

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.

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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:

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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,