

Appendix B—Agency Correspondence

Table 3.1-3 Agency Comment/Response Matrix			
Date	Agency	Comment	Response
Federal Agencies			
August 21, 2018	US Fish and Wildlife Service	We don't have any comments to offer at this time. Thank you for the opportunity.	<p>Thank you for your letter regarding the Carolina Crossroads I-20/26/126 Corridor Improvements Project in Lexington and Richland Counties, South Carolina. The South Carolina Department of Transportation (SCDOT) and the Federal Highway Administration (FHWA) appreciate your review on of the Draft Environmental Impact Statement (DEIS).</p> <p>The SCDOT project team is working to complete a FEIS and FHWA anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p>
September 11, 2018	US Environmental Protection Agency	The U.S. Environmental Protection Agency has reviewed the referenced document in accordance with Section 309 of the Clean Air Act and Section 102(2)(C) of the National Environmental Policy Act (NEPA). The South Carolina Department of Transportation (SCDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to upgrade and redesign a major section of interstate corridor in Lexington and Richland Counties that spans from 1-20 near the Saluda River crossing to the Broad River crossing; 1-26 from Broad River Road to US 378; and 1-126 from 1-26 to Colonial Life Boulevard. The primary purpose of the project, also known as 'Carolina Crossroads', is to improve mobility and enhance traffic operations by reducing existing traffic congestion	<p>Thank you for your letter regarding the Carolina Crossroads I-20/26/126 Corridor Improvements Project in Lexington and Richland Counties, South Carolina. The South Carolina Department of Transportation (SCDOT) and the Federal Highway Administration (FHWA) appreciate your review on of the Draft Environmental Impact Statement (DEIS).</p> <p>The SCDOT project team is working to complete a FEIS and FHWA anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.</p>

		<p>within the 1-20/26/126 corridor. The EPA has reviewed the DEIS and the two alternatives outlining the corridor upgrades and redesign. In addition to a No Action alternative, SCDOT considered two action alternatives that advanced through their screening process to become “reasonable alternatives” (i.e. Alternatives RAI and RAS modified).</p> <p>From this process a preferred alternative was designated (RAI). Key features of the preferred alternative include:</p> <ul style="list-style-type: none"> • A proposed turbine interchange at the 1-26 and 1-20 junction, which eliminates all loop ramps in the interchange. • Widening of 1-26 with one additional lane in each direction from US 176/Broad River Road to 1-126. • Adding new collector-distributor lanes. • Relocating the existing interchange at 1-26 and Bush River Road to eliminate traffic conflict points and weaving between Bush River Road and the 1-20/1-26 interchange. • Reconfiguring the Colonial Life Boulevard interchange to a full interchange to provide access to Bush River Road from 1-126. • Interchange improvements at each interchange from Harbison Boulevard to 1-126 on 1-26; from Bush River Road to Broad River Road on 1-20; and from 1-26 to Colonial Life Boulevard on 1-126 <p>The EPA acknowledges SCDOT’s effort in producing a comprehensive document. The DEIS clearly outlines the purpose and need of the project; presents a discussion</p>	
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		<p>of the alternatives with a thorough analysis; describes the affected environment; the assessment of environmental, transportation, social, and economic impacts; identifies mitigation measures to offset potential impacts; and presents a recommended preferred alternative. The EPA rates this DEIS as “LO” (Lack of Objections). The review has not identified any potential environmental impacts requiring substantive changes to the preferred alternative. The EPA appreciates the opportunity to review this DEIS and SCDOT’s earlier coordination efforts during scoping and project development. If you have questions on our comments, please contact Ms. Alya Singh-White, at (404) 562-9339 or singh-white.alya@epa.gov.</p>	
<p>September 11, 2018</p>	<p>US Department of the Interior</p>	<p>The Department of the Interior (Department) has reviewed the Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation for the I-20/26/126 Corridor Project in Lexington and Richland Counties, South Carolina. The Department offers the following comments and recommendations for your consideration:</p> <p>Section 4(f) Comments</p> <p>The Federal Highway Administration (FHWA) and South Carolina Department of Transportation (SCDOT) propose to upgrade the I-20/26/126 corridor and reconstruct associated interchanges in Richland and Lexington Counties, South Carolina. The purpose of the proposed project is to improve mobility, enhance traffic operations by reducing existing traffic congestions, and accommodate future traffic needs. Two build alternatives (Alternative 1 and Alternative 5</p>	<p>The South Carolina Department of Transportation intends to complete a 4(f) de minimis evaluation for the Saluda Riverwalk property. The project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The 4(f) de minimis evaluation will be included in the Final Environmental Impact Statement (FEIS).</p>

		<p>Modified) and one No-build Alternative is evaluated in the DEIS. Alternative one is identified as the Preferred Alternative.</p> <p>The Saluda Riverwalk is a protected section 4(f) property and is within the area of potential affect. The proposed project includes a new interstate ramp to be constructed from 1-26 westbound to I-26 eastbound and would result in a new bridge over the Saluda River and over the Saluda Riverwalk. While this project would not directly impact this facility, temporary closure of the trail and closure or relocation of restroom facility would be required during construction for safety reasons. Since the project impacts would be temporary and no permanent impacts to the trail or its access are anticipated the SCDOT and FHWA has determined that the project would result in deminimis, or minimal impact to the trail and restroom facility. The Department concurs that there is no prudent and feasible alternative, and that all possible planning has taken place to minimize harm to this 4(f) resource. The Department has a continuing interest in working with the SCDOT and the FHWA to ensure impacts to resources of concern to the Department are adequately addressed. For issues concerning section 4(f) resources, please contact Anita Barnett, Southeast Regional Office, National Park Service, 100 Alabama Street, 1924 Building, Atlanta Georgia, telephone 404-507-5706.</p>	
September 24, 2018	US Army Corps of Engineers	The Corps of Engineers received the Draft Environmental Impact Statement (DEIS), prepared by the Federal Highway Administration (FHWA) in	The South Carolina Department of Transportation (SCDOT) and the Federal Highway Administration (FHWA) appreciate your review on of the Draft

	<p>cooperation with the South Carolina Department of Transportation (SCDOT) for the 1-20/26/126 Corridor Project, known as Carolina Crossroads, on August 6, 2018. We appreciate the extensive coordination efforts that have gone into the development of this document. Our goal in the participation in that coordination is to assist your office in the development of a Final Environmental Impact Statement (EIS) which, to the extent practicable, addresses National Environmental Policy Act (NEPA) informational needs for the Corps as well as FHWA. This effort is expected to lead to a reduction in duplication of effort in compliance with applicable regulations and therefore to expedite the total review time associated with this project.</p> <p>Upon review of the signed DEIS, the Corps has determined that the current draft does address the Corps' NEPA concerns to the degree practicable given the information available at this time, and this office does not have further comments on this DEIS.</p> <p>In closing, we look forward to continuing our collaborative effort towards an expedient review process as we move toward future phases of this project. Please be advised that our concurrences are based upon the most current information available, and that future developments or new information may affect later stages of the regulatory review process. Though we anticipate our participation and concurrence on this project will help facilitate the permit process, it can in no way guarantee permit issuance.</p>	<p>Environmental Impact Statement (DEIS) and comments on the Clean Water Act (CWA). Please refer to Chapter 3, Section 3.7, (page 3-279 to 281) of the DEIS for an overview of SCDOT's proposed compensatory mitigation plan for the Carolina Crossroads project. SCDOT is using current mitigation regulations and guidance to develop the mitigation plan for the project, including the 2008 U.S. Army Corps of Engineers (USACE) and U.S. Environmental Protection Agency (EPA) regulations Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332) and USACE Charleston District Compensatory Mitigation Guidelines (dated October 7, 2010). Pursuant to these documents, SCDOT is monitoring existing and proposed mitigation banks that could serve the project, as well as evaluating additional forms of acceptable mitigation in the event mitigation banks cannot provide the necessary mitigation. Additional mitigation details to satisfy the 2008 Mitigation Rule and the Charleston District's SOP for mitigation will be included in the Final Environmental Impact Statement (FEIS), and we understand that additional project information would be needed for Section 404 permitting requirements before the Corps can arrive at a permit decision.</p>
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State Agencies			
September 6, 2018	Office of Regulatory Staff - Energy Office	<p>To whom it may concern:</p> <p>The SC Office of Regulatory Staff- Energy Office (Energy Office) is in receipt of your letter dated August 3, 2018 to solicit comments and to initiate interagency coordination to help identify and evaluate the environmental impacts related to the proposed construction of the project referenced as the 1-20/26/126 Corridor project (Carolina Crossroads). We appreciate this opportunity to be involved in this interagency process.</p> <p>SC Code Ann. Section 57-3-780 describes the basic functions of the Department of Transportation and requires that, “Before building or expanding existing primary highways, roads, and streets, the department shall consider and make written determination whether it is financially and physically feasible to include:</p> <ol style="list-style-type: none"> (1) high occupancy vehicle lanes, when the construction or expansion is in a metropolitan area; (2) pedestrian walkways or sidewalks; and (3) bicycle lanes or paths. <p>A copy of this determination must be submitted to the State Energy Office.” As part of our mission, the Energy Office takes this responsibility seriously and we appreciate this opportunity to be involved in the planning process. Given transportation accounts for roughly 30 percent of energy use in South Carolina and nationally, it is important to evaluate how highway/road expansion may increase or decrease</p>	<p>On October 23, 2018, Mr. Henry Phillips of the SCDOT Environmental Services Office spoke with Mr. Landon Masters of the State energy Office. The information Mr. Masters was seeking was within the DEIS. Mr. Phillips directed Mr. Masters to the information and this satisfied the request. In addition, the following written response was provided to the State Energy Office..</p> <p>As noted in Chapter 2 of the DEIS, mass transit was assessed as part of the alternatives analysis for the CCR project. It was determined that implementation of mass transit alone would not be able to sufficiently reduce congestion or improve mobility within the project corridor. Additionally, the addition of mass transit would not enhance safety, nor improve freight mobility. For these reasons, the mass transit alternative was not advanced as a stand-alone preliminary alternative for the proposed Carolina Crossroads project. However, the CMCOG and COATS’ inclusion of mass transit in the region’s LRTP and other plans and studies ensure commitments to it in the future. If the COMET and/or other regional agencies advance additional analysis, such as updating the existing CMCOG Commuter Rail Assessment, SCDOT will participate as a stakeholder in any working groups or committees that are formed to help advance the initiative.</p>

		<p>vehicle miles traveled and thereby increase or decrease energy consumption. Generally, the Energy Office supports any efforts to decrease vehicle miles traveled along South Carolina’s roadways, whether it be with bicycle and pedestrian lanes or sidewalks, promoting alternative fuels, car or van pooling, rideshare programs, transit, light synchronization, etc. Not only do these efforts reduce vehicle miles traveled, thereby reducing energy consumption, but they also typically reduce air emissions which can be harmful to human health and the environment. The Energy Office appreciates that high occupancy vehicle lanes and park and rides were considered as part of congestion mitigation options associated with this project (see Appendix E, page 12 and 26 respectively¹); however, to complete our review, we respectively request quantitative data/documentation that supports this analysis. Please provide this information to our office on or before October 12, 2018.</p>	<p>While mass transit alone would not meet the project purpose and need, various transit components were considered as part of the project including high-occupancy vehicle (HOV) lanes, bus on shoulder (BOS) and other congestion management tools to decrease vehicle miles traveled in the corridor.</p> <p>High-occupancy vehicle (HOV) lanes were considered as part of the proposed improvements, and it was determined that the inclusion of HOV lanes is not warranted. The Recommended Preferred Alternative would provide improved level of service, speeds, and travel times equal to or greater than those an HOV facility could provide. Additional information about this analysis is included in Chapter 2 of the Draft Environmental Impact Statement (DEIS) (see pages 2-61 through 2-62).</p> <p>Though HOV lanes did not advance as a solution for the Carolina Crossroads project, SCDOT does realize that measures to decrease vehicle miles traveled is part of a larger mobility solution for the Midlands region. The project team studied existing Park-and-Ride facilities throughout the Carolina Crossroads corridor and developed a plan to identify and address existing and future needs to ensure a continuous and adequate supply of parking for rideshare commuters. You can read more about this in Chapter 2, Section 2.1.8.2 (pages 2-62 through 2-64) of the DEIS.</p>
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			<p>Based on the study completed, SCDOT will work with CMRTA and CMCOG to develop two park and ride lots to improve mobility during construction and mitigate congestion resulting from the project. SCDOT will construct the two sites and maintain them during construction of the project. Engineering feasibility, timing and continued maintenance of the site(s) would be determined in coordination with CMRTA and the CMCOG prior to start of construction. In the event a permanent site cannot be developed, SCDOT will work with CMRTA and CMCOG to identify and provide funding for existing parking lots that could be leased for park and ride use.</p> <p>In addition, SCDOT will provide funding for enhanced bus service during construction based upon an agreed upon framework with CMRTA and CMCOG. SCDOT will also implement a congestion management tool/commuter services application to improve mobility during construction and mitigate congestion by informing commuters of available options such as carpooling, ridesharing, transit and other commuting options. These details are published in Final Environmental Impact Statement (FEIS).</p> <p>Relative to pedestrian and bicycle facilities, Chapter 1 of the DEIS acknowledges that there is a need for additional bicycle and pedestrian infrastructure within the study area. These were not considered as primary alternatives within the</p>
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			range of alternatives (see page 2-11 of the DEIS), the design of connections to pedestrian and bicycle facilities and the accommodations for planned facilities will be determined as design progresses on the Recommended Preferred Alternative. You can read more about this, as well as accommodations during construction, in Chapter 2 of the DEIS (see page 2-63) and Chapter 3.13 (see page 3-369).
September 24, 2018	SC Department of Natural Resources	The Federal Highway Administration, in cooperation with the South Carolina Department of Transportation, has prepared a Draft Environmental Impact Statement (DEIS) for the Carolina Crossroads Corridor Project. The project area generally encompasses Interstate 20 (I-20) from the existing Saluda River crossing to the existing Broad River crossing, Interstate 26 (I-26) from Broad River Road to US 378, and Interstate 126 (I-126) from I-26 to Colonial Life Boulevard. The purpose of the project is to improve mobility and enhance traffic operations by reducing existing traffic congestion within the I-20/26/126 corridor. The DEIS assesses two Reasonable Alternatives (RA1 and RA5) and a No-Build Alternative. The South Carolina Department of Natural Resources (SCDNR) accepted an invitation to serve as a participating agency for the proposed project in a letter dated November 17, 2015. SCDNR reviewed a preliminary suite of alternatives and provided comments in a letter dated November 18, 2016. SCDNR also reviewed several chapters of the DEIS in draft form and provided additional comments in a letter dated March 3, 2018.	With regards to the Saluda River floodplain and wetland impacts; increases to impervious surfaces and associated runoff has been considered for both reasonable alternatives. As noted in Chapter 3.6 of the Draft Environmental Impact Statement (DEIS) both reasonable alternatives would increase the amount of impervious surface in the project study area (see page 3-240); and as noted in Chapter 3.8, both alternatives would impact floodplains (see page 3-289). Stormwater runoff would be mitigated by discharging stormwater into detention basins and/or vegetated swales before it is released into receiving waters. This practice reduces peak-flow discharge into receiving waters (see Chapter 3.6, page 3-241). Additionally, neither alternative is expected to result in significant impacts to natural and beneficial floodplain values; and the project would be designed to be consistent with local floodplain development plans. Where regulatory floodplains are defined, hydraulic structures will be designed to accommodate a 100-year flood.

			Where no regulatory floodplain is defined, culverts and bridges will be designed to accommodate a 50-year magnitude flood event (See Chapter 3.8, page 3-292). You can also read more about the indirect and cumulative effects of the proposed project in Chapter 3.15 of the DEIS (see Sections 3.15.1 and 3.15.2).
September 24, 2018	SC Department of Natural Resources	<p>SCDNR previously expressed concerns regarding proposed new alignment crossings of the Saluda and Broad Rivers as well as concerns regarding proposed impacts in the floodplain of the Saluda River. The DEIS indicates that some of these proposed impacts have been eliminated from further consideration, however, SCDNR remains concerned that Reasonable Alternative 1 (Preferred Alternative) and Reasonable Alternative 5 include alignments that parallel the Saluda River in the floodplain and wetlands adjacent to I-126 as well as significantly increase the footprint of the existing I-26 crossing. SCDNR finds that these alignments could significantly impact the water quality, aquatic habitat, scenic and recreational values of the river. SCDNR recommends that final plans avoid and minimize impacts to the Saluda River and adjacent resources to the greatest extent practicable. SCDNR looks forward to working with the project team and the other cooperating and participating agencies to move forward into the final design, permitting and mitigation phases of this project. Should you have any questions or need more information, please do not hesitate to contact me by email at mixong@dnr.sc.gov or by phone at 803.734.3282.</p>	

Local Municipalities and Agencies			
September 23, 2018	The COMET	<p>Thank you for having your team work with the Central Midlands Regional Transit Authority (The COMET) as it relates to the inclusion of public transit and alternative transportation means in the upcoming Carolina Crossroads project. As I have read the Draft Environmental Impact Statement (DEIS) and the environmental commitments that are being made to transit, I have the following comments that I respectfully request that SCDOT take into consideration for the upcoming project:</p> <ul style="list-style-type: none"> Regarding Park and Ride Lot, The COMET requests that SCDOT work with The COMET to provide park and ride lots at major interchanges along the corridor. These park and ride lots should be located at major shopping center and plazas and/or constructed by SCDOT for use by The COMET. Access to these park and ride lots would be critical to ensure that the bus can enter and exit the freeway easily with limited delay. The COMET has Route 82X between Palmetto Health Parkland and Downtown Columbia and proposed Route 93X between Newberry and Downtown Columbia that is due to start in May 2019. The COMET will be working on a comprehensive Short-Range Transit Plan that will include a component for a park and ride lot study. The COMET would like to collaborate on this matter. These park and ride lots whether constructed or through joint use agreements should be available to serve vanpools and carpools. Park and Ride 	<p>Park-and-ride lots at major interchanges along the corridor: As noted in Chapter 2 of the Draft Environmental Impact Statement DEIS), the project team would study existing Park-and-Ride facilities throughout the Carolina Crossroads Project area and develop a plan to identify and address existing and future needs to ensure a continuous and adequate supply of parking for rideshare commuters. You can read more about this in Chapter 2, Section 2.1.8.2 (pages 2-62 through 2-64) of the DEIS. The Park-and-Ride study includes two main phases: 1) service demand screening and 2) park-and-ride site identification including a recommendation for implementation. Based on the study completed, SCDOT will work with CMRTA and CMCOG to develop two park and ride lots to improve mobility during construction and mitigate congestion resulting from the project. SCDOT will construct the two sites and maintain them during construction of the project. Engineering feasibility, timing and continued maintenance of the site(s) would be determined in coordination with CMRTA and the CMCOG prior to start of construction. In the event a permanent site cannot be developed, SCDOT will work with CMRTA and CMCOG to identify and provide funding for existing parking lots that could be leased for park and ride use. These details are published in Final Environmental Impact Statement (FEIS).</p>

		<p>Lots should be considered in Newberry, Chapin, Ballentine, at Broad River, Harbison, St. Andrews, Bush River and Colonial Life at the minimum.</p> <ul style="list-style-type: none"> Regarding transit bus stops and signal priority, bus stop improvements and the installation of transit signal priority along Broad River Road between Harbison Boulevard and Greystone Boulevard, along St. Andrews Road between Harbison Boulevard and Broad River Road, along Bush River Road between St. Andrews Road and Broad River Road, along Greystone Boulevard between I-126 and Broad River Road and along Elmwood Avenue between I-126 and Bull Street will be critical towards improving the flow of traffic, keeping buses on time and providing accessible amenities for increased public transit use based on this construction project. The COMET Routes 82X, 83L, 84, 93X and The 801 will benefit tremendously from transit signal priority and bus stop improvements. Bus stop improvements can include the pouring of a cement pad for loading and unloading with access to the sidewalk, and at popular bus stops, the placement a bench or shelter. The COMET could work with SCDOT on the identification of these bus stops. 	<p>Regarding transit bus stops and signal priority improvements: As noted in Section 2.1.2.2 of the DEIS, SCDOT is prepared to assist COMET/CMRTA efforts by accommodating bus stops at interchange locations. Improvements to the bus stops fall outside of the scope for the CCR project since the stops are already part of the existing environment. Regarding traffic signal priority (TSP), SCDOT has conducted an analysis of potential TSP upgrades in the Carolina Crossroads project area to help facilitate the movement transit vehicles. Installed at intersections near the CCR project, TSP does allow for improved bus on-time performance. However, current transit level of service at locations within the corridor is at hourly headway to and from downtown Columbia, with two of the three routes providing intermittent service during the day. In addition, TSP does not benefit all other commuters traveling within the CCR project area or those not traveling in transit vehicles such as carpools and vanpools near the project area. SCDOT has concluded that TSP will not be implemented as part of the project.</p> <p>Bus on shoulder: Given the complexity of the construction within the CCR project area (e.g. lane closures, shifting, construction material holding areas, etc.) and the safety of personnel working on site, a bus on shoulder (BOS) pilot during project construction would not be</p>
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			<p>feasible. In addition, following project construction, BOS would not be warranted since the Recommended Preferred Alternative (RPA) would result in travel time savings, acceptable level-of-service (LOS), and improved speeds. You can read more about the traffic and travel benefits of the RPA in Chapter 2 of the DEIS.</p> <p>High occupancy vehicles and review of HOV feasibility: As detailed in Section 2.1.8.1 of the DEIS (page 2-61 through 2-62) high occupancy vehicle (HOV) lanes were considered as part of the proposed improvements for the CCR project. However, the benefits to LOS, travel time, and speeds derived from the planned improvements to the corridor via the reasonable alternatives are projected to offset the need or benefit of including an HOV lane at this time. Regarding the request of an ongoing five year review of the feasibility to implement HOV lanes in the corridors, this is a practice SCDOT already performs as part of ongoing corridor analyses.</p>
September 23, 2018	The COMET	<p>In addition, The COMET would request consideration from SCDOT on the following concepts:</p> <ul style="list-style-type: none"> • Bus on shoulders demonstration project to allow The COMET buses to travel along shoulders during peak periods only, on weekdays along the I-26 and I-126 corridors, provided that it is safe for the implementation of this demonstration project. North Carolina has successfully implemented this program: https://www.ncdot.gov/divisions/public- 	<p>Operational subsidy: Once initiated, construction would impact everyone traveling in the corridor, from freight to transit and beyond. SCDOT will work with CMRTA to monitor bus operations and capacity during construction and in the event that capacity is reached, SCDOT will provide support in determining funding for enhanced bus service, based upon a framework to be agreed upon with CMRTA. These details are published in</p>

		<p>transit/Pages/bus-on-shoulder-system.aspx and http://www.fdot.gov/Transit/Pages/Bus_on_shoulders_Guidance_013117.pdf</p> <ul style="list-style-type: none"> • High Occupancy Vehicle (HOV) lanes in the future can provide value to The COMET, carpools, vanpools and zero emission vehicles. While the project recommends against HOV lanes today, in the next 10, 20 or 30 years, I-26, I-20 and I-126 could end up being coming significantly congested. The COMET would recommend that SCDOT review every 5 years the feasibility to implement HOV lanes along these corridors as a business practice and that the far-left lane is built with the intent to accommodate HOV in the future with appropriate striping and signage. • Operational subsidy for Routes 82X, 83L, 84, 93X and The 801 will provide The COMET the ability to maintain the current level of service due to increased traffic conditions that Broad River Road, Bush River Road, St. Andrews Road, Greystone Boulevard and Elmwood Avenue are anticipated to have. The COMET would recommend a subsidy level that could allow for adding 30-minute service along Routes 84 and The 801 between 6 a.m. and 7 p.m., Monday-Friday, the additional 1 round trip added to Route 93X between Newberry and Downtown Columbia, Monday-Friday, 30-minute service on Route 82X between 6 a.m. and 9 a.m. and 4 p.m. and 7 p.m., Monday through Friday and the addition of midday service to Route 83L, seven days a week between 12 p.m. and 4 p.m. The estimated annual cost for this operational subsidy is \$750,000 with a 3.5% CPI and is requested only through the duration of the project. The COMET is not in a position 	<p>Final Environmental Impact Statement (FEIS). Other necessary measures, such as early and frequent communication will be set in place to ensure that those traveling in the corridor during the construction phase are well informed. As noted in Section 3.13.3 of the DEIS, a comprehensive public information program would be implemented to inform the public about construction activities and to minimize impacts. Information would include the periods when construction is scheduled to take place, potential impacts to traffic operations, work hours, and alternate routes. Construction signs would be used to notify motorists about work activities and changes in traffic patterns, such as detours. In addition, night and weekend work could be scheduled to shorten traffic impacts during peak hours. COMET would be included in the dissemination of this information.</p> <p>Update Central Midlands Council of Governments Commuter Rail Assessment: As noted in Chapter 2 of the DEIS, commuter rail was assessed as part of the alternatives analysis for the CCR project. It was determined that implementation of mass transit would not be able to sufficiently reduce congestion or improve mobility within the project corridor and would not meet the purpose and need of the project if implemented as a stand-alone alternative. Additionally, the addition of mass transit would not enhance safety, nor improve freight mobility. For these reasons, the</p>
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	<p>to expand transit services without this mitigation funding to act as a mitigation for this project due to the limited local funding source available.</p> <ul style="list-style-type: none"> • Update Central Midlands Council of Governments Commuter Rail Assessment will provide an updated assessment on how commuter and/or intercity rail could potential serve the Central Midlands region over the next 20 years. This assessment can evaluate demand, right-of-way, costs, equipment needs, corridor evaluation and how to fund the initial capital and ongoing operational costs. This assessment could provide value for if and when congestion increases in the I-26, I-20, I-1-126 corridor and there is a need to develop alternative solutions. • Support alternative transportation options – through public outreach, during the construction, as the general public would look for alternative ways to avoid the traffic congestion, SCDOT should include in its public awareness campaigns to encourage people to take advantage of alternative transportation measures – public transit, carpools, vanpools, walking and bicycling. The promotions of these alternatives could help increase awareness and provide some reduction to any potential traffic congestion that the project area may endure. The COMET will be implementing a vanpool program in conjunction with Enterprise Rideshare and this could be the perfect opportunity for those in the corridor to consider forming vanpools. • Construction updates and notifications to The COMET at least 24 hours in advance when detours, road closures or any changes in traffic patterns is very 	<p>mass transit alternative was not advanced as a stand-alone preliminary alternative for the proposed Carolina Crossroads project. However, the CMOG and COATS’ inclusion of mass transit in the region’s LRTP and other plans and studies ensure commitments to it in the future. Though it would go beyond the CCR study limits, an update to the commuter rail assessment could be a worthwhile effort for the entire Central Midlands Region. If the COMET and/or other regional agencies advance additional analysis, please include SCDOT as a stakeholder in any working groups or committees that are formed.</p> <p>Transportation demand management strategies: Encouraging effective transportation demand management (TDM) strategies before and during project construction would behoove all. SCDOT agrees that there should be close communication with COMET to share commute mitigating measures to the public. As noted above, a comprehensive public information program would be implemented to inform the public about construction activities and to minimize impacts. In addition, SCDOT will implement a congestion management tool/commuter services application to improve mobility during construction and mitigate congestion by informing commuters of available options such as carpooling, ridesharing, transit and other commuting options.</p>
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		important, so that The COMET operations can make any necessary adjustments to transit service and to notify the riding public of such changes.	Construction updates and notifications: SCDOT is in agreement with the suggestion to keep the COMET informed well in advance for any potential service disruptions in order to take any necessary operational mitigation efforts during the project construction phase. We look forward to continue the conversation and identifying the key personnel that will be communicating during the construction phase.
September 24, 2018	Richland County	Richland County staff recently attended two meetings - a stakeholder meeting and an open house - to hear updates on ongoing Carolina Crossroads project. After reading the Draft Environmental Impact Statement (DEIS), reviewing the website and speaking with members of the SCDOT Project Team, Richland County has several comments and concerns, as follows, the majority of which deal with the mobility goal and defining metrics, multimodal transportation, access management, and community impacts. In general, the conceptual improvements are expected to relieve congestion. Likewise, this congestion relief is also spoken of in terms of improving mobility. However, the means by which this term is being defined and the metrics used to measure it seems to fall short of true mobility. Mobility is about the movement of people via multiple/alternative transportation modes, rather than single-occupancy vehicles (SOYs) and, thereby, the reduction of traffic. Mobility enhancements typically focus on a reduction of dependence on SOYs and the introduction of bike, pedestrian, and mass transit infrastructure (and/or other multimodal measures). The mobility benefits provided under RA 1	Prioritization of movement of people and goods and mobility metrics utilized: The Purpose and Need for the proposed Carolina Crossroads project is to reduce traffic congestion and improving mobility. In developing the Purpose and Need for the project, it is noteworthy that according to the 2035 Long Range Transportation Plan (LRTP) user survey, 97% of those in corridor travel by car, and the most important travel issue was congestion. Maintaining and improving existing roads is where respondents felt they would most support financial expenditure (see Purpose and Need Report – Appendix A to the DEIS). The 2040 LRTP notes that the interstate system is critical to emergency evacuation, tourist traffic, increasing reliance on motor freight carriers, and to the growth and international freight movements through the Port of Charleston. These points necessitate a holistic review of how the corridor is utilized. As such, the project team has focused on the users of the system, including personal automobiles, commercial vehicles, and freight carriers, giving

	<p>(Representative Alternative 1, which is the Recommended Preferred Alternative) (and other alternatives in general) are substantiated via engineering and traffic metrics only, instead of being assessed for impacts on mobility as well, as the two-part project goal suggests they should be. These include engineering metrics such as level of service (LOS) improvements, geometric reductions and increase in speeds and decreases in travel times. These improvements look to increase the amount of SOY s, not people in general, and allow that automobiles move through the system as quickly as possible. The resultant benefits do not achieve high results in people’s mobility but in vehicles’ traffic metrics. This includes travel time savings, travel time reliability, vehicle operating costs, accident cost savings, emissions cost savings, freight inventory cost savings and pavement maintenance cost savings. As such, the core issue is with how mobility has been defined and the “mobility” metrics that have been used to determine the appropriateness of previous potential alternatives in earlier screening processes, along with which of and how RAI ‘s improvements will be undertaken. Multimodal uses for the system, such as transit infrastructure and access, are noted in part as why the project is needed. The DEIS describes that improving access to the existing transit system should take place. However, a limited scope has been used in addressing transit possibilities as an alternative, primarily due to not meeting the engineering and traffic metrics which have been utilized throughout the screenings. In the preliminary screening process, mass</p>	<p>priority and consideration to all three within the mobility metrics of the alternatives analysis.</p> <p>Multimodal features: SCDOT realizes that multi-modal options are part of a larger mobility solution for the Midlands region. While mass transit alone would not meet the project purpose and need, various transit components were considered as part of the project including high-occupancy vehicle (HOV) lanes, bus on shoulder (BOS) and other congestion management tools to decrease vehicle miles traveled in the corridor.</p> <p>HOV lanes were considered as part of the proposed improvements, and it was determined that the inclusion of HOV lanes is not warranted. The Recommended Preferred Alternative would provide improved level of service, speeds, and travel times equal to or greater than those an HOV facility could provide. Additional information about this analysis is included in Chapter 2 of the DEIS (see pages 2-61 through 2-62). In addition, SCDOT will implement a congestion management tool/commuter services application to improve mobility during construction and mitigate congestion by informing commuters of available options such as carpooling, ridesharing, transit and other commuting options. These details are published in the Final Environmental Impact Statement (FEIS).</p>
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		<p>transit and transportation system management (TSM) options were evaluated. These were considered as stand-alone options, where they were assessed in a vacuum as one single implementable solution to the breadth of issues to be addressed. As such, the transit options and TSM did not meet the stated purposes of improved mobility, reduced congestion and subsequent needs. If the proposed mass transit and TSM options were evaluated in tandem with one another, or as part of additional alternatives, it is likely they would have been able to meet the project purpose and needs. Even though mass transit alternatives were precluded from advancing as viable alternatives, SCDOT has stated it will accommodate bus stops at interchanges and give them priority at signaling. Additionally, two express routes are being evaluated by the COMET/CMRTA which would utilize the system features. Further, park and ride services will be evaluated by SCDOT for the study area where potential service locations will be recommended. Access management and community impacts affect each other in turn. These two factors both deal with peripheral elements that will most directly affect adjacent neighborhoods and County citizens. The DEIS says little about access management and community impact mitigation. These are elements that will then be mitigated during the design-build phase of the projects. In general, the DEIS gives possible design features that may be included such as adding two-way turn lanes, driveway consolidations, raised medians and other traffic measures such as parking restrictions, speed</p>	<p>Mass transit was one of the alternatives identified and considered the current availability of public transit operators and services operating in the vicinity of the Carolina Crossroads Project. The data gathered for the Carolina Crossroads Project showed that mass transit alone would not sufficiently meet the purpose and need of the project to reduce congestion and improve mobility within the corridor. Commuter rail/mass transit would contribute a less than 2% reduction in vehicles. Additionally, the addition of mass transit would not enhance safety, nor improve freight mobility. See Section 2.1.3 in the DEIS (pages 2-14 and 2-15) for more detail.</p> <p>As part of the Carolina Crossroads Project, the project team studied existing Park-and-Ride facilities throughout the Carolina Crossroads Project area to develop a plan to identify and address existing and future needs to ensure a continuous and adequate supply of parking for rideshare commuters. You can read more about this in Chapter 2, Section 2.1.8.2 (pages 2-62 through 2-64) of the DEIS. Based on the study completed, SCDOT will work with CMRTA and CMCOG to develop two park and ride lots to improve mobility during construction and mitigate congestion resulting from the project. SCDOT will construct the two sites and maintain them during construction of the project. Engineering feasibility, timing and continued maintenance of the site(s) would be determined</p>
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		<p>measures (only mentioned as an increase and not decrease) and changing signals to roundabouts.</p>	<p>in coordination with CMRTA and the CMCOG prior to start of construction. In the event a permanent site cannot be developed, SCDOT will work with CMRTA and CMCOG to identify and provide funding for existing parking lots that could be leased for park and ride use. These details are published in the FEIS. Additionally, as also noted in Section 2.1.2.2, SCDOT is prepared to assist COMET/CMRTA efforts by accommodating bus stops at interchange locations. As mentioned in Chapter 1 of the DEIS, there is a need for additional bicycle and pedestrian infrastructure within the study area. The design of connections to pedestrian and bicycle facilities and the accommodations for planned facilities will be determined as design progresses on the Recommended Preferred Alternative. You can read more about this, as well as accommodations during construction, in Chapter 2 of the DEIS (see page 2-63) and Chapter 3.13 (see page 3-369).</p> <p>Access management features: During the alternatives development process, the project team evaluated a variety of interchange types at each interchange location. Each interchange type was evaluated to determine whether it would help meet the purpose and need of the project. Specifically, each was evaluated on its ability to:</p> <ol style="list-style-type: none"> 1) Reduce the number of conflict points currently being experienced by users of the mainline and/or the crossing roadway; 2) Improve the
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			<p>operations on the mainline; 3) Improve the connections to/from the mainline; 4) Reduce geometric deficiencies currently on the mainline and/or crossing roadway; and 5) Provide adequate capacity in the future (2040). You can read more about the interchange types evaluated in Chapter 2 of the DEIS (see section 2.1.5.1) and the merits of each at each interchange in the Alternatives Development and Screening Report, Appendix C to the DEIS. Given the current stage of the proposed project, engineering design has not progressed enough to provide information on access management features. As the design progresses, the design-build contractor would be required to comply with SCDOT access management standards.</p> <p>Mitigation: The proposed mitigation measures of the project has been publically shared with the public, stakeholders, and jurisdictions through dissemination of the DEIS and are documented as Environmental Commitments. As additional, or more detailed, mitigation measures are developed through final design, jurisdictions and stakeholders would continue to be included where warranted.</p>
September 24, 2018	Richland County	There are two areas are of concern when dealing with access management and the community. One location is the Broad River Rd. interchange at 1-20 and the other will be the new interchange at Colonial Life Blvd. Access management will be the biggest concern when it comes to the Broad River Rd. interchange,	Accountability of Environmental Commitments: The "Contractor Responsible" measures listed in the Environmental Commitments section of the DEIS would be included in the contractor's contract and must be implemented. It is the responsibility of the SCDOT Program Manager to

	<p>particularly keeping and extending sidewalks. The type of proposed interchange, single point urban interchange (SPUI), will have limitations on pedestrian crossings and any potential bike use because of longer signal phasing. The Penny Program is coordinating with SCDOT on future programming as it relates to the Broad River Road Corridor Neighborhood Master Plan improvements, which should limit discrepancies between Carolina Crossroads and Penny projects. For the Colonial Life Blvd. interchange, the primary concerns will be community impacts from higher speed travel. The new interchange is proximate to a residential neighborhood area. Colonial Life Blvd. will now be a focal point for traffic entering and exiting 1-126. Per conversations at the Carolina Crossroads open house, the lone traffic calming measure being considered for this new interchange will be a single traffic light. As this interchange's context is heavily residential, greater attention should be placed upon traffic calming and other TSM measures (emphasis added). Moreover, inclusion of pedestrian infrastructure needs to be addressed as the transition from interstate to neighborhood occurs quickly. SCDOT has stated it will work to create new connections regarding bike and pedestrian facilities. County staff has a particular interest in seeing this come to fruition and intends to remain engaged throughout the design-build process. Since, again, the Carolina Crossroads improvement project narrowly defines mobility within its scope of work, limited to SOVs and engineering metrics, alternatives development has been disadvantaged in what is able to be effectively</p>	<p>make sure the commitments that are the responsibility of SCDOT are adhered to. This would be accomplished through tracking of environmental commitments through each stage of the proposed project – i.e., through final design, pre-construction, construction, and post-construction.</p> <p>Traffic and Emergency Response Management: Once initiated, construction would impact everyone traveling in the corridor, from freight to transit and beyond. SCDOT will work with CMRTA to monitor bus operations and capacity during construction and in the event that capacity is reached, SCDOT will provide support in determining funding for enhanced bus service, based upon a framework to be agreed upon with CMRTA. These details are published in the FEIS. Other necessary measures, such as early and frequent communication will be set in place to ensure that those traveling in the corridor during the construction phase are well informed. You can read more about this in Section 3.3.13.3 - 3.13.4 of the DEIS.</p>
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		<p>evaluated and moved forward as potential solutions for improving true mobility. Multimodal and TSM options have not been adequately included, nor holistically considered, as adequate measures alongside other means for improving the corridor and study area. Access management and mitigation for traffic in transition areas need to be given greater priority and be addressed with context-based solutions. The “Environmental Commitments to Projects,” which provides a list of environmental and community factors that SCDOT commits to as the project moves further along in the development process, is a particularly critical component of the DEIS and FEIS (Final Environmental Impact Study). This section is slated to include limited real mobility measures SCDOT plans to include as secondary features as part of the alternatives development process, such as bike-ped infrastructure, transit stop prioritization and park and ride service study and site recommendation. Critical to the successful implementation of the measures identified in this element will be the way mitigation for impacts is considered (which is not explicitly addresses within the DEIS). The guarantee of actionable methods for mitigation is warranted in order to make sure impacts are being properly addressed. General Comments for Moving Forward</p> <ul style="list-style-type: none"> • Prioritization of the movement of people and goods through various modes of transportation and not exclusively faster moving SOVs. • Use of mobility metrics beyond traffic and engineering criteria. 	
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		<ul style="list-style-type: none"> • Multimodal features need to be moved forward into implementation as studies are completed. Priority should be given to expanding modal splits and reduction of trips within the corridor and study area as a means of congestion reduction. • Access management features developed during the design-build process need to include traffic calming measures beyond traffic signals. Priority should be given to measures which are context specific and look at safety, aesthetics and pedestrian friendliness. Access management features that allow for or increase traffic speeds should not be utilized in areas that quickly transition to residential in nature. For instance, smaller curb radii and similar features should be used near transition areas. 	
September 24, 2018	Richland County	<ul style="list-style-type: none"> • Sidewalk connections need to be kept and added where changes are being made to increase linkages and enhance pedestrian safety. Sidewalks should be included along new interchanges, and where SPUis are implemented; signal phasing should allow for adequate timing for pedestrian or bike crossings. • Mitigation measures should be developed in concert with local jurisdictions and stakeholders as the design build process moves forward. This should include potential community impacts and environmental impacts. • Promises made as part of the Environmental Commitments need be upheld and accountability measures should be put in place with input from local jurisdictions and stakeholders. • Issues such as traffic and emergency response management during construction should be addressed, 	

		in detail, by the awarded design-build team. Further, all proposed plans pertaining to the aforementioned should be thoroughly vetted by impacted jurisdictions prior to starting of construction.	
Tribal			
August 20, 2018	Catawba Indian Nation	<p>The Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas. However, the Catawba are to be notified if Native American artifacts and/ or human remains are located during the ground disturbance phase of this project.</p> <p>If you have questions please contact Caitlin Rogers at 803-328-2427 ext. 226, or e-mail caitlinh@ccppcrafts.com.</p>	<p>In the event of inadvertent or post-review discoveries, the Federal Highway Administration (FHWA) and the South Carolina Department of Transportation (SCDOT) will ensure that your office and the appropriate state agencies will be notified immediately and all construction and ground disturbing activities within 200 feet of the discovery will be halted pending consultation with the concerned parties. Additionally, activities that have the potential to disturb cultural resources outside the areas specified in the reviewed documents are not approved and will not proceed until cultural resources review of the potential adverse effects in the new area have been completed.</p> <p>We appreciate the Catawba Indian Nation Tribal Historic Preservation Office interest in the Carolina Crossroads project. If you have any further questions or concerns about the Project now or in the future, please do not hesitate to contact us.</p>
September 12, 2018	United Keetowah Band of Cherokee	<p>Thank you for consulting with the United Keetowah Band of Cherokee Indians in Oklahoma (UKB). Please accept this digital communication regarding: Carolina Crossroads 1-20/26/126 Corridor Improvement Project. Please be advised that the proposed undertaking lies</p>	<p>In the event of inadvertent or post-review discoveries, the Federal Highway Administration (FHWA) and the South Carolina Department of Transportation (SCDOT) will ensure that your office and the appropriate state agencies will be</p>

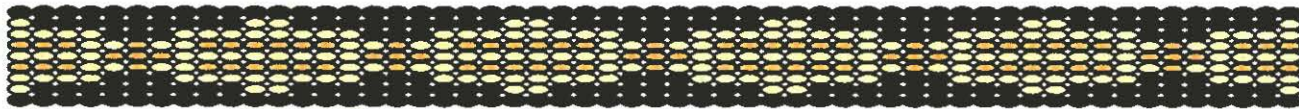
	<p>Indians in Oklahoma</p>	<p>within the traditional territory of the UKB. This opinion is being provided by Section 106 Projects Compliance Officer. The UKB is a Federally Recognized Indian Nation headquartered in Tahlequah, OK. We have no concerns with this project. As the project moves forward we request the following conditions be followed:</p> <p>Condition 1: Inadvertent Discoveries - In the event that human remains, burials, funerary items, sacred objects, or objects of cultural patrimony are found during project implementation, the proponent or his/her authorized agent shall cease work immediately within 200 ft of the find. They shall take steps to protect the find from further damage or disruption. They shall contact the THPO, Sheila Bird at (918) 871 -2852 [desk] or (918) 207-7182 [cell] to report the find. The THPO shall contact the appropriate law enforcement authority if human remains are found. No further work shall be allowed on the project until the THPO has approved a plan for managing or preserving the remains or items.</p> <p>Condition 2: Post Review Discoveries - In the event that pre-contact artifacts (i.e., arrowheads, spear points, mortars, pestles, other ground stone tools, knives, scrapers, pottery or flakes from the manufacture of tools, fire pits, culturally modified trees, etc.) or historic period artifacts or features (i.e., fragments of old plates or ceramic vessels, weathered glass, dumps of old cans, cabins, root cellars, etc.) are found during project implementation, the proponent or his/her authorized</p>	<p>notified immediately and all construction and ground disturbing activities within 200 feet of the discovery will be halted pending consultation with the concerned parties. Additionally, activities that have the potential to disturb cultural resources outside the areas specified in the reviewed documents are not approved and will not proceed until cultural resources review of the potential adverse effects in the new area have been completed.</p> <p>We appreciate the United Keetoowah Band of Cherokee Indians in Oklahoma's (UKB) interest in protecting sites that are in the traditional territory of the UKB. If you have any further questions or concerns about the Carolina Crossroads I-20/26/126 Corridor Improvements Project now or in the future, please do not hesitate to contact us.</p>
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		<p>agent shall cease work immediately within 200 ft of the find. They then shall contact the THPO, Sheila Bird at (918) 871-2852 [desk] or (918) 207-7182 [cell] to report the find. No further work shall be allowed on the project until the THPO has approved a work plan for managing or preserving the artifacts or features.</p> <p>Condition 3: Activities that have the potential to disturb cultural resources outside the areas specified in the accompanying document(s) are not approved and will not proceed until cultural resources review of potential adverse effects in the new area has been completed.</p> <p>Please note that these comments are based on information available to us at the time of the project review. We reserve the right to revise our comments as information becomes available. If you have any questions or concerns, please contact our Section I 06 Projects Compliance Officer, Charlotte.</p>	
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Catawba Indian Nation
Tribal Historic Preservation Office
1536 Tom Steven Road
Rock Hill, South Carolina 29730

22009

Office 803-328-2427
Fax 803-328-5791



August 20, 2018

Attention: J. Shane Belcher
Environmental Coordinator
FHWA – SC Division Office
1835 Assembly Street, Suite 1270
Columbia, SC 29201

Re. THPO #	TCNS #	Project Description
2018-133-22		DEIS for the I-20/26-I26 Corridor Project in Lexington and Richland Counties, SC

Dear Mr. Belcher,

The Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas. **However, the Catawba are to be notified if Native American artifacts and / or human remains are located during the ground disturbance phase of this project.**

If you have questions please contact Caitlin Rogers at 803-328-2427 ext. 226, or e-mail caitlinh@ccppcrafts.com.

Sincerely,

Wenonah G. Haire
Tribal Historic Preservation Officer

March 7, 2019

Wenonah Haire, Tribal Historic Preservation Officer
Catawba Indian Nation
1536 Tom Steven Rd
Rock Hill, SC 29730

Re: Carolina Crossroads I-20/26/126 Corridor Improve Project
Lexington and Richland Counties, Project ID P027662

Dear Wenonah Haire:

Thank you for your letter regarding the Carolina Crossroads I-20/26/126 Corridor Improvements Project in Lexington and Richland Counties, South Carolina.

In the event of inadvertent or post-review discoveries, the Federal Highway Administration (FHWA) and the South Carolina Department of Transportation (SCDOT) will ensure that your office and the appropriate state agencies will be notified immediately and all construction and ground disturbing activities within 200 feet of the discovery will be halted pending consultation with the concerned parties. Additionally, activities that have the potential to disturb cultural resources outside the areas specified in the reviewed documents are not approved and will not proceed until cultural resources review of the potential adverse effects in the new area have been completed.

We appreciate the Catawba Indian Nation Tribal Historic Preservation Office interest in the Carolina Crossroads project. If you have any further questions or concerns about the Project now or in the future, please do not hesitate to contact us.

The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.

To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com, call us at 1-800-601-8715 or email us at info@CarolinaCrossroadsSCDOT.com.

Sincerely,



Brian D. Klauk, PE, CPM, ENV SP
Project Manager for Carolina Crossroads

BDK:rwf

From: Mark Caldwell
To: [Herrell, Michelle \(FHWA\)](#)
Cc: [Chad C. Long](#)
Subject: FW: [EXTERNAL] Carolina Crossroads Project Draft EIS Release
Date: Tuesday, August 21, 2018 1:53:53 PM

Correction: "any" comments.

Mark A. Caldwell
Deputy Field Supervisor
U.S. Fish and Wildlife Service
South Carolina Ecological Services
176 Croghan Spur Road, Suite 200
Charleston, SC 29407
843-727-4707 ext 215
843-300-0426 (direct line)
843-727-4218 – facsimile

This email correspondence and any attachments to and from this sender is subject to the Freedom of Information Act and may be disclosed to third parties.

From: Mark Caldwell <mark_caldwell@fws.gov>
Sent: Tuesday, August 21, 2018 1:52 PM
To: 'Herrell, Michelle (FHWA)' <michelle.herrell@dot.gov>
Cc: 'Chad C. Long' <LongCC@scdot.org>
Subject: RE: [EXTERNAL] Carolina Crossroads Project Draft EIS Release

Michelle,

We don't have any comments to offer at this time. Thank you for the opportunity.

Mark

Mark A. Caldwell
Deputy Field Supervisor
U.S. Fish and Wildlife Service
South Carolina Ecological Services
176 Croghan Spur Road, Suite 200
Charleston, SC 29407
843-727-4707 ext 215
843-300-0426 (direct line)
843-727-4218 – facsimile

This email correspondence and any attachments to and from this sender is subject to the Freedom of Information Act and may be disclosed to third parties.

From: Herrell, Michelle (FHWA) <michelle.herrell@dot.gov>
Sent: Wednesday, August 01, 2018 3:08 PM
To: Mark_Caldwell@fws.gov; thomas_mccoy@fws.gov

Cc: Chad C. Long <LongCC@scdot.org>; Mackey, Jesica <Jesica.Mackey@hdrinc.com>

Subject: [EXTERNAL] Carolina Crossroads Project Draft EIS Release

Hello,

Please see the attached correspondence letter regarding the release of the Draft Environmental Impact Statement for the Carolina Crossroads Improvement Project.

Thank you,

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



South Carolina
Department of Transportation



March 7, 2019

Mark Caldwell, Deputy Field Supervisor
US Fish and Wildlife Service
176 Croghan Spur Rd
Ste 200
Charleston, SC 29407

Re: Carolina Crossroads I-20/26/126 Corridor Improve Project
Lexington and Richland Counties, Project ID P027662

Dear Mark Caldwell:

Thank you for your email regarding the Carolina Crossroads I-20/26/126 Corridor Improvements Project in Lexington and Richland Counties, South Carolina. The South Carolina Department of Transportation (SCDOT) and the Federal Highway Administration (FHWA) appreciate your review on of the Draft Environmental Impact Statement (DEIS).

The SCDOT project team is working to complete a FEIS and FHWA anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.

To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com, call us at 1-800-601-8715 or email us at info@CarolinaCrossroadsSCDOT.com.

Sincerely,

Brian D. Klauk, PE, CPM, ENV SP
Project Manager for Carolina Crossroads

BDK:rwf





Federally Recognized
October 3, 1950

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Willie Christie
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Peggy Girty
Illinois District

Charles Smoke
Saline District

Mary Duvall
Sequoyah District

Teresa Webber
Tahlequah District

United Keetoowah Band Of Cherokee Indians in Oklahoma

22031

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Brian D. Klauk, PE, CPM, ENV SP
Projects Manager for Carolina Crossroads
Carolina Crossroads Corridor Improvement Project
Mega Projects Division, Room 122
PO Box 191
Columbia, SC 29202-0191

August 29, 2018

Thank you for consulting with the United Keetoowah Band of Cherokee Indians in Oklahoma (UKB). Please accept this digital communication regarding: Carolina Crossroads I-20/26/126 Corridor Improvement Project.

Please be advised that the proposed undertaking lies within the traditional territory of the UKB. This opinion is being provided by Section 106 Projects Compliance Officer. The UKB is a Federally Recognized Indian Nation headquartered in Tahlequah, OK.

We have no concerns with this project. As the project moves forward we request the following conditions be followed:

Condition 1: Inadvertent Discoveries - In the event that human remains, burials, funerary items, sacred objects, or objects of cultural patrimony are found during project implementation, the proponent or his/her authorized agent shall cease work immediately within 200 ft of the find. They shall take steps to protect the find from further damage or disruption. They shall contact the THPO, Sheila Bird at (918) 871-2852 [desk] or (918) 207-7182 [cell] to report the find. The THPO shall contact the appropriate law enforcement authority if human remains are found. No further work shall be allowed on the project until the THPO has approved a plan for managing or preserving the remains or items.

Condition 2: Post Review Discoveries - In the event that pre-contact artifacts (i.e., arrowheads, spear points, mortars, pestles, other ground stone tools, knives, scrapers, pottery or flakes from the manufacture of tools, fire pits, culturally modified trees, etc.) or historic period artifacts or features (i.e., fragments of old plates or ceramic vessels, weathered glass, dumps of old cans, cabins, root cellars, etc.) are found during project implementation, the proponent or his/her authorized agent shall cease work immediately within 200 ft of the find. They then shall contact the THPO, Sheila Bird at (918) 871-2852 [desk] or (918) 207-7182 [cell] to report the find. No further work shall be allowed on the project until the THPO has approved a work plan for managing or preserving the artifacts or features.

Condition 3: Activities that have the potential to disturb cultural resources outside the areas specified in the accompanying document(s) are not approved and will not proceed until cultural resources review of potential adverse effects in the new area has been completed.

Please note that these comments are based on information available to us at the time of the project review. We reserve the right to revise our comments as information becomes available. If you have any questions or concerns, please contact our Section 106 Projects Compliance Officer, Charlotte Wolfe at (918) 871-2753 or by email cwolfe@ukb-nsn.gov

Sheila Bird
Director of Natural Resources, NAGPRA, and THPO
United Keetoowah Band of Cherokee Indians
Office (918) 871-2852 Fax (918) 414-4052

March 7, 2019

Charlotte Wolfe, Compliance Officer
United Keetoowah Band of Cherokee Indians in Oklahoma
Po Box 746
Tahlequah, OK 74465

Re: Carolina Crossroads I-20/26/126 Corridor Improve Project
Lexington and Richland Counties, Project ID P027662

Dear Charlotte Wolfe:

Thank you for your letter regarding the Carolina Crossroads I-20/26/126 Corridor Improvements Project in Lexington and Richland Counties, South Carolina.

In the event of inadvertent or post-review discoveries, the Federal Highway Administration (FHWA) and the South Carolina Department of Transportation (SCDOT) will ensure that your office and the appropriate state agencies will be notified immediately and all construction and ground disturbing activities within 200 feet of the discovery will be halted pending consultation with the concerned parties. Additionally, activities that have the potential to disturb cultural resources outside the areas specified in the reviewed documents are not approved and will not proceed until cultural resources review of the potential adverse effects in the new area have been completed.

We appreciate the United Keetoowah Band of Cherokee Indians in Oklahoma's (UKB) interest in protecting sites that are in the traditional territory of the UKB. If you have any further questions or concerns about the Carolina Crossroads I-20/26/126 Corridor Improvements Project now or in the future, please do not hesitate to contact us.

The SCDOT project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.

To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com, call us at 1-800-601-8715 or email us at info@CarolinaCrossroadsSCDOT.com.

Sincerely,



Brian D. Klauk, PE, CPM, ENV SP
Project Manager for Carolina Crossroads

BDK:rwf



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

21977

September 6, 2018

Re: Letter of Intent – Environmental Assessment of Proposed Construction, I-20/26/126 Corridor project (Carolina Crossroads)

To whom it may concern:

The SC Office of Regulatory Staff- Energy Office (Energy Office) is in receipt of your letter dated August 3, 2018 to solicit comments and to initiate interagency coordination to help identify and evaluate the environmental impacts related to the proposed construction of the project referenced as the I-20/26/126 Corridor project (Carolina Crossroads). We appreciate this opportunity to be involved in this interagency process.

SC Code Ann. Section 57-3-780 describes the basic functions of the Department of Transportation and requires that, *“Before building or expanding existing primary highways, roads, and streets, the department shall consider and make written determination whether it is financially and physically feasible to include:*


- (1) high occupancy vehicle lanes, when the construction or expansion is in a metropolitan area;*
- (2) pedestrian walkways or sidewalks; and*
- (3) bicycle lanes or paths.*

A copy of this determination must be submitted to the State Energy Office.” As part of our mission, the Energy Office takes this responsibility seriously and we appreciate this opportunity to be involved in the planning process.

Given transportation accounts for roughly 30 percent of energy use in South Carolina and nationally, it is important to evaluate how highway/road expansion may increase or decrease vehicle miles traveled and thereby increase or decrease energy consumption. Generally, the Energy Office supports any efforts to decrease vehicle miles traveled along South Carolina’s roadways, whether it be with bicycle and pedestrian lanes or sidewalks, promoting alternative fuels, car or van pooling, rideshare programs, transit, light synchronization, etc. Not only do these efforts reduce vehicle miles traveled, thereby reducing energy consumption, but they also typically reduce air emissions which can be harmful to human health and the environment.

The Energy Office appreciates that high occupancy vehicle lanes and park and rides were considered as part of congestion mitigation options associated with this project (see Appendix E, page 12 and 26 respectively¹); however, to complete our review, we respectively request quantitative data/documentation that supports this analysis. Please provide this information to our office on or before October 12, 2018.

Thank you,



Anthony James
Director of Energy Policy

¹ <http://www.scdotcarolinacrossroads.com/DEIS/>

March 7, 2019

Anthony James, Director of Energy Policy
South Carolina Office of Regulatory Staff
1401 Main St
Ste 900
Columbia, SC 29201

Re: Carolina Crossroads I-20/26/126 Corridor Improve Project
Lexington and Richland Counties, Project ID P027662

Dear Anthony James:

Thank you for your letter regarding the Carolina Crossroads I-20/26/126 Corridor Improvements Project in Lexington and Richland Counties, South Carolina.

At the beginning of the project, several alternatives were identified to address the purpose and need of the Carolina Crossroads project to reduce congestion and improve mobility within the corridor. Secondary needs include improving freight mobility, improving safety, and improving system linkages.

High-occupancy vehicle (HOV) lanes were considered as part of the proposed improvements, and it was determined that the inclusion of HOV lanes is not warranted. The Recommended Preferred Alternative would provide improved level of service, speeds, and travel times equal to or greater than those an HOV facility could provide. Additional information about this analysis is included in Chapter 2 of the Draft Environmental Impact Statement (DEIS) (see pages 2-61 through 2-62). The traffic operations analysis that was completed for the proposed project provided the data that was used to inform the analysis and conclusions. A summary of this data can be found in Section 2.1.7 of the DEIS, pages 2-52 through 2-60. Of particular interest may be Table 2.4 (page 2-53), Table 2.5 (page 2-54); and Section 2.1.7.1 (pages 2-57 through 2-60); with additional detail provided in the Alternatives Traffic Analysis Technical Memo (Appendix D of the DEIS).

Though HOV lanes did not advance as a solution for the Carolina Crossroads project, SCDOT does realize that measures to decrease vehicle miles traveled is part of a larger mobility solution for the Midlands region. Therefore, as part of the Carolina Crossroads project, a mobility stakeholder group was established to provide input and ensure coordination on the project. Based on the input from the mobility group the project team studied existing Park-and-Ride facilities throughout the Carolina Crossroads corridor and developed a plan to identify and address existing and future needs to ensure a continuous and adequate supply of parking for rideshare commuters. You can read more about this in Chapter 2, Section 2.1.8.2 (pages 2-62 through 2-64) of the DEIS.

Anthony James
Page 2
March 7, 2019

Based on the study completed, SCDOT will work with CMRTA and CMCOG to develop two park and ride lots to improve mobility during construction and mitigate congestion resulting from the project. SCDOT will construct the two sites and maintain them during construction of the project. Engineering feasibility, timing and continued maintenance of the site(s) would be determined in coordination with CMRTA and the CMCOG prior to start of construction. In the event a permanent site cannot be developed, SCDOT will work with CMRTA and CMCOG to identify and provide funding for existing parking lots that could be leased for park and ride use. In addition, SCDOT will provide funding for enhanced bus service during construction based on an agreed upon framework with CMRTA and CMCOG. SCDOT will also implement a congestion management tool/commuter services application to improve mobility during construction and mitigate congestion by informing commuters of available options such as carpooling, ridesharing, transit and other commuting options. These details are published in Final Environmental Impact Statement (FEIS).

Relative to pedestrian and bicycle facilities, Chapter 1 of the DEIS acknowledges that there is a need for additional bicycle and pedestrian infrastructure within the study area. These were not considered as primary alternatives within the range of alternatives (see page 2-11 of the DEIS), the design of connections to pedestrian and bicycle facilities and the accommodations for planned facilities will be determined as design progresses on the Recommended Preferred Alternative. You can read more about this, as well as accommodations during construction, in Chapter 2 of the DEIS (see page 2-63) and Chapter 3.13 (see page 3-369).

The South Carolina Department of Transportation (SCDOT) project team is working to complete an FEIS and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.

To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com, call us at 1-800-601-8715 or email us at info@CarolinaCrossroadsSCDOT.com.

Sincerely,



Brian D. Klauk, PE, CPM, ENV SP
Project Manager for Carolina Crossroads

BDK:rwf





United States Department of the Interior



OFFICE OF THE SECRETARY

Office of Environmental Policy and Compliance

Richard B. Russell Federal Building
75 Ted Turner Drive, S.W., Suite 1144
Atlanta, Georgia 30303

ER 18/0351
9043.1

September 11, 2018

J. Shane Belcher
Carolina Crossroads Corridor Improvement Project
c/o South Carolina Department of Transportation
Mega Projects Division, Room 122
P O Box 191
Columbia, SC 29202-0191

Re: Comments and Recommendations on the Draft Environmental Impact Statement (DEIS)
for the Carolina Crossroads I-20/26/126 Corridor Improvement Project

Dear Mr. Belcher:

The Department of the Interior (Department) has reviewed the Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation for the I-20/26/126 Corridor Project in Lexington and Richland Counties, South Carolina. The Department offers the following comments and recommendations for your consideration:

Section 4(f) Comments

The Federal Highway Administration (FHWA) and South Carolina Department of Transportation (SCDOT) propose to upgrade the I-20/26/126 corridor and reconstruct associated interchanges in Richland and Lexington Counties, South Carolina. The purpose of the proposed project is to improve mobility, enhance traffic operations by reducing existing traffic congestions, and accommodate future traffic needs. Two build alternatives (Alternative 1 and Alternative 5 Modified) and one No-build Alternative is evaluated in the DEIS. Alternative one is identified as the Preferred Alternative.

The Saluda Riverwalk is a protected section 4(f) property and is within the area of potential affect. The proposed project includes a new interstate ramp to be constructed from I-26 westbound to I-26 eastbound and would result in a new bridge over the Saluda River and over the Saluda Riverwalk. While this project would not directly impact this facility, temporary closure of the trail and closure or relocation of restroom facility would be required during construction for safety reasons. Since the project impacts would be temporary and no permanent impacts to the trail or its access are anticipated the SCDOT and FHWA has determined that the project would result in deminimis, or minimal impact to the trail and

Carolina Crossroads I-20/26/126 Corridor Improvement Project

restroom facility. The Department concurs that there is no prudent and feasible alternative, and that all possible planning has taken place to minimize harm to this 4(f) resource.

The Department has a continuing interest in working with the SCDOT and the FHWA to ensure impacts to resources of concern to the Department are adequately addressed. For issues concerning section 4(f) resources, please contact Anita Barnett, Southeast Regional Office, National Park Service, 100 Alabama Street, 1924 Building, Atlanta Georgia, telephone 404-507-5706.

We appreciate the opportunity to provide these comments. I can be reached on (404) 331-4524 or via email at joyce_stanley@ios.doi.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Stanley", written in a cursive style.

Joyce Stanley, MPA
Regional Environmental Officer

cc: Christine Willis – FWS
Michael Norris - USGS
Anita Barnett – NPS
OEPC – WASH



South Carolina
Department of Transportation



March 7, 2019

Joyce Stanley, MPA
United States Department of the Interior
Office of Environmental Policy and Compliance
75 Ted Turner Dr SW, Ste 1144
Atlanta, GA 30303

Re: Carolina Crossroads I-20/26/126 Corridor Improve Project
Lexington and Richland Counties, Project ID P027662

Dear Joyce Stanley:

Thank you for your letter regarding the Carolina Crossroads I-20/26/126 Corridor Improvements Project in Lexington and Richland Counties, South Carolina.

The South Carolina Department of Transportation intends to complete a 4(f) de minimis evaluation for the Saluda Riverwalk property. The project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019. The 4(f) de minimis evaluation will be included in the FEIS.

To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com, call us at 1-800-601-8715 or email us at info@CarolinaCrossroadsSCDOT.com

Sincerely,

Brian D. Klauk, PE, CPM, ENV SP
Project Manager for Carolina Crossroads

BDK:rwf





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4

ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

September 11, 2018

Ms. Michelle Herrell
Environmental Protection Specialist
Federal Highway Administration
SC Division Office
1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201

Re: Draft Environmental Impact Statement (DEIS) for the I-20/26/126 Corridor Project in Lexington and Richland Counties, South Carolina; CEQ No.: 20180173

Dear Ms. Herrell:

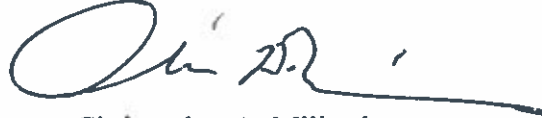
The U.S. Environmental Protection Agency has reviewed the referenced document in accordance with Section 309 of the Clean Air Act and Section 102(2)(C) of the National Environmental Policy Act (NEPA). The South Carolina Department of Transportation (SCDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to upgrade and redesign a major section of interstate corridor in Lexington and Richland Counties that spans from I-20 near the Saluda River crossing to the Broad River crossing; I-26 from Broad River Road to US 378; and I-126 from I-26 to Colonial Life Boulevard. The primary purpose of the project, also known as 'Carolina Crossroads', is to improve mobility and enhance traffic operations by reducing existing traffic congestion within the I-20/26/126 corridor.

The EPA has reviewed the DEIS and the two alternatives outlining the corridor upgrades and redesign. In addition to a No Action alternative, SCDOT considered two action alternatives that advanced through their screening process to become "*reasonable alternatives*" (i.e. Alternatives RA1 and RA5 modified). From this process a preferred alternative was designated (RA1). Key features of the preferred alternative include:

- A proposed turbine interchange at the I-26 and I-20 junction, which eliminates all loop ramps in the interchange.
- Widening of I-26 with one additional lane in each direction from US 176/Broad River Road to I-126.
- Adding new collector-distributor lanes.
- Relocating the existing interchange at I-26 and Bush River Road to eliminate traffic conflict points and weaving between Bush River Road and the I-20/I-26 interchange.
- Reconfiguring the Colonial Life Boulevard interchange to a full interchange to provide access to Bush River Road from I-126.
- Interchange improvements at each interchange from Harbison Boulevard to I-126 on I-26; from Bush River Road to Broad River Road on I-20; and from I-26 to Colonial Life Boulevard on I-126

The EPA acknowledges SCDOT's effort in producing a comprehensive document. The DEIS clearly outlines the purpose and need of the project; presents a discussion of the alternatives with a thorough analysis; describes the affected environment, the assessment of environmental, transportation, social, and economic impacts; identifies mitigation measures to offset potential impacts; and presents a recommended preferred alternative. The EPA rates this DEIS as "LO" (Lack of Objections). The review has not identified any potential environmental impacts requiring substantive changes to the preferred alternative. The EPA appreciates the opportunity to review this DEIS and SCDOT's earlier coordination efforts during scoping and project development. If you have questions on our comments, please contact Ms. Alya Singh-White, at (404) 562-9339 or singh-white.alya@epa.gov.

Sincerely,

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

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

March 7, 2019

Christopher Militscher, Chief
United States Environmental Protection Agency Region 4
61 Forsyth St
Atlanta, GA 30303

Re: Carolina Crossroads I-20/26/126 Corridor Improve Project
Lexington and Richland Counties, Project ID P027662

Dear Christopher Militscher:

Thank you for your letter regarding the Carolina Crossroads I-20/26/126 Corridor Improvements Project in Lexington and Richland Counties, South Carolina. The South Carolina Department of Transportation (SCDOT) and the Federal Highway Administration (FHWA) appreciate your review on of the Draft Environmental Impact Statement (DEIS).

The SCDOT project team is working to complete a FEIS and FHWA anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.

To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com, call us at 1-800-601-8715 or email us at info@CarolinaCrossroadsSCDOT.com.

Sincerely,



Brian D. Klauk, PE, CPM, ENV SP
Project Manager for Carolina Crossroads

BDK:rwf

**RICHLAND COUNTY GOVERNMENT
ADMINISTRATION**

2020 Hampton Street, Suite 4069, Columbia, SC 29204
P 803-576-2050 | F 803-576-2137 | TDD 803-576-2045
richlandcountysc.gov

22473



September 18, 2018

SCDOT Carolina Crossroads Project Team
955 Park Street
Columbia, SC 29201

To Whom It May Concern,

Richland County staff recently attended two meetings – a stakeholder meeting and an open house – to hear updates on ongoing Carolina Crossroads project. After reading the Draft Environmental Impact Statement (DEIS), reviewing the website and speaking with members of the SCDOT Project Team, Richland County has several comments and concerns, as follows, the majority of which deal with the mobility goal and defining metrics, multimodal transportation, access management, and community impacts.

In general, the conceptual improvements are expected to relieve congestion. Likewise, this congestion relief is also spoken of in terms of improving mobility. However, the means by which this term is being defined and the metrics used to measure it seems to fall short of true mobility. Mobility is about the movement of people via multiple/alternative transportation modes, rather than single-occupancy vehicles (SOVs) and, thereby, the reduction of traffic. Mobility enhancements typically focus on a reduction of dependence on SOVs and the introduction of bike, pedestrian, and mass transit infrastructure (and/or other multimodal measures).

The mobility benefits provided under RA1 (Representative Alternative 1, which is the Recommended Preferred Alternative) (and other alternatives in general) are substantiated via engineering and traffic metrics only, instead of being assessed for impacts on mobility as well, as the two-part project goal suggests they should be. These include engineering metrics such as level of service (LOS) improvements, geometric reductions and increase in speeds and decreases in travel times. These improvements look to increase the amount of SOVs, not people in general, and allow that automobiles move through the system as quickly as possible. The resultant benefits do not achieve high results in people's mobility but in vehicles' traffic metrics. This includes travel time savings, travel time reliability, vehicle operating costs, accident cost savings, emissions cost savings, freight inventory cost savings and pavement maintenance cost savings. As such, the core issue is with how mobility has been defined and the "mobility" metrics that have been used to determine the appropriateness of previous potential alternatives in earlier screening processes, along with which of and how RA1's improvements will be undertaken.

Multimodal uses for the system, such as transit infrastructure and access, are noted in part as why the project is needed. The DEIS describes that improving access to the existing transit system should take place. However, a limited scope has been used in addressing transit possibilities as an alternative, primarily due to not meeting the engineering and traffic metrics which have been utilized throughout the screenings. In the preliminary screening process, mass transit and transportation system management (TSM) options were evaluated. These were considered as stand-alone options, where they were assessed in a vacuum as one single implementable solution to the breadth of issues to be addressed. As such, the transit options and TSM did not meet the stated purposes



of improved mobility, reduced congestion and subsequent needs. If the proposed mass transit and TSM options were evaluated in tandem with one another, or as part of additional alternatives, it is likely they would have been able to meet the project purpose and needs. Even though mass transit alternatives were precluded from advancing as viable alternatives, SCDOT has stated it will accommodate bus stops at interchanges and give them priority at signaling. Additionally, two express routes are being evaluated by the COMET/CMRTA which would utilize the system features. Further, park and ride services will be evaluated by SCDOT for the study area where potential service locations will be recommended.

Access management and community impacts affect each other in turn. These two factors both deal with peripheral elements that will most directly affect adjacent neighborhoods and County citizens. The DEIS says little about access management and community impact mitigation. These are elements that will then be mitigated during the design-build phase of the projects. In general, the DEIS gives possible design features that may be included such as adding two-way turn lanes, driveway consolidations, raised medians and other traffic measures such as parking restrictions, speed measures (only mentioned as an increase and not decrease) and changing signals to roundabouts.

There are two areas of concern when dealing with access management and the community. One location is the Broad River Rd. interchange at I-20 and the other will be the new interchange at Colonial Life Blvd. Access management will be the biggest concern when it comes to the Broad River Rd. interchange, particularly keeping and extending sidewalks. The type of proposed interchange, single point urban interchange (SPUI), will have limitations on pedestrian crossings and any potential bike use because of longer signal phasing. The Penny Program is coordinating with SCDOT on future programming as it relates to the Broad River Road Corridor Neighborhood Master Plan improvements, which should limit discrepancies between Carolina Crossroads and Penny projects.

For the Colonial Life Blvd. interchange, the primary concerns will be community impacts from higher speed travel. The new interchange is proximate to a residential neighborhood area. Colonial Life Blvd. will now be a focal point for traffic entering and exiting I-126. Per conversations at the Carolina Crossroads open house, the lone traffic calming measure being considered for this new interchange will be a single traffic light. As this interchange's context is heavily residential, greater attention should be placed upon traffic calming and other TSM measures (emphasis added). Moreover, inclusion of pedestrian infrastructure needs to be addressed as the transition from interstate to neighborhood occurs quickly. SCDOT has stated it will work to create new connections regarding bike and pedestrian facilities. County staff has a particular interest in seeing this come to fruition and intends to remain engaged throughout the design-build process.

Since, again, the Carolina Crossroads improvement project narrowly defines mobility within its scope of work, limited to SOVs and engineering metrics, alternatives development has been disadvantaged in what is able to be effectively evaluated and moved forward as potential solutions for improving true mobility. Multimodal and TSM options have not been adequately included, nor holistically considered, as adequate measures alongside other means for improving the corridor and study area. Access management and mitigation for traffic in transition areas need to be given greater priority and be addressed with context-based solutions.

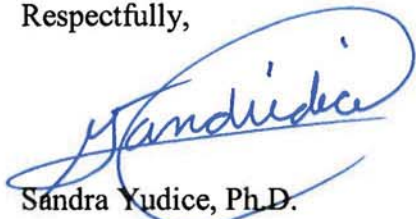
The "Environmental Commitments to Projects," which provides a list of environmental and community factors that SCDOT commits to as the project moves further along in the development process, is a particularly critical component of the DEIS and FEIS (Final Environmental Impact Study). This section is slated to include limited real mobility measures SCDOT plans to include as secondary features as part of the alternatives development process, such as bike-ped infrastructure, transit stop prioritization and park and ride service study and site recommendation. Critical to the successful implementation of the measures identified in this element will be the

way mitigation for impacts is considered (which is not explicitly addresses within the DEIS). The guarantee of actionable methods for mitigation is warranted in order to make sure impacts are being properly addressed.

General Comments for Moving Forward

- Prioritization of the movement of people and goods through various modes of transportation and not exclusively faster moving SOVs.
- Use of mobility metrics beyond traffic and engineering criteria.
- Multimodal features need to be moved forward into implementation as studies are completed. Priority should be given to expanding modal splits and reduction of trips within the corridor and study area as a means of congestion reduction.
- Access management features developed during the design-build process need to include traffic calming measures beyond traffic signals. Priority should be given to measures which are context specific and look at safety, aesthetics and pedestrian friendliness. Access management features that allow for or increase traffic speeds should not be utilized in areas that quickly transition to residential in nature. For instance, smaller curb radii and similar features should be used near transition areas.
- Sidewalk connections need to be kept and added where changes are being made to increase linkages and enhance pedestrian safety. Sidewalks should be included along new interchanges, and where SPUIs are implemented; signal phasing should allow for adequate timing for pedestrian or bike crossings.
- Mitigation measures should be developed in concert with local jurisdictions and stakeholders as the design-build process moves forward. This should include potential community impacts and environmental impacts.
- Promises made as part of the Environmental Commitments need be upheld and accountability measures should be put in place with input from local jurisdictions and stakeholders.
- Issues such as traffic and emergency response management during construction should be addressed, in detail, by the awarded design-build team. Further, all proposed plans pertaining to the aforementioned should be thoroughly vetted by impacted jurisdictions prior to starting of construction.

Respectfully,



Sandra Yudice, Ph.D.
Assistant County Administrator

March 7, 2019

Sandra Yudice, Ph.D., Assistant County Administrator
Richland County
2020 Hampton St, Ste 4069
Columbia, SC 29204

Re: Carolina Crossroads I-20/26/126 Corridor Improve Project
Lexington and Richland Counties, Project ID P027662

Dear Sandra Yudice:

Thank you for your comments regarding the I-20/26/126 Carolina Crossroads Draft Environmental Impact Statement (DEIS). The purpose of this letter is to acknowledge receipt of your comments as well as a response those comments.

Prioritization of movement of people and goods and mobility metrics utilized: The Purpose and Need for the proposed Carolina Crossroads project is to reduce traffic congestion and improving mobility. In developing the Purpose and Need for the project, it is noteworthy that according to the 2035 Long Range Transportation Plan (LRTP) user survey, 97% of those in corridor travel by car, and the most important travel issue was congestion. Maintaining and improving existing roads is where respondents felt they would most support financial expenditure (see Purpose and Need Report – Appendix A to the DEIS). The 2040 LRTP notes that the interstate system is critical to emergency evacuation, tourist traffic, increasing reliance on motor freight carriers, and to the growth and international freight movements through the Port of Charleston. These points necessitate a holistic review of how the corridor is utilized. As such, the project team has focused on the users of the system, including personal automobiles, commercial vehicles, and freight carriers, giving priority and consideration to all three within the mobility metrics of the alternatives analysis.

Multimodal features: SCDOT realizes that multi-modal options are part of a larger mobility solution for the Midlands region. These options could help to reduce the number of single-occupancy vehicles (SOVs) on the roadway and provide more transportation options for the traveling public.

HOV lanes were also considered as part of the proposed improvements, and it was determined that the inclusion of HOV lanes is not warranted. The Recommended Preferred Alternative would provide improved level of service, speeds, and travel times equal to or greater than those an HOV facility could provide. Additional information about this analysis is included in Chapter 2 of the DEIS (see pages 2-61 through 2-62). In addition, SCDOT will implement a congestion management tool/commuter services application to improve mobility during construction and

mitigate congestion by informing commuters of available options such as carpooling, ridesharing, transit and other commuting options. These details are published in the Final Environmental Impact Statement (FEIS).

Mass transit was one of the alternatives identified and considered the current availability of public transit operators and services operating in the vicinity of the Carolina Crossroads Project. The data gathered for the Carolina Crossroads Project showed that mass transit alone would not sufficiently meet the purpose and need of the project to reduce congestion and improve mobility within the corridor. Commuter rail/mass transit would contribute a less than 2% reduction in vehicles. Additionally, the addition of mass transit would not enhance safety, nor improve freight mobility. See Section 2.1.3 in the DEIS (pages 2-14 and 2-15) for more detail.

However, as part of the Carolina Crossroads Project, a mobility stakeholder group was established to provide input and ensure coordination on the project not only from a transit perspective but also for bicyclist and pedestrians. Based on the input from the mobility group the project team studied existing Park-and-Ride facilities throughout the Carolina Crossroads Project area to develop a plan to identify and address existing and future needs to ensure a continuous and adequate supply of parking for rideshare commuters. The Park-and-Ride study includes two main phases: 1) service demand screening and 2) park-and-ride site identification including a recommendation for implementation. Based on the study completed, SCDOT will work with CMRTA and CMCOG to develop two park and ride lots to improve mobility during construction and mitigate congestion resulting from the project. SCDOT will construct the two sites and maintain them during construction of the project. Engineering feasibility, timing and continued maintenance of the site(s) would be determined in coordination with CMRTA and the CMCOG prior to start of construction. In the event a permanent site cannot be developed, SCDOT will work with CMRTA and CMCOG to identify and provide funding for existing parking lots that could be leased for park and ride use. These details are published in the FEIS. The efforts of the study, coupled with efforts of other regional mobility partners will help to provide additional mobility options for the Midlands region and reduce the number of vehicles (single-occupancy and high-occupancy) utilizing the Carolina Crossroads corridor. You can read more about this in Chapter 2, Section 2.1.8.2 (pages 2-62 through 2-64) of the DEIS and in the forthcoming FEIS. Additionally, as also noted in Section 2.1.2.2, SCDOT is prepared to assist COMET/CMRTA efforts by accommodating bus stops at interchange locations.

As mentioned in Chapter 1 of the DEIS, there is a need for additional bicycle and pedestrian infrastructure within the study area. The design of connections to pedestrian and bicycle facilities and the accommodations for planned facilities will be determined as design progresses on the Recommended Preferred Alternative. You can read more about this, as well as accommodations during construction, in Chapter 2 of the DEIS (see page 2-63) and Chapter 3.13 (see page 3-369).



Access management features: During the alternatives development process, the project team evaluated a variety of interchange types at each interchange location. Each interchange type was evaluated to determine whether it would help meet the purpose and need of the project. Specifically, each was evaluated on its ability to: 1) Reduce the number of conflict points currently being experienced by users of the mainline and/or the crossing roadway; 2) Improve the operations on the mainline; 3) Improve the connections to/from the mainline; 4) Reduce geometric deficiencies currently on the mainline and/or crossing roadway; and 5) Provide adequate capacity in the future (2040). You can read more about the interchange types evaluated in Chapter 2 of the DEIS (see section 2.1.5.1) and the merits of each at each interchange in the Alternatives Development and Screening Report, Appendix C to the DEIS. Given the current stage of the proposed project, engineering design has not progressed enough to provide information on access management features. As the design progresses, the design-build contractor would be required to comply with SCDOT access management standards.

Mitigation: The proposed mitigation measures of the project has been publically shared with the public, stakeholders, and jurisdictions through dissemination of the DEIS and are documented as Environmental Commitments. As additional, or more detailed, mitigation measures are developed through final design, jurisdictions and stakeholders would continue to be included where warranted.

Accountability of Environmental Commitments: The “Contractor Responsible” measures listed in the Environmental Commitments section of the DEIS would be included in the contractor’s contract and must be implemented. It is the responsibility of the SCDOT Program Manager to make sure the commitments that are the responsibility of SCDOT are adhered to. This would be accomplished through tracking of environmental commitments through each stage of the proposed project – i.e., through final design, pre-construction, construction, and post-construction.

Traffic and Emergency Response Management: Once initiated, construction would impact everyone traveling in the corridor, from freight to transit and beyond. SCDOT will work with CMRTA to monitor bus operations and capacity during construction and in the event that capacity is reached, SCDOT will provide support in determining funding for enhanced bus service, based upon a framework to be agreed upon with CMRTA. These details are published in the FEIS. Other necessary measures, such as early and frequent communication will be set in place to ensure that those traveling in the corridor during the construction phase are well informed. As noted in Section 3.13.4 of the DEIS, the construction contractor would develop a maintenance-of-traffic plan that outlines measures to minimize construction impacts on transportation and traffic. A requirement of this plan would be that access to businesses and residences be maintained, to the extent practicable, and that existing roads be kept open to traffic unless alternate routes are provided. In addition, as noted in Section 3.13.3 of the DEIS, a comprehensive public information program




Sandra Yudice
Page 4
March 7, 2019

would be implemented to inform the public about construction activities and to minimize impacts. Information would include the periods when construction is scheduled to take place, potential impacts to traffic operations, work hours, and alternate routes. Construction signs would be used to notify motorists about work activities and changes in traffic patterns, such as detours. In addition, night and weekend work could be scheduled to shorten traffic impacts during peak hours. Emergency Response and would be included in the dissemination of this information.

The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.

To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com, call us at 1-800-601-8715 or email us at info@CarolinaCrossroadsSCDOT.com.

Sincerely,



Brian D. Klauk, PE, CPM, ENV SP
Project Manager for Carolina Crossroads

BDK:rwf





REPLY TO
ATTENTION OF

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

September 19, 2018

COPY

Regulatory Division

Ms. Michelle Herrell
Environmental Protection Specialist
Federal Highway Administration- SC Division Office
1835 Assembly Street, Suite 1270
Columbia, South Carolina 29201-2430

Re: Draft Environmental Impact Statement Comments for the I-20/26/126 Corridor Project in Lexington & Richland Counties, Federal Project Number P027662

Dear Ms. Herrell:

The Corps of Engineers received the Draft Environmental Impact Statement (DEIS), prepared by the Federal Highway Administration (FHWA) in cooperation with the South Carolina Department of Transportation (SCDOT) for the I-20/26/126 Corridor Project, known as Carolina Crossroads, on August 6, 2018. We appreciate the extensive coordination efforts that have gone into the development of this document. Our goal in the participation in that coordination is to assist your office in the development of a Final Environmental Impact Statement (EIS) which, to the extent practicable, addresses National Environmental Policy Act (NEPA) informational needs for the Corps as well as FHWA. This effort is expected to lead to a reduction in duplication of effort in compliance with applicable regulations and therefore to expedite the total review time associated with this project.

Upon review of the signed DEIS, the Corps has determined that the current draft does address the Corps' NEPA concerns to the degree practicable given the information available at this time, and this office does not have further comments on this DEIS.

Please note that while the Corps considers the coordination effort toward an EIS that addresses data needs for the Corps and FHWA's NEPA responsibilities successful, the Corps has additional regulatory responsibilities under Section 404 of the Clean Water Act (CWA). As we expect you are anticipating, the informational requirements for permitting under the CWA are slightly different from those satisfied through a NEPA review. Therefore, while the Corps does not have additional comments regarding the DEIS, you are advised that additional information will be required before the Corps can complete a review under the CWA and arrive at a final permit decision. Specifically, additional information supplementing the existing alternatives analysis, with sufficient detail and discussion of avoidance and minimization of impacts to waters of the United States to allow the Corps to determine the Least Environmentally Damaging Practicable Alternative (LEDPA), will be required. Further, the applicant will need to provide compensatory mitigation for unavoidable impacts to waters of the United States that satisfies the 2008 Mitigation Rule and the Charleston District's SOP for mitigation.

In closing, we look forward to continuing our collaborative effort towards an expedient review process as we move toward future phases of this project. Please be advised that our

concurrences are based upon the most current information available, and that future developments or new information may affect later stages of the regulatory review process. Though we anticipate our participation and concurrence on this project will help facilitate the permit process, it can in no way guarantee permit issuance.

Respectfully,



for: Jeffrey S. Palazzini
Lieutenant Colonel, U.S. Army
District Engineer

Travis G. Hughes
Chief, Regulatory Division

Copy furnished:

Mr. Brian D. Klauk, PE
Project Manager for Carolina Crossroads
South Carolina Department of Transportation
P.O. Box 191
Columbia, SC 29202-0191

Mr. Chad Long
Director of Environmental Services
South Carolina Department of Transportation
P.O. Box 191
Columbia, SC 29202-0191

March 7, 2019

Travis Hughes, Chief Regulatory Division
Department of the Army, Regulatory Division
69-A Hagood Ave
Charleston, SC 29403

Re: Carolina Crossroads I-20/26/126 Corridor Improve Project
Lexington and Richland Counties, Project ID P027662

Dear Travis Hughes:

Thank you for your letter regarding the Carolina Crossroads I-20/26/126 Corridor Improvements Project in Lexington and Richland Counties, South Carolina.

The South Carolina Department of Transportation (SCDOT) and the Federal Highway Administration (FHWA) appreciate your review on of the Draft Environmental Impact Statement (DEIS) and comments on the Clean Water Act (CWA). Please refer to Chapter 3, Section 3.7, (page 3-279 to 281) of the DEIS for an overview of SCDOT's proposed compensatory mitigation plan for the Carolina Crossroads project. SCDOT is using current mitigation regulations and guidance to develop the mitigation plan for the project, including the 2008 U.S. Army Corps of Engineers (USACE) and U.S. Environmental Protection Agency (EPA) regulations Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332) and USACE Charleston District Compensatory Mitigation Guidelines (dated October 7, 2010). Pursuant to these documents, SCDOT is monitoring existing and proposed mitigation banks that could serve the project, as well as evaluating additional forms of acceptable mitigation in the event mitigation banks cannot provide the necessary mitigation. Additional mitigation details to satisfy the 2008 Mitigation Rule and the Charleston District's SOP for mitigation with be included in the Final Environmental Impact Statement (FEIS), and we understand that additional project information would be needed for Section 404 permitting requirements before the Corps can arrive at a permit decision.

The SCDOT project team is working to complete a FEIS and FHWA anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.

To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com, call us at 1-800-601-8715 or email us at info@CarolinaCrossroadsSCDOT.com.

Sincerely,



Brian D. Klauk, PE, CPM, ENV SP
Project Manager for Carolina Crossroads

BDK:rwf



Brian D. Klauk, PE, CPM, ENV SP
Project Manager for Carolina Crossroads – Mega Projects Division
South Carolina Department of Transportation (SCDOT)
955 Park Street, Room 122
PO Box 191
Columbia, SC 29202-0191

September 23, 2018

Re: Transit Impacts with Carolina Crossroads

Dear Mr. Klauk,

Thank you for having your team work with the Central Midlands Regional Transit Authority (The COMET) as it relates to the inclusion of public transit and alternative transportation means in the upcoming Carolina Crossroads project. As I have read the Draft Environmental Impact Statement (DEIS) and the environmental commitments that are being made to transit, I have the following comments that I respectfully request that SCDOT take into consideration for the upcoming project:

- Regarding Park and Ride Lot, The COMET requests that SCDOT work with The COMET to provide park and ride lots at major interchanges along the corridor. These park and ride lots should be located at major shopping center and plazas and/or constructed by SCDOT for use by The COMET. Access to these park and ride lots would be critical to ensure that the bus can enter and exit the freeway easily with limited delay. The COMET has Route 82X between Palmetto Health Parkland and Downtown Columbia and proposed Route 93X between Newberry and Downtown Columbia that is due to start in May 2019. The COMET will be working on a comprehensive Short-Range Transit Plan that will include a component for a park and ride lot study. The COMET would like to collaborate on this matter. These park and ride lots whether constructed or through joint use agreements should be available to serve vanpools and carpools. Park and Ride Lots should be considered in Newberry, Chapin, Ballentine, at Broad River, Harbison, St. Andrews, Bush River and Colonial Life at the minimum.
- Regarding transit bus stops and signal priority, bus stop improvements and the installation of transit signal priority along Broad River Road between Harbison Boulevard and Greystone Boulevard, along St. Andrews Road between Harbison Boulevard and Broad River Road, along Bush River Road between St. Andrews Road and Broad River Road, along Greystone Boulevard between I-126 and Broad River Road and along Elmwood Avenue between I-126 and Bull Street will be critical towards improving the flow of traffic, keeping buses on time and providing accessible amenities for increased public transit use based on this construction project. The COMET Routes 82X, 83L, 84, 93X and The 801 will benefit tremendously from transit signal priority and bus stop improvements. Bus stop improvements can include the pouring of a cement pad for loading and unloading with access to the sidewalk, and at popular bus stops, the placement of a bench or shelter. The COMET could work with SCDOT on the identification of these bus stops.

Central Midlands Regional Transit Authority
3613 Lucius Road, Columbia, SC 29201
P 803 255 7133
F 803 255 7113
CATCHTHECOMET.ORG
info@catchthecomet.org

John Andoh, CCTM, CPM Executive Director/CEO
Ron Anderson, Chair
John Furgess, Vice Chair
Andy Smith, Secretary
Dr. Robert Morris, Treasurer
Board Members: Jacqueline Boulware, Lill Mood,
Carolyn Gleaton, Leon Howard, Derrick Huggins, Roger Leaks,
Joyce Dickerson, Skip Jenkins, Debbie Summers, Bobby Horton

- In addition, The COMET would request consideration from SCDOT on the following concepts:
 - Bus on shoulders demonstration project to allow The COMET buses to travel along shoulders during peak periods only, on weekdays along the I-26 and I-126 corridors, provided that it is safe for the implementation of this demonstration project. North Carolina has successfully implemented this program: <https://www.ncdot.gov/divisions/public-transit/Pages/bus-on-shoulder-system.aspx> and http://www.fdot.gov/Transit/Pages/Bus_on_shoulders_Guidance_013117.pdf
 - High Occupancy Vehicle (HOV) lanes in the future can provide value to The COMET, carpools, vanpools and zero emission vehicles. While the project recommends against HOV lanes today, in the next 10, 20 or 30 years, I-26, I-20 and I-126 could end up being coming significantly congested. The COMET would recommend that SCDOT review every 5 years the feasibility to implement HOV lanes along these corridors as a business practice and that the far-left lane is built with the intent to accommodate HOV in the future with appropriate stripping and signage.
 - Operational subsidy for Routes 82X, 83L, 84, 93X and The 801 will provide The COMET the ability to maintain the current level of service due to increased traffic conditions that Broad River Road, Bush River Road, St. Andrews Road, Greystone Boulevard and Elmwood Avenue are anticipated to have. The COMET would recommend a subsidy level that could allow for adding 30-minute service along Routes 84 and The 801 between 6 a.m. and 7 p.m., Monday-Friday, the additional 1 round trip added to Route 93X between Newberry and Downtown Columbia, Monday-Friday, 30-minute service on Route 82X between 6 a.m. and 9 a.m. and 4 p.m. and 7 p.m., Monday through Friday and the addition of midday service to Route 83L, seven days a week between 12 p.m. and 4 p.m. The estimated annual cost for this operational subsidy is \$750,000 with a 3.5% CPI and is requested only through the duration of the project. The COMET is not in a position to expand transit services without this mitigation funding to act as a mitigation for this project due to the limited local funding source available.
 - Update Central Midlands Council of Governments Commuter Rail Assessment will provide an updated assessment on how commuter and/or intercity rail could potential serve the Central Midlands region over the next 20 years. This assessment can evaluate demand, right-of-way, costs, equipment needs, corridor evaluation and how to fund the initial capital and ongoing operational costs. This assessment could provide value for if and when congestion increases in the I-26, I-20, I-1-126 corridor and there is a need to develop alternative solutions.
 - Support alternative transportation options – through public outreach, during the construction, as the general public would look for alternative ways to avoid the traffic congestion, SCDOT should include in its public awareness campaigns to encourage people to take advantage of alternative transportation measures – public transit, carpools, vanpools, walking and bicycling. The promotions of these alternatives could help increase awareness and provide some reduction to any potential traffic congestion that the project area may endure. The COMET will be implementing a vanpool program in conjunction with Enterprise Rideshare and this could be the perfect opportunity for those in the corridor to consider forming vanpools.
 - Construction updates and notifications to The COMET at least 24 hours in advance when detours, road closures or any changes in traffic patterns is very important, so that The COMET operations can make any necessary adjustments to transit service and to notify the riding public of such changes.

Should you have any questions on this letter, please contact me at (803) 255-7087 or email john.andoh@catchthecomet.org.

Sincerely,



John Andoh, Executive Director/CEO

Central Midlands Regional Transit Authority
3613 Lucius Road, Columbia, SC 29201
P 803 255 7133
F 803 255 7113
CATCHTHECOMET.ORG
info@catchthecomet.org

John Andoh, CCTM, CPM Executive Director/CEO
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Carolyn Gleaton, Leon Howard, Derrick Huggins, Roger Leaks,
Joyce Dickerson, Skip Jenkins, Debbie Summers, Bobby Horton

March 7, 2019

John Andoh, Executive Director/CEO
Central Midlands Regional Transit Authority
3613 Lucius Rd
Columbia, SC 29201

Re: Carolina Crossroads I-20/26/126 Corridor Improve Project
Lexington and Richland Counties, Project ID P027662

Dear John Andoh:

Thank you for your interest and comment on the Carolina Crossroads I-20/26/126 Corridor Improvement. The purpose of this letter is to acknowledge receipt of your comments as well as provide a response to those comments

- **Park-and-ride lots at major interchanges along the corridor:** As noted in Chapter 2 of the Draft Environmental Impact Statement (DEIS), the project team would study existing Park-and-Ride facilities throughout the Carolina Crossroads Project area and develop a plan to identify and address existing and future needs to ensure a continuous and adequate supply of parking for rideshare commuters. You can read more about this in Chapter 2, Section 2.1.8.2 (pages 2-62 through 2-64) of the DEIS. The Park-and-Ride study includes two main phases: 1) service demand screening and 2) park-and-ride site identification including a recommendation for implementation. Based on the study completed, SCDOT will work with CMRTA and CMCOG to develop two park and ride lots to improve mobility during construction and mitigate congestion resulting from the project. SCDOT will construct the two sites and maintain them during construction of the project. Engineering feasibility, timing and continued maintenance of the site(s) would be determined in coordination with CMRTA and the CMCOG prior to start of construction. In the event a permanent site cannot be developed, SCDOT will work with CMRTA and CMCOG to identify and provide funding for existing parking lots that could be leased for park and ride use. These details are published in the Final Environmental Impact Statement (FEIS).
- **Transit bus stops and signal priority improvements:** As noted in Section 2.1.2.2 of the DEIS, SCDOT is prepared to assist COMET/CMRTA efforts by accommodating bus stops at interchange locations. Improvements to the bus stops fall outside of the scope for the CCR project since the stops are already part of the existing environment. Regarding traffic signal priority (TSP), SCDOT has conducted a high level analysis of potential TSP upgrades in the

Carolina Crossroads project area to help facilitate the movement transit vehicles. Installed at intersections near the CCR project, TSP does allow for improved bus on-time performance. However, current transit level of service at locations within the corridor is at hourly headway to and from downtown Columbia, with two of the three routes providing intermittent service during the day. In addition, TSP does not benefit all other commuters traveling within the CCR project area or those not traveling in transit vehicles such as carpools and vanpools near the project area. SCDOT has concluded that TSP will not be implemented as part of the project.

- **Bus on shoulder:** Given the complexity of the construction within the CCR project area (e.g. lane closures, shifting, construction material holding areas, etc.) and the safety of personnel working on site, a bus on shoulder (BOS) pilot during project construction would not be feasible. In addition, following project construction, BOS would not be warranted since the Recommended Preferred Alternative (RPA) would result in travel time savings, acceptable level-of-service (LOS), and improved speeds. You can read more about the traffic and travel benefits of the RPA in Chapter 2 of the DEIS.

- **High occupancy vehicles and review of HOV feasibility:** As detailed in Section 2.1.8.1 of the DEIS (page 2-61 through 2-62) high occupancy vehicle (HOV) lanes were considered as part of the proposed improvements for the CCR project. However, the benefits to LOS, travel time, and speeds derived from the planned improvements to the corridor via the reasonable alternatives are projected to offset the need or benefit of including an HOV lane at this time. Regarding the request of an ongoing five year review of the feasibility to implement HOV lanes in the corridors, this is a practice SCDOT already performs as part of ongoing corridor analyses.

- **Operational subsidy:** Once initiated, construction would impact everyone traveling in the corridor, from freight to transit and beyond. SCDOT will work with CMRTA to monitor bus operations and capacity during construction and in the event that capacity is reached, SCDOT will provide support in determining funding for enhanced bus service, based upon a framework to be agreed upon with CMRTA. These details are published in the FEIS. Other necessary measures, such as early and frequent communication will be set in place to ensure that those traveling in the corridor during the construction phase are well informed. As noted in Section 3.13.3 of the DEIS, a comprehensive public information program would be implemented to inform the public about construction activities and to minimize impacts. Information would include the periods when construction is scheduled to take place, potential impacts to traffic operations, work hours, and alternate routes. Construction signs would be used to notify motorists about work activities and changes in traffic patterns, such as detours. In addition,



night and weekend work could be scheduled to shorten traffic impacts during peak hours. COMET would be included in the dissemination of this information.

- **Update Central Midlands Council of Governments Commuter Rail Assessment:** As noted in Chapter 2 of the DEIS, commuter rail was assessed as part of the alternatives analysis for the CCR project. It was determined that implementation of mass transit would not be able to sufficiently reduce congestion or improve mobility within the project corridor and would not meet the purpose and need of the project if implemented as a stand-alone alternative. Additionally, the addition of mass transit would not enhance safety, nor improve freight mobility. For these reasons, the mass transit alternative was not advanced as a stand-alone preliminary alternative for the proposed Carolina Crossroads project. However, the CMCOG and COATS' inclusion of mass transit in the region's LRTP and other plans and studies ensure commitments to it in the future. Though it would go beyond the CCR study limits, an update to the commuter rail assessment could be a worthwhile effort for the entire Central Midlands Region. If the COMET and/or other regional agencies advance additional analysis, please include SCDOT as a stakeholder in any working groups or committees that are formed.
- **Transportation demand management strategies:** Encouraging effective transportation demand management (TDM) strategies before and during project construction would behoove all. SCDOT agrees that there should be close communication with COMET to share commute mitigating measures to the public. As noted above, a comprehensive public information program would be implemented to inform the public about construction activities and to minimize impacts. In addition, SCDOT will implement a congestion management tool/commuter services application to improve mobility during construction and mitigate congestion by informing commuters of available options such as carpooling, ridesharing, transit and other commuting options. These details are published in the FEIS.
- **Construction updates and notifications:** SCDOT is in agreement with the suggestion to keep the COMET informed well in advance for any potential service disruptions in order to take any necessary operational mitigation efforts during the project construction phase. We look forward to continue the conversation and identifying the key personnel that will be communicating during the construction phase.

The South Carolina Department of Transportation (SCDOT) project team is working to complete a Final Environmental Impact Statement (FEIS) and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.



John Andoh
Page 4
March 7, 2019

To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com, call us at 1-800-601-8715 or email us at info@CarolinaCrossroadsSCDOT.com.

Sincerely,



Brian D. Klauk, PE, CPM, ENV SP
Project Manager for Carolina Crossroads

BDK:rwf



South Carolina Department of Natural Resources

1000 Assembly Street Suite 336
PO Box 167
Columbia, SC 29202
803.734.3282 Office
803.734-9809 Fax
mixong@dnr.sc.gov



Alvin A. Taylor
Director
Lorianne Riffin
Director, Office of
Environmental Programs

September 24, 2018

Submitted electronically

Ms. Michelle Herrell
Environmental Protection Specialist
FHWA – SC Division Office
1835 Assembly Street, Suite 1270
Columbia, SC 29201

RE: Draft Environmental Impact Statement for Carolina Crossroads
Interstate 20/26/126 Corridor Project, Lexington and Richland Counties

Ms. Herrell:

The Federal Highway Administration, in cooperation with the South Carolina Department of Transportation, has prepared a Draft Environmental Impact Statement (DEIS) for the Carolina Crossroads Corridor Project. The project area generally encompasses Interstate 20 (I-20) from the existing Saluda River crossing to the existing Broad River crossing, Interstate 26 (I-26) from Broad River Road to US 378, and Interstate 126 (I-126) from I-26 to Colonial Life Boulevard. The purpose of the project is to improve mobility and enhance traffic operations by reducing existing traffic congestion within the I-20/26/126 corridor. The DEIS assesses two Reasonable Alternatives (RA1 and RA5) and a No-Build Alternative.

The South Carolina Department of Natural Resources (SCDNR) accepted an invitation to serve as a participating agency for the proposed project in a letter dated November 17, 2015. SCDNR reviewed a preliminary suite of alternatives and provided comments in a letter dated November 18, 2016. SCDNR also reviewed several chapters of the DEIS in draft form and provided additional comments in a letter dated March 3, 2018.

SCDNR previously expressed concerns regarding proposed new alignment crossings of the Saluda and Broad Rivers as well as concerns regarding proposed impacts in the floodplain of the Saluda River. The DEIS indicates that some of these proposed impacts have been eliminated from further consideration, however, SCDNR remains concerned that Reasonable Alternative 1 (Preferred Alternative) and Reasonable Alternative 5 include alignments that parallel the Saluda River in the floodplain and wetlands adjacent to I-126 as well as significantly increase the

footprint of the existing I-26 crossing. SCDNR finds that these alignments could significantly impact the water quality, aquatic habitat, scenic and recreational values of the river. SCDNR recommends that final plans avoid and minimize impacts to the Saluda River and adjacent resources to the greatest extent practicable.

SCDNR looks forward to working with the project team and the other cooperating and participating agencies to move forward into the final design, permitting and mitigation phases of this project. Should you have any questions or need more information, please do not hesitate to contact me by email at mixon@dnr.sc.gov or by phone at 803.734.3282.

Sincerely,

A handwritten signature in black ink that reads "Greg Mixon". The signature is written in a cursive, slightly slanted style.

Greg Mixon
Office of Environmental Programs

cc: Chad Long - SCDOT

March 7, 2019

Greg Mixon
South Carolina Department of Natural Resources
100 Assembly St, Ste 336
Po Box 167
Columbia, SC 29202

Re: Carolina Crossroads I-20/26/126 Corridor Improve Project
Lexington and Richland Counties, Project ID P027662

Dear Greg Mixon:

Thank you for your letter regarding the Carolina Crossroads I-20/26/126 Corridor Improvements Project in Lexington and Richland Counties, South Carolina.

With regards to the Saluda River floodplain and wetland impacts; increases to impervious surfaces and associated runoff has been considered for both reasonable alternatives. As noted in Chapter 3.6 of the Draft Environmental Impact Statement (DEIS) both reasonable alternatives would increase the amount of impervious surface in the project study area (see page 3-240); and as noted in Chapter 3.8, both alternatives would impact floodplains (see page 3-289). Stormwater runoff would be mitigated by discharging stormwater into detention basins and/or vegetated swales before it is released into receiving waters. This practice reduces peak-flow discharge into receiving waters (see Chapter 3.6, page 3-241). Additionally, neither alternative is expected to result in significant impacts to natural and beneficial floodplain values; and the project would be designed to be consistent with local floodplain development plans. Where regulatory floodplains are defined, hydraulic structures will be designed to accommodate a 100-year flood. Where no regulatory floodplain is defined, culverts and bridges will be designed to accommodate a 50-year magnitude flood event (See Chapter 3.8, page 3-292). You can also read more about the indirect and cumulative effects of the proposed project in Chapter 3.15 of the DEIS (see Sections 3.15.1 and 3.15.2).

The South Carolina Department of Transportation (SCDOT) project team is working to complete an FEIS and the Federal Highway Administration anticipates publishing an FEIS and a Record of Decision (ROD) concurrently in spring 2019.

Greg Mixon
Page 2
March 7, 2019

To stay up to date on Carolina Crossroads project information, visit our project website at www.SCDOTCarolinaCrossroads.com, call us at 1-800-601-8715 or email us at info@CarolinaCrossroadsSCDOT.com.

Sincerely,



Brian D. Klauk, PE, CPM, ENV SP
Project Manager for Carolina Crossroads

BDK:rwf





ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-9040-6]

Environmental Impact Statements; Notice of Availability

Responsible Agency:

Office of Federal Activities, General Information (202) 564-7156 or

<https://www2.epa.gov/nepa/>

Weekly receipt of Environmental Impact Statements

Filed 07/23/2018 Through 07/27/2018

Pursuant to 40 CFR 1506.9.

Notice:

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at:

<https://cdxnodengn.epa.gov/cdx-enepa-public/action/eis/search>

EIS No. 20180170, Final, BLM, NV,

Greater Phoenix Project, Review Period Ends: 09/04/2018,

Contact: Christine Gabriel 775-635-4000

EIS No. 20180171, Draft, USFS, AK,

Chugach National Forest Land Management Plan Draft

Environmental Impact Statement, Comment Period Ends: 11/01/2018,

Contact: Denise Downie 907-743-9426

EIS No. 20180172, Draft, NPS, TN,

Contaminated Mine Drainage Mitigation and Treatment

Programmatic/Site Specific Draft EIS,

Comment Period Ends: 09/17/2018,

Contact: Michael B. Edwards 303-969-2694

EIS No. 20180173, Draft, FHWA, SC,

Carolina Crossroads I-20/26/126 Corridor Project,

Comment Period Ends: 09/17/2018,

Contact: J. Shane Belcher 803-253-3187

EIS No. 20180174, Draft, NPS, FL,

Gulf Islands National Seashore Personal Watercraft Plan,

Comment Period Ends: 09/17/2018,

Contact: Dan Brown 850-934-2613

EIS No. 20180175, Final, FERC, CA,

Lassen Lodge Final Environmental Impact Statement,

Review Period Ends: 09/04/2018,

Contact: Kenneth Hogan 202-502-8434

EIS No. 20180176, Draft, BLM, NM,

Carlsbad Draft Resource Management Plan and Environmental

Impact Statement, Comment Period Ends: 11/05/2018,

Contact: Hector Gonzales 575-234-5968

Amended Notice:

Revision to the Federal Register Notice published 07/20/2018,

extend comment period from 08/20/2018 to 08/27/2018,

EIS No. 20180164, Final, USFS, CA, Exchequer Restoration Project,

Contact: Elaine Locke 559-885-5355

Dated: 07/30/2018.

Kelly Knight,

Acting Director,

Office of Federal Activities.

BILLING CODE 6560-50-U

[FR Doc. 2018-16572 Filed: 8/2/2018 8:45 am; Publication Date: 8/3/2018]



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



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.

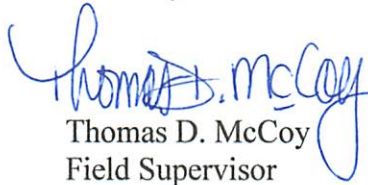
The SCDOT conducted surveys for T&E species that are known to occur in both counties in order to determine their presence within the project corridor. The presence of suitable habitat for each species was also examined during the surveys. The SCDOT did not locate individuals of, or suitable habitat for, 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,



Thomas D. McCoy
Field Supervisor

TDM/MAC



South Carolina
Department of Transportation

RECEIVED
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: Renonah A. Davis 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



South Carolina
Department of Transportation

RECEIVED
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: Renonah H. Davis 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



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
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: [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 \(FHWA\)](mailto:Belcher.Jeffrey@FHWA)
To: elizabeth-toombs@cherokee.org
Cc: "JurgelskWM@scdot.org"; [Herrell, Michelle \(FHWA\)](mailto: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>; russtown@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



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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
ᑕᑦ ᑭᑦ ᑭᑳᑳᑳᑳᑳᑳ
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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: 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

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

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

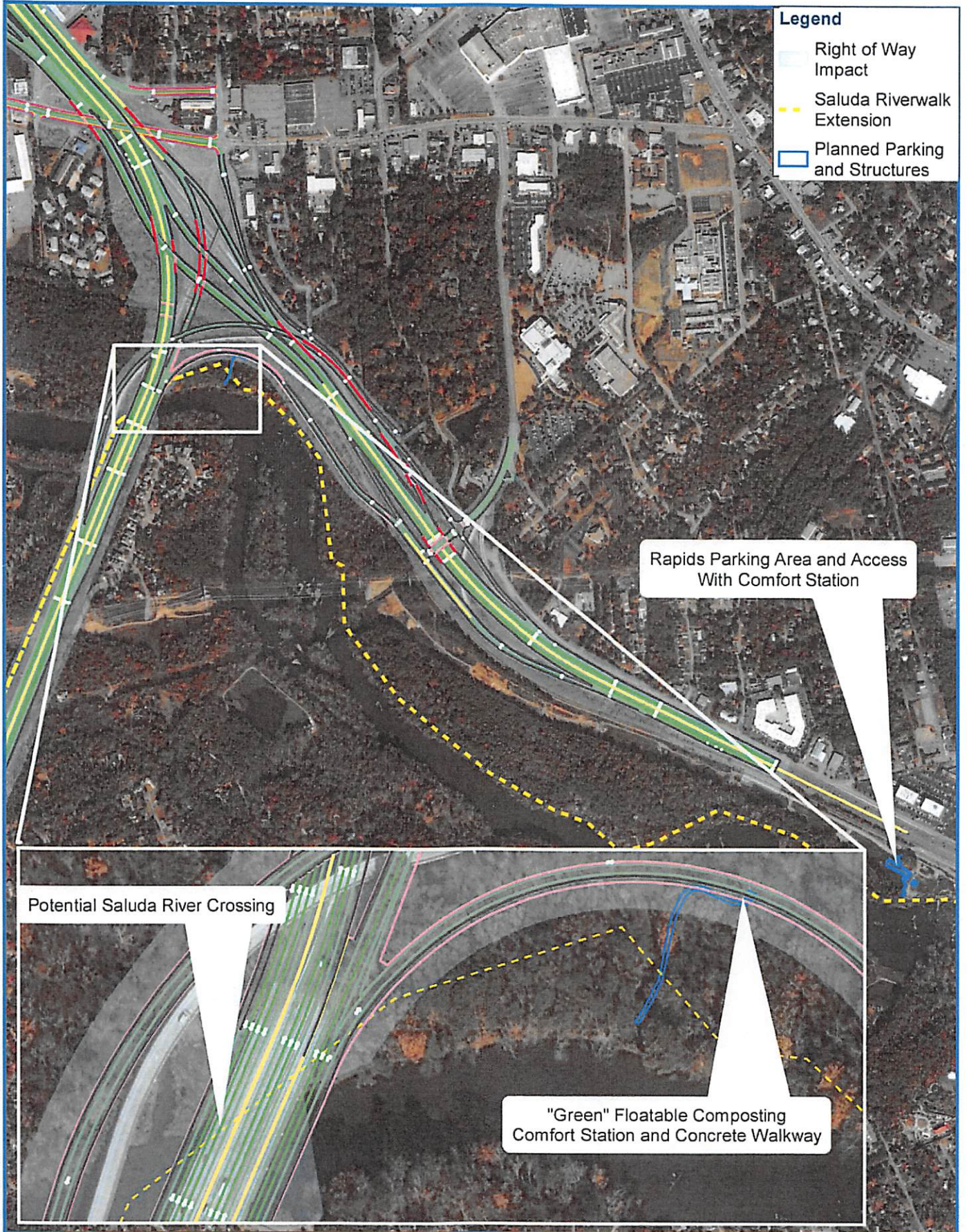
Enclosures

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





Legend

- ▭ Right of Way Impact
- - - Saluda Riverwalk Extension
- ▭ Planned Parking and Structures

Rapids Parking Area and Access With Comfort Station

Potential Saluda River Crossing

"Green" Floatable Composting Comfort Station and Concrete Walkway

RA Impacts

0 540 1,080

Feet
1 inch = 1,089 feet





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.

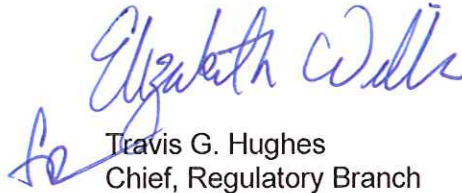
This delineation/determination has been conducted pursuant to Corps of Engineers regulatory authority for the purpose of identifying the geographic extent of waters on the particular site identified in this request. This delineation/determination may not be valid for the wetland conservation provisions 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.

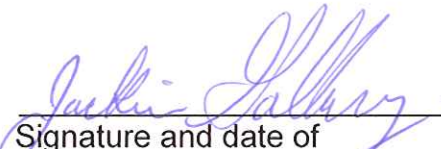
Although the Corps may not agree with all the information provided by the agent in the data forms describing delineated waters, the Corps agrees with the conclusion and boundary established from site information documented.

- 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, Congare, 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 Geodectic 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)

 B3-14-16

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

2015-01080-DS SCDOT Carolina Crossroads in Richland and Lexington Counties

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

2015-01080-DS SCDOT Carolina Crossroads in Richland and Lexington Counties

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

2015-01080-DS SCDOT Carolina Crossroads in Richland and Lexington Counties

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

2015-01080-DS SCDOT Carolina Crossroads in Richland and Lexington Counties

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

2015-01080-DS SCDOT Carolina Crossroads in Richland and Lexington Counties

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

2015-01080-DS SCDOT Carolina Crossroads in Richland and Lexington Counties

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



DEPARTMENT OF THE ARMY
CHARLESTON DISTRICT CORPS OF ENGINEERS
69A HAGOOD AVENUE
CHARLESTON, SC 29403-5107

04 February 2019

RECEIVED
FEB 7 2019
Environmental Management
SCDOT

Regulatory Division

South Carolina Department of Transportation
Mr. Sean Connolly
P.O. Box 191, 955 Park St.
Columbia, South Carolina 29202-0191

Dear Mr. Connolly:

This letter is in response to your request for a Preliminary Jurisdictional Determination (PJD) (SAC-2015-01080) received in our office on January 7, 2019, for a 1,482-acre site located in Richland and Lexington Counties. The site in question is shown in Figures 6-1 to 6-35 on the enclosed CD, entitled "Figures 6-1 to 6-35, "Delineated Waters of the U.S., Sheets 1-35 of 35, Carolina Crossroads" and dated November 15, 2018 prepared by Mead & Hunt for South Carolina Department of Transportation. A PJD is used to indicate that this office has identified the approximate location(s) and boundaries of wetlands and/or other aquatic resources that are presumed to be waters of the United States on the site pursuant to Section 404 of the Clean Water Act (CWA) (33 USC § 1344).

Based on 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 figures are a reasonable approximation of the aquatic resources found within the site that are presumed to be subject to regulatory jurisdiction of the Corps of Engineers. The site in question contains approximately 12.219 acres of federally defined wetlands and approximately 0.739 acre and 27,922 linear feet of other aquatic resources that are presumed to be waters of the United States that are subject to regulatory jurisdiction under Section 404 of the CWA.

You are cautioned that the boundaries of the delineated wetlands and/or other aquatic resources that are presumed to be subject to regulatory jurisdiction of the Corps of Engineers shown on the enclosed depiction are approximate and subject to change. **Also, please be aware, that due to revisions to the project area, this PJD supersedes the former PJDs the Corps provided for the Carolina Crossroads project dated June 27, 2018 and March 9, 2016.**

By providing this PJD, the Corps of Engineers is making no legally binding determination of any type regarding whether jurisdiction exists over the particular aquatic resource(s) in question. In this regard, this PJD is not a definitive determination of the presence or absence of areas within the Corps of Engineers' jurisdiction, and, therefore, it does not have an expiration date. A PJD is "preliminary" in the sense that a recipient of a PJD can later request and obtain an Approved Jurisdictional Determination (AJD) for a definitive, official determination that there are, or that there are not, jurisdictional aquatic resources on a site, including the identification of the geographic limits of the jurisdictional aquatic resources. In order for a definitive determination of jurisdiction to be provided, you must submit a request for an AJD.

2015-01080

You should be aware that a permit from this office may be required for certain activities in the areas identified as wetlands and/or other aquatic resources that are presumed to be subject to regulatory jurisdiction of the Corps of Engineers. A PJD may be used as the basis of a permit decision; however, for purposes of computation of impacts, compensatory mitigation requirements, and other resource protection measures, a permit decision made on the basis of a PJD will treat all aquatic resources that would be affected in any way by the permitted activity on the site as jurisdictional. If you intend to request an AJD in the future, you are advised not to commence work in these wetlands and/or other aquatic resources that are presumed to be jurisdictional prior to receiving the AJD. Enclosed is a Preliminary Jurisdictional Determination Form describing the areas in question and clarifying the option to request an AJD.

Please note that this is a PJD, and as such 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 PJD, a copy of this letter and attached figures should be submitted as part of the application. Otherwise, a delay could occur in confirming that a PJD was performed for the proposed project area.

It should also be noted that some or all of these areas may be regulated by other state or local government entities. Specifically, you are encouraged to contact the South Carolina Department of Health and Environmental Control to determine the limits of their jurisdiction.

This PJD has been conducted for the purpose of identifying the approximate location(s) of aquatic resources that are presumed to be subject to regulatory jurisdiction of the Corps of Engineers on the particular site identified in this request. This PJD 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.

Enclosed is a copy of the Preliminary Jurisdictional Determination Form signed by our office. Please sign, retain a copy for your records, and return a signed copy to this office within 30 days of receipt of this letter.

In all future correspondence concerning this matter, please refer to file number SAC-2015-01080. A copy of this letter is being forwarded to certain State and/or Federal agencies for their information. If you have any questions concerning this matter, please contact Stephen A. Brumagin, Project Manager, at (803) 253-3445.

Sincerely,



Amanda L. Heath
Chief, Special Projects

Enclosures:

Preliminary Jurisdictional Determination Form

Notification of Appeal Options

Self-addressed envelope

CD containing: Figures 6-1 to 6-35, entitled "Delineated Waters of the U.S., Sheets 1-35 of 35, Carolina Crossroads", dated 11/15/2018

Copies Furnished:

Ms. Siobhan Gordon (Electronic copy, w/o enclosures)

SC Department of Transportation

GordonSO@scdot.org

Mr. Matt DeWitt, PWS (Electronic copy, w/o enclosures)

Mead & Hunt

Matt.DeWitt@MeadHunt.com

South Carolina Department of

Health and Environmental Control (Electronic copy, w/o enclosures)

Bureau of Water

WQCWetlands@dhec.sc.gov

Carolina Crossroads
Correspondence
US Coast Guard Bridge Permit

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
--------------	--	---------------	---------	-----	-------	------	------------	--------	--------------------

Project Description	Carolina Crossroads (I-20/I-26/I-126)
---------------------	---------------------------------------

Tidal or Non-Tidal	Non-Tidal	Contact Person	Chad Long (SCDOT)	Phone Number	803-737-1396
--------------------	-----------	----------------	-------------------	--------------	--------------

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.

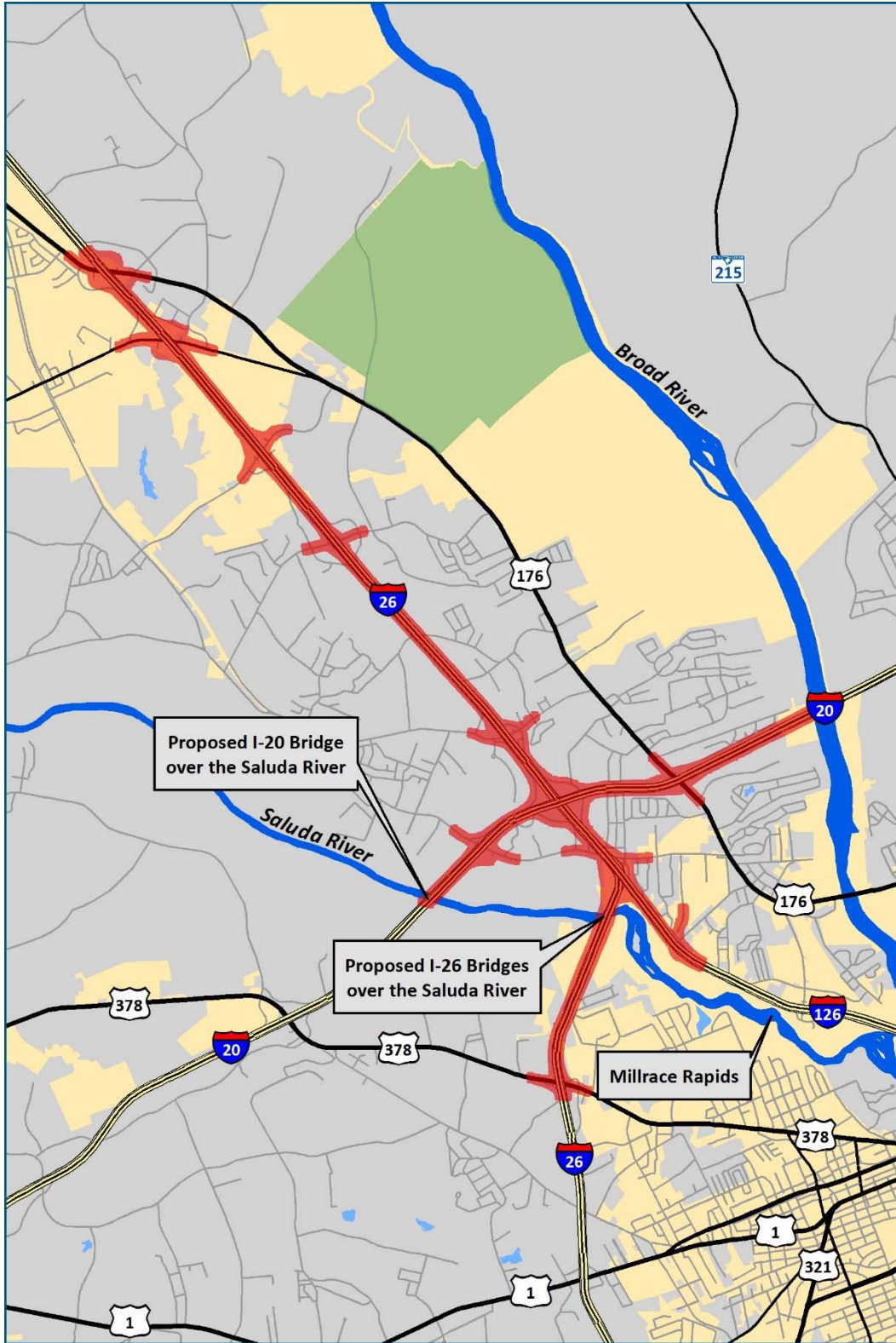
If you have any questions or require additional information, please contact me at (803) 520-2837 or matt.dewitt@meadhunt.com.

Sincerely,



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

Attachments



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

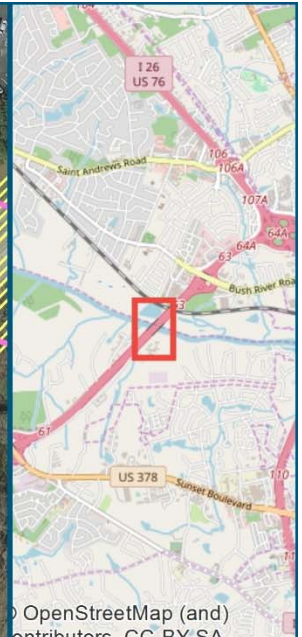


1 inch = 7,000 feet
@ 8.5 x 11 inches
Projection: Lambert Conformal Conic
State Plane South Carolina FIPS 3900 Intl Feet
North American Datum of 1983

Legend
Project Study Area

Project Location Map

12/2017 Sheet 1 of 3





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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

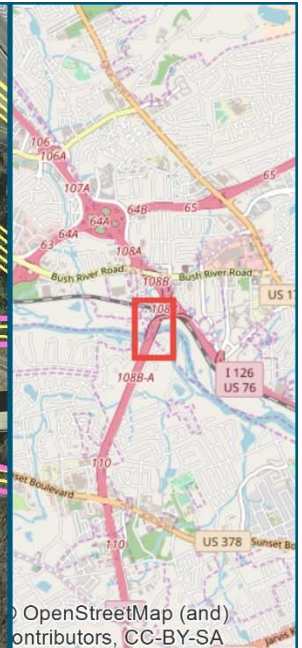
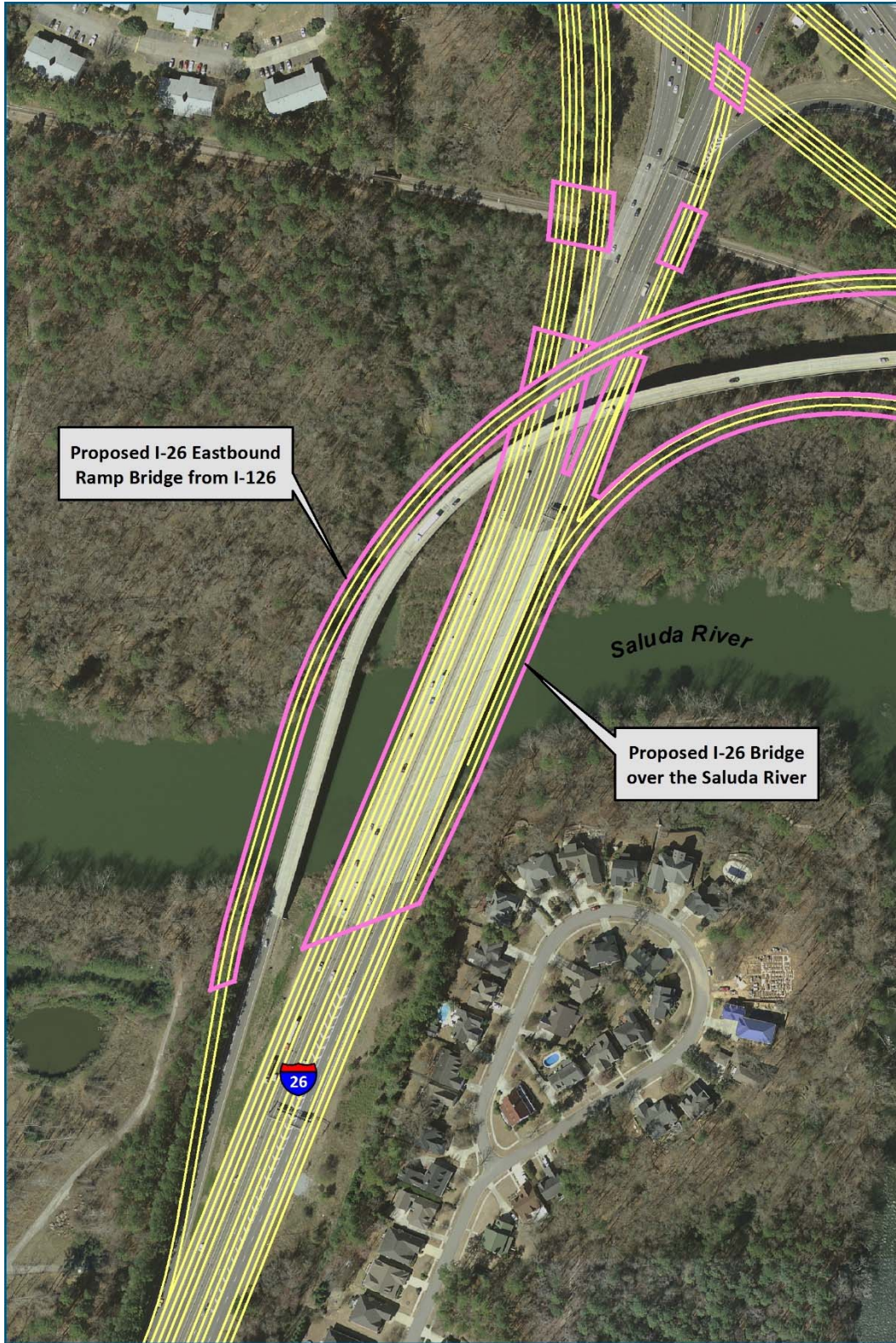
Legend

-  Proposed Bridge
-  Proposed Travelway

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

12/2017

Sheet 2 of 3



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

0 150 300
Feet

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-26
Bridges over
Section 10 Waters**

12/2017 Sheet 3 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.



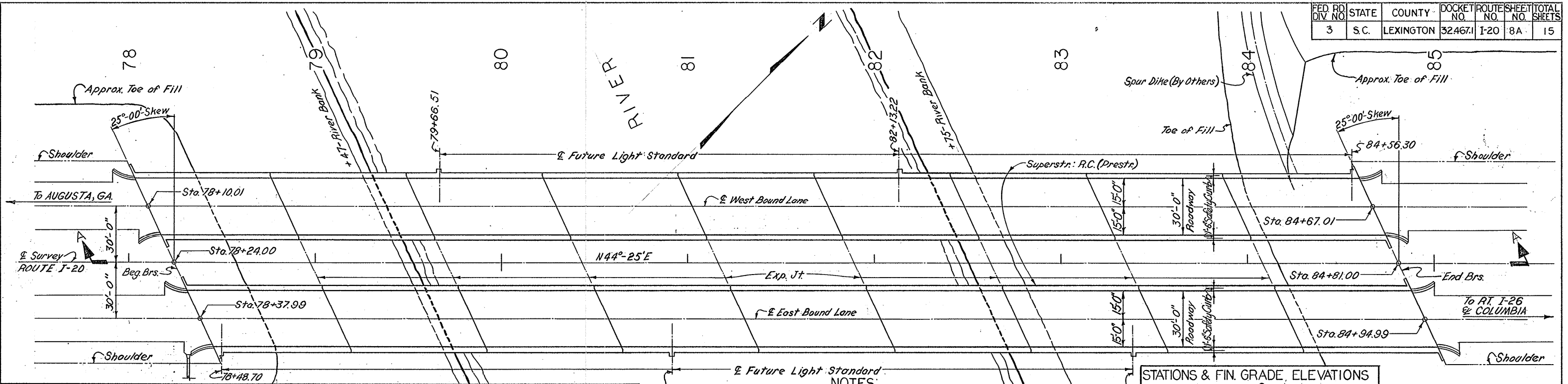
Date:
05/15/2015

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.



SUMMARY OF QUANTITIES - BOTH BRIDGES

ITEM	NO.	DRY EXCAVATION C.Y.	WET EXCAVATION C.Y.	ROCK EXCAVATION C.Y.	CONCRETE CLASS 'A' C.Y.	REINF. STEEL LBS.	STEEL BEAR. PILING (10 IN. 42 LBS) L.F.	PIPE SLOPE DRAINS L.F.	INTAKE SPILLWAY ASSEMBLY EACH	FABR. METAL HANDRAIL (ALUM) L.F.	7'3" PRESTR. CONC. BMS EACH	COFFER DAMS EACH
End Bts. 1	2				24.2	3,154	400					
Piers A	2	160	140	50	206.0	17,476						
Piers B	2		120	50	218.2	18,064						2
Piers C	2		60	50	218.2	18,064						2
Piers D	2		80	50	224.6	18,358						2
Piers E	2		100	50	228.8	18,528						2
Piers F	2	60	250	50	233.2	18,738						
Piers G	2	210	250	50	237.6	18,946						
Piers H	2	90	220	50	237.6	18,946						
End Bts. 2	2				15.7	2,470	560					
13 Ft. End Spans	4				1,319.0	372,596				584	24	
13 Ft. Int. Spans	14				2,106.0	2,249,696				2,044	84	
Flared Curb & Gutters	4				4.8	316		30	1			
TOTALS		520	1,220	400	3,228.1	475,352	960	30	1	2,628	108	8

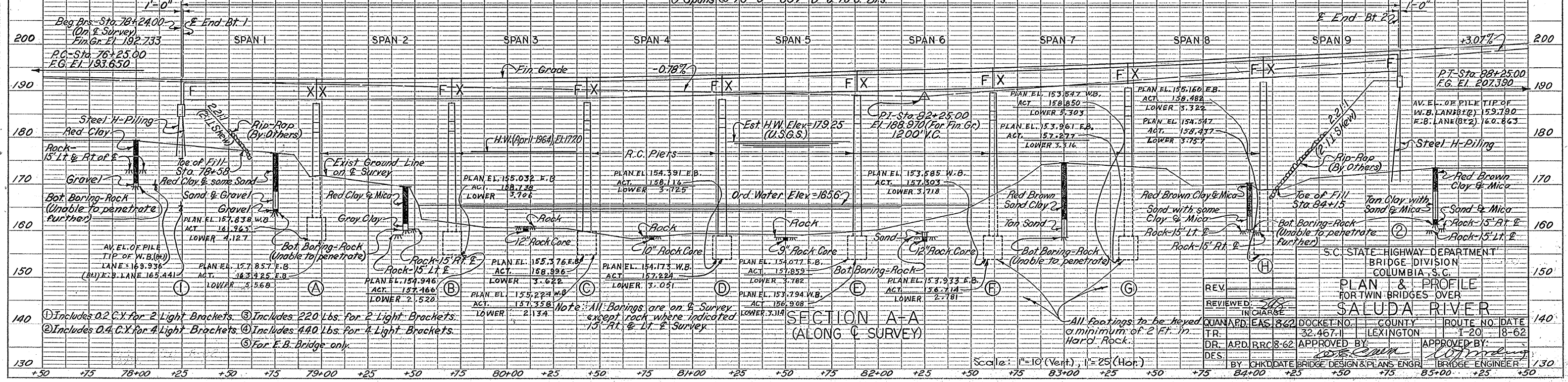
NOTES:
 For Standard Notes see Sh. No. 5.
 Elev. 165.6 shall be the dividing plane between Wet and Dry Excavation, regardless of the elevation of the water.
 Construct Flared Curb & Gutter on both sides of W.B. Lane and E.B. Lane at each end of each Bridge.
 Construct C.M. Pipe Slope Drain on Rt. Side of E.B. Lane at Beg. Bridge only.

STATIONS & FIN. GRADE, ELEVATIONS AT ENDS OF BRS. & C. BENTS & PIERS

	ON C. W.B. LANE	ON C. E.B. LANE
	STA. FG. ELEV.	STA. FG. ELEV.
Beg. Br.	78+10.01 192.756	78+37.99 192.716
E. Bt. 1	78+11.01 192.754	78+38.99 192.716
E. Pr. A	78+83.01 192.705	79+10.99 192.731
E. Pr. B	79+56.01 192.826	79+83.99 192.917
E. Pr. C	80+29.01 193.117	80+56.99 193.274
E. Pr. D	81+02.01 193.579	81+29.99 193.802
E. Pr. E	81+75.01 194.213	82+02.99 194.501
E. Pr. F	82+48.01 195.017	82+75.99 195.371
E. Pr. G	83+21.01 195.992	83+48.99 196.411
E. Pr. H	83+94.01 197.138	84+21.99 197.623
E. Bt. 2	84+66.01 198.436	84+93.99 198.986
End Br.	84+67.01 198.456	84+94.99 199.006

HYDROLOGY DATA

D.A. = 2,505 Sq. Mi.
Q ₅₀ = 67,000 cfs
Opening Furn. under Est. H.W. = 6,933 Sq. Ft.
Velocity = 9.7 f.p.s.



Note: All Borings are on C. Survey except rock where indicated - 15' Rt. & Lt. C. Survey.

SECTION A-A (ALONG C. SURVEY)

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

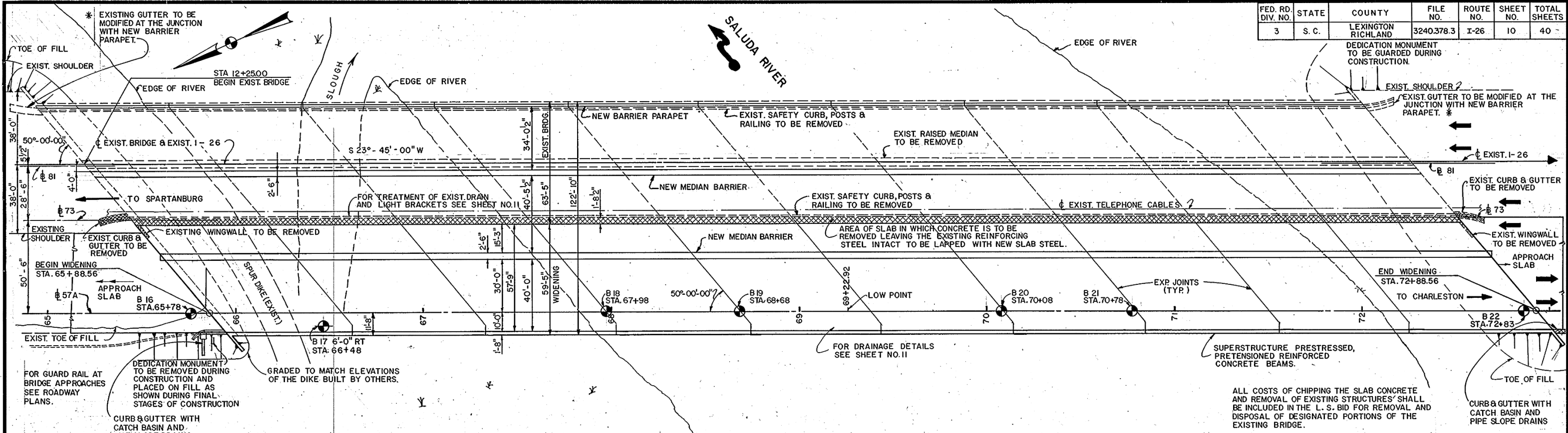
PLAN & PROFILE OF TWIN BRIDGES OVER SALUDA RIVER

REV. _____
 REVIEWED BY: _____
 IN CHARGE

QUAN. APD. EAS. 862 DOCKET NO. 32,467.1 COUNTY LEXINGTON ROUTE NO. I-20 DATE 8-62

DR. APD. RRC 8-62 APPROVED BY: _____
 DES. BY: CHK DATE BRIDGE DESIGN & PLANS ENGR. _____
 BRIDGE ENGINEER _____

FED. RD. DIV. NO.	STATE	COUNTY	FILE NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	LEXINGTON RICHLAND	3240.378.3	I-26	10	40

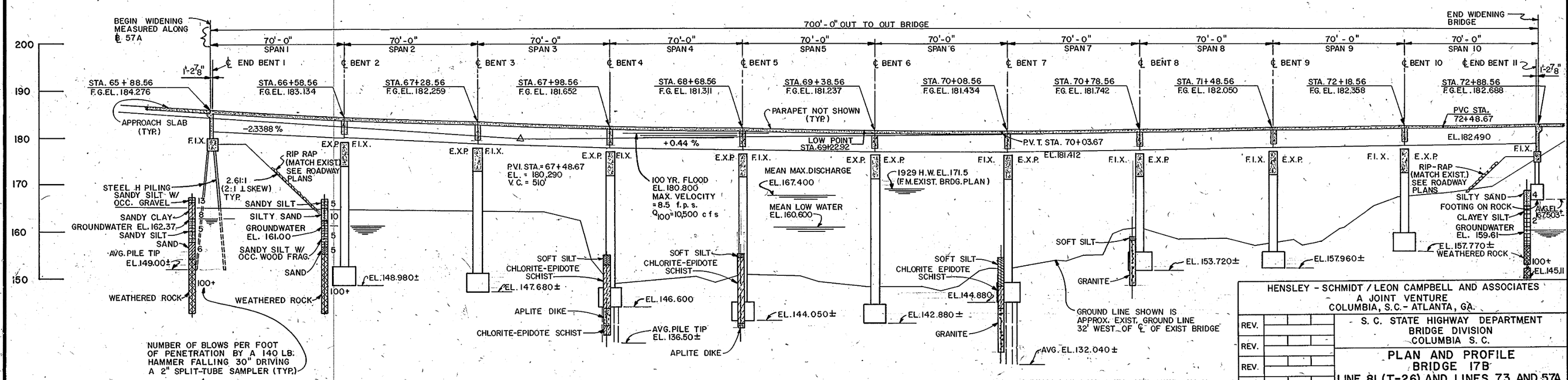


PLAN
SCALE 1"=25'

ALL COSTS OF CHIPPING THE SLAB CONCRETE AND REMOVAL OF EXISTING STRUCTURES SHALL BE INCLUDED IN THE L. S. BID FOR REMOVAL AND DISPOSAL OF DESIGNATED PORTIONS OF THE EXISTING BRIDGE.

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

SYMBOLS
● SOIL BORING



SECTION ALONG LINE 57A
SCALE = 1" = 25' HORIZ.
1" = 10' VERT.

FOR SUMMARY OF QUANTITIES SEE SHEET NO. 11
FOR STANDARD NOTES SEE SHEET NO. 4
FOR STANDARD DETAILS SEE SHEET NO. 5

NOTES
1. FOR DETAILS OF JOINING THE SLABS SEE SHEET NO. 19

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

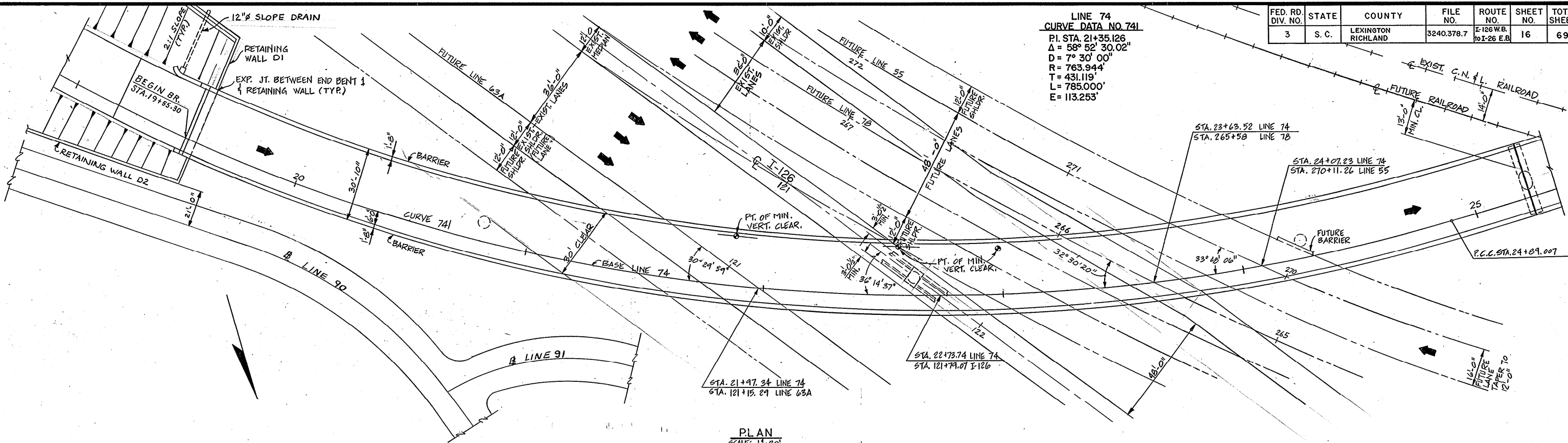
S. C. STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION
COLUMBIA, S. C.

PLAN AND PROFILE
BRIDGE 17B
LINE 81 (I-26) AND LINES 73 AND 57A
OVER SALUDA RIVER
(WIDENING)

QUAN.	RSD	EPS	5-83	FILE NO.	COUNTY	ROUTE NO.	DATE
TR.				3240.378.3	LEXINGTON-RICHLAND	I-26	9-83
DR.	R.C.W.	EPS	5-83	APPROVED BY		APPROVED BY	
DES.	RSD	EPS	5-83	BY		DATE	
BY	CHK'D	DATE		ASST. BRIDGE ENGINEER-DESIGN	BRIDGE ENGINEER-DESIGN		

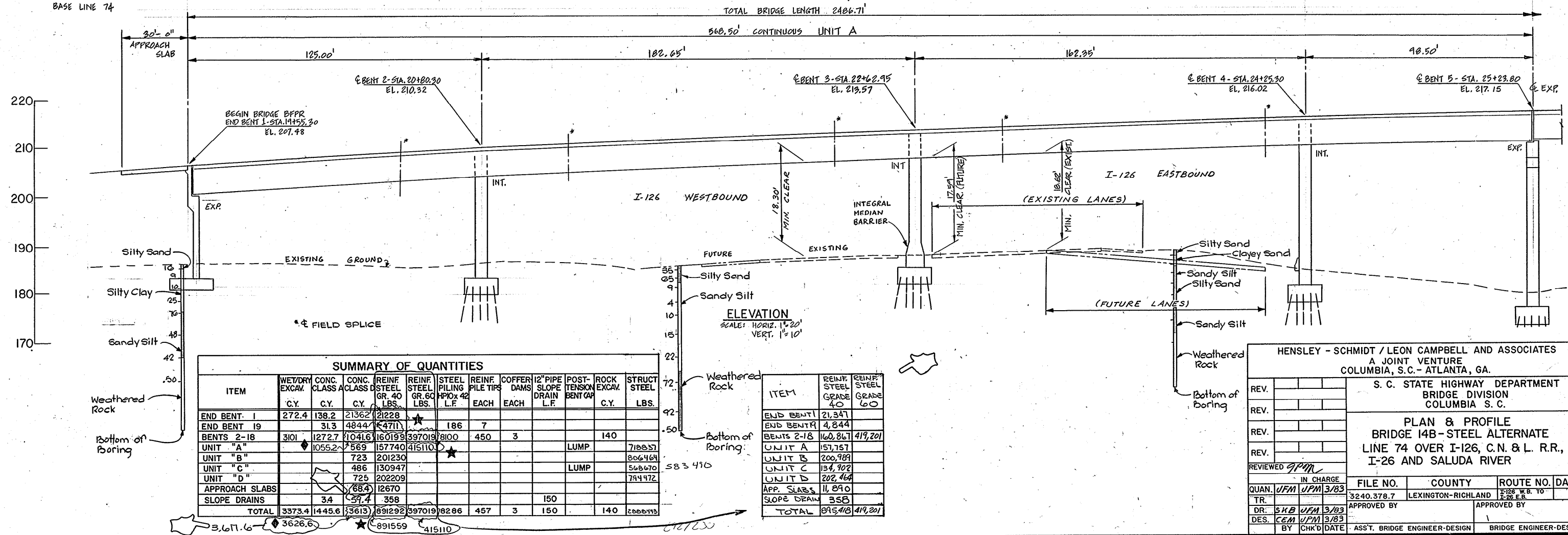
FED. RD. DIV. NO.	STATE	COUNTY	FILE NO.	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S. C.	LEXINGTON RICHLAND	3240.378.7	I-26 W.B. 101-26 E.B.	16	69

LINE 74
 CURVE DATA NO. 741
 P.I. STA. 21+35.126
 $\Delta = 58^\circ 52' 30.02''$
 $D = 7^\circ 30' 00''$
 $R = 763.944'$
 $T = 431.119'$
 $L = 785.000'$
 $E = 113.253'$



PLAN
 SCALE: 1" = 20'

ALL DIMENSIONS MEASURED
 ALONG HORIZ. CURVE AT
 BASE LINE 74



SUMMARY OF QUANTITIES

ITEM	WET/DRY EXCAV. C.Y.	CONC. CLASS A C.Y.	CONC. CLASS B C.Y.	REINF. STEEL GR. 40 LBS.	REINF. STEEL GR. 60 LBS.	STEEL PILING HPX 42 L.F.	REINF. PILE TIPS EACH	COFFER DAMS EACH	12" PIPE SLOPE DRAIN L.F.	POST-TENSION BENT CAP	ROCK EXCAV. C.Y.	STRUCT. STEEL LBS.
END BENT 1	272.4	138.2	21362	21228								
END BENT 19		31.3	4844	4711		186	7					
BENTS 2-18	3101	1272.7	10416	16019	39701	8100	450	3			140	
UNIT "A"		1055.2	569	157740	415110					LUMP		718837
UNIT "B"			723	201230								806464
UNIT "C"			486	130947						LUMP		568470
UNIT "D"			725	202209								794472
APPROACH SLABS			684	12670								
SLOPE DRAINS		34	57.4	358					150			
TOTAL	3373.4	1445.6	3613	891292	397019	8286	457	3	150		140	2088113

ITEM	REINF. STEEL GRADE 40	REINF. STEEL GRADE 60
END BENT 1	21,347	
END BENT 19	4,844	
BENTS 2-18	160,861	419,201
UNIT A	151,757	
UNIT B	200,989	
UNIT C	134,902	
UNIT D	202,464	
APP. SLABS	11,890	
SLOPE DRAIN	358	
TOTAL	845,478	419,201

HENSLY - 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**

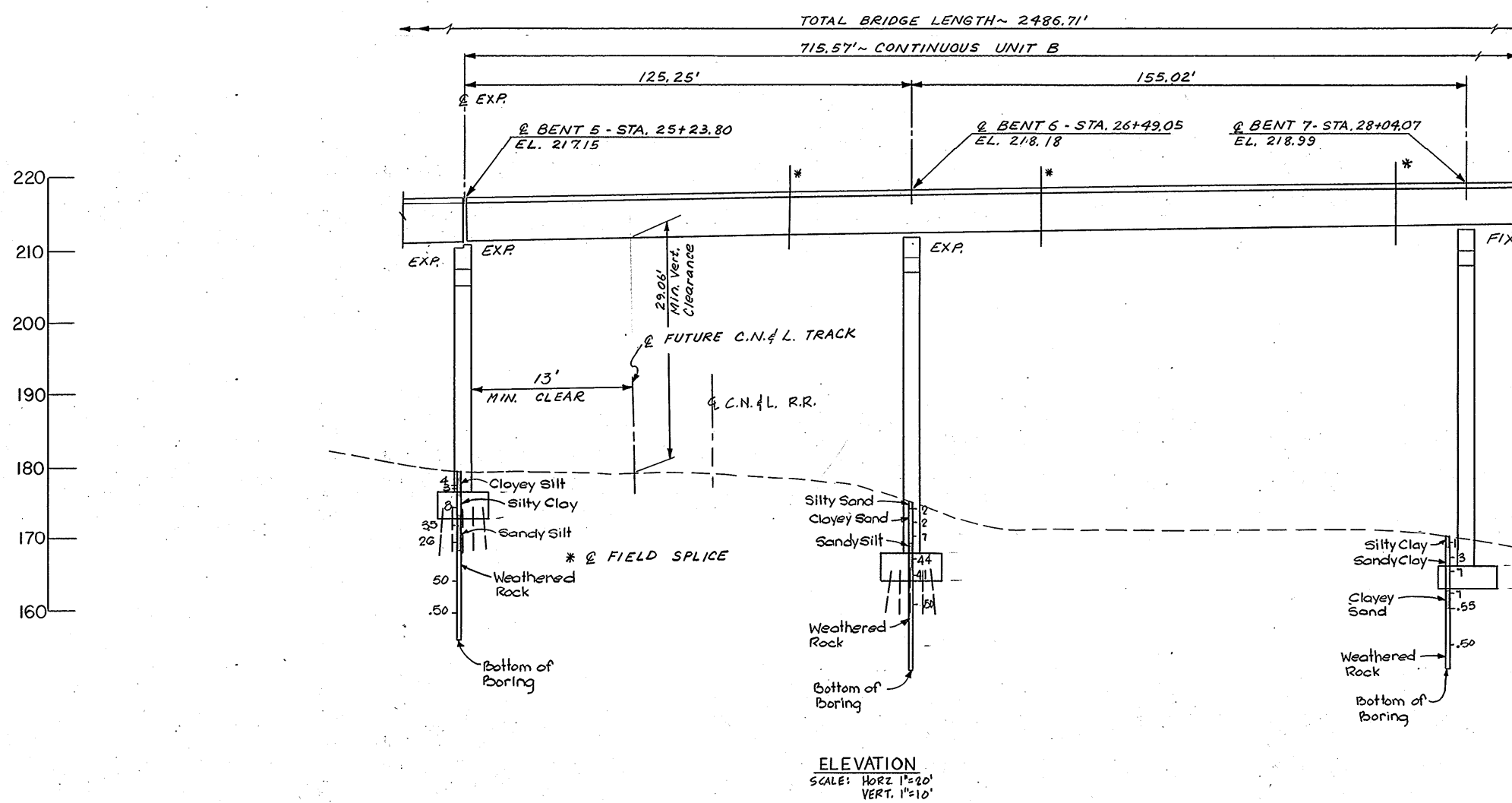
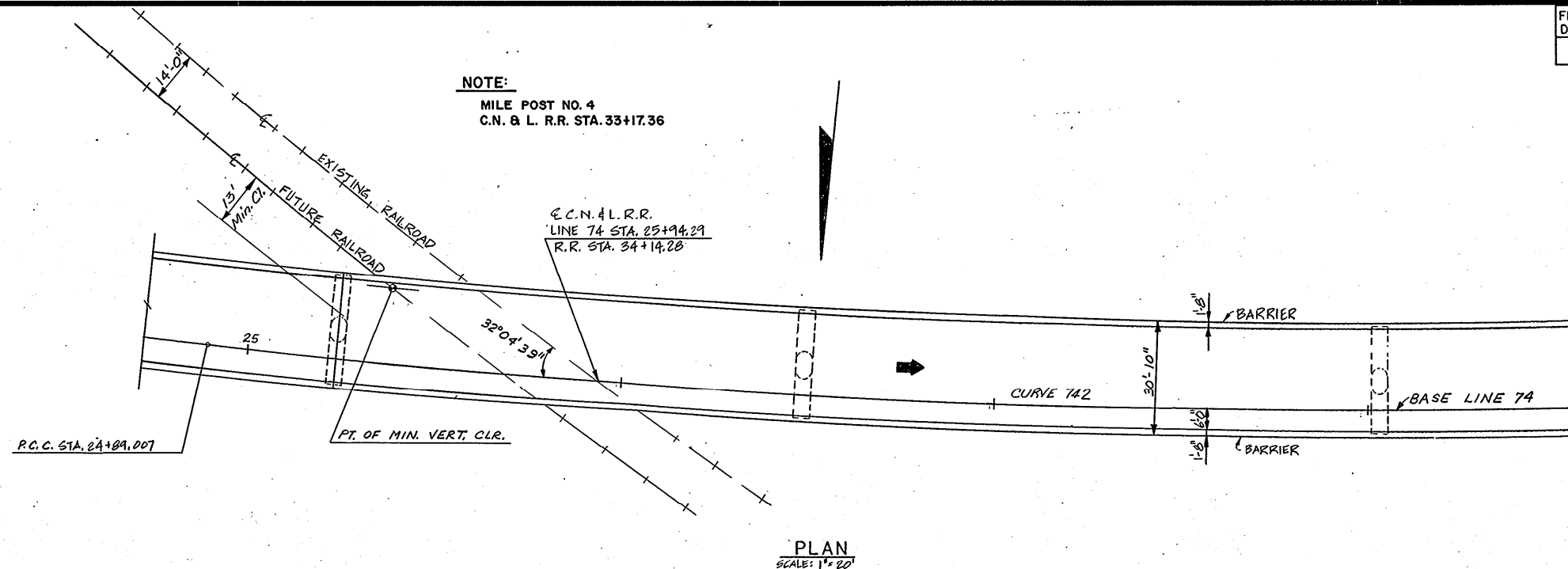
REV.				
REV.				
REV.				
REV.				

REVIEWED: *gpm*
 IN CHARGE: *gpm*
 QUAN. *U/M* *U/P* *3/83*
 TR. *U/M* *U/P* *3/83*
 DR. *U/M* *U/P* *3/83*
 DES. *U/M* *U/P* *3/83*
 BY: *U/M* *U/P* *3/83*

FILE NO.	COUNTY	ROUTE NO.	DATE
3240.378.7	LEXINGTON-RICHLAND	I-26 W.B. TO I-26 E.B.	

APPROVED BY: *U/M* *U/P* *3/83*
 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-126 WB TO I-26 E.B.	17	69



NOTES:

DURING CONSTRUCTION, THE MIN. CLEARANCES SHALL BE 26'-6" VERTICAL ABOVE TOP OF RAIL, AND 11'-0" HORIZONTAL FROM Q. OF TRACK. THE CONTRACTOR SHALL ARRANGE HIS MATERIALS AND EQUIPMENT SO THAT THEY WILL NOT INTERFERE WITH THE RAILROAD TRAFFIC AT ANY TIME.

THE CONTRACTOR SHALL NOTIFY THE CHIEF ENGR., SEABOARD COAST LINE RAILROAD JACKSONVILLE, FLA. WHEN HE IS READY TO BEGIN CONST. OF THE BENTS ADJACENT TO THE TRACK, AND WHEN HE IS READY TO PLACE FALSEWORK FOR THE SPAN OVER THE TRACK, IN ORDER THAT R.R. TRAFFIC MAY BE PROTECTED DURING THESE OPERATIONS.

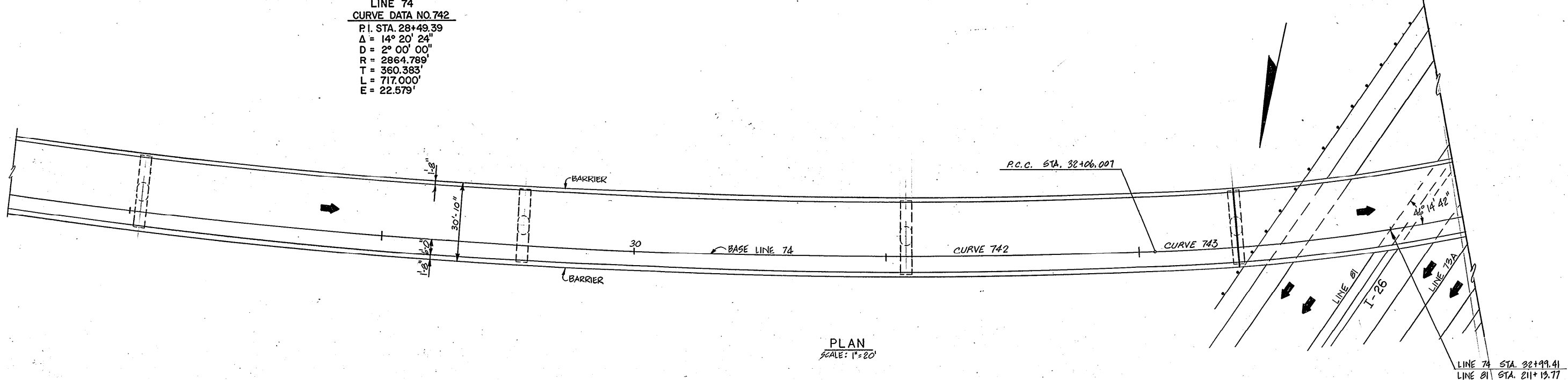
ALL WORK AFFECTING THE SAFETY OF TRAINS DURING CONST. OF THIS PROJECT SHALL BE APPROVED BY THE RAILROAD CO. PRIOR TO IT'S PERFORMANCE.

EXCAVATION FOR FOOTINGS ADJACENT TO THE TRACK SHALL NOT ENCRONCH ON A THEORETICAL SLOPE LINE 1 1/2 : 1 BEGINNING AT AN ELEVATION 1'-6" BELOW TOP OF RAIL AT A DISTANCE 12'-0" FROM Q. OF TRACKS. OTHERWISE A COFFERDAM SATISFACTORY TO THE R.R. SHALL BE USED IN ORDER TO SAFEGUARD R.R. TRAFFIC.

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.		PLAN & PROFILE BRIDGE 14B- STEEL ALTERNATE LINE 74 OVER I-126, C.N. & L. R.R., I-26 AND SALUDA RIVER	
REV.		FILE NO.	COUNTY
REV.		ROUTE NO.	DATE
REVIEWED	JPM	3240.378.7	LEXINGTON-RICHLAND
QUAN.	JFM	JPM	3/83
TR.			
DR.	SKB	JFM	3/83
DES.	CEM	JPM	3/83
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-126 W.B. TO T-26 E.B.	18	69

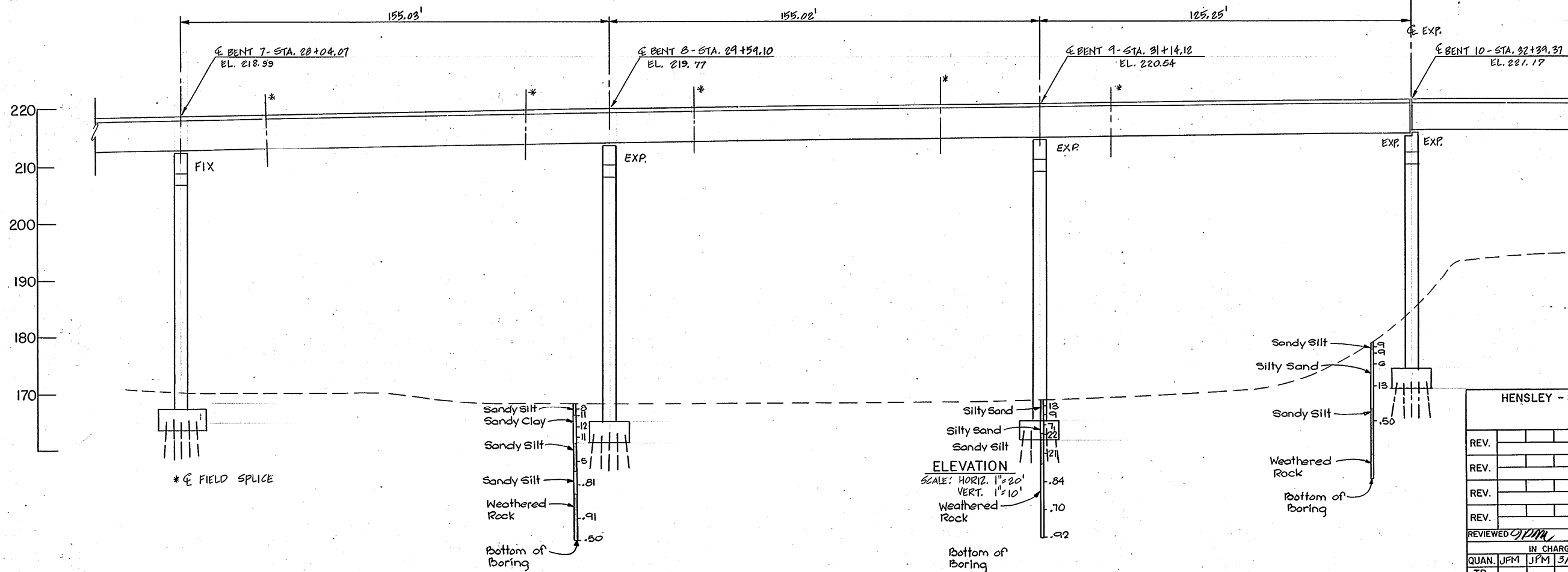
LINE 74
 CURVE DATA NO. 742
 P.I. STA. 28+49.39
 $\Delta = 14^{\circ} 20' 24''$
 $D = 2^{\circ} 00' 00''$
 $R = 2864.789'$
 $T = 360.383'$
 $L = 717.000'$
 $E = 22.579'$



ALL DIMENSIONS MEASURED ALONG HORIZ. CURVE AT BASE LINE 74

TOTAL BRIDGE LENGTH 2486.71'

715.57' CONTINUOUS UNIT B



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.

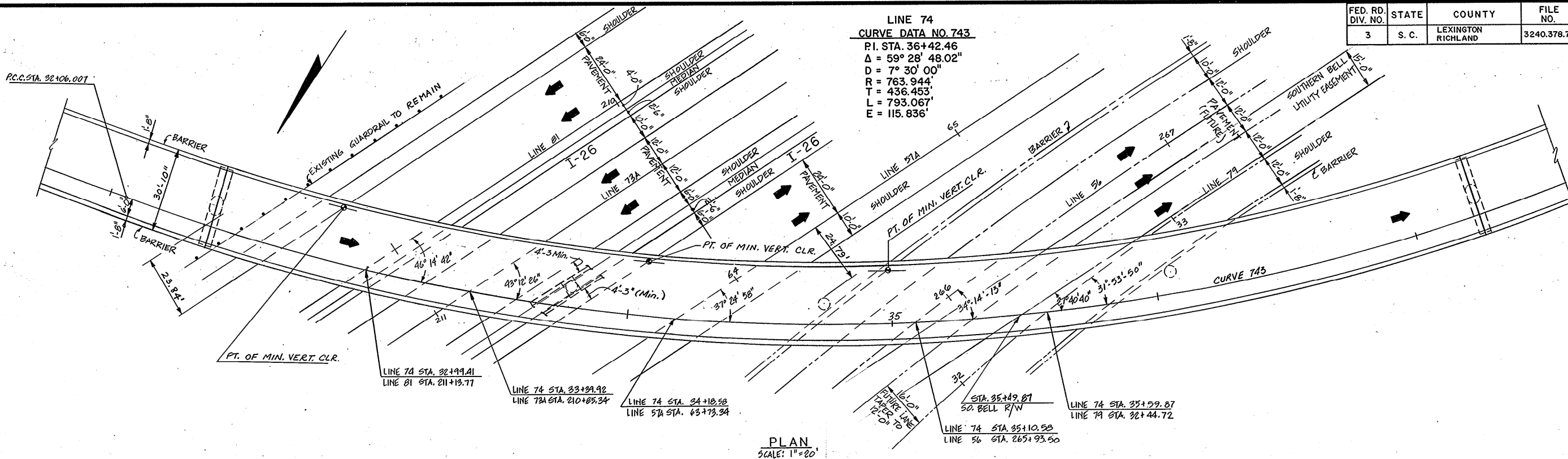
S. C. STATE HIGHWAY DEPARTMENT
 BRIDGE DIVISION
 COLUMBIA S. C.

PLAN & PROFILE
 BRIDGE 14B-STEEL ALTERNATE
 LINE 74 OVER I-126, C.N. & L. R.R.,
 I-26 AND SALUDA RIVER

REV.					
REV.					
REV.					
REV.					
REVIEWED	[Signature]				
QUAN.	JFM	JFM	3/83	FILE NO.	3240.378.7
TR.				COUNTY	LEXINGTON-RICHLAND
DR.	SKB	JFM	3/83	ROUTE NO.	I-126 W.B. TO T-26 E.B.
DES.	CEM	JFM	3/83	DATE	4/83
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.	LXINGTON RICHLAND	3240.378.7	I-26 W.B. TO I-26 E.B.	19	69

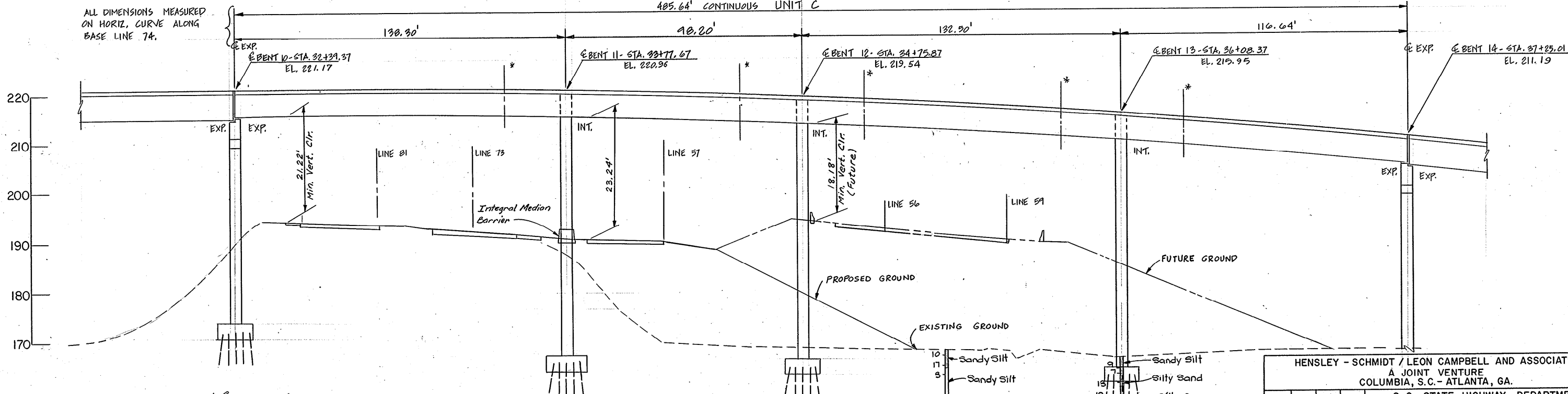
**LINE 74
CURVE DATA NO. 743**
 P.I. STA. 36+42.46
 $\Delta = 59^\circ 28' 48.02''$
 $D = 7^\circ 30' 00''$
 $R = 763.944'$
 $T = 436.453'$
 $L = 793.067'$
 $E = 115.836'$



PLAN
SCALE: 1"=20'

TOTAL BRIDGE LENGTH 2486.71'

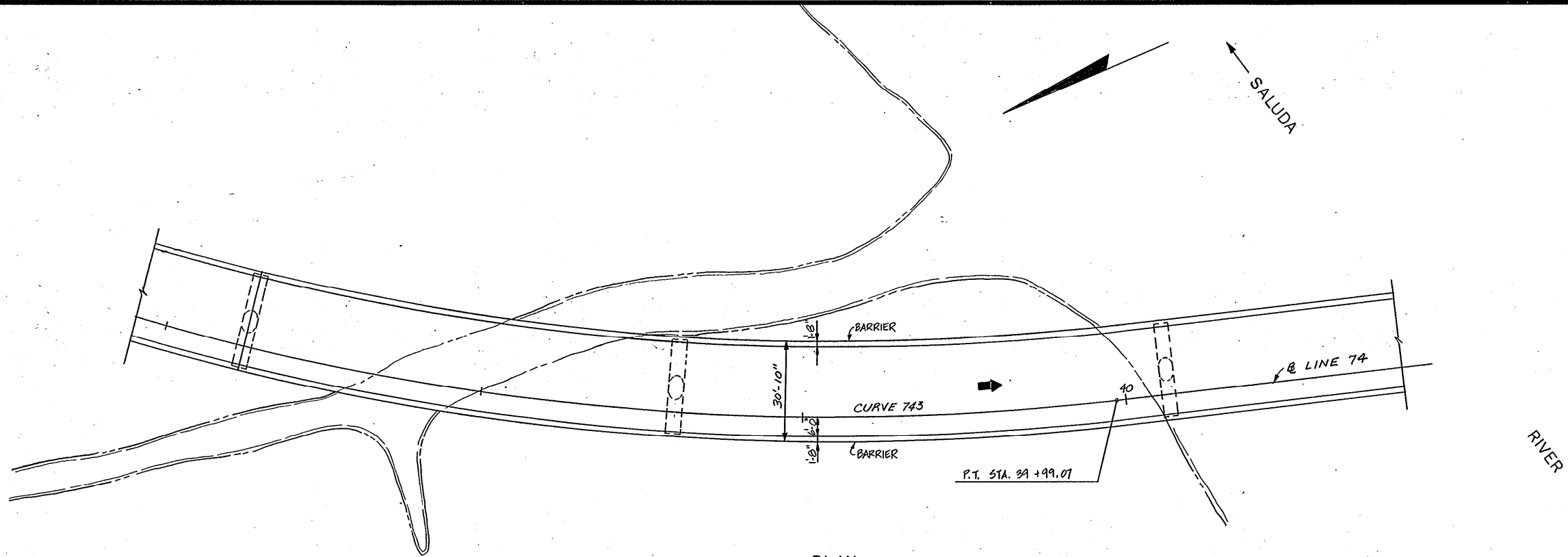
485.64' CONTINUOUS UNIT C



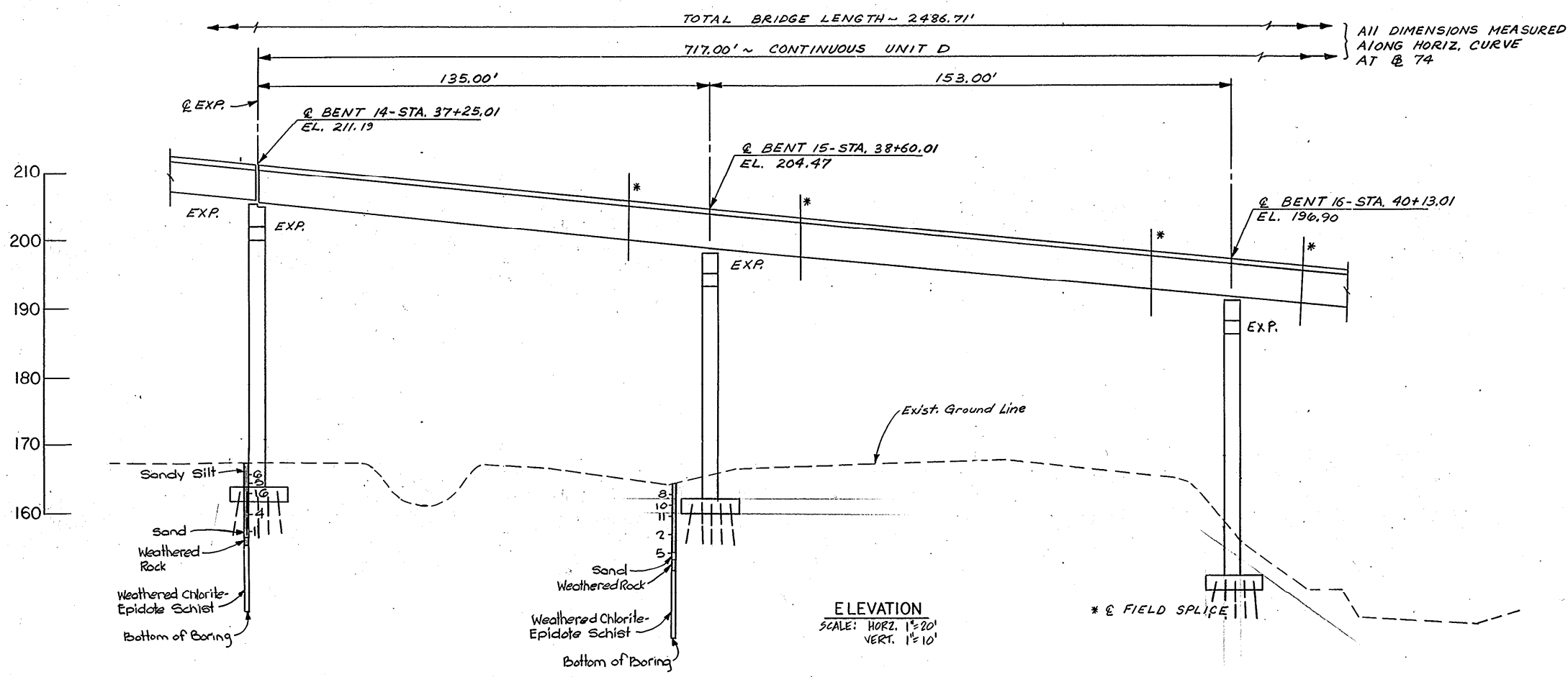
ELEVATION
SCALE: HORIZ. 1"=20'
VERT. 1"=10'

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.	3240.378.7
REV.		COUNTY	LXINGTON- RICHLAND
REV.		ROUTE NO.	I-26 W.B. TO I-26 E.B.
REV.		DATE	4/83
REVIEWED	JPM	IN CHARGE	JPM 3/83
QUAN.	JFM	TR.	SKB JFM 3/83
DR.	CEM	DES.	JPM 3/83
BY	CHK'D	DATE	
APPROVED BY		APPROVED BY	
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.	20	69



PLAN
SCALE: 1"=10'



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

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.				PLAN & PROFILE BRIDGE 14B-STEEL ALTERNATE LINE 74 OVER I-26, C.N. & L. R.R., I-26 AND SALUDA RIVER	
REV.					
REV.					
REVIEWED	JPM				
QUAN.	JFM	JFM	3/83	FILE NO.	COUNTY
TR.				3240.378.7	LEXINGTON-RICHLAND
DR.	SKB	JFM	3/83	ROUTE NO.	DATE
DES.	CEM	JFM	3/83	I-26 W.B. TO I-26 E.B.	4/83
BY	CHK'D	DATE		APPROVED BY	APPROVED BY
				ASS'T. BRIDGE ENGINEER-DESIGN	BRIDGE ENGINEER-DESIGN



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:

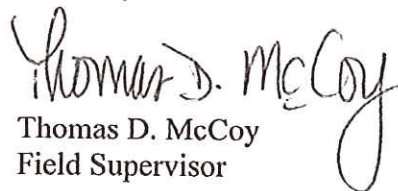
Per Section 6002 of SAFETEA-LU, the Federal Highway Administration (FHWA) and the South Carolina Department of Transportation (SCDOT), have requested concurrence from the U.S. Fish and Wildlife Service (Service) regarding the Purpose and Need for the Carolina Crossroads Project, located in Lexington 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
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



REPLY TO
ATTENTION OF

Regulatory Division

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

MAY 20 2016

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 the 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". The signature is fluid and cursive, with a prominent loop at the end.

Travis G. Hughes
Chief, Regulatory Division

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
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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:

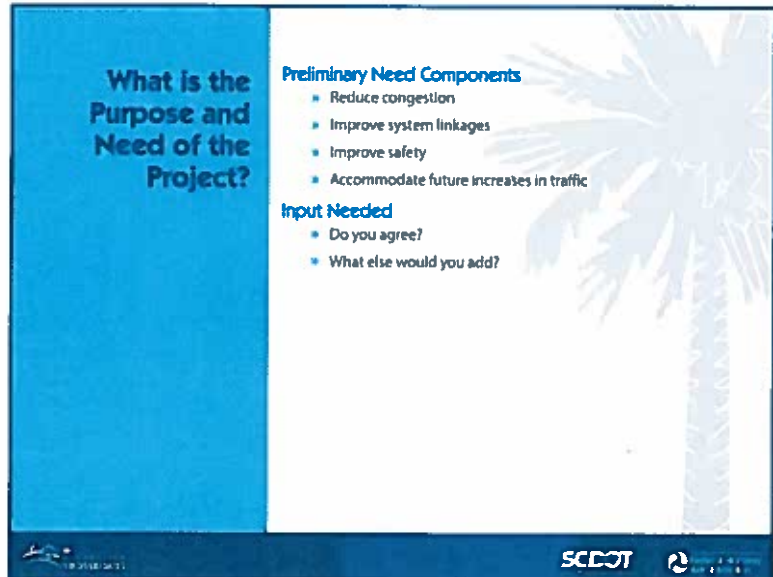
- Making changes to the existing highway transportation corridor including I-20/26/126 and/or existing arterial streets such as Broad River Road and St. Andrews Road.
- Establishing a new transportation corridor, identified by the public as a “northern connector” or “northern arterial”.
- Increased travel 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 PJD on 3/9/16 (add).
 CAROLINA CROSSROADS

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

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.

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 PUSCx), 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.

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 within the PSA during site reviews, as listed in Table 4. *by the project team*

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

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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



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.

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

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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:

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;
- 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 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

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

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

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:

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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. 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:

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Emily O. Lawton
Division Administrator

Enclosure

ec: Ms. Heather Robbins, SCDOT NEPA Division Manager
Mr. Brian Klauk, SCDOT Special Programs Manager
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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:

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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
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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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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:

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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: 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. 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:

- 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 lists 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

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.

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:

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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:

- 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. 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.

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:

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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:

- 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. 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.

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:

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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:

- 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: 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. 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:

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

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

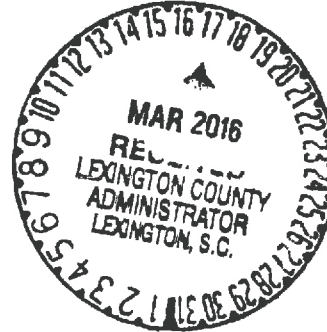


U.S. Department
of Transportation
**Federal Highway
Administration**

South Carolina

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.

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 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.

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,



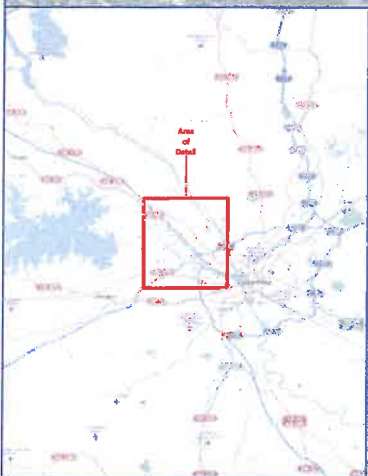
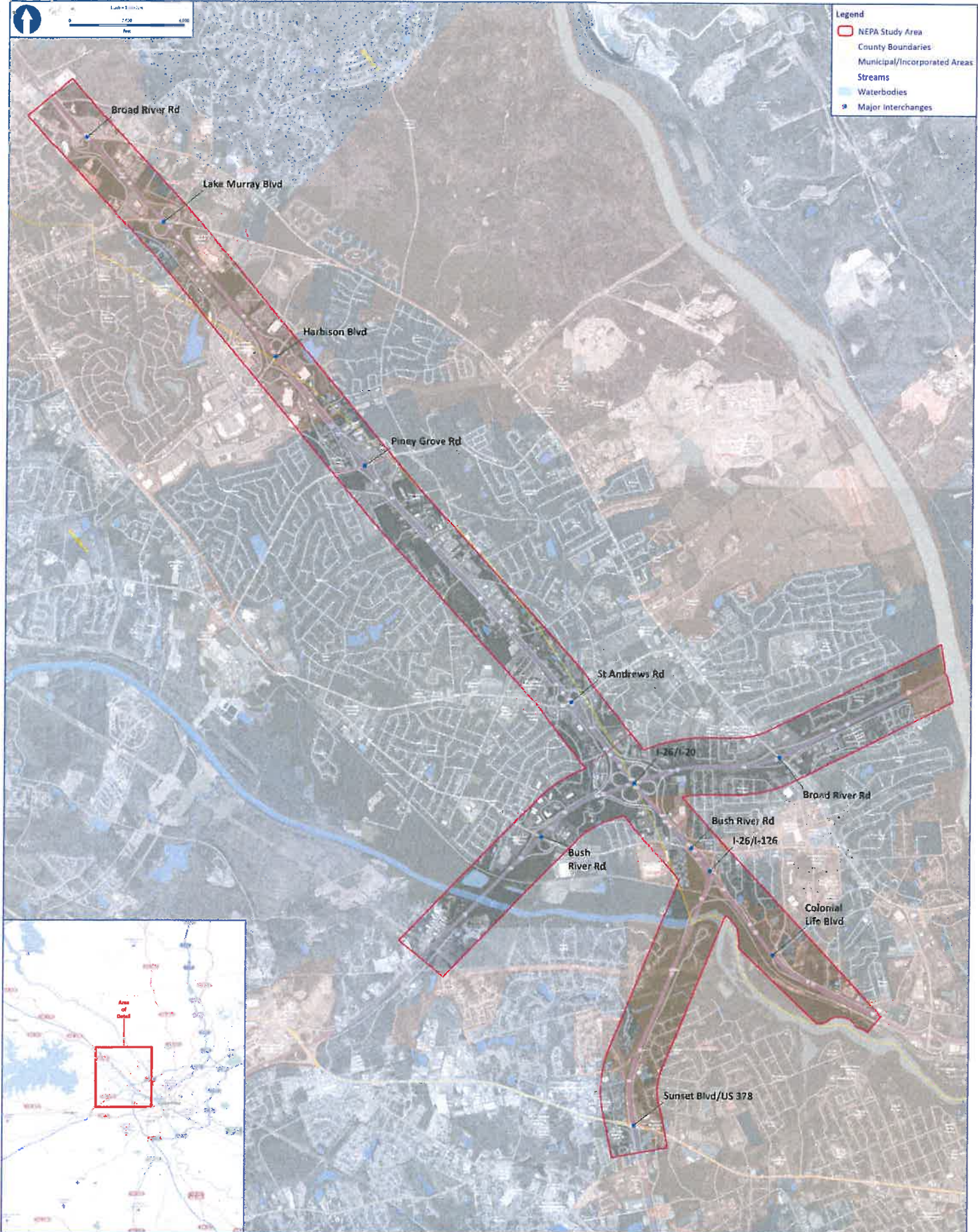
Emily O. Lawton
Division Administrator

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



- Legend**
- NEPA Study Area
 - County Boundaries
 - Municipal/Incorporated Areas
 - Streams
 - Waterbodies
 - Major Interchanges





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'.

Michelle Ransom
Grants & Contracts Administrator

3613 Lucius Road
Columbia, SC 29201

p 803 255 7133
f 803 255 7113

CATCHTHECOMET.ORG

-----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 our 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 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



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

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 white background.

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: 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

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,

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

Cc: J. Shane Belcher



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".

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

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



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:

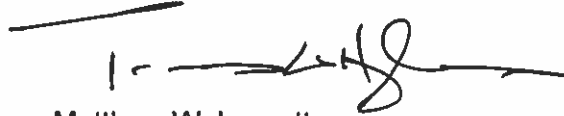
The Federal Highway Administration (FHWA) has requested the U.S. Army Corps of Engineers, Charleston District (Corps), to participate as a Cooperating Agency in the preparation of an Environmental Impact Statement (EIS) for the I-20/26/126 Corridor project in Lexington and Richland Counties, also known 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', written over a horizontal line.

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

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

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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.

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

1



**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

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

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

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)

Meeting Minutes

Project: Carolina Crossroads – 1-20/26/126 Corridor Improvement Project

Subject: ACE Meeting – Meeting Minutes

Date: Thursday, August 13, 2015

Location: SCDOT Headquarters – Room 205

Attendees: Chris Beckham – SCDOT Tracy Miller – SCDOT Jackie Galloway – SCDOT
 Ed Frierson – SCDOT Matt DeWitt – M&H Steve Brumagin – USACE
 Shannon Meder – HDR Shane Belcher – FHWA Mickey Queen – SCDOT
 Ann-Marie Altman – SCDOT Bill Jurgelski – SCDOT Chad Long – SCDOT
 Mark Mohr – SCDOT Siobhan Gordon – SCDOT Benjamin Burdette – HDR
 Rebecca Breland – SCDOT

By Phone: Christopher Mims – USACE Elizabeth Williams – USACE

1. Introductions -

Limited introductions, Carolina Crossroads number 5 on the meeting agenda. Tracy Miller gave a brief introduction of the Carolina Crossroads project. Shannon Meder provided copies of meeting materials to attendees. Matt DeWitt and Ben Burdette were introduced to the group. This is the second ACE update for the project.

2. Project Overview –

Shannon reiterated the project overview noting that Carolina Crossroads is a corridor improvement project in Columbia, located in Lexington and Richland counties. Refer to the handout for project boundaries. Project purpose is to reduce congestion and increase safety and capacity.

3. Activities Completed to Date

Shannon noted that the project has been under way for almost a year. The NOI was published in the Federal Register on July 26, 2015 and the project is officially into the NEPA process. There has been one community meeting which was held in May and the next official public meeting is scheduled for September 10th and will be focused on project scoping. There is a summary schedule in the reference material - environmental and traffic tasks are running on or ahead of schedule.

4. Environmental Studies Update

Shannon Meder (Environmental Lead, HDR) and Matt DeWitt (Permitting Lead, M&H)

- a. Jurisdictional Determination – Matt DeWitt

- i. Started field work in April 2015.
 - ii. Sean and Heather have maps and tables along with first draft of the JD for review. Plan is to have the package submitted to USACE by August 28th.
 - iii. Overall project is approximately 1200 acres, 2% was delineated as “water”. 15 different “ponds”, 22,000 linear feet of streams, originally 74 tributaries, some were same connection so number has lowered. 39 wetlands.
 - iv. Majority of concerns are in northern urban area; determining cross pipes, water flow routes and connections was a challenge.
 - v. Some ponds have a riser, built for storm-water purposes, but they are dry. 12 of the 15 ponds are dry with either significant vegetation or are maintained by mowing.
 1. Input from USACE: Recommend calling these features “storm-water basin 3” instead of “pond 3” if it has the appropriate structures and features. Capture the whole thing and then it can be addressed through the JD. If there’s a question about whether it is or not then call it a pond.
 - vi. Based on recent conversation, the intent is to request a preliminary JD.
 - vii. Some piping and features are only speculated because of the unknown certainty of pipe locations. See the *Tributary 14* and *Freshwater Wetland 5*.
 - viii. All maps are in the same scale but there are 2ft contour maps to help with field reviews.
 1. USACE requested that an electronic copy of the mapping be provided.
 2. Steve stated that he would like an excel spreadsheet in addition to an accurate shapefile of the delineation.
 - ix. Document and represent non-aquatic features – linear conveyance, hydrologic connection, etc.
 - x. Possibly 3 people from HDR and then SCDOT if they opt to join for field verification. Schedule assumes field verification would occur 60 days after submittal of the JD package.
- b. Water Quality – Matt DeWitt
- i. Area in northwestern portion is listed as a TMDL for fecal coliform
- c. Historical/Architectural Resources – Shannon Meder
- i. Edwards Pittman has completed fieldwork and is working on draft reports for Archaeology and Architectural Resources. Will be sent to SCDOT for review upon completion of internal QC.
 - ii. Refer to the summary handout for preliminary findings
 - iii. All finds do not appear to be eligible for NRHP listing, with no further action recommendations.
- d. Section 4(f) and 6(f) – Shannon Meder
- i. In progress, deliverable for this phase consists of a shapefile detailing the findings.
- e. Protected Species – Matt DeWitt
- i. Conducting bald eagle surveys in October.
 - ii. Smooth coneflower survey is in progress now
 - iii. 2 other plant species that occur in pocosins, are listed in Richland county
 - iv. Did not find suitable habitat for short nosed sturgeon
 - v. Red cockaded woodpecker: thought we’d find habitat, there was plenty of foraging habitat in the study area so a 0.5 mile buffer was established around the study area. No nesting habitat found so do not anticipate an affect on the species.
 - vi. Don’t know what bald eagle and smooth coneflower findings will be yet, otherwise expect no-impact for the other species mentioned
 - vii. Any species that weren’t originally on the list:
 1. DOT is doing a survey of the Heel-splitter even though it wasn’t originally in the scope.

2. Northern Long-Eared bat Is not listed in the project area counties
3. Wood Stork needs to be addressed in the document.
4. Any species listed in the project area needs to be addressed in the document even if it says “no suitable habitat”

5. Upcoming Meetings and Submittals

Shannon Meder

- a. JD package will be submitted in the very near future with an NRTR and ecological assessment at the end of October. There is a further schedule available in the reference material.
- b. There will be a round of letters coming out regarding the NOI
- c. Agency meetings scoped for Carolina Crossroads include the ACE meetings
- d. The Consultant scope includes holding these types of sessions at ACE meetings throughout the project.
- e. Scoping meeting next month will be held at the same location as the Community Kickoff Meeting
- f. As with the Community Kickoff Meeting, there will be a concurrent online meeting available for 30 days
- g. Cooperating and participating agency letters will be issued for SCDOT and FHWA review. USACE is anticipated to be the only cooperating agency.
- h. Steve Brumagin noted that the USACE will be using the EIS as a reference for their review and trying to figure out how to synchronize the project. As cooperating agency they will get the documents at the same time. It was noted that SCDOT won't sign the FIES until the USACE reviews as they are a cooperating agency.
- i. Once Cooperating & Participating Agency letters go out, HDR will work with SCDOT to finalize the details of the purpose and need workshop. It was noted that this would be a separate meeting outside of the ACE meeting.

6. Other

- a. Envision and Invest
 - i. Envision program is put together by the institute of sustainability and Invest is an FHWA tool. Team is using both to track the activities on this project.
 - ii. At the point to start establishing credits and things we want to achieve on this project
- b. Funding Sources and Strategy
 - i. Engineering side is looking at developing a budget for the preliminary cost for the project. This will be a very broad preliminary estimate as there are no definitive alternatives established at this time.

Action Items: Document and represent non-aquatic features – linear conveyance, hydrologic connection, etc.

- Wood Stork needs to be addressed in the document.
- Any species listed in the project area needs to be addressed in the document even if it says “no suitable habitat”

Attachments:

Agenda

Fact Sheet

Memo

Date: Tuesday, April 12, 2016

Project: April 2016 ACE Meeting

From: David Kinard

Subject: Carolina Crossroads Project Overview Meeting Notes

Attendance: Heather Robbins, Brian Klauk, Shannon Meder, Benjamin Burdette, David Kinard, Chad Long, Jay Hawkins, Siobhan Gordon, Michelle Herrell, Betty Gray, Danny Johnson, Jackie Galloway, Mark Caldwell, Greg Mixon, Steve Brumagin, Matt DeWitt, Bobby Selmieda, Shane Belcher, Chuck Hightower, Mark Giffin,

Departments and Organizations in Attendance

- SCDOT
- DHEC
- USFWS
- DNR
- USACE
- EPA
- COMET
- CMCOG
- FHWA
- SHPO
- HDR
- Mead and Hunt

Carolina Crossroads Discussion

Heather:

Introduction to Carolina Crossroads: Quick Overview of project and why we are back to discuss the project with you again:

- Want input from cooperating agencies and stakeholders for the purpose and need and on the evaluation criteria of the preliminary alternatives
- We are not talking about actual alternative alignments yet.

Shannon:

- Last time Carolina Crossroads was presented at an ACE meeting was August 2015 and field studies were beginning and/or in process.
- Current work status as of today:
 - o Just over 1 year into work, nearing end of Phase 1 Scope of Services
 - Took the project through data collection on environmental
 - Initial traffic data collection
 - Developing the initial range of alternatives
 - o Alternatives development and screening is underway
 - o Preliminary JD has been issued as of March 2016.
 - o Noise Advisory Board has been established. First meeting was held in March 2016.
 - o Purpose and Need document has been finalized minus the input from cooperating/participating agencies.
- Upcoming events
 - o Final Natural Resources Technical memo will go to SCDOT week of April 25.
 - o Public meeting in summer/early fall 2016 to show alternatives
 - o In the process of initiating the next Phase of the scope (Phase 2). Expecting NTP in May.
- JD timeline
 - o Matt: Handout contains a timeline of what has happened so far with the JD.
 - Early 2015 was initial study to obtain baseline data for natural resources.
 - Throughout the summer of 2015 field work and delineation was conducted
 - Submitted preliminary JD in August.
 - A number of stormwater basins were discussed in detail with regards to if they would be considered waters if they didn't have water in them.
 - Reevaluated basins. 9 of the 12 had a wetland bottom so the bottoms were included in the Preliminary JD
 - January resubmission to USACE and received the approval in March
 - 22,000 linear feet of streams
 - 47 wetlands
 - Three open water ponds.
 - o USACE: Would like to reiterate this is a preliminary JD, assumption is that all waters are jurisdictional. As the process moves forward, if SCDOT wants to redefine areas, an Approximate-Approved JD could be sought.
 - Matt confirmed that approach and stated that the team will look at the impacts for each of the alternatives and discuss the stormwater ponds further with SCDOT. If it's going to be a minor amount that'll be thrown out with an Approved JD then it may not be worth going through the Approved JD process. If the alternatives are affecting areas that the team feels shouldn't be jurisdictional then an Approved JD may be beneficial.
 - o Heather: Another reason the team stayed with the preliminary JD is because no alternatives have been eliminated due to finalizing purpose and need. Once alternatives analysis goes forward, the team will determine what corridor adjustments are actually in the best interest of the project.
 - o Heather: The Northern Connector is still in play due to the NEPA process. Cannot get ahead of the NEPA process by stating that the recommended preferred alternative will be within this specific corridor.
 - o USACE: If the scope or corridor changes, then it will be up to SCDOT to decide what to do. Have taken preliminary JD's and expanded the scope, or could take what the team currently has now and wrap into an Approved JD.

- USACE: Preliminary JD's do not expire after 5 years, the boundaries do not, per se, expire. In terms of a preliminary JD, it simply says that a legal status isn't determined, that it's assumed. A preliminary can be changed at any time, though no set expiration. If a preliminary JD is reassessed at a later date, it wouldn't have expired, but the boundaries could change.
- Heather: SCDOT would look to update the preliminary JD once there are preliminary alternatives are evaluated.
- Heather: Confirmed with Matt that the team will look at water quality of all streams and wetlands
- Matt: T&E survey findings:
 - Most of the T&E surveys were conducted during the same field effort for the preliminary JD
 - Bald Eagle surveys done after the fact due to survey window
 - No Federally Protected Species in the corridor.
 - Potential foresting habitat for Red Cockaded Woodpecker
 - Study area expanded to half mile buffer to look for potential nesting habitat. Did not find any.
 - Met with staff from Ft. Jackson to review known populations as a baseline comparison.
 - Matt: No effect in NRTM on T&E species.
 - USFWS: Without looking at specifics of survey, they will want to ensure the survey was done during flowering period for vegetation in addition to during species windows.
 - Broad and Saluda Rivers could have habitat for sturgeon.
 - Unofficially, felt no effect determination was reasonable, but will need to look at NRTM closer.
 - USFWS: Noted that nearly 24 at risk species may be endangered in the future. If they are listed in the future and the T&E survey has been finalized, it will need to be done again.
 - Would recommend surveying for these potential species again if the study can be expanded.
 - No critical habitat in the study area.
- Shannon: Purpose and Need Summary Document Overview:
 - Team will produce standalone documents for the EIS with the intent that they are reviewed by cooperating/participating agencies individually before they become part of the EIS. Intent is so that when we do have the complete EIS that these sections are not being seen for the first time.
 - Has been reviewed and approved by SCDOT and FHWA at this point.
 - Two public meetings have been conducted help shape this document.
 - Primary Purpose
 - Reduce congestion
 - Improve mobility
 - Secondary
 - Improve safety
 - Improve system linkages
 - Improve commerce transit
 - Trying to achieve purposes with minimal impact to environment and community.
 - Hot Spot graphic illustrates where there are accidents within the corridor.
 - The large numbers represent annual counts.
 - Pedestrian/Bicycle improvements are being considered as part of the alternatives
 - This is the opportunity to voice concern for cooperating/participating agencies. SCDOT will not have further meetings on this topic.
 - COMET - Columbia Midlands Transit:
 - Look at park and ride locations and facilities, currently have none.

- Building parking decks
- Restricted Lane Use
- Funding Park and Ride shuttles. Busses are mobile infrastructure.
- Look at easy to do, low cost options
- We will not have the density for light rail, even with population increase. Light rail out because of traffic volume, price, lack of density. Large cities with rail volume have congestion at all times and high density.
- Bus routes will be considered along with alternate lane options (restricted lanes, toll lanes etc)
- Purpose and need document being shown is the summary. There is a further, more detailed purpose and need report that will make up chapter 1. Final detailed report will be sent out in next few days, using this as a last chance for input.
- Evaluating preliminary alternatives
 - Covering the two levels of screening
 - Timeline:
 - Draft EIS schedule is July 2017
 - Alternatives: Development of range of alternatives Summer/Fall of 2016
 - Alternatives analysis will be a report in itself that captures everything including the alternatives matrix.
 - Northern Alternative: it will be evaluated at the level 1 screening. If it is valid and passes, the project will need to take a timeout so that studies can be conducted to bring it up to the same level as the rest of the alternatives for level 2 screening.
 - Environmental Justice will be looked at as a whole through our community outreach. Bringing maps to the meetings so that people can self identify their communities and identified further groups that could be EJ or minority communities. Included Spanish speaking translators at community meetings.
 - Will do a community impact assessment to determine what the project will be dealing with.
 - SHPO: Northern Alternative could pose some very interesting issues. Do not know what cultural resources are in the area.

SCDOT/FHWA would like written concurrence on the purpose and need and alternatives analysis documents.

- SCDOT: Can provide a letter for signature along with the detailed document if preferred.
- USACE: Getting to a concurrence may not be possible.
 - Statement that we have looked at enough alternatives could be acceptable
 - USACE can't do an absolute until the permit is issued. SCDOT: Just want to know if you agree with it at this time or have comments.
- FHWA: Would prefer to send own letter.
- At this point only collecting comments on the stated Purpose & Need and the proposed process to evaluate/screen alternatives.
- SCDOT is trying to avoid getting to the EIS and then having a participating/cooperating agency state that they have an issue with the purpose and need or evaluation criteria.
- How long to provide input? There are no deadlines for this one. 30 days suggested.

Action Items

Action	Assigned To
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Send detailed Purpose and Need to all agencies

Heather Robbins/Shannon Meder

Collect approval/Comments from Cooperating and
Participating agencies

SCDOT/FHWA

Jurisdictional Determination Timeline



CAROLINA
CROSSROADS

Apr

2015

2015

Aug 2015
Preliminary JD Request submitted to USACE

Oct

Oct 2015

Field verification site meeting with USACE

The USACE requested two revisions to the Preliminary JD Request, including:

- The stream origination point of Tributary 3 be extended upstream to a pipe discharging from the adjacent lumber yard.
- A reevaluation of stormwater basins based on the three parameters of a wetland.

Tributary 3 was extended 52-lf (0.005 acre) to a total length of 440-lf (0.046 acre).

11 stormwater basins were reevaluated

- Nine were determined to have a wetland within the basin (Freshwater Wetlands 39 through 47).
- Stormwater basins 3 and 4 did not exhibit all three parameters of a wetland and were removed from mapping.

Jan 2016
Revised mapping and documentation supporting these revisions were provided to the USACE

Mar 2016
Jurisdictional Determination received from USACE (SAC 2015-1080-DS)

2016

2016

Total Features Delineated

- 47 freshwater wetlands, totaling 7.499 acres
- 58 tributaries, totaling 21,644-lf (21.691 acres)
- 3 ponds/waters, totaling 0.219 acre

Preliminary Alternatives Analysis: Evaluation of the Range of Alternatives

The South Carolina Department of Transportation (SCDOT), in cooperation with the Federal Highway Administration (FHWA), is preparing an Environmental Impact Statement (EIS) to address the existing and anticipated traffic volumes on the I-20/26/126 corridor in Lexington and Richland counties in South Carolina.

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.

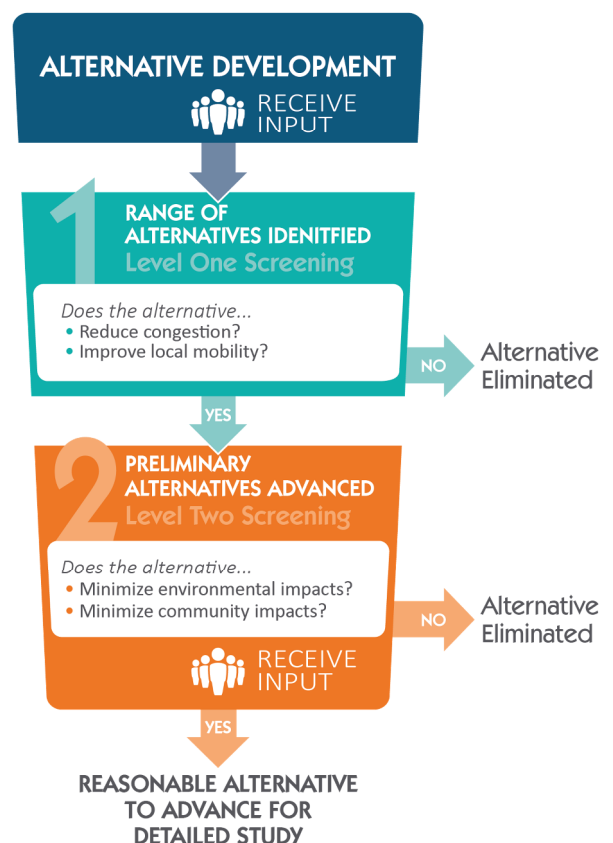
In an effort to identify a solution that will benefit these areas, the Carolina Crossroads project is evaluating which options could best meet the transportation needs while balancing community and environmental impacts. The current phase of the study began in January 2015. After defining the project's purpose and need with input from local communities, agencies and other interested groups, Alternatives Development and Screening will begin. This task involves three steps:

Preliminary Alternatives Development

The first step is to prepare initial transportation options or "range of alternatives." These were developed based on public input and past studies and included various transit and roadway options. In May and September 2015, more than 244 members of the community participated in two open houses and provided additional ideas. A total of 318 comments were received and several broad alternatives were identified.

Level 1 Screening

The second step is to evaluate each preliminary alternative to determine whether it meets the Purpose and Need using the below criteria. Based on these criteria, alternatives are screened, eliminated and advanced for further review.



Criteria	Units of Measure
Ability to reduce congestion on existing roadways	Existing traffic data within the existing I-20/26/126 corridor compared to industry-standard thresholds.
Ability to improve local mobility	Compared to existing accident history and crash diagrams from the existing I-20/26/126 corridor.

Level 2 Screening

The final step is to evaluate which of the remaining alternatives (from Level 1 Screening) best meet the primary purpose and need, while also considering the degree to which these alternatives meet the secondary purpose and need, their impacts to the natural and built environment, estimated project costs, logistical considerations, and overall feasibility. Only the alternatives that meet these criteria will be advanced for final consideration as Reasonable Alternatives.

Criteria	Units of Measure
Potential residential or business relocations	Number of residences, businesses, churches, and schools affected
Potential wetlands impacts	Acres of wetland impacted
Potential stream/river impacts	Linear feet of “blueline” streams, rivers and channels impacted
Potential floodplain impacts	Acres of floodplains impacted
Community Facility Impacts	Acres of public parklands, linear feet of trails, number of community buildings (churches, schools); Number of low-income/minority populations impacted
Historic/Archaeological impact	Number of NRHP eligible sites impacted
Protected Species	No of recorded occurrences impacted
Potential Noise-Sensitive Receptor Impacts	Number of residential and institutional parcels impacted
Farmland impacts	Acres of prime or unique farmlands impacted
Hazardous Materials impacts	Number of recorded sites impacted
Others:	
Extent to which purpose and need is met	Relative effectiveness of the alternative; similar alternatives could be combined to optimize performance
Constructability	Ability to feasibly build the alternative (funding, access schedule, site conditions, available ROW, etc.)
Cost	Availability funding; fiscal responsibility for spending public monies

Screening Results: Alternatives Carried Forward for Detailed Study in the EIS

An Alternatives Development and Screening Process memorandum will be provided at the completion of the process described herein.

The alternatives that are not eliminated through the Level 2 screening process will be further refined through preliminary engineering before detailed impact analyses begin for the EIS. This preliminary engineering will include details such as number of lanes; horizontal and vertical alignments; potential transit station, intersection, and/or interchange locations; and potential drainage designs. Each alternative will be designed to a similar level of detail. Once the preliminary design work is complete, the potential effects of the alternatives will be identified and compared at an equal level of detail as required under NEPA. The reasonable alternatives will be detailed in the Draft EIS, with the ultimate goal of determining a Recommended Preferred Alternative that would meet the Purpose and Need of the proposed project.

The screening process is designed to be dynamic throughout the EIS process. If a new alternative or refinement of an alternative is developed or arises later in the process, it will be subject to the same screening process as all of the other alternatives as described in this document.

Carolina Crossroads I-20/I-26/I-126 Corridor Project

Introduction

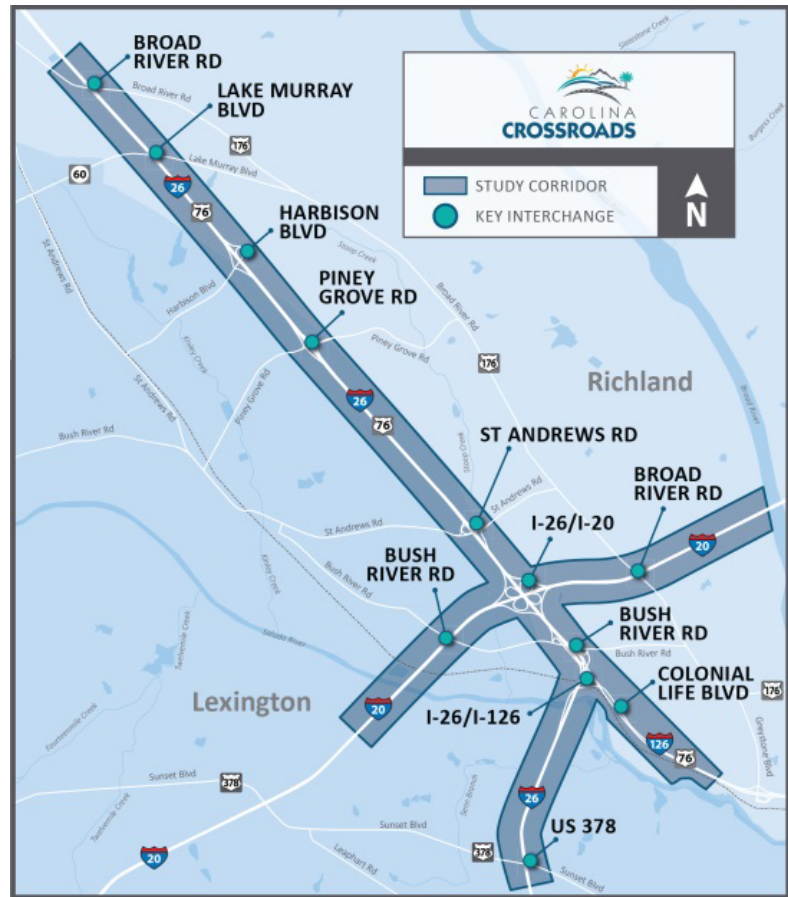
The South Carolina Department of Transportation (SCDOT), in cooperation with the Federal Highway Administration (FHWA), is preparing an Environmental Impact Statement (EIS) to address the existing and anticipated traffic volumes on the I-20/26/126 corridor in Lexington and Richland counties in South Carolina. The Carolina Crossroads I-20/26/126 Corridor Project is evaluating transportation needs through the year 2040 while considering community and environmental impacts in order to identify a solution that will benefit the greater Columbia area, as well as the regional mobility of commerce, travelers and commuters between the Upstate and Lowcountry.

Recent 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 Carolina Crossroads I-20/26/126 Corridor Project. The Purpose and Need explains why a project is necessary, what it should achieve, and it serves as the criteria in determining a range of project alternatives. An alternative must meet the Purpose and Need in order to be considered for further study.

This summary shares the highlights of the draft Purpose and Need document, which is available on the project website for your review. We invite you to review the information and provide any comments you may have.

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

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



Primary Purpose: Is the “driver” of the project (reflects the fundamental reason why the project is being pursued).

Secondary Purpose (or other desirable outcome): Is an additional purpose that is desirable, but not the core purpose of the project.

The Carolina Crossroads I-20/26/126 Corridor Project is intended to achieve the following primary purposes:

- Reduce congestion by improving peak-period travel time in the corridor
- Accommodate future increases in traffic

The Carolina Crossroads I-20/26/126 Corridor Project will also evaluate the following secondary purposes:

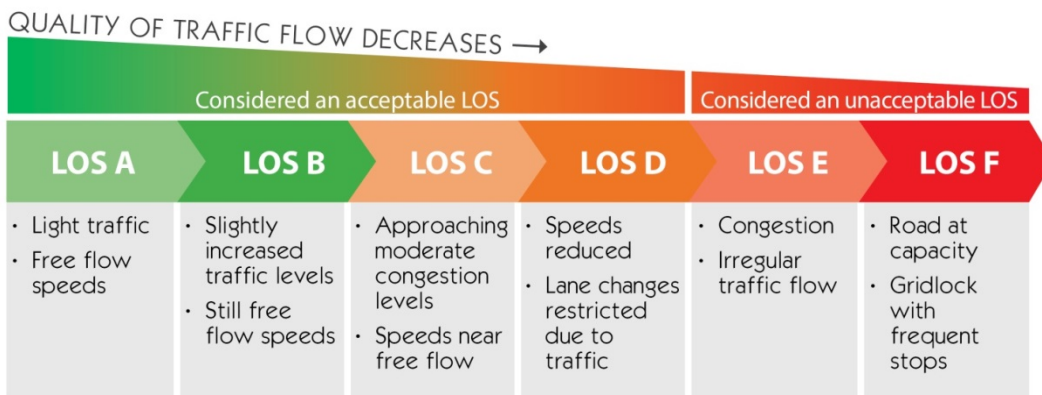
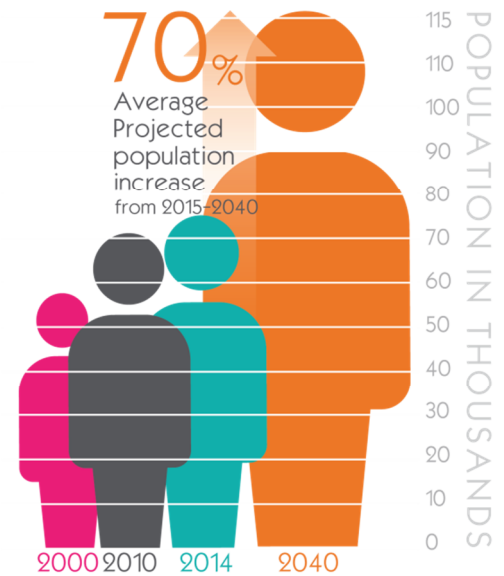
- Improve freight mobility
- Improve safety in the corridor
- Improve system linkages

Why is a Corridor Improvement Needed?

Outdated Infrastructure. Located in the heart of South Carolina, the I-20, I-26 and I-126 interstate corridor is the crossroads of the state economy and serves as the major hub for the Midlands' commuters, travelers, and commerce. In addition to being a main route in and out of Columbia, I-26 is a thoroughfare for travelers headed to the coast and mountains for recreation and a major cargo route between Lowcountry ports and Upstate manufacturers. As an interstate corridor initially developed in the 1950s and 1960s and improved during the 1970s and 1980s, I-20, I-26 and I-126 does not meet current vehicular traffic demands. Access ramps to and from each interstate consistently become congested.

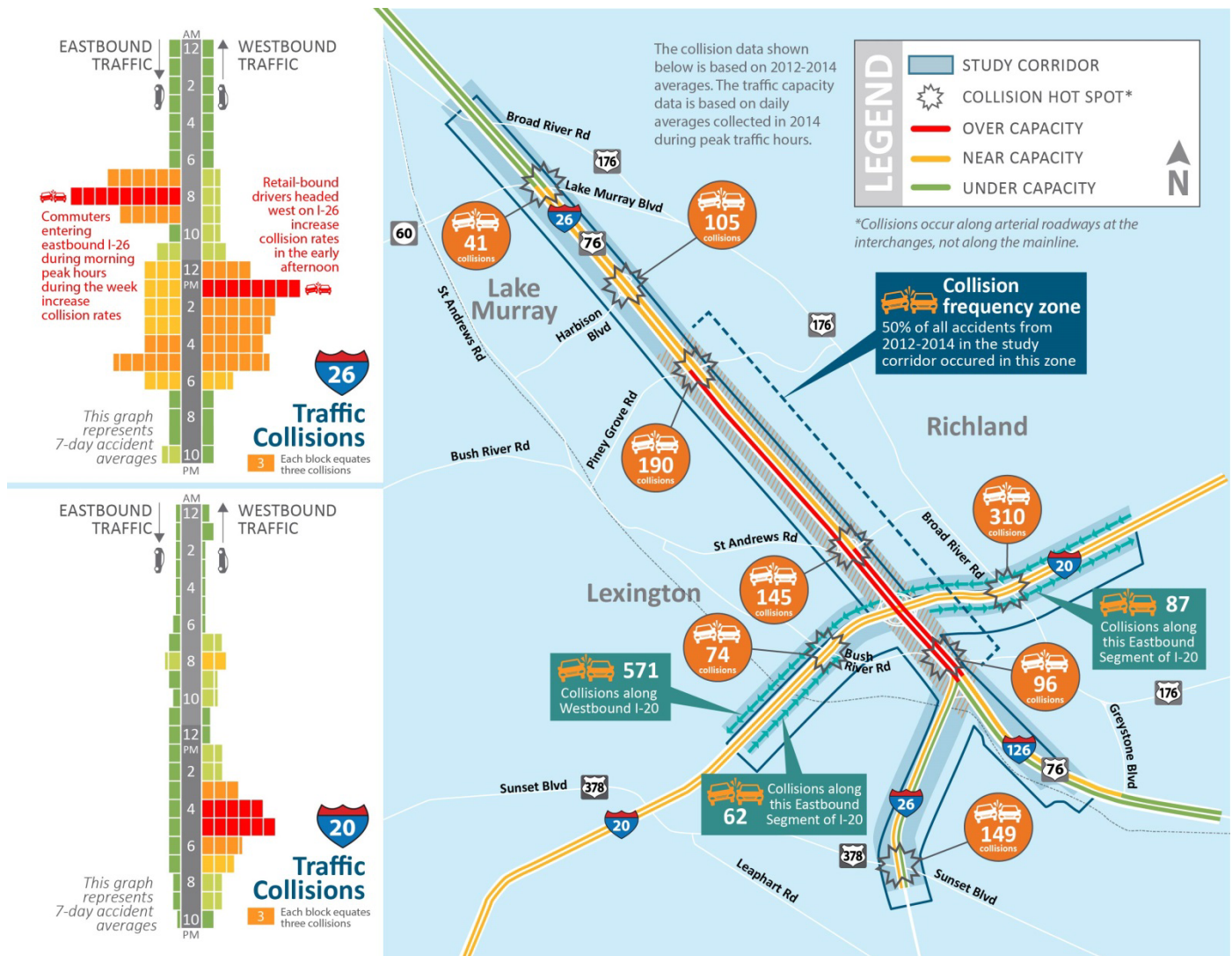
Growth in Population and Employment. Population in the study area is projected to increase an average of 70% between now and 2040 and employment is expected to increase by over 11% (CMCOG, 2012). Large increases of these factors over an extended period will increase travel demand.

Increase in Roadway Congestion. Traffic models show that the corridor operates at unacceptable level of service (LOS) at peak hours currently (i.e., between 7:30 AM – 9:00 AM and between 4:00 PM – 6:30 PM). Projected population growth in the study area, coupled with increases in freight travel, will exacerbate congestion.



Segment	Eastbound	Westbound
Exit 101 to Exit 102 Broad River Rd to Lake Murray Blvd	Under Capacity	Under Capacity
Exit 102 to Exit 103 Lake Murray Blvd to Harbison Blvd	Near Capacity	Near Capacity
Exit 103 to Exit 104 Harbison Blvd to Piney Grove Rd	Near Capacity	Near Capacity
Exit 104 to Exit 106 Piney Grove Rd to St. Andrews Rd	Over Capacity	Near Capacity
Exit 106 to Exit 107 St. Andrews Rd to I-20	Over Capacity	Over Capacity
Exit 107 to Exit 108 I-20 to Bush River Rd	Over Capacity	Over Capacity
Exit 108 to Exit 110 Bush River Rd to US 378	Near Capacity	Under Capacity

Increase in crash rates and fatality rates. There were a total of 2,370 accidents reported along I-26 from January 1, 2012 to December 31, 2014. These were split nearly evenly in the eastbound (1,171 accidents) and westbound (1,199 accidents) directions. The most frequent collisions were rearend collisions (over 60 percent) with same direction sideswipe accidents and 'no collision with motor vehicle' accidents making up 18 and 17 percent of the total collisions, respectively. High crash rates are attributed to extended periods of congestion throughout the corridor and abrupt driving maneuvers due to the multiple weaving movements at and adjacent to the system interchange at I-20.



Lack of Pedestrian and Bicycle Infrastructure. Currently there are very limited options for pedestrians and bicycles to cross and ride parallel to the interstate systems. Interest for improved access to bicycle/pedestrian facilities was demonstrated in the public meeting and online comments received. Additionally, the *Walk Bike Columbia* program, a partnership between the City of Columbia and the Central Midlands Council of Governments, has mapped out several key intersections and roadways along or across the Carolina Crossroads corridor as particular interest for pedestrian and bicycle infrastructure.

Lack of Transit Infrastructure and Access. The Regional Transit & Coordination Plan for the Central Midlands Region, published in 2014, indicates that increasing public transportation and multimodal transit infrastructure is a top concern and should be continuously developed to meet needs as far out as 2040. With the expected increase in travel demand, particularly for work trips, there is a need to improve access to the existing transit system.

What does this all mean?

Finding an up-to-date solution has become a statewide priority. The I-20/26/126 Carolina Crossroads Corridor Project will play a critical role to improve mobility and safety in one of the most congested highway corridors in the state.

How Can I Provide Feedback?



Visit the project website:
www.SCDOTCarolinaCrossroads.com



Email us:
info@CarolinaCrossroadsSCDOT.com



Call us:
1-800-601-8715



Meeting Minutes

Project: Carolina Crossroads

Subject: ACE Meeting September 2017

Date: Thursday, September 14, 2017

Location: SCDOT Headquarters

<p>Attendees:</p> <ul style="list-style-type: none"> Ed Frierson – SCDOT Steve Brumagin – USACE Jackie Galloway – SCDOT Vincent McCurran – SCDOT Laura Boos – USACE Elizabeth Williams – USACE Ben Burdette – HDR Matt DeWitt – HDR Greg Mixas - SCDNR Siobahn Gordon – SCDOT Melissa Jackson – SCDOT Bill Jurgelski – SCDOT Will McGoldrick - SCDOT 	<ul style="list-style-type: none"> Joey McIntire – SCDOT Shane Belcher – FHWA Chris Beckham – SCDOT Michelle Herrell – FHWA Shannon Meder – HDR Chad Long – SCDOT Danny Johnson – SCDOT Henry Phillips – SCDOT Brian Klauk – SCDOT Jay Hawkins – SCDOT Josh Gilman – Stantec Mickey Queen – SCDOT Jennifer Schwaller (Phone) – HDR Leigh-Ann Riggins (Phone) - SCDNR Joyner (Phone) – DHEC Mark (Phone) – USFWS
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- 1) Introduction
- 2) Review of previous ACE meeting discussion
- 3) Current Project Status
 - DEIS Environmental Studies Status – Currently underway
 - o Community Impact Assessment
 - Initially looked at existing conditions; now evaluating based on; Broader reaching area beyond the project study corridor itself
 - o Noise analysis
 - Ongoing for the project, setting up to run the model now based on the recommended RAs for DEIS
 - o Cultural Resources
 - Early work canvassing the area, desktop studies on Cultural Resources.
 - No anticipated issues
 - o Wetlands

- Largest resource in the project area with several different features/quality types
 - Highly urban area, though many wetlands and streams found
- JD
 - Spring 2015 field work completed of initial study area (1200 acres)
 - Preliminary JD approved March 2016
 - Since narrowing down initial alternatives, the study area has expanded in a few areas where additional ROW is anticipated. Added 200 – 300 acres to the initial study area as a result. Field work for additional areas is complete. Majority was extending features which were already delineated. Some additional stream crossings
 - Compiling the field data and adding new tables. Anticipating submitting revised JD in the next couple of months.
 - Going to request a preliminary JD
 - Features found that are non-jurisdictional (storm water ponds, etc.) account for ½ acre at most. Will not elevate JD to an “approved” based on consensus.
 - USACE (Steve B.) – Will only look for aquatic resources. If aquatic resource it’s included as jurisdictional:
 - If bottom in storm water basin meets qualifications it will be included for simplicity.
 - USACE (Steve B.) – Would like to do field review before submittal. Would like to see a full resubmission of the JD package. Discuss whether to show original study area in drawings, or whether to show all together:
 - USACE (Steve B.) - Generally for continuity, show former and new. Will coordinate a meeting later.
 - SCDOT (Sean C.) – Would like to do a joint review.
 - One questionable stream feature near Toyota (Exit 101) – SCDOT, USACE have visited, still looking.
 - Kally McCormick and Matt DeWitt originally coordinated with I-26 JD, ***need to open up new coordination to make sure that there is no overlap asap.***
 - Preference is for no overlap. Project limits and limits in permit are the same. I-26 permit would go first.
 - USACE (Elizabeth) - Better to have that cover the larger area as it would be the first to get the permit application, then note on the drawings for the JD. Include it in the JD drawings for the CCR so that it can reference directly the file USACE holds. Callout that says it’s in project area, but not part of CCR JD.
 - Consensus – *Keep study area for I-26 and CCR the same, but have CCR JD overlap refer to the I-26 JD permit.*
- Location of “High Quality Streams” – most are in the floodplains of Saluda
 - Qualifications of High/Medium/Low dealt with quality of vegetative buffer, natural meanders etc. If channelized, piped, culverted would be lower quality.
 - Numbers on the matrix are based on desktop level review of NWI, NHD

- Water Quality
 - Were some changes in the 2016 303(d) list that had impact on water quality chapter of DEIS. NRTR (Natural Resources Technical Report) has new areas that are considered impaired. Will be updated with new findings and results of the JD.
- Protected Species
 - No resource issues currently identified in the project corridor
 - Northern Long-eared Bat has been newly listed:
 - **Will update the NRTR based on the addition of the NLEB to protected species list**
 - On edge of critical habitat for the sturgeon but not directly impacting.
 - **During initial NRTR were not looking at replacing bridges over waterways. Will be updated once we know where ramps and fences will be.**
- Alternatives development and Screening
 - Reasonable Alternatives Selection
 - Initial Range of Alternatives developed to broadly encompass possible solutions for CCR.
 - Developed Purpose and Need based on initial traffic results of the current condition and public information feedback.
 - Using purpose and need, developed screening metrics to be applied to the initial analysis of alternatives.
 - Level 1A Screening:
 - Off corridor solutions (TMS/Connector/Widening) did not solve traffic issues standalone
 - Northern Alignment only pulled 4% of traffic from corridor.
 - Looked at all interchange design options possible at 12 interchange locations along the 14 miles corridor – 49 different designs total designated as Alternative Interchange Options (AOs)
 - Using metrics, team evaluated performance and what was fatally flawed, narrowed down to remaining interchanges that would meet purpose and need approximately 17 remained.
 - Remaining AOs were developed in Representative Alternatives (RAs) and moved forward into Level 1B screening.
 - Level 1B Screening:
 - Pieced together remaining AOs into show full mainline improvement.
 - 9 RAs were developed and screened using additional metrics:
 - Improvement on Traffic Operations, Level of Service (LOS)
 - Improvement on Travel Time
 - Improvement on Through Speed
 - Reduction of Geometric Deficiencies
 - When looking at each RA; they were evaluated as either meeting the metrics with a high/medium/low designation.
 - Narrowing down, were left with RA1, RA5, RA7, RA8 which were moved to Level 2 screening.

- Level 2 Screening:
 - Looked at what factors differentiated the RAs the most and focused on these.
 - Brought back in purpose and need metrics from Level 1B.
 - High/medium/low designation was based on natural breaks in the impact data.
 - Numbers for quality wetlands based on NWI and NHD data to keep things at same comparison level.
 - Quality based on parameters outlined in Water Quality discussion.
 - Numbers are very conservative as many items are already piped or developed as they are clipped from NHD and NWI data.
 - DEIS discussion of impacts for recommended RAs will be based on more detailed field data.
 - Chad L. - The two that are being carried forward, RA1 and RA5, will have the more detailed analysis. Not all 4.
 - USACE – Concerned about RA7 and RA8 being kicked out based on desktop data, but clarified that these were not eliminated solely on wetland/stream impacts.
 - Other significant issues for RA7 and RA8, in floodway of Saluda. Extra bridging, increased structure and cost increase. Neither consistent with local and regional plans. Conflict with Saluda River Walk. Did not perform as well in Traffic Operations toward meeting purpose & need.
 - **USACE – Breakdown why RA7 and RA8 are not practicable or feasible, besides environment impact to make more black and white decision for permitting; LEDPA.**
 - Coming out of Level 2 screening, RA1 and RA5 are being recommended to move forward to the DEIS as reasonable alternatives
- From here forward, Design team will look at RAs 1 and 5 and how to optimize them, this exercise could lead to an additional alternative that would have a new alternative designation (1a, 5a, etc.).
- Discussion of RA maps:
 - USACE – looking at the map, better understand why RA7 and RA8 are being eliminated, need to make sure LEDPA write up is there, USACE has no concerns with process and recommendations as described.
 - RA1 – Turbine interchange design at 26/20/126; Never more than 2 levels high due to braided movement of ramps. Notes that this RA removes the existing interchange at Bush River Road; access to Bush River Road is through a new full interchange at Colonial Life Blvd.
 - RA5 – Stress that there are still 2 loops in the proposed interchange at 26/20/126, but they are very different from current loops and they are larger and much more functional. This is a stacked design that can raise to 3 levels high.
 - Be sure to coordinate with West Columbia Pedestrian Bridge crossing the Saluda.

- While developing DEIS will be submitting chapters to SCDOT which can make chapters available to agencies for review. ***Chad Long can reach out directly to appropriate agencies for comments early in the process on specific chapters when they are at Draft-Final stage. Will send email out with chapters and approximate dates available for review to see what agencies are interested in what chapters.***
 - DNR agreed to be participating agency in development of EIS. They will be happy to review draft chapters along the way before they become publically available.
- Expecting DEIS Early 2018
- Public Hearing Early 2018 (Within 30 days of DEIS)
- FEIS/ROD combined Early 2019
- Notice of Intent for Design Build 2019. Will discuss further permitting at this point.
 - SCDOT doesn't typically accept ATC unless it is equal or better.
 - A change to the RPA during the DB phase would require a Re-evaluation of the EIS.

Agency Coordination Effort Meeting Notes

Project: Carolina Crossroads I-20/26/126 Corridor Project

Subject: Carolina Crossroads ACE Meeting – Mitigation Update

Date: Wednesday, August 08, 2018

<p>Attendees: Michelle Herrell – FHWA Shane Belcher – FHWA Chad Long – SCDOT Sean Connolly – SCDOT Chris Beckham – SCDOT David Kelly - SCDOT Laura Boos – USACE</p>	<p>Christopher Mimms - USACE Tom Daniel – SCDNR David Kinard – HDR Shannon Meder – HDR (on phone) Blair Wade - HDR Jessica Mackey – HDR Matt DeWitt – Mead & Hunt</p>
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1 PROJECT UPDATE

- September 2017 was meeting with Reasonable Alternatives.
- DEIS was on July 26.
- EPA Notice of Approval received on August 3 with a 45 day comment period.
- 6002 SAFET-LU for Agency Coordination.
- FEIS and ROD will be concurrent.

2 MITIGATION UPDATE

- Numbers differ in DEIS because DEIS uses Right of Way totals
- Impact anticipated credit need uses CL & 20 foot, 30 foot buffer
- Credit needs to be refined with refined design of RA 1; delineation & conceptual mitigation plan
- USACE suggestions
 - Meet and look at sites together
 - Perform baseline before timbering a site, want to know what is planned to be cut.
- Congaree River Keeper social media
 - Want local mitigation for local projects.
 - Watershed approach consistent with 2008 SOD.
 - Public trust aspect is part of SCDOT's plan.
- Anticipated Credit Need
 - Range based on RA 1 and RA 5 preliminary construction limits + 10' buffer and +20' buffer
 - Assumed stream impacts between 8,288 and 9,166 LF
 - Assumed wetland impacts between 1.77 and 2.19 AC
 - Most impacts in Saluda River watershed
 - Stream credit need: 61,746 to 68,287 stream credits
 - 30,873 to 34,143 stream restoration/enhancement credits needed
 - 30,873 to 34,143 stream preservation credits needed
 - Wetland credit need: 21 to 26 wetland credits

- 11 to 13 wetland restoration/enhancement credits needed
- 11 to 13 wetland preservation credits needed
- Estimates will be refined after selection of the preferred alternative – Fall 2018

3 SCDOT’S HUNTING CREEK MITIGATION BANK

- Recent USACE meeting discussion of adjusting from 2006 SOP to 2010 SOP
- Estimated stream restoration credits using 2010 SOP: 45,658 to 59,589
- Credit Release 1 (10%) and 2 (20%): 13,697 to 17,877 credits

4 PERMITTEE RESPONSIBLE MITIGATION (PRM)

- Overview of PRM site search (September 2017 to July 2018)
 - 27 potential PRM sites identified in Saluda River watershed
 - Sites evaluated based on proximity to other protected lands, potential for stream mitigation, headwater streams, proximity to impaired waters, landowner interest, and land cost.
 - 9 sites assessed in the field
- Preferred PRM site
 - Adjacent to SCDNR’s Belfast WMA
 - Potential to generate approx. 33,400 stream preservation credits and 10,600 stream restoration/enhancement credits
 - Additional site evaluation and conceptual mitigation planning needed

	Needed for Carolina Crossroads Project	Hunting Creek Mitigation Bank	Preferred PRM Site	Total Stream Credits Generated
Stream Preservation Credits	30,873 to 34,143	0	33,400	33,400
Stream Restoration or Enhancement Credits	30,873 to 34,143	13,697 to 17,877	10,600	24,297 to 28,477
	61,746 to 68,287			57,697 to 61,877

5 MONITORING EXISTING BANKS

- Sandy Fork (Tertiary Service Area): Should have about 5600 stream restoration credits available by mid-July. Credit release has been approved by Corps, and are waiting on the IRT.
- Turner’s Branch (Tertiary Service Area): 8,722 stream preservation credits available
- Corley Mill (Primary Service Area): The bank is anticipating Fall 2018 for approval. The bank would generate approx. 200 wetland credits and 30,280 stream credits.
- Crane Creek (in Broad River basin, not in Saluda service area) – Bank anticipates final approval and initial credit release in early 2019. Bank estimates 38,000 stream and 180 wetland credits.
- Saluda Mitigation Bank (Primary Service Area)– on Public Notice

6 NEXT STEPS

- Wetland Mitigation

- SCDOT considering solicitation for wetland credits in Saluda River watershed
- Potential for credit generation on PRM site – requires additional field review
- Potential use of pending or existing mitigation banks
- Discuss schedule
 - Design Build Procurement
 - RFP between January and March 2019
 - NTP for Contractor in early 2020
 - Anticipate permit application mid-2020
 - Agency coordination
 - Pre-application meeting

Agency Coordination Effort Meeting Notes

Project: Carolina Crossroads I-20/26/126 Corridor Project

Subject: Carolina Crossroads Permittee Responsible Mitigation

Date: Thursday, February 14, 2019

<p>Attendees:</p> <ul style="list-style-type: none"> Sean Connolly – SCDOT Betty Gray – SCDOT Chris Beckham – SCDOT Michelle Herrell – FHWA Shane Belcher – FHWA Steve Brumagin – USACE Ivan Fannin – USACE Laura Boos – USACE Amanda Heath – USACE (on phone) Mark Caldwell – USFWS (on phone) Russ Webb – USFWS (on phone) Alya Singh-White – US EPA (on phone) 	<ul style="list-style-type: none"> Blair Wade – HDR Shannon Meder – HDR (on phone) Daniel Johnson – Wildlands Mickey Queen – SCDOT Jessica Kennedy – SCDOT Chuck Hightower – SCDHEC Tyler West – SCDHEC Logan Ress – SCDHEC Greg Mixon – SCDNR Tom Daniel – SCDNR (on phone)
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1 PROJECT OVERVIEW

- HDR and Wildlands provided a handout with updated meeting agenda and maps
- Carolina Crossroads mitigation strategy was presented to ACE meeting in September 2018. During this meeting, HDR and SCDOT presented an overview of the mitigation need assessment and results of Permittee-Responsible Mitigation (PRM) analysis. The focus of the September 2018 ACE meeting was the Belfast PRM site, with a brief introduction to the Timber Site.
- Since this time, mitigation need estimates have been updated:
 - Most stream and wetland impacts in Saluda River watershed (approximately 97 percent)
 - Updated mitigation need assessment based on Recommended Preferred Alternative (RPA) preliminary construction limits + 10' buffer
 - Estimates have been refined to include updated design, stream impact assessment forms, and anticipated inlet and outlet riprap protection
- Credit need as of January 2019:
 - 63,450 stream credits
 - 20 wetland credits

2 PERMITTEE RESPONSIBLE MITIGATION (PRM)

- HDR provided an overview of PRM site search that was conducted between September 2017 and July 2018.
 - Site search was conducted first using GIS, then site reconnaissance was conducted.
 - One of site search criteria was proximity to protected properties

- SCDNR's Belfast Wildlife Management Area (WMA) is a key protected property in the Saluda watershed.
- Site search narrowed to 2 preferred mitigation sites: Belfast Site and Timber Site 2
 - Sites are located in Laurens County and Newberry County
 - Approximately 2,700 acres between the 2 sites
 - SCDNR would be the long-term steward
 - SCDNR is presenting the sites to their Board in March 2019.
- Belfast Site
 - Belfast Site contains Watkins Creek, Mill Creek, and Mudlick Creek
 - Preliminary JD Request submitted to USACE and site visit conducted. Final PJD materials provided to USACE for approval.
 - Biological assessment, cultural resources report, and Phase I Environmental Site Assessment complete.
 - Categorical Exclusion for site has been signed by FHWA.
 - Wildlands presented preliminary Mitigation Unit Maps and estimated credit projections
 - Entire site would be preserved and become part of the SCDNR Belfast WMA
 - Some streams will be preserved but are not tracked for mitigation credits because of their location upstream of ponds, condition, or location along a property line.
 - SCDOT holds option on the site properties.
 - Nationwide Permit 27 would not be required for the Belfast Site because no restoration activities would occur within Waters of the US.
- Timber Site 2
 - Garrison Creek and 1st and 2nd order tributaries located onsite
 - Site includes stream restoration, enhancement, and preservation, and wetland preservation
 - Site contains reference reaches for stream restoration and enhancement
 - No credit is proposed in powerline easement
 - Small pond has deposited sediment in a tributary that will be restored.
 - Preliminary JD Request submitted to USACE and site visit conducted. Final PJD materials provided to USACE for approval.
 - Biological assessment, cultural resources report, and Phase I Environmental Site Assessment complete.
 - Categorical Exclusion for site has been signed by FHWA.
 - Wildlands presented preliminary Mitigation Unit Maps and estimated credit projections
 - SCDOT holds option on the site properties.
 - Nationwide Permit 27 would be required for restoration and enhancement activities that would occur within Waters of the US.
 - Per agreement with land owner, timber would be harvested from uplands prior to transfer of property to SCDOT and SCDNR.
 - USACE asked for more information about how much of the property would be cleared and how close to streams and wetlands.
 - Wildlands responded that property owner is a timber management company and would follow SC Forestry Commission best management practices
 - USACE asked for schedule for timbering compared to restoration activities.
 - Portions of site are currently being timbered.
 - Stream restoration would occur at the same time as the Carolina Crossroads permit.
 - USACE expressed concern about current/future timber harvesting activities that could directly affect buffer areas adjacent to streams that SCDOT is proposing to receive

mitigation credit for the Carolina Crossroads project. USACE provided clarification after the meeting via email that included the following information:

- The current Timber Harvest BMPs for stream buffers (no cut areas) may allow cutting up to a stream buffer of 25 feet.
 - The current Charleston District SOP for mitigation includes minimum buffer widths on a slope up to 5% at 75 feet wide, and on a slope of 5% to 20% the buffer must be 150 feet wide.
 - Current cutting plans could potentially result in areas that may not provide buffer credit or would require replanting of the buffer to a minimum width that could result in a reduced amount of mitigation credit.
- Discussion of wetland mitigation credits
 - Potential for wetland preservation credits on PRM sites
 - Remaining wetland credits may be derived from existing or pending mitigation banks.

Estimated Credit Generation	Belfast Site	Timber Site 2	Total
Stream Preservation Credits	27,250	8,000	35,250
Stream Restoration/Enhancement Credits	0	38,270	38,270
Total Stream Credits			73,500
Wetland Preservation Credits	2.5	6.5	9

3

CAROLINA CROSSROADS PRM SCHEDULE

Discussion of Carolina Crossroads PRM schedule.

Nov 2018:

- Schedule meeting with USACE to discuss Advanced PRM – *complete*
- Submit PJD packages for each site – *complete*
- SCDOT completes CEs for each site – *complete*

Dec 2018/Jan 2019:

- Update credit need and PRM estimate – *complete*
- USACE site reviews of PJD boundaries – *complete*

February 2019:

- ACE Meeting – February 14, 2019
- Pre-application meeting between SCDOT and USACE
- Interagency site visit – *invitation forthcoming*

March 2019: Submit CMP and 30% design of PH Timber Site 2 to USACE

April 2019: USACE, SCDNR & other agencies meeting to provide feedback on CMP

May 2019: Submit NWP 27 application and 60% plans for PH Timber Site 2 to USACE

June - August 2019: Continued USACE and SCDNR coordination, USACE completes Section 7 and 106 reviews for NWP

August 2019: Estimated NWP 27 issuance

Anticipate Carolina Crossroads permit by end of 2021

ADDITIONAL DISCUSSION

- Because sites would eventually be placed under SCDNR WMA, which does not have the same protections as a Heritage Preserve site, SCDOT would place restrictive covenants on mitigation sites prior to transfer.
- Site protections would allow for plantings within timbered areas based on SCDNR's management plans for the sites.
- Notes include an attachment with SCDOT's assumptions for the mitigation calculations for agency review. USACE indicated that Mitigation SOP is being updated, but to continue under current SOP for now. The mitigation SOP should have proportional changes between mitigation needs and credit generation.
- As project moves through Design Build contracting, SCDOT anticipates a reduction in impacts.
- With restoration occurring prior to permit action, USACE recommended that SCDOT document restoration activities and begin monitoring between Nationwide Permit and Individual Permit. Team should consider that Nationwide Permit expires in 2021 if construction does not begin right away; work could commence one year after expiration of Nationwide Permit if needed.
- SCDOT recognizes risk in the advance mitigation planning process, in that formal comments cannot be given on the Mitigation Plan until it is associated with the Carolina Crossroads permit application.

MAPS/EXHIBITS PROVIDED DURING MEETING:

- Proximity to Belfast WMA Map
- Preliminary Mitigation Unit Maps for Belfast and Timber Site

ACTION ITEMS:

- HDR to send out Doodle Poll for Agency Site Visits

ATTACHMENT: MITIGATION NEED CALCULATION ASSUMPTIONS

Impact Assessment

Streams

- Stream Type: Stream order determined by GIS
- Priority Category:
 - Determined primarily by water quality data.
 - All the stream impacts occur on Secondary Priority areas (0.4 factor).
 - Project team will continue to monitor the release of the 2018 303d list.
- Existing Condition: Determined by Stream Forms
- Duration: Permanent
- Dominant Impact:
 - Culvert: structure length (after improvements) totals less than 100 feet in length
 - Pipe: structure length (after improvements) totals more than 100 feet in length
 - Armor: all riprap in streams
- Cumulative Impact: Determined by total impacts (>6,000 LF)
- Impact Length:
 - Culverts/pipe extend 10 feet beyond construction limits
 - Rip Rap pads extend 35 feet from outlets and 25 from inlets on named streams
 - Rip Rap pads extend 25 feet from outlets and 25 from inlets on unnamed streams

Wetlands

- Lost Type:
 - Based on wetland delineation data and aerials
 - Likely to be Type A (bottomland hardwoods)
- Priority Category:
 - Based on wetland delineation data and aerials
 - Most likely to be Tertiary Priority (bottomland hardwoods)
- Existing Condition: Determined by photos and field observations
- Duration: Over 10 years
- Dominant Impact: Determined by impact type
 - Fill: area within construction limits
 - Clear: area between construction limits and a 10-ft buffer from construction limits (to mimic an NPDES line)
- Cumulative Impact: Determined by total impacts

Credit Generation

Wetland Preservation Assumptions:

- In-kind
- Same ecoregion and 8-digit HUC
- 1:1 ratio w/ 0.5 buffer value
- Buffer preservation
 - Assumed 80% of the wetland area buffered
 - No buffer accounted for on wetlands less than 0.1 acres in size (for preliminary estimates)

Belfast:

- Stream type based on stream order (predominately 1st and 2nd order streams)
- Secondary priority category (0.2)
- Preservation (0.0 Net Improvement)
- Concurrent credit schedule (0.05)
- Same ecoregion and 8-digit HUC (0.1)
- Buffer preservation calculation specific to each reach (assuming the minimum required buffer for preliminary estimates)

Timber Site 2:

- Stream type based on stream order (predominately 1st and 2nd order streams)
- Secondary priority category (0.2) because of state species of management concern
- Net Improvement is based on the proposed mitigation activity (0.0 for preservation, 1.0 for enhancement, and 3.0 for restoration).
- Con-current credit schedule (0.05)
- Same ecoregion and 8-digit HUC (0.1)
- Buffer enhancement and preservation calculation specific to each reach (assuming the minimum required buffer for preliminary estimates)