26/126 corridor is a vital link in South Carolina, serving residents, commuters, travelers, and commerce. Due to nearby residential and commercial development, proximity to downtown Columbia, traffic volumes, and the overall geometric layout, including 12 interchange points, the I-20/26/126 corridor has become one of the most congested interstate sections in South Carolina. The purpose of this project is to address this congestion, improve system linkages and safety, and accommodate future increases in traffic.

Pursuant to Section 6002 of SAFETEA-LU, cooperating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental, social, or economic impacts. Section 6002 is intended to assure that agencies are fully engaged in the scoping of the project and the decisions regarding alternatives to be evaluated in detail in the NEPA analysis. In accordance with the SAFETEA-LU Section 6002, FHWA is in the process of identifying local, state, and federal agencies that may have an interest in the project. The Agency & Public Involvement Coordination Plan, which list agencies currently identified, can be viewed at <http://www.carolinacrossroadsscdot.com/doclib>, **username: scdotdoc, password: scd558.**

The FHWA, in coordination with your office has determined that a Section 404 Permit will likely be required for the proposed improvements. Since your agency has legal jurisdiction over such permits, we are inviting you to become a Cooperating Agency along with the FHWA in the development of the EIS. Cooperating agencies are by definition participating agencies but they have a higher degree of authority, responsibility, and involvement in the environmental process.

Areas of concern to be emphasized in the EIS will include potential environmental impacts upon existing ecological resources, wetlands, water resources, historic and archaeological resources, parks and recreation facilities, noise and air, social and community character, environmental justice, Title VI, hazardous/contaminated materials, cumulative and indirect impacts, and potential impacts due to project construction.

Your agency's involvement in the proposed project would entail those areas under its jurisdiction. No direct writing or analysis by your agency will be necessary for this document unless you request to do so. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Participate in coordination meetings as appropriate.
2. Consultation on any relevant technical studies that may be required for the project.
3. Timely review and comment on the environment document to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

You have the right to expect that the EIS will enable your agency to fulfill its jurisdictional responsibilities. Likewise, your agency has the obligation to tell us if, at any point in the process, your agency's needs are not being met. We expect that at the end of the process the EIS will satisfy your agency's NEPA requirements including those related to project alternatives, environmental consequences, navigational clearances, and mitigation. Further, we intend to utilize the EIS as our decision-making document for the Section 404 permit application.

To become a Cooperating Agency with the FHWA, please respond to this office in writing with an acceptance or denial of the invitation within 30 days. If you accept, please identify the appropriate contact person within your organization for coordination. If your agency declines, please provide a written response that states your reason for declining the invitation, such as:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or each agency's respective roles and responsibilities during the preparation of the EIS, please contact Mr. J. Shane Belcher at 803-253-3187 or by e-mail at jeffrey.belcher@dot.gov.

Sincerely,



Emily O. Lawton
Division Administrator

Enclosure

ec: Mr. Steve Brumagin, USACE Project Manager
Ms. Heather Robbins, SCDOT NEPA Division Manager
Mr. Brian Klauk, SCDOT Special Programs Manager
Ms. Shannon Meder, HDR Environmental Manager



U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

November 3, 2015

1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201
803-765-5411
803-253-3989

In Reply Refer To:
HDA-SC

Mr. Tony McDonald
County Administrator, Richland County
2020 Hampton Street, Room 4058
P.O. Box 192
Columbia, SC 29202

Subject: Invitation to Become a Participating Agency for the Preparation of an
Environmental Impact Statement (EIS) for the I-20/26/126 Corridor Project in
Lexington and Richland Counties, South Carolina
Federal Project Number P027662

Dear Mr. McDonald:

The Federal Highway Administration (FHWA), in cooperation with the South Carolina Department of Transportation (SCDOT), is preparing an Environmental Impact Statement (EIS) for the I-20/26/126 Corridor project, also known as Carolina Crossroads. The proposed project is a transportation corridor improvement located in Richland and Lexington counties. As shown on the enclosed location map, the Carolina Crossroads project corridor is generally defined as I-20 from the Saluda River to the Broad River; I-26 from US 378 to Broad River Road; and I-126 from Colonial Life Boulevard to I-26. The I-20/26/126 corridor is a vital link in South Carolina, serving residents, commuters, travelers, and commerce. Due to nearby residential and commercial development, proximity to downtown Columbia, traffic volumes, and the overall geometric layout, including 12 interchange points, the I-20/26/126 corridor has become one of the most congested interstate sections in South Carolina. The purpose of this project is to address this congestion, improve system linkages and safety, and accommodate future increases in traffic.

Pursuant to Section 6002 of SAFETEA-LU, participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental, social, or economic impacts. Section 6002 is intended to assure that agencies are fully engaged in the scoping of the project and the decisions regarding alternatives to be evaluated in detail in the NEPA analysis. In accordance with the SAFETEA-LU Section 6002, FHWA is in the process of identifying local, state, and federal agencies that may have an interest in the project. The Agency & Public Involvement Coordination Plan, which list agencies currently identified, can be viewed at <http://www.carolinacrossroadsscdot.com/doclib>,
username: scdotdoc, password: scd558.

The FHWA and SCDOT would like to take this opportunity to formally invite your agency to become a participating agency in the development of the EIS. Areas of concern to be emphasized in the EIS will include potential environmental impacts upon existing ecological resources, wetlands, water resources, historic and archaeological resources, parks and recreation

facilities, noise and air, social and community character, environmental justice, Title VI, hazardous/contaminated materials, cumulative and indirect impacts, and potential impacts due to project construction.

Your agency's involvement in the proposed project would entail those areas under its jurisdiction. No direct writing or analysis by your agency will be necessary for this document unless you request to do so. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Participate in coordination meetings as appropriate.
2. Consultation on any relevant technical studies that may be required for the project.
3. Timely review and comment on the environment document to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

To become a Participating Agency with the FHWA, please respond to this office in writing with an acceptance or denial of the invitation within 30 days. If you accept, please identify the appropriate contact person within your organization for coordination. If your agency declines, please provide a written response that states your reason for declining the invitation, such as:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project;
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or each agency's respective roles and responsibilities during the preparation of the EIS, please contact Mr. J. Shane Belcher at 803-253-3187 or by e-mail at jeffrey.belcher@dot.gov.

Sincerely,



Emily O. Lawton
Division Administrator

Enclosure

ec: Ms. Heather Robbins, SCDOT NEPA Division Manager
Mr. Brian Klauk, SCDOT Special Programs Manager
Mr. David Kinard, HDR Project Manager
Ms. Shannon Meder, HDR Environmental Manager



U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

November 3, 2015

1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201
803-765-5411
803-253-3989

In Reply Refer To:
HDA-SC

Mr. Leroy Smith
Director, SC Department of Public Safety
10311 Wilson Boulevard
P.O. Box 1993, Bldg. C, 4th Floor
Blythewood, SC 29016-1993

Subject: Invitation to Become a Participating Agency for the Preparation of an
Environmental Impact Statement (EIS) for the I-20/26/126 Corridor Project in
Lexington and Richland Counties, South Carolina
Federal Project Number P027662

Dear Mr. Smith:

The Federal Highway Administration (FHWA), in cooperation with the South Carolina Department of Transportation (SCDOT), is preparing an Environmental Impact Statement (EIS) for the I-20/26/126 Corridor project, also known as Carolina Crossroads. The proposed project is a transportation corridor improvement located in Richland and Lexington counties. As shown on the enclosed location map, the Carolina Crossroads project corridor is generally defined as I-20 from the Saluda River to the Broad River; I-26 from US 378 to Broad River Road; and I-126 from Colonial Life Boulevard to I-26. The I-20/26/126 corridor is a vital link in South Carolina, serving residents, commuters, travelers, and commerce. Due to nearby residential and commercial development, proximity to downtown Columbia, traffic volumes, and the overall geometric layout, including 12 interchange points, the I-20/26/126 corridor has become one of the most congested interstate sections in South Carolina. The purpose of this project is to address this congestion, improve system linkages and safety, and accommodate future increases in traffic.

Pursuant to Section 6002 of SAFETEA-LU, participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental, social, or economic impacts. Section 6002 is intended to assure that agencies are fully engaged in the scoping of the project and the decisions regarding alternatives to be evaluated in detail in the NEPA analysis. In accordance with the SAFETEA-LU Section 6002, FHWA is in the process of identifying local, state, and federal agencies that may have an interest in the project. The Agency & Public Involvement Coordination Plan, which list agencies currently identified, can be viewed at <http://www.carolinacrossroadsscdot.com/doclib>,
username: scdotdoc, password: scd558.

The FHWA and SCDOT would like to take this opportunity to formally invite your agency to become a participating agency in the development of the EIS. Areas of concern to be emphasized in the EIS will include potential environmental impacts upon existing ecological

resources, wetlands, water resources, historic and archaeological resources, parks and recreation facilities, noise and air, social and community character, environmental justice, Title VI, hazardous/contaminated materials, cumulative and indirect impacts, and potential impacts due to project construction.

Your agency's involvement in the proposed project would entail those areas under its jurisdiction. No direct writing or analysis by your agency will be necessary for this document unless you request to do so. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Participate in coordination meetings as appropriate.
2. Consultation on any relevant technical studies that may be required for the project.
3. Timely review and comment on the environment document to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

To become a Participating Agency with the FHWA, please respond to this office in writing with an acceptance or denial of the invitation within 30 days. If you accept, please identify the appropriate contact person within your organization for coordination. If your agency declines, please provide a written response that states your reason for declining the invitation, such as:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project;
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or each agency's respective roles and responsibilities during the preparation of the EIS, please contact Mr. J. Shane Belcher at 803-253-3187 or by e-mail at jeffrey.belcher@dot.gov.

Sincerely,



Emily O. Lawton
Division Administrator

Enclosure

cc: Ms. Heather Robbins, SCDOT NEPA Division Manager
Mr. Brian Klauk, SCDOT Special Programs Manager
Mr. David Kinard, HDR Project Manager
Ms. Shannon Meder, HDR Environmental Manager



U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

November 3, 2015

1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201
803-765-5411
803-253-3989

In Reply Refer To:
HDA-SC

Mr. Duane Parrish
Executive Director
SC Department of Parks, Recreation, and Tourism
1205 Pendleton Street
Columbia, SC 29201

Subject: Invitation to Become a Participating Agency for the Preparation of an
Environmental Impact Statement (EIS) for the I-20/26/126 Corridor Project in
Lexington and Richland Counties, South Carolina
Federal Project Number P027662

Dear Mr. Parrish:

The Federal Highway Administration (FHWA), in cooperation with the South Carolina Department of Transportation (SCDOT), is preparing an Environmental Impact Statement (EIS) for the I-20/26/126 Corridor project, also known as Carolina Crossroads. The proposed project is a transportation corridor improvement located in Richland and Lexington counties. As shown on the enclosed location map, the Carolina Crossroads project corridor is generally defined as I-20 from the Saluda River to the Broad River; I-26 from US 378 to Broad River Road; and I-126 from Colonial Life Boulevard to I-26. The I-20/26/126 corridor is a vital link in South Carolina, serving residents, commuters, travelers, and commerce. Due to nearby residential and commercial development, proximity to downtown Columbia, traffic volumes, and the overall geometric layout, including 12 interchange points, the I-20/26/126 corridor has become one of the most congested interstate sections in South Carolina. The purpose of this project is to address this congestion, improve system linkages and safety, and accommodate future increases in traffic.

Pursuant to Section 6002 of SAFETEA-LU, participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental, social, or economic impacts. Section 6002 is intended to assure that agencies are fully engaged in the scoping of the project and the decisions regarding alternatives to be evaluated in detail in the NEPA analysis. In accordance with the SAFETEA-LU Section 6002, FHWA is in the process of identifying local, state, and federal agencies that may have an interest in the project. The Agency & Public Involvement Coordination Plan, which list agencies currently identified, can be viewed at <http://www.carolinacrossroadsscdot.com/doclib>,
username: scdotdoc, password: scd558.

The FHWA and SCDOT would like to take this opportunity to formally invite your agency to become a participating agency in the development of the EIS. Areas of concern to be emphasized in the EIS will include potential environmental impacts upon existing ecological

resources, wetlands, water resources, historic and archaeological resources, parks and recreation facilities, noise and air, social and community character, environmental justice, Title VI, hazardous/contaminated materials, cumulative and indirect impacts, and potential impacts due to project construction.

Your agency's involvement in the proposed project would entail those areas under its jurisdiction. No direct writing or analysis by your agency will be necessary for this document unless you request to do so. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Participate in coordination meetings as appropriate.
2. Consultation on any relevant technical studies that may be required for the project.
3. Timely review and comment on the environment document to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

To become a Participating Agency with the FHWA, please respond to this office in writing with an acceptance or denial of the invitation within 30 days. If you accept, please identify the appropriate contact person within your organization for coordination. If your agency declines, please provide a written response that states your reason for declining the invitation, such as:

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- Has no expertise or information relevant to the project;
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or each agency's respective roles and responsibilities during the preparation of the EIS, please contact Mr. J. Shane Belcher at 803-253-3187 or by e-mail at jeffrey.belcher@dot.gov.

Sincerely,



Emily O. Lawton
Division Administrator

Enclosure

ec: Ms. Heather Robbins, SCDOT NEPA Division Manager
Mr. Brian Klauk, SCDOT Special Programs Manager
Mr. David Kinard, HDR Project Manager
Ms. Shannon Meder, HDR Environmental Manager



U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

November 3, 2015

1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201
803-765-5411
803-253-3989

In Reply Refer To:
HDA-SC

Ms. Elizabeth Johnson
Deputy State Historic Preservation Officer
SC Department of Archives and History
8301 Parklane Road
Columbia, SC 29223

Subject: Invitation to Become a Participating Agency for the Preparation of an
Environmental Impact Statement (EIS) for the I-20/26/126 Corridor Project in
Lexington and Richland Counties, South Carolina
Federal Project Number P027662

Dear Ms. Johnson:

The Federal Highway Administration (FHWA), in cooperation with the South Carolina Department of Transportation (SCDOT), is preparing an Environmental Impact Statement (EIS) for the I-20/26/126 Corridor project, also known as Carolina Crossroads. The proposed project is a transportation corridor improvement located in Richland and Lexington counties. As shown on the enclosed location map, the Carolina Crossroads project corridor is generally defined as I-20 from the Saluda River to the Broad River; I-26 from US 378 to Broad River Road; and I-126 from Colonial Life Boulevard to I-26. The I-20/26/126 corridor is a vital link in South Carolina, serving residents, commuters, travelers, and commerce. Due to nearby residential and commercial development, proximity to downtown Columbia, traffic volumes, and the overall geometric layout, including 12 interchange points, the I-20/26/126 corridor has become one of the most congested interstate sections in South Carolina. The purpose of this project is to address this congestion, improve system linkages and safety, and accommodate future increases in traffic.

Pursuant to Section 6002 of SAFETEA-LU, participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental, social, or economic impacts. Section 6002 is intended to assure that agencies are fully engaged in the scoping of the project and the decisions regarding alternatives to be evaluated in detail in the NEPA analysis. In accordance with the SAFETEA-LU Section 6002, FHWA is in the process of identifying local, state, and federal agencies that may have an interest in the project. The Agency & Public Involvement Coordination Plan, which list agencies currently identified, can be viewed at <http://www.carolinacrossroadsscdot.com/doclib>,
username: scdotdoc, password: scd558.

The FHWA and SCDOT would like to take this opportunity to formally invite your agency to become a participating agency in the development of the EIS. Areas of concern to be emphasized in the EIS will include potential environmental impacts upon existing ecological

resources, wetlands, water resources, historic and archaeological resources, parks and recreation facilities, noise and air, social and community character, environmental justice, Title VI, hazardous/contaminated materials, cumulative and indirect impacts, and potential impacts due to project construction.

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To become a Participating Agency with the FHWA, please respond to this office in writing with an acceptance or denial of the invitation within 30 days. If you accept, please identify the appropriate contact person within your organization for coordination. If your agency declines, please provide a written response that states your reason for declining the invitation, such as:

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- Has no expertise or information relevant to the project;
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If you have any questions or would like to discuss in more detail the project or each agency's respective roles and responsibilities during the preparation of the EIS, please contact Mr. J. Shane Belcher at 803-253-3187 or by e-mail at jeffrey.belcher@dot.gov.

Sincerely,



Emily O. Lawton
Division Administrator

Enclosure

ec: Ms. Heather Robbins, SCDOT NEPA Division Manager
Mr. Brian Klauk, SCDOT Special Programs Manager
Mr. David Kinard, HDR Project Manager
Ms. Shannon Meder, HDR Environmental Manager



U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

November 3, 2015

1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201
803-765-5411
803-253-3989

In Reply Refer To:
HDA-SC

Ms. Lisa Larue-Baker
Tribal Historic Preservation Officer
United Keetoowah Band of Cherokee Indians
18263 West Keetoowah Circle
Tahlequah, OK 74464

Subject: Invitation to Become a Participating Agency for the Preparation of an
Environmental Impact Statement (EIS) for the I-20/26/126 Corridor Project in
Lexington and Richland Counties, South Carolina
Federal Project Number P027662

Dear Ms. Larue-Baker:

The Federal Highway Administration (FHWA), in cooperation with the South Carolina Department of Transportation (SCDOT), is preparing an Environmental Impact Statement (EIS) for the I-20/26/126 Corridor project, also known as Carolina Crossroads. The proposed project is a transportation corridor improvement located in Richland and Lexington counties. As shown on the enclosed location map, the Carolina Crossroads project corridor is generally defined as I-20 from the Saluda River to the Broad River; I-26 from US 378 to Broad River Road; and I-126 from Colonial Life Boulevard to I-26. The I-20/26/126 corridor is a vital link in South Carolina, serving residents, commuters, travelers, and commerce. Due to nearby residential and commercial development, proximity to downtown Columbia, traffic volumes, and the overall geometric layout, including 12 interchange points, the I-20/26/126 corridor has become one of the most congested interstate sections in South Carolina. The purpose of this project is to address this congestion, improve system linkages and safety, and accommodate future increases in traffic.

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Sincerely,



Emily O. Lawton
Division Administrator

Enclosure

cc: Ms. Heather Robbins, SCDOT NEPA Division Manager
Mr. Brian Klauk, SCDOT Special Programs Manager
Mr. David Kinard, HDR Project Manager
Ms. Shannon Meder, HDR Environmental Manager



U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

November 3, 2015

1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201
803-765-5411
803-253-3989

In Reply Refer To:
HDA-SC

Mr. Mark Caldwell
Regulatory Team Leader
U.S. Fish and Wildlife Service
176 Croghan Spur Road, Suite 200
Charleston, SC 29407

Subject: Invitation to Become a Participating Agency for the Preparation of an
Environmental Impact Statement (EIS) for the I-20/26/126 Corridor Project in
Lexington and Richland Counties, South Carolina
Federal Project Number P027662

Dear Mr. Caldwell:

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Sincerely,



Emily O. Lawton
Division Administrator

Enclosure

ec: Ms. Heather Robbins, SCDOT NEPA Division Manager
Mr. Brian Klauk, SCDOT Special Programs Manager
Mr. David Kinard, HDR Project Manager
Ms. Shannon Meder, HDR Environmental Manager



U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

November 2, 2015

1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201
803-765-5411
803-253-3989

In Reply Refer To:
HDA-SC

Mr. Robert Schneider
Executive Director
Central Midlands Regional Transit Authority
3613 Lucius Road
Columbia, SC 29201

Subject: Invitation to Become a Participating Agency for the Preparation of an
Environmental Impact Statement (EIS) for the I-20/26/126 Corridor Project in
Lexington and Richland Counties, South Carolina
Federal Project Number P027662

Dear Mr. Schneider:

The Federal Highway Administration (FHWA), in cooperation with the South Carolina Department of Transportation (SCDOT), is preparing an Environmental Impact Statement (EIS) for the I-20/26/126 Corridor project, also known as Carolina Crossroads. The proposed project is a transportation corridor improvement located in Richland and Lexington counties. As shown on the enclosed location map, the Carolina Crossroads project corridor is generally defined as I-20 from the Saluda River to the Broad River; I-26 from US 378 to Broad River Road; and I-126 from Colonial Life Boulevard to I-26. The I-20/26/126 corridor is a vital link in South Carolina, serving residents, commuters, travelers, and commerce. Due to nearby residential and commercial development, proximity to downtown Columbia, traffic volumes, and the overall geometric layout, including 12 interchange points, the I-20/26/126 corridor has become one of the most congested interstate sections in South Carolina. The purpose of this project is to address this congestion, improve system linkages and safety, and accommodate future increases in traffic.

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Sincerely,



Emily O. Lawton
Division Administrator

Enclosure

cc: Ms. Heather Robbins, SCDOT NEPA Division Manager
Mr. Brian Klauk, SCDOT Special Programs Manager
Mr. David Kinard, HDR Project Manager
Ms. Shannon Meder, HDR Environmental Manager



U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

November 3, 2015

1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201
803-765-5411
803-253-3989

In Reply Refer To:
HDA-SC

Dr. Richard Allen
Policy Analyst
Cherokee Nation of Oklahoma
17675 South Muscogee
Tahlequah, OK 74465

Subject: Invitation to Become a Participating Agency for the Preparation of an
Environmental Impact Statement (EIS) for the I-20/26/126 Corridor Project in
Lexington and Richland Counties, South Carolina
Federal Project Number P027662

Dear Dr. Allen:

The Federal Highway Administration (FHWA), in cooperation with the South Carolina Department of Transportation (SCDOT), is preparing an Environmental Impact Statement (EIS) for the I-20/26/126 Corridor project, also known as Carolina Crossroads. The proposed project is a transportation corridor improvement located in Richland and Lexington counties. As shown on the enclosed location map, the Carolina Crossroads project corridor is generally defined as I-20 from the Saluda River to the Broad River; I-26 from US 378 to Broad River Road; and I-126 from Colonial Life Boulevard to I-26. The I-20/26/126 corridor is a vital link in South Carolina, serving residents, commuters, travelers, and commerce. Due to nearby residential and commercial development, proximity to downtown Columbia, traffic volumes, and the overall geometric layout, including 12 interchange points, the I-20/26/126 corridor has become one of the most congested interstate sections in South Carolina. The purpose of this project is to address this congestion, improve system linkages and safety, and accommodate future increases in traffic.

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Sincerely,



Emily O. Lawton
Division Administrator

Enclosure

cc: Ms. Heather Robbins, SCDOT NEPA Division Manager
Mr. Brian Klauk, SCDOT Special Programs Manager
Mr. David Kinard, HDR Project Manager
Ms. Shannon Meder, HDR Environmental Manager



U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

November 3, 2015

1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201
803-765-5411
803-253-3989

In Reply Refer To:
HDA-SC

Dr. Wenonah Haire
Tribal Historic Preservation Office
Catawba Indian Nation
1536 Tom Steven Road
Rock Hill, SC 29731

Subject: Invitation to Become a Participating Agency for the Preparation of an
Environmental Impact Statement (EIS) for the I-20/26/126 Corridor Project in
Lexington and Richland Counties, South Carolina
Federal Project Number P027662

Dear Dr. Haire:

The Federal Highway Administration (FHWA), in cooperation with the South Carolina Department of Transportation (SCDOT), is preparing an Environmental Impact Statement (EIS) for the I-20/26/126 Corridor project, also known as Carolina Crossroads. The proposed project is a transportation corridor improvement located in Richland and Lexington counties. As shown on the enclosed location map, the Carolina Crossroads project corridor is generally defined as I-20 from the Saluda River to the Broad River; I-26 from US 378 to Broad River Road; and I-126 from Colonial Life Boulevard to I-26. The I-20/26/126 corridor is a vital link in South Carolina, serving residents, commuters, travelers, and commerce. Due to nearby residential and commercial development, proximity to downtown Columbia, traffic volumes, and the overall geometric layout, including 12 interchange points, the I-20/26/126 corridor has become one of the most congested interstate sections in South Carolina. The purpose of this project is to address this congestion, improve system linkages and safety, and accommodate future increases in traffic.

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Emily O. Lawton
Division Administrator

Enclosure

cc: Ms. Heather Robbins, SCDOT NEPA Division Manager
Mr. Brian Klauk, SCDOT Special Programs Manager
Mr. David Kinard, HDR Project Manager
Ms. Shannon Meder, HDR Environmental Manager



U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

November 3, 2015

1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201
803-765-5411
803-253-3989

In Reply Refer To:
HDA-SC

Mr. Ben Mauldin
Executive Director
Central Midlands Council of Governments
236 Stoneridge Drive
Columbia, SC 29210

Subject: Invitation to Become a Participating Agency for the Preparation of an
Environmental Impact Statement (EIS) for the I-20/26/126 Corridor Project in
Lexington and Richland Counties, South Carolina
Federal Project Number P027662

Dear Mr. Mauldin:

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Emily O. Lawton
Division Administrator

Enclosure

cc: Ms. Heather Robbins, SCDOT NEPA Division Manager
Mr. Brian Klauk, SCDOT Special Programs Manager
Mr. David Kinard, HDR Project Manager
Ms. Shannon Meder, HDR Environmental Manager



U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

November 3, 2015

1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201
803-765-5411
803-253-3989

In Reply Refer To:
HDA-SC

Mr. David Wilson
Chief, Bureau of Water
SC Department of Health and Environmental Control
2600 Bull Street
Columbia, SC 29201

Subject: Invitation to Become a Participating Agency for the Preparation of an
Environmental Impact Statement (EIS) for the I-20/26/126 Corridor Project in
Lexington and Richland Counties, South Carolina
Federal Project Number P027662

Dear Mr. Wilson:

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1. Participate in coordination meetings as appropriate.
2. Consultation on any relevant technical studies that may be required for the project.
3. Timely review and comment on the environment document to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

To become a Participating Agency with the FHWA, please respond to this office in writing with an acceptance or denial of the invitation within 30 days. If you accept, please identify the appropriate contact person within your organization for coordination. If your agency declines, please provide a written response that states your reason for declining the invitation, such as:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project;
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or each agency's respective roles and responsibilities during the preparation of the EIS, please contact Mr. J. Shane Belcher at 803-253-3187 or by e-mail at jeffrey.belcher@dot.gov.

Sincerely,



Emily O. Lawton
Division Administrator

Enclosure

ec: Ms. Heather Robbins, SCDOT NEPA Division Manager
Mr. Brian Klauk, SCDOT Special Programs Manager
Mr. David Kinard, HDR Project Manager
Ms. Shannon Meder, HDR Environmental Manager



U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

November 3, 2015

1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201
803-765-5411
803-253-3989

In Reply Refer To:
HDA-SC

Mr. Alvin A. Taylor
Director, SC Department of Natural Resources
Rembert C. Dennis Bldg.
1000 Assembly Street
Columbia, SC 29201

Subject: Invitation to Become a Participating Agency for the Preparation of an
Environmental Impact Statement (EIS) for the I-20/26/126 Corridor Project in
Lexington and Richland Counties, South Carolina
Federal Project Number P027662

Dear Mr. Taylor:

The Federal Highway Administration (FHWA), in cooperation with the South Carolina Department of Transportation (SCDOT), is preparing an Environmental Impact Statement (EIS) for the I-20/26/126 Corridor project, also known as Carolina Crossroads. The proposed project is a transportation corridor improvement located in Richland and Lexington counties. As shown on the enclosed location map, the Carolina Crossroads project corridor is generally defined as I-20 from the Saluda River to the Broad River; I-26 from US 378 to Broad River Road; and I-126 from Colonial Life Boulevard to I-26. The I-20/26/126 corridor is a vital link in South Carolina, serving residents, commuters, travelers, and commerce. Due to nearby residential and commercial development, proximity to downtown Columbia, traffic volumes, and the overall geometric layout, including 12 interchange points, the I-20/26/126 corridor has become one of the most congested interstate sections in South Carolina. The purpose of this project is to address this congestion, improve system linkages and safety, and accommodate future increases in traffic.

Pursuant to Section 6002 of SAFETEA-LU, participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental, social, or economic impacts. Section 6002 is intended to assure that agencies are fully engaged in the scoping of the project and the decisions regarding alternatives to be evaluated in detail in the NEPA analysis. In accordance with the SAFETEA-LU Section 6002, FHWA is in the process of identifying local, state, and federal agencies that may have an interest in the project. The Agency & Public Involvement Coordination Plan, which list agencies currently identified, can be viewed at <http://www.carolinacrossroadsscdot.com/doclib>,
username: scdotdoc, password: scd558.

The FHWA and SCDOT would like to take this opportunity to formally invite your agency to become a participating agency in the development of the EIS. Areas of concern to be emphasized in the EIS will include potential environmental impacts upon existing ecological

resources, wetlands, water resources, historic and archaeological resources, parks and recreation facilities, noise and air, social and community character, environmental justice, Title VI, hazardous/contaminated materials, cumulative and indirect impacts, and potential impacts due to project construction.

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- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or each agency's respective roles and responsibilities during the preparation of the EIS, please contact Mr. J. Shane Belcher at 803-253-3187 or by e-mail at jeffrey.belcher@dot.gov.

Sincerely,



Emily O. Lawton
Division Administrator

Enclosure

cc: Mr. Bob Perry, SC DNR
Ms. Heather Robbins, SCDOT NEPA Division Manager
Mr. Brian Klauk, SCDOT Special Programs Manager
Mr. David Kinard, HDR Project Manager
Ms. Shannon Meder, HDR Environmental Manager



U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

November 3, 2015

1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201
803-765-5411
803-253-3989

In Reply Refer To:
HDA-SC

Mr. Russell Townsend
Tribal Historic Preservation Office
Eastern Band of Cherokee Indians
2877 Governors Island Road
Bryson City, NC 28713

Subject: Invitation to Become a Participating Agency for the Preparation of an
Environmental Impact Statement (EIS) for the I-20/26/126 Corridor Project in
Lexington and Richland Counties, South Carolina
Federal Project Number P027662

Dear Mr. Townsend:

The Federal Highway Administration (FHWA), in cooperation with the South Carolina Department of Transportation (SCDOT), is preparing an Environmental Impact Statement (EIS) for the I-20/26/126 Corridor project, also known as Carolina Crossroads. The proposed project is a transportation corridor improvement located in Richland and Lexington counties. As shown on the enclosed location map, the Carolina Crossroads project corridor is generally defined as I-20 from the Saluda River to the Broad River; I-26 from US 378 to Broad River Road; and I-126 from Colonial Life Boulevard to I-26. The I-20/26/126 corridor is a vital link in South Carolina, serving residents, commuters, travelers, and commerce. Due to nearby residential and commercial development, proximity to downtown Columbia, traffic volumes, and the overall geometric layout, including 12 interchange points, the I-20/26/126 corridor has become one of the most congested interstate sections in South Carolina. The purpose of this project is to address this congestion, improve system linkages and safety, and accommodate future increases in traffic.

Pursuant to Section 6002 of SAFETEA-LU, participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental, social, or economic impacts. Section 6002 is intended to assure that agencies are fully engaged in the scoping of the project and the decisions regarding alternatives to be evaluated in detail in the NEPA analysis. In accordance with the SAFETEA-LU Section 6002, FHWA is in the process of identifying local, state, and federal agencies that may have an interest in the project. The Agency & Public Involvement Coordination Plan, which list agencies currently identified, can be viewed at <http://www.carolinacrossroadsscdot.com/doclib>,
username: scdotdoc, password: scd558.

The FHWA and SCDOT would like to take this opportunity to formally invite your agency to become a participating agency in the development of the EIS. Areas of concern to be emphasized in the EIS will include potential environmental impacts upon existing ecological

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If you have any questions or would like to discuss in more detail the project or each agency's respective roles and responsibilities during the preparation of the EIS, please contact Mr. J. Shane Belcher at 803-253-3187 or by e-mail at jeffrey.belcher@dot.gov.

Sincerely,



Emily O. Lawton
Division Administrator

Enclosure

ec: Mr. Tyler Howe, Eastern Band of Cherokees
Ms. Heather Robbins, SCDOT NEPA Division Manager
Mr. Brian Klauk, SCDOT Special Programs Manager
Mr. David Kinard, HDR Project Manager
Ms. Shannon Meder, HDR Environmental Manager



U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

November 3, 2015

1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201
803-765-5411
803-253-3989

In Reply Refer To:
HDA-SC

Mr. Chris Militscher
Chief, NEPA Program Office
U.S. Environmental Protection Agency
61 Forsyth Street, SW 9T25
Atlanta, GA 30303-8960

Subject: Invitation to Become a Participating Agency for the Preparation of an
Environmental Impact Statement (EIS) for the I-20/26/126 Corridor Project in
Lexington and Richland Counties, South Carolina
Federal Project Number P027662

Dear Mr. Militscher:

The Federal Highway Administration (FHWA), in cooperation with the South Carolina Department of Transportation (SCDOT), is preparing an Environmental Impact Statement (EIS) for the I-20/26/126 Corridor project, also known as Carolina Crossroads. The proposed project is a transportation corridor improvement located in Richland and Lexington counties. As shown on the enclosed location map, the Carolina Crossroads project corridor is generally defined as I-20 from the Saluda River to the Broad River; I-26 from US 378 to Broad River Road; and I-126 from Colonial Life Boulevard to I-26. The I-20/26/126 corridor is a vital link in South Carolina, serving residents, commuters, travelers, and commerce. Due to nearby residential and commercial development, proximity to downtown Columbia, traffic volumes, and the overall geometric layout, including 12 interchange points, the I-20/26/126 corridor has become one of the most congested interstate sections in South Carolina. The purpose of this project is to address this congestion, improve system linkages and safety, and accommodate future increases in traffic.

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username: scdotdoc, password: scd558.

The FHWA and SCDOT would like to take this opportunity to formally invite your agency to become a participating agency in the development of the EIS. Areas of concern to be emphasized in the EIS will include potential environmental impacts upon existing ecological

resources, wetlands, water resources, historic and archaeological resources, parks and recreation facilities, noise and air, social and community character, environmental justice, Title VI, hazardous/contaminated materials, cumulative and indirect impacts, and potential impacts due to project construction.

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To become a Participating Agency with the FHWA, please respond to this office in writing with an acceptance or denial of the invitation within 30 days. If you accept, please identify the appropriate contact person within your organization for coordination. If your agency declines, please provide a written response that states your reason for declining the invitation, such as:

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If you have any questions or would like to discuss in more detail the project or each agency's respective roles and responsibilities during the preparation of the EIS, please contact Mr. J. Shane Belcher at 803-253-3187 or by e-mail at jeffrey.belcher@dot.gov.

Sincerely,



Emily O. Lawton
Division Administrator

Enclosure

cc: Mr. Kelly Laycock, US EPA
Ms. Heather Robbins, SCDOT NEPA Division Manager
Mr. Brian Klauk, SCDOT Special Programs Manager
Mr. David Kinard, HDR Project Manager
Ms. Shannon Meder, HDR Environmental Manager



U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

November 3, 2015

1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201
803-765-5411
803-253-3989

In Reply Refer To:
HDA-SC

Mr. Larry Knightner
Director, SC Field Office
U.S. Department of Housing & Urban Development
1835 Assembly Street, 13th Floor
Columbia, SC 29201

Subject: Invitation to Become a Participating Agency for the Preparation of an
Environmental Impact Statement (EIS) for the I-20/26/126 Corridor Project in
Lexington and Richland Counties, South Carolina
Federal Project Number P027662

Dear Mr. Knightner:

The Federal Highway Administration (FHWA), in cooperation with the South Carolina Department of Transportation (SCDOT), is preparing an Environmental Impact Statement (EIS) for the I-20/26/126 Corridor project, also known as Carolina Crossroads. The proposed project is a transportation corridor improvement located in Richland and Lexington counties. As shown on the enclosed location map, the Carolina Crossroads project corridor is generally defined as I-20 from the Saluda River to the Broad River; I-26 from US 378 to Broad River Road; and I-126 from Colonial Life Boulevard to I-26. The I-20/26/126 corridor is a vital link in South Carolina, serving residents, commuters, travelers, and commerce. Due to nearby residential and commercial development, proximity to downtown Columbia, traffic volumes, and the overall geometric layout, including 12 interchange points, the I-20/26/126 corridor has become one of the most congested interstate sections in South Carolina. The purpose of this project is to address this congestion, improve system linkages and safety, and accommodate future increases in traffic.

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The FHWA and SCDOT would like to take this opportunity to formally invite your agency to become a participating agency in the development of the EIS. Areas of concern to be emphasized in the EIS will include potential environmental impacts upon existing ecological

resources, wetlands, water resources, historic and archaeological resources, parks and recreation facilities, noise and air, social and community character, environmental justice, Title VI, hazardous/contaminated materials, cumulative and indirect impacts, and potential impacts due to project construction.

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To become a Participating Agency with the FHWA, please respond to this office in writing with an acceptance or denial of the invitation within 30 days. If you accept, please identify the appropriate contact person within your organization for coordination. If your agency declines, please provide a written response that states your reason for declining the invitation, such as:

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If you have any questions or would like to discuss in more detail the project or each agency's respective roles and responsibilities during the preparation of the EIS, please contact Mr. J. Shane Belcher at 803-253-3187 or by e-mail at jeffrey.belcher@dot.gov.

Sincerely,



Emily O. Lawton
Division Administrator

Enclosure

cc: Ms. Heather Robbins, SCDOT NEPA Division Manager
Mr. Brian Klauk, SCDOT Special Programs Manager
Mr. David Kinard, HDR Project Manager
Ms. Shannon Meder, HDR Environmental Manager

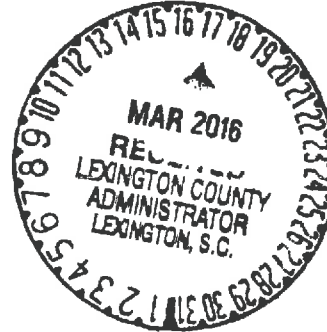


U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201
803-765-5411
803-253-3989

March 16, 2016



In Reply Refer To:
HDA-SC

Mr. Joe Mergo, III
Lexington County Administrator
212 South Lake Drive, Suite 602
Lexington, SC 29072

Subject: Invitation to Become a Participating Agency for the Preparation of an Environmental Impact Statement (EIS) for the I-20/26/126 Corridor Project in Lexington and Richland Counties, South Carolina
Federal Project Number P027662

Dear Mr. Mergo:

The Federal Highway Administration (FHWA), in cooperation with the South Carolina Department of Transportation (SCDOT), is preparing an Environmental Impact Statement (EIS) for the I-20/26/126 Corridor project, also known as Carolina Crossroads. The proposed project is a transportation corridor improvement located in Richland and Lexington counties. As shown on the enclosed location map, to date the Carolina Crossroads project corridor is generally defined as I-20 from the Saluda River to the Broad River; I-26 from US 378 to Broad River Road; and I-126 from Colonial Life Boulevard to I-26. The I-20/26/126 corridor is a vital link in South Carolina, serving residents, commuters, travelers, and commerce. Due to nearby residential and commercial development, proximity to downtown Columbia, traffic volumes, and the overall geometric layout, including 12 interchange points, the I-20/26/126 corridor has become one of the most congested interstate sections in South Carolina. The purpose of this project is to address this congestion.

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The FHWA and SCDOT would like to take this opportunity to formally invite your office to become a participating agency in the development of the EIS.

Areas of concern to be emphasized in the EIS will include potential environmental impacts upon existing ecological resources, wetlands, water resources, historic and archaeological resources, parks and recreation facilities, noise and air, social and community character, hazardous/contaminated materials, cumulative and indirect impacts, and potential impacts due to project construction.

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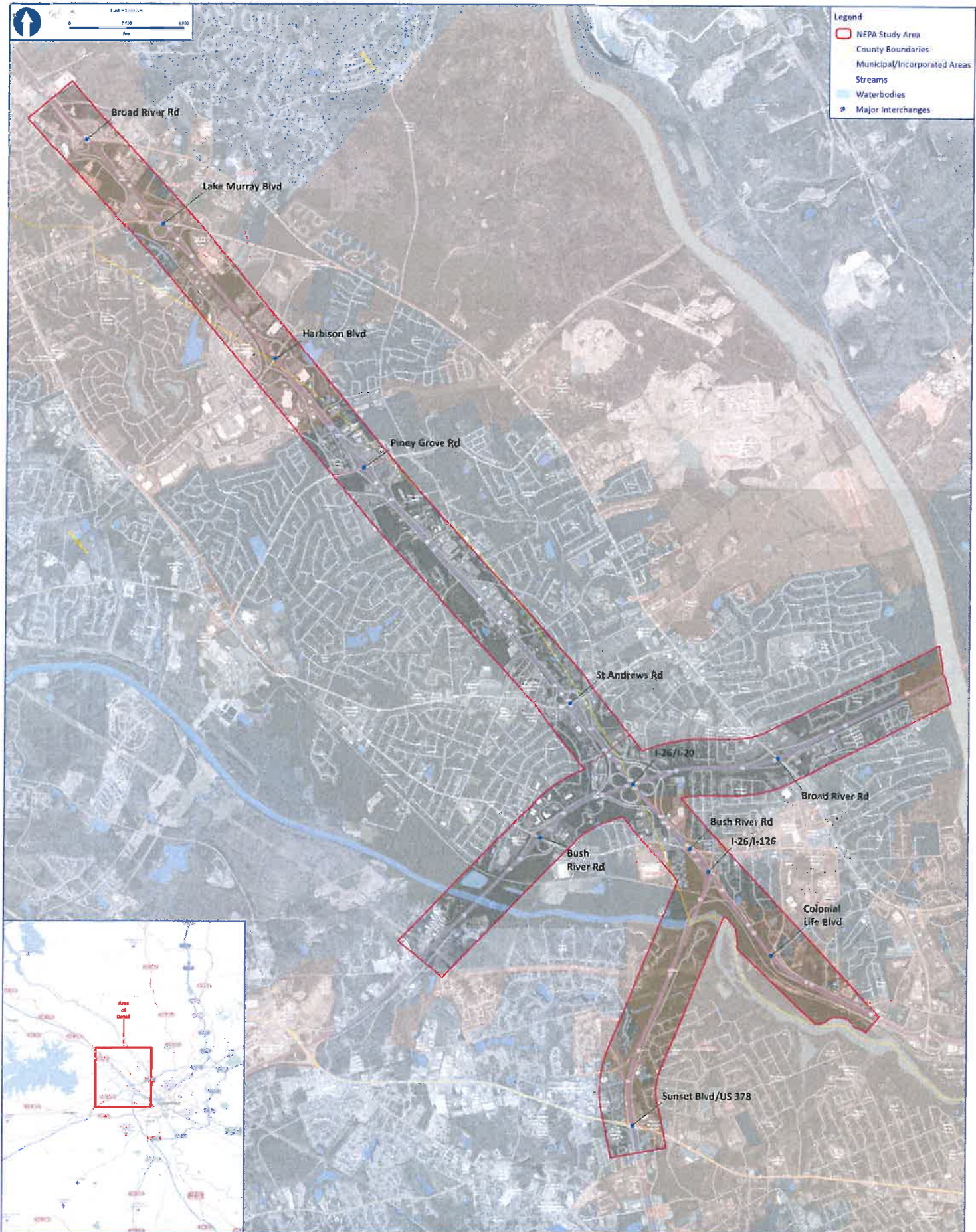
Sincerely,



Emily O. Lawton
Division Administrator

Enclosure

ec: Ms. Heather Robbins, SCDOT NEPA Division Manager
Mr. Brian Klauk, SCDOT Special Programs Manager
Mr. David Kinard, HDR Project Manager
Ms. Shannon Meder, HDR Environmental Manager





REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CHARLESTON DISTRICT, CORPS OF ENGINEERS
69-A Hagood Avenue
CHARLESTON, SOUTH CAROLINA 29403-5107

December 10, 2015

Regulatory Division

Ms. Emily O. Lawton
Division Administrator
Federal Highway Administration
1835 Assembly Street, Suite 1270
Columbia, SC 29201-2430

Dear Ms. Lawton:

The Federal Highway Administration (FHWA) has requested the U.S. Army Corps of Engineers, Charleston District (Corps), to participate as a Cooperating Agency in the preparation of an Environmental Impact Statement (EIS) for the I-20/26/126 Corridor project in Lexington and Richland Counties, also known as Carolina Crossroads. As stated in 40 CFR 1501.6, the FHWA, as the lead federal action agency, may request any other agency that has jurisdiction by law or special expertise with respect to an environmental issue to be a cooperating agency. In accordance with the above stated regulations, the Corps formally accepts your invitation to become a Cooperating Agency. As part of this cooperative effort, the Corps is willing to attend and participate in coordination meetings, to provide consultation on those aspects of this projects where we have legal oversight and expertise, and to provide review and comments on documents related to this project (alternatives considered, anticipated impacts, proposed mitigation, etc.).

The Corps applauds FHWA's effort to develop the EIS with the goal of producing a document which will satisfy both FHWA and Corps' jurisdictional responsibilities. However, the Corps recognizes some fundamental differences in the way our agencies conduct an environmental review of the projects we are involved in. The Corps not only has the responsibility of meeting NEPA requirements, but also the requirements of 40 CFR 230 (Section 404 of the Clean Water Act), prior to issuing a decision for a Department of the Army (DA) Permit. The Section 404(b)(1) Guidelines require that the Corps define the project's basic and overall project purpose, determine if the project is water dependent, and conduct an analysis of practicable alternatives. Therefore, we feel it is paramount that FHWA, SCDOT, and the Corps continue to meet to understand each other's statutory requirements and to work toward a synchronized process that allows us to resolve outstanding issues which will allow the development of an EIS documents that address all of our jurisdictional responsibilities.

In closing, we appreciate your invitation and look forward to our continued collaboration with you on this project. Please be advised that our concurrences are based upon the most current information available. If new information becomes available that requires further

consideration, the concurrence may in turn be affected. Though we anticipate our participation and concurrence on this project will help facilitate the permit process, it can in no way guarantee DA permit issuance.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. W. Luzzatto', with a long horizontal line extending to the right.

for: Matthew W. Luzzatto
Lieutenant Colonel, U.S. Army
Commander and District Engineer

Travis G. Hughes
Chief, Regulatory Division

Copy Furnished:

Ms. Heather Robbins
NEPA Division Manager
South Carolina Department of Transportation
P.O. Box 191
Columbia, South Carolina 29202-0191



**RICHLAND COUNTY
GOVERNMENT**
Office of the County Administrator

February 22, 2016

Emily O. Lawton
Division Administrator
Federal Highways Administration
1835 Assembly Street, Suite 1270
Columbia, SC 29201

Re: Invitation to become a Participating Agency, I-20/26/126 Corridor Project in Lexington and Richland Counties, Federal Project Number P027662

Dear Ms. Lawton:

Thank you for your November 3rd letter in which you extended Richland County Government an invitation to serve as a Participating Agency in the I-20/26/126 Corridor Project, also known as the Carolina Crossroads Project. We are excited the Federal Highways Administration and South Carolina Department of Transportation are studying this interchange for potential improvements. As most know, this interchange is extremely congested, and serves a vital role for our County and the region as a whole. I am designating our Transportation Director, Rob Perry, as our contact person for this endeavor. He can be reached at (803) 576-1526 or by email at Perryr@rcgov.us.

I look forward to this collaborative effort, and please don't hesitate to contact me should you need any additional information.

Very truly yours,

Tony McDonald
County Administrator

cc: Rob Perry, P.E., Director of Transportation, Richland County



South Carolina Department of Public Safety

10311 WILSON BOULEVARD – P. O. BOX 1993
BLYTHEWOOD, SC 29016
www.scdps.gov

NIKKI R. HALEY
GOVERNOR

LEROY SMITH
DIRECTOR

RECEIVED
Federal Highway Administration

November 13, 2015

NOV 18 2015

Ms. Emily O. Lawton, Division Administrator
US Department of Transportation
Federal Highway Administration
1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201

Division Office
Columbia S.C.

Dear Ms. Lawton:

Your letter dated November 3, 2015 inviting the S.C. Department of Public Safety (SCDPS) to become a participating agency in the development of an Environmental Impact Statement (EIS) for the I-20/26/126 Corridor Project has been received.

As requested, this letter serves as our formal acceptance to participate in this project with the FHWA. Please be advised that our agency contact for this project is Captain R. G. Woods, IV. His contact information is:

Captain R. G. Woods, IV, M.A., CPM
South Carolina Highway Patrol/Emergency Traffic Management Unit
South Carolina Department of Public Safety
10311 Wilson Boulevard
Blythewood, South Carolina 29016
803.896.8722 (Office)
803.530.8574 (Cell)
803.896.7922 (Fax)
RGWoods@scdps.gov
www.scdps.gov/schp

Thank you for the opportunity to participate in this project. Please feel free to contact me if you should have any questions or need additional information.

Sincerely,


Leroy Smith
Director

LS/bb

c: Colonel M.R. Oliver
Captain R.G. Woods, IV



SOUTH CAROLINA HIGHWAY PATROL



STATE TRANSPORT POLICE



BUREAU OF PROTECTIVE SERVICES



IMMIGRATION ENFORCEMENT UNIT



Internationally Accredited Law Enforcement Agency

From: Justin Hancock <jhancock@scprt.com>

Date: April 26, 2016 at 2:17:37 PM EDT

To: "Klauk, Brian D." <KlaukBD@scdot.org>

Cc: "McClure, Theresa" <Theresa.McClure@hdrinc.com> (Theresa.McClure@hdrinc.com)" <Theresa.McClure@hdrinc.com>, "Robbins, Heather M." <RobbinsHM@scdot.org>, "Meder, Shannon" (Shannon.Meder@hdrinc.com)" <Shannon.Meder@hdrinc.com>

Subject: RE: CCR - Participating Agency Invite Letters

Hi Brian,

Sorry for taking so long to get back to you with an answer. At this time, SCPRT does not have the staff resources to serve as a participating agency in this project, although we certainly value its importance and impact to both the residents of South Carolina and the many visitors that travel to and through our state. If we may be of any other assistance with this project, please do not hesitate to contact us.

Thank you,

Justin

December 1, 2015

Ms. Emily O. Lawton
Federal Highway Administration
1835 Assembly Street, Suite 1270
Columbia, SC 29201



Subject: HDA-SC, Acceptance of Invitation to be Participating Agency for Preparation of
EIS for I-20/26/126 Corridor Project
Federal Project Number P027662

Dear Ms. Lawton:

Thank you for the invitation to the SC Department of Archives and History to become a participating agency for the preparation of an Environmental Impact Statement (EIS) for the I-20/26/126 Corridor Project in Lexington and Richland Counties.

We accept the invitation, and look forward to working with your agency and the SC Department of Transportation during this process, and through the consultation process established by Section 106 of the National Historic Preservation Act.

If you have any questions or concerns please contact me at 803-896-6168, or ejohnson@scdah.sc.gov.

Respectfully,

A handwritten signature in cursive script, reading "Elizabeth M. Johnson", is positioned below the word "Respectfully,".

Elizabeth M. Johnson
Director, Historical Services, D-SHPO
State Historic Preservation Office

Cc: J. Shane Belcher

-----Original Message-----

From: Lisa LaRue-Baker - UKB THPO [mailto:ukbthpo-larue@yahoo.com]

Sent: Wednesday, November 18, 2015 11:59 AM

To: Belcher, Jeffrey (FHWA)

Cc: ebird@unitedkeetoowahband.org

Subject: I-10/26/126 Corridor Project in Lexington and Richland Counties, SC, Federal Project Number P027662

We have received your letter dated November 3, 2015, and would like to be a consulting party in this project.

Lisa C. Baker

Acting THPO

United Keetoowah Band of Cherokee Indians in Oklahoma PO Box 746 Tahlequah, OK 74465

c 918.822.1952

ukbthpo-larue@yahoo.com



United States Department of the Interior

FISH AND WILDLIFE SERVICE

176 Croghan Spur Road, Suite 200
Charleston, South Carolina 29407



November 12, 2015

Ms. Emily O. Lawton
Division Administrator
Federal Highway Administration
1835 Assembly Street, Suite 1270
Columbia, SC 29201

Re: I-20/26/126 Corridor, Carolina Crossroads, Participating Agency Invitation, Lexington and Richland Counties, South Carolina, FWS Log No. 2016-CPA-0004


Dear Ms. Lawton:

The U.S. Fish and Wildlife Service (Service) has received your letter requesting the Service's involvement as a participating agency for the proposed improvements to the I-20, I-26, and I-126 transportation corridor, also known as Carolina Crossroads, in Lexington and Richland Counties, South Carolina. The Federal Highway Administration and the South Carolina Department of Transportation are initiating an Environmental Impact Statement (EIS) to address potential impacts the Carolina Crossroads project will have upon the surrounding environment.

In accordance with Section 6002 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Service would be pleased to serve as a "participating agency" in developing the EIS. The Service's participation will be specifically limited to: (1) participating in coordination meetings; (2) consultation on any relevant technical studies that may be required for the project; and (3) provide timely review and comment on the environmental document to reflect the views and concerns of our agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

If the Service can be of further assistance to the Federal Highway Administration in this matter, please do not hesitate to contact me or Mr. Mark Caldwell, who may be reached at (843) 727-4707 ext. 215, and reference FWS Log No. 2016-CPA-0004.

Sincerely,


Thomas D. McCoy
Field Supervisor

TDM/MAC



November 5, 2015

HDA-SC
Emily O. Lawton
Division Administrator
Federal Highway Administration
1835 Assembly Street, Suite 1270
Columbia, SC 29201

Dear Ms. Lawton:

Thank you for your invitation to participate in the Preparation of an Environmental Impact Statement for the I-20/26/126 Corridor Project in Lexington and Richland Counties, South Carolina (Federal Project Number P027662). Our agency would very much like to be involved in this endeavor.

The contact person for our organization will be:

Robert A. Schneider
Executive Director
Central Midlands Regional Transit Authority
3613 Lucius Road
Columbia, SC 29201
803-255-7087

He, along with two additional staff members, will be happy to participate in this project.

Sincerely,

A handwritten signature in black ink that reads "Michelle Ransom". The signature is fluid and cursive.

Michelle Ransom
Grants & Contracts Administrator

3613 Lucius Road
Columbia, SC 29201

P 803 255 7133
F 803 255 7113

CATCHTHECOMET.ORG

From: Baize, David [<mailto:BAIZEDG@dhec.sc.gov>]
Sent: Wednesday, January 27, 2016 2:17 PM
To: Belcher, Jeffrey (FHWA)
Cc: Reece, Myra; Preston, Heather; Giffin, Mark
Subject: EIS for the I-20/26 project

Per your letter dated November 3, 2015, DHEC will be a participating agency in this project. Please use Mark Giffin and Myra Reece as points of contact (both copied on this email so you have their contact information). Thanks

David G. Baize
Acting Bureau Chief
Bureau of Water
Office: (803) 898-4272
Cell: (803) 667-0754

From: Reginald Simmons [<mailto:rsimmons@centralmidlands.org>]
Sent: Wednesday, January 20, 2016 3:50 PM
To: Belcher, Jeffrey (FHWA)
Subject: RE: Carolina Crossroads: Central Midlands Participating Agency Request

Hi Shane,

The COG and/or MPO will be happy to be a participating agency. Please let me know if you need any additional information.

Thanks,

Reginald Simmons
Deputy Executive Director/Transportation Director
Central Midlands Council of Governments
236 Stoneridge Drive
Columbia, SC 29210
803-744-5133 Phone
803-376-5394 Fax

From: Jeffrey.Belcher@dot.gov [<mailto:Jeffrey.Belcher@dot.gov>]
Sent: Wednesday, January 20, 2016 10:06 AM
To: rsimmons@centralmidlands.org
Subject: Carolina Crossroads: Central Midlands Participating Agency Request

Reginald,

I talked to Roland earlier this morning and he was going to check with you to see if CMCOG planned on responding to our participating agency request on the Carolina Crossroads project. The letter went to Ben via FedEx in November and we just wanted to double check in case the letter may have been misplaced during the holidays. Attached is a copy of the letter that went out.

Thanks,

J. Shane Belcher
Environmental Coordinator
Federal Highway Administration
1835 Assembly Street, Suite 1270
Columbia, SC 29201
Phone: 803-253-3187
Fax: 803-253-3989

This e-mail, in its entirety and including all attachments, is intended solely for the use of the person or entity to whom it is addressed and may contain sensitive information which is privileged, confidential, and the disclosure of which is governed by applicable law. If you are not the intended recipient, you are hereby notified that disclosing, distributing, copying, or taking any action in relation to this e-mail is STRICTLY PROHIBITED. If you have received this e-mail in error, please notify the sender immediately and destroy the related message and any attachments.

WARNING: All e-mail correspondence to and from this address may be subject to public disclosure under the South Carolina Freedom of Information Act (FOIA), §30-410 SC Code of Laws.

South Carolina Department of Natural Resources

1000 Assembly Street Suite 336
PO Box 167
Columbia, SC 29202
803.734.3766 Office
803.734.9809 Fax
perryb@dnr.sc.gov



Alvin A. Taylor
Director
Robert D. Perry
Director, Office of
Environmental Programs

November 17, 2015

Ms. Emily O. Lawton
Division Administrator
Federal Highway Administration
1835 Assembly Street, Suite 1270
Columbia, SC 29201

REFERENCE: HAD-SC
Invitation to Become a Participating Agency for the Preparation of an
Environmental Impact Statement for the I-20/26/126 Corridor Project in Lexington
and Richland Counties, South Carolina, Federal Project Number P027662

Dear Ms. Lawton,

Thank you for your invitation as referenced above regarding the Federal Highway Administration (FHWA) efforts in cooperation with the South Carolina Department of Transportation (DOT) in preparation of an Environmental Impact Statement (EIS) for the I-20/26/126 Corridor project, also known as Carolina Crossroads. The purpose of the project is to address traffic congestion, improve system linkages and safety and accommodate future increases in traffic.

FHWA and DOT have invited agencies to become a participating agency in the development of the EIS. Pursuant to Section 6002 of SAFETEA-LU, participating agencies are responsible for identifying, as early as possible, issues of concern regarding the project's potential environmental, social or economic impacts.

On behalf of the South Carolina Department of Natural Resources (DNR), I accept the invitation to become a participating agency on the I-20/26/126 Corridor Project and look forward to working with you, your staff, staff of DOT and your agents. Please include Greg Mixon of our staff as the point of contact for coordination with DNR. Greg can be reached by email at mixong@dnr.sc.gov or at 803.734.3282. Please do not hesitate to contact me regarding this important matter as you deem it appropriate.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Perry", is written over a horizontal line.

Robert D. Perry
Director, Office of Environmental Programs

c: J. Shane Belcher – FHWA
Heather Robbins – DOT
Brian Klauk – DOT
David Kinard – HDR
Shannon Meder – HDR
Alvin A. Taylor
Breck Carmichael
Greg Mixon

-----Original Message-----

From: Jeffrey.Belcher@dot.gov [mailto:Jeffrey.Belcher@dot.gov]
Sent: Thursday, November 12, 2015 12:41 PM
To: RobbinsHM@scdot.org
Cc: Meder, Shannon
Subject: FW: FHWA-SC Carolina Crossroads EIS: Participating Agency Request
Importance: High

Heather,

For your files. Here's the response from the United Keetoowah Band of Cherokees regarding the participating agency letter for Carolina Crossroads. It doesn't really say they want to be a participating agency but ask to be involved/notified if discoveries are found during our historic surveys.

J. Shane Belcher
Environmental Coordinator
Federal Highway Administration
1835 Assembly Street, Suite 1270
Columbia, SC 29201
Phone: 803-253-3187
Fax: 803-253-3989

The United Keetoowah Band of Cherokee Indians in Oklahoma has reviewed your project under Section 106 of the NHPA, and at this time, have no comments or objections. Should any human remains be inadvertently discovered, please cease all work and contact us immediately.
In addition, the UKB retains the right to re-enter consultation on this project at any time.

Thank you,

Lisa C. Baker
Acting THPO
United Keetoowah Band of Cherokee Indians in Oklahoma PO Box 746 Tahlequah, OK 74465

c 918.822.1952
ukbthpo-larue@yahoo.com

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the system manager. This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

Please FOLLOW our historic preservation page and LIKE us on FACEBOOK

On Wed, 11/4/15, Jeffrey.Belcher@dot.gov <Jeffrey.Belcher@dot.gov> wrote:

Subject: FHWA-SC Carolina Crossroads EIS: Participating Agency Request
To: ukbthpo-larue@yahoo.com
Date: Wednesday, November 4, 2015, 11:41 AM

Ms. Larue-Baker,

This went out via FedEx

but I wanted to follow-up via e-mail also. FHWA in partnership with SCDOT are starting the EIS process to address congestion/safety issues within the I-20/26/126 corridor within Columbia. The area is fairly urban

but wanted to make sure you were involved in the project development process as it falls within the aboriginal territory of the Cherokees. Attached is a request for the EBCI to become a participating agency on the project. This request has also been forwarded

to the Eastern Band of Cherokees, the Cherokee Nation, and the Catawba Indian Nation. More information regarding the proposed project can be found on the project website at:

<http://www.scdotcarolinacrossroads.com/>.

Any questions, please let me know.

J. Shane Belcher
Environmental
Coordinator
Federal Highway
Administration
1835 Assembly Street, Suite
1270
Columbia, SC 29201
Phone:
803-253-3187
Fax: 803-253-3989



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4
SAM NUNN
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA GEORGIA 30303-8960

December 1, 2015

Ms. Emily O. Lawton
U.S. Department of Transportation
Federal Highway Administration
1835 Assembly Street, Suite 1270
Columbia, SC 29201

Re: Participating Agency for the Environmental Impact Statement (EIS) for
I-20/26/126 Corridor Project in Lexington and Richland Counties, SC
(Federal Project PO27662)

Dear Ms. Lawton:

The U.S. Environmental Protection Agency (EPA), Region 4 received your letter dated November 3, 2015, inviting the EPA to become a participating agency with the Federal Highway Administration (FHWA) and the South Carolina Department of Transportation (SCDOT) in the development of the Environmental Impact Statement (EIS) for the I-20/26/126 Corridor Project ('Carolina Crossroads'), in Lexington and Richland Counties, South Carolina.

In accordance with your request, we accept your invitation to become a participating agency for this project, and will endeavor to participate in project activities in the manner suggested in your letter, subject to our resource limitations. The EPA's participating agency status and level of involvement does not, however, preclude our independent review and comment responsibilities under Section 102(2)(C) of the National Environmental Policy Act (NEPA), and Section 309 of the Clean Air Act (CAA), or our authorities under Section 404 of the Clean Water Act (CWA). Similarly, our role as a participating agency should not imply that the EPA will necessarily concur with all aspects of the forthcoming EIS.

We appreciate the invitation to work with the FHWA and the SCDOT as a participating agency on this important project and look forward to working with you. Please contact Ramona McConney, as our primary agency representative for this project, at (404) 562-9615 or mcconney.ramona@epa.gov, if you have additional questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris A. Militscher", is written over a horizontal line.

Christopher A. Militscher
Chief, NEPA Program Office
Resource Conservation and Restoration Division

cc: Heather Robbins, SCDOT NEPA Division Manager
Kelly Laycock, EPA Region 4

From: Barrett, Wrenn [<mailto:WBarrett@lex-co.com>]
Sent: Friday, April 15, 2016 4:21 PM
To: Belcher, Jeffrey (FHWA)
Cc: Mergo, Joe; Hendrix, Jessica; Derby, Joey; McNesby, Jeff; Jenkins, Martha
Subject: FW: Carolina Crossroads Project Email - Fed Hwy Admin
Importance: High

Mr. Belcher,

I served on the I-20/26/77 Corridor Management Plan Steering Committee at the invitation of SCDOT (see attached SKMBT pdf file).

Lexington County would like to continue to be a part of the development process for this project; I will continue to be the point of contact for the County.

Wrenn

E. Wrenn Barrett, PE
Director of Public Works
County of Lexington
440 Ball Park Road
Lexington, SC 29072-2240
(803) 785-8201
wbarrett@lex-co.com

Mission: Provide quality services to our citizens at a reasonable cost.

Vision: Planned growth for our communities with abundant opportunities for all, in a quality environment.

From: Hendrix, Jessica
Sent: Thursday, April 14, 2016 4:58 PM
To: Barrett, Wrenn
Subject: Email - Fed Hwy Admin

Hi Wrenn,

Joe said he sent the attached to you. He asked that you respond to Mr. Belcher.

Thanks,
Jessica



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CHARLESTON DISTRICT, CORPS OF ENGINEERS
69-A Hagood Avenue
CHARLESTON, SOUTH CAROLINA 29403-5107

MAY 20 2016

Regulatory Division

Ms. Emily O. Lawton
Division Administrator
Federal Highway Administration
1835 Assembly Street, Suite 1270
Columbia, SC 29201-2430

Ms. Heather Robbins
Director of Environmental Services
SC Department of Transportation
P.O. Box 191
Columbia, SC 29202-0191

RECEIVED

MAY 31 2016

Environmental Management
SCDOT

Dear Ms. Lawton and Ms. Robbins:

Reference is made to the e-mail dated April 29, 2016, in which the Federal Highway Administration (FHWA) and the South Carolina Department of Transportation (SCDOT) requested concurrence from the United States Army Corps of Engineers (USACE) on several milestones discussed during the April 14, 2016, Agency Coordination Effort meeting. Specifically, your agency was requesting comments and concurrence on the Carolina Crossroads purpose and need statement, the process by which the a range of preliminary alternatives will be developed and analyzed, and the methodology and level of detail proposed for the alternative analysis for the proposed I-20/I-26/I-126 Interchange project known as Carolina Crossroads. The proposed Carolina Crossroads project corridor is generally defined as I-20 from the Saluda River to the Broad River, I-26 from US378 to Broad River Road, and I-126 from Colonial Life Boulevard to I-26 in Lexington and Richland Counties, S.C.

In our December 10, 2015, letter to FHWA we agreed to participate as a Cooperating Agency in the environmental evaluation process for the proposed Carolina Crossroads project. As a Cooperating Agency, USACE will participate in the environmental evaluation process with the FHWA, who in cooperation with SCDOT is acting as the Lead Agency.

As indicated in your e-mail (and attached documentation) of April 29, 2016, FHWA and SCDOT have developed a purpose and need statement for the proposed Carolina Crossroads project to be:

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.

The Charleston District concurs with your purpose and need statement for the Carolina Crossroads project. Please note, as part of the Corps' evaluation process, we must develop an overall project purpose to evaluate less environmentally damaging practicable alternatives. The 404(b)(1) Guidelines state that an alternative is practicable if it is available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes (40 CFR 230.10(a)(2)). This evaluation applies to all waters of the United States, not just special aquatic sites. For the Carolina Crossroads project, the Corps' overall project purpose is:

“to improve mobility and enhance traffic operations by reducing existing traffic congestion within the I-20/26/126 corridor while accommodating future traffic needs, improving system linkages, improving freight mobility and enhancing safety throughout the corridor”.

In addition, the Corps must develop a basic project purpose to determine if a project is water dependent. Water dependency is defined as a project that requires access or proximity to, or siting within, a special aquatic site to fulfill its basic purpose. Typically, roadway projects are not be considered to be water dependent projects. If a project is not water dependent, alternatives that do not involve impacts to special aquatic sites are presumed to be available to the applicant, unless it is clearly demonstrated that such alternatives are not available (see 40 CFR 230.10(a)(3)). An activity that is not water dependent may still be authorized, as long as the 404(b)(1) Guidelines presumption against such discharges is successfully rebutted, the discharge meets the other criteria of the 404(b)(1) Guidelines, the activity is not contrary to the public interest, and it satisfies all other statutory and regulatory requirements. Once we have additional detail regarding the placement of fill in waters of the US and the location of those impacts, the Corps will be able to define the basic project purpose for the Carolina Crossroads project.

SCDOT has also provided the following documents: *Preliminary Alternative Analysis: Evaluation of the Range of Alternatives* and *Methodology Report*. These documents describe a process for the development of a range of alternatives for the Carolina Crossroads project and criteria and level of analysis by which alternatives will be evaluated in the EIS. This screening process will result in all alternatives being analyzed to a similar degree, prior to the alternative either being dropped from further evaluation or carried forward for additional detailed study in the Draft Environmental Impact Statement. The Corps notes that the evaluation criteria includes consideration of potential wetland impacts and potential stream/river impacts. The Corps concurs that impacts to waters of the U.S. should be part of the evaluation criteria employed when considering the range of alternatives for the Carolina Crossroads project. However, please be aware that the Corps must utilize the 404(b)(1) guidelines when making a determination if an alternative is practicable. Those alternatives that do not result in less adverse effects or those that are not considered to be practicable may be eliminated from the analysis since section 230.10(a) of the 404(b)(1) Guidelines only prohibits discharges when a practicable alternative exists that would have less adverse effects on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences. This includes consideration of impacts of the proposed project and alternatives on aquatic ecosystems, and consideration of other environmental consequences, such as impacts to significant uplands ecosystems. Therefore, the Corps requests that as alternatives are developed during the EIS process, consideration is made to incorporate evaluation of practicability of selected alternatives along with evaluation of impacts to waters of the U.S. in the Environmental Impact Statement.

We appreciate this opportunity to provide comments and look forward to opportunities to continue our partnership with you in this effort to develop a single NEPA document for the Carolina Crossroads project that will address all agencies NEPA requirements and the requirements of Section 404 of the Clean Water Act. Please note that though we anticipate our mutual participation will help facilitate the permit process, it should not be construed as an assurance guarantee of a favorable permit decision.

If you have any questions concerning this matter, please contact the following member of my staff,
Mr. Stephen Brumagin at (803) 253 3445.

Sincerely,

A handwritten signature in black ink, appearing to read "Travis G. Hughes", with a long horizontal line extending to the right.

Travis G. Hughes
Chief, Regulatory Division



United States Department of the Interior



FISH AND WILDLIFE SERVICE

176 Croghan Spur Road, Suite 200
Charleston, South Carolina 29407

May 2, 2016

Ms. Emily O. Lawton
Division Administrator
Federal Highway Administration
1835 Assembly Street, Suite 1270
Columbia, SC 29201

Re: Purpose and Need, Carolina Crossroads, Lexington and Richland Counties,
South Carolina, FWS Log No. 2016-CPA-0004

Dear Ms. Lawton:

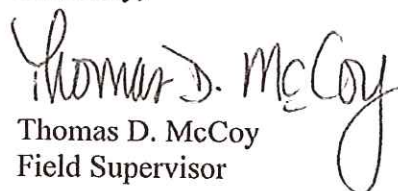
Per Section 6002 of SAFETEA-LU, the Federal Highway Administration (FHWA) and the South Carolina Department of Transportation (SCDOT), have requested concurrence from the U.S. Fish and Wildlife Service (Service) regarding the Purpose and Need for the Carolina Crossroads Project, located in Lexington and Richland Counties, South Carolina. The purpose and need statement for the project, as discussed in the April 14, 2016, agency coordination meeting is as follows:

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.

The Service agrees with the above Purpose and Need Statement for the Carolina Crossroads Project. Please note that our agreement is based on discussions of the project during the April 14, 2016, meeting and our review of the draft Purpose and Need report. Should any significant changes occur to the project scope, this concurrence may be affected and further consultation may be requested.

If the Service can be of further assistance to the FHWA or SCDOT in this matter, please do not hesitate to contact me or Mr. Mark Caldwell, who may be reached at (843) 727-4707 ext. 215.

Sincerely,


Thomas D. McCoy
Field Supervisor

TDM/MAC

cc: Ms. Heather Robbins, SCDOT, Columbia, SC

RECEIVED
MAY 11 2016
Environmental Management
SCDOT



Catherine E. Heigel, Director

Promoting and protecting the health of the public and the environment

RECEIVED

May 5, 2016

MAY 11 2016

Environmental Management
SCDOT

S. C. Department of Transportation
Attn: Ms. Heather Robbins, Director
Environmental Services Division
955 Park Street, Room 509
Columbia, SC 29201

Re: Carolina Crossroads Purpose and Need Statement.

Dear Ms. Robbins:

Per Section 6002 of SAFETEA-LU, the Federal Highway Administration (FHWA) and the South Carolina Department of Transportation (SCDOT) have requested concurrence from the South Carolina Department of Health and Environmental Control (SCDHEC) regarding the Purpose and Need for the Carolina Crossroads Project, located in Richland and Lexington Counties, SC. The purpose and need statement for the project, as discussed in the April 14, 2016, agency coordination meeting, is the following:

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.

Due to regulatory issues, the SCDHEC cannot concur at this time, but has no objections or issues of concern with the draft purpose and need statement, as written above.

Please call Mark Giffin at 898-4179 if you have any questions.

Sincerely,

Chuck Hightower, Manager
Water Quality Certification and Wetlands Section
Bureau of Water
SCDHEC

cc: Heather Preston
Mark Giffin



South Carolina
Department of Transportation

August 27, 2015

Mr. Stephen A Brumagin
Strom Thurmond Federal Building
1835 Assembly Street, Room 865B1
Columbia, SC 29201

**Re: Request for Approximate-Preliminary Jurisdictional Determination
Carolina Crossroads – I-20, I-26, I-126 Corridor Improvements
Lexington and Richland Counties, South Carolina
SCDOT PIN 27662**

Dear Mr. Brumagin:

The South Carolina Department of Transportation (SCDOT) has authorized HDR, in cooperation with Mead & Hunt, STV and other subconsultants, as its agent to collect data and analyze existing conditions for the I-20, I-26, I-126 Corridor Improvement Project in Lexington and Richland Counties. Waters of the US were identified and flagged within the approximate 1,170-acre project study area (PSA) following the accepted methodology of the United States Army Corps of Engineers (USACE). Please see the enclosure for additional details.

In compliance with the Section 404 permitting process, SCDOT hereby requests verification from USACE regarding the extent of jurisdictional features within the project boundary. Please contact me at (803) 737-1337 or Matt DeWitt (Mead & Hunt) at (803) 520-2837 or (864) 201-8446 with any questions concerning this JD submittal and to schedule an on-site review of the project area as necessary.

Thank you in advance for your assistance with this project.

Sincerely,

Siobhan O. Gordon
Environmental Permits Manager, Midlands Region

SOG:bag
Enclosure

ec: Travis Hughes, USACE, w/o enclosures
M. Sean Connolly, SCDOT
Brian Klauk, SCDOT
Matt DeWitt, Mead and Hunt

File: Env/SOG





REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CHARLESTON DISTRICT, CORPS OF ENGINEERS
69A Hagood Avenue
CHARLESTON, SOUTH CAROLINA 29403-5107

March 9, 2016

RECEIVED

MAR 14 2016

Regulatory Division

Environmental Management
SCDOT

Mr. Sean Connolly
South Carolina Department of Transportation
Post Office Box 191
Columbia, South Carolina 29202-0191

Dear Mr. Connolly:

This is in response to your letter which was received on August 28, 2015, requesting a Preliminary Jurisdictional Determination (Preliminary JD), on behalf of South Carolina Department of Transportation, for an 1170 acre project area, within a project known as Carolina Crossroads that is located on and along segments of I-20, I-26, & I-126 adjacent to, and including the I/20/I-26/I-126 Interchange in Richland and Lexington Counties, South Carolina (SCDOT PIN 27662). The project area is depicted on the sketches, Figures 6-1 to 6-30 (on enclosed computer disc), prepared by Mead & Hunt entitled "Delineated Waters of the U.S., Carolina Crossroads" and dated November 19, 2015. A Preliminary JD is used to indicate that this office has identified wetlands and/or other waters on the property, and that in lieu of making an Approved Jurisdictional Determination, relies on the presumption of jurisdiction for the purpose of expediting the request for a Preliminary JD.

Based on an on-site inspection, a review of aerial photography, topographic maps, National Wetlands Inventory maps, soil survey information, and Wetland Determination Data Forms, it has been concluded that the boundaries shown on the referenced sketches are a reasonable approximation of the wetlands and/or other waters found within the project area. The site in question contains approximately 7.718 acres and 21,664 linear feet of federally defined wetlands and/or other waters. You are cautioned that the boundaries of the delineated wetlands and/or other waters depicted on the enclosed sketch are approximate and subject to change.

This office should be contacted prior to performing any work in or around these wetlands and/or other waters. In order for a definitive determination of jurisdiction to be provided, you must submit a request for an Approved Jurisdictional Determination (Approved JD) rather than the presumption of jurisdiction provided in this letter. Enclosed is a Preliminary Jurisdictional Determination Form describing the areas in question and clarifying the option to request an Approved JD. You should also be aware that the areas identified as wetlands and/or other waters may be subject to restrictions or requirements of other state or local government entities.

Please note that since this is a Preliminary JD, it is subject to change and therefore is not an appealable action under the Corps of Engineers administrative appeal procedures defined at 33 CFR 331. If a permit application is forthcoming as a result of this Preliminary JD, a copy of this letter, as well as the sketches should be submitted as part of the application. Otherwise, a delay could occur in confirming that a Preliminary JD was performed for the proposed project area.

This Preliminary JD is a non-binding action and as such has no expiration until it is superseded by an Approved JD. If you intend to request an Approved JD in the future, you are advised not to commence work in these wetlands and/or waters prior to receiving the Approved JD.

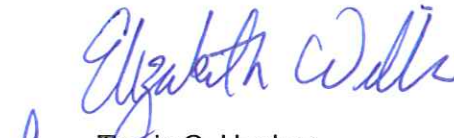
This delineation/determination has been conducted pursuant to Corps of Engineers regulatory authority for the purpose of identifying the geographic extent of waters on the particular site identified in this request. This delineation/determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service, prior to starting work.

In future correspondence concerning this matter, please refer to SAC 2015-1080-DS. You may still need state or local assent. Prior to performing any work, you should contact the South Carolina Department of Health and Environmental Control. A copy of this letter is being forwarded to them for their information.

Enclosed are two copies of the Preliminary Jurisdictional Determination Form signed by our office. Please sign both copies, retain one copy for your records and return one signed copy to this office in the enclosed self-addressed envelope.

If you have any questions concerning this matter, please contact Stephen Brumagin at 803-253-3445.

Respectfully,


Travis G. Hughes
Chief, Regulatory Branch

Enclosures:

Computer Disc-sketches of delineated waters
Preliminary Jurisdictional Determination Form

Copy Furnished:

South Carolina Department of
Health and Environmental Control
Attn: Mr. Chuck Hightower
Bureau of Water
2600 Bull Street
Columbia, South Carolina 29201

Mead & Hunt
Mr. Matt DeWitt, PWS
307 W. Main Street
Lexington, SC 29072

ATTACHMENT

PRELIMINARY JURISDICTIONAL DETERMINATION FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PRELIMINARY JURISDICTIONAL DETERMINATION (JD): February 17, 2016

B. NAME AND ADDRESS OF PERSON REQUESTING PRELIMINARY JD:

Mr. Sean Connolly, Environmental Permits Manager
S.C. Department of Transportation
P.O. Box 191, 955 Park St.
Columbia, S.C. 29202-0191

C. DISTRICT OFFICE, FILE NAME, AND NUMBER: Charleston District,
SCDOT Carolina Crossroads in Richland & Lexington Counties, SAC 2015-1080-DS

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION: Project is located on and along segments of I-20, I-26, & I-126, and at the Interchange in Richland and Lexington Counties

(USE THE ATTACHED TABLE TO DOCUMENT MULTIPLE WATERBODIES AT DIFFERENT SITES)

State: South Carolina County/parish/borough: Lexington & Richland City: Columbia

Center coordinates of site (lat/long in degree decimal format): Lat. 34.03674° N, Long. 81.110607° W.

Universal Transverse Mercator: NAD 83

Name of nearest waterbody: Broad River & Saluda River

Identify (estimate) amount of waters in the review area:

Non-wetland waters: 21,664 linear feet: variable width (ft) and/or (Ponds) 0.219 acres.

Cowardin Class: Riverine

Stream Flow: Perennial

Wetlands: 7.499 acres.

Cowardin Class: Forested

Name of any water bodies on the site that have been identified as Section 10 waters:

Tidal: N/A

Non-Tidal: N/A

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

- ☒ Office (Desk) Determination. Date: February 17, 2016
- ☒ Field Determination. Date(s): October 13, 2015

1. The Corps of Engineers believes that there may be jurisdictional waters of the United States on the subject site, and the permit applicant or other affected party who requested this preliminary JD is hereby advised of his or her option to request and obtain an approved jurisdictional determination (JD) for that site. Nevertheless, the permit applicant or other person who requested this preliminary JD has declined to exercise the option to obtain an approved JD in this instance and at this time.

2. In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an approved JD for the activity, the permit applicant is hereby made aware of the following: (1) the permit applicant has elected to seek a permit authorization based on a preliminary JD, which does not make an official determination of jurisdictional waters; (2) that the applicant has the option to request an approved JD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an approved JD could possibly result in less compensatory mitigation being required or different special conditions; (3) that the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) that the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) that undertaking any activity in reliance upon the subject permit authorization without requesting an approved JD constitutes the applicant's acceptance of the use of the preliminary JD, but that either form of JD will be processed as soon as is practicable; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a preliminary JD constitutes agreement that all wetlands and other water bodies on the site affected in any way by that activity are jurisdictional waters of the United States, and precludes any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an approved JD or a preliminary JD, that JD will be processed as soon as is practicable. Further, an approved JD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331, and that in any administrative appeal, jurisdictional issues can be raised (see 33 C.F.R. 331.5(a)(2)). If, during that administrative appeal, it becomes necessary to make an official determination whether CWA jurisdiction exists over a site, or to provide an official delineation of jurisdictional waters on the site, the Corps will provide an approved JD to accomplish that result, as soon as is practicable. This preliminary JD finds that there "*may be*" waters of the United States on the subject project site, and identifies all aquatic features on the site that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for preliminary JD (check all that apply -


checked items should be included in case file and, where checked and requested, appropriately reference sources below):

- ☒ Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant: Mead & Hunt.
- ☐ Data sheets prepared/submitted by or on behalf of the applicant/consultant.
- ☐ Office concurs with data sheets/delineation report.
- ☐ Office does not concur with data sheets/delineation report.

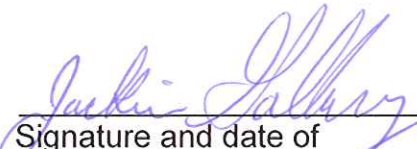
Although the Corps may not agree with all the information provided by the agent in the data forms describing delineated waters, the Corps agrees with the conclusion and boundary established from site information documented.

- ☐ Data sheets prepared by the Corps:
- ☒ Corps navigable waters' study: 1977 Navigability Study.
- ☒ U.S. Geological Survey Hydrologic Atlas: HA 730-G, 1990.
- ☐ USGS NHD data.
- ☒ USGS 8 and 12 digit HUC maps. 03050106-07 Broad River & 03050109-14 Lower Saluda River
- ☒ U.S. Geological Survey map(s). Cite scale & quad name: 1:24,000, Columbia North.
- ☒ USDA Natural Resources Conservation Service Soil Survey. Citation: Lexington County Soil Survey pg 13, Richland County Soil Survey pgs 20, 25, 26, & 32. Georgeville, Alta Vista, Orange, Orangeburg, Herndon, Congaree, Chastain, Nason, Craven, Chenneby, Enon, Dothan, and Mecklenburg series..
- ☒ National wetlands inventory map(s). Cite name: PUBHh & R2UBH.
- ☐ State/Local wetland inventory map(s):
- ☐ FEMA/FIRM maps:
- ☐ 100-year Floodplain Elevation is: (National Geodetic Vertical Datum of 1929)
- ☒ Photographs: ☒ Aerial (Name & Date): (1999) 11206:23 & 11202:104.
or ☒ Other (Name & Date): Provided by applicant in JD request.
- ☐ Previous determination(s). File no. and date of response letter:
- ☒ Other information (please specify): Field view October 13, 2015.

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.



Signature and date of
Regulatory Project Manager
(REQUIRED)

 03-14-16

Signature and date of
person requesting preliminary JD
(REQUIRED, unless obtaining
the signature is impracticable)

Site number	Latitude	Longitude	Cowardin Class	Estimated amount of aquatic resource in review area	Class of aquatic resource
Tributary 1	34.100805	-81.180096	Riverine	11 linear feet	non-section 10 – non-wetland
Tributary 2	34.101448	-81.176719	Riverine	234 linear feet	non-section 10 – non-wetland
Tributary 3	34.09604	-81.172771	Riverine	440 linear feet	non-section 10 – non-wetland
Tributary 4	34.09066	-81.171458	Riverine	160 linear feet	non-section 10 – non-wetland
Tributary 5	34.09066	-81.171458	Riverine	157 linear feet	non-section 10 – non-wetland
Tributary 6	34.089468	-81.167239	Riverine	22 linear feet	non-section 10 – non-wetland
Tributary 7	34.087991	-81.162715	Riverine	970 linear feet	non-section 10 – non-wetland
Tributary 8	34.084707	-81.159478	Riverine	571 linear feet	non-section 10 – non-wetland
Tributary 9	34.081844	-81.156363	Riverine	188 linear feet	non-section 10 – non-wetland
Tributary 10	34.080574	-81.148647	Riverine	86 linear feet	non-section 10 – non-wetland
Tributary 11	34.072878	-81.147494	Riverine	924 linear feet	non-section 10 – non-wetland
Tributary 12	34.073142	-81.147209	Riverine	10 linear feet	non-section 10 – non-wetland
Tributary 13	34.071775	-81.145557	Riverine	14 linear feet	non-section 10 – non-wetland
Tributary 14	34.070221	-81.144383	Riverine	126 linear feet	non-section 10 – non-wetland
Tributary 15	34.066157	-81.142308	Riverine	164 linear feet	non-section 10 – non-wetland
Tributary 16	34.060913	-81.136281	Riverine	94 linear feet	non-section 10 – non-wetland
Tributary 17	34.059971	-81.135047	Riverine	25 linear feet	non-section 10 – non-wetland
Tributary 18	34.050479	-81.123828	Riverine	441 linear feet	non-section 10 – non-wetland
Tributary 19	34.05093	-81.123805	Riverine	117 linear feet	non-section 10 – non-wetland

Site number	Latitude	Longitude	Cowardin Class	Estimated amount of aquatic resource in review area	Class of aquatic resource
Tributary 20	34.049089	-81.121757	Riverine	98 linear feet	non-section 10 – non-wetland
Tributary 21	34.044806	-81.11784	Riverine	433 linear feet	non-section 10 – non-wetland
Tributary 22	34.041751	-81.114315	Riverine	90 linear feet	non-section 10 – non-wetland
Tributary 23	34.033991	-81.119682	Riverine	288 linear feet	non-section 10 – non-wetland
Tributary 24	34.032011	-81.123012	Riverine	323 linear feet	non-section 10 – non-wetland
Tributary 25	34.031487	-81.122957	Riverine	94 linear feet	non-section 10 – non-wetland
Tributary 26	34.031166	-81.123047	Riverine	295 linear feet	non-section 10 – non-wetland
Tributary 27	34.026873	-81.127653	Riverine	752 linear feet	non-section 10 – non-wetland
Tributary 28	34.02617	-81.128813	Riverine	153 linear feet	non-section 10 – non-wetland
Tributary 29	34.026067	-81.128988	Riverine	56 linear feet	non-section 10 – non-wetland
Tributary 30	34.024054	-81.102974	Riverine	1333 linear feet	non-section 10 – non-wetland
Tributary 31	34.024643	-81.128479	Riverine	76 linear feet	non-section 10 – non-wetland
Tributary 32	34.03498	-81.115679	Riverine	70 linear feet	non-section 10 – non-wetland
Tributary 33	34.035067	-81.115263	Riverine	101 linear feet	non-section 10 – non-wetland
Tributary 34	34.036103	-81.115221	Riverine	382 linear feet	non-section 10 – non-wetland
Tributary 35	34.038172	-81.104822	Riverine	412 linear feet	non-section 10 – non-wetland
Tributary 36	34.037663	-81.104892	Riverine	76 linear feet	non-section 10 – non-wetland
Tributary 37	34.037931	-81.104056	Riverine	261 linear feet	non-section 10 – non-wetland
Tributary 38	34.039484	-81.096045	Riverine	296 linear feet	non-section 10 – non-wetland

Site number	Latitude	Longitude	Cowardin Class	Estimated amount of aquatic resource in review area	Class of aquatic resource
Tributary 39	34.046068	-81.076604	Riverine	3958 linear feet	non-section 10 – non-wetland
Tributary 40	34.047922	-81.073314	Riverine	531 linear feet	non-section 10 – non-wetland
Tributary 41	34.031886	-81.10648	Riverine	337 linear feet	non-section 10 – non-wetland
Tributary 42	34.0319	-81.104388	Riverine	839 linear feet	non-section 10 – non-wetland
Tributary 43	34.024206	-81.10383	Riverine	2244 linear feet	non-section 10 – non-wetland
Tributary 44	34.02573	-81.100279	Riverine	229 linear feet	non-section 10 – non-wetland
Tributary 45	34.025041	-81.098961	Riverine	209 linear feet	non-section 10 – non-wetland
Tributary 46	34.023438	-81.097774	Riverine	39 linear feet	non-section 10 – non-wetland
Tributary 47	34.021424	-81.09598	Riverine	499 linear feet	non-section 10 – non-wetland
Tributary 48	34.021618	-81.096122	Riverine	29 linear feet	non-section 10 – non-wetland
Tributary 49	34.019802	-81.094272	Riverine	170 linear feet	non-section 10 – non-wetland
Tributary 50	34.021823	-81.104989	Riverine	889 linear feet	non-section 10 – non-wetland
Tributary 51	34.022232	-81.105048	Riverine	21 linear feet	non-section 10 – non-wetland
Tributary 52	34.021203	-81.10534	Riverine	35 linear feet	non-section 10 – non-wetland
Tributary 53	34.015736	-81.107293	Riverine	933 linear feet	non-section 10 – non-wetland
Tributary 54	34.015648	-81.108009	Riverine	46 linear feet	non-section 10 – non-wetland
Tributary 55	34.015248	-81.108179	Riverine	70 linear feet	non-section 10 – non-wetland
Tributary 56	34.015233	-81.108155	Riverine	20 linear feet	non-section 10 – non-wetland
Tributary 57	34.015505	-81.106705	Riverine	187 linear feet	non-section 10 – non-wetland
Tributary 58	34.002236	-81.110428	Riverine	16 linear feet	non-section 10 – non-wetland

Site number	Latitude	Longitude	Cowardin Class	Estimated amount of aquatic resource in review area	Class of aquatic resource
Wetland 1	34.09632	-81.173066	Palustrine	0.045 acre	non-section 10 – wetland
Wetland 2	34.090909	-81.171742	Palustrine	0.061 acre	non-section 10 – wetland
Wetland 3	34.09282	-81.16609	Palustrine	0.014 acre	non-section 10 – wetland
Wetland 4	34.07401	-81.148074	Palustrine	0.02 acre	non-section 10 – wetland
Wetland 5	34.071566	-81.145617	Palustrine	0.092 acre	non-section 10 – wetland
Wetland 6	34.065804	-81.139786	Palustrine	0.051acre	non-section 10 – wetland
Wetland 7	34.059946	-81.13528	Palustrine	0.125 acre	non-section 10 – wetland
Wetland 8	34.055801	-81.13072	Palustrine	0.226 acre	non-section 10 – wetland
Wetland 9	34.027409	-81.127256	Palustrine	0.358 acre	non-section 10 – wetland
Wetland 10	34.027467	-81.126949	Palustrine	0.04 acre	non-section 10 – wetland
Wetland 11	34.026924	-81.126008	Palustrine	0.45 acre	non-section 10 – wetland
Wetland 12	34.02658	-81.127972	Palustrine	0.057 acre	non-section 10 – wetland
Wetland 13	34.038591	-81.104649	Palustrine	0.066 acre	non-section 10 – wetland
Wetland 14	34.034778	-81.113052	Palustrine	0.01 acre	non-section 10 – wetland
Wetland 15	34.038813	-81.103902	Palustrine	0.091 acre	non-section 10 – wetland
Wetland 16	34.046865	-81.07754	Palustrine	0.041 acre	non-section 10 – wetland
Wetland 17	34.047259	-81.076495	Palustrine	0.393 acre	non-section 10 – wetland
Wetland 18	34.047161	-81.076129	Palustrine	0.251 acre	non-section 10 – wetland
Wetland 19	34.04774	-81.075625	Palustrine	0.015 acre	non-section 10 – wetland

Site number	Latitude	Longitude	Cowardin Class	Estimated amount of aquatic resource in review area	Class of aquatic resource
Wetland 20	34.028767	-81.10411	Palustrine	0.046 acre	non-section 10 – wetland
Wetland 21	34.026707	-81.10323	Palustrine	0.189 acre	non-section 10 – wetland
Wetland 22	34.025802	-81.103096	Palustrine	0.579 acre	non-section 10 – wetland
Wetland 23	34.025377	-81.10158	Palustrine	1.3 acre	non-section 10 – wetland
Wetland 24	34.025711	-81.101606	Palustrine	0.148 acre	non-section 10 – wetland
Wetland 25	34.025366	-81.100592	Palustrine	0.022 acre	non-section 10 – wetland
Wetland 26	34.025225	-81.099811	Palustrine	0.2 acre	non-section 10 – wetland
Wetland 27	34.024399	-81.098791	Palustrine	0.25 acre	non-section 10 – wetland
Wetland 28	34.025523	-81.09824	Palustrine	0.007 acre	non-section 10 – wetland
Wetland 29	34.021882	-81.096388	Palustrine	0.039 acre	non-section 10 – wetland
Wetland 30	34.019935	-81.094701	Palustrine	0.104 acre	non-section 10 – wetland
Wetland 31	34.019481	-81.093825	Palustrine	0.106 acre	non-section 10 – wetland
Wetland 32	34.022004	-81.105387	Palustrine	0.166 acre	non-section 10 – wetland
Wetland 33	34.021233	-81.105484	Palustrine	0.085 acre	non-section 10 – wetland
Wetland 34	34.020842	-81.104509	Palustrine	0.026 acre	non-section 10 – wetland
Wetland 35	34.016895	-81.107349	Palustrine	0.47 acre	non-section 10 – wetland
Wetland 36	34.015562	-81.108226	Palustrine	0.168 acre	non-section 10 – wetland
Wetland 37	34.015337	-81.108604	Palustrine	0.022 acre	non-section 10 – wetland
Wetland 38	34.014804	-81.108667	Palustrine	0.474 acre	non-section 10 – wetland

Site number	Latitude	Longitude	Cowardin Class	Estimated amount of aquatic resource in review area	Class of aquatic resource
Wetland 39	34.100229	-81.179335	Palustrine	0.02 acre	non-section 10 – wetland
Wetland 40	34.097296	-81.175482	Palustrine	0.226 acre	non-section 10 – wetland
Wetland 41	34.09106	-81.170956	Palustrine	0.011 acre	non-section 10 – wetland
Wetland 42	34.088072	-81.161944	Palustrine	0.262 acre	non-section 10 – wetland
Wetland 43	34.08779	-81.159624	Palustrine	0.034 acre	non-section 10 – wetland
Wetland 44	34.079769	-81.151557	Palustrine	0.04 acre	non-section 10 – wetland
Wetland 45	34.07402	-81.147876	Palustrine	0.018 acre	non-section 10 – wetland
Wetland 46	34.065964	-81.142298	Palustrine	0.051 acre	non-section 10 – wetland
Wetland 47	34.0604	-81.134089	Palustrine	0.03 acre	non-section 10 – wetland
Pond 1	34.08214	-81.156035	Lacustrine	0.035 acre	non-section 10 – non-wetland
Pond 2	34.022466	-81.105255	Lacustrine	0.023 acre	non-section 10 – non-wetland
NPDES Basin 1	34.026997	-81.127944	Lacustrine	0.161 acre	non-section 10 – non-wetland

From: "Overton, Randall D CIV" <Randall.D.Overton@uscg.mil>
Date: March 8, 2018 at 9:24:57 AM EST
To: "Johnson, Jken (FHWA)" <Jken.Johnson@dot.gov>
Cc: "Long, Chad C." <LongCC@scdot.org>, "Herrell, Michelle (FHWA)" <michelle.herrell@dot.gov>, "Belcher, Jeffrey (FHWA)" <Jeffrey.Belcher@dot.gov>, "Dragon, Barry CIV" <Barry.Dragon@uscg.mil>
Subject: RE: USCG Checklist

*** This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. ***

Ken et.al,
The Coast Guard concurs that the project still qualifies for a Coast Guard permit exemption under Title 23.
Please let me know if you have any questions.

Randall Overton, M.P.A.
Chief, Permits Division
Coast Guard Seventh District Bridge Administration
909 SE 1st Ave Suite 432
Miami, FL 33131
(305) 205-0795 Cell
(305) 415-6736 Office

From: Johnson, Jken (FHWA) [<mailto:Jken.Johnson@dot.gov>]
Sent: Thursday, March 8, 2018 8:58 AM
To: Overton, Randall D CIV <Randall.D.Overton@uscg.mil>
Cc: Long, Chad C. <LongCC@scdot.org>; Herrell, Michelle (FHWA) <michelle.herrell@dot.gov>; Belcher, Jeffrey (FHWA) <Jeffrey.Belcher@dot.gov>
Subject: [Non-DoD Source] FW: USCG Checklist

Randall, please read below and let me know if you agree. We are not changing the VC form the original "no permit" submittal. We are replacing the bridge and adding 2.5' to the length.

Chad,

Since we are keeping the same the vertical clearance that was approved already with the CG, I don't see a need to resubmit anything. But to be sure, I'll send this to them.

Ken Johnson, MSCE, P.E.

*FHWA Structural Engineer
South Carolina Division
803-465-1947*

Am writing in regards concerning the USCG permit exclusion request for the Carolina Crossroads project in Columbia, SC. Based on the information provided to you in January (attached), the USCG concurred that a permit was not required for the project. Since that determination, the project team has identified a design change necessary to satisfy FEMA requirements. Originally, the I-26 bridge over the Saluda River would be widened. That bridge is now planned to be replaced, in order to increase the horizontal clearance by 2.5 feet. The bridge would be replaced on or near its existing alignment. Can you please confirm that this would not change the USCG permit exclusion determination?

-----Original Message-----

From: Overton, Randall D CIV [<mailto:Randall.D.Overton@uscg.mil>]
Sent: Wednesday, January 17, 2018 1:44 PM
To: Johnson, Ken - FHWA
Cc: Belcher, Jeffery - FHWA; Long, Chad C.; Herrell, Michelle (FHWA); D07-DG-DISTRICTSTAFF-DPB
Subject: FW: USCG Checklist

*** This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. ***

Ken,

The Coast Guard concurs with your determination that the attached project does not require a Coast Guard Bridge Permit per Title 23 USCG permit exclusion.

If you have question concerning this determination please contact me directly.

Thank you,

Randall Overton, M.P.A.
Federal Permit Agent USCG
Bridge Management Specialist
909 SE 1st Ave Suite 432
Miami, FL 33131
(305) 205-0795 Cell
(305) 415-6736 Office

-----Original Message-----

From: Dragon, Barry CIV
Sent: Tuesday, January 16, 2018 8:03 AM
To: Overton, Randall D CIV
Subject: FW: USCG Checklist

Can you please check for them.

Barry L. Dragon
Director
District Bridge Program
Seventh Coast Guard District

-----Original Message-----

From: Johnson, Jken (FHWA) [<mailto:Jken.Johnson@dot.gov>]
Sent: Tuesday, January 16, 2018 7:29 AM
To: Dragon, Barry CIV
Cc: Belcher, Jeffery (FHWA); Herrell, Michelle (FHWA); Long, Chad C.
Subject: [Non-DoD Source] FW: USCG Checklist

Barry,

I sent this to an incorrect USCG address last week. We are submitting a Title 23 USCG permit exclusion request for an SCDOT project at I-126, I-26 and I-20 (see attached documents) in Columbia, SC. We have reviewed the request and do not think a permit is required. Please let us know if you disagree within 30 days. Thanks for your cooperation.

Ken Johnson, MSCE, P.E.

FHWA Structural Engineer

South Carolina Division

803-465-1947

From: Long, Chad C. [<mailto:LongCC@scdot.org>]
Sent: Thursday, January 04, 2018 7:35 AM
To: Herrell, Michelle (FHWA) <michelle.herrell@dot.gov>; Belcher, Jeffrey (FHWA) <Jeffrey.Belcher@dot.gov>; Johnson, Jken (FHWA) <Jken.Johnson@dot.gov>
Cc: Klauk, Brian D. <KlaukBD@scdot.org>; Gibson, Ladd <GibsonLS@scdot.org>; Meder, Shannon <Shannon.Meder@hdrinc.com>; Kinard, David <David.Kinard@hdrinc.com>
Subject: FW: USCG Checklist

Good morning. Attached is a USCG permit exclusion request for bridges (over waterways) that are proposed to be widened or replaced as part of the Carolina Crossroads project. Please review and let me know if you need any additional information to support the request.

Regards,

Chad



FHWA South Carolina Division
U.S. Coast Guard Permit Exclusion Request Checklist

State File #		Fed Project #	P027662	PIN	27662	Date	12/22/2017	County	Richland/Lexington
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Project Description	Carolina Crossroads (I-20/I-26/I-126)
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Tidal or Non-Tidal	Non-Tidal	Contact Person	Chad Long (SCDOT)	Phone Number	803-737-1396
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Form Purpose: The FHWA has the responsibility under 23 U.S.C. 144(h) to determine that a USCG permit is not required for bridge construction. This determination shall be made at an early stage of project development so that any necessary coordination can be accomplished during environmental processing (23 CFR Part 650.805).

Form Instructions: This checklist should be completed when requesting a Title 23 Coast Guard Permit Exclusion. The exclusion request should be submitted prior to completion of the NEPA process. When an exclusion is requested SCDOT should send a letter to FHWA, addressed to the Division Administrator requesting such, with the appropriate information listed below. If the FHWA Structural Engineer agrees that an exclusion is appropriate, a letter will be sent to the U.S. Coast Guard indicating that a permit is not required. The letter will allow 30 days for a U.S. Coast Guard rebuttal.

I. For Non-Tidal Waterways:

The following condition must be met to obtain a Title 23 Coast Guard Permit Exclusion. A "no" response will result in the need for a USCG Permit.

1. If the non-tidal waterway is navigable, is not currently utilized by commercial or recreational vessels greater than 21 feet in length, and will not be used as such, once improvements (increased vertical and/or horizontal clearance) have been constructed, a USCG permit is not required.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Information required by FHWA for non-tidal waterways to issue a Title 23 Permit Exclusion. This data will need to be provided with exclusion request.	Included with request	
1. Location Map	<input checked="" type="checkbox"/>	
2. Photo of existing bridge/location from the waterway	<input checked="" type="checkbox"/>	
3. Bridge profile at crossing	<input checked="" type="checkbox"/>	
4. Depth of water at normal pool	<input checked="" type="checkbox"/>	
5. Vertical clearance at normal pool	<input checked="" type="checkbox"/>	
6. Horizontal clearance at normal pool	<input checked="" type="checkbox"/>	
7. Type of vessel traffic (commercial or recreational) and whether there are vessels > 21 feet utilizing the waterway.	<input checked="" type="checkbox"/>	

II. For Tidal Waterways:

The following condition must be met to obtain a Title 23 Coast Guard Permit Exclusion. A "no" response will result in the need for a USCG Permit.

1.	If the tidal waterway is navigable, is not currently utilized by commercial or recreational vessels greater than 21 feet in length, and will not be used as such, once improvements (increased vertical and/or horizontal clearance) have been constructed, a USCG permit is not required.	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Information required by FHWA for tidal waterways to issue a Title 23 Permit Exclusion. This data will need to be provided with exclusion request.		Included with request	
1.	Location Map	<input type="checkbox"/>	
2.	Photo of existing bridge/location from the waterway	<input type="checkbox"/>	
3.	Bridge profile at crossing	<input type="checkbox"/>	
4.	Depth of water at high and low tides	<input type="checkbox"/>	
5.	Vertical clearance at high and low tides	<input type="checkbox"/>	
6.	Horizontal clearance at high and low tides	<input type="checkbox"/>	
7.	Type of vessel traffic (commercial or recreational) and whether there are vessels > 21 feet utilizing the waterway.	<input type="checkbox"/>	

December 22, 2017

Mr. Chad Long
South Carolina Department of Transportation
Environmental Services Office
955 Park Street
Columbia, South Carolina 29201

Subject: Carolina Crossroads (I-20 / I-26 / I-126); SCDOT Project P027662

Dear Mr. Long:

The Carolina Crossroads project proposes improvements to two (2) crossings over the Saluda River, a Section 10 waterbody. Based on preliminary design, the project would widen the I-20 and I-26 bridges over the Saluda River to accommodate additional travel lanes and meet current design and safety standards. Additionally, the project would replace the I-26 eastbound ramp bridge from I-126 with a new structure, approximately 65 feet west (upstream) of the existing bridge. Each improvement would be designed to maintain or increase all existing clearances.

In accordance with the US Federal Highway Administration (FHWA) South Carolina Division's US Coast Guard Permit Exclusion Request Checklist, please find the following data to assist FHWA with a Title 23 Coast Guard Permit Exclusion.

1. Location Map: Both crossings proposed for improvement are located within the reach of the Saluda River between the Congaree River and the Lake Murray dam. Furthermore, both crossings are located upstream of Millrace Rapids (near the Riverbank Zoo). The bounders forming Millrace Rapids are non-navigable obstructions to all watercraft except kayaks, canoes, or other human-powered crafts. See attached Project Location Map (Sheet 1), and Proposed Bridge Location Maps (Sheets 2 and 3).
2. Photo of existing bridge/location from the waterway: See attached photos of the existing bridges.
3. Bridge profile at crossing: Proposed bridge plan and profiles drawings are currently being developed for the project. Please see the attached bridge plan and profile drawings of the existing bridges, including
 - I-20 bridge, dated 08/1962 (one sheet)
 - I-26 bridge, dated 09/1983 (one sheet)
 - I-26 eastbound ramp bridge from I-126, dated 03/1983 (six sheets)
4. Depth of water at normal pool: According to the attached original bridge plan and profile drawings:
 - I-20 bridge: 7.2 feet, from Ordinary Water Elevation (165.6 feet)
 - I-26 bridge: 11.6 feet, from Mean Low Water Elevation (160.6 feet)
 - I-26 eastbound ramp bridge from I-126: 15.1 feet, from Mean Low Water Elevation (160.6 feet)

5. Vertical clearance at normal pool: According to the attached original bridge plan and profile drawings:

- I-20 bridge: 23.0 feet, from Ordinary Water Elevation (165.6 feet)
- I-26 bridge: 15.6 feet, from Mean Low Water Elevation (160.6 feet)
- I-26 eastbound ramp bridge from I-126: 15.1 feet, from Mean Low Water Elevation (160.6 feet)

6. Horizontal clearance at normal pool: According to the attached original bridge plan and profile drawings:

- I-20 bridge: 73 feet
- I-26 bridge: 70 feet
- I-26 eastbound ramp bridge from I-126: 153 feet

7. Type of vessel traffic (commercial or recreational) and whether there are vessels > 21 feet utilizing the waterway: Recreational vessels are known to use the waterway, including canoes, kayaks, and small fishing vessels. Due to the non-navigable obstructions and limited depth of water within portions of the Saluda River, no commercial vessels or recreational vessels greater than 21 are known to utilize the waterway.

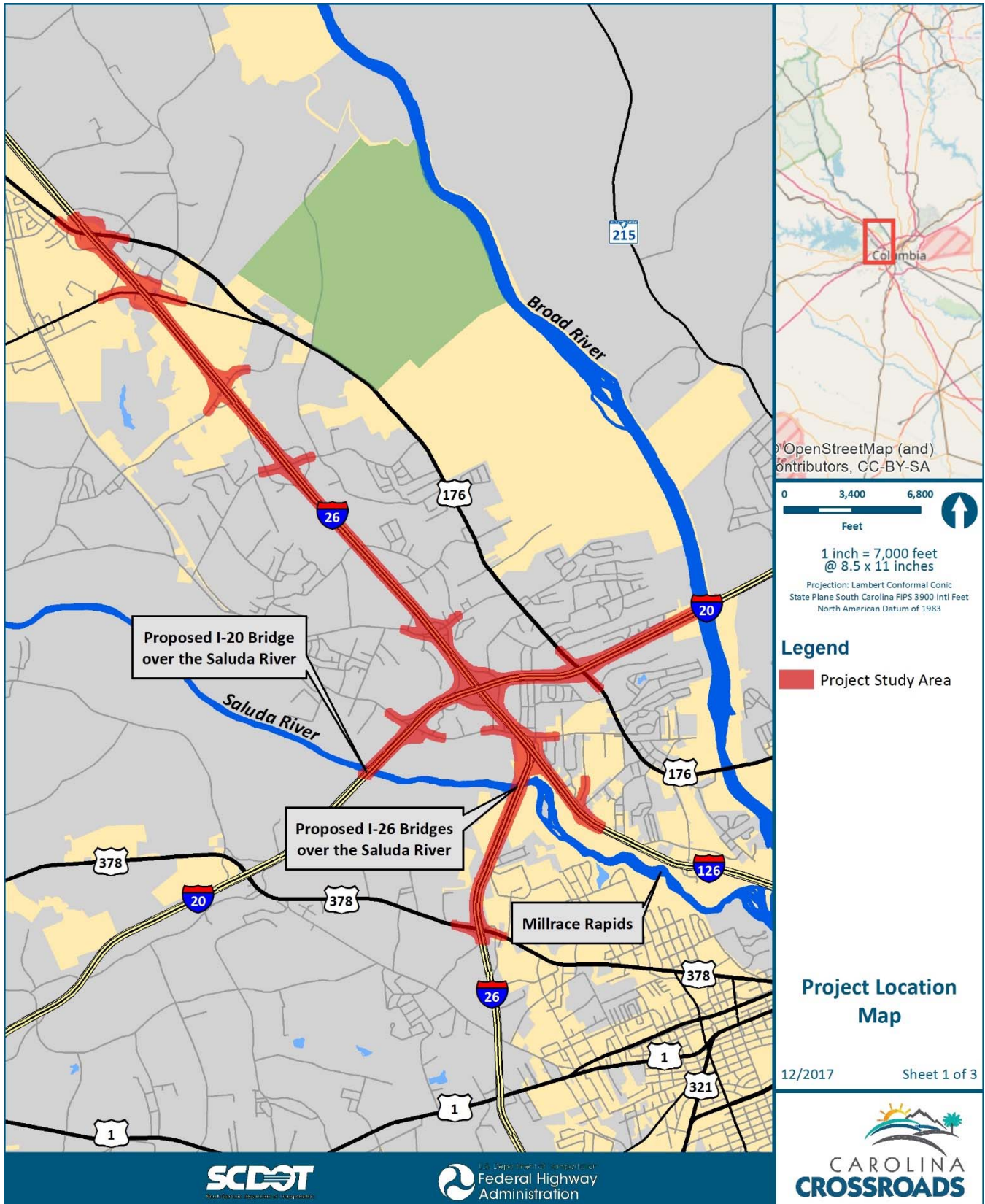
If you have any questions or require additional information, please contact me at (803) 520-2837 or matt.dewitt@meadhunt.com.

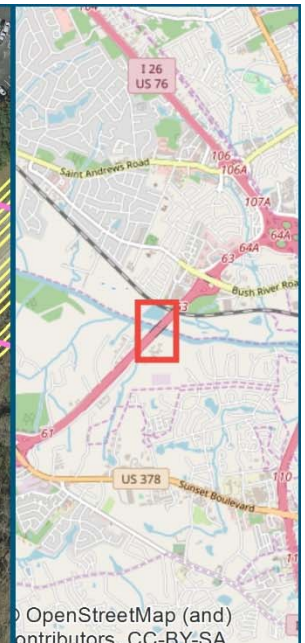
Sincerely,



Matt Dewitt, PWS
MEAD & HUNT, Inc.
878 South Lake Drive
Lexington, SC 29072

Attachments







© OpenStreetMap (and)
contributors, CC-BY-SA



1 inch = 300 feet
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane South Carolina FIPS 3900 Intl Feet
North American Datum of 1983

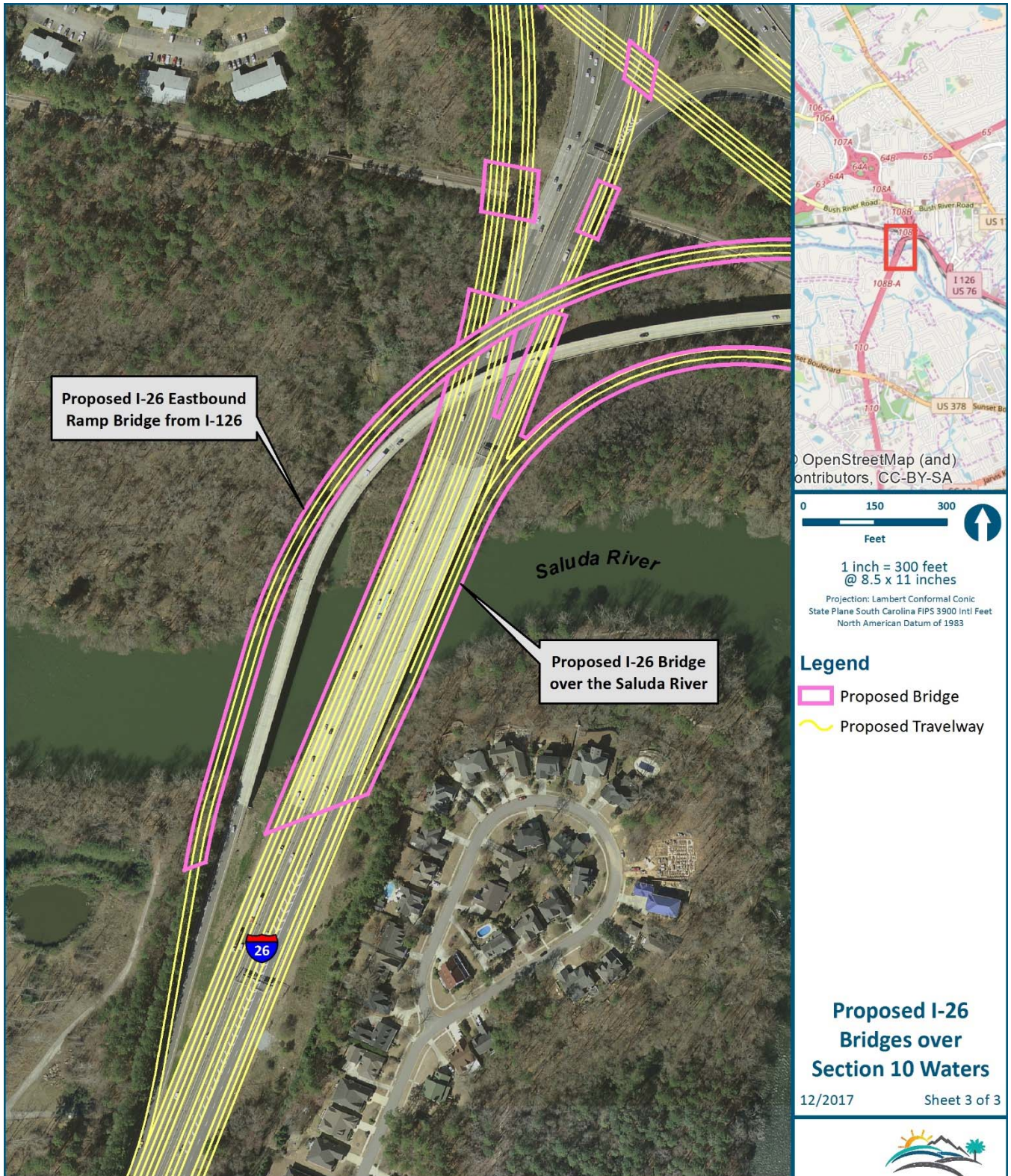
Legend

-  Proposed Bridge
-  Proposed Travelway

**Proposed I-20
Bridge over
Section 10 Waters**

12/2017

Sheet 2 of 3





Date:
Unknown

Source:
Google Earth

Photograph 1

Description:

View of the I-20 Bridge over the Saluda River, facing downstream. Photograph is taken upstream of the I-20 bridge, facing east.



Date:
Unknown

Source:
Google Earth

Photograph 2

Description:

View of the I-20 Bridge over the Saluda River, facing downstream. Photograph is taken underneath the bridge, facing east.



Date:
04/15/2015

Source:
HDR, Inc.

Photograph 3

Description:

View of the I-26
Bridges over the
Saluda River, facing
downstream.
Photograph is
taken upstream of
the I-26 bridges,
facing northeast.



Date:
05/15/2015

Source:
HDR, Inc.

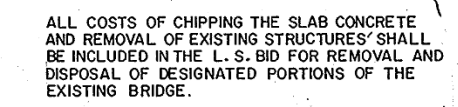
Photograph 3

Description:

View of the I-26
Bridges over the
Saluda River, facing
across the river.
Photograph is
taken between the
bridges, facing
south.


[illegible][illegible]

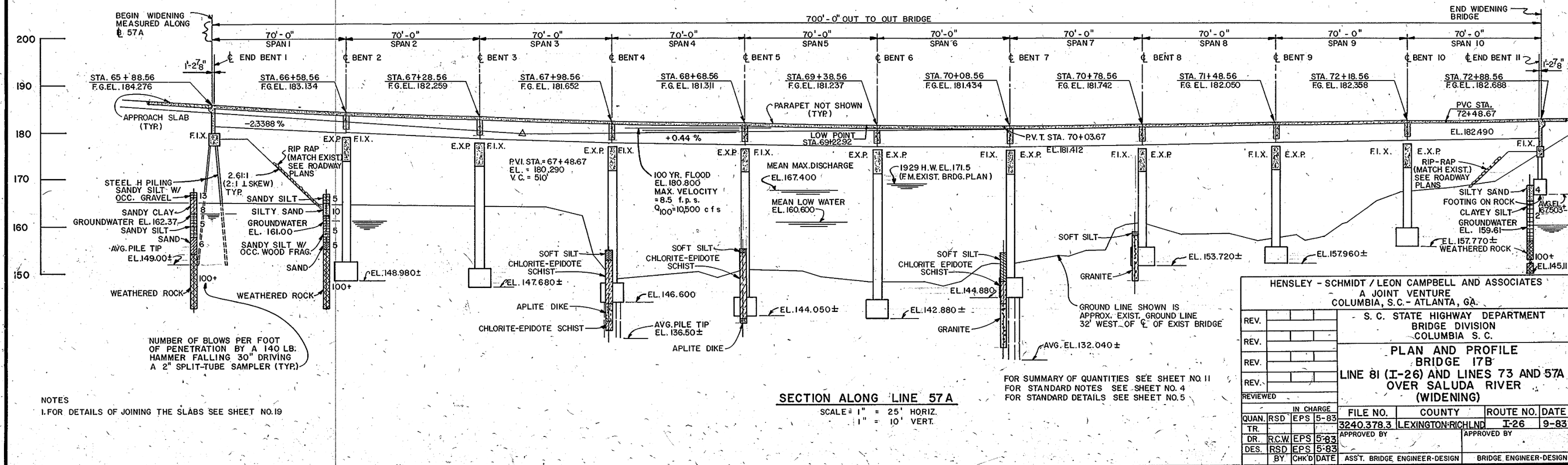
Project Name	Project Manager	Project Sponsor	Project Steering Committee	Project Charter	Project Plan	Project Budget	Project Risk	Project Communication	Project Reporting	Project Closure
Project A	John Doe	Jane Smith	Project A Steering Committee	Project A Charter	Project A Plan	Project A Budget	Project A Risk	Project A Communication	Project A Reporting	Project A Closure
Project B	John Doe	Jane Smith	Project B Steering Committee	Project B Charter	Project B Plan	Project B Budget	Project B Risk	Project B Communication	Project B Reporting	Project B Closure
Project C	John Doe	Jane Smith	Project C Steering Committee	Project C Charter	Project C Plan	Project C Budget	Project C Risk	Project C Communication	Project C Reporting	Project C Closure
Project D	John Doe	Jane Smith	Project D Steering Committee	Project D Charter	Project D Plan	Project D Budget	Project D Risk	Project D Communication	Project D Reporting	Project D Closure
Project E	John Doe	Jane Smith	Project E Steering Committee	Project E Charter	Project E Plan	Project E Budget	Project E Risk	Project E Communication	Project E Reporting	Project E Closure
Project F	John Doe	Jane Smith	Project F Steering Committee	Project F Charter	Project F Plan	Project F Budget	Project F Risk	Project F Communication	Project F Reporting	Project F Closure
Project G	John Doe	Jane Smith	Project G Steering Committee	Project G Charter	Project G Plan	Project G Budget	Project G Risk	Project G Communication	Project G Reporting	Project G Closure
Project H	John Doe	Jane Smith	Project H Steering Committee	Project H Charter	Project H Plan	Project H Budget	Project H Risk	Project H Communication	Project H Reporting	Project H Closure
Project I	John Doe	Jane Smith	Project I Steering Committee	Project I Charter	Project I Plan	Project I Budget	Project I Risk	Project I Communication	Project I Reporting	Project I Closure
Project J	John Doe	Jane Smith	Project J Steering Committee	Project J Charter	Project J Plan	Project J Budget	Project J Risk	Project J Communication	Project J Reporting	Project J Closure

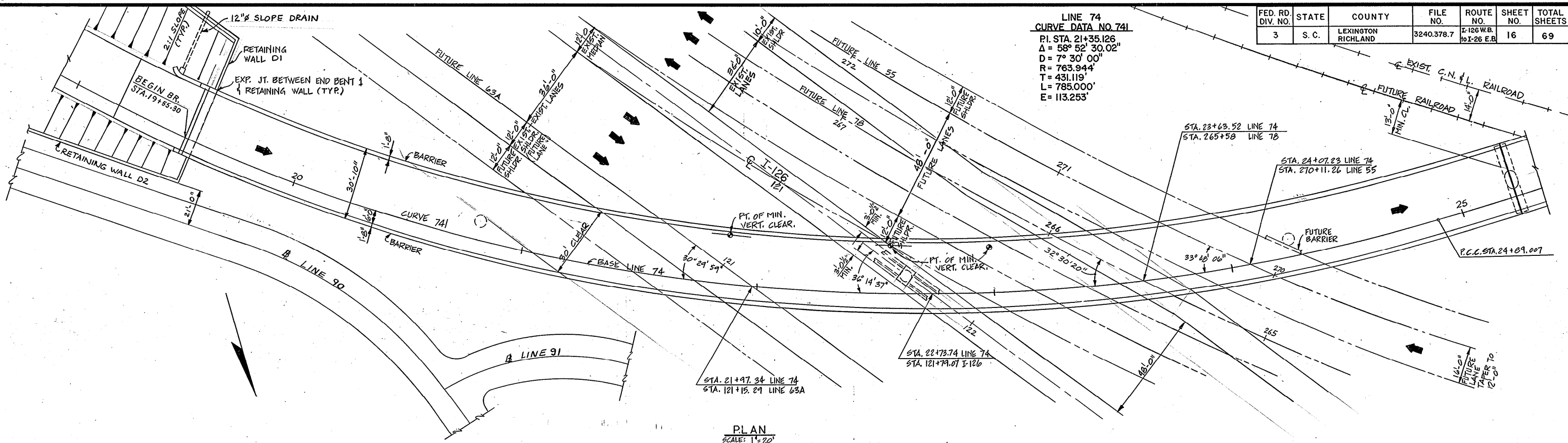


* ALL COSTS OF MODIFYING THE EXISTING CURB AND GUTTER SHALL BE INCLUDED IN THE BID PRICE FOR CLASS "A" CONCRETE.

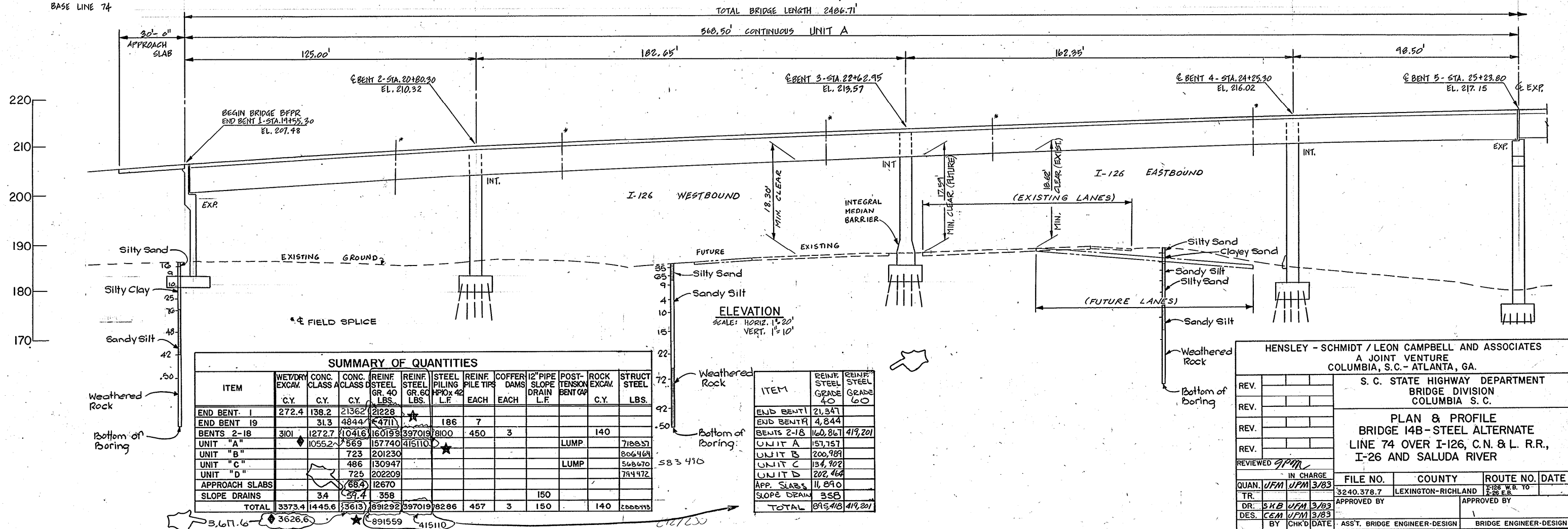
SYMBOLS

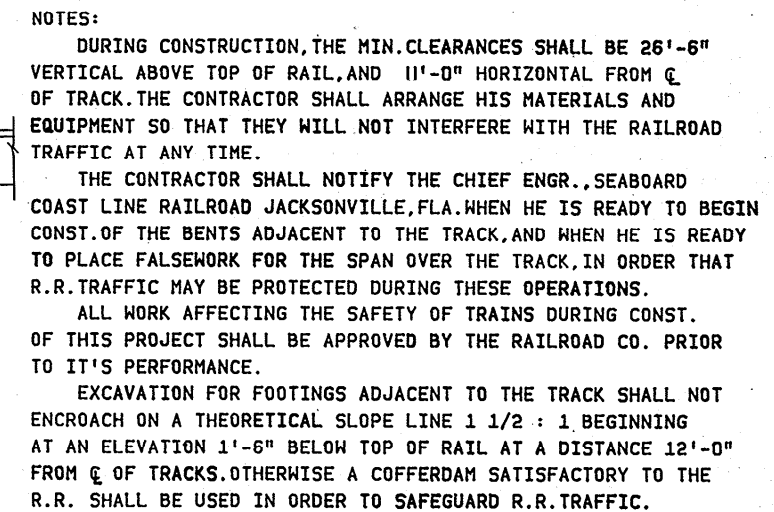
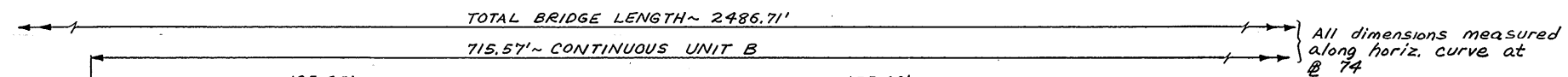
 SOIL BORING





ALL DIMENSIONS MEASURED
ALONG HORIZ. CURVE AT
BASE LINE 74

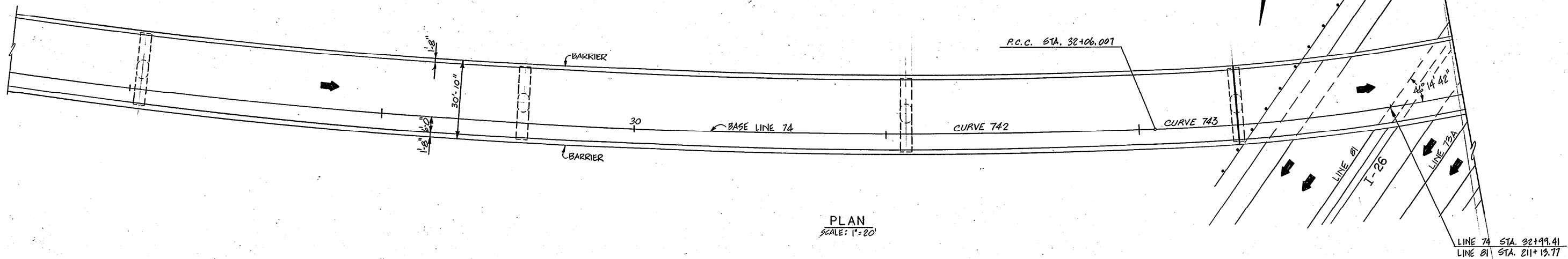




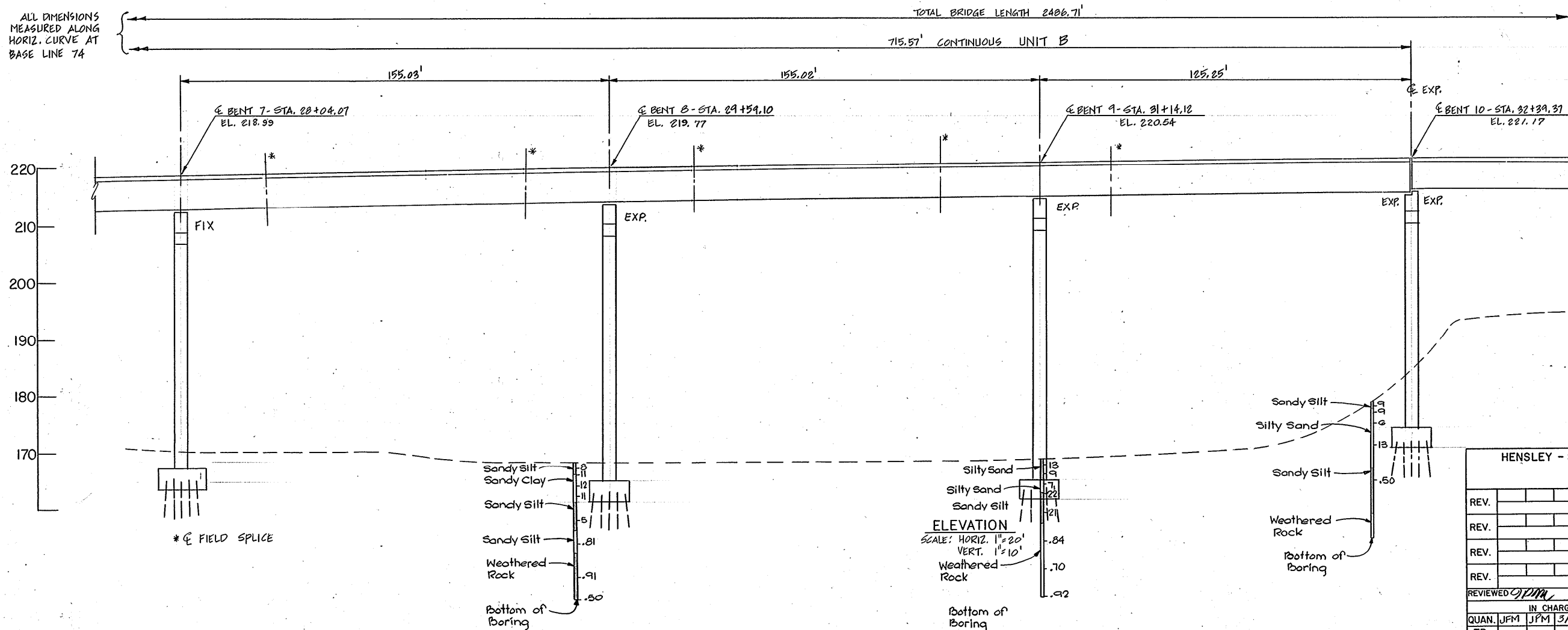
HENSLEY - SCHMIDT / LEON CAMPBELL AND ASSOCIATES A JOINT VENTURE COLUMBIA, S.C. - ATLANTA, GA.									
REV.				S. C. STATE HIGHWAY DEPARTMENT BRIDGE DIVISION COLUMBIA S.C.					
REV.									
REV.				PLAN & PROFILE BRIDGE 14B-STEEL ALTERNATE LINE 74 OVER I-26, C.N. & L.R.R., I-26 AND SALUDA RIVER					
REV.									
REVIEWED	<i>JPM</i>								
IN CHARGE				FILE NO.	COUNTY	ROUTE NO.	DATE		
QUAN.	JFM	JPM	3/83	3240.378.7	LEXINGTON-RICHLAND	T-126 W.B. TO T-26 E.B.	4/83		
TR.				APPROVED BY	APPROVED BY				
DES.	SKB	JFM	3/83	ASS'T. BRIDGE ENGINEER-DESIGN			BRIDGE ENGINEER-DESIGN		
DES.	CEM	JPM	3/83						
	BY	CHK'D	DATE						

FED. RD. DIV. NO.	STATE	COUNTY	FILE NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	LEXINGTON RICHLAND	3240.378.7	I-26 W.B. TO T-26 E.B.	18	69

LINE 74
CURVE DATA NO. 742
P.I. STA. 28+49.39
 $\Delta = 14^\circ 20' 24''$
 $D = 2^\circ 00' 00''$
 $R = 2864.789'$
 $T = 360.383'$
 $L = 717.000'$
 $E = 22.579'$



ALL DIMENSIONS
MEASURED ALONG
HORIZ. CURVE AT
BASE LINE 74



SUPERELEVATION DATA

STA. 14+87.340	→	-.0208 1/4
↓ TRANSITION		
STA. 18+12.340	→	.080 1/4
↓ CONSTANT		
STA. 24+44.007	→	.080 1/4
↓ TRANSITION		
STA. 25+79.007	→	.038 1/4
↓ CONSTANT		
STA. 31+16.007	→	.038 1/4
↓ TRANSITION		
STA. 32+51.007	→	.080 1/4
↓ CONSTANT		
STA. 38+90.741	→	.080 1/4
↓ TRANSITION		
STA. 42+15.741	→	-.0208 1/4

POSITIVE SLOPE IS DOWNWARD FROM
RIGHT TO LEFT LOOKING AHEAD
AS SHOWN.

HENSLEY - SCHMIDT / LEON CAMPBELL AND ASSOCIATES
A JOINT VENTURE
COLUMBIA, S.C. - ATLANTA, GA.

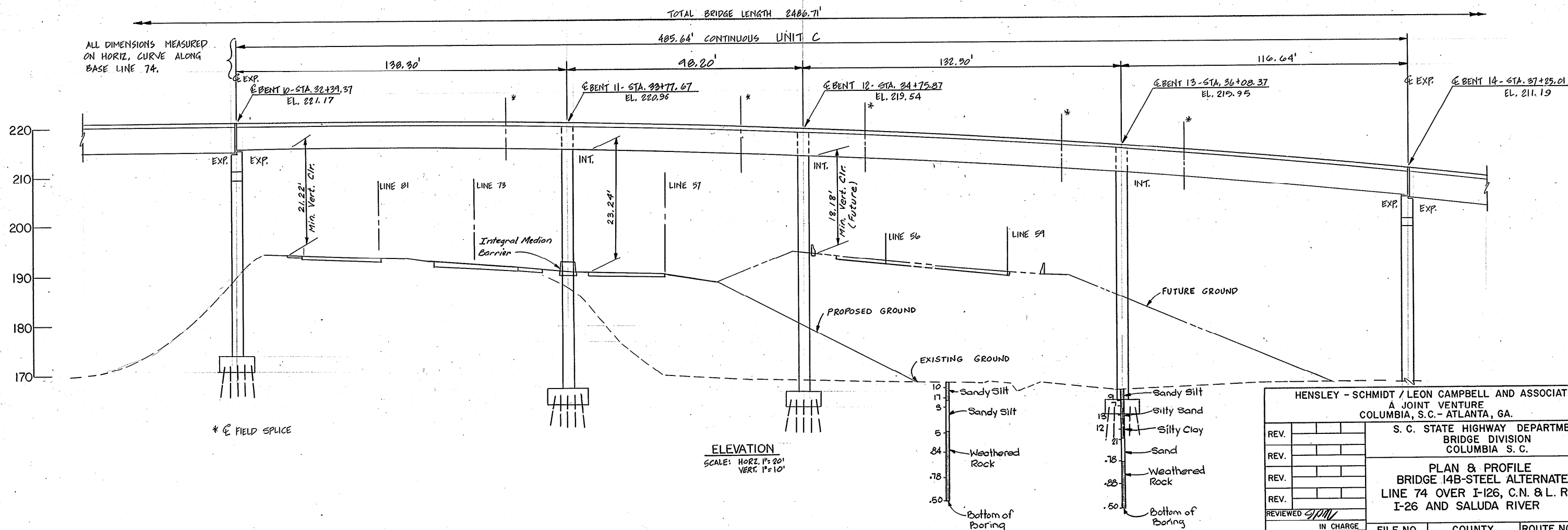
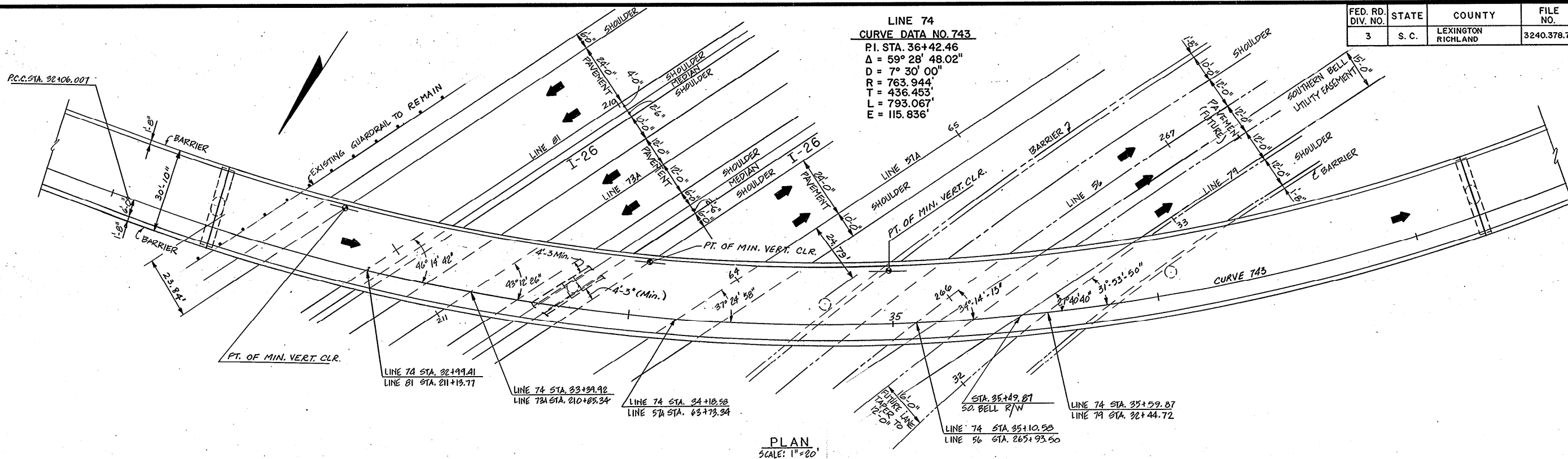
S. C. STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION
COLUMBIA S. C.

PLAN & PROFILE
BRIDGE 14B-STEEL ALTERNATE
LINE 74 OVER I-26, C.N. 8 L.R.R.,
I-26 AND SALUDA RIVER

REV.	IN CHARGE	FILE NO.	COUNTY	ROUTE NO.	DATE
QUAN. JFM	JFM	3240.378.7	LEXINGTON-RICHLAND	I-26 W.B. TO T-26 E.B.	4/83
TR.					
DR. SKB	JFM				
DES. CEM	JFM				
BY	CHK'D	DATE	ASST. BRIDGE ENGINEER-DESIGN	BRIDGE ENGINEER-DESIGN	

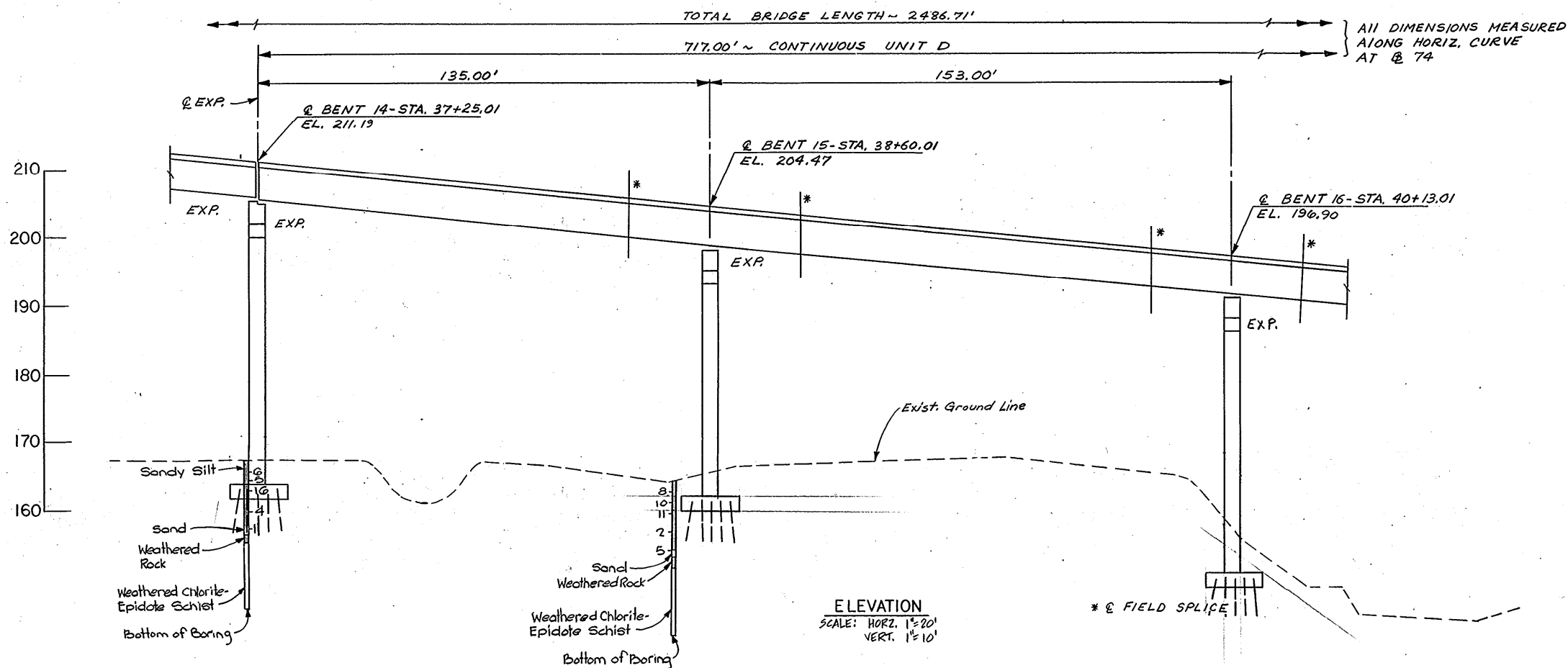
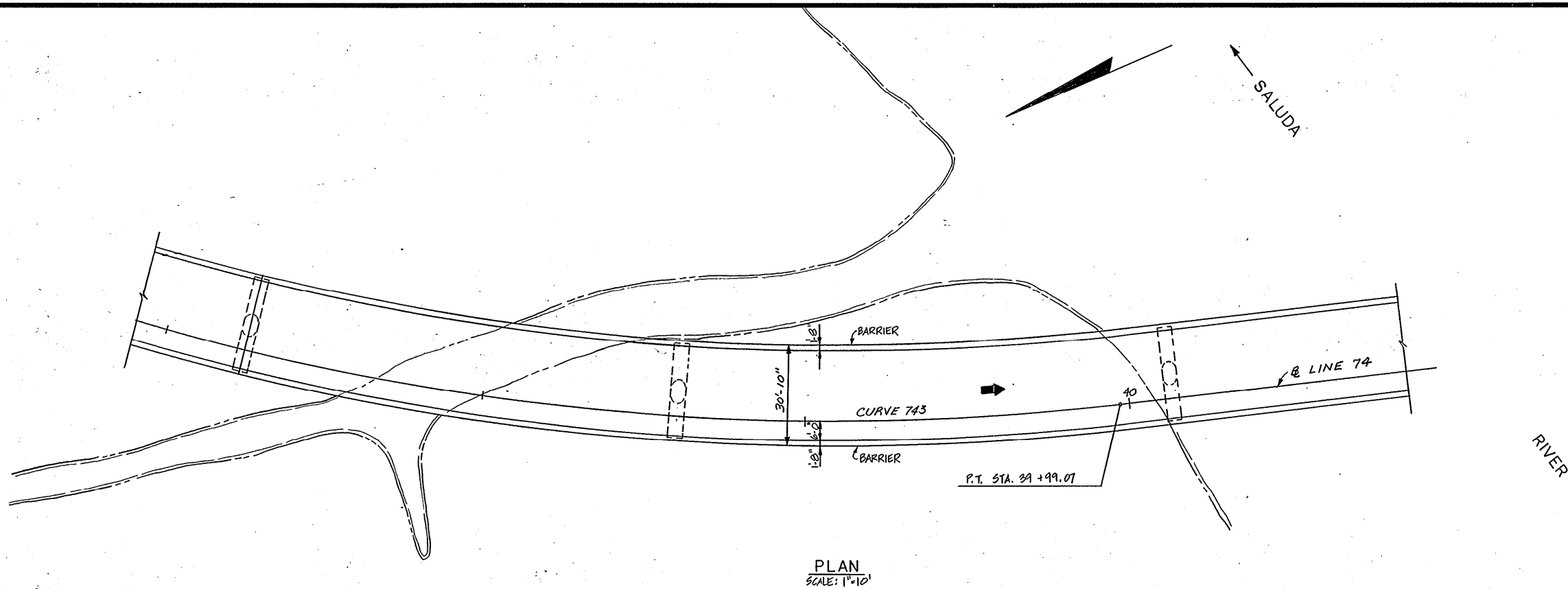
FED. RD. DIV. NO.	STATE	COUNTY	FILE NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	LEXINGTON RICHLAND	3240.378.7	I-26 W.B. TO I-26 E.B.	19	69

LINE 74
CURVE DATA NO. 743
P.I. STA. 36+42.46
 $\Delta = 59^{\circ} 28' 48.02''$
 $D = 7^{\circ} 30' 00''$
 $R = 763.944'$
 $T = 436.453'$
 $L = 793.067'$
 $E = 115.836'$



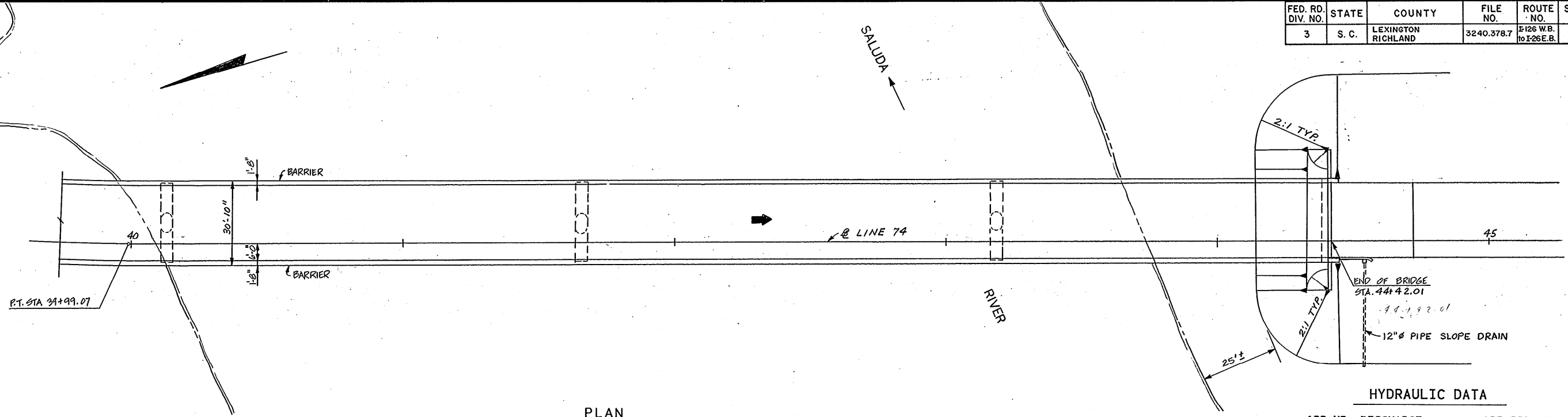
HENSLEY - SCHMIDT / LEON CAMPBELL AND ASSOCIATES A JOINT VENTURE COLUMBIA, S.C. - ATLANTA, GA.			
S. C. STATE HIGHWAY DEPARTMENT BRIDGE DIVISION COLUMBIA S. C.			
PLAN & PROFILE BRIDGE 14B-STEEL ALTERNATE LINE 74 OVER I-26, C.N. & L. R.R., I-26 AND SALUDA RIVER			
REV.		FILE NO.	COUNTY
REV.		3240.378.7	LEXINGTON-RICHLAND
REV.		APPROVED BY	APPROVED BY
REV.		ASST. BRIDGE ENGINEER-DESIGN	BRIDGE ENGINEER-DESIGN
QUAN.	JFM	JPM	3/83
TR.			
DR.	SKB	JFM	3/83
DES.	CEM	JPM	3/83
BY	CHK'D	DATE	

FED. RD. DIV. NO.	STATE	COUNTY	FILE NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	LEXINGTON RICHLAND	3240.378.7	I-26 W.B. TO I-26 E.B.	20	69



HENSLEY - SCHMIDT / LEON CAMPBELL AND ASSOCIATES A JOINT VENTURE COLUMBIA, S.C. - ATLANTA, GA.					
S. C. STATE HIGHWAY DEPARTMENT BRIDGE DIVISION COLUMBIA S. C.					
PLAN & PROFILE BRIDGE 14B-STEEL ALTERNATE LINE 74 OVER I-26, C.N. & L. R.R., I-26 AND SALUDA RIVER					
REV.					
REV.					
REV.					
REV.					
REVIEWED	JPM				
QUAN.	JFM	JFM	3/83	FILE NO.	3240.378.7
TR.				COUNTY	LEXINGTON-RICHLAND
DR.	SKB	JFM	3/83	ROUTE NO.	I-26 W.B. TO I-26 E.B.
DES.	CEM	JFM	3/83	DATE	4/83
BY	CHK'D	DATE		ASS'T. BRIDGE ENGINEER-DESIGN	BRIDGE ENGINEER-DESIGN

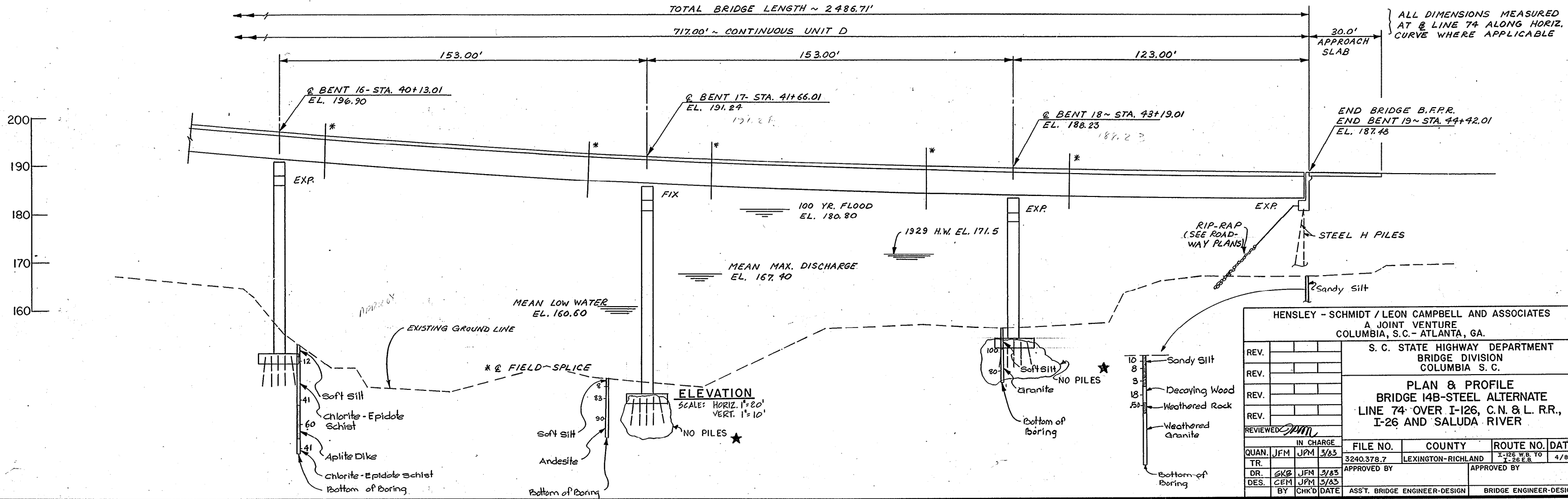
FED. RD. DIV. NO.	STATE	COUNTY	FILE NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S.C.	LEXINGTON RICHLAND	3240.378.7	I-26 W.B. TO I-26 E.B.	21	69



PLAN
SCALE: 1"=20'

HYDRAULIC DATA

100 YR. DISCHARGE	105,000 CFS
100 YR. VELOCITY	6.84 FPS AVG.
100 YR. BRIDGE OPENING	15,356 SQ.FT.
100 YR. FLOOD ELEVATION	180.80



TOTAL BRIDGE LENGTH ~ 2486.71'

717.00' ~ CONTINUOUS UNIT D

30.0' APPROACH SLAB

ALL DIMENSIONS MEASURED AT @ LINE 74 ALONG HORIZ. CURVE WHERE APPLICABLE

@ BENT 16- STA. 40+13.01
EL. 196.90

@ BENT 17- STA. 41+66.01
EL. 191.24

@ BENT 18- STA. 43+19.01
EL. 188.23

END BRIDGE B.F.P.R.
END BENT 19- STA. 44+42.01
EL. 187.48

EXP

FIX

EXP

EXP

100 YR. FLOOD
EL. 180.80

1929 H.W. EL. 171.5

MEAN MAX. DISCHARGE
EL. 167.40

MEAN LOW WATER
EL. 160.60

EXISTING GROUND LINE

* @ FIELD-SPLICE

ELEVATION
SCALE: HORIZ. 1"=20'
VERT. 1"=10'

NO PILES

NO PILES

Bottom of Boring

10

8

3

18

50

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United States Department of the Interior

FISH AND WILDLIFE SERVICE

176 Croghan Spur Road, Suite 200
Charleston, South Carolina 29407



March 28, 2018

Mr. Edward Frierson
NEPA Coordinator
South Carolina Department of Transportation
P.O. Box 191
Columbia, SC 29202-0191

Re: SCDOT, Natural Resources Technical Report, Carolina Crossroads, Lexington
and Richland Counties, SC, FWS Log No. 2018-I-0645

Dear Mr. Frierson:

The U.S. Fish and Wildlife Service (Service) has received the Natural Resources Technical Report (NRTR) regarding South Carolina Department of Transportation's (SCDOT) proposed Carolina Crossroads project in Lexington and Richland Counties, South Carolina. The proposed project entails redesigning and improving the I-26, I-126, and I-20 corridor by upgrading interchanges, replacing bridges, widening roadways, and other actions. This NRTR includes a review of each of the threatened and endangered (T&E) species that are known to occur, or may occur, within Lexington and Richland Counties. A survey for these species was performed in order to facilitate consultation with the Service as required by the Endangered Species Act of 1973 (ESA), as amended. The results are detailed and tabulated in the NRTR with a final determination of effect.

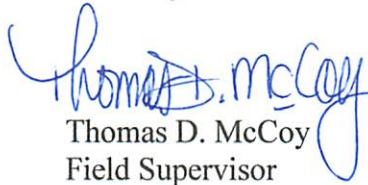
The SCDOT conducted surveys for T&E species that are known to occur in both counties in order to determine their presence within the project corridor. The presence of suitable habitat for each species was also examined during the surveys. The SCDOT did not locate individuals of, or suitable habitat for, the American wood stork, Canby's dropwort, Michaux's sumac, or rough-leaved loosestrife. As such, SCDOT determined the project would have no effect upon these species. Consultation is not required for no effect determinations. Suitable habitat was found for the smooth coneflower and red-cockaded woodpecker (RCW); however, no individuals for either species were located. Due to the presence of suitable habitat SCDOT conclude that the project may affect, but is not likely to adversely affect the RCW or smooth coneflower.

Upon review of the information provided, the Service concurs with SCDOT's determination that the Carolina Crossroads project may effect, but is not likely to adversely affect the RCW or smooth coneflower. Please contact the National Oceanic

and Atmospheric Administration for consultation requirements regarding the Atlantic and short-nose sturgeon. Please note that obligations under section 7 of the ESA must be reconsidered if: (1) new information reveals impacts of this identified action may affect any listed species or critical habitat in a manner not previously considered; (2) this action is subsequently modified in a manner, which was not considered in this assessment; or (3) a new species is listed or critical habitat is designated that may be affected by the identified action.

If you have any questions regarding the Service's determination, please do not hesitate to contact Mr. Mark Caldwell at (843) 727-4707 ext. 215, and reference FWS Log No. 2018-I-0645.

Sincerely,

A handwritten signature in blue ink, appearing to read "Thomas D. McCoy". The signature is stylized with a large initial "T" and a long, sweeping underline.

Thomas D. McCoy
Field Supervisor

TDM/MAC

February 13, 2018

Ms. Dana Higgins
Director of Engineering
Columbia Water Department of Engineering
P.O. Box 147
Columbia, SC 29217

Re: Carolina Crossroads (I-26/126/20) Corridor Improvements

Dear Ms. Higgins:

The South Carolina Department of Transportation (SCDOT), in consultation with the Federal Highway Administration (FHWA), is proposing improvements within the Carolina Crossroads I-20/26/126 corridor in Columbia, South Carolina. The project is proposed to be constructed with state and federal dollars, and as such, an Environmental Impact Statement (EIS), in accordance with the National Environmental Policy Act (NEPA) is being developed. The EIS will document potential impacts to a variety of resources, including publicly-owned parklands, recreation facilities, and greenway trails. The project impacts are also evaluated pursuant to Section 4(f) of the Department of Transportation Act of 1966 (U.S. DOT Act), which is a provision of a federal transportation law (Title 49, USC 303) that provides protection to public parks, historic sites, and wildlife refuges. The Saluda Riverwalk, which is within the project limits of the Carolina Crossroads project, is a property protected under Section 4(f).

As a part of this project, a new interstate ramp would be constructed from I-26 westbound to I-126 eastbound. This would result in a new bridge over the Saluda River and over the Saluda Riverwalk (see attached figure). The bridge would have a minimum height of approximately 17 feet, which will maintain adequate clearance for users of the trail. No bridge pilings would be located on the trail, and the long-term access and use of the trail would not be affected. A restroom facility (defined as a "floatable composting toilet") associated with the Saluda Riverwalk is planned in proximity to the proposed right of way for the project. While the Carolina Crossroads project would not directly impact this facility, temporary closure of the trail and closure or relocation of the restroom facility would be required during construction for safety reasons. The total construction period over the trail is expected to be approximately 36 months. SCDOT will notify the City of Columbia Parks and Recreation Department at least 48 hours in advance as to when the trail will be temporarily closed, and SCDOT will work closely with Parks and Recreation to communicate the closing to trail users. When construction is complete, the condition of the trail will be equal to existing conditions.

After careful review of the resources associated with the Saluda Riverwalk and consultation with you, SCDOT, in coordination with FHWA, has determined that the project would result in a *de minimis*, or minimal, impact to the trail and restroom facility. Per guidance relative to Section 4(f) of the U.S. DOT Act, the FHWA and SCDOT are required to inform and



de minimis impact determination that the project “will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).”

Since the project impacts will be temporary and no permanent impacts to the trail or its access are anticipated, SCDOT believes the project is consistent with the use of the property and would not cause harm to the recreational value of the trail. SCDOT is seeking your concurrence with these findings for inclusion in the Draft EIS. Following the release and public review of the Draft EIS, your concurrence will permit FHWA to conclude its Section 4(f) responsibility, with respect to these resources, with a determination that the project will have *de minimis* impacts on the resources. If in agreement with these findings, please indicate your concurrence by signing and dating this letter in the space below and returning a copy.

Please respond within 15 days if you have any objections or if you need additional information.

Sincerely,



Chad Long
Environmental Director

CCL:bag

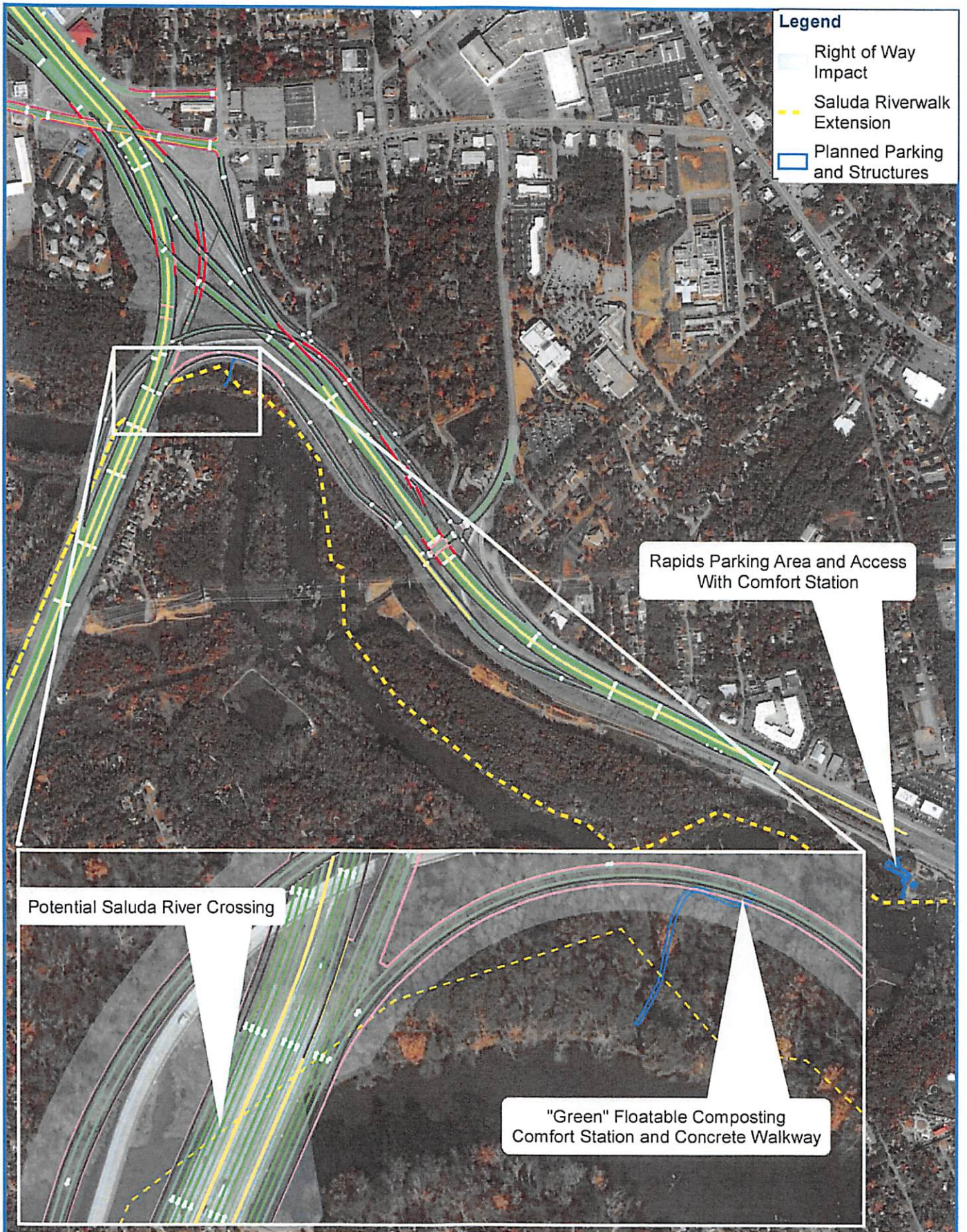
Enclosures

cc: Michelle Herrell, FHWA
Brian Klauk, SCDOT

As the official with jurisdiction over the referenced resources, I (do / ~~do not~~) concur in the above determination.

Signed:  Date: 3-26-2018





RA Impacts

From: [Jurgelski, Bill M.](#)
To: [Belcher, Jeffrey \(FHWA\)](#); russtown@nc-chokeee.com; syerka@nc-chokeee.com; sbird@ukb-nsn.gov; Section106@mcn-nsn.gov
Subject: P027662 - Carolina Crossroads I-20, I-26, I-126 Corridor Improvements, Lexington and Richland Counties SC
Date: Friday, March 23, 2018 10:41:22 AM
Attachments: [P027662 -Carolina Crossroads I-20, I-26, I-126 Corridor Improvements, Lexington and Richland Counties SC Transmittal Letter.pdf](#)

All,

Attached is a signed transmittal letter for a Phase 1 cultural resources survey of areas potentially affected by proposed improvements to the "Carolina Crossroads" (I-20/26/126) corridor in Lexington and Richland Counties, South Carolina. The report PDF is around 90 megabytes in size so I am sending it separately via WeTransfer. If you don't receive the report link or have any problems downloading it please let me know and I will send it to you another way. Also, if you have any questions or comments about the project or the report please let me know.

Thanks,

-Bill

Bill Jurgelski
SCDOT Staff Archaeologist
955 Park Street
Columbia, SC 29202
803.737.1448

From: [Belcher, Jeffrey \(FHWA\)](#)
To: elizabeth-toombs@cherokee.org
Cc: ["JurgelskWM@scdot.org"](mailto:JurgelskWM@scdot.org); [Herrell, Michelle \(FHWA\)](#)
Subject: FHWA South Carolina: P027662 - Carolina Crossroads I-20, I-26, I-126 Corridor Improvements, Lexington and Richland Counties SC
Date: Monday, March 26, 2018 9:03:54 AM
Attachments: [P027662 -Carolina Crossroads I-20, I-26, I-126 Corridor Improvements, Lexington and Richland Counties SC Transmittal Letter.pdf](#)
[Carolina Crossroads Cultural Resource Survey Download Link.pdf](#)
Importance: High

Ms. Toombs,

For your review and comment. The survey report is large so the download link for the report is attached.

J. Shane Belcher
Environmental Coordinator
Federal Highway Administration
1835 Assembly Street, Suite 1270
Columbia, SC 29201
Phone: 803-253-3187
Fax: 803-253-3989

From: Jurgelski, Bill M. [mailto:JurgelskWM@scdot.org]
Sent: Friday, March 23, 2018 10:40 AM
To: Belcher, Jeffrey (FHWA) <Jeffrey.Belcher@dot.gov>; rustown@nc-cherokee.com; syerka@nc-cherokee.com; sbird@ukb-nsn.gov; Section106@mcn-nsn.gov
Subject: P027662 - Carolina Crossroads I-20, I-26, I-126 Corridor Improvements, Lexington and Richland Counties SC

All,

Attached is a signed transmittal letter for a Phase 1 cultural resources survey of areas potentially affected by proposed improvements to the "Carolina Crossroads" (I-20/26/126) corridor in Lexington and Richland Counties, South Carolina. The report PDF is around 90 megabytes in size so I am sending it separately via WeTransfer. If you don't receive the report link or have any problems downloading it please let me know and I will send it to you another way. Also, if you have any questions or comments about the project or the report please let me know.

Thanks,

-Bill

Bill Jurgelski
SCDOT Staff Archaeologist
955 Park Street
Columbia, SC 29202
803.737.1448



South Carolina
Department of Transportation

MAR 26 2018

BY: 2018-66-9

March 23, 2018

RECEIVED
APR 24 2018

Environmental Management
SCDOT

Dr. Adrienne Daggett
Transportation Review Coordinator
South Carolina Department of Archives and History
8301 Parklane Road
Columbia, SC 29223-4905

RE: Draft Report: Cultural Resources Survey of the Proposed Improvements to the Carolina Crossroads Corridor, Lexington and Richland Counties, South Carolina.

Dear Dr. Daggett:

Please find enclosed two copies of the above-referenced report that describes cultural resources investigations conducted for the proposed improvements to the "Carolina Crossroads" (I-20/26/126) corridor in **Lexington and Richland Counties**, South Carolina.

The proposed undertaking involves improvements to I-20, I-26, and I-126 in the area where these highways intersect, west of the city of Columbia. This area is currently a major pinch point for commuters and travelers passing through the region. The Area of Potential Effect (APE) for the project encompasses I-20 between the Saluda River and the Broad River, I-26 between US 378 (Sunset Boulevard) and a point north of the I-26 and US 76/176 (Broad River Road) Interchange, and I-126 between Greystone Boulevard and I-26 in Lexington and Richland counties. The project study area included the existing SCDOT right of way (ROW) within the APE and a minimum of 100 feet beyond the existing ROW along the major thoroughfares, and on secondary roads for a distance of 1,000 feet in each direction at interchanges. Frontage roads along the identified interstate corridors were also included in the project study area. The cultural resources investigations included examinations of both the archaeological and historic architectural resources within the study area.

The archaeological survey resulted in the discovery of one new site and three isolated finds. The newly recorded site, 38LX655, consists primarily of a scatter of lithic debitage and prehistoric sherds dating to the Middle and Late Archaic periods. The isolated finds consisted of a fragment of a small porcelain figure (IF 1), two quartz flake fragments (IF 2) and a single quartz flake fragment and an undecorated whiteware fragment (IF 3). Site 38LX655 and the three isolated finds are recommended as **not eligible** for inclusion on the National Register of Historic Places (NRHP).

➤ Nine previously recorded archaeological sites, 38RD59, 38RD287, 38RD133, 38LX235, 38LX236, 38RD277, 38LX20, 38LX212 and 38LX238 were also revisited and reassessed during the survey. These sites include the remnants of an early 19th century canal, a railroad trestle, a historic artifact scatter, five prehistoric artifact scatters, and one artifact scatter that had both prehistoric and historic components. With the exception of 38RD59 all of these sites, or the portions of the sites that extend into the current project area, are recommended as **not eligible** for inclusion on the NRHP. Many of the sites were found to have been severely damaged or destroyed by development that has occurred since the time that they were originally recorded.

Site 38RD59, the Saluda Canal, consists of the remains of a transportation canal dating to the early 19th century. Today the canal would more appropriately be recorded and evaluated as an architectural resource. However, because it was recorded as an archaeological site when initially documented in 1972 a decision was made to retain this designation during the current survey. The canal was constructed to allow boats to bypass what are presently known as the Saluda Rapids, which stretch for about two miles along the Saluda River just above its juncture with the Broad River. Approximately 4000 feet of the original canal bed are known to exist. The remainder of the canal has been destroyed by modern development. Approximately 900 feet of intact canal bed and two stone features believed to be associated with the canal are present within the Carolina Crossroads study area. Site 38RD59 is recommended as **eligible** for inclusion on the NRHP under Criteria A, C, and D in the areas of commerce, engineering, and transportation.

The historic architectural resources field survey identified twenty-eight (28) architectural resources 50 years of age or older within or near the project study area. The newly recorded resources include commercial and residential structures, churches, a school, and several subdivisions. All of the newly identified historic architectural resources are recommended **not eligible** for inclusion on the NRHP.

Based on the results of the background research and field investigations, the Department has determined that one historic property, site 38RD59, the Saluda Canal, is present within the APE of the proposed undertaking. However, the preferred alignments for the proposed Carolina Crossroads Improvement Project have been designed so that no portion of the proposed ramps or other structures will span the portion of the canal within the project APE. As designed, the closest structural elements associated with the preferred alternatives for the project will be located approximately 32 feet to the north of the canal bed. Based on this, the proposed undertaking will have **no adverse effect** to this NRHP eligible resource. **No other historic properties will be affected by the proposed undertaking.**

Per the terms of the Section 106 Programmatic Agreement executed on October 6, 2017, the Department is providing this information on behalf of the Federal Highway Administration. It is requested that you review the enclosed material, and, if appropriate, indicate your concurrence in the Department's findings. Please respond within 30 days if you have any objections or if you have need of additional information.

Sincerely,

Bill Jurgelski
Bill Jurgelski
Archaeologist

WMJ:wmj

I ~~(do not)~~ concur in the above determination.

Signed: Shane Belcher & Stephen Yerka Date: 4/4/18

ec: Shane Belcher, FHWA
Stephen Yerka, Eastern Band of Cherokee Indians

Russell Townsend, Eastern Band of Cherokee Indians
Elizabeth Toombs, Cherokee Nation
Sheila Bird, United Keetoowah
LeeAnne Wendt, Muscogee (Creek) Nation

cc: Wenonah G. Haire, Catawba Nation THPO
Keith Derting, SCIAA

File: ENV/WMJ



U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

April 9, 2018

1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201
803-765-5411
803-253-3989

In Reply Refer To:
HDA-SC

Ms. Alya Singh-White
Life Scientist/Biologist
U.S. Environmental Protection Agency
NEPA Program Office
61 Forsyth St., SW
Atlanta, GA 30303

Subject: Carolina Crossroads Preliminary DEIS Submittal

Dear Ms. Singh-White:

The Federal Highway Administration (FHWA) South Carolina Division Office is submitting the preliminary Draft Environmental Impact Statement for the Carolina Crossroads Project in Lexington and Richland counties, SC for your review.

The document is a preliminary draft for internal review only and shall not be shared with any person outside of the USEPA. Since this document is considered a working draft and it may contain preliminary conclusions not necessarily reflected in the final decision, all requests for any portion of this material should be denied under Exemption 5 of the Freedom of Information Act (FOIA) and the Department of Transportation implementing regulation (49 CFR Part 7). Any requests for materials from outside the USEPA should be forwarded to the FHWA South Carolina Division.

If you have any questions or would like to discuss this project in more detail, please contact Ms. Michelle Herrell at 803-765-5460 or Mr. J. Shane Belcher at 803-253-3187.

Sincerely,

Michelle Herrell
Environmental Protection Specialist

Enclosure

cc: Chad Long, SCDOT Director of Environmental Services



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CHEROKEE NATION®
P.O. Box 948 • Tahlequah, OK 74465-0948 • 918-453-5000 • cherokee.org

Office of the Chief

Bill John Baker
Principal Chief
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S. Joe Crittenden
Deputy Principal Chief
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ᏌᏍᏉ ᏌᏍᏉᏍᏉ ᏌᏍᏉᏍᏉ

April 26, 2018

J. Shane Belcher
Federal Highway Administration, South Carolina Division
1865 Assembly Street, Suite 1270
Columbia, SC 29201

Re: P027662 – Carolina Crossroads I-20, I-26, I-126 Corridor Improvements in Lexington and Richland Counties

Mr. J. Shane Belcher:

The Cherokee Nation (Nation) is in receipt of your correspondence about and related report for **P027662 – Carolina Crossroads I-20, I-26, I-126 Corridor Improvements in Lexington and Richland Counties**, and appreciates the opportunity to provide comment upon this project. Please allow this letter to serve as the Nation's interest in acting as a consulting party to this project.

The Nation maintains databases and records of cultural, historic, and pre-historic resources in this area. Our Historic Preservation Office reviewed this project, cross referenced the project's legal description against our information, and found instances where this project intersects or adjoins such resources. However, the Nation does not object to this project proceeding as long as the following recommendations are observed:

- The Nation concurs with the work plan provided for Site 38RD59 for The Saluda Canal. The Nation requests that the Saluda Canal is protected from direct and indirect effects throughout the course of this project;
- The Nation requests that an archeological professional is present during any ground disturbing activities related to 38LX0212;
- The Nation requests that Sites 38RD1176, 38RD1175, and 38RD0140 are protected from indirect effects, including borrow sites and equipment staging;
- The Nation requests that the Federal Highway Administration (FHWA) re-contact this Office if there are any changes to the activities within or the scope of the Area of Potential Effect;
- The Nation requests that FHWA halt all project activities immediately and re-contact our Offices for further consultation if items of cultural significance are discovered during the course of this project; and

P027662 – Carolina Crossroads I-20, I-26, I-126 Corridor Improvements in Lexington and Richland Counties
April 26, 2018
Page 2 of 2

- The Nation requests that the Department of the Interior conduct appropriate inquiries with other pertinent Historic Preservation Offices regarding historic and prehistoric resources not included in the Nation's databases or records.

If you require additional information or have any questions, please contact me at your convenience. Thank you for your time and attention to this matter.

Wado,



Elizabeth Toombs, Tribal Historic Preservation Officer
Cherokee Nation Tribal Historic Preservation Office
elizabeth-toombs@cherokee.org
918.453.5389

From: Jurgelski, Bill M.
To: [Fletcher, Joshua](#); [Belcher, Jeffery - FHWA](#); [Long, Chad C.](#)
Subject: FW: P027662 - Carolina Crossroads I-20, I-26, I-126 Corridor Improvements, Lexington and Richland Counties SC
Date: Friday, April 27, 2018 10:51:31 AM

FYI

From: Section106 [mailto:Section106@mcn-nsn.gov]
Sent: Friday, April 27, 2018 10:33 AM
To: Jurgelski, Bill M.
Subject: RE: P027662 - Carolina Crossroads I-20, I-26, I-126 Corridor Improvements, Lexington and Richland Counties SC

*** This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. ***

Mr. Jurgelski,

Thank you for contacting the Muscogee (Creek) Nation concerning the Draft Report: Cultural Resources Survey of the Proposed Improvements to the Carolina Crossroads Corridor in Lexington and Richland Counties, South Carolina. This project is located within our historic area of interest and is of importance to us. After reviewing the material provided, it has been determined that the Muscogee (Creek) Nation has no objections to the proposed project. Please consider this letter as our concurrence to your request and findings of **no historic or traditional cultural properties affected**. However, should cultural material or human remains be encountered during ground disturbance, construction or demolition, we request to be notified. Also, if there are any additional updates, we ask to be informed of these. Should further information or comment be needed, please do not hesitate to contact me at (918) 732-7852 or by email at lwendt@mcn-nsn.gov.

Regards,
LeeAnne Wendt

LeeAnne Wendt, M.A., RPA
Historic and Cultural Preservation Department, Tribal Archaeologist
Muscogee (Creek) Nation
P.O. Box 580 / Okmulgee, OK 74447
T 918.732.7852
F 918.758.0649
lwendt@MCN-nsn.gov
<http://www.muscogeenation-nsn.gov/>

From: Jurgelski, Bill M. [mailto:JurgelskWM@scdot.org]
Sent: Friday, March 23, 2018 9:40 AM
To: Belcher, Jeffery - FHWA; russtown@nc-chokeee.com; syerka@nc-chokeee.com;

nsn.gov; Section106

Subject: P027662 - Carolina Crossroads I-20, I-26, I-126 Corridor Improvements, Lexington and Richland Counties SC

All,

Attached is a signed transmittal letter for a Phase 1 cultural resources survey of areas potentially affected by proposed improvements to the "Carolina Crossroads" (I-20/26/126) corridor in Lexington and Richland Counties, South Carolina. The report PDF is around 90 megabytes in size so I am sending it separately via WeTransfer. If you don't receive the report link or have any problems downloading it please let me know and I will send it to you another way. Also, if you have any questions or comments about the project or the report please let me know.

Thanks,

-Bill

Bill Jurgelski
SCDOT Staff Archaeologist
955 Park Street
Columbia, SC 29202
803.737.1448



South Carolina
Department of Transportation

May 4, 2018

Dr. Adrienne Daggett
Transportation Review Coordinator
South Carolina Department of Archives and History
8301 Parklane Road
Columbia, SC 29223-4905

RE: Final Report: Cultural Resources Survey of the Proposed Improvements to the Carolina Crossroads Corridor, Lexington and Richland Counties, South Carolina.

Dear Dr. Daggett:

Please find enclosed two copies of the above-referenced report that describes cultural resources investigations conducted for the proposed improvements to the "Carolina Crossroads" (I-20/26/126) corridor in **Lexington and Richland Counties**, South Carolina. This draft incorporates suggestions made by your office on April 4, 2018.

The proposed undertaking involves improvements to I-20, I-26, and I-126 in the area where these highways intersect, west of the city of Columbia. This area is currently a major pinch point for commuters and travelers passing through the region. The Area of Potential Effect (APE) for the project encompasses I-20 between the Saluda River and the Broad River, I-26 between US 378 (Sunset Boulevard) and a point north of the I-26 and US 76/176 (Broad River Road) Interchange, and I-126 between Greystone Boulevard and I-26 in Lexington and Richland counties. The project study area included the existing SCDOT right of way (ROW) within the APE and a minimum of 100 feet beyond the existing ROW along the major thoroughfares, and on secondary roads for a distance of 1,000 feet in each direction at interchanges. Frontage roads along the identified interstate corridors were also included in the project study area. The cultural resources investigations included examinations of both the archaeological and historic architectural resources within the study area.

The archaeological survey resulted in the discovery of one new site and three isolated finds. The newly recorded site, 38LX655, consists primarily of a scatter of lithic debitage and prehistoric sherds dating to the Middle and Late Archaic periods. The isolated finds consisted of a fragment of a small porcelain figure (IF 1), two quartz flake fragments (IF 2) and a single quartz flake fragment and an undecorated whiteware fragment (IF 3). Site 38LX655 and the three isolated finds are recommended as **not eligible** for inclusion on the National Register of Historic Places (NRHP).

Nine previously recorded archaeological sites, 38RD59, 38RD287, 38RD133, 38LX235, 38LX236, 38RD277, 38LX20, 38LX212 and 38LX238 were also revisited and reassessed during the survey. These sites include the remnants of an early 19th century canal, a railroad trestle, a historic artifact scatter, five prehistoric artifact scatters, and one artifact scatter that had both prehistoric and historic components. Many of the sites were found to have been severely damaged or destroyed by development that has occurred since the time that they were originally recorded. Sites 38RD277, 38RD287, 38LX236, and 38LX655 were determined to be **not eligible** for NRHP listing. No further archaeological investigation is recommended for these resources. The portions



of sites 38RD133, 38LX20, 38LX212, 38LX235, and 38LX238 that intersect with the survey area were determined to be **noncontributing** to the NRHP eligibility status of the resources; however, other portions of these sites extended outside of the current survey boundaries or could not be tested. As such, the overall eligibility status of these sites is recommended as **unevaluated**. With the exception of 38RD59 all of these sites, or the portions of the sites that extend into the current project area, are recommended as **not eligible** for inclusion on the NRHP.

Site 38RD59, the Saluda Canal, consists of the remains of a transportation canal dating to the early 19th century. Today the canal would more appropriately be recorded and evaluated as an architectural resource. However, because it was recorded as an archaeological site when initially documented in 1972 a decision was made to retain this designation during the current survey. The canal was constructed to allow boats to bypass what are presently known as the Saluda Rapids, which stretch for about two miles along the Saluda River just above its juncture with the Broad River. Approximately 4000 feet of the original canal bed are known to exist. The remainder of the canal has been destroyed by modern development. Approximately 900 feet of intact canal bed and two stone features believed to be associated with the canal are present within the Carolina Crossroads study area. Site 38RD59 is recommended as **eligible** for inclusion on the NRHP under Criteria A, C, and D in the areas of commerce, engineering, and transportation.

The historic architectural resources field survey identified twenty-eight (28) architectural resources 50 years of age or older within or near the project study area. The newly recorded resources include commercial and residential structures, churches, a school, and several subdivisions. All of the newly identified historic architectural resources are recommended **not eligible** for inclusion on the NRHP.

Based on the results of the background research and field investigations, the Department has determined that one historic property, site 38RD59, the Saluda Canal, is present within the APE of the proposed undertaking. However, the preferred alignments for the proposed Carolina Crossroads Improvement Project have been designed so that no portion of the proposed ramps or other structures will span the portion of the canal within the project APE. As designed, the closest structural elements associated with the preferred alternatives for the project will be located approximately 32 feet to the north of the canal bed. Based on this, the proposed undertaking will have **no adverse effect** to this NRHP eligible resource. **No other historic properties will be affected by the proposed undertaking.**

Per the terms of the Section 106 Programmatic Agreement executed on October 6, 2017, the Department is providing this information on behalf of the Federal Highway Administration. It is requested that you review the enclosed material, and, if appropriate, indicate your concurrence in the Department's findings. Please respond within 30 days if you have any objections or if you have need of additional information.

Sincerely,

Bill Jurgelski

Bill Jurgelski
Archaeologist

WMJ:wmj

I (do not) concur in the above determination.

Signed:  Date: May the Fourth 2018

cc: Shane Belcher, FHWA
Stephen Yerka, Eastern Band of Cherokee Indians
Russell Townsend, Eastern Band of Cherokee Indians
Elizabeth Toombs, Cherokee Nation
LeeAnne Wendt, Muscogee (Creek) Nation

cc: Wenonah G. Haire, Catawba Nation THPO
Sheila Bird, United Keetoowah
Keith Derting, SCIAA

File: ENV/WMJ

From: [Section106](#)
To: [Jurgelski, Bill M.](#)
Subject: RE: P027662 - Carolina Crossroads I-20, I-26, I-126 Corridor Improvements, Lexington and Richland Counties SC
Date: Thursday, May 17, 2018 11:17:54 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

*** This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. ***

Mr. Jurgelski,

Thank you for contacting the Muscogee (Creek) Nation concerning the Proposed Carolina Crossroads: I-20, I-26, and I-126 Corridor Improvements in Lexington and Richland Counties, South Carolina. This project is located within our historic area of interest and is of importance to us. After reviewing the material provided, it has been determined that the Muscogee (Creek) Nation has no objections to the proposed project. Please consider this letter as our concurrence to your request and findings of **no historic or traditional cultural properties affected**. However, should cultural material or human remains be encountered during ground disturbance, construction or demolition, we request to be notified. Also, if there are any additional updates, we ask to be informed of these. Should further information or comment be needed, please do not hesitate to contact me at (918) 732-7852 or by email at lwendt@mcn-nsn.gov.

Regards,
LeeAnne Wendt

LeeAnne Wendt, M.A., RPA
Historic and Cultural Preservation Department, Tribal Archaeologist
Muscogee (Creek) Nation
P.O. Box 580 / Okmulgee, OK 74447
T 918.732.7852
F 918.758.0649
lwendt@MCN-nsn.gov
<http://www.muscogeenation-nsn.gov/>

From: Jurgelski, Bill M. [mailto:JurgelskWM@scdot.org]
Sent: Friday, May 04, 2018 12:48 PM
To: Belcher, Jeffery - FHWA; rustown@nc-chokeee.com; syerka@nc-chokeee.com; Section106
Subject: P027662 - Carolina Crossroads I-20, I-26, I-126 Corridor Improvements, Lexington and Richland Counties SC

All,

Attached is a signed transmittal letter for a revised report on a Phase 1 cultural resources survey of areas potentially affected by proposed improvements to the "Carolina Crossroads" (I-20/26/126)

corridor in Lexington and Richland Counties, South Carolina. The revised report can be downloaded from the link below. If you have any difficulty with the download please let me know and I will send it to you another way. Also, if you have any questions or comments about the project or the report please let me know.

Thanks,

-Bill

Bill Jurgelski
SCDOT Staff Archaeologist
955 Park Street
Columbia, SC 29202
803.737.1448

Here's the document that Burdette, Benjamin shared with you.



This link will work for anyone.



[CCR_Draft_Phase I Report_Final Report](#)

Open



Microsoft OneDrive

Microsoft respects your privacy. To learn more, please read our [Privacy Statement](#).
Microsoft Corporation, One Microsoft Way, Redmond, WA 98052

Carolina Crossroads
Correspondence
Agency Review Comments on Draft DEIS

-----Original Message-----

From: Brumagin, Stephen A (Steve) CIV USARMY CESAC (US) [mailto:Stephen.A.Brumagin@usace.army.mil]
Sent: Tuesday, December 12, 2017 8:50 AM
To: Herrell, Michelle (FHWA); Long, Chad C.
Cc: Hughes, Travis G CIV USARMY CESAC (US); Cooper, Gina C CIV USARMY CESAC (US)
Subject: Carolina Crossroads Chapter 1 comments

*** This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. ***

Michelle and Chad,

Thank you for the opportunity to comment on the DEIS as it progresses. We have reviewed the draft Chapter 1 of the DEIS provided via email and have no suggested changes to the current information; however, we provide the following to consider including in Chapter 1, or other locations in the DEIS.

As referenced in our letter to SCDOT and FHWA of May 20, 2016, our office recognizes the value of working toward a single environmental document (EIS) for the Carolina Crossroads that can satisfy both FHWA and the Corps' jurisdictional responsibilities. The decision whether to issue a DA permit will be based on an evaluation of the probable impacts of the project, including cumulative impacts of the proposed activity. The review of the proposed project will also include the application of guidelines promulgated by the Administrator of the Environmental Protection Agency, "Guidelines for Specification of Disposal Sites for Dredged or Filled Material," (Guidelines) [40 CFR 230], in conjunction with the Secretary of the Army under authority of Section 404(b) of the Clean Water Act.

The Guidelines state that no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences. An alternative is considered practicable if it is available and capable of being done after taking into consideration cost, existing technology, and logistics in light of the overall project purpose. An area not presently owned by the applicant which could reasonably be obtained, utilized, expanded or managed in order to fulfill the basic purpose of the proposed activity may be considered a practicable alternative.

Due to the fundamental differences in the responsibilities of the two Federal agencies, the Corps requests that you consider practicability and impacts to aquatic resources in the alternatives analysis as you continue to progress to a DEIS. The Corps has determined that this project is not water dependent and therefore, it is presumed that alternatives which do not impact special aquatic sites exist, unless clearly demonstrated otherwise. It would also be extremely helpful if the DEIS contained sufficient information to confirm that there are no practicable alternatives to the proposed discharge which would have less adverse impact on the aquatic ecosystem. Information to assist in this determination

includes an assessment and/or evaluation of impacts to aquatic resources for alternatives considered, and a discussion of practicability, or lack thereof, for each alternative evaluated.

If we can assist in the incorporation of these requirements into the DEIS, please let us know. We will be happy to discuss areas where these considerations could fit into the DEIS, whether that would begin in Chapter 1, or at another place in the DEIS.

If you have any questions, or would like to discuss further, please call me at (803) 253-3445 or Travis at (843) 329-3129. Please note that our participation in this effort should not be interpreted as a guarantee of a favorable permit decision, but we do expect that this effort will assist in streamlining the permit process.

Thanks.

Steve

-----Original Message-----

From: Brumagin, Stephen A (Steve) CIV USARMY CESAC (US) [mailto:Stephen.A.Brumagin@usace.army.mil]

Sent: Wednesday, April 04, 2018 3:14 PM

To: Herrell, Michelle (FHWA); Long, Chad C.

Cc: Hughes, Travis G CIV USARMY CESAC (US)

Subject: Comments on the preliminary Draft DEIS CCR dated 2-12-18

*** This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. ***

Michelle and Chad,

Attached are some of my comments on the preliminary draft DEIS for the Carolina Crossroads project that I received via a 2 CD set on February 12, 2018. I am sending this to you today because I recently learned that a revised version of the DEIS is about to hit the streets and I wanted to make sure you were aware of my concerns. Hopefully you won't find any surprises with these comments since most of these topics I have either discussed with you previously or included in earlier e-mails.... Let me know if you have any questions.

Also, I am also currently working on some comments on Chapter 1 of the DEIS entitled, "Purpose and Need" that I received last week....

Thanks.

Steve

1. The preliminary DEIS does not include any reference to the Corps written comments related to the Corps input on the project purpose and need for the Carolina Crossroads project. These determinations were included in a December 12, 2017 e-mail to FHWA and SCDOT.
2. The preliminary DEIS does not include any reference to the Corps written comments related to the need to provide additional details of Level II evaluation of alternatives in the CCR Alternatives Development and Screening Report. The request for additional information was included in a January 24, 2018, e-mail to FHWA and SCDOT. Specifically, the Level II analysis impacts matrix (Table 2.3 of the preliminary DEIS) includes information on the total area/total linear feet of waters impacted for each of the evaluated alternatives. This matrix also includes a percentage of High Quality wetlands or streams that will be impacted by each alternative. As included in the January e-mail, it is not clear how the area/linear footage values for the impacted waters were derived, the criteria utilized to determine which waters were High Quality, and how the percentages of impact to High Quality waters were determined. Since the evaluation of impacts to waters is an integral part of this DEIS Level II alternative screening evaluation, this information should be included in the body of the DEIS or in a CCR DEIS technical memorandum.
3. A summary of the details of what Level III analysis (factors for analysis of Reasonable Alternatives) should be included in Chapter 2 (Section 2.4 in preliminary DEIS). This summary should include not only analysis of impacts to the natural and human environment in the DEIS, but also how each reasonable alternative will be evaluated for practicability. This can be a summary that is further explained/evaluated in other sections of the DEIS. Please be aware this discussion of practicability is very important especially if reasonable alternatives eliminated during the Level III analysis have lesser impact to water of the U.S. than the alternative that is ultimately selected as the preferred alternative.
4. Page 17 of Chapter 3 of the preliminary DEIS (Water Resources) states that, “*A total of 55 wetland communities were identified within the project study area during site reviews. Wetlands within the project study area are listed in Table 3.8.5 and have been verified by the USACE.*” The Corps has issued a Preliminary Jurisdictional Determination, however a definitive determination requires an Approved JD. The DEIS could more accurately state that the Corps provided a Preliminary Jurisdictional Determination of aquatic resources for the Carolina Crossroads on (March 9, 2016 or the date of most recent jurisdictional determination).
5. As we have discussed previously, the Corps is not requesting that the DEIS include a separate chapter/section for the discussion of the Corps Public Interest Review (PIR) factors since many of the PIR factors are already included in the DEIS. However, it is important that you are aware of all the factors that the Corps must analyze as part of our

permit decision process. The Corps must analyze in each factor in terms of effect (negative, negligible, no effect or beneficial effect) and duration of effect (permanent or temporary). Based upon review of Chapter 3 Introduction, the preliminary DEIS has listed some resources that have been analyzed for affect and some, that due to their absence, will not be evaluated nor included in the DEIS. I would ask that an effort is made to provide enough information on each factor within the DEIS/Appendices to assist the Corps with our review. In addition, since it is likely that this information will be in different locations throughout the DEIS, it would be helpful if you would provide a table that cross references each of the Corps PIR factors to the pages/sections in the DEIS where their analysis may be found. The Corps PIR factors are;

- Conservation
- Wetlands
- Flood hazards
- Navigation
- Water supply & conservation
- Energy needs
- Mineral needs
- The needs and welfare of the people
- Economics
- Historic properties
- Floodplain values
- Shore erosion & accretion
- Safety
- Considerations of property ownership
- Aesthetics
- General environmental concerns
- Fish and wildlife values
- Land use
- Recreation
- Water quality
- Food and fiber production

6. Will Chapter 3 of the DEIS include any discussion on avoidance and minimization of impacts to the natural and human environment? And will there be any discussion of how the design build process will include further and minimization of impacts, specifically impact to waters of the U.S.
7. The DEIS Appendix G, Natural Resource Technical Report includes a “may affect, but not likely to adversely affect” determination regarding federally listed endangered or threatened species for this project. However, the Technical Report does not include any documentation of consultation with appropriate federal agencies for comment/concurrence. Will the DEIS include reports or correspondence that will document the Section 7 consultation process?
8. The DEIS Appendix H, Cultural Resource Survey does not make an effects determination, but notes that no proposed alternatives will directly impact the Saluda Canal and that it is the only identified cultural resource in/near project that may be eligible for listing. This technical report does not include documentation of consultation/concurrence from the State Historic Preservation Office. Will the DEIS include any reports, correspondence or concurrence from the SHPO on the potential of effect of the Carolina Crossroads project on Cultural Resources?



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Office of the Chief

Bill John Baker
Principal Chief
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S. Joe Crittenden
Deputy Principal Chief
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April 26, 2018

J. Shane Belcher
Federal Highway Administration, South Carolina Division
1865 Assembly Street, Suite 1270
Columbia, SC 29201

Re: P027662 – Carolina Crossroads I-20, I-26, I-126 Corridor Improvements in Lexington and Richland Counties

Mr. J. Shane Belcher:

The Cherokee Nation (Nation) is in receipt of your correspondence about and related report for **P027662 – Carolina Crossroads I-20, I-26, I-126 Corridor Improvements in Lexington and Richland Counties**, and appreciates the opportunity to provide comment upon this project. Please allow this letter to serve as the Nation's interest in acting as a consulting party to this project.

The Nation maintains databases and records of cultural, historic, and pre-historic resources in this area. Our Historic Preservation Office reviewed this project, cross referenced the project's legal description against our information, and found instances where this project intersects or adjoins such resources. However, the Nation does not object to this project proceeding as long as the following recommendations are observed:

- The Nation concurs with the work plan provided for Site 38RD59 for The Saluda Canal. The Nation requests that the Saluda Canal is protected from direct and indirect effects throughout the course of this project;
- The Nation requests that an archeological professional is present during any ground disturbing activities related to 38LX0212;
- The Nation requests that Sites 38RD1176, 38RD1175, and 38RD0140 are protected from indirect effects, including borrow sites and equipment staging;
- The Nation requests that the Federal Highway Administration (FHWA) re-contact this Office if there are any changes to the activities within or the scope of the Area of Potential Effect;
- The Nation requests that FHWA halt all project activities immediately and re-contact our Offices for further consultation if items of cultural significance are discovered during the course of this project; and

P027662 – Carolina Crossroads I-20, I-26, I-126 Corridor Improvements in Lexington and Richland Counties

April 26, 2018

Page 2 of 2

- The Nation requests that the Department of the Interior conduct appropriate inquiries with other pertinent Historic Preservation Offices regarding historic and prehistoric resources not included in the Nation's databases or records.

If you require additional information or have any questions, please contact me at your convenience. Thank you for your time and attention to this matter.

Wado,



Elizabeth Toombs, Tribal Historic Preservation Officer
Cherokee Nation Tribal Historic Preservation Office
elizabeth-toombs@cherokee.org
918.453.5389

From: "Herrell, Michelle (FHWA)" <michelle.herrell@dot.gov>
Date: June 21, 2018 at 8:05:19 AM EDT
To: "Long, Chad C." <LongCC@scdot.org>
Cc: "Belcher, Jeffrey (FHWA)" <Jeffrey.Belcher@dot.gov>
Subject: USACE comments on appendices

*** This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. ***

Hi,
Attached are USACE's comments on the purpose and need appendix and the NRTM appendix. I will track through the alt development appendix tomorrow and finish adding their comments into that and send.

I will also be sending CIA comments tomorrow from my review. Once I do that, that should be all the comments we have on the appendices internally.

Still pending comments from HQ, RC on the document/appendices.

Michelle Herrell
Environmental Protection Specialist
Federal Highway Administration | South Carolina Division Office
1835 Assembly Street, Suite 1270 | Columbia, SC 29201
P: (803) 765-5460 | F: (803) 253-3787
michelle.herrell@dot.gov



Purpose and Need Report

Table 1.1 Cooperating and Participating Agencies for the Carolina Crossroads EIS*

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

*Other agencies invited to be Participating but declined include United Keetoowah Band of Cherokee Indians. The project team will continue to consult with this agency as requested and where applicable.

Input from local communities, stakeholders, and agencies, coupled with field research and traffic analysis, has helped SCDOT and FHWA develop the purpose and need of the proposed Carolina Crossroads project. The purpose and need explains why a project is necessary and what it should achieve. Most importantly, it serves as the criteria for determining and evaluating the range of project alternatives, and ultimately selecting the preferred alternative for the project.

The U.S. Army Corps of Engineers (USACE) requires ^{will utilize the overall} ~~the establishment of a separate~~ project purpose for permit applications in order to evaluate "practicable" alternatives that may have impacts on wetlands and waters of the U.S. under the Clean Water Act. When considering USACE's purpose and need for issuing a permit, USACE looks to the need for and purpose of the project in terms of benefits to society based on public interest factors. See Section 1.9.

2 What are the project limits and how were they selected?

The I-20/26/126 corridor 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

Purpose and Need Report

- Improving interchange ramp termini at arterial and collector roads to reduce crash risk through geometric modifications

6 How is the purpose and need used to evaluate alternatives?

The primary purpose of the project – to implement a transportation solution(s) that would improve mobility and enhance traffic operations by reducing existing traffic congestion with the I-20/26/126 corridor – will be used as criteria to screen or eliminate alternatives that are not reasonable or practicable. In other words, if an alternative does not achieve the project's primary purpose, it will be eliminated from further consideration. The team will then use the secondary purposes to further compare alternatives.

First, a range of alternatives will be developed that will include an initial list of alternatives which are general in nature. Examples include:

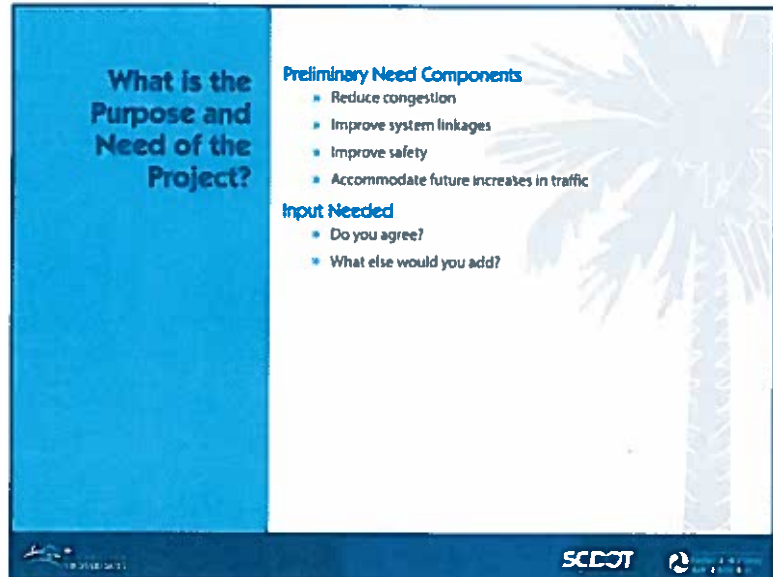
- Making changes to the existing highway transportation corridor including I-20/26/126 and/or existing arterial streets such as Broad River Road and St. Andrews Road.
- Establishing a new transportation corridor, identified by the public as a "northern connector" or "northern arterial".
- Increased travel demand management (TDM) strategies and/or add new TDM strategies such as managed lanes.
- Increased existing transportation system management (TSM) strategies or add new TSM strategies such as intersection and signal improvements, signage and lighting, and measures to correct weaving movements.
- Additional mass transit within the study area such as light rail, commuter rail, Bus Rapid Transit (BRT)
- No-Build alternative.

The initial range of alternatives was evaluated against the purpose and need under Level 1A screening including qualitative traffic metrics followed by Level 1B screening. Criteria established for metrics in Level 1A screening were essential to meeting the project purpose and need, therefore if an alternative was unable to meet them, it was considered "fatally flawed". Those alternatives that passed Level 1A screening were moved to Level 1B screening for more detailed traffic analysis to evaluate LOS, travel time, delay and v/c. Alternatives that advanced to Level 2 screening were evaluated against environmental constraints; construction feasibility, cost, and secondary need components including the ability to improve safety, improve freight mobility, improve system linkages, while minimizing community and environmental impacts. Those alternatives that advanced through Level 2 screening became Reasonable Alternatives which were evaluated in detail in this DEIS under Level 3 screening with the ultimate goal of determining a Recommended Preferred Alternative that would meet

Purpose and Need Report

7 How were the public and agencies involved in developing the project's purpose and need?

The development of project's purpose and need incorporated input from the public and various other sources during the EIS scoping process. Numerous commenters said that roads in the study area are congested and were supportive of roadway improvements to alleviate the congestion. An initial community kickoff meeting was held on May 12, 2015 to introduce the project to the public. General comments were requested and resulted in 158 comments received, covering a variety of topics including alternatives development, cost, environmental impacts, and agency and public involvement. On September 10, 2015, a public scoping meeting was held. During the public scoping meeting (both in-person and on-line), participants were asked to provide feedback on the purpose and need of the project. Sixty-three comments were received, and feedback received included:



- Safety as a primary purpose and need
- Accommodating future traffic and population of the region
- Commuting patterns
- Evacuation routes
- Address noise impacts
- Accommodating increased economic traffic from the Upstate

FHWA and SCDOT published a draft of the project purpose and need document for review by the cooperating and participating agencies, and subsequently for review by the public. Members of the public and agencies were encouraged to provide comments by e-mail, the project website, and U.S. mail within a 30-day time period.

7.1 United States Army Corps of Engineers (USACE) Determination of Purpose and Need

USACE is responsible for ^{ensuring} compliance with Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act, as well as NEPA. Under Section 404(b)(1) of the Clean Water Act, the Environmental Protection Agency, in conjunction with USACE, developed "Guidelines" to ensure compliance with Section 404 of the Clean

Purpose and Need Report

Water Act when evaluating permit applications.¹ There are four "restrictions on discharge" outlined in the 404(b)(1) Guidelines. The first "restriction" is that no discharge of dredged or fill material shall be permitted if there is a "practicable" alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem. USACE considers an alternative "practicable" if it is available and capable of being done after taking into consideration cost, existing technology, and logistics in light of the overall project purpose (40 CFR §230.10(a)(2)). Therefore, in order to determine compliance with this "restriction", USACE must determine the overall project purpose. When reviewing the proposed project, USACE must evaluate each alternative, always considering whether each of the alternatives really meets the project's purpose.

7.1.1 WHAT IS THE RESPONSIBILITY OF USACE TO REVIEW THE STATEMENT OF NEED?

USACE has general policies that guide the review of Department of the Army permits.² One such policy is the public interest review. The concept of public and private need for the proposed project is important to the balancing process of USACE's public interest review. 33 CFR §320.4(a)(2) states that part of the public interest review in the evaluation of every application is to consider the relative extent of the public and private need for the proposed structure or work. A public sector applicant's project is presumed to address some public need and USACE can defer to a state or other government entity's decision to spend public money. However, regulations indicate that USACE should make an independent review of the public need for a project from the perspective of the overall public interest. This independent review is relevant to USACE's permit decision. USACE will question the public need for a project if the proposed project appears to be unduly speculative. In the public interest review, USACE has the responsibility to balance public interest need or benefits against public interest detriments. The decision of whether to authorize the proposed project and the conditions under which it will be allowed are determined by the outcome of the general balancing process.

7.1.1.1 What were the findings of USACE regarding the Statement of Need?

The Statement of Need was developed and refined based on input from agencies and the public during the initial coordination/scoping period and through various Agency Coordination (ACE) meetings with SCDOT. The Statement of Need meets the need for FHWA, SCDOT, and USACE.

¹ 40 CFR 230. https://www.epa.gov/sites/production/files/2015-03/documents/cwa_section404b1_guidelines_40cfr230_july2010.pdf

² 33 CFR 320. <https://www.gpo.gov/fdsys/pkg/CFR-2012-title33-vol3/pdf/CFR-2012-title33-vol3-part320.pdf>

USACE
Comments

The USACE was provided a preliminary jurisdictional determination, which identifies the approximate locations and boundaries of wetlands & other aquatic resources on-site that are presumed to be the subject of regulatory jurisdiction. The USACE approved the PSD on 3/9/16 (add to).



Natural Resources Technical Report

CAROLINA
CROSSROADS

parameters including dominance of hydrophytic vegetation, wetland hydrology, and hydric soils (Environmental Laboratory, 1987).

The USACE approved the PSD on 3/9/16 (add to).

The boundaries of waters of the U.S. within the PSA were delineated between April 16, 2015, and November 18, 2015. Wetlands were determined using the Routine On-Site Determination Method as defined in the *Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory, 1987) and the appropriate Regional Supplements to the Manual. The majority of the PSA is located within the Eastern Mountains and Piedmont Region, and the southern extent of the project, in the vicinity of the US 378 (Sunset Boulevard) interchange with I-26 (Exit 110), is located within the Atlantic and Gulf Coastal Plain Region. Approval and verification of the boundaries of delineated wetland/waters of the U.S. was provided by the USACE in the Preliminary Jurisdictional Determination (PJD) issued on March 9, 2016 (SAC 2015-10870-D5). Please see Appendix C for a copy of the Jurisdictional Determination Verification Letter.

Please note: As the project has developed, the project team learned the study area would need to be enlarged to accommodate all areas of potential impact. Field reviews of the additional study area was conducted between July 25, 2017 and September 20, 2017. This report includes all waters of the U.S. delineated in 2015 and 2017 as part of the project. Approval and verification of the additional study areas is pending.

amended PSD

4.1 Wetlands

Prior to conducting fieldwork, Mead & Hunt reviewed National Wetlands Inventory (NWI) maps on the U.S. Fish and Wildlife Service (USFWS) NWI Wetlands Mapper via the internet (USFWS, 2017). Sixteen (16) wetland communities were depicted within the PSA on the NWI Wetlands Mapper within the PSA, and were mapped as two (2) Riverine systems (R2UBH), one (1) lake (L1UBHh), eight (8) freshwater ponds (PUBHh, PUBHx, and PUSCcx), one (1) freshwater emergent wetland (PEM1Fx), and four (4) freshwater forested/shrub wetlands (PFO1A, PSS1A, and PFO1A). Please see Appendix A, Figures 5-1 through 5-7 for the location and extent of NWI elements within the PSA.

A total of 55 wetland communities were identified within the PSA during site reviews, as listed in Table 3. Please see Appendix A, Figures 6-1 through 6-33 for the location and extent of delineated wetlands in the PSA.

do the project team

TABLE 3
WETLANDS WITHIN THE PROJECT STUDY AREA

Feature	Wetland Type	Figure	Acreage
Freshwater Wetland 1	Forested (PF01/PF04)	6-3	0.045
Freshwater Wetland 2	Emergent/Forested (PEM2/PF01/PF04)	6-4	0.061
Freshwater Wetland 3	Forested (PF01)	6-4	0.014
Freshwater Wetland 4	Emergent (PEM2)	6-8	0.020

Natural Resources Technical Report

the wetland include a depleted matrix. Wetland 53 is depicted on the USFWS NWI Wetland Mapper as a palustrine, scrub/shrub, broad-leaved deciduous, temporarily flooded wetland (PSS1A). A representative photograph of Wetland 53 is included in Appendix D, Photograph 188.

Wetland 54

Wetland 54 is a palustrine, forested wetland located directly east of the Tributary 49 and 0.02 mile southwest of I-126 interchange with Colonial Life Boulevard. The entire wetland is contained within the PSA and encompasses approximately 0.021 acre. The overstory of Wetland 54 is dominated by slippery elm and green ash. Understory vegetation is dominated by saplings, shrubs, and herbaceous species of red maple, green ash, and Chinese privet. Virginia creeper is a common vine in this wetland. Primary and secondary wetland hydrology indicators within Wetland 54 include: surface water, water stained leaves, and saturation. Hydric soil indicators identified in the wetland include a redox dark surface. Wetland 54 is not depicted on the USFWS NWI Wetland Mapper. A representative photograph of Wetland 54 is included in Appendix D, Photograph 189.

Wetland 55

Wetland 55 is a palustrine, emergent wetland located south of Tributary 66, north of Gracern Road and 150 feet west of Janice Drive. The entire wetland is contained within the PSA and encompasses approximately 0.015 acre. Wetland 55 is maintained by regular mowing and has no overstory. Vegetation is dominated by saplings, shrubs, and herbaceous species of green ash, arrowleaf tearthumb (*Persicaria sagittata*), common rush, and bushy seedbox. No woody vines are found in this wetland. Primary and secondary wetland hydrology indicators within Wetland 55 include: surface water, water stained leaves, drift deposits, and saturation. Hydric soil indicators identified in the wetland include soils depleted below dark surface. Wetland 55 is not depicted on the USFWS NWI Wetland Mapper. A representative photograph of Wetland 55 is included in Appendix D, Photograph 190.

4.2 Streams or Tributaries

A total of 68 streams, or tributaries, were identified ^{by the project team} within the PSA during site reviews, as listed in Table 4.

TABLE 4
STREAMS, OR TRIBUTARIES, WITHIN THE PROJECT STUDY AREA

Feature	Figure	Delineated Area	
		Linear Feet	Acre
Tributary 1	6-2	11	0.001
Tributary 2	6-2	234	0.023
Tributary 3	6-3	440	0.046
Tributary 4	6-4	160	0.019
Tributary 5	6-4	157	0.022

Natural Resources Technical Report

Tributary 66

Tributary 66 is an unnamed, intermittent tributary to the Saluda River. Tributary 66 is located approximately 50 feet north of Gracern Road and 200 feet west of its intersection with Janice Drive. Tributary 66 originates from Wetland 55, drains west, and discharges to Tributary 65 within the PSA. Tributary 66 ranges from approximately 2 to 5 feet in width, with bank heights ranging from 2 to 5 feet. Tributary 66 is contained within the PSA and is approximately 60 linear feet (0.004 acre) in total length. During field investigations, the stream channel exhibited moderate flow, moderate sinuosity, and a substrate consisting of silt and sand. Aquatic life was not directly observed within Tributary 66. Within the PSA, Tributary 66 accepts drainage from Wetland 55, the surrounding upland forest, residential development, and roadside drainage. Tributary 66 is not depicted on USGS topographic mapping, and is not included in the National Hydrography Dataset. A representative photograph of Tributary 66 is included in Appendix D, Photograph 185.

Tributary 67

Tributary 67 is an unnamed, intermittent tributary to the Saluda River. Tributary 67 is located approximately 0.02 mile south of I-126 and 0.11 mile west of the Stoneridge Road. Tributary 67 originates at a pipe outfall within the PSA, drains south and discharges to Tributary 68. Tributary 67 is approximately 4 feet in width, with bank heights ranging from 3 to 6 feet. Tributary 67 is contained within the PSA and is approximately 8 linear feet (0.001 acre) in total length. During field investigations, the stream channel exhibited moderate flow, no sinuosity, and a substrate consisting of silt, sand cobble and boulders. Aquatic life was not directly observed within Tributary 67. Within the PSA, Tributary 67 accepts drainage from the surrounding upland forest and roadside drainage. Tributary 67 is not depicted on USGS topographic mapping, or included in the National Hydrography Dataset. A representative photograph of Tributary 67 is included in Appendix D, Photograph 191.

Tributary 68

Tributary 68 is an unnamed, intermittent tributary to the Saluda River. Tributary 68 is located approximately 0.02 mile south of I-126 and 0.11 mile west of the Stoneridge Road. Tributary 68 originates at a pipe outfall within the PSA, drains south and beyond the limits of the PSA. Beyond the PSA, hydrology from Tributary 68 flows approximately 400 feet to Tributary 30 (the Saluda River). Within the PSA, Tributary 68 is approximately 8 feet in width, with bank heights ranging from 3 to 8 feet. Approximately 19 linear feet (0.003 acre) of the tributary is found within the PSA. During field investigations, the stream channel exhibited moderate flow, no sinuosity, and a substrate consisting of silt, sand cobble and boulders. Aquatic life was not directly observed within Tributary 68. Within the PSA, Tributary 68 accepts drainage from Tributary 67, the surrounding upland forest, and roadside drainage. Tributary 68 is not depicted on USGS topographic mapping, or included in the National Hydrography Dataset. A representative photograph of Tributary 68 is included in Appendix D, Photograph 192.

4.3 Ponds / Open Waters

A total of four (4) ponds and one (1) NPDES-Permitted Treatment Basin were identified within the PSA during site reviews, as listed in Table 5.

by the Project Team