



ENVIRONMENTAL RE-EVALUATION FORM

FHWA South Carolina

State File #		Fed Project #	P027662	Project ID	P027662	Route	I-20/I-26/I-126	County	Lexington and Richland
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Project Name/Description

The FHWA and SCDOT propose to upgrade the I-20/26/126 corridor and reconstruct associated interchanges in Richland and Lexington Counties, 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.

1. DOCUMENT TYPE: EIS EA CE (non Programmatic) PCE (No FHWA Approval Required)

A. Other Actions Associated with the Project:

- Section 4(f) Evaluation
- Section 106 Compliance
- Wetland Finding/Section 404 Compliance
- T & E Species Biological Assessment
- None

2. DOCUMENT APPROVAL DATE:

3. DATE(S) OF PRIOR RE-EVALUATIONS:

4. PROJECT DEVELOPMENT STAGE:

- Final Design
- ROW
- Construction
- Other, Specify

5. HAS DESIGN OR ROW CHANGED SINCE THE LAST APPROVAL?: YES NO
(if "NO" then Go To Item 7)

6. DESCRIPTION OF CURRENT PROJECT/DESIGN CHANGES:

During the right-of-way phase it was determined two parcels slated for demolition (Parcels 392 & 399) located along Lewand Drive included areas were outside of the initial project survey area. Parcel 392 is currently owned by SCDOT; Parcel 399 was identified as a strip take during the EIS but during ROW negotiations became a relocation; Parcel 404 is a vacant parcel without structures or buildings and was included as a strip take in the EIS but became full acquisition during ROW negotiations. A field survey was conducted of these areas and it was determined that there would be no new or additional impacts to environmental resources.

Parcel 404 is located near the corner of Arrowwood Road and Lewand Drive and is a heavily forested tract with a utility corridor located adjacent to Arrowwood Road. An intermittent stream runs parallel to the proposed r/w and along the western boundary of the site. The stream has been channelized in the past and has 8-12 foot banks. Aside from the stream, no environmental resources were identified.

7. HAVE THERE BEEN SIGNIFICANT CHANGES IN THE AFFECTED ENVIRONMENT OR HAVE THE ENVIRONMENTAL STUDIES BEEN UPDATED SINCE THE LAST PROJECT APPROVAL?: (If "NO" to both Items 5 and 7, Go To Item 10)

YES NO

8. APPROVED DOCUMENT(S) RE-EVALUATION:

A. REVIEW OF EFFECTS: (Complete this section if "YES" to either Item 5 or Item 7)

SOCIAL ENVIRONMENT

CHANGE

REMARKS

1. Land Use	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
2. Community	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
3. Relocations	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
4. Churches/Institutions	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
5. Title VI/E.O. 12898	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
6. Economic	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
7. Controversy	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
8. Other; Specify	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	

NATURAL ENVIRONMENT

CHANGE

REMARKS

1. Wetlands	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
2. Water Quality	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
3. Wild/Scenic Rivers	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
4. Farmland	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
5. T & E Species	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
6. Floodplains	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
7. Other; Specify	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	

PHYSICAL ENVIRONMENT

CHANGE

REMARKS

1. Noise	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
2. Air Quality	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
3. Energy/Mineral Resources	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
4. Construction/Utilities	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
5. UST's	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
6. Hazardous Waste Sites	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
7. Other; Specify	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	additional demolition area; see attached

CULTURAL ENVIRONMENT	CHANGE	REMARKS
1. Historic Sites	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="text"/>
2. Archaeological Resources	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="text"/>
7. Other; Specify	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="text"/>

PERMITS	CHANGE	REMARKS
1. U.S. Coast Guard	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="text"/>
2. Forest Service/USACE/USFWS Land	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="text"/>
3. Section 404	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="text"/>
4. Other; Specify	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="text"/>
Have the required permits been obtained?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "YES" what is the expiration date?	<input type="text" value="September 30, 2035"/>	
*If permits have expired, permits will need updated and attached to re-evaluation.		

9. NEED FOR PUBLIC INVOLVMENT:

A public hearing/public information meeting was held for the project on:

There have been no changes in project design or environmental effects which would require a public hearing [or additional public hearing if one has already been held] or public information meeting.

The change(s) in project design and/or effects require(s) an additional public hearing/public information meeting. The meeting is scheduled for:

10. FINDINGS/CONCLUSIONS:

Based on the analysis contained in this re-evaluation, it has been determined that the change in project design and/or environmental effects would not significantly alter the conclusions reached in the approved environmental document and/or previous re-evaluation(s).

There have been no changes in the design/ROW of this project nor have there been changes in project effects or the affected environment. Therefore, the conclusions reached in the approved environmental document and/or previous re-evaluation(s) remain valid.

Prepared By: Digitally signed by Will McGoldrick
Date: 2020.12.08 11:24:06 -05'00'

Date:

For Non Programmatic CEs:

Concurred (FHWA):

Date:

Date: 07/21/2020



Project ID: P027662 County: Richland/Lexingt District: District 1 Doc Type: RE-Eval Total # of Commitments: 30

Project Name: I-20, I-26, I-126 Carolina Crossroads Corridor Improvements

The Environmental Commitment Contractor Responsible measures listed below are to be included in the contract and must be implemented. It is the responsibility of the Program Manager to make sure the Environmental Commitment SCDOT Responsible measures are adhered to. If there are questions regarding the commitments listed please contact:

CONTACT NAME: Brian Klauk, PE PHONE #: (803)-737-5051

ENVIRONMENTAL COMMITMENTS FOR THE PROJECT

Non-Standard Commitment

NEPA Doc Ref: Chapter 2, Section 2.2.2.2 Responsibility: SCDOT

Mass Transit

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 would construct the two sites and maintain them during construction of the project. Engineering feasibility, timing and continued maintenance of the sites would be determined in coordination with CMRTA and the CMCOG prior to the start of construction. In the event a permanent site cannot be developed, SCDOT would work with CMRTA and CMCOG to identify and provide funding for existing parking lots that could be leased for park-and-ride use during construction.

Special Provision

Non-Standard Commitment

NEPA Doc Ref: Chapter 2, Section 2.2.9 Responsibility: SCDOT

Mass Transit

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, vanpools and other transit oriented options.

Special Provision

Non-Standard Commitment

NEPA Doc Ref: Chapter 2 Responsibility: SCDOT

Mass Transit

SCDOT will assist COMET/CMRTA ongoing efforts through such measures as accommodating transit (bus) stops at interchange locations, which may include bus turnouts. In addition, 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 during construction based upon a framework to be agreed upon with CMRTA.

Special Provision

Project ID: P027662

SCDOT
NEPA ENVIRONMENTAL COMMITMENTS
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ENVIRONMENTAL COMMITMENTS FOR THE PROJECT

Non-Standard Commitment

NEPA Doc Ref: Chapter 2, Section 2.2.2.2

Responsibility: Contractor/SCDOT

Bicycle/Pedestrian

Prior to final design, SCDOT will coordinate with the City of Columbia and CMCOG to ensure that existing and planned bicycle and pedestrian facilities identified in the local and regional plans and existing and proposed connections to such facilities are accommodated where located within the limits of the Carolina Crossroads project at crossing routes and interchanges where feasible.

During construction, SCDOT will accommodate bicycle/pedestrian access. SCDOT will coordinate with the local municipalities and/or trail groups to post information on temporary sidewalk or bicycle facility closures or detours. Sidewalk and/or bicycle lane/path closures will be communicated to the agency with jurisdiction at least 48 hours in advance and appropriate signage will be placed.

Special Provision

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.3

Responsibility: SCDOT

Displacements

SCDOT will acquire all new right-of-way and process any relocations in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S. C. 4601 et seq.) and the SCDOT ROW Manual. The purpose of these regulations is to ensure that owners of real property to be acquired for federal and federally-assisted projects are treated fairly and consistently, to encourage and expedite acquisition by agreements with such owner, to minimize litigation and relieve congestion in the courts, and to promote public confidence in federal and federally-assisted land acquisition programs.

Temporary construction easements may be needed for some properties. SCDOT will temporarily use these properties during construction and would provide compensation to the landowner for the temporary use. The property will be fully returned to the owner when the use of the property is no longer required, typically when construction is complete.

Special Provision

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.3

Responsibility: Contractor/SCDOT

Public Involvement

Changes in access for school bus routes will be discussed with the school system in advance of when they will actually take place, so that the school systems can adjust routes in a timely manner. Coordination with local school districts will also occur during construction. SCDOT and the contractor will coordinate with the school system during development of the community outreach program.

Special Provision

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ENVIRONMENTAL COMMITMENTS FOR THE PROJECT

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.3

Responsibility: Contractor/SCDOT

Public Involvement During Construction

Written translations of public involvement documents will be provided for Spanish language speaking populations, as well as other measures determined by SCDOT to ensure meaningful access to project information during construction. Efforts will be made to ensure meaningful opportunities for public participation during construction. Additional meetings will be held when warranted to address community concerns.

Special Provision

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.13

Responsibility: Contractor/SCDOT

Public Involvement During Construction

The contractor(s), through a community outreach program, will let the community know what types of closures to expect (i.e. temporary, long-term), when to expect them and who to contact, if needed.

SCDOT and the contractor(s) will coordinate with emergency service providers such as police, fire protection and ambulance services before construction to ensure that access for emergency vehicles will be maintained.

Special Provision

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.5

Responsibility: Contractor/SCDOT

Noise

Based on studies thus far, SCDOT intends to install highway traffic noise abatement measures in the form of a barrier at Noise Sensitive Area (NSA) O, R & S. These barriers are located: on the south side of I-20 from Saluda River extending approximately 2,300 feet west (Barrier O); on the north side of I-20 from the Broad River Road exit extending approximately 4,550 feet east (Barrier R); on the south side of I-20 from the Broad River Road exit extending approximately 4,380 feet east (Barrier S). These preliminary indications of abatement measures are based on preliminary design for a barrier cost of \$35.00/square foot that reduces the noise level by at least 5dB(A) for residences. If it subsequently develops during final design that these conditions have substantially changed, the abatement measures might not be provided. A final decision of the installation of the abatement measure(s) will be made upon completion of the project's design. Since residences are located on the opposite side of the interstate adjacent to all barriers, sound absorption materials will be used to minimize noise reflectivity of the barriers towards receptors on the other side of the interstate.

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ENVIRONMENTAL COMMITMENTS FOR THE PROJECT

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.5

Responsibility: SCDOT

Noise

In order to help local officials and developers consider highway traffic noise in the vicinity of a proposed Type I project, SCDOT will inform them of the predicted future noise levels and the required distance from the roadways needed to ensure that noise levels remain below the NAC for each type of land use per 23 CFR 772.17. The information will be provided within three months of the Record of Decision (ROD) publication. This commitment has been completed.

Special Provision

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.5

Responsibility: CONTRACTOR

Noise

During construction, powered construction equipment will not be operated during the traditional evening and/or sleeping hours within 150 feet of a noise sensitive site, to be decided either by local ordinances and/or agreement with SCDOT.

Special Provision

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.6

Responsibility: CONTRACTOR

Water Quality

The contractor(s) will be required to minimize possible water quality impacts through implementation of BMPs, reflecting policies contained in 23 CFR 650B and the Department's Supplemental Specification on Erosion Control Measures (latest edition) and Supplemental Technical Specifications on Seeding (latest edition). Other measures including seeding, silt fences, sediment basins, etc. as appropriate will be implemented during construction to minimize impacts to water quality.

Special Provision

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ENVIRONMENTAL COMMITMENTS FOR THE PROJECT

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.6

Responsibility: CONTRACTOR

Water Quality

Stormwater modeling will be completed for the final design of the project. Stormwater runoff would be mitigated by discharging stormwater into appropriately designed BMP's before being released into receiving waters. During construction, the contractor(s) will identify and avoid all point sources of fecal coliform as identified in Chapter 3, Section 3.6.

Special Provision

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.6

Responsibility: CONTRACTOR

Permits

A Section 401 State Water Quality Certification will be required for the overall project. The contractor(s) is responsible for obtaining the certification as part of the Joint 404/401 permit application process.

Special Provision

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.6

Responsibility: CONTRACTOR

Permits

The contractor(s) is responsible for development of a project specific SWPPP and for obtaining a Section 402 NPDES permit for the project prior to initiating land disturbing activities.

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Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.7

Responsibility: CONTRACTOR

Permits

A State Navigable Waters permit will be required for construction over any navigable waterways (i.e., the Saluda River). The contractor will be responsible for obtaining this permit.

Special Provision

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Sec 3.7/3.18

Responsibility: SCDOT

Individual Permit-Permits

Impacts to jurisdictional waters will be permitted under a Department of the Army Section 404 permit from the U.S. Army Corps of Engineers (USACE). Based on preliminary design, it is anticipated that the proposed project will be permitted under an Individual Army Corps of Engineers Permit (IP). SCDOT will provide the USACE with information regarding any proposed activities during the Section 404 permitting process. One permit would be obtained for the overall project. The required mitigation for the this project will be determined through consultation with the USACE and other resource agencies.

Special Provision

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.8

Responsibility: CONTRACTOR

Floodplains

Detailed hydraulic and hydrologic studies for each bridge crossing will be performed to determine the correct sizing of bridges and culverts. The project will be designed to be consistent with local floodplain development plans. Prior to construction activity in the area, coordination with Dominion Energy and Federal Energy Regulatory Commission (FERC) will be required for the two Saluda River floodway crossings due to its function as part of a hydroelectric facility.

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ENVIRONMENTAL COMMITMENTS FOR THE PROJECT

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.8

Responsibility: CONTRACTOR

Floodplains

The project will be designed in an effort to meet "No-Rise" requirements. In the event a "No-Rise" condition cannot be achieved, coordination with FEMA will require the preparation of a CLOMR (Conditional Letter of Map Revision) / LOMR (Letter of Map Revision) package for the encroachment. Where regulatory floodplains are defined, hydraulic structures will be designed to accommodate a 100-year (1% annual chance) flood. Where no regulatory floodplains are defined, culverts and bridges will be designed to accommodate a 50-year or greater magnitude flood event. Ongoing design efforts to minimize floodplain impacts will be coordinated with resource and regulatory agencies during the final design process.

Special Provision

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.8

Responsibility: CONTRACTOR

Floodplains

Prior to construction, the selected contractor(s) will send a set of final plans and request for floodplain management compliance to the local County Floodplain Administrator.

Special Provision

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.8

Responsibility: CONTRACTOR

Floodplains

No substantial impacts to floodplain values are anticipated from the proposed project. If conditions change based on final design, additional measures will be evaluated to restore lost floodplain values.

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ENVIRONMENTAL COMMITMENTS FOR THE PROJECT

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.9

Responsibility: Contractor/SCDOT

Natural Resources

To mitigate for natural upland forested habitats, lost as a result of the project, SCDOT will plant trees (native species), as defined by the final design plans, within the rights-of-way adjacent to new or improved interchanges and roadways outside of required clear safety zones.

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

Construction activities will be conducted within the disturbed footprint of the existing roadway and utility right-of-way to the maximum extent practicable.

Special Provision

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.11

Responsibility: CONTRACTOR

Section 4(f)

To mitigate the temporary impacts to the Saluda Riverwalk Extension, 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. SCDOT will also work closely with the Parks and Recreation Department to communicate the closing to trail users during construction. When construction is complete, the condition of the trail will be equal to existing conditions.

Special Provision

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.12

Responsibility: CONTRACTOR

Hazardous Materials

Prior to construction, the project contractor will perform Phase II ESAs on the properties identified within the footprint, including the subject properties, and/or on the adjoining properties or the ROW. Ultimately, the Phase II ESAs will include environmental sample collection (e.g. soil, soil gas, and groundwater), specifically, in areas where a potential for disturbance of soil and/or groundwater exists. Asbestos Containing Material and/or Lead Based Paint testing will be assessed separately. Materials containing asbestos and lead-based paints will be managed and disposed of properly at an appropriate permitted facility to minimize impacts during the construction and cleanup. Activities will be monitored by a professional that is certified in the removal, handling and disposal of lead-based paint and/or asbestos-containing materials.

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ENVIRONMENTAL COMMITMENTS FOR THE PROJECT

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.12

Responsibility: CONTRACTOR

Hazardous Materials

A spill prevention, control, and countermeasures (SPCC) plan will be prepared in accordance with 40 CFR 112, for the handling of oils or oil-based products during construction to prevent a discharge of oil into navigable waters.

Special Provision

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.12

Responsibility: CONTRACTOR

Hazardous Materials

A hazardous waste management plan will be prepared for the handling of hazardous materials during construction, and an on-site health and safety plan will be developed for construction activities to protect human health (i.e. workers, residents, recreation and trespassers) and the environment within proximate to the site.

The hazardous waste management plan will also state that disposal of waste materials will be disposed of in approved landfills.

Special Provision

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.12

Responsibility: CONTRACTOR

Hazardous Materials

If avoidance of hazardous materials is not a viable alternative and soils that appear to be contaminated are encountered during construction, the South Carolina Department of Health and Environmental Control (SCDHEC) will be informed immediately. Hazardous materials will be tested and removed and/or treated in accordance with the United States Environmental Protection Agency and the SCDHEC requirements, if necessary. SCDHEC Hazardous Waste Treatment, Storage, and Disposal compliance staff can be contacted at 803-898-0290.

Special Provision

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ENVIRONMENTAL COMMITMENTS FOR THE PROJECT

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.13

Responsibility: CONTRACTOR

Cultural Resources

During the construction phase of the project, the contractor and subcontractors must notify their workers to watch for the presence of any prehistoric or historic remains, including but not limited to arrowheads, pottery, ceramics, flakes, bones, graves, gravestones, or brick concentrations. If any such remains are encountered, the Resident Construction Engineer (RCE) and SCDOT's Construction Manager would be immediately notified and all work in the vicinity of the discovered materials and site work shall cease until the SCDOT Chief Archaeologist directs otherwise. SCDOT Chief Archaeologist, Tracy Martin, can be contacted at 803-737-6371.

Special Provision

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.13

Responsibility: SCDOT

Cultural Resources

An archaeological professional will be present during any ground disturbing activities related to Site 38LX212 and 38RD59. Additionally, sites 38RD140, 38RD1175, and 38RD1176 will be protected from indirect effects, including borrow sites and equipment staging. Sites will be clearly marked in the field using orange construction fencing prior to beginning construction activities in the vicinity of the resources.

Special Provision

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.13

Responsibility: CONTRACTOR

Cultural Resources - Part 1

The Saluda Canal (Site 38RD59) would be clearly plotted on all construction plans. SCDOT has reduced ROW widths in the vicinity of the canal to avoid impacts to the canal during construction & any future maintenance activities along the ROW. A 25-foot buffer will be maintained around the canal for the majority of the resource. This zone would be clearly marked in the field using orange fencing during construction, and all ground disturbance and construction staging activities would be conducted outside of this buffer in order to avoid all possible impacts to the resource. SCDOT proposes to revise the commitment of a 25-foot buffer for a distance of approximately 700 feet along the proposed ramp to allow room for temporary construction access & equipment near I-26 Ramp C. To protect the boundary of the canal at this location, the following will be added to the contract as commitments: CONTINUED IN PART 2 & 3

Special Provision

Date: 07/21/2020



Project ID: P027662

County: Richland/Lexingt

District: District 1

Doc Type: RE-Eval

ENVIRONMENTAL SERVICES
Total # of Commitments: 8

Project Name: I-20, I-26, I-126 Carolina Crossroads Corridor Improvements

The Environmental Commitment **Contractor Responsible** measures listed below **are to be included in the contract and must be implemented**. It is the responsibility of the Program Manager to make sure the Environmental Commitment **SCDOT Responsible** measures are adhered to. If there are questions regarding the commitments listed please contact:

CONTACT NAME: Brian Klauk, PE

PHONE #: (803)-737-5051

ENVIRONMENTAL COMMITMENTS FOR THE PROJECT

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.13

Responsibility: CONTRACTOR

Cultural Resources - Part 2

- a. Prior to construction activities orange protective fencing will be installed along the edge of boundary of the Saluda Canal Historic District in areas that will maintain the original buffer as well as those areas where the buffer has been requested to be reduced between the two drainages and for a length to the south of the southernmost drainage.
- b. Prior to construction activities silt fencing will be installed along the edge of SCDOT right of way to prevent runoff.
- c. For areas along the identified Saluda Canal located along the I-26 Ramp C beginning Station 5412+50 and ending Station 5419+50 clearing will be allowable to the right of way but grubbing will be limited to within a distance of 5-feet inside of the right of way. Grubbing activities within the 5-foot buffer will require approval from SCDOT prior to occurring.
- d. During land clearing activities prior to construction, an archaeologist will be present at all times to ensure that these activities undertaken close to the fencing do not damage the canal.

Special Provision

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.13

Responsibility: CONTRACTOR

Cultural Resources - Part 3

- e. During construction, an archaeologist will visit the construction site twice a week to ensure that no activities have crossed over the protective fencing. Any observations during these visits will be recorded in an inspection log that will be made available to the SHPO.
- f. As soon as an inadvertent impact is discovered, such as a previously unidentified cultural resource, archaeological feature, or artifact, construction in that area will stop immediately until an onsite consultation with SCDOT archaeologists and SHPO can determine the best strategies for avoiding, minimizing, or mitigating adverse effects upon the resource.

Special Provision

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.13

Responsibility: CONTRACTOR

Air Quality

The contractor(s) will ensure that all construction equipment is properly tuned and maintained.

Idling time will be minimized to save fuel and reduce emissions.

Water will be applied to control dust as needed to prevent dust impacts off site. There will be no open burning of removed vegetation. Vegetation will be chipped or delivered to waste energy facilities.

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Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.13

Responsibility: CONTRACTOR

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act, 16 USC § 703-711, states that it is unlawful to pursue, hunt, take, capture or kill; attempt to take, capture or kill; possess, offer to or sell, barter, purchase, deliver or cause to be shipped, exported, imported, transported, carried or received any migratory bird, part, nest, egg or product, manufactured or not. SCDOT will comply with the Migratory Bird Treaty Act of 1918 in regard to the avoidance of taking of individual migratory birds and the destruction of their active nests.

The Contractor will notify the Resident Construction Engineer (RCE) at least four (4) weeks prior to construction/demolition/maintenance of bridges and box culverts. The RCE will coordinate with SCDOT Environmental Services Office (ESO), Compliance Division, to determine if there are any active birds using the structure. SCDOT will be responsible for the removal/management of any active bird nests.

Special Provision

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.13

Responsibility: CONTRACTOR

Borrow Pits

Potential borrow areas to be used for fill dirt for the project will be field reviewed and assessed for the presence of any jurisdictional features, and BMPs will be applied prior to disturbance to avoid and/or minimize erosion and runoff of sediments.

Special Provision

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.13

Responsibility: CONTRACTOR

Construction

Construction operations will be scheduled for off-peak traffic hours when reasonable/feasible.

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ENVIRONMENTAL COMMITMENTS FOR THE PROJECT

Non-Standard Commitment

NEPA Doc Ref: Chapter 3, Section 3.13

Responsibility: CONTRACTOR

Construction

A traffic maintenance plan will be developed prior to construction initiation to minimize interference to traffic flow from construction equipment and activities.

Special Provision

Non-Standard Commitment

NEPA Doc Ref: Re-evaluation Page 3-4

Responsibility: SCDOT

Cultural Resources and Wetland Survey on Additional ROW tracts

After SCDOT acquisition, wetland delineations will be performed on Parcels 270, 187 and 316; archaeological investigations will be conducted on Parcels 187 and 316.

Special Provision

NEPA Doc Ref:

Responsibility:

Contractor/SCDOT

Special Provision



NEPA Re-evaluation

SUPPORTING DOCUMENTATION
NOVEMBER 18, 2020

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Introduction

FHWA approved a Final Environmental Impact Statement (FEIS) and Record of Decisions (ROD) for the Carolina Crossroads Project on May 2, 2019. Since that time the project has progressed towards construction that will occur in five (5) phases. The phases of construction are proposed to overlap or be performed consecutively with little or no time between phases and the overall construction time of all phases of work is anticipated to be less than 10 years. Two re-evaluations have been conducted for the project: one re-evaluation covered right of way changes due to design refinements (approved by FHWA August 8, 2020) and one covered the reassessment of Noise Barrier Wall R (approved by FHWA on October 30, 2020).

Proposed Changes

In preparation for the construction of Phase 1 of the project, SCDOT has pursued the demolition of structures on properties that were acquired during the right of way acquisition process. In addition, full acquisition parcels (total takes) that SCDOT may use during construction were also reviewed – these parcels did not have structures on them.

It was requested that the project team review the parcels for:

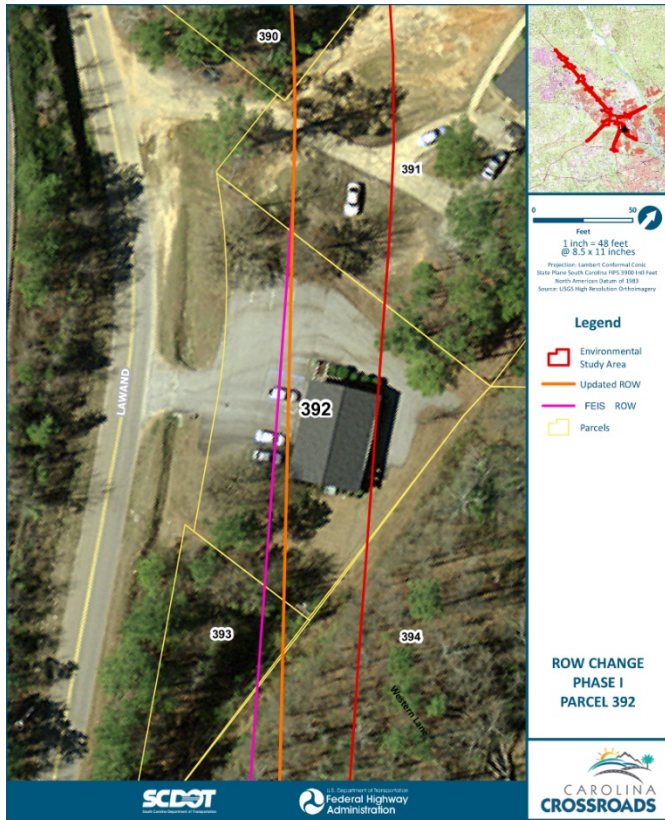
- design or right of way changes at these locations since the approval of the ROD,
- inclusion of parcels within the FEIS project study area (PSA), and
- the presence of any environmentally sensitive or jurisdictional areas (i.e. wetlands/streams to be marked for the contractor).

During this review, three parcels (Tract 392, Tract 399, Tract 404) were identified that partially extended beyond the PSA. On November 9 and 11, 2020, investigators conducted archaeological and wetland surveys of Parcels 392, 399, and 404. The locations of Parcels 392, 399, and 404 are presented in Figures 5.1-5.7. The investigations are summarized below.

Initial Archaeological and Wetlands Survey: Parcels 392, 399, and 404

Parcel 392 is located in a paved and partially wooded area surrounding a former office building adjacent to Lawand Drive, approximately 770 feet northwest of the intersection of Lawand Drive and Arrowwood Road. Tract 392 was owned by SCDOT prior to the project and was previously the location of the District 1 Right of Way Office. No changes occurred at this location however, a portion of the parcel behind the structure extends beyond the PSA that was assessed for the FEIS/ROD.

The portion of the parcel that is outside of the original PSA is approximately 0.07 acres. The area is largely paved and the remaining portions of the parcel outside of the original PSA have been graded and manicured. No shovel tests were excavated at Parcel 392 and no further survey is recommended at this location. No wetlands were observed within this parcel.



Screenshot of Parcel 392 taken from design file



View of Parcel 392, facing south.

Parcel 399 was identified as only a strip take during the development of the FEIS/ROD. During the right of way negotiation process, access issues were identified for the remainder of the property; through negotiations, the parcel became a full acquisition. Part of the parcel behind the structure extends beyond the PSA that was assessed for the FEIS/ROD.

Parcel 399 is located in a grassy and partially wooded area surrounding an unoccupied single family residence at 521 Lawand Drive, approximately 275 feet northwest of the intersection of Lawand Drive and Arrowwood Road. The portion of the parcel that is outside of the original PSA is approximately 0.14 acres. The area outside of the original PSA contains manicured lawn and a large willow oak located in the northern corner of the parcel. The area has been highly disturbed due to the construction and removal of several outbuildings. No shovel tests were excavated at Parcel 399 and no further survey is recommended at this location. No wetlands were observed within this parcel. There are no relocations associated with the structure as it is unoccupied.



Screenshot of Parcel 399 taken from design files.



View of Parcel 399, facing south.



View of Parcel 399, facing west.

Parcel 404 was documented as a strip take during the development of the FEIS/ROD; however, during right of way negotiations, the parcel became a full acquisition. There are no relocations associated with the parcel.

This parcel is located in a wooded area to the south of a residence on Arrowwood Road, approximately 340 feet south of the intersection of Lawand Drive and Arrowwood Road. The portion of the parcel that is outside of the original PSA is approximately 0.72 acres. The area is covered in mature pines and

hardwoods with moderate to dense undergrowth. A large transmission line corridor passes through the southern portion of the parcel, adjacent to Arrowwood Road. There is a steep slope up to Arrowwood Road in this southern portion of the parcel. Investigators excavated four shovel tests spaced 30 meters (100 feet) apart to cover the area. The shovel tests generally exposed a 2.5YR5/6 dark red loamy sand from 0-50 cm below surface (bs), over a compact 2.5YR3/6 dark red sandy clay subsoil from 50-70+ cm bs. The fill from these tests was sifted through ¼-inch mesh hardware cloth. We recovered no cultural materials from the investigations at Parcel 404. No further archaeological survey is recommended at this location.

A channelized creek begins to the east of Parcel 404, passing underneath Arrowwood Road from a pond to the east of the road via two large concrete pipe culverts. Within the parcel, the creek turns and makes a nearly right angle to the southeast, running along the western edge of the original PSA. This creek was previously delineated up to the existing PSA and was designated as a riverine, intermittent streambed in the JD (R4SBC).



Screenshot of Parcel 404 taken from design file.



View of the transmission line corridor in the southern portion of Parcel 404, facing north.



View of Parcel 404, facing southeast.



View of Parcel 404, facing southwest.