

Agency Notices and Comment Letters

Palmetto's Department of the Army Permit Application



Palmetto
RAILWAYS

Camp Hall Rail Clean Water Act Section 404/401 Individual Permit Application

March 23, 2018

Palmetto Railways
540 East Bay Street
Charleston, SC 29403

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Joint Federal and State Application Form For Activities Affecting Waters of the United States Or Critical Areas of the State of South Carolina		This Space for Official Use Only Application No. _____ Date Received _____ Project Manager _____ Watershed # _____																																																																	
<i>Authorities:</i> 33 USC 401, 33 USC 403, 33 USC 407, 33 USC 408, 33 USC 1341, 33 USC 1344, 33 USC 1413 and Section 48-39-10 et. Seq of the South Carolina Code of Laws. These laws require permits for activities in, or affecting, navigable waters of the United States, the discharge of dredged or fill material into waters of the United States, and the transportation of dredged material for the purpose of dumping it into ocean waters. The Corps of Engineers and the State of South Carolina have established a joint application process for activities requiring both Federal and State review or approval. Under this joint process, you may use this form, together with the required drawings and supporting information, to apply for both the Federal and/or State permit(s). <i>Drawings and Supplemental Information Requirements:</i> In addition to the information on this form, you must submit a set of drawings and, in some cases, additional information. A completed application form together with all required drawings and supplemental information is required before an application can be considered complete. See the attached instruction sheets for details regarding these requirements. You may attach additional sheets if necessary to provide complete information.																																																																			
1. Applicant Last Name: McWhorter		11. Agent Last Name (agent is not required):																																																																	
2. Applicant First Name: Jeff		12. Agent First Name:																																																																	
3. Applicant Company Name: Palmetto Railways		13. Agent Company Name:																																																																	
4. Applicant Mailing Address: 540 East Bay Street		14. Agent Mailing Address:																																																																	
5. Applicant City: Charleston		15. Agent City:																																																																	
6. Applicant State: SC	7. Applicant Zip: 29403	16. Agent State:	17. Agent Zip:																																																																
8. Applicant Area Code and Phone No.: 843-727-2067		18. Agent Area Code and Phone No.:																																																																	
9. Applicant Fax No.: 843-727-2005		19. Agent Fax No.:																																																																	
10. Applicant E-mail: jmcwhorter@palmettorail.com		20. Agent E-mail:																																																																	
21. Project Name: Camp Hall Rail Project		22. Project Street Address:																																																																	
23. Project City: Pringletown/Cross	24. Project County: Berkeley County	25. Project Zip Code: 29468	26. Nearest Waterbody: Lake Moultrie/Diversion Canal																																																																
27. Tax Parcel ID: see attached.		28. Property Size (acres):																																																																	
29. Latitude: Begin: 33.40422N / End: 33.16340N		30. Longitude: Begin: 80.09814W / End: 80.23396 W																																																																	
31. Directions to Project Site (Include Street Numbers, Street Names, and Landmarks and attach additional sheet if necessary): From Charleston, travel west on I-26 and take Exit 194, Jedburg Rd. Turn right onto Jedburg Rd and travel 4.9 miles to US 176. Turn left onto US 176 and travel northwest for 4.3 miles to Volvo Cars Drive. Follow Volvo Cars Dr to the Camp Hall Commerce Park, where the rail line begins. The project continues 23 miles to the northeast, ending near the Santee Cooper Cross Generating Station.																																																																			
32. Description of the Overall Project and of Each Activity in or Affecting U.S. Waters or State Critical Areas (attach additional sheets if needed) Refer to Attachment A for a complete project description. Please also refer to Attachment G for an explanation of the differences between the information and materials previously submitted to the Surface Transportation Board and this permit application.																																																																			
33. Overall Project Purpose and the Basic Purpose of Each Activity In or Affecting U.S. Waters (attach additional sheets if needed): Refer to Attachment B for the project Purpose and Need.																																																																			
34. Type and quantity of Materials to Be Discharged <table style="width: 100%;"> <tr> <td>Dirt or Topsoil:</td> <td>_____</td> <td>☐ cubic yards</td> </tr> <tr> <td>Clean Sand:</td> <td>54,269</td> <td>☒ cubic yards</td> </tr> <tr> <td>Mud:</td> <td>_____</td> <td>☐ cubic yards</td> </tr> <tr> <td>Clay:</td> <td>_____</td> <td>☐ cubic yards</td> </tr> <tr> <td>Gravel, Rock, or Stone:</td> <td>_____</td> <td>☐ cubic yards</td> </tr> <tr> <td>Concrete:</td> <td>_____</td> <td>☐ cubic yards</td> </tr> <tr> <td>Other (describe):</td> <td>_____</td> <td>☐ cubic yards</td> </tr> <tr> <td>TOTAL:</td> <td>54,269</td> <td>cubic yards</td> </tr> </table>		Dirt or Topsoil:	_____	☐ cubic yards	Clean Sand:	54,269	☒ cubic yards	Mud:	_____	☐ cubic yards	Clay:	_____	☐ cubic yards	Gravel, Rock, or Stone:	_____	☐ cubic yards	Concrete:	_____	☐ cubic yards	Other (describe):	_____	☐ cubic yards	TOTAL:	54,269	cubic yards	35. Type and Quantity of Impacts to U.S. Waters (including wetlands). <table style="width: 100%;"> <tr> <td>Filling:</td> <td>103.12</td> <td>☒ acres</td> <td>☐ sq.ft.</td> <td>☐ cubic yards</td> </tr> <tr> <td>Backfill & Bedding:</td> <td>_____</td> <td>☐ acres</td> <td>☐ sq.ft.</td> <td>☐ cubic yards</td> </tr> <tr> <td>Landclearing:</td> <td>16.89</td> <td>☒ acres</td> <td>☐ sq.ft.</td> <td>☐ cubic yards</td> </tr> <tr> <td>Dredging:</td> <td>_____</td> <td>☐ acres</td> <td>☐ sq.ft.</td> <td>☐ cubic yards</td> </tr> <tr> <td>Flooding:</td> <td>_____</td> <td>☐ acres</td> <td>☐ sq.ft.</td> <td>☐ cubic yards</td> </tr> <tr> <td>Draining/Excavation:</td> <td>_____</td> <td>☐ acres</td> <td>☐ sq.ft.</td> <td>☐ cubic yards</td> </tr> <tr> <td>Shading:</td> <td>_____</td> <td>☐ acres</td> <td>☐ sq.ft.</td> <td>☐ cubic yards</td> </tr> <tr> <td>TOTALS:</td> <td>120.01</td> <td>acres</td> <td>sq.ft.</td> <td>cubic yards</td> </tr> </table>		Filling:	103.12	☒ acres	☐ sq.ft.	☐ cubic yards	Backfill & Bedding:	_____	☐ acres	☐ sq.ft.	☐ cubic yards	Landclearing:	16.89	☒ acres	☐ sq.ft.	☐ cubic yards	Dredging:	_____	☐ acres	☐ sq.ft.	☐ cubic yards	Flooding:	_____	☐ acres	☐ sq.ft.	☐ cubic yards	Draining/Excavation:	_____	☐ acres	☐ sq.ft.	☐ cubic yards	Shading:	_____	☐ acres	☐ sq.ft.	☐ cubic yards	TOTALS:	120.01	acres	sq.ft.	cubic yards
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36. Individually list wetland impacts including mechanized clearing, fill, excavation, flooding, draining, shading, etc. and attach a site map with location of each impact (attach additional sheets if needed).

Impact No.	Wetland Type	Distance to Receiving Water body (LF)	Purpose of Impact (road crossing, impoundment, flooding, etc)	Impact Size (acres)
see Attachment F				
Total Wetland Impacts (acres)				120.01

37. Individually list all seasonal and perennial stream impacts and attach a site map with location of each impact (attach additional sheets)

Impact No.	Seasonal or Perennial Flow	Average Stream Width (LF)	Impact Type (road crossing, impoundment, flooding, etc)	Impact Length (LF)
see Attachment F				
Total Stream Impacts (Linear Feet)				537.20

38. Have you commenced work on the project site? ☐ YES ☒ NO If yes, describe all work that has occurred and provide dates.

39. Describe measures taken to avoid and minimize impacts to Waters of the United States:

Refer to Attachment C

40. Provide a brief description of the proposed mitigation plan to compensate for impacts to aquatic resources or provide justification as to why mitigation should not be required (Attach a copy of the proposed mitigation plan for review).

Refer to Attachment D

41. See the attached sheet to list the names and addresses of adjacent property owners.

Refer to Attachment E

42. List all Corps Permit Authorizations and other Federal , State, or Local Certifications, Approvals, Denials received for work described in this application.

A preliminary jurisdictional determination was approved for the route on February 12, 2018 (SAC-2016-01395). A portion of the project (south of Fish Road) is also covered by SAC-2015-0476 and SAC-2015-01764.

43. Authorization of Agent. I hereby authorize the agent whose name is given on page one of this application to act in my behalf in the processing of this application and to furnish supplemental information in support of this application.¹

Applicant's Signature

Date

44. Certification. Application is hereby made for a permit or permits to authorize the work and uses of the work as described in this application. I certify that the information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent for the applicant.¹

Applicant's Signature

Date

Agent's Signature

Date

¹The application must be signed by the person who desires to undertake the proposed activity or it may be signed by a duly authorized agent if the authorization statement in blocks 11 and 43 have been completed and signed. 18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than \$10,000 or imprisoned not more than five years or both.

NOTE: A depiction of the adjacent properties with identifying corresponding property owner names must accompany this mailing list.
(Attach additional sheets if necessary)

Project Name: Camp Hall Rail Build In

[illegible]

Camp Hall Rail Project
Individual Permit Application
Attachment A – Project Description

Project Description

Palmetto Railways serves as the applicant to locate, build, own, and operate an industrial rail line connecting the CSXT rail line near the Cross Generating Station to the Camp Hall Commerce Park.

The Proposed Project is an approximately 22.7-mile (0.85 square mile) route that will connect to the CSXT rail line spur near the Santee Cooper Cross Generating Station. The route runs south southwest from the Cross Generating Station, crossing the Diversion canal between Lakes Marion and Moultrie, runs through the unincorporated community of Cross and south into the Camp Hall Commerce Park. This route passes through a mix of commercial, residential, and silvicultural properties.

Camp Hall Rail Project
Individual Permit Application
Attachment B – Purpose and Need

Project Purpose

Establishing the underlying purpose and need for a project is a key initial step in the USACE's process of evaluating the Proposed Project's compliance with Section 404(b)(1) Guidelines (herein, Guidelines) (40 CFR 230). USACE regulations establish a three-part process for developing the official purpose of a project. As described below, one statement is provided by the applicant, and the other two are determined by the USACE:

- The Applicant develops and clearly states an overall purpose and need in the application to the USACE;
- The USACE determines the "basic" purpose of the project, which informs the conclusion as to whether the project is water dependent under Section 404(b)(1) of the CWA; and
- The USACE determines the "overall" purpose of the project.

These three statements of the Proposed Project's purpose and need form the basis by which the USACE will evaluate compliance of the Project with the Guidelines, including the range of practicable alternatives to the Proposed Project. These statements are also used as part of the analysis required under NEPA. Although the three statements were developed to meet distinct objectives within the USACE's evaluation of compliance with the Guidelines, it is expected that the alternatives analysis will overlap with and may, in most cases, provide the information required for the evaluation of alternatives under NEPA. Additionally, while consideration may be given to the applicant's pronouncement of the Proposed Project's basic and overall purpose, the USACE is the ultimate arbiter of that conclusion and is entitled to determine the final statements without undue influence of the Applicant's views.

Applicant's Stated Purpose and Need

An applicant's stated purpose and need is an expression of the underlying goals for a Proposed Project. The USACE takes an applicant's purpose and need into account when determining the USACE's overall purpose.

Palmetto Railways respectfully submits that the purpose of the Proposed Project is to locate, build, own, and operate an industrial rail line that will connect the existing Class 1 rail line with the Camp Hall Commerce Park. The need for the Proposed Project derives from the development of the Camp Hall Commerce Park, which has increased the demand for rail service to interconnect the commerce park with an existing Class 1 rail network, in a manner that is logistically feasible to better serve the need of the future tenants and industry within the Camp Hall Commerce Park for transportation, distribution, and logistics. These tenants include, but are not limited to, Volvo Cars, as well as any associated support industries that might desire to locate in proximity to Volvo Cars in the future.

The USACE's Basic Project Purpose and Determination of Water Dependency

The Guidelines require that the USACE determine whether a project is water dependent. Water dependent means that the project by its very nature requires access or proximity to, or siting within, a special aquatic site to fulfill its "basic purpose."

The regulations further require that the USACE alternatives analysis identify the LEDPA.

Palmetto Railways respectfully submits that the basic purpose of the Proposed Project resulting in the discharge of dredged or fill material is:

- To build, own and operate an industrial rail line to serve a commerce park that includes an advanced manufacturing facility.

Based on the standard used by the USACE, the Proposed Project is not water dependent. Accordingly, as a part of the alternatives analysis contained herein, the application will rebut the presumptions employed by the USACE.

The USACE's Overall Project Purpose and Alternatives Analysis

Under NEPA regulations, alternatives to be evaluated must be reasonable. The Section 404 (b)(1) of the CWA (the Guidelines) also requires evaluation of practicable alternatives. The Corps uses the overall project purpose to identify the range of potential alternatives that will be evaluated. If an alternative does not meet the applicant's need, as determined by the Corps, it may be rejected from further consideration.

The Corps' regulatory guidelines further provide:

[T]he applicant's needs, and the type of project being proposed should be considered. The overall project purpose should be specific enough to define the applicant's needs, but not so restrictive as to constrain the range of alternatives that must be considered under the 404(b)(1) guidelines (USACE SOP).

Taking into consideration the above criteria, Palmetto Railways respectfully submits that the overall purpose of the Proposed Project is:

To build, own and operate rail service to interconnect the Camp Hall Commerce Park with an existing Class 1 rail network in a manner that is logistically feasible to better serve the needs for transportation, distribution, and logistics of industry within the Camp Hall Commerce Park.

Camp Hall Rail Project
Individual Permit Application
Attachment C – Avoidance and Minimization Plan

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1. EXECUTIVE SUMMARY

Development within the Camp Hall Commerce Park has increased the demand for rail service to interconnect the commerce park with the existing rail network of CSX Transportation in Berkeley County, South Carolina, in a manner that is logistically feasible to better serve the needs of industry within the Camp Hall Commerce Park for transportation, distribution, and logistics. To accomplish this, Palmetto Railways has determined a need to construct a rail spur from the CSXT A-line (via the CSXT Cross Subdivision) with the intent to enhance distribution for the industrial development and the tenants that locate at Camp Hall Commerce Park.

Palmetto Railways is requesting regulatory approval to locate, build, own, and operate an industrial rail line between Santee Cooper's Cross Generating Station and the Camp Hall Commerce Park in Berkeley County, South Carolina. The proposed rail line will service the new Volvo Cars North America's ("Volvo Cars") manufacturing facility, as well as future proposed development within the Camp Hall Commerce Park.

A detailed Alternatives Analysis was conducted to evaluate potential routes from existing Class 1 rail lines into the Camp Hall Commerce Park. The alternatives analysis reviewed potential impact environmental, economic, and socioeconomic resources, as well as cultural resources. Six alternative route alignments were considered under Level 1 of the alternatives analysis, with four alignments being advanced to Level 2 of the alternatives analysis. It was determined that the Cross option, beginning near Santee Cooper's Cross Generating Station and terminating at the Camp Hall Commerce Park, was the preferred alternative. Three separate Cross Route alignments were analyzed in Level 3 of the alternatives analysis, and Cross Route 3 (Proposed Project) is proposed as the most practical route with the least amount of overall impacts, as judged by the potential impacts to environment, economic, and socioeconomic resources.

The Proposed Project is approximately 22.7 miles long by 200 feet wide [0.85 square mile (544 acres)] route which will connect to the CSXT rail network near the Santee Cooper Cross Generating Station and travel south and west to the Camp Hall Commerce Park. The construction of the rail line will impact approximately 120.01 acres of wetlands and 537.20 linear feet (LF) of non-wetland waters.

Due to the absence of suitable existing wetland mitigation bank or an in-lieu fee program for the watershed, all required compensatory mitigation for impacts to wetlands and waters of the United States will be obtained through off-site, landscape scale, permittee-responsible mitigation activities utilizing the watershed approach.

2. PURPOSE AND NEED

The purpose of the Proposed Project is to locate, build, own and operate an industrial rail line that will connect to the existing Class 1 rail line with the Camp Hall Commerce Park. The need for the Proposed Project derives from the development within the Camp Hall Commerce Park which has increased the demand for rail service to interconnect the commerce park with an existing Class 1 rail network in Berkeley County, South Carolina, in a manner that is logistically feasible to better serve the need of the future tenants and industry within the Camp Hall Commerce Park for transportation, distribution, and logistics.

3. BACKGROUND

The Proposed Project involves the construction and operation of an industrial rail line which will connect the Camp Hall Commerce Park to existing railroad right-of-way, near the Santee Cooper Cross Generating Station in Berkeley County, South Carolina (Figure 1).

The Camp Hall Commerce Park comprises approximately 6,781 acres, of which 2,880 acres have been permitted by Berkeley County for development of Volvo Cars first North American factory (Project Soter – SAC-2015-0476-SIR). An additional 1,387 acres of the Camp Hall Commerce Park is being permitted for industrial development by Santee Cooper (SAC-2015-01764). The Proposed Project is intended to bring industrial rail service to these developments. Industrial rail service is an additional transportation mode that enhances options for distribution and logistics for the industrial development and the customers that locate at the Camp Hall Commerce Park. In addition, the proposed industrial rail service will support the State of South Carolina and Berkeley County's infrastructure needs and will help alleviate highway congestion involving large commercial trucks.

The Proposed Project is approximately 22.7 miles long by 200 feet wide (0.85 square mile) route that will connect to the CSXT rail network near the Santee Cooper Cross Generating Station and travel south and west to the Camp Hall Commerce Park (Figure 1).

The Proposed Project is located in the Middle Atlantic Coastal Plain region of South Carolina, which is generally a flat region underlain by unconsolidated sedimentary deposits. Rivers meander through broad floodplains characterized by cut-off lakes and swamp vegetation. Elevation differences in the Middle Atlantic Coastal Plain range from 300 feet at the border of the Sandhills to sea level at the border of the coast. Soils in the Middle Atlantic Coastal Plain consist of a mixture of sand, clay and organic materials. Additionally, the Proposed Project area is located at the convergence of two distinct river basins: (1) the project area is located predominantly in the upper reaches of the Cypress Swamp Watershed of the

CAMP HALL AVOIDANCE, MINIMIZATION, AND MITIGATION PLAN

Figure 1. Project Route



Cooper River Basin and (2) a small portion of the project is on the lower boundary of the Lower Four Hole Swamp Watershed of the Edisto River Basin.

Land use surrounding the project route is a mix of residential, commercial, silvicultural, and wetlands. The route originates on Santee Cooper property adjacent to its Cross Generating Station, and crosses the Diversion Canal between Lake Marion and Lake Moultrie, south of the Diversion Canal. The project route includes the unincorporated rural community of Cross, with an estimated total population of 7,253 in 2015. Outside of the Cross community, the route runs south through intensively managed pine plantation in short pulp rotations, and then into the Camp Hall Commerce Park.

4. DESCRIPTION OF MITIGATION ACTIVITIES

4.1 Community Mitigation

4.1.1 Community Outreach

A Public, Agency, and Stakeholder Coordination Plan was developed to ensure that outreach to diverse groups takes place throughout the Project. This outreach will be to improve project awareness and education on the NEPA process. The primary goal of this plan is to foster open communication between a diverse public, agencies, stakeholders, and the Project Team to gain productive input leading to better decisions that meet the community's needs.

1. Encourage elected officials, area businesses and civic and community organizations to represent the interests of their constituents and to promote direct participation by their constituents throughout the process. These community leaders can help to reach, or at least to represent, the interest of hard-to-reach groups including youth, the elderly, minorities and low-income residents.
2. Continual public education of the NEPA process through communication tools.
3. Ongoing updates through direct mailings to those in the study area.
4. Use notices / flyers within communities at appropriate locations (community centers, grocery stores, public transportation centers).
5. Provide a variety of options for receiving input from the general public and other stakeholders.
6. Provide opportunities for following up on inquiries, requests and community concerns.

4.1.2 Community Programs and Activities

4.1.2.1 Broadband access

Through strategic teaming with a local telecommunications company, PR is exploring opportunities to provide financial assistance for a broadband infrastructure improvement program for the communities surrounding the project area. Many of the census block in the Cross community are designated as un-served or under-served by the FCC for broadband access. This grant will be utilized to upgrade the broadband infrastructure in parts of the Greater Cross Community and provide service at a more affordable cost. This program will target those households that participate in any one of the many federal assistance programs such as Free or Reduced Lunch program offered through Berkeley County Schools of which 93% of the students in Cross area schools participate.

4.1.2.2 Community facilities

Through a partnership with the local representatives of the Berkeley County Council and Berkeley County School Board, and select community representatives, PR is working to provide assistance with the improvement and upgrade of the existing Community Center and Spiers Landing recreational facility that are utilized by the Cross community. PR and the community representatives are working together to identify the most impactful upgrades and repairs that can be made to the Community Center to position this facility to better serve the community's needs. The Spiers Landing recreational facility is owned by the South Carolina Public Service Commission and Leased and operated by Berkeley County. PR has put together a conceptual plan to revitalize and upgrade the existing facility and will continue to work with Berkeley County officials and the community representatives that utilize the facility to develop this facility.

4.2 Traffic and Transportation

"FRA's Office of Railroad Safety promotes and regulates safety throughout the Nation's railroad industry. The office executes its regulatory and inspection responsibilities through a diverse staff of railroad safety experts".¹

At grade rail crossings are intersections where the rail line would cross an existing roadway at-grade. Depending on the type of roadway facility, the warning/control devices would need to be determined. These devices are similar to stop signs and/or traffic signals for a roadway intersection. At grade crossings include both private and public roadways. Additionally, public crossings could be both paved and unpaved roadways under the jurisdiction of a state, county, or local authority. Private roads are facilities that are not owned or maintained by a public authority and are not intended for public use. For public crossing that are determined as active

¹ Federal Railroad Administration (FRA). "Railroad Safety." <https://www.fra.dot.gov/Page/P0010> (accessed June 21, 2017)

crossings, active warning measures are required and would include gates that have flashing lights and bells. Passive crossings only have passive warning systems that include signs that are shaped as an “X” (referred to as a crossbuck), yield and stop signs, and if applicable pavement markings. The Manual of Uniform Traffic Control Devices (MUTCD) specifies all warning and control devices. The table below shows the various crossings, roadway types, and the preliminary warning device type proposed. This is still preliminary, and final crossing types would not be decided until the final design is progressed. PR has been made aware of specific safety concerns with three of the proposed at-grade crossings (Shortcut Rd., Old Highway 6, and Ranger Road) through its community outreach and plans to implement early warning systems in those locations.

Crossing	Roadway Type	Preliminary Crossing Device Type
State Road S-8-717 (Old Highway 6)	Paved Roadway	Active
Ranger Drive-Berkeley S-132 E	Paved Roadway	Active
SR 311	Paved Roadway	Active
Short Cut Road - Berkeley S-60 E	Paved Roadway	Active
State Road S-8-135 (Mudville Rd)	Paved Roadway	Active
US Highway 176	Paved Roadway	Active
State Road S-8-708 (Viper Road)	Paved Roadway	Active
Fish Rd	Paved Roadway	Active
Volvo Car Dr	Paved Roadway	Active
Fish Rd	Paved Roadway	Active

During further project development, public awareness and rail safety awareness programs will be implemented. Public awareness programs could include open-house meetings with local officials to identify targeted audiences within the area, and workshops within schools, churches, and community associations. This type of outreach would provide information and materials on railroad safety. PR also intends to provide rail safety training to all emergency response personnel.

It is anticipated that Palmetto Railways will initiate the use of Operation Lifesaver. This is a nationwide, nonprofit information safety program dedicated to educating the public on how to reduce crashes, injuries and fatalities at at-grade rail crossings and on railroad rights-of-way. This public service creates awareness of the hazards that may occur on railroad property and at at-grade crossings in particular. Operation Lifesaver has developed an outreach education program specifically for children. Palmetto Railways will sponsor this in-school education program beginning in advance of start-up operations.

In addition, Palmetto Railways would provide a 24-hour emergency contact which first responders can call in the event of an emergency involving the Camp Hall rail line.

4.3 Hazardous Materials

To ensure the safest handling of hazardous materials, there are mandated requirements for rail, roadway, and intermodal facilities. The transportation of hazardous materials is regulated by the U.S. Department of Transportation (USDOT), the U.S. Department of Homeland Security, the U.S. Transportation Security Administration, and the Federal Railroad Administration (FRA), among others². Class I railroads have adopted special operating practices for hazardous materials transport that often exceed regulatory requirements to help ensure these materials are shipped safely and securely. If there is a need to transport hazardous materials to and from the Camp Hall Industrial Park or other customers along the rail line, hazardous materials containers on the Camp Hall rail line will be handled according to regulatory and industry standards.

4.4 Noise and Vibration

1. Palmetto Railways will use continuously welded rail and steel ties to minimize noise associated with operation of the rail line.
2. Palmetto Railways will explore the feasibility of establishing Quiet Zones in the future at the crossings of Ranger Road, Mudville Road, Shortcut Road, SC 311 and Old Highway 6.
3. Palmetto Railways plans to implement early warning systems at Shortcut Road, Old Highway 6 and Ranger Road.
4. Track and wheel maintenance is considered a viable mitigation option for groundborne vibration of freight trains; this can include regularly scheduled rail grinding, wheel truing programs, vehicle reconditioning programs, and use of wheel- flat detectors where feasible. Rail car and locomotive maintenance will be performed on-site to ensure that all equipment is operating properly and efficiently to reduce brake and wheel noise.
5. Mitigation measures will be implemented for Pile Driving/Caissons/Drilled Shaft Foundations.
 - a. The contractor shall use drilled shaft foundations instead of piles, where feasible.
 - b. The contractor shall use a vibratory hammer to the maximum extent practicable.
 - c. The contractor shall use cushion blocks or other noise attenuation devices when using an impact hammer.
 - d. Pile driving activities shall be limited to no more than 12 hours per day (February - March, sturgeon; May - September, manatee).

² <https://www.csx.com/index.cfm/about-us/safety/hazardous-materials1/>

- e. Contractor shall use a "soft start" for a pile driving activities (i.e. - driving does not occur at full power at first).

4.5 Air Quality

Palmetto Railways will implement options to minimize air emissions for the community and the environment of the region. The Camp Hall Commerce Park Rail Spur will comply with all applicable SCDHEC requirements.

Proposed mitigation measures include:

1. To reduce the emission of pollutants, appropriate construction best management practices (BMPs) will be observed and engines would be properly maintained.
2. A dust mitigation program to ensure emissions and fugitive dust are kept at a minimum may be implemented during development of the line.
3. It is expected that Palmetto Railways and their contractors will maintain their vehicles/equipment so that carbon monoxide, ozone-producing chemicals and other emissions are kept to a minimum.
4. Comply with Air Quality State Construction and Operating permit requirements, conditions, and reporting.
5. Operate and maintain air pollution control equipment in accordance with permit requirements.

4.6 Health and Safety

1. Appropriate lights and gates will be established at roadway crossings where an active warning system is warranted as discussed in the Traffic and Transportation section of this mitigation plan.
2. Palmetto Railways plans to implement early warning systems at Shortcut Road, Old Highway 6 and Ranger Road
3. Community workshops will be held within the Cross community to educate residents about rail and rail crossing safety and to answer questions about the project.
4. Palmetto Railways will coordinate with emergency services to address concerns with delays and will train local first responders on rail safety. PR intends to partner with the Berkeley County Emergency Services Division and the Cross Rural Fire District to upgrade equipment and/or facilities to improve services for the Cross Community.
5. Palmetto Railways will be active in Operation Lifesaver (OL). The mission of OL is to end collisions, death, and injuries at highway-rail grade crossings and on railroad property through a nationwide network of volunteers who work to educate people

about rail safety. Palmetto Railways will consider sponsoring this in-school education program beginning in advance of start-up operations. Some of the topics covered in this education effort includes rail crossing safety, trespass prevention, and passenger rail/transit safety; school bus driver training will be offered in all area schools.

4.7 Natural Environment Mitigation

Palmetto Railways has made every effort to account for the impacts to the natural environment, including geology and soils, wetlands, water resources and floodplains, biotic communities, and protected species.

4.7.1 Geology and Soils

Proposed minimization and mitigation measures regarding geology and soils include:

1. Implement a Storm Water Pollution and Prevention Plans (SWPPP) as required by the National Pollutant Discharge Elimination System (NPDES) permit, including management of sediment and erosion control.
2. Implement a Spill Prevention Control and Countermeasures (SPCC) Plan for petroleum products.
3. Use BMPs and/or methods of managing sediment and erosion control during construction pursuant to the South Carolina Stormwater Management Handbook (SCDHEC August 2005).
4. Following construction, implement soil stabilization and vegetation management measures.

4.7.2 Wetlands

Proposed minimization and mitigation measures regarding wetlands include:

1. Design the Camp Hall Commerce Park Rail Spur to minimize impacts to Waters of the U.S.
2. Where possible, limit the placement of pilings for bridges within waterways.
3. Compensatory mitigation will be required to offset the permanent impacts. The permanent impacts for this project fall into three categories: fill, dredge, and flood/impound. "Fill" refers to depositing material used for the primary purpose of replacing an aquatic area with dry land. "Dredge" means to dig or excavate.
4. Design culverts and bridges to maintain existing flow/exchange and hydrology for wetland areas and marshes in the 43 watersheds within the project area.
5. Submit application for Section 404 Permit as promulgated by Clean Water Act and comply with any requirements as determined by the Corps. Impacts to 120.01 acres of

wetlands and 537.20 LF of non-wetland waters will be considered as part of the permit process.

It is anticipated that all required compensatory mitigation for impacts to wetlands and waters of the United States will be provided by a combination of Permittee Responsible Mitigation (PRM) and mitigation bank credits. For impacts within the Four Hole Swamp watershed, PR proposed to purchase wetland credits from the Francis Beidler Forest Mitigation Bank. For impacts within the Cooper River watershed, PRM is proposed at the Fairlawn C1 Parcel site, a 1,550-acre site within Francis Marion National Forest that will consist of both enhancement and preservation of wetlands and streams. Mitigation activities include enhancement of 697 acres of wetlands and the preservation of 43 acres of wetlands. The property will be transferred to United States Forest Service (USFS), which will permanently protect the site and make open to the public 1,300 acres of land, including 740 acres of wetlands.

4.7.3 Water Resources and Floodplains

Proposed minimization and mitigation measures regarding water resources and floodplains include:

1. To mitigate potential water quality impacts from the proposed rail line, a variety of post-construction stormwater BMPs will be used to convey, filter, and dissipate runoff from the new rail line, including but not limited to: vegetated swales, vegetated filter strips, stream bank stabilization, and channelized flow dissipation.
2. Implement a SWPPP as required by the industrial storm water NPDES permit.
3. Erosion prevention BMPs that may be implemented include dust control, mulching, blown straw, hydro-mulching/seeding, erosion control blankets, turf reinforcement mats, and outlet protection (i.e. rip-rap), Temporary seeding, sediment tubes, sediment tube slope breaks (slopes greater than 50 feet in length), flexible growth medium (FGM) or engineered fiber medium (EGM) (i.e. Flexterra), and/or other devices as prescribed by the design engineer.
4. Runoff control and conveyance BMPs that may be implemented include diversion ditches/dikes, pipe slope drains, drainage swales, and level spreader and/or other devices as prescribed by the design engineer.
5. Sediment control BMPs that may be implemented include sediment basins, sediment traps, silt fences, ditch checks, stabilized construction entrances, storm drain inlet protection, and sediment tubes and/or other devised as prescribed by the design engineer.
6. All construction BMPs will be designed, implemented, and maintained per the guidance in the SCDHEC Storm Water Management BMP Handbook (August 2005).

7. Obtain a NPDES Phase II Construction General Permit (CGP) to address water quality and quantity.
8. "Flood/Impound," means to collect or confine the flow of a riverine system by means of a dike, embankment, or other man-made barrier. Appropriate rail design measures will be implemented to ensure minimal impact to floodplains. This will likely include placement of appropriately sized bridges or culverts under the road crossings to allow water and aquatic organisms to pass relatively unhindered.
9. Design culverts and/or bridges to maintain existing surface water drainage patterns and to prevent erosion.
10. Design culverts and/or bridges to allow aquatic organisms to pass relatively unhindered.
11. Adhere to Berkeley County's stormwater regulations associated with the specific implementation of various stormwater management facilities (i.e. ditches, culverts, secondary collection systems, etc.).
12. Culverts and bridges will be designed to maintain existing flow and hydrology for wetland areas and to prevent flooding upstream. Road culverts will be designed to the 25-year storm event.
13. Drainages located within FEMA regulated floodplains (Zone A Special Flood Hazard Area) will be designed to carry the 100-year storm event.

4.7.4 Protected Species

Proposed minimization and mitigation measures regarding protected species include:

1. A Spill Prevention, Control, and Countermeasures Plan (SPCC) will be implemented during construction and operations to minimize the impact of a potential spill on protected species.
2. Structures over water and/or other benthic resources will be aligned so as to minimize the over-water footprint as much as possible.
3. The bald eagle is protected by the Bald and Golden Eagle Protection Act (BGEPA) even though it has been delisted under the Endangered Species Act. This law, originally passed in 1940, provides for the protection of the bald eagle and the golden eagle (as amended in 1962) by prohibiting the take, possession, sale, purchase, barter, offer to sell, purchase or barter, transport, export or import, of any bald or golden eagle, alive or dead, including any part, nest, or egg, unless allowed by permit Bald Eagle sitting in tree (16 U.S.C. 668(a); 50 CFR 22). "Take" includes pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb (16 U.S.C. 668c; 50 CFR 22.3). Bald eagles will be protected by adherence to the BGEPA.

4. Over 1,000 migratory birds, including the bald eagle, are protected under the Migratory Bird Treaty Act (MBTA) of 1918. Under the MBTA, it is illegal for anyone to take, possess, import, export, transport, sell, purchase, barter, or offer for sale, purchase, or barter, any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to Federal regulations. The Camp Hall project will comply with the MBTA by following all laws and regulations pertaining to the removal/take of nests in the project area.
5. It is anticipated that the proposed action "may effect, but is not likely to adversely affect four protected species". These species include American chaffseed, Canby's dropwort, and wood stork. The following BMPs will be employed to help to ensure the protection of these species and any other protected species.
6. General BMPs: The following BMPs will be implemented during construction by the contractor responsible for the execution of the work. These will be required in addition to conditions set forth in regulatory permit(s).
 - a. Prior to construction, the Contractor shall be required to submit a Work Plan describing their proposed construction approach, methodology, and equipment to be used. This plan will be reviewed by the Owner and/or their representative(s) to ensure compliance with applicable regulatory conditions and BMPs. The contractor shall also be required to attend and document his/her attendance at the Pre-Construction Conference meeting.
 - b. Once construction is initiated, the Contractor shall be required to complete the project in an expeditious manner in order to minimize the period of disturbance to environmental resources.
 - c. Land disturbing activities shall not encroach into any wetland areas outside of the permitted impact area.
 - d. The Contractor will be required to implement BMPs that will minimize erosion and migration of sediments on and off the upland project site, including reclaimed lands, during and after construction. The contractor will also be required to conduct inspections at a minimum of at least once every calendar week or within 24 hours of the end of a storm event of 0.5 inches or greater, until final stabilization is reached on all areas of the construction site.
 - e. The contractor will be required to ensure that oil, tar, trash, debris, and other pollutants do not enter the adjacent waters or wetlands during construction.
 - f. All construction personnel will be instructed on the potential presence of protected species in the construction area as described in the Protected Species Assessment and the need to prevent entrapment, harm, or other impacts to these animals.

- g. All construction personnel will be advised that there are civil and criminal penalties for harming, harassing, or killing protected species.
 - h. All in-water construction activities will be completed during daylight hours.
- 7. Pile Driving/Caissons/Drilled Shaft Foundations:
 - a. The contractor shall use drilled shaft foundations instead of piles, where feasible.
 - b. The contractor shall be required to implement measures to control and/or contain suspended sediments resulting from construction activities.
 - c. Siltation barriers, if required, shall be made of material in which a Protected Species cannot become entangled, shall be properly secured, and shall be regularly monitored to avoid entrapment of protected species.
 - d. The contractor shall use a vibratory hammer to the maximum extent practicable.
 - e. The contractor shall use cushion blocks or other noise attenuation devices when using an impact hammer.
 - f. Pile driving activities shall be limited to no more than 12 hours per day (February - March, sturgeon; May - September, manatee).
 - g. Contractor shall use a "soft start" for a pile driving activities (i.e. - driving does not occur at full power at first).
- 8. Vessel Operations:
 - a. Shallow draft vessels that maximize the navigational clearance between the vessel and the river bottom (e.g. "jon boats", flat-bottomed barges, etc.) should be used where possible.
 - b. All vessels associated with the construction project shall operate at "no wake/idle" speeds whenever possible while in the construction area and while in water depths where the draft of the vessel provides less than a four-foot clearance from the bottom.
 - c. If a protected species is seen within 300 feet of the active daily construction/dredging operation or vessel movement, all appropriate precautions shall be implemented to ensure its protection. These precautions shall include cessation of operation of any moving equipment closer than 50 feet of a protected species. Operation of any mechanical construction equipment shall cease immediately if a Protected Species is seen within a 50-ft. radius of the equipment. Activities may not resume until the protected species has departed the project area of its own volition. Contact the USFWS immediately at (843) 727-4707.

- d. Any collision with and/or injury to a West Indian manatee shall be reported immediately to the USFWS, Charleston Field Office, (843) 727-4707.

4.8 Historic Properties/Cultural Resources Mitigation

4.8.1 Cultural Resources

Proposed mitigation measures regarding cultural resources include:

1. The proposed rail project has the potential to cause an adverse effect to the Diversion Canal. Consultation with State Historic Preservation Officer (SHPO) and other parties will be undertaken to identify ways to minimize and mitigate these possible adverse effects.
2. The Garrett Cemetery was identified during this investigation. The western edge of the survey corridor is approximately 75 feet outside of the cemetery boundaries; however, proposed impacts associated with the rail line itself will only occur within a zone approximately 175 feet from the cemetery boundary. A 50-foot buffer will be established around the resource. Avoidance of the cemetery and this buffer will be complied with. The proposed undertaking, as planned, will not impact the cemetery or its buffer
3. The Bulltown Ditch was identified north and east of the Santee Cooper power plant and was determined to be eligible for NRHP listing under A and C. The current alignment of this rail project will cross this resource at its northern end adjacent to the existing CSX Cross subdivision rail line. This section of the Bulltown Ditch has already been impacted by the construction of the existing CSX Cross subdivision and a transmission easement, both of which allow the ditch to pass beneath them through a culvert system. Steps will be taken to minimize this potential damage during construction and measures will be put in place to stabilize the bank of the Bulltown Ditch near where the rail line would cross the ditch.
4. In addition to the proposed Bulltown Ditch crossing, a portion of the rail line near the existing Santee-Cooper Power Plant runs parallel to the ditch approximately 150 feet away; this distance is sufficient to avoid impacts during construction.
5. Measures will be put in place to ensure impacts do not occur outside of the proposed APE in the vicinity of the Diversion Canal, Bulltown Ditch, and Garrett Cemetery. These are general recommendations for ways to minimize the potential to adversely affect the three significant historic resources; specific measures to minimize adverse effects will be developed in consultation with the South Carolina SHPO.
6. Coordination with SHPO is ongoing. If additional minimization and mitigation measures are incorporated into the project, this plan will be updates.

Camp Hall Rail Project
Individual Permit Application
Attachment D – Mitigation Plan

Camp Hall Rail Project Conceptual Wetlands Mitigation Plan

Submitted by: Open Space Institute Land Trust, Inc. manager of Strategic Conservation Partners, LLC.

2/28/18

Summary:

Impacts to jurisdictional Waters of the United States associated with the Camp Hall Rail Project will be accounted for with approximately 1,655 freshwater wetlands restoration/preservation credits based on preliminary GIS analysis. The Permittee Responsible Mitigation Plan will generate approximately 1,575 credits from enhancement and preservation activities proposed on the Fairlawn C-1 tract (described below) and 80 wetland credits will be provided by the Francis Beidler Forest Mitigation Bank to account for wetland impacts in the Four Hole Swamp watershed.

Fairlawn C-1 Proposed Mitigation Tract (PMT) Work Plan

The Fairlawn C-1 property is an approximately 1,550-acre inholding strategically located within the Francis Marion National Forest proclamation boundary in Berkeley and Charleston Counties (Figure 1) and contains the headwaters of the Wando River, which drains into the Cooper River watershed. Of these 1,550 acres, 1,300 acres (hereafter PMT) are being proposed to offset the impacts associated with the Camp Hall Rail Project. Fairlawn has been identified as one of the highest-ranking priorities for the United States Forest Service (USFS) in the country, a view shared by other State and Federal natural resource agencies and environmental groups. PMT is surrounded by conservation land and other mitigation, restoration, and enhancement projects. The property lies on a unique geological formation known as the Cainhoy Ridge, a known reservoir for rare, threatened, and endangered species. The surrounding areas of the Francis Marion National Forest and Cape Romain National Wildlife Refuge have been recognized as areas of international significance for wildlife and wetlands, including recognition by the United Nations as a Culturally Significant Biosphere Reserve and Ramsar Wetland of International Significance.

The primary impacts to the property include fire suppression and silviculture impacts. Mitigation activities include ecological enhancement and preservation of the site and then transference of the property to the USFS, which would assume long-term management and ownership obligations in accordance the Conservation Land Use Agreement between USFS and the Army Corps of Engineers. The PMT Work Plan will permanently protect and make open to the public 1,300 acres of land, including approximately 740 acres of wetlands. The PMT will include the preservation, and enhancement of wetlands in a quantity and character that Palmetto Railways believes is sufficient to adequately mitigate for the comparable loss in the function and value of the linear features associated with the impacts of the Camp Hall Rail Project.

The upland areas of the site were likely pine flatwoods grading toward pine savannah prior to loblolly pine conversion. Depressional areas scattered throughout the flatwoods/savannah are pond cypress ponds or swamp tupelo ponds. The lower landscape positions which appear as more linear features grade from flatwood/savannah to bottomland hardwoods. Areas within the bottomland hardwoods

may grade into bald cypress-tupelo gum swamp where these areas may be inundated for most of the year.

1. Wetland Preservation

Wetland preservation within PMT is anticipated to protect approximately 43 acres of wetlands, as shown in Figure 2. The proposed wetland preservation areas lie within depressional wetland ponds and bottomland hardwood forest communities.

2. Natural Community Reestablishment (Wetland Enhancement)

The mitigation work plan proposes to re-establish native plant communities which were removed or encroached upon by past silvicultural activities to establish loblolly pine plantations. Longleaf pine flatwoods/savannahs will be established in areas which have recently been clear-cut or will be cleared as part of mitigation activities. Fringe hardwood or bottomland hardwood forest communities will be established within low wet areas which are not conducive to longleaf pine establishment through the Francis Marion National Forest Management Plan (FMFMP).

A detailed wetland and vegetative community delineation has not been completed, therefore Figure 2 does not differentiate between enhancement activities. The wetland enhancement work plan to be implemented on PMT will be categorized by activities based on the existing habitats and are anticipated to include the following prescriptions:

a) Longleaf Pine Flatwoods/Savannah Establishment and Enhancement

Areas within PMT which are not currently in longleaf will be cleared and converted to a Longleaf Pine Flatwood/Savannah community. Loblolly pine will be logged prior to site preparation for longleaf pine planting. Logging will be conducted in such a way as to reduce damage to the soil and existing topography.

Clear-cut areas, either clear-cut prior to mitigation work or as part of the mitigation plan, will be mechanically prepared where necessary to allow for successful longleaf pine establishment. Logging decks, debris piles, and bark piles will be managed either by windrowing or burning, or some combination thereof. Minor mechanical site prep may be required to deal with existing bedded areas or those areas that have been heavily impacted by previous logging operations. The extent of mechanical site prep will be determined following additional data collection.

Following a spring and summer of growth in the clear-cut areas, a herbicide spray will be utilized to kill green vegetation and a site preparatory burn may be conducted to remove competing vegetation and woody debris.

Longleaf pine seedlings will be planted during the dormant season (December to March). Containerized bareroot seedlings will be used. Longleaf pine seedlings will be planted at a density of approximately 435 stems per acre. The FMFMP prescribes continued burning and restoration activities that provide reasonable and material assurance of project success after conveyance to USFS.

b) Bottomland Hardwoods and Wet Pine Savannah Establishment

Wetland areas on the PMT which have previously been converted to loblolly pine plantations and are marginal for successful longleaf pine establishment will be thinned to a basal area of 40-50 square feet

per acre to open the forest canopy. Over time, these areas will become mixed bottomland hardwood stands or wet pine savannahs depending on the USFS's fire regime and other natural factors.

c) Prescribed Burns

A prescribed burn schedule will be developed for the proposed pine savannah/flatwood enhancement areas. All initial and subsequent burns will be conducted by prescribed fire professionals, most likely USFS staff. It is anticipated that prescribed burning activities beyond the initial burn will be implemented by the U.S Forest Service pursuant to the FMFMP. Fire intensity will be adjusted in subsequent years to provide the best results of this habitat management technique. Burns will be conducted when conditions favor fire across the range of forest communities on PMT.

3. Planting Plan for Longleaf Pine Savanna / Flatwood Community

Longleaf pine will be planted at a density of approximately 435 trees per acre (10 ft. x 10 ft. spacing). Seedlings will be distributed uniformly during planting, while maintaining the proper average number of trees per acre. It is anticipated that herbaceous species will recruit naturally.

Table 1. Planting Plan, Longleaf Pine Savanna/Flatwood Community

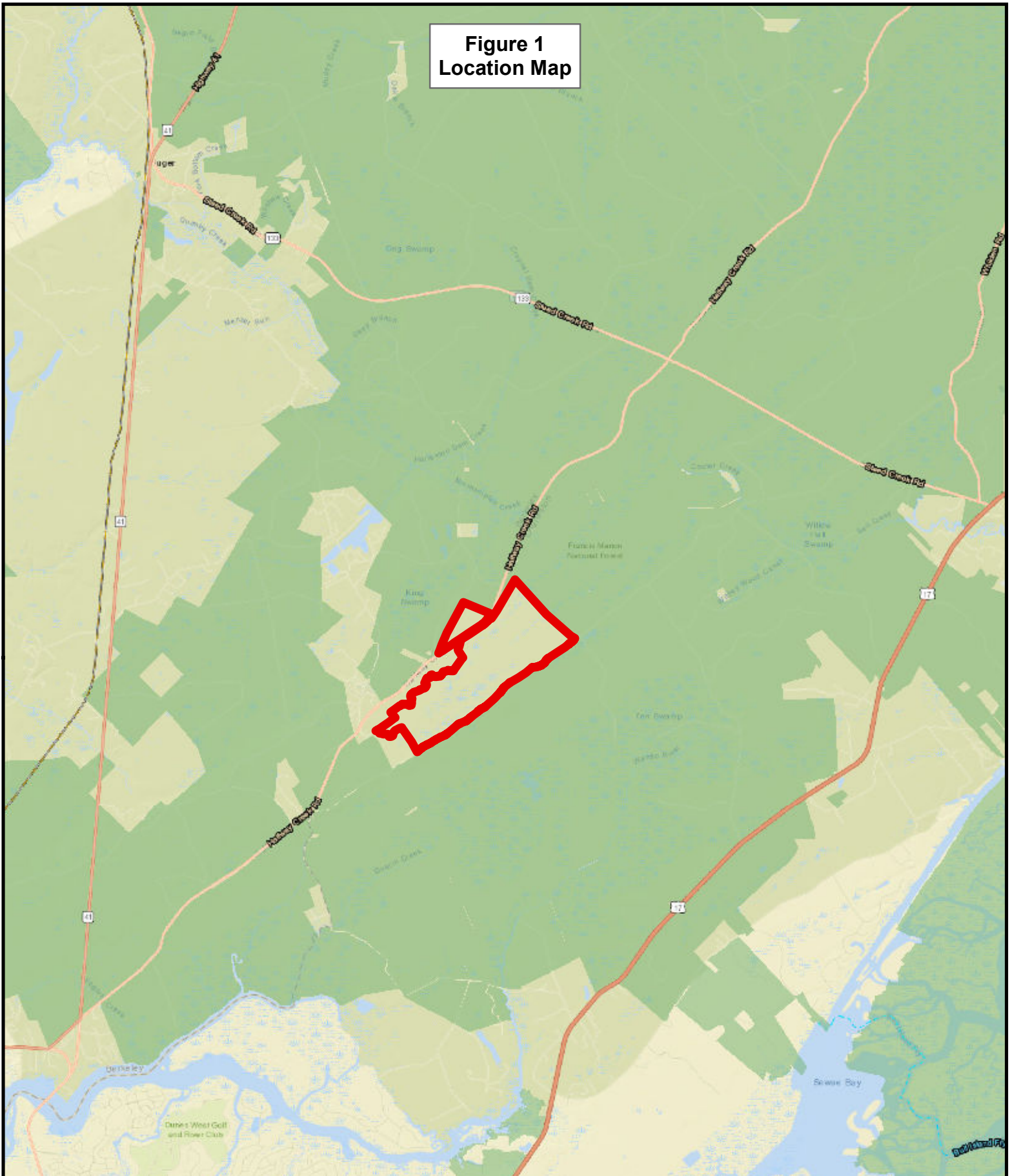
Scientific name	Common name	Frequency (Percent)	Stocking Rate per Acre
<i>Pinus palustris</i>	Longleaf Pine	100	435
Notes: Seedlings will be stocked at up to 435 stems per acre (10 foot by 10 foot spacing) to allow for natural mortality.			

4. Conveyance to the U.S. Forest Service

The PMT property will ultimately be conveyed to the USFS to be managed as additions to the Francis Marion National Forest, subject to the same protections and use requirements defined in the FMFMP. The land will be managed as USFS land in perpetuity through the Conservation Land Use Agreement and the FMFMP.

The preamble to the conveyance deed will state the project name and identify that lands being conveyed are for purposes of compensatory mitigation for environmental impacts caused as a result of the Camp Hall Project. The lands will be held as compensatory mitigation lands in perpetuity to meet the project mitigation requirements, or alternative mitigation will be provided consistent with current federal law and applicable executive guidance.

**Figure 1
Location Map**



Fairlawn C1

Berkeley and Charleston County
South Carolina



Mitigation Boundary - 1,300 Acres



Protected Lands

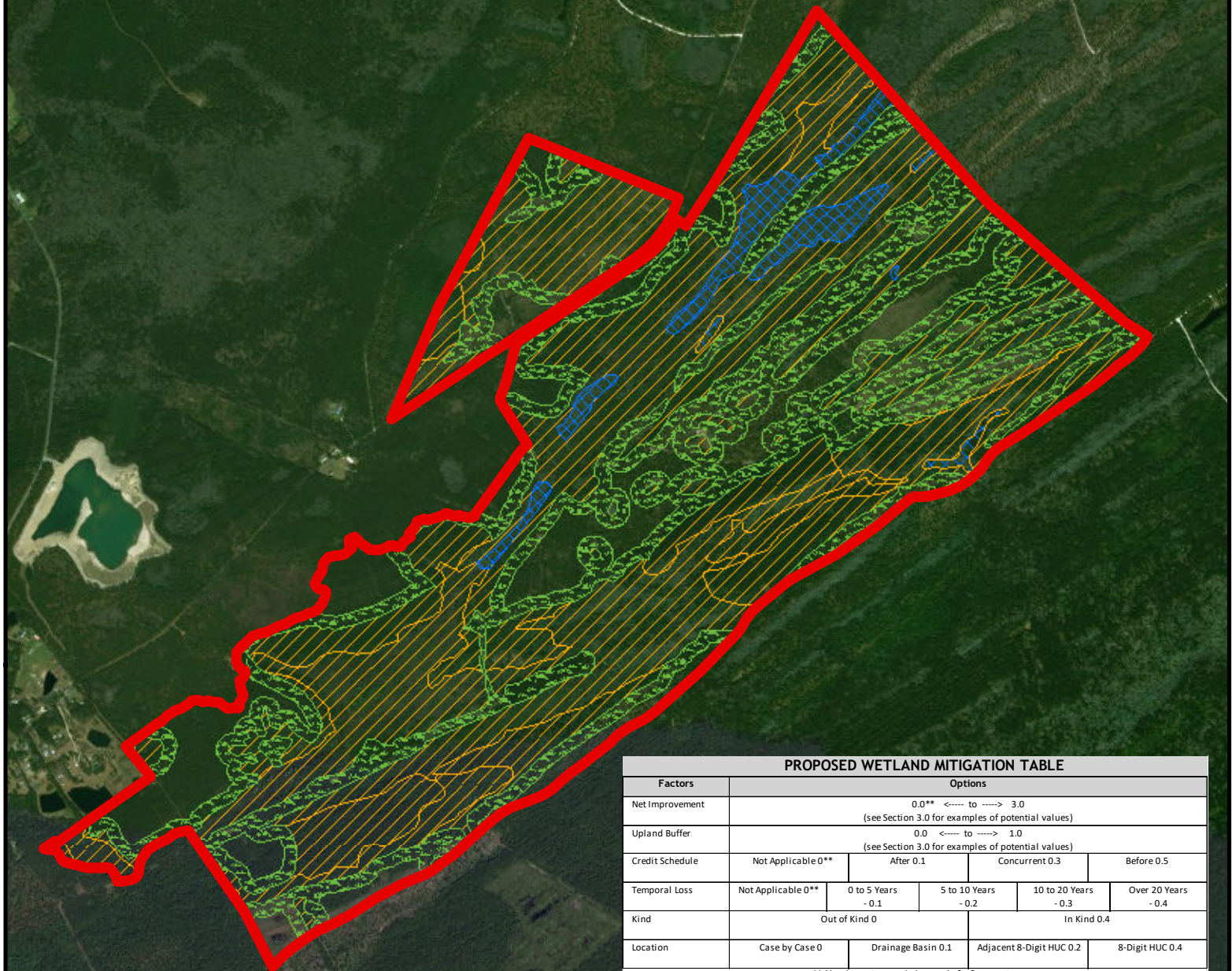


Notes:



0 6,000 12,000 Feet

Figure 2
Proposed Mitigation Plan



PROPOSED WETLAND MITIGATION TABLE					
Factors	Options				
Net Improvement	0.0** <---- to ----> 3.0 (see Section 3.0 for examples of potential values)				
Upland Buffer	0.0 <---- to ----> 1.0 (see Section 3.0 for examples of potential values)				
Credit Schedule	Not Applicable 0**	After 0.1	Concurrent 0.3	Before 0.5	
Temporal Loss	Not Applicable 0**	0 to 5 Years - 0.1	5 to 10 Years - 0.2	10 to 20 Years - 0.3	Over 20 Years - 0.4
Kind	Out of Kind 0		In Kind 0.4		
Location	Case by Case 0	Drainage Basin 0.1	Adjacent 8-Digit HUC 0.2	8-Digit HUC 0.4	
** Use this option to calculate credit for Preservation					
PROPOSED WETLAND MITIGATION CREDIT WORKSHEET					
Factor	Area 1	Area 2	Area 3	Area 4	Area 5
Net Improvement	1.0	1.0	0.0		
Upland Buffer	0.8				
Credit Schedule	Concurrent	Concurrent	Not Applicable		
Temporal Loss	10 to 20 Years	10 to 20 Years	Not Applicable		
Kind	In Kind	In Kind	In Kind		
Location	8-Digit HUC	8-Digit HUC	8-Digit HUC		
Sum of Factors	2.6	1.8	0.8		
Mitigation Area	358	339	43		
M x A =	930.8	610.2	34.4		
Proposed Wetland Mitigation Credits = $\sum (M \times A) =$			1575.4		

Fairlawn C1

Berkeley and Charleston County
South Carolina

-  Mitigation Boundary - 1300 Acres
-  150' Buffer - 358 Acres
-  Wetland Enhancement - 697 Acres
-  Wetland Preservation - 43 Acres



Notes:



0 1,250 2,500 Feet

Required Wetland Mitigation Credit Table and Worksheet



TIP: Leave cursor over each factor or option below to pop-up helpful information or definitions.

Required Wetland Mitigation Credit Table

FACTORS	OPTIONS					
Lost Type	Type C 0.2		Type B 2.0		Type A 3.0	
Priority Category	Tertiary 0.5		Secondary 1.5		Primary 2.0	
Existing Condition	Very Impaired 0.1	Impaired 1.0		Partially Impaired 2.0		Fully Functional 2.5
Duration	0 to 1 Year 0.2	1 to 3 Years 0.5	3 to 5 Years 1.0	5 to 10 Years 1.5	Over 10 Years 2.0	
Dominant Impact	Shade 0.2	Clear 1.0	Drain 2.0	Dredge 2.5	Impound/Flood 2.5	Fill 3.0
Cumulative Impact	< 0.25 Acre 0.1	0.25 - 0.99 Acres 0.2	1.0 - 2.99 Acres 0.5	3.0 - 9.99 Acres 1.0	≥ 10.0 Acres 2.0	

NOTE: The cumulative impact factor for the overall project should be included in the sum of factors for each impacted area on the Required Wetland Mitigation Credit Worksheet

Required Wetland Mitigation Credit Worksheet

FACTOR	Permanent Impact	Mechanical Clearing	AREA 3	AREA 4	AREA 5	AREA 6
Lost Type	2.0	2.0				
Priority Category	0.5	0.5				
Existing Condition	2.5	2.5				
Duration	2.0	2.0				
Dominant Impact	3.0	1.0				
Cumulative Impact	2.0	2.0				
Sum of Factors	12.0	10.0	0	0	0	0
Impacted Area	103.12	16.89				
R x AA=	1237.44	168.90	0	0	0	0
	Reset Column	Reset Column	Reset Column	Reset Column	Reset Column	Reset Column

Required Wetland Mitigation Credits = Σ (R x A) =

1,406.34

PROPOSED WETLAND MITIGATION TABLE



TIP: Leave cursor over each factor or option below to pop-up helpful information or definitions.

Factors	Options				
Net Improvement	0.0** <---- to ----> 3.0 (see Section 3.0 for examples of potential values)				
Upland Buffer	0.0 <---- to ----> 1.0 (see Section 3.0 for examples of potential values)				
Credit Schedule	Not Applicable 0**	After 0.1	Concurrent 0.3	Before 0.5	
Temporal Loss	Not Applicable 0**	0 to 5 Years - 0.1	5 to 10 Years - 0.2	10 to 20 Years - 0.3	Over 20 Years - 0.4
Kind	Out of Kind 0		In Kind 0.4		
Location	Case by Case 0	Drainage Basin 0.1	Adjacent 8-Digit HUC 0.2	8-Digit HUC 0.4	

** Use this option to calculate credit for Preservation

PROPOSED WETLAND MITIGATION CREDIT WORKSHEET

Complete Proposed Mitigation Credit Worksheet for all Permittee-Responsible Mitigation. This worksheet does not need to be completed if purchasing credits from a mitigation bank.

Factor	Area 1	Area 2	Area 3	Area 4	Area 5
Net	1.0	1.0	0.0		
Upland Buffer	0.80000000				
Credit Schedule	Concurrent	Concurrent	Not Applicable		
Temporal Loss	10 to 20 Years	10 to 20 Years	Not Applicable		
Kind	In Kind	In Kind	In Kind		
Location	8-Digit HUC	8-Digit HUC	8-Digit HUC		
Sum of Factors	2.6	1.8	0.8	0	0
Mitigation Area	358	339	43		
M x A =	930.8	610.2	34.4	0	0

Reset Column

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Reset Column

Proposed Wetland Mitigation Credits = Σ (M x A) =

1575.4

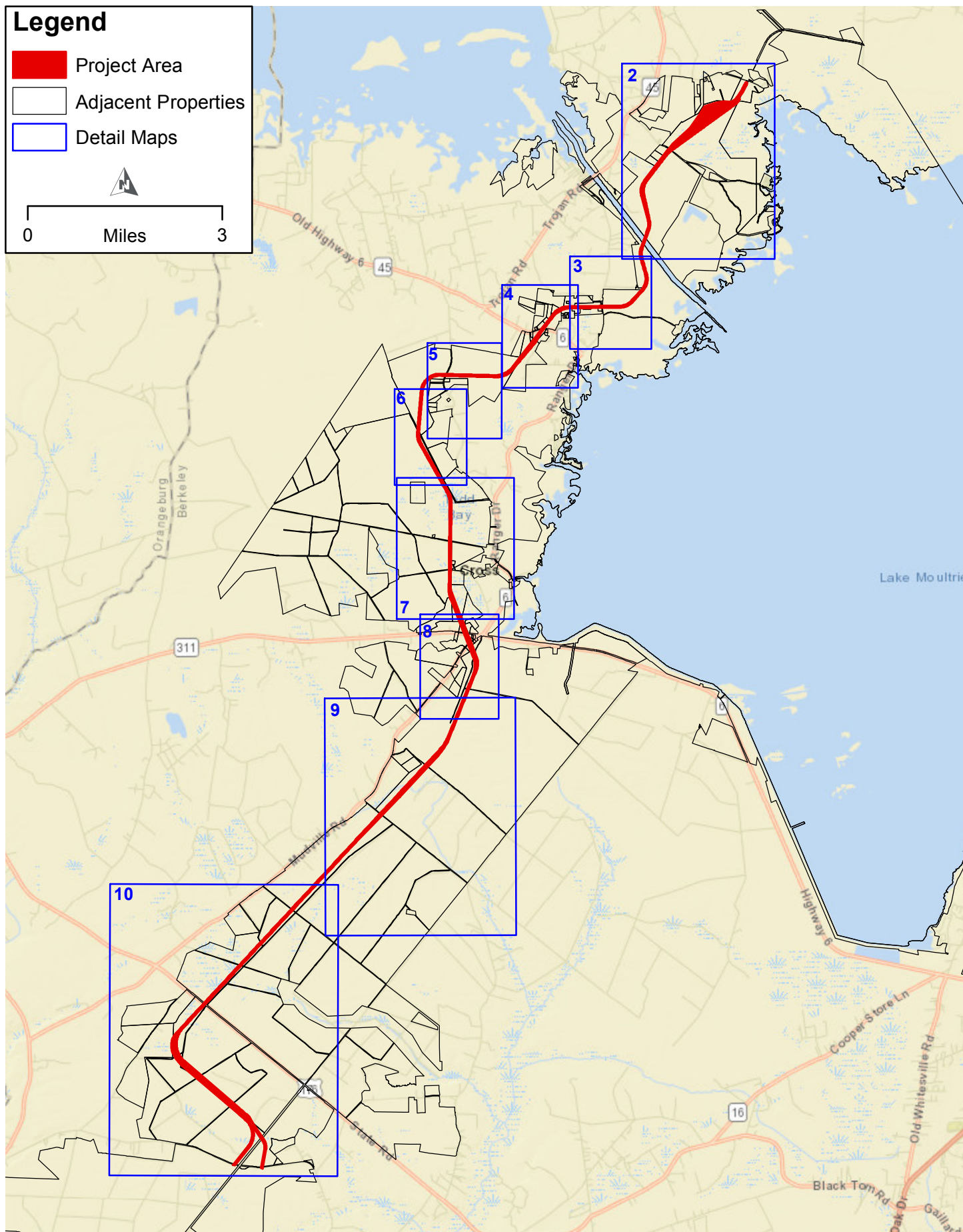
Camp Hall Rail Project
Individual Permit Application
Attachment E – Adjacent Property Owner Mailing List and
Maps

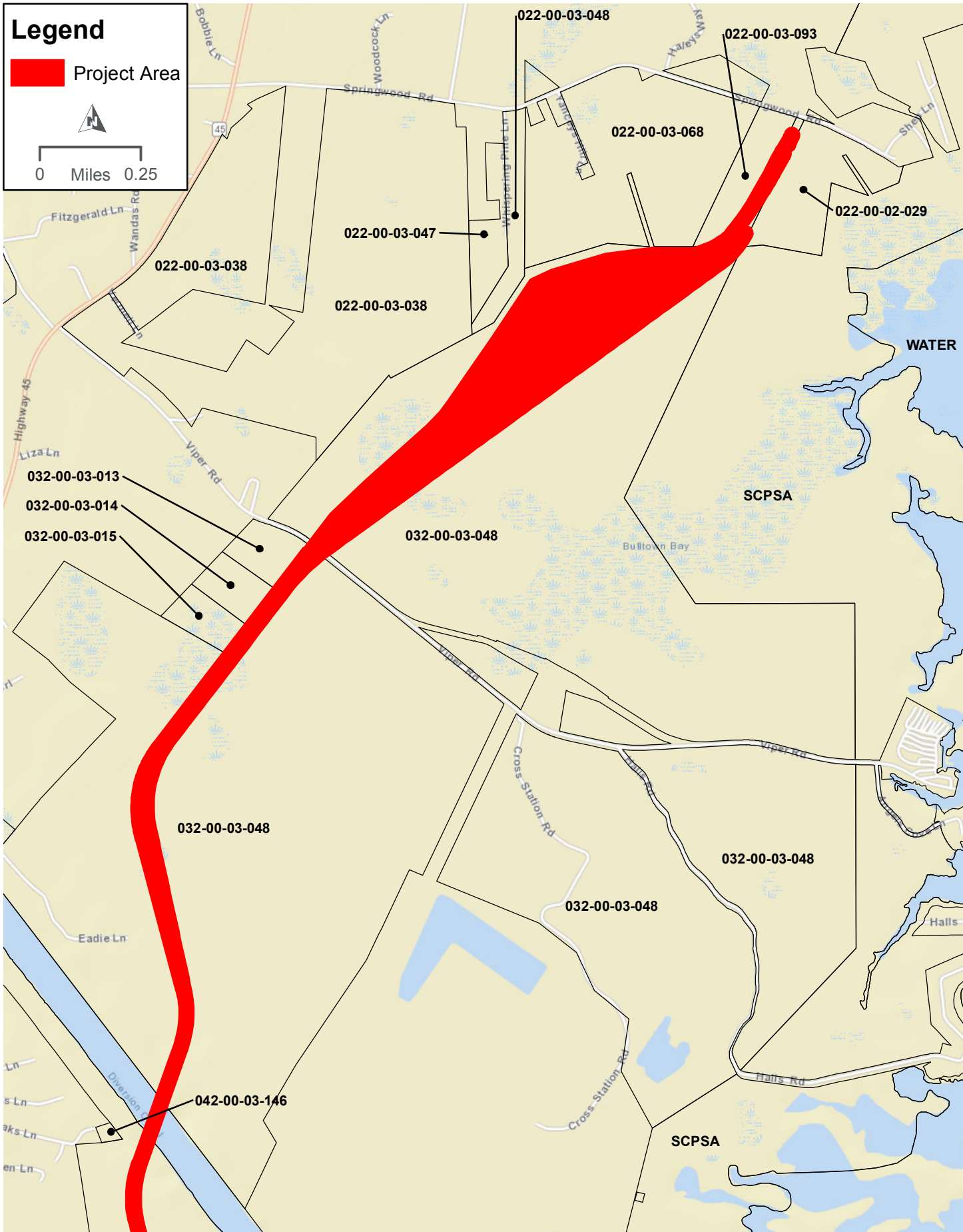
Legend

-  Project Area
-  Adjacent Properties
-  Detail Maps



0 Miles 3





South Carolina
Department of Commerce
Just right for business.



Palmetto
RAILWAYS.

CAMP HALL RAIL
ADJACENT PROPERTY OWNERS
SHEET 2 OF 10



South Carolina
Department of Commerce
Just right for business.



Palmetto
RAILWAYS.

CAMP HALL RAIL
ADJACENT PROPERTY OWNERS
SHEET 3 OF 10



South Carolina
Department of Commerce
Just right for business.



Palmetto
RAILWAYS.

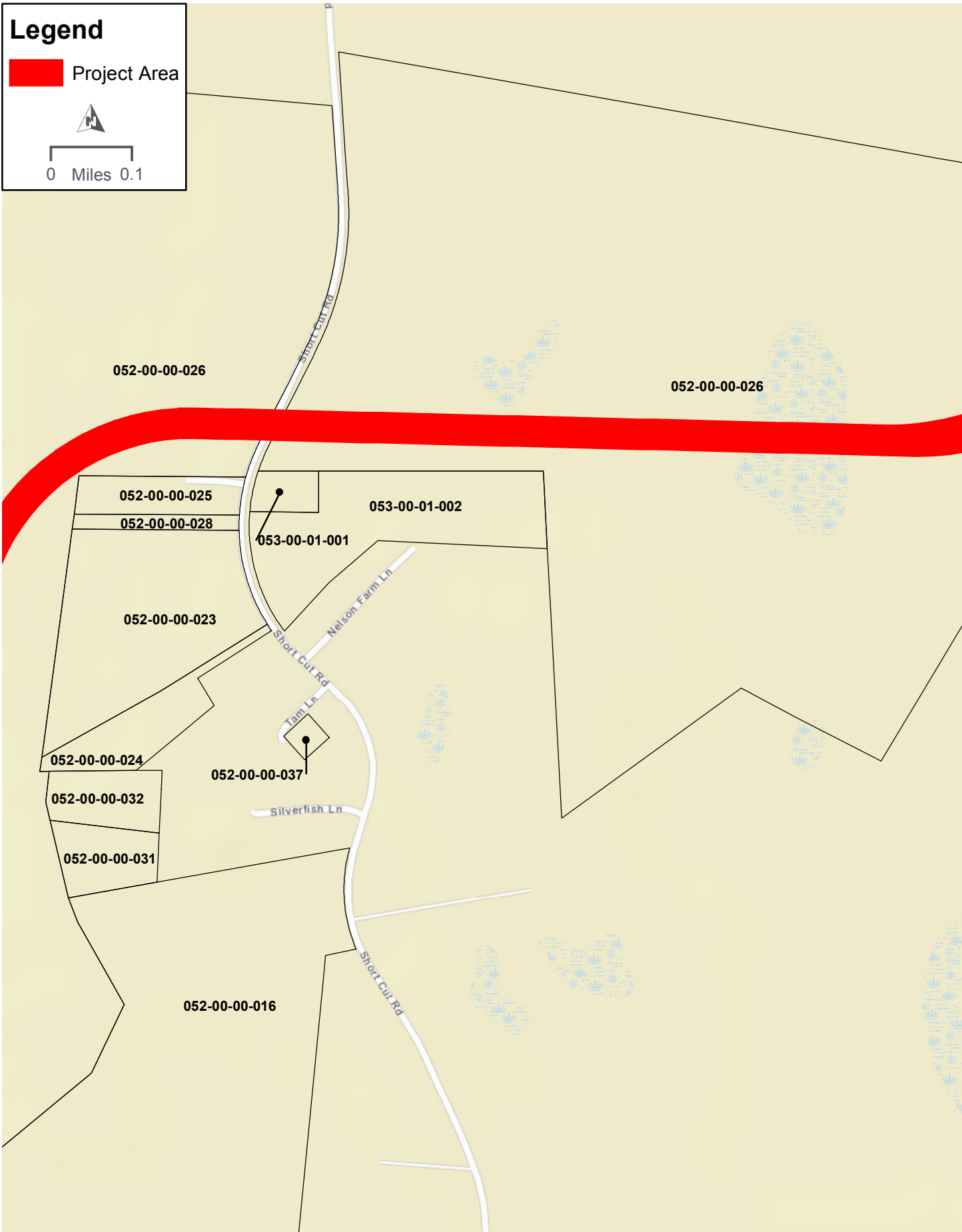
CAMP HALL RAIL
ADJACENT PROPERTY OWNERS
SHEET 4 OF 10

Legend

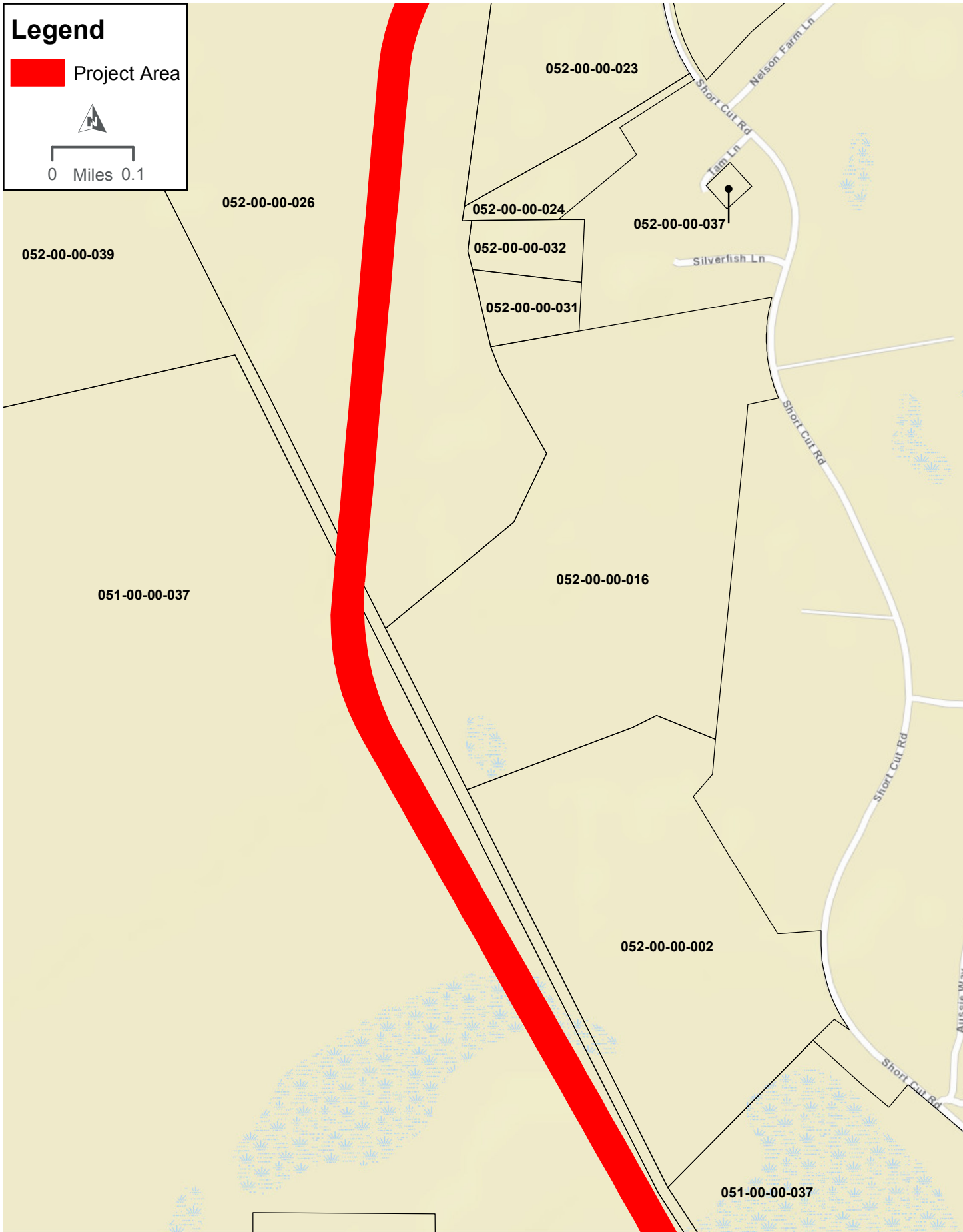
 Project Area



0 Miles 0.1



Palmetto
RAILWAYS.

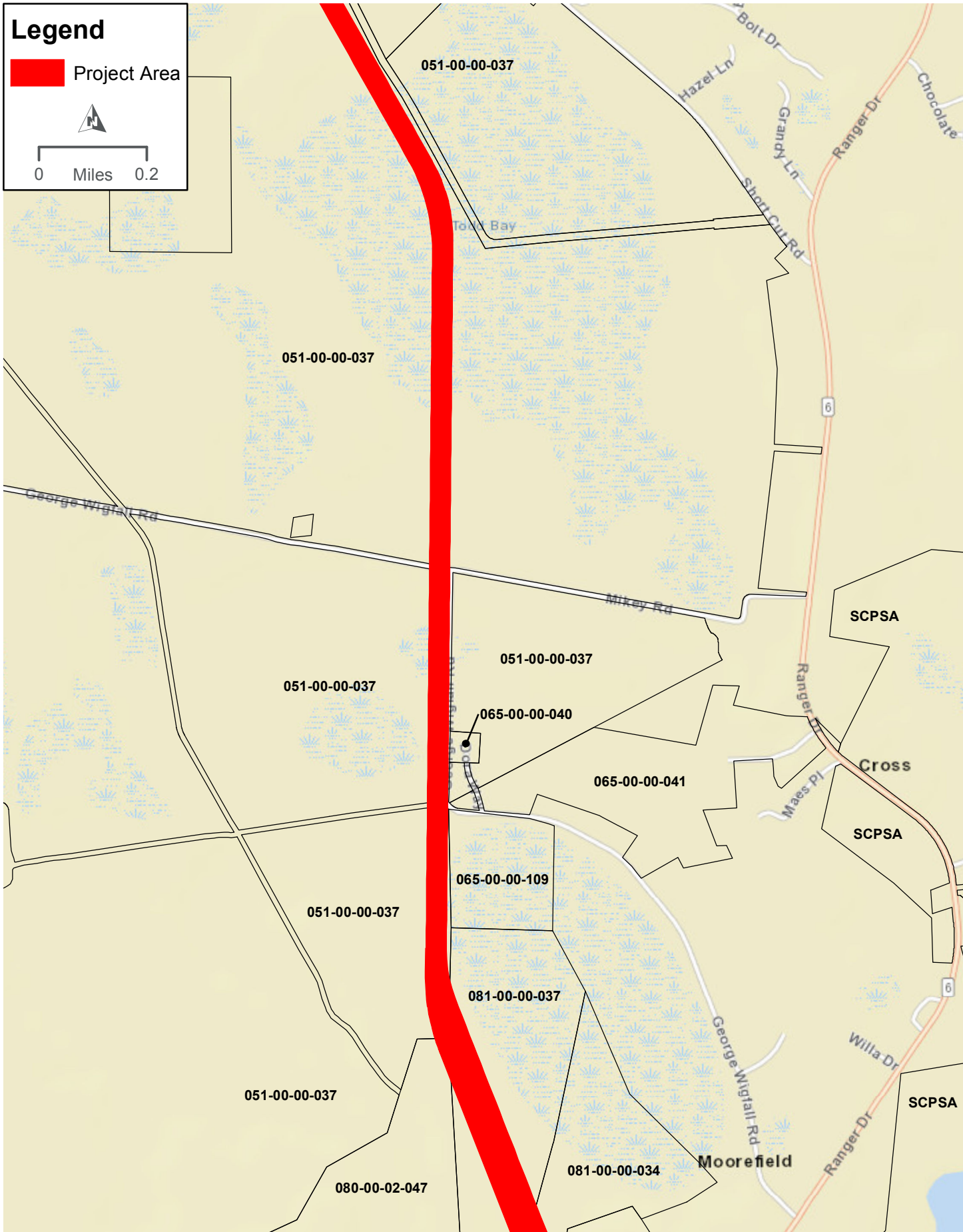


South Carolina
Department of Commerce
Just right for business.



Palmetto
RAILWAYS.

CAMP HALL RAIL
ADJACENT PROPERTY OWNERS
SHEET 6 OF 10



South Carolina
Department of Commerce
Just right for business.

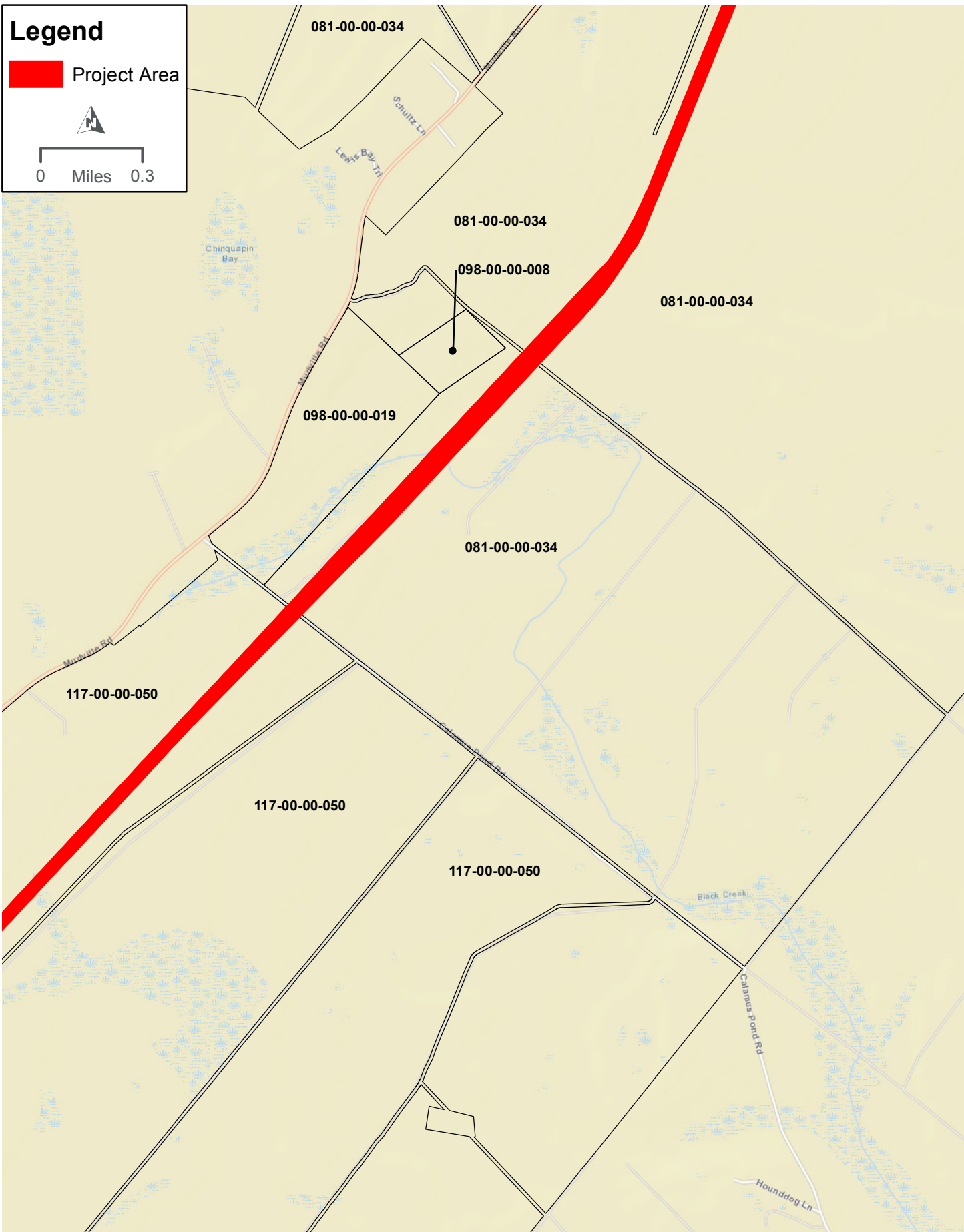


Palmetto
RAILWAYS.

CAMP HALL RAIL
ADJACENT PROPERTY OWNERS
SHEET 7 OF 10



Palmetto
RAILWAYS.



South Carolina
Department of Commerce
Just right for business.



Palmetto
RAILWAYS.

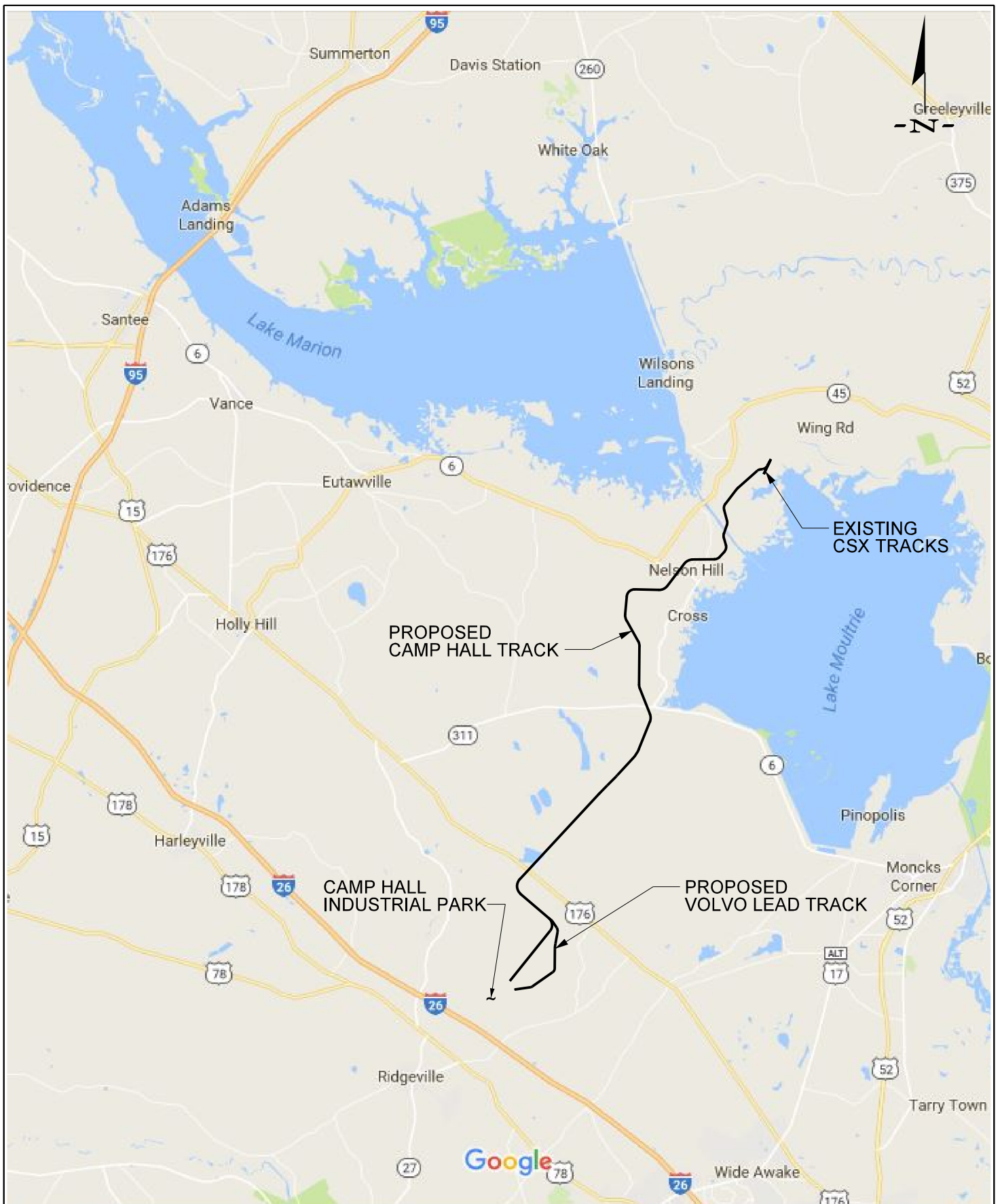
CAMP HALL RAIL
ADJACENT PROPERTY OWNERS
SHEET 9 OF 10

Parcel ID	First Name	Last Name	Suffix	Address	City	State	Postal Code
022-00-02-029	Robert	Clarke	Jr	1169 Springwood Rd	Pineville	SC	29468-3454
022-00-03-038		Oakland Club Weaver 1		895 Oakland Club Rd	Pineville	SC	29468-3098
022-00-03-047	Robert	Clarke	III	451 Whispering Pine Ln	Pineville	SC	29468-3379
022-00-03-048	Terry L & Dennis J	Blackwell		307 Dairy Farm Rd	Moncks Corner	SC	29461-5263
022-00-03-068	Robert	Clarke	Jr	1169 Springwood Rd	Pineville	SC	29468-3454
022-00-03-093	Robert	Clarke		1169 Springwood Rd	Pineville	SC	29468-3454
032-00-03-013	Amos	Rogers		3996 Highway 45	Cross	SC	29436-3182
032-00-03-014	Anthony & Yolanda	Rogers		1160 Mundys Mill Rd	Jonesboro	GA	30238-6038
032-00-03-015	Wilhelmina J	Rogers		1108 Thomas Walters Rd	Pineville	SC	29468-3298
032-00-03-048		Cross Generating Plant		PO Box 2946101	Moncks Corner	SC	29461-6101
042-00-01-035	Phylliss	Cohen		500 Carlen Ave, Apt 1231	Lexington	SC	29072-4284
042-00-01-036	Lawrence K	Johnson		52 Westbrook Ln	Roosevelt	NY	11575-1043
042-00-01-037	Lawrence K	Johnson		52 Westbrook Ln	Roosevelt	NY	11575-1043
042-00-01-066	Cary W	Malphrus	IV	1444 Bennett Cir	Holly Hill	SC	29059-2517
042-00-01-068	Mark K	Gyles		1199 Old Highway 6	Cross	SC	29436-3572
042-00-01-070	Nathan E	Gore		1195 Old Highway 6	Cross	SC	29436-3572
042-00-01-073	Kathryn R	Huntley		1139 Old Highway 6	Cross	SC	29436-3572
042-00-01-074	Tommy D & Brandy R	Huntley		425 Lake Marion Ln	Vance	SC	29163-9558
042-00-02-001	Lizzie B	Nelson		2287 Ranger Dr	Cross	SC	29436-3396
042-00-02-002	John, Lizzie, & Peter George	Nelson		2287 Ranger Dr	Cross	SC	29436-3396
042-00-02-039	Jannie L & Moses	Rollison		196 Harley Cir	Cross	SC	29436-3582
042-00-02-040	Ronnie Lee	Rollerson		4454 Farmwood St	Ladson	SC	29456-3719
042-00-02-041	Andrew H	Cross		4499 Chicora St	Columbia	SC	29206-2903
042-00-02-042	Angeline O	Heyward		208 Harley Cir, Lot 2	Cross	SC	29436-3583
042-00-02-045	Joseph D	Mack		PO Box 65	Cross	SC	29436-0065
042-00-02-046		Heirs of Robert Mack		PO Box 65	Cross	SC	29436-0065
042-00-02-049	Clifford	Nelson		2253 Ranger Dr	Cross	SC	29436-3395
042-00-02-053	Mack O & Ann W	Austin		PO Box 454	Cross	SC	29436-0454
042-00-02-054	Michael	Bennett		206 Harley Cir	Cross	SC	29436-3583
042-00-02-058	Jannie L & Moses	Rollison		196 Harley Cir	Cross	SC	29436-3582
042-00-03-040	St Julian	Pinckney		411 Park Blvd	Moorestown	NJ	08057-1752
042-00-03-041		Heirs of Joseph Pinckney		49 Maryknoll St	Mattapan	MA	02126-2842
042-00-03-125	Michael E	Johnson		221 Land O Pines Cir	Moncks Corner	SC	29461-5909
042-00-03-146	Brian L	Jones		295 Hickory Oaks Ln	Cross	SC	29436-0000

042-00-04-020	Pamela Jean	Giesick		202 Flamingo Dr	Ladson	SC	29456-4904
042-00-04-071	George & Evelyn F	Willis		1176 Old Highway 6	Cross	SC	29436-3572
042-00-04-073	Mack O & Ann W	Austin		PO Box 454	Cross	SC	29436-0454
042-00-04-080	George & Evelyn F	Willis		1176 Old Highway 6	Cross	SC	29436-3572
042-00-04-082	Mack O & Ann W	Austin		PO Box 454	Cross	SC	29436-0454
042-00-04-084	Otto & Pamela	Willis		142 Cherokee Vista Pl	Cross	SC	29436-3656
042-00-04-088	Otto & Pamela	Willis		142 Cherokee Vista Pl	Cross	SC	29436-3656
042-00-04-089	Otto	Willis		142 Cherokee Vista Pl	Cross	SC	29436-3656
051-00-00-037		Tall Corn Forestry LLC		3575 Piedmont Rd NE, Bldg 15-1250	Atlanta	GA	30305-1631
052-00-00-002	Joseph R	West	Jr	183 Linesquare Rd	Moncks Corner	SC	29461-5272
052-00-00-016	William E & Debora R	West		524 Laurel Bay Ln	Moncks Corner	SC	29461-4268
052-00-00-023		Survivorship		327 Lake Moultrie Dr	Bonneau	SC	29431-8542
052-00-00-024	James A	Stuckey		123 Meeting St	Charleston	SC	29401-2217
052-00-00-025		Schmerbeck Survivorship		106 Lone Oak Trl	Palatka	FL	32177-9588
052-00-00-026		Santee River LLC		53 W Jackson Blvd, Ste 530	Chicago	IL	60604-3422
052-00-00-028	Burncie Z	Bunch		1477 Short Cut Rd	Cross	SC	29436-3274
052-00-00-031	Sarah C	Dixon		1447 Harristown Rd	Bonneau	SC	29431-3555
052-00-00-032	Sarah C	Dixon		1447 Harristown Rd	Bonneau	SC	29431-3555
052-00-00-037	Freddie E	Murray	Jr	116 Farmhill Dr	Summerville	SC	29483-2639
052-00-00-039		SC Public Service Authority		PO Box 2946101	Moncks Corner	SC	29461-0000
053-00-01-001	Norman M & Catherine S	Schmerbeck		106 Lone Oak Trl	Palatka	FL	32177-9588
053-00-01-002	Connie P	Shuler		1743 Short Cut Rd	Cross	SC	29436-3281
053-00-02-041	Trent M	Kernodle		PO Box 13897	James Island	SC	29412-0000
065-00-00-040	Luther	Green		PO Box 3344	Summerville	SC	29484-3344
065-00-00-041	Julia C	Lambert		PO Box 244	Cross	SC	29436-0244
065-00-00-109	Wilson H	Legette	Jr	314 Volunteer Ln	Summerville	SC	29486-2351
080-00-02-001	Terry L	Kunkle		1112 Highway 311	Cross	SC	29436-3304
080-00-02-010	Sally Gay Cross	Barrett		424 Thorn Meadow Ln	Spartanburg	SC	29316-6851
080-00-02-040	Thomas E	Williamson		125 Red Ash Ln	Cross	SC	29436-3351
080-00-02-047	Wilbur W	Cross		1198 Highway 311	Cross	SC	29436-3304
081-00-00-012	Phylliss M	Williams		1051 Highway 311	Cross	SC	29436-3303
081-00-00-013	Dale T	Roberson		1045 Highway 311	Cross	SC	29436-3303
081-00-00-015	George William	Crumby		2988 Mudville Rd	Cross	SC	29436-3515
081-00-00-016	Mary Helen	Price		104 Linda Sue Ln	Kathleen	GA	31047-2415
081-00-00-017	John C	Taylor		2456 US Highway 521	Andrews	SC	29510-5539

081-00-00-018	Russell F	Peagler		PO Box 1314	Moncks Corner	SC	29461-1314
081-00-00-019	Michael Wayne	Scott		441 Gants Rd	Moncks Corner	SC	29461-8044
081-00-00-020	Mervelle T	Williams		2991 Mudville Rd	Cross	SC	29436-3676
081-00-00-034		Timberlands III LLC		100 Professional Center Dr	Brunswick	GA	31525-6743
081-00-00-036	Audrey	Whaley		1336 Cooper Store Rd	Moncks Corner	SC	29461-0000
081-00-00-037		Santee River LLC		53 W Jackson Blvd, Ste 530	Chicago	IL	60604-3422
081-00-00-040	Mervelle T	Williams		2991 Mudville Rd	Cross	SC	29436-3676
081-00-00-054	Audrey R	Whaley		1336 Cooper Store Rd	Moncks Corner	SC	29461-8328
081-00-00-055		Survivorship		123 Jungle Ln	Cross	SC	29436-3726
081-00-00-056	Dale T & Paula	Roberson		1045 Highway 311	Cross	SC	29436-3303
098-00-00-008	Celeste Cross	Singletary		PO Box 244	Cross	SC	29436-0244
098-00-00-019		MWV-Parks of Berkeley LLC		201 Sigma Dr, Ste 400	Summerville	SC	29486-7722
117-00-00-049	William D	Bilton		757 Arbutus Dr	Columbia	SC	29205-2101
117-00-00-050		Timberlands III LLC		100 Professional Center Dr	Brunswick	GA	31525-6743
137-00-00-005		Timberlands III LLC		100 Professional Center Dr	Brunswick	GA	31525-6743
137-00-00-022		Timberlands III LLC		100 Professional Center Dr	Brunswick	GA	31525-6743
137-00-00-033		Plum Creek Timberlands LP		100 Professional Center Dr	Brunswick	GA	31525-6743
157-00-00-002	Carl B	Hill		1535 Lebanon Rd	Ridgeville	SC	29472-7355
157-00-00-003		SC Public Service Authority		1 Riverwood Dr	Moncks Corner	SC	29461-2998
158-00-00-005		Timberlands III LLC		100 Professional Center Dr	Brunswick	GA	31525-6743
176-00-01-002		SC Public Service Authority		1 Riverwood Dr	Moncks Corner	SC	29461-2998
176-00-01-006		SC Public Service Authority		1 Riverwood Dr	Moncks Corner	SC	29461-2998

Camp Hall Rail Project
Individual Permit Application
Attachment F – Permit Drawings



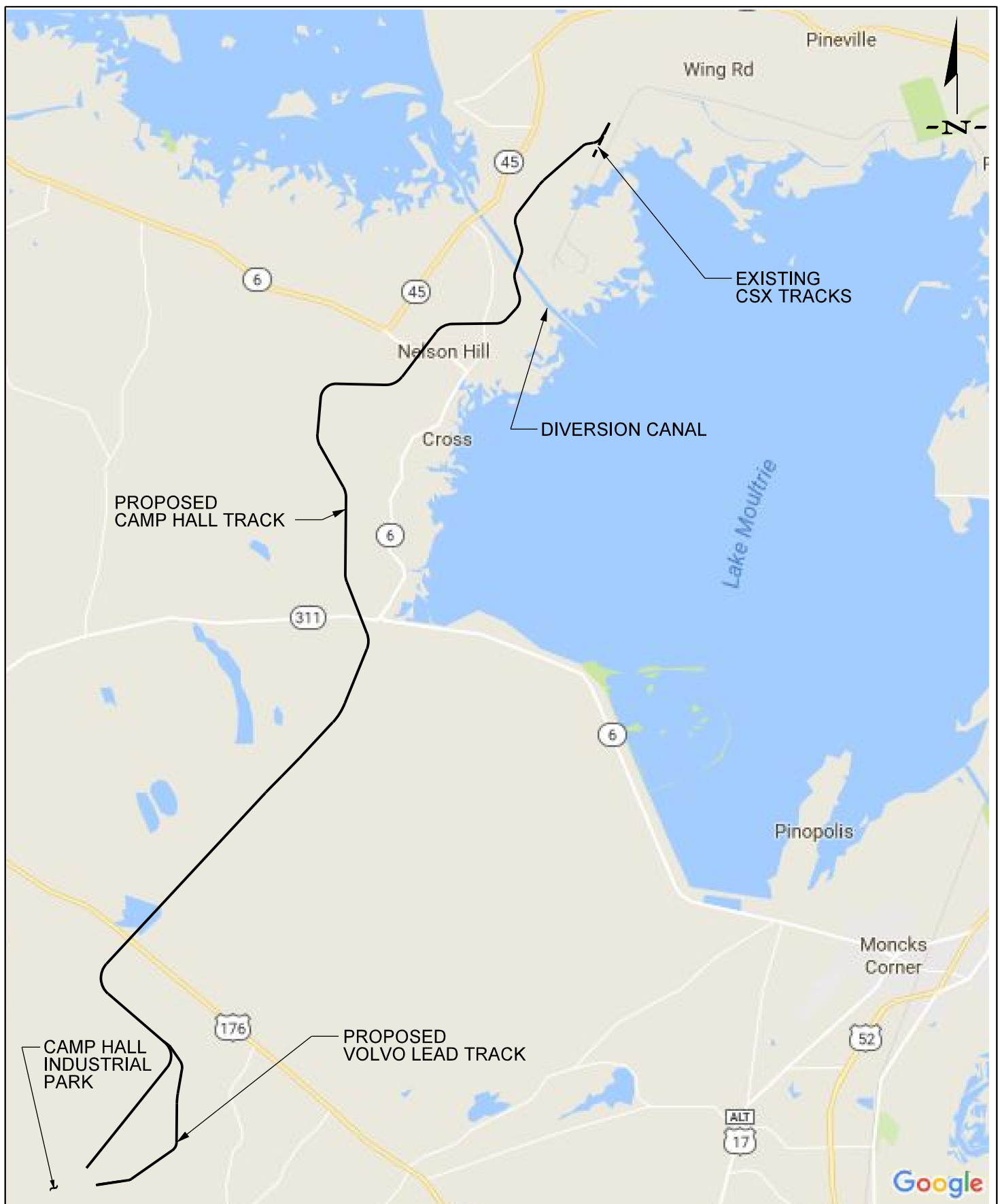
APPLICANT: PALMETTO RAILWAYS



VICINITY MAP

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
 APPLICATION # _____ SAC-2016-01395
 DATE: MARCH 2018



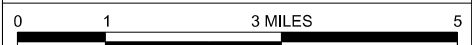


APPLICANT: PALMETTO RAILWAYS



LOCATION MAP

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
 APPLICATION # SAC-2016-01395
 DATE: MARCH 2018



PROJECT IMPACTS TO WATERS OF THE UNITED STATES

IMPACTS	JURISDICTIONAL WETLAND (ACRES)	NON-WETLAND WATER (LF)
PERMANENT WETLAND IMPACT (CUT/FILL)	103.12	----
MECHANICAL CLEARING WETLAND IMPACT	16.89	----
PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----
PERMANENT PIPE IMPACT NON-WETLAND WATER	----	315.20
PERMANENT MORPHOLOGIC IMPACT NON-WETLAND WATER	----	222.00
TOTAL IMPACTS	120.01	537.20

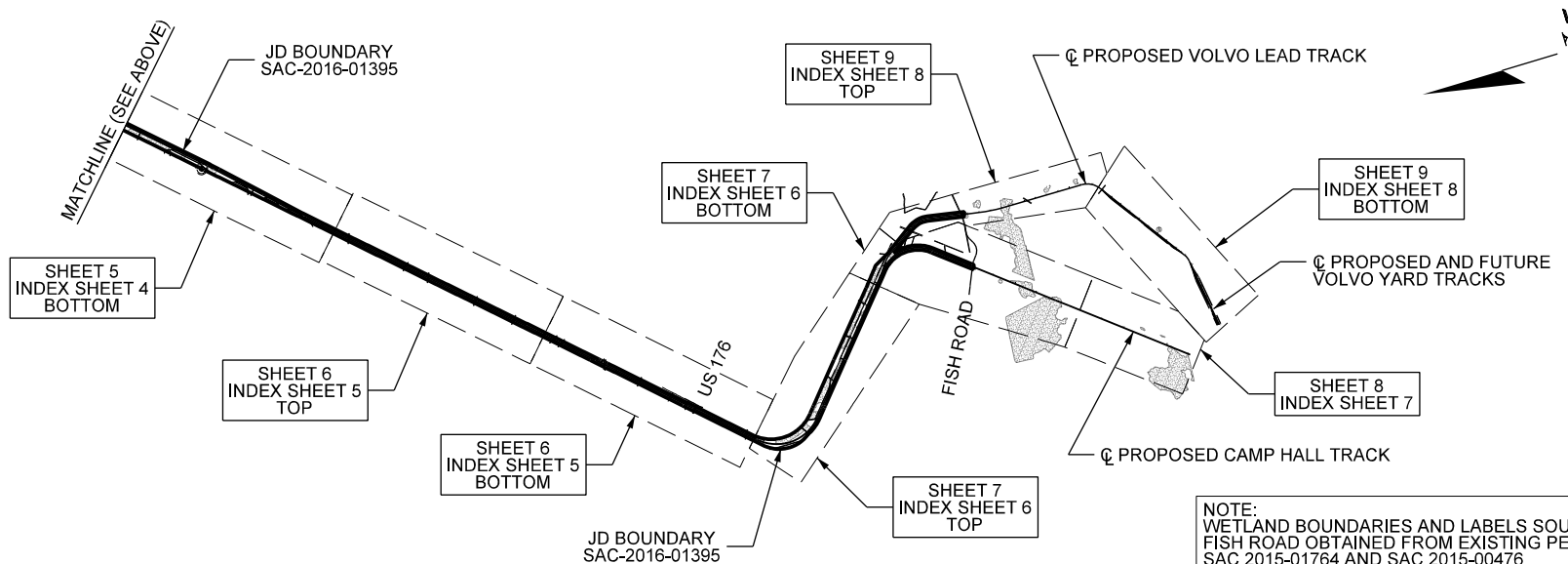
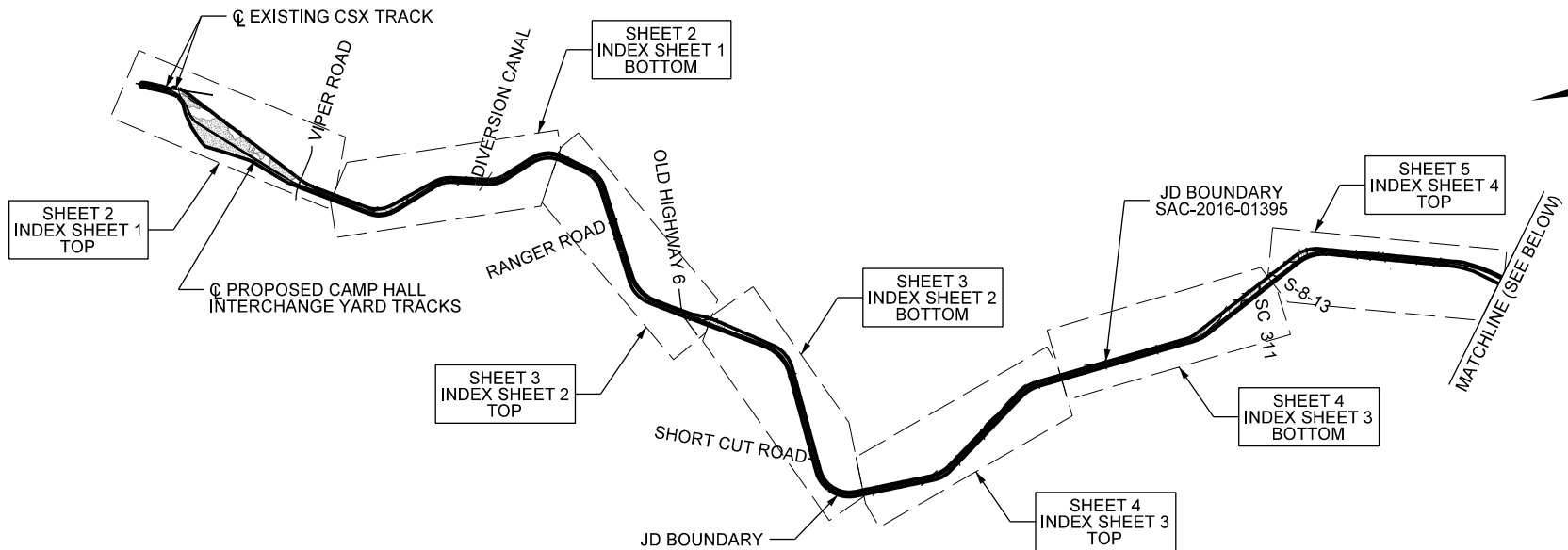


APPLICANT: PALMETTO RAILWAYS



IMPACT SUMMARY

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
APPLICATION # SAC-2016-01395
DATE: MARCH 2018



NOTE:
WETLAND BOUNDARIES AND LABELS SOUTH OF
FISH ROAD OBTAINED FROM EXISTING PERMITS
SAC 2015-01764 AND SAC 2015-00476.



APPLICANT: PALMETTO RAILWAYS

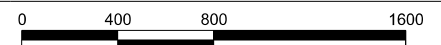


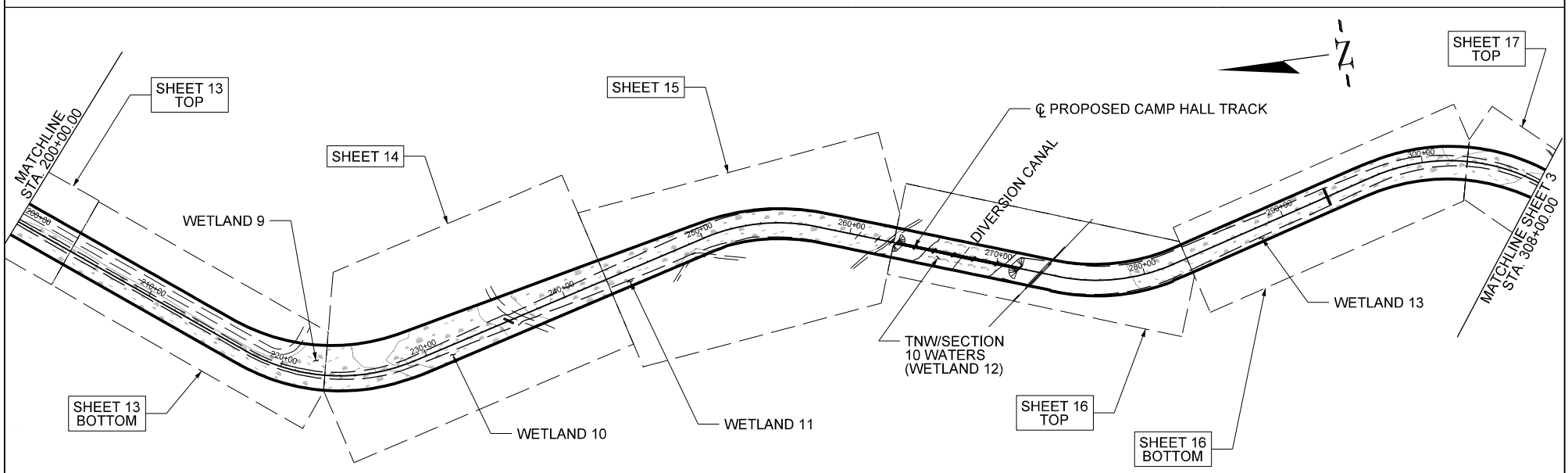
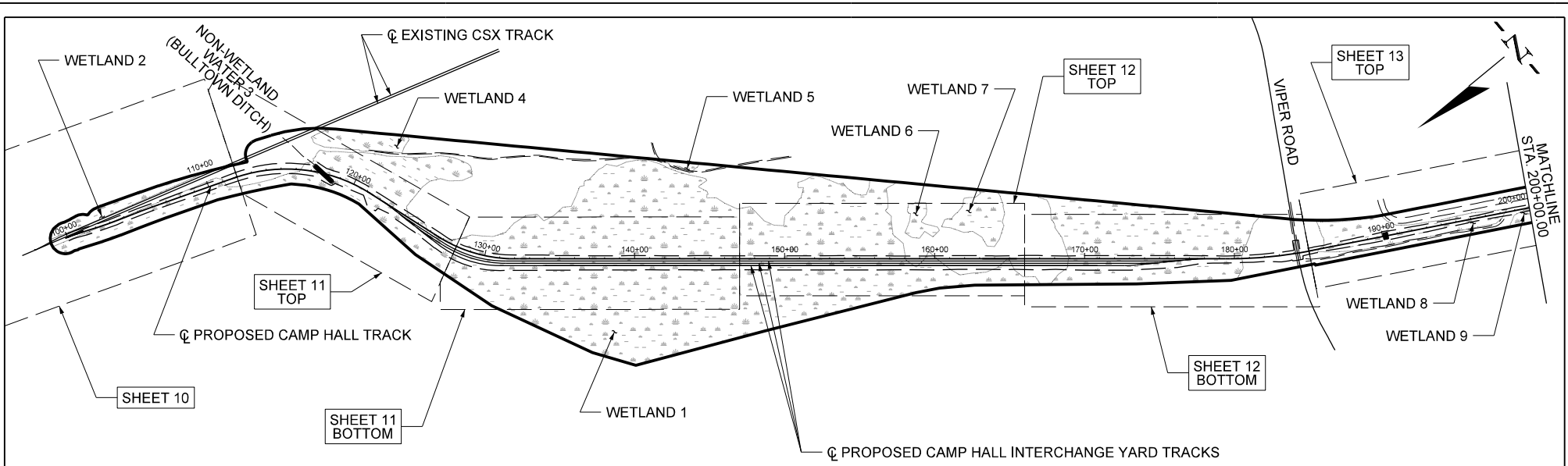
PROJECT OVERVIEW

	TNW/SECTION 10 WATERS
	WETLANDS
	JD BOUNDARY
	EXISTING ROAD
	NON-WETLAND WATERS
	LIMITS OF DISTURBANCE
	PROPOSED ROAD

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT

APPLICATION # SAC-2016-01395
DATE: MARCH 2018 SHEET 1 OF 106





APPLICANT: PALMETTO RAILWAYS

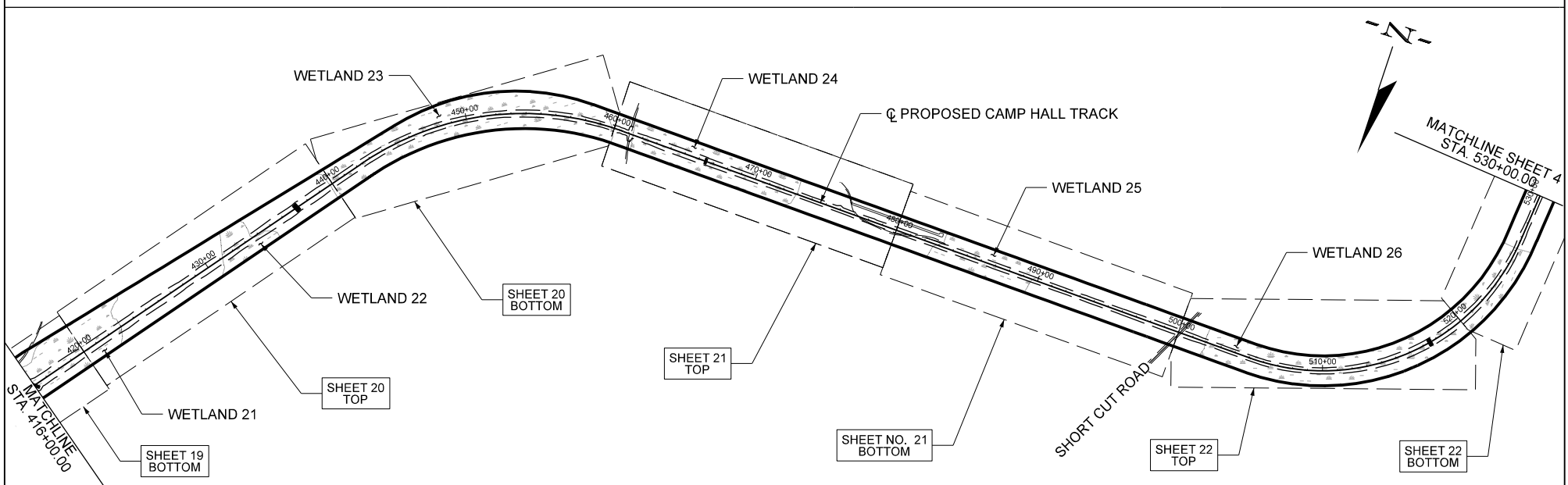
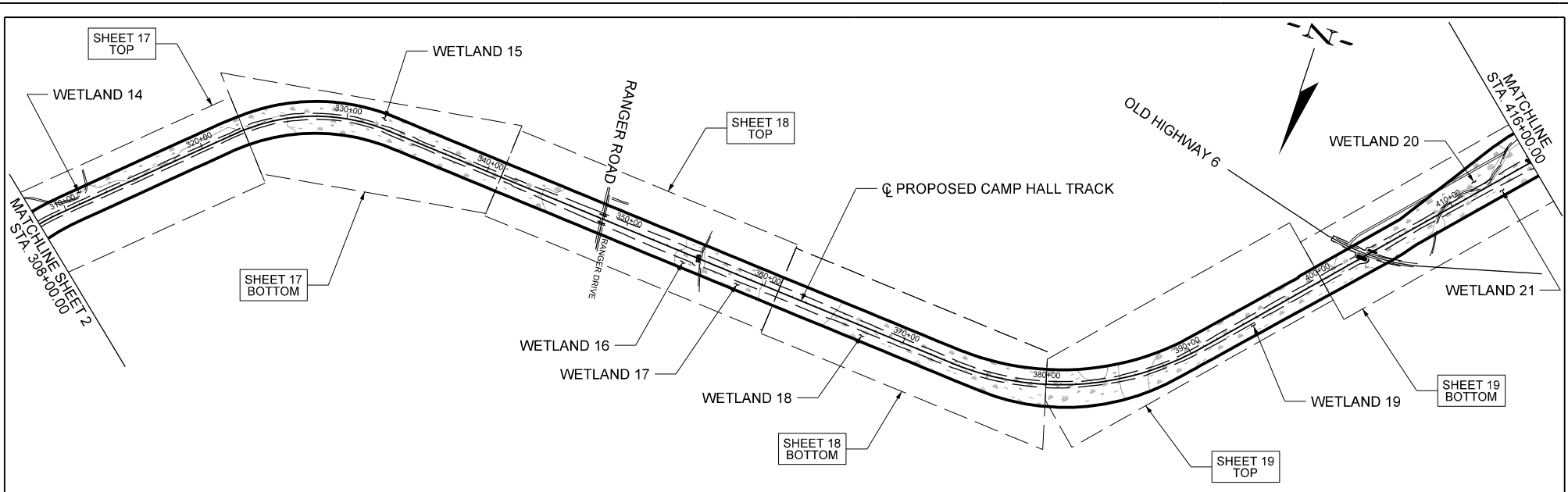


INDEX SHEET 1 OF 8

FROM STA. 100+00.00
TO STA. 308+00.00

- TNW/SECTION 10 WATERS
- WETLANDS
- JD BOUNDARY
- EXISTING ROAD
- NON-WETLAND WATERS
- LIMITS OF DISTURBANCE
- PROPOSED ROAD

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
 APPLICATION # SAC-2016-01395
 DATE: MARCH 2018 SHEET 2 OF 106



APPLICANT: PALMETTO RAILWAYS



INDEX SHEET 2 OF 8

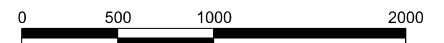
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TO STA. 530+00.00

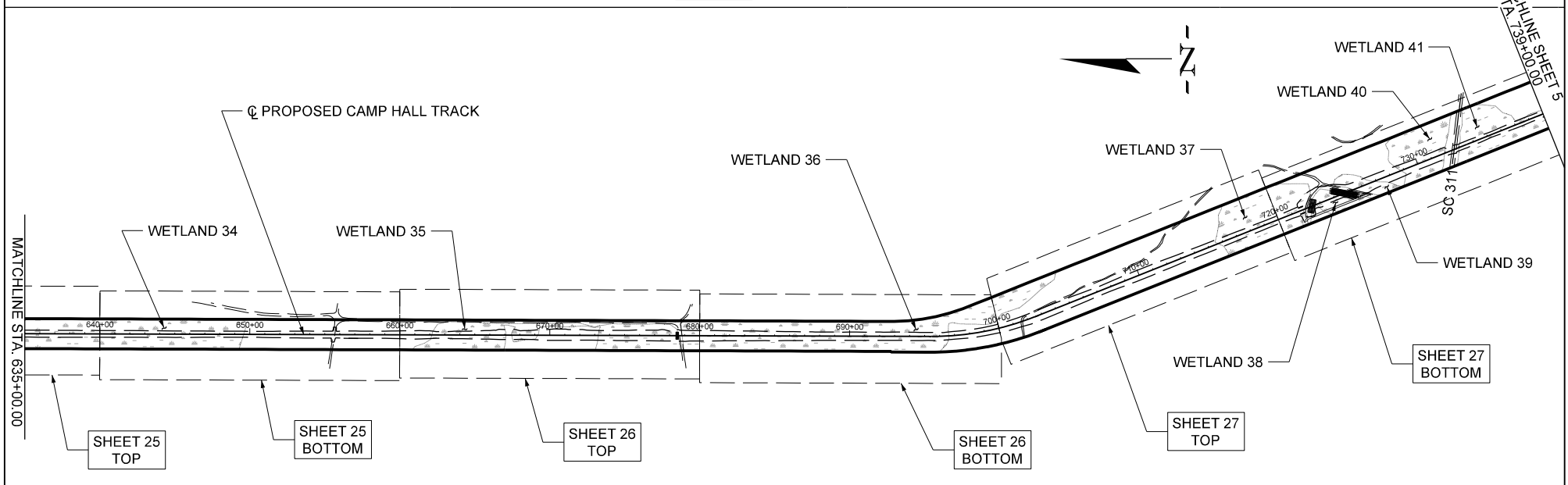
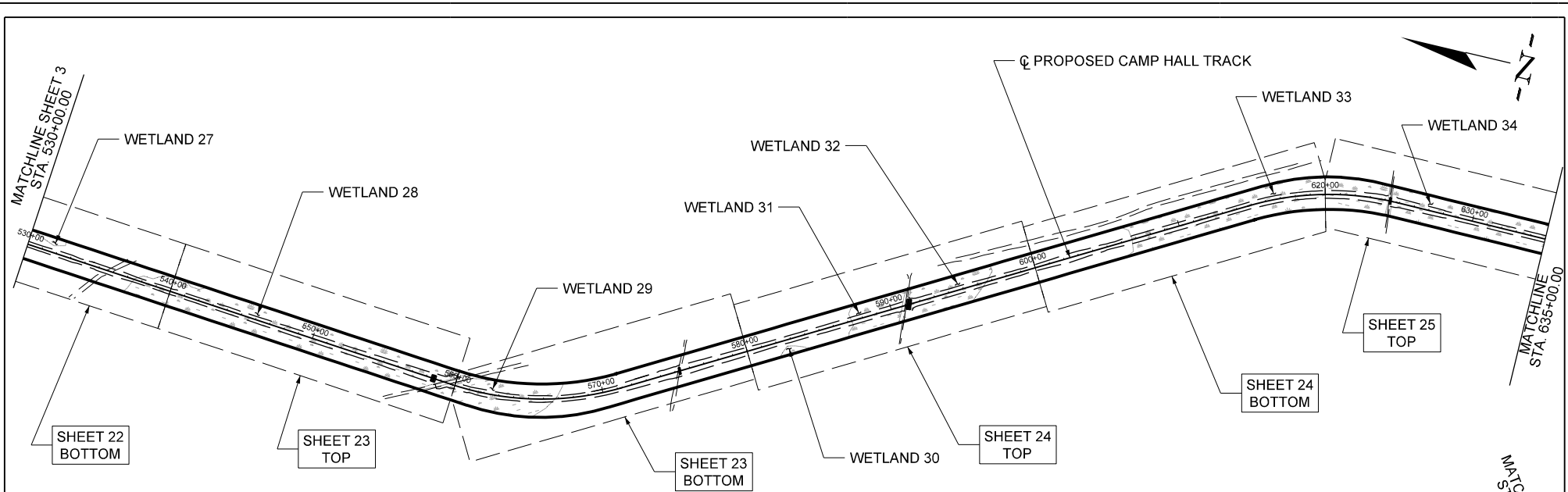
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 WETLANDS
 JD BOUNDARY
 EXISTING ROAD
 NON-WETLAND WATERS
 LIMITS OF DISTURBANCE
 PROPOSED ROAD

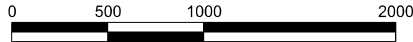
PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT

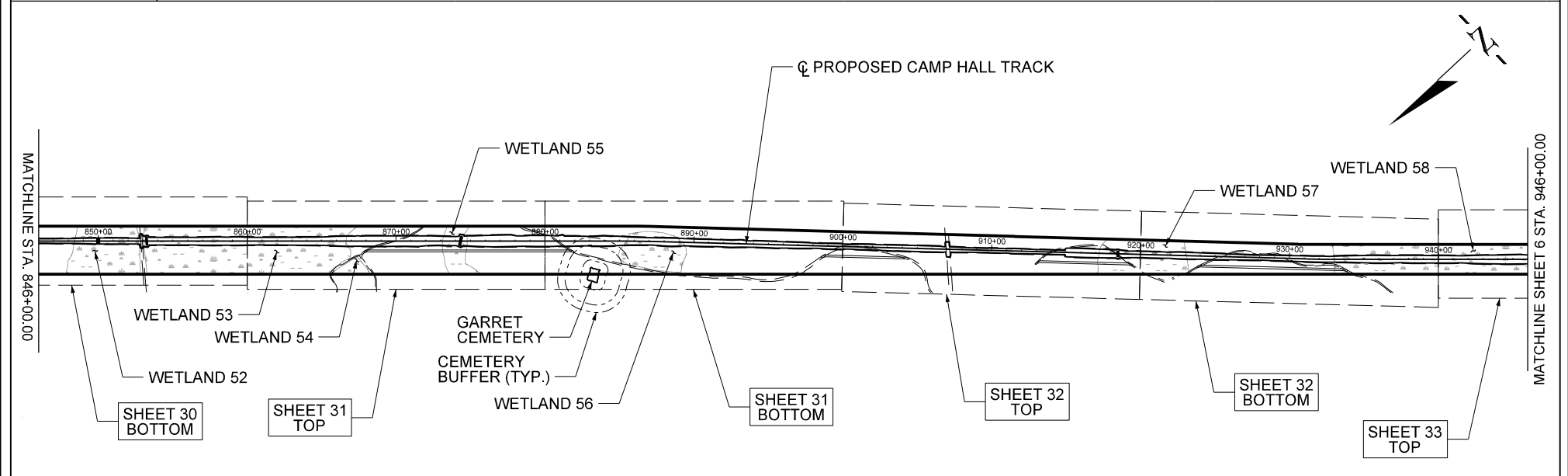
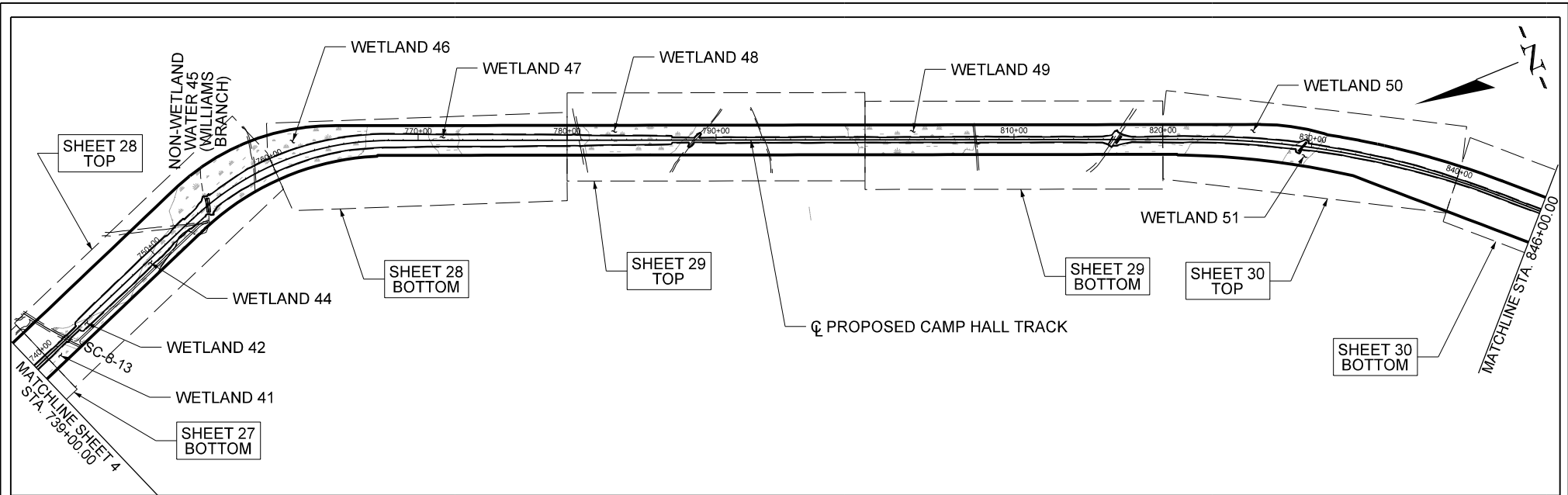
APPLICATION # SAC-2016-01395

DATE: MARCH 2018 SHEET 3 OF 106





 APPLICANT: PALMETTO RAILWAYS		INDEX SHEET 3 OF 8 FROM STA. 530+00.00 TO STA. 739+00.00	<table border="0"> <tr> <td></td> <td>TNW/SECTION 10 WATERS</td> </tr> <tr> <td></td> <td>WETLANDS</td> </tr> <tr> <td></td> <td>JD BOUNDARY</td> </tr> <tr> <td></td> <td>EXISTING ROAD</td> </tr> <tr> <td></td> <td>NON-WETLAND WATERS</td> </tr> <tr> <td></td> <td>LIMITS OF DISTURBANCE</td> </tr> <tr> <td></td> <td>PROPOSED ROAD</td> </tr> </table>		TNW/SECTION 10 WATERS		WETLANDS		JD BOUNDARY		EXISTING ROAD		NON-WETLAND WATERS		LIMITS OF DISTURBANCE		PROPOSED ROAD	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # <u>SAC-2016-01395</u> DATE: <u>MARCH 2018</u> SHEET <u>4</u> OF <u>106</u> 
	TNW/SECTION 10 WATERS																	
	WETLANDS																	
	JD BOUNDARY																	
	EXISTING ROAD																	
	NON-WETLAND WATERS																	
	LIMITS OF DISTURBANCE																	
	PROPOSED ROAD																	



APPLICANT: PALMETTO RAILWAYS



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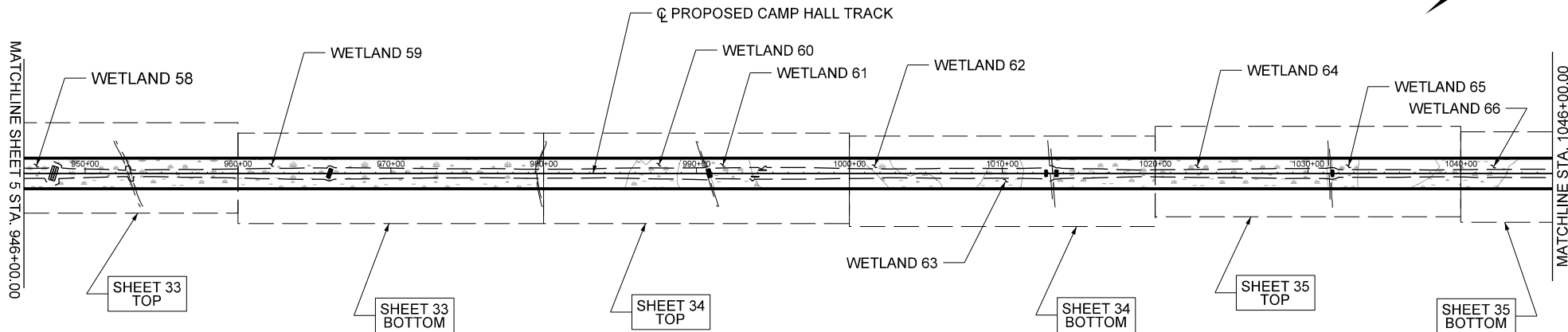
FROM STA. 739+00.00
TO STA. 946+00.00

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	JD BOUNDARY
	EXISTING ROAD
	NON-WETLAND WATERS
	LIMITS OF DISTURBANCE
	PROPOSED ROAD

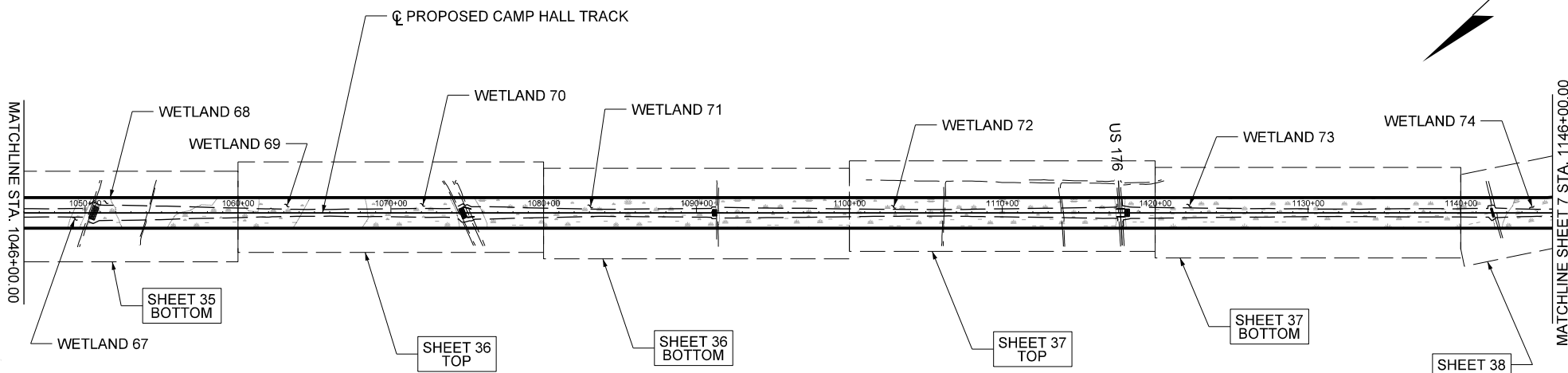
PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
 APPLICATION # SAC-2016-01395
 DATE: MARCH 2018 SHEET 5 OF 106

0 500 1000 2000

MATCHLINE SHEET 5 STA. 946+00.00



MATCHLINE STA. 1046+00.00



MATCHLINE SHEET 7 STA. 1146+00.00



APPLICANT: PALMETTO RAILWAYS



INDEX SHEET 5 OF 8

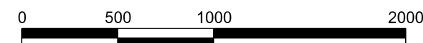
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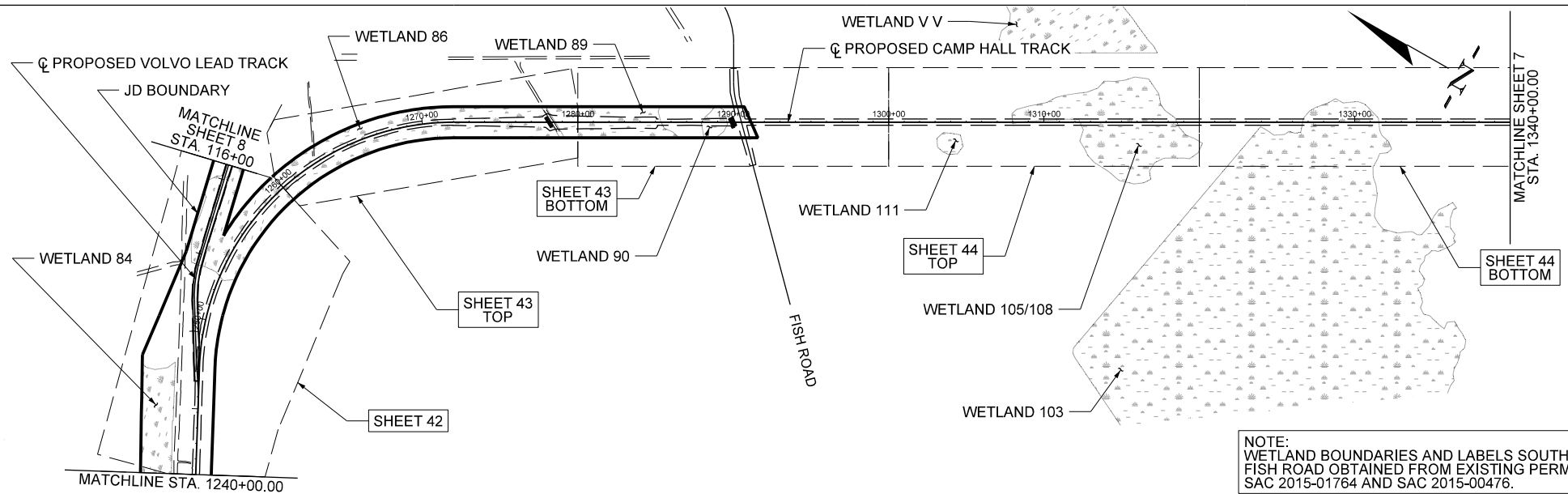
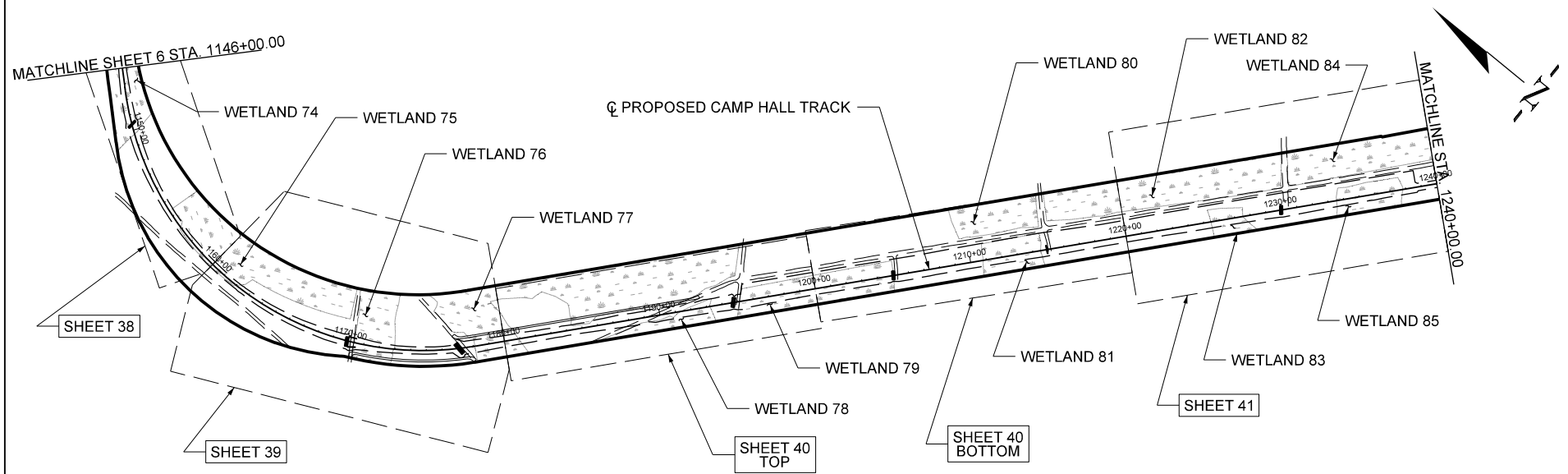


TNW/SECTION 10 WATERS
WETLANDS
JD BOUNDARY
EXISTING ROAD
NON-WETLAND WATERS
LIMITS OF DISTURBANCE
PROPOSED ROAD

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT

APPLICATION # SAC-2016-01395
DATE: MARCH 2018 SHEET 6 OF 106





NOTE:
WETLAND BOUNDARIES AND LABELS SOUTH OF
FISH ROAD OBTAINED FROM EXISTING PERMITS
SAC 2015-01764 AND SAC 2015-00476.



APPLICANT: PALMETTO RAILWAYS



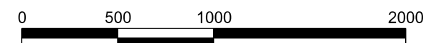
INDEX SHEET 6 OF 8

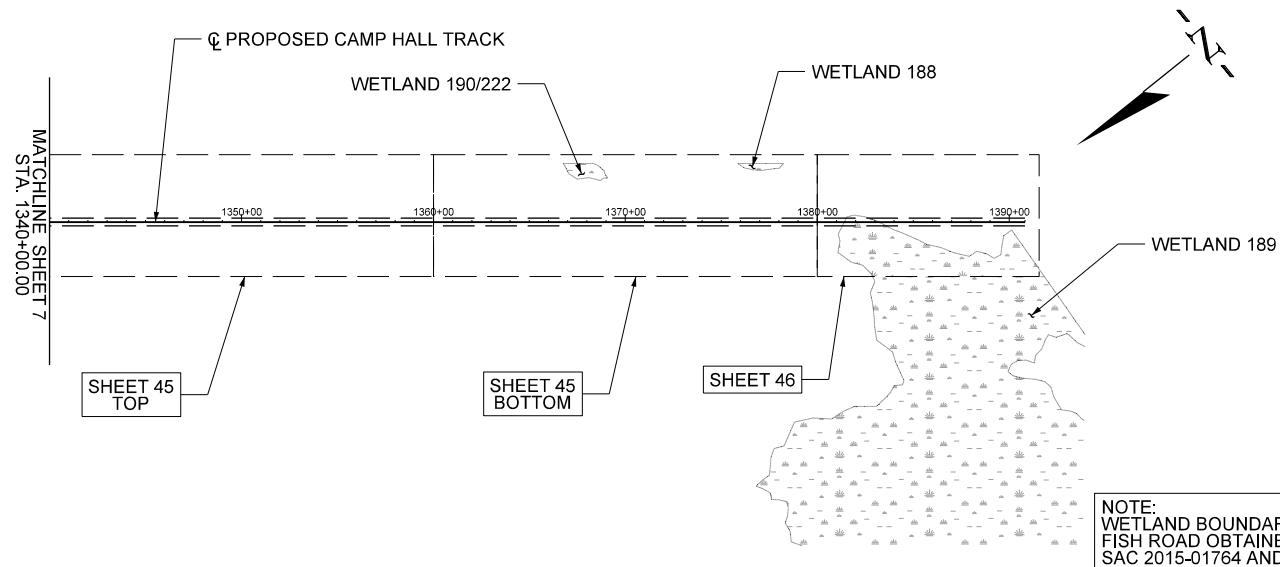
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TNW/SECTION 10 WATERS
 WETLANDS
 JD BOUNDARY
 EXISTING ROAD
 NON-WETLAND WATERS
 LIMITS OF DISTURBANCE
 PROPOSED ROAD

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
 APPLICATION # SAC-2016-01395

DATE: MARCH 2018 SHEET 7 OF 106





APPLICANT: PALMETTO RAILWAYS

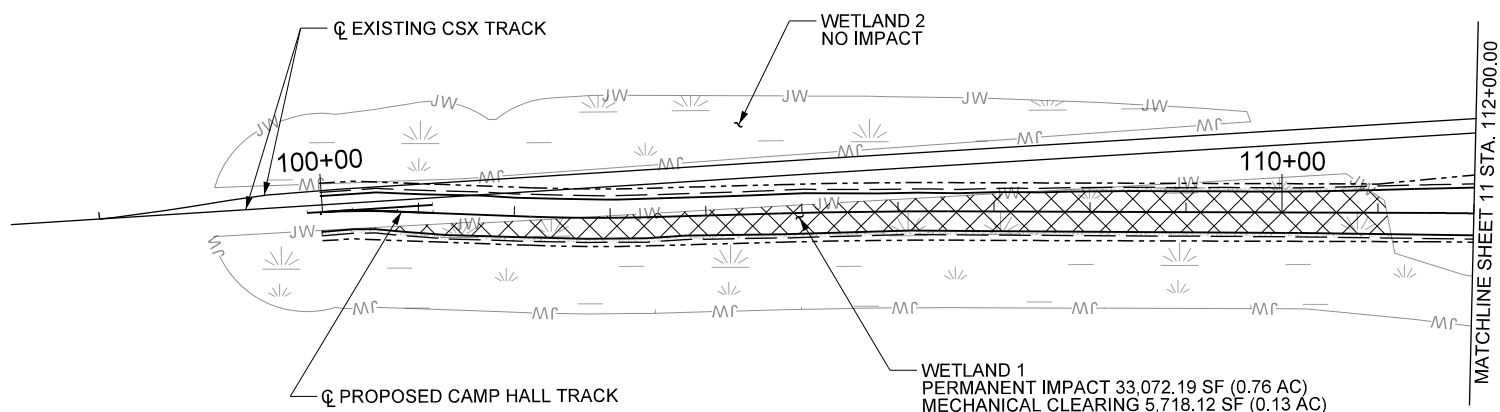


INDEX SHEET 7 OF 8

FROM STA. 1340+00.00
TO STA. 1390+82.04

	TNW/SECTION 10 WATERS
	WETLANDS
	JD BOUNDARY
	EXISTING ROAD
	NON-WETLAND WATERS
	LIMITS OF DISTURBANCE
	PROPOSED ROAD

PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT	
APPLICATION #	SAC-2016-01395
DATE: MARCH 2018	SHEET 8 OF 106
0 500 1000 2000 	



APPLICANT: PALMETTO RAILWAYS



IMPACTS	SF	AC
PERMANENT WETLAND IMPACT (CUT/FILL)	33,072.19	0.76
MECHANICAL CLEARING WETLAND IMPACT	5,718.12	0.13
PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----
PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----
TOTAL IMPACTS	38,790.31	0.89

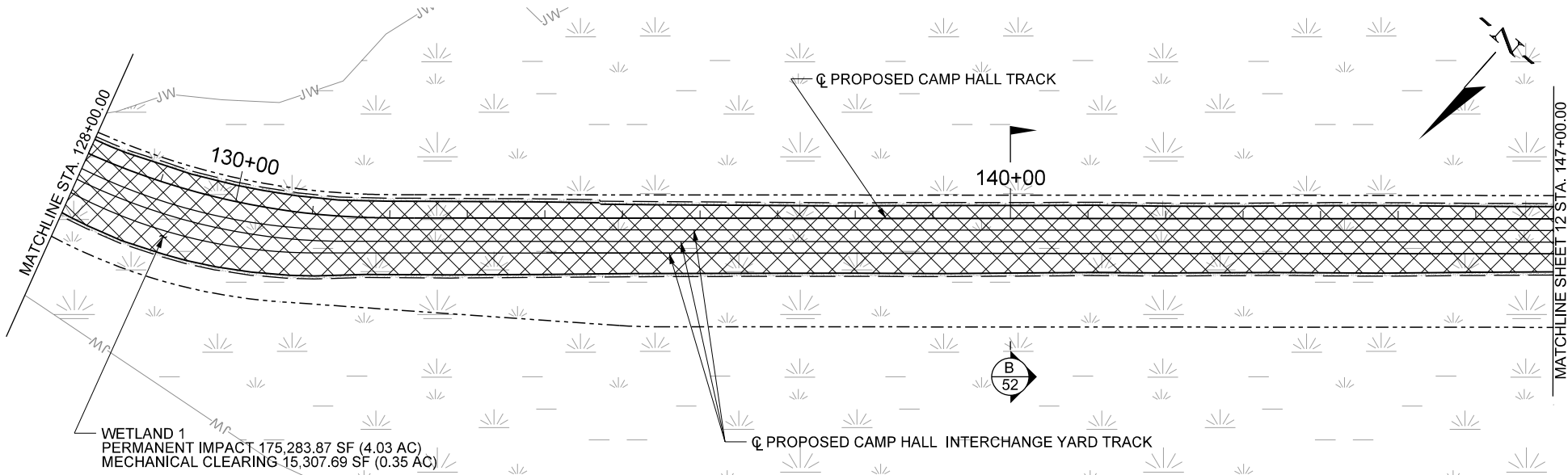
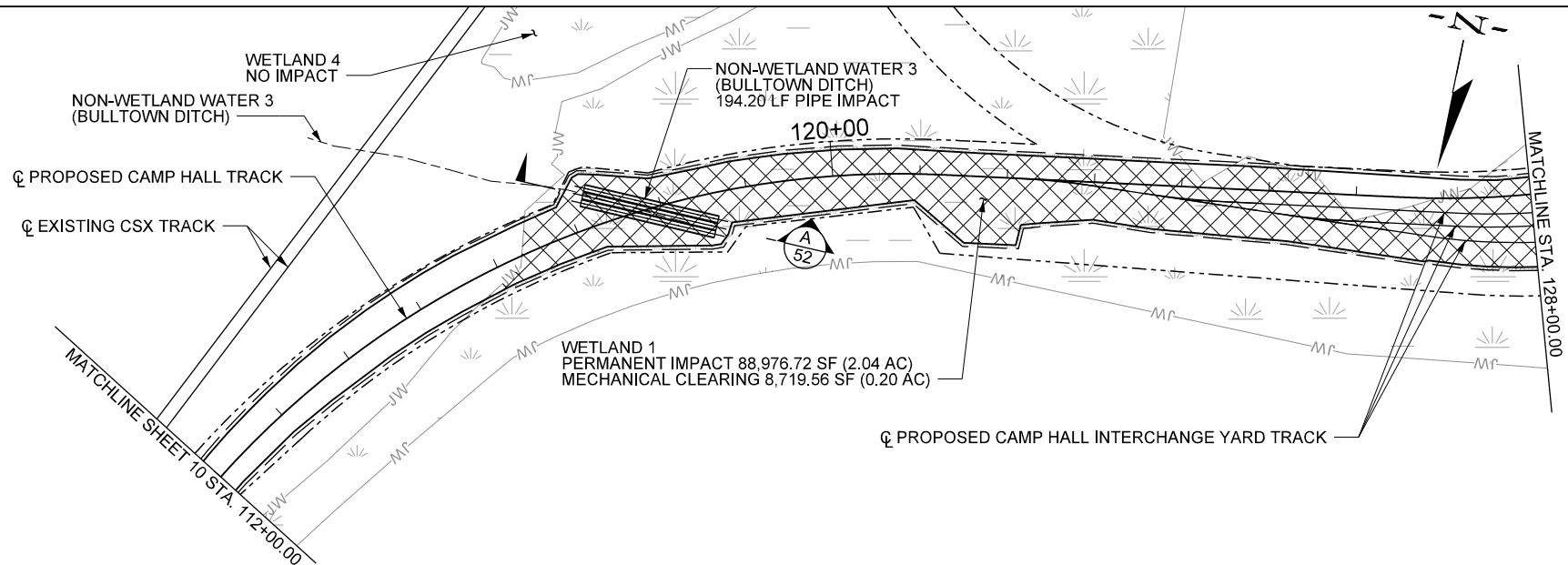
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	WETLANDS
	CONSTRUCTION AUTHORITY
	EXISTING ROAD
	NON-WETLAND WATERS
	LIMITS OF DISTURBANCE
	PERMANENT IMPACT
	PROPOSED ROAD
	RIGHT-OF-WAY (ROW)

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT

APPLICATION # SAC-2016-01395

DATE: MARCH 2018 SHEET 10 OF 106

0 100 200 400



APPLICANT: PALMETTO RAILWAYS

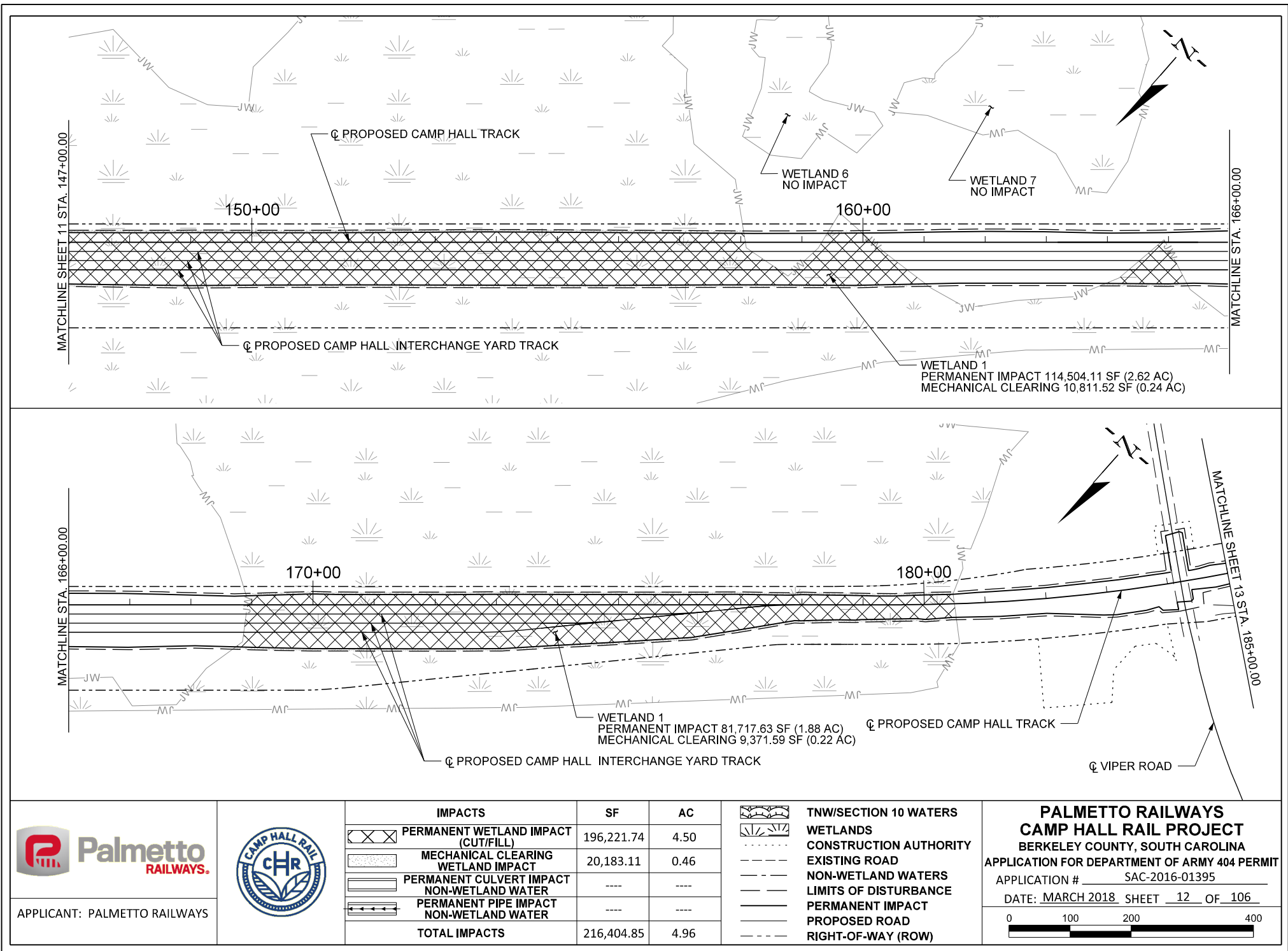


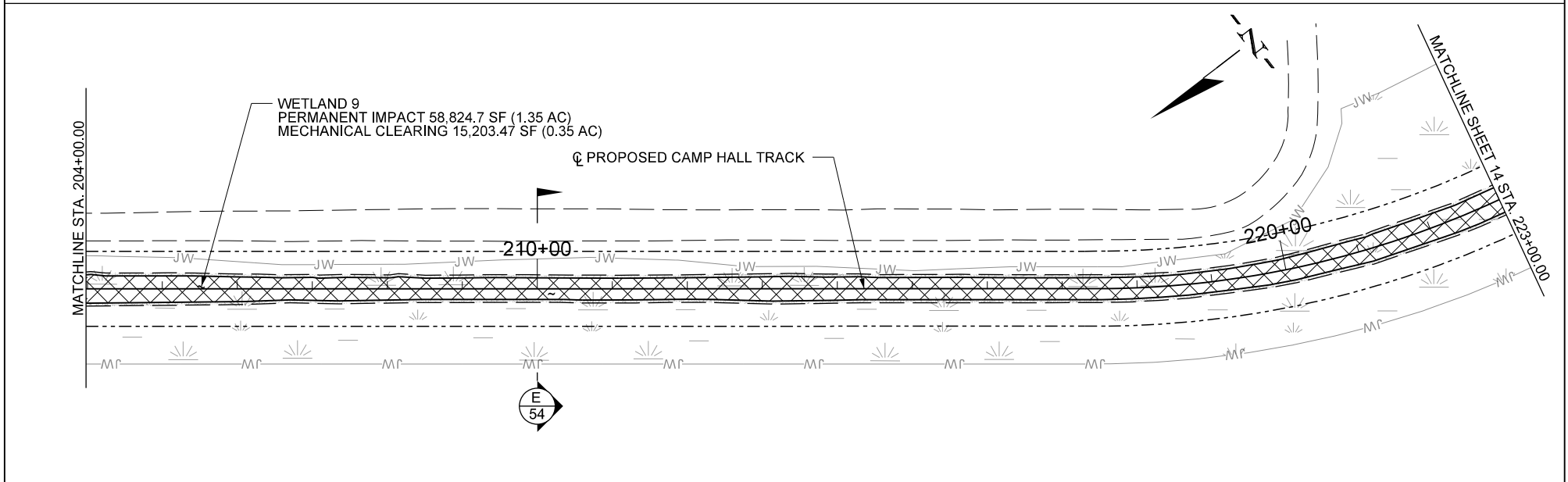
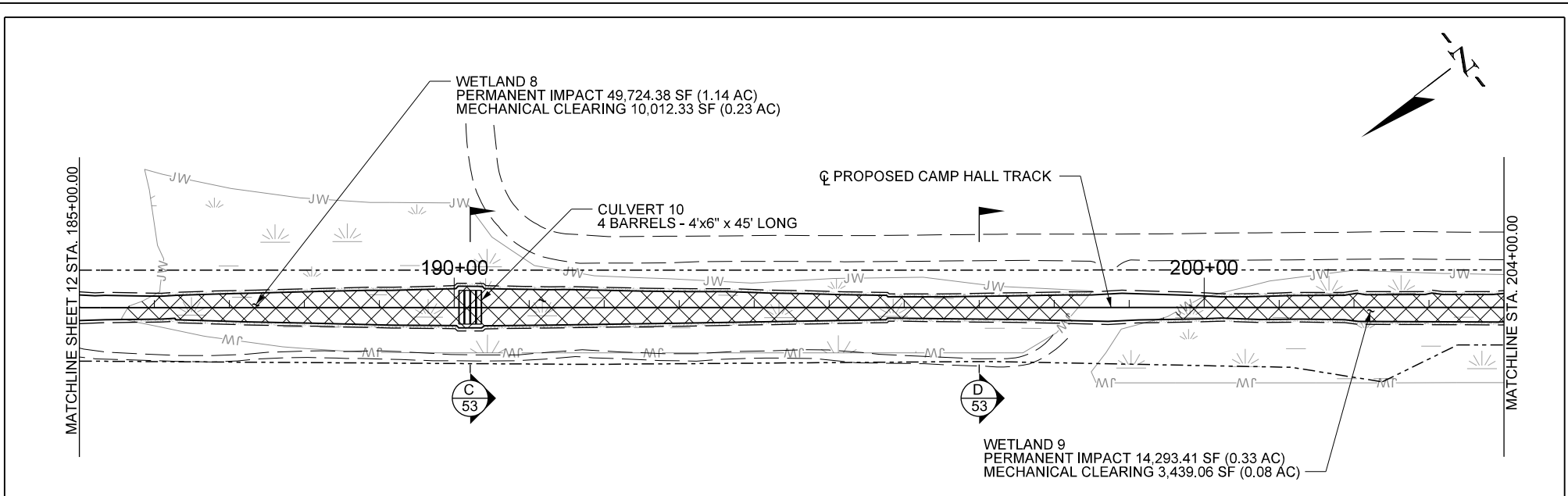
IMPACTS	SF	AC
PERMANENT WETLAND IMPACT (CUT/FILL)	264,260.59	6.07
MECHANICAL CLEARING WETLAND IMPACT	24,027.25	0.55
PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----
PERMANENT PIPE IMPACT NON-WETLAND WATER	194.20 LF	----
TOTAL IMPACTS	288,287.84	6.62

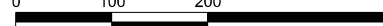
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	CONSTRUCTION AUTHORITY EXISTING ROAD
	NON-WETLAND WATERS LIMITS OF DISTURBANCE
	PERMANENT IMPACT PROPOSED ROAD
	RIGHT-OF-WAY (ROW)

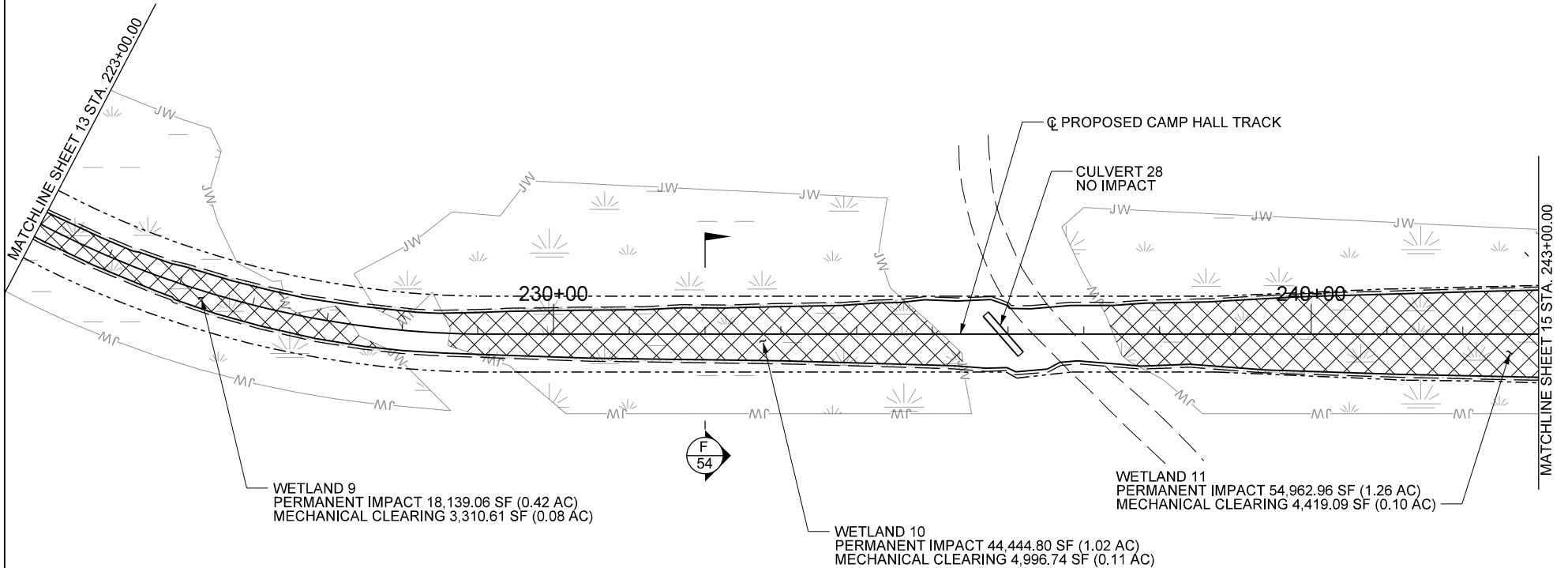
PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
 APPLICATION # SAC-2016-01395
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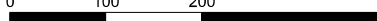
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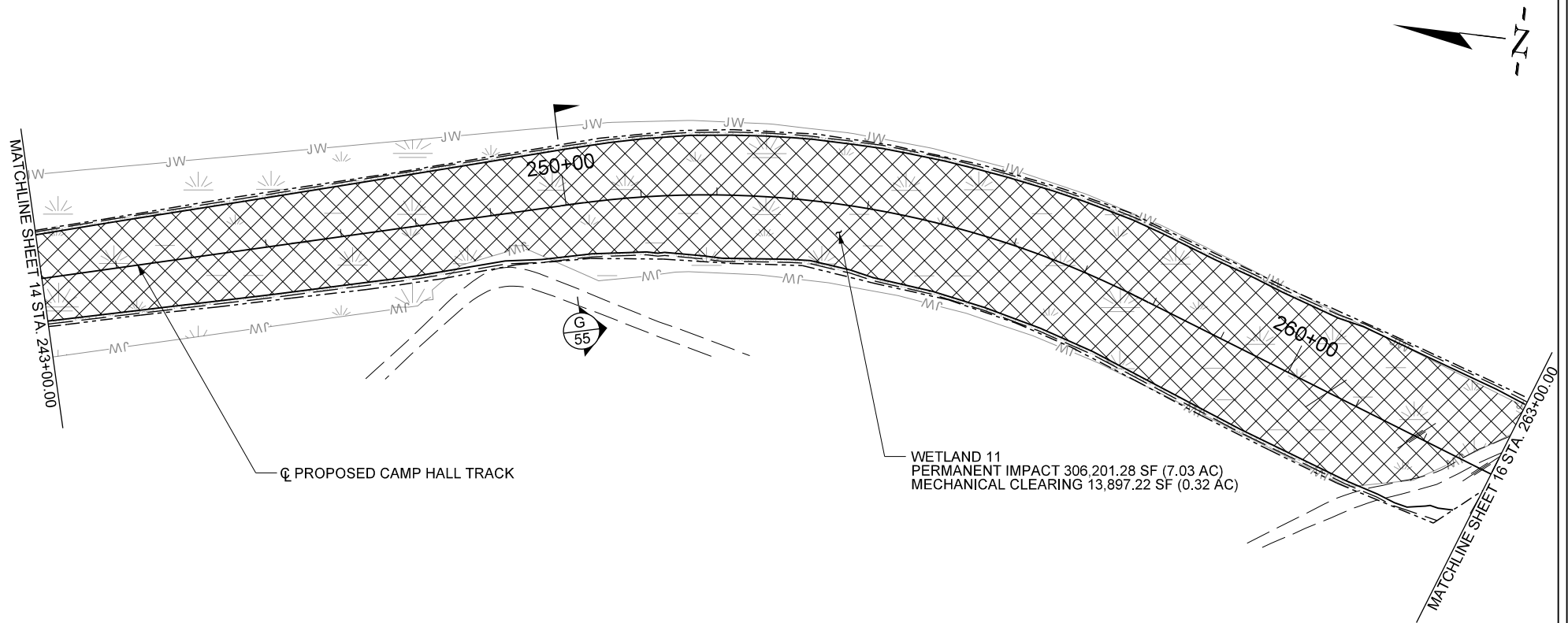




 Palmetto RAILWAYS.		IMPACTS	SF	AC		TNW/SECTION 10 WATERS	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # <u>SAC-2016-01395</u> DATE: <u>MARCH 2018</u> SHEET <u>13</u> OF <u>106</u> 0100200400 
		 PERMANENT WETLAND IMPACT (CUT/FILL)	122,842.49	2.82		WETLANDS	
		 MECHANICAL CLEARING WETLAND IMPACT	28,654.86	0.66	----	CONSTRUCTION AUTHORITY	
		 PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----	— - - -	EXISTING ROAD	
		 PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----	— — — —	NON-WETLAND WATERS	
			----	----	— — — —	LIMITS OF DISTURBANCE	
			----	----	— — — —	PERMANENT IMPACT	
TOTAL IMPACTS	151,497.35	3.48	— - - -	PROPOSED ROAD			
APPLICANT: PALMETTO RAILWAYS						RIGHT-OF-WAY (ROW)	



 Palmetto RAILWAYS.		IMPACTS	SF	AC		TNW/SECTION 10 WATERS	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # _____ SAC-2016-01395 DATE: <u>MARCH 2018</u> SHEET <u>14</u> OF <u>106</u> 0100200400 
		 PERMANENT WETLAND IMPACT (CUT/FILL)	117,546.82	2.70		WETLANDS	
		 MECHANICAL CLEARING WETLAND IMPACT	12,726.44	0.29	-----	CONSTRUCTION AUTHORITY	
		 PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----	-----	EXISTING ROAD	
		 PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----	-----	NON-WETLAND WATERS	
		TOTAL IMPACTS	130,273.26	2.99	-----	LIMITS OF DISTURBANCE	
					-----	PERMANENT IMPACT	
					-----	PROPOSED ROAD	
					-----	RIGHT-OF-WAY (ROW)	



APPLICANT: PALMETTO RAILWAYS

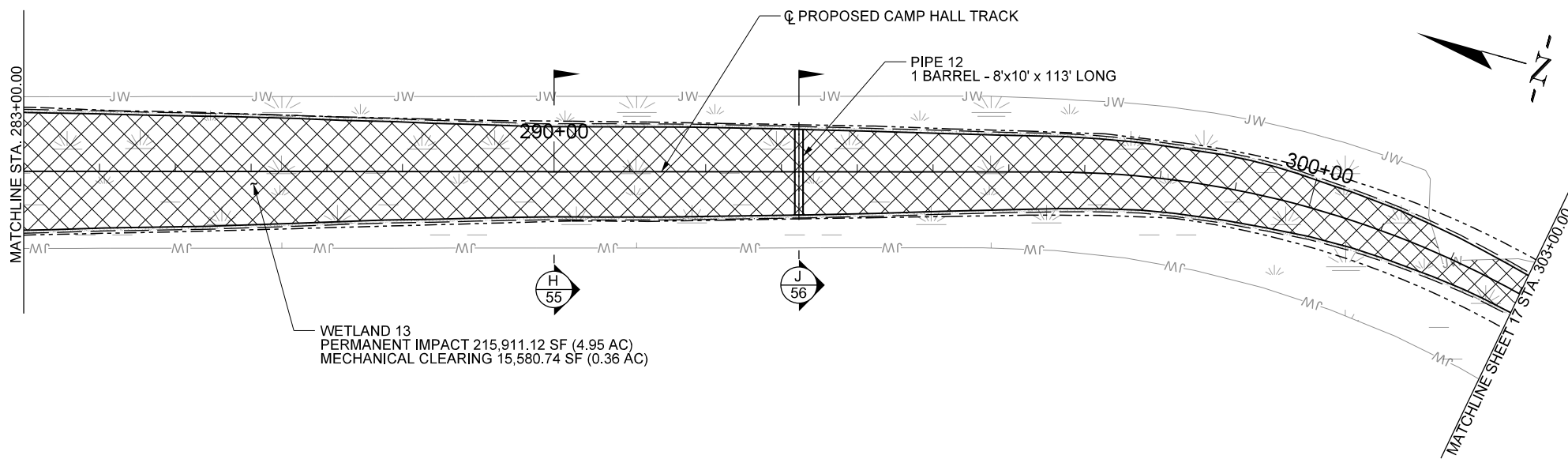
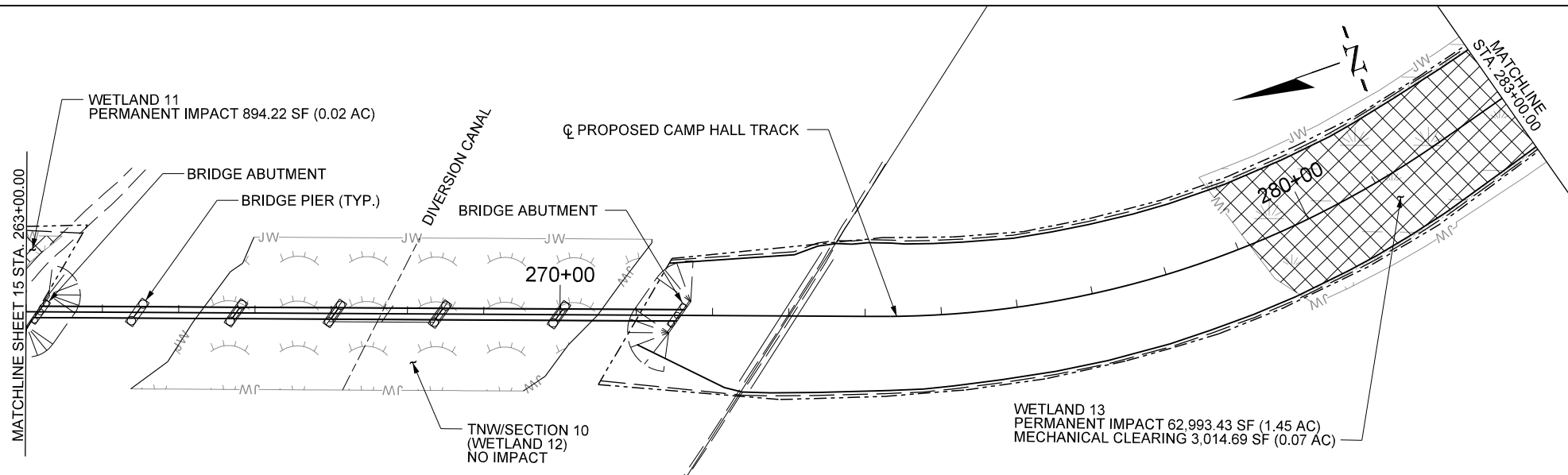


IMPACTS	SF	AC
PERMANENT WETLAND IMPACT (CUT/FILL)	306,201.28	7.03
MECHANICAL CLEARING WETLAND IMPACT	13,897.22	0.32
PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----
PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----
TOTAL IMPACTS	320,098.50	7.35

	TNW/SECTION 10 WATERS
	WETLANDS
	CONSTRUCTION AUTHORITY
	EXISTING ROAD
	NON-WETLAND WATERS
	LIMITS OF DISTURBANCE
	PERMANENT IMPACT
	PROPOSED ROAD
	RIGHT-OF-WAY (ROW)

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
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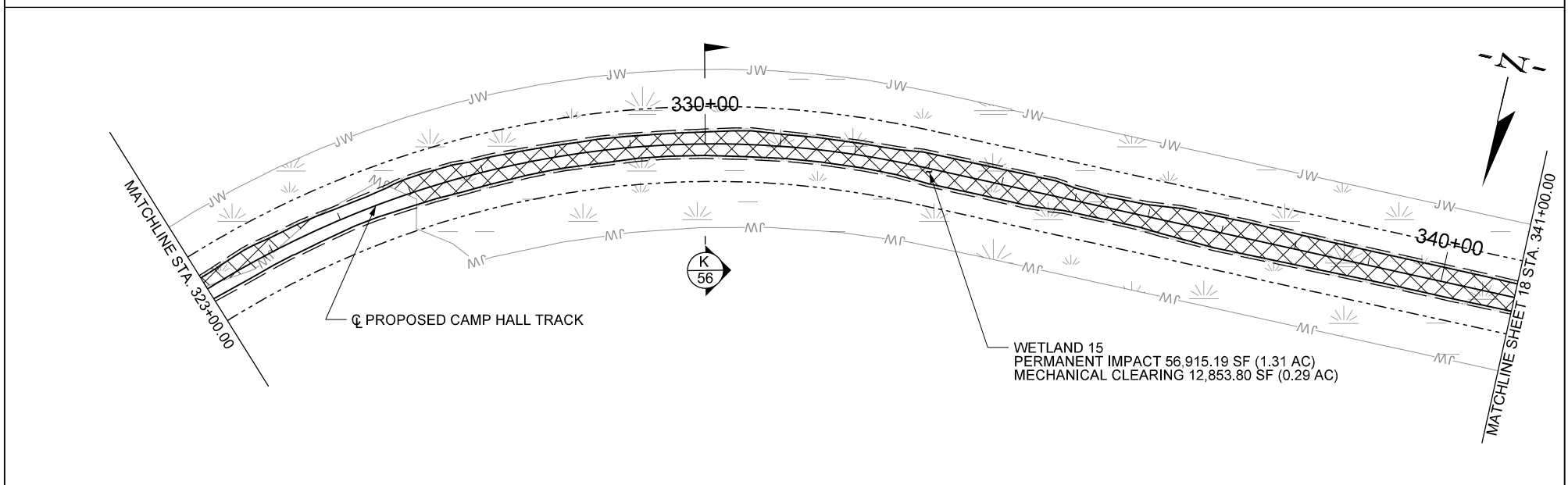
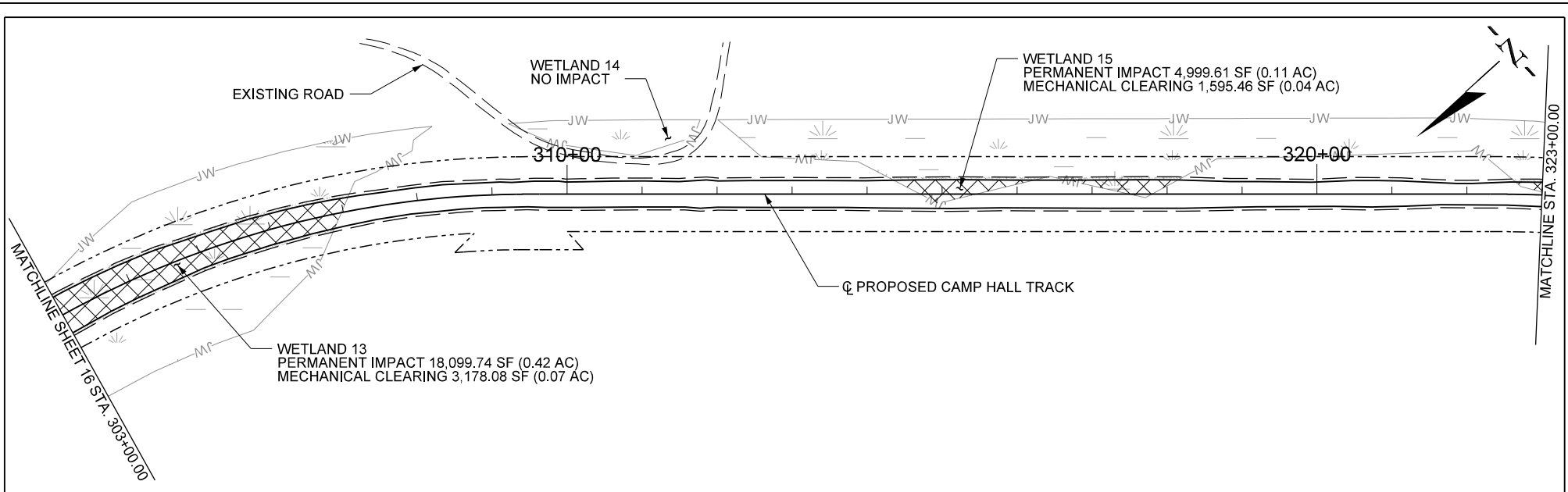


APPLICANT: PALMETTO RAILWAYS



IMPACTS	SF	AC	
PERMANENT WETLAND IMPACT (CUT/FILL)	279,798.77	6.42	TNW/SECTION 10 WATERS
MECHANICAL CLEARING WETLAND IMPACT	18,595.43	0.43	WETLANDS
PERMANENT CULVERT IMPACT	----	----	CONSTRUCTION AUTHORITY
NON-WETLAND WATER	----	----	EXISTING ROAD
PERMANENT PIPE IMPACT	----	----	NON-WETLAND WATERS
NON-WETLAND WATER	----	----	LIMITS OF DISTURBANCE
TOTAL IMPACTS	298,394.20	6.87	PERMANENT IMPACT
			PROPOSED ROAD
			RIGHT-OF-WAY (ROW)

PALMETTO RAILWAYS
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APPLICANT: PALMETTO RAILWAYS

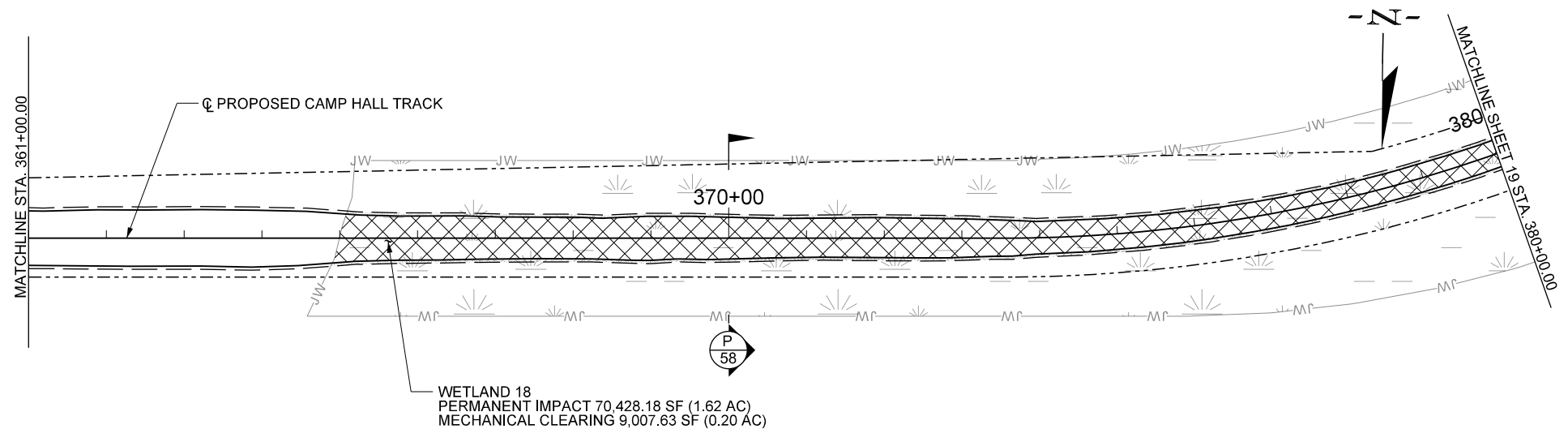
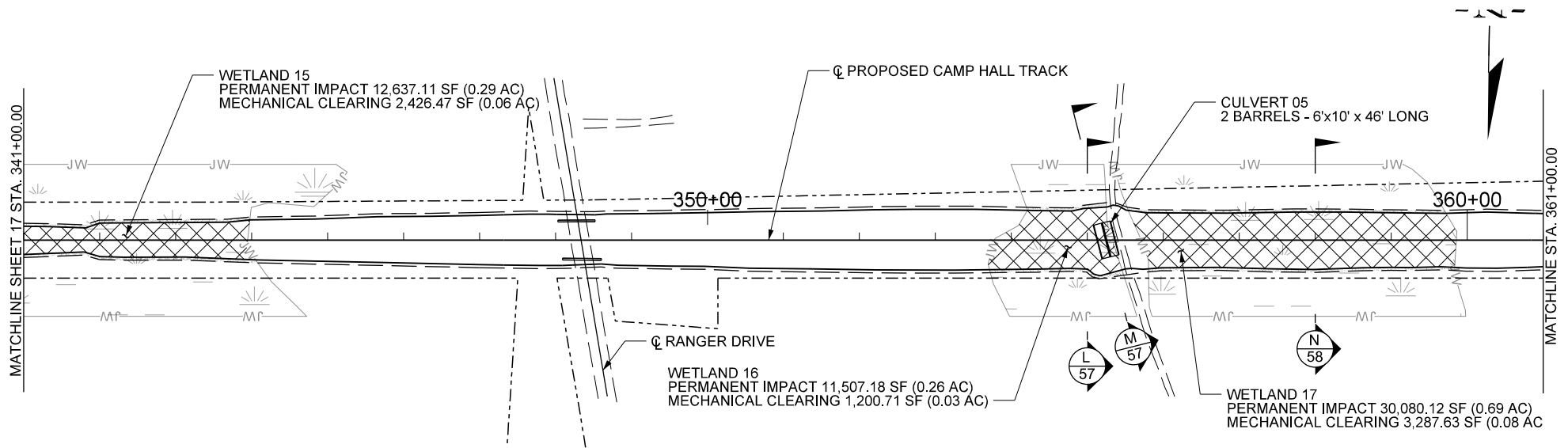


IMPACTS	SF	AC
 PERMANENT WETLAND IMPACT (CUT/FILL)	80,014.54	1.84
 MECHANICAL CLEARING WETLAND IMPACT	17,627.34	0.40
 PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----
 PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----
TOTAL IMPACTS	97,641.88	2.24

 TNW/SECTION 10 WATERS
 WETLANDS
 CONSTRUCTION AUTHORITY
 EXISTING ROAD
 NON-WETLAND WATERS
 LIMITS OF DISTURBANCE
 PERMANENT IMPACT
 PROPOSED ROAD
 RIGHT-OF-WAY (ROW)

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
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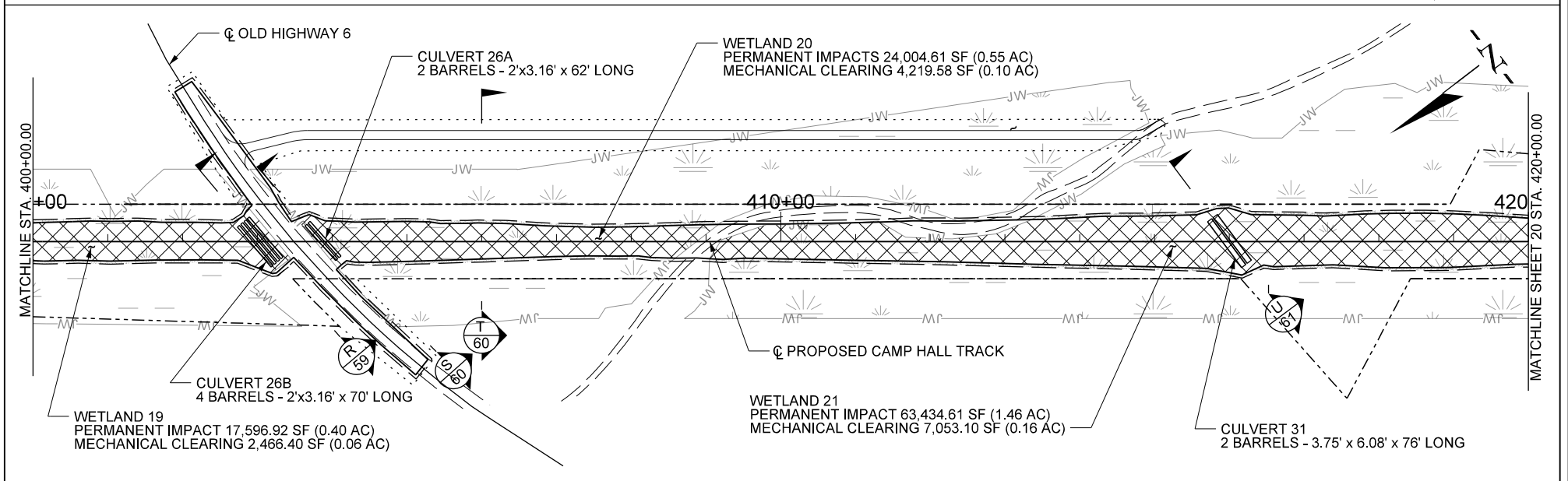
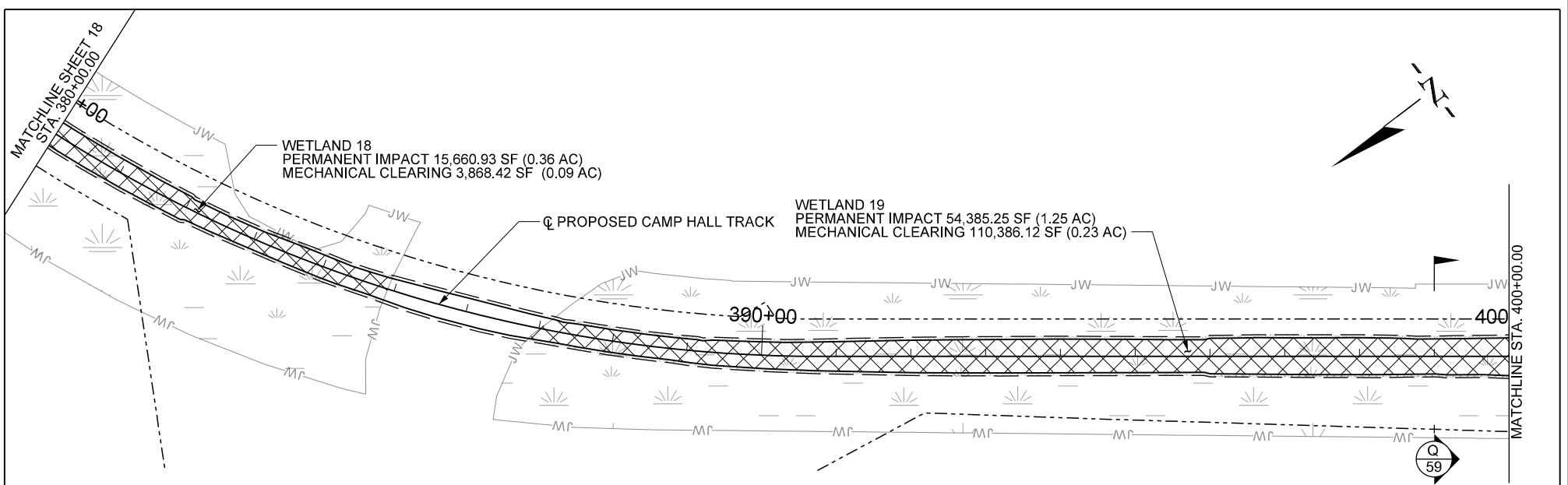


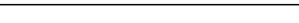
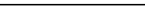
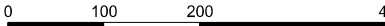
APPLICANT: PALMETTO RAILWAYS

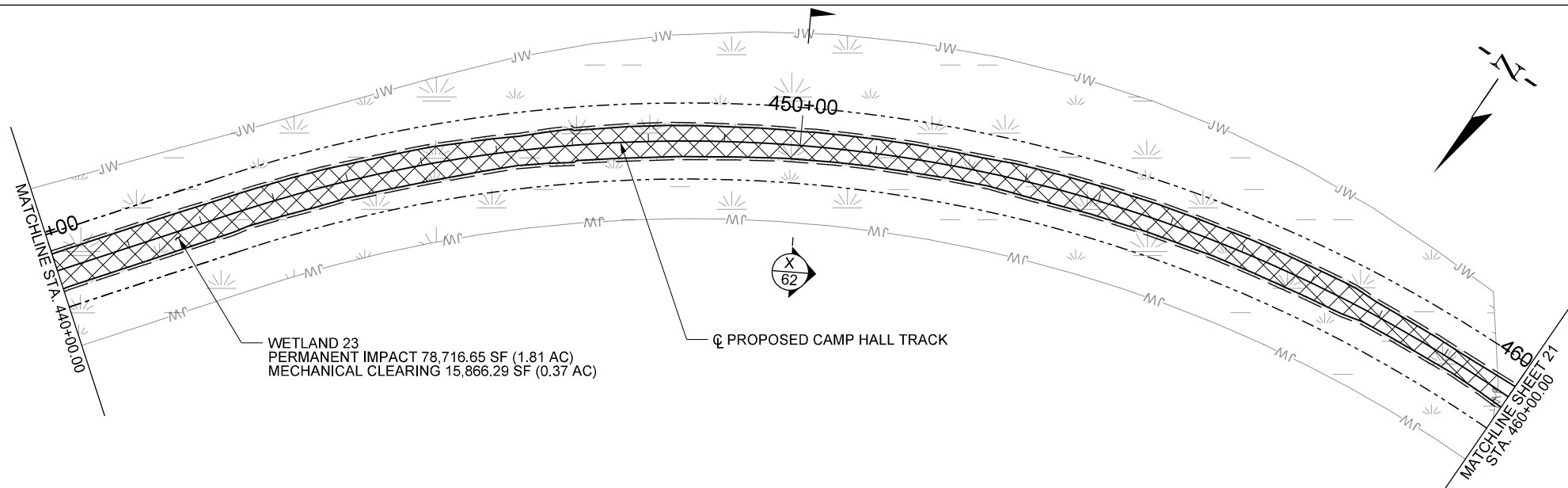
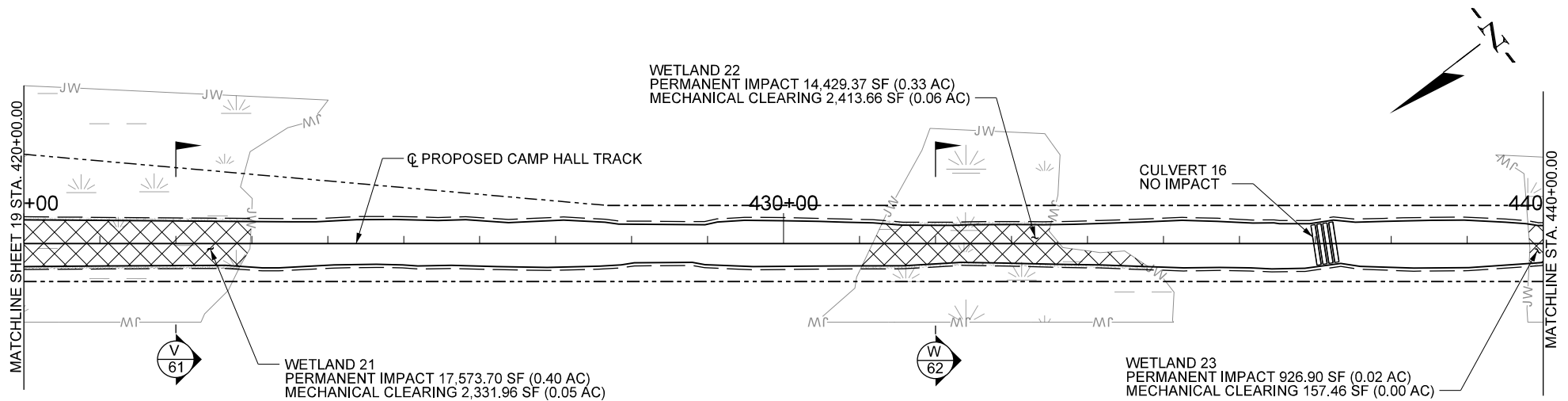


IMPACTS	SF	AC	
PERMANENT WETLAND IMPACT (CUT/FILL)	124,652.59	2.86	TNW/SECTION 10 WATERS WETLANDS CONSTRUCTION AUTHORITY EXISTING ROAD NON-WETLAND WATERS LIMITS OF DISTURBANCE PERMANENT IMPACT PROPOSED ROAD RIGHT-OF-WAY (ROW)
MECHANICAL CLEARING WETLAND IMPACT	15,922.44	0.37	
PERMANENT CULVERT IMPACT	----	----	
NON-WETLAND WATER	----	----	
PERMANENT PIPE IMPACT	----	----	
NON-WETLAND WATER	----	----	
TOTAL IMPACTS	140,575.03	3.23	

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
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 Palmetto RAILWAYS.		IMPACTS	SF	AC		TNW/SECTION 10 WATERS	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # _____ SAC-2016-01395 DATE: <u>MARCH 2018</u> SHEET <u>19</u> OF <u>106</u> 0100200400 
		 PERMANENT WETLAND IMPACT (CUT/FILL)	175,079.32	4.02		WETLANDS	
		 MECHANICAL CLEARING WETLAND IMPACT	27,993.62	0.64		CONSTRUCTION AUTHORITY	
		 PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----		EXISTING ROAD	
		 PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----		NON-WETLAND WATERS	
			----	----		LIMITS OF DISTURBANCE	
			----	----		PERMANENT IMPACT	
			----	----		PROPOSED ROAD	
APPLICANT: PALMETTO RAILWAYS		TOTAL IMPACTS	203,072.94	4.66		RIGHT-OF-WAY (ROW)	



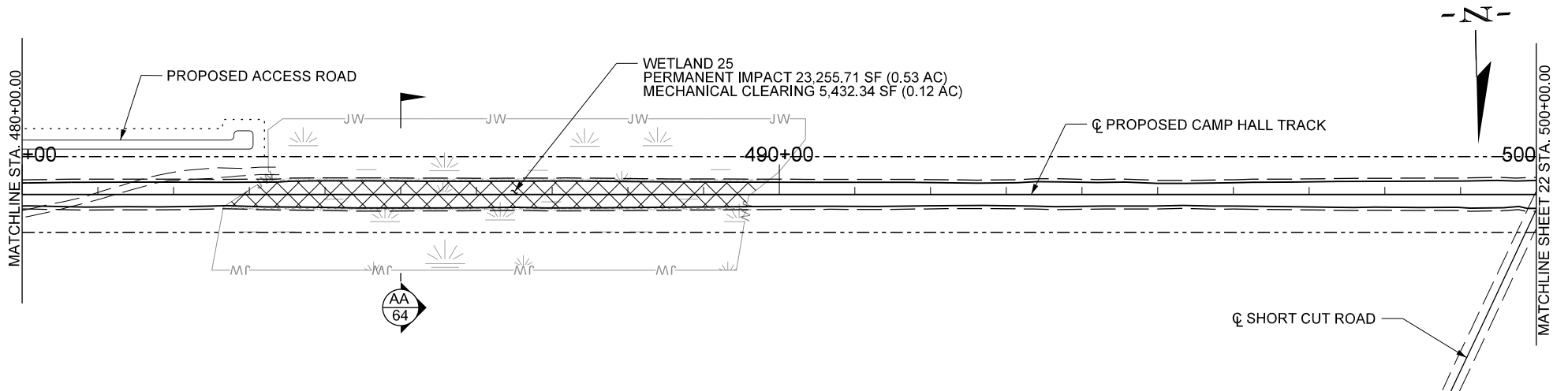
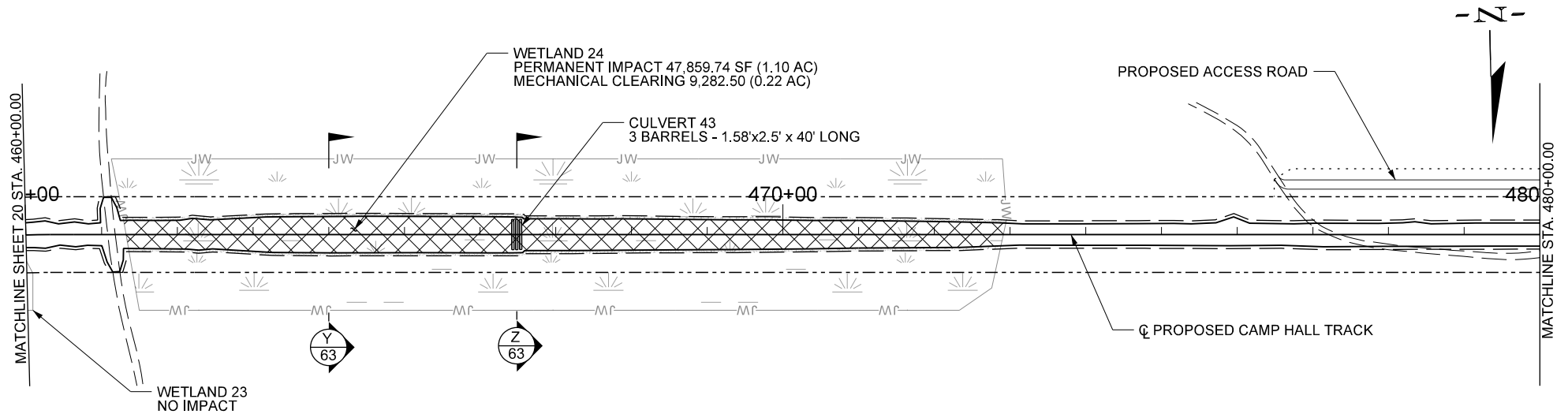
APPLICANT: PALMETTO RAILWAYS



IMPACTS	SF	AC	
PERMANENT WETLAND IMPACT (CUT/FILL)	111,646.62	2.56	
MECHANICAL CLEARING WETLAND IMPACT	20,769.37	0.48	
PERMANENT CULVERT IMPACT	----	----	
NON-WETLAND WATER	----	----	
PERMANENT PIPE IMPACT	----	----	
NON-WETLAND WATER	----	----	
TOTAL IMPACTS	132,415.99	3.04	

	TNW/SECTION 10 WATERS
	WETLANDS
	CONSTRUCTION AUTHORITY
	EXISTING ROAD
	NON-WETLAND WATERS
	LIMITS OF DISTURBANCE
	PERMANENT IMPACT
	PROPOSED ROAD
	RIGHT-OF-WAY (ROW)

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
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APPLICANT: PALMETTO RAILWAYS



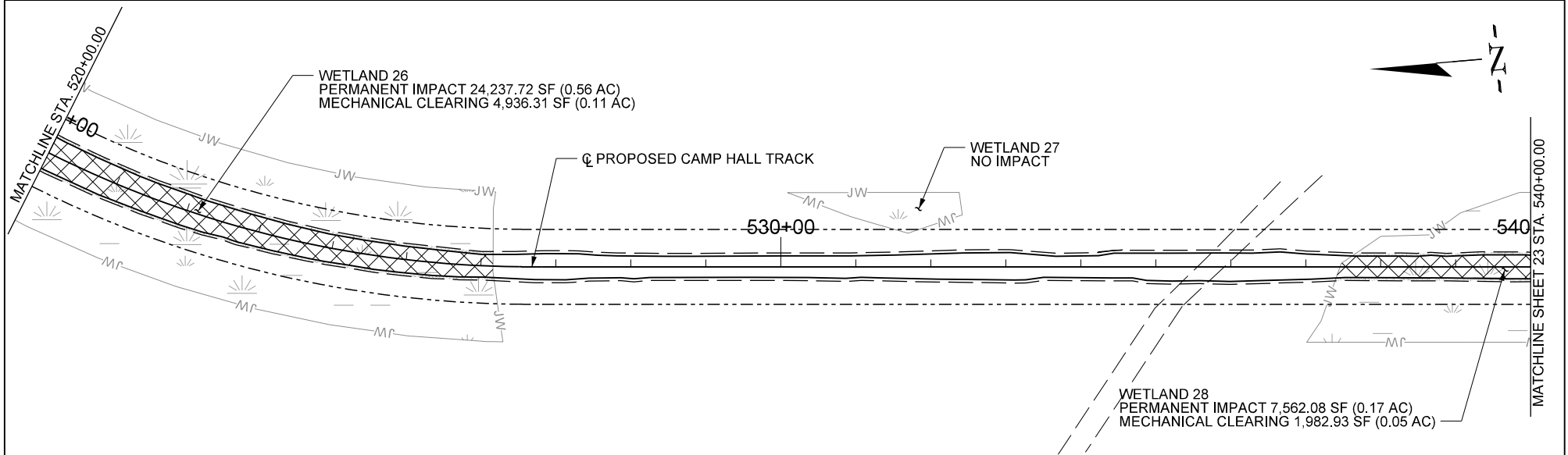
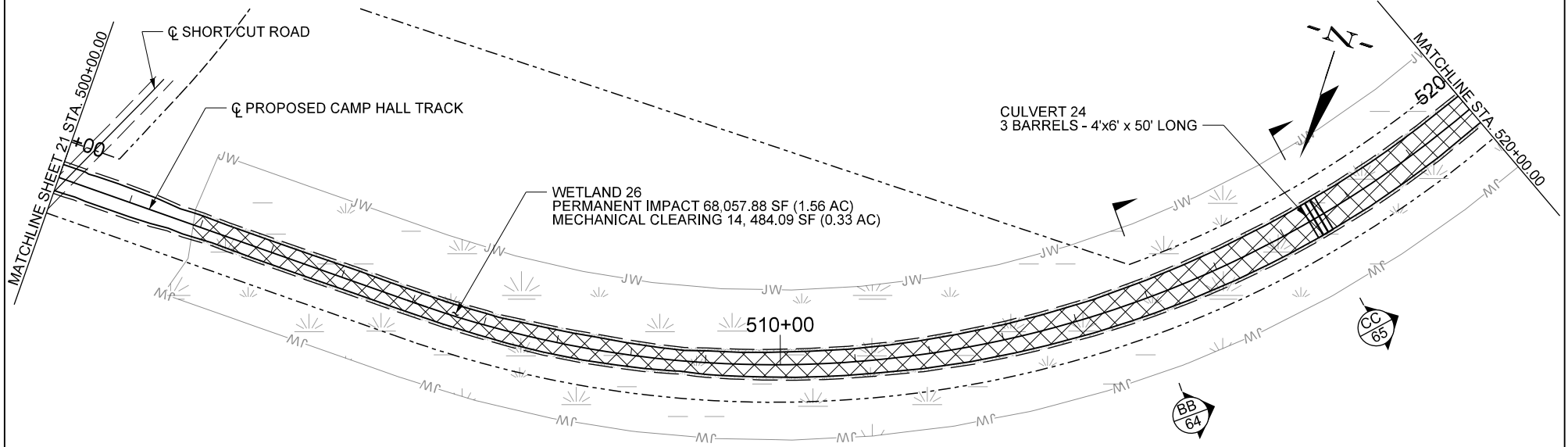
IMPACTS	SF	AC		TNW/SECTION 10 WATERS
PERMANENT WETLAND IMPACT (CUT/FILL)	71,115.45	1.63		WETLANDS
MECHANICAL CLEARING WETLAND IMPACT	14,714.84	0.34		CONSTRUCTION AUTHORITY
PERMANENT CULVERT IMPACT	----	----		EXISTING ROAD
NON-WETLAND WATER	----	----		NON-WETLAND WATERS
PERMANENT PIPE IMPACT	----	----		LIMITS OF DISTURBANCE
NON-WETLAND WATER	----	----		PERMANENT IMPACT
TOTAL IMPACTS	85,830.29	1.97		PROPOSED ROAD
				RIGHT-OF-WAY (ROW)

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT

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APPLICANT: PALMETTO RAILWAYS

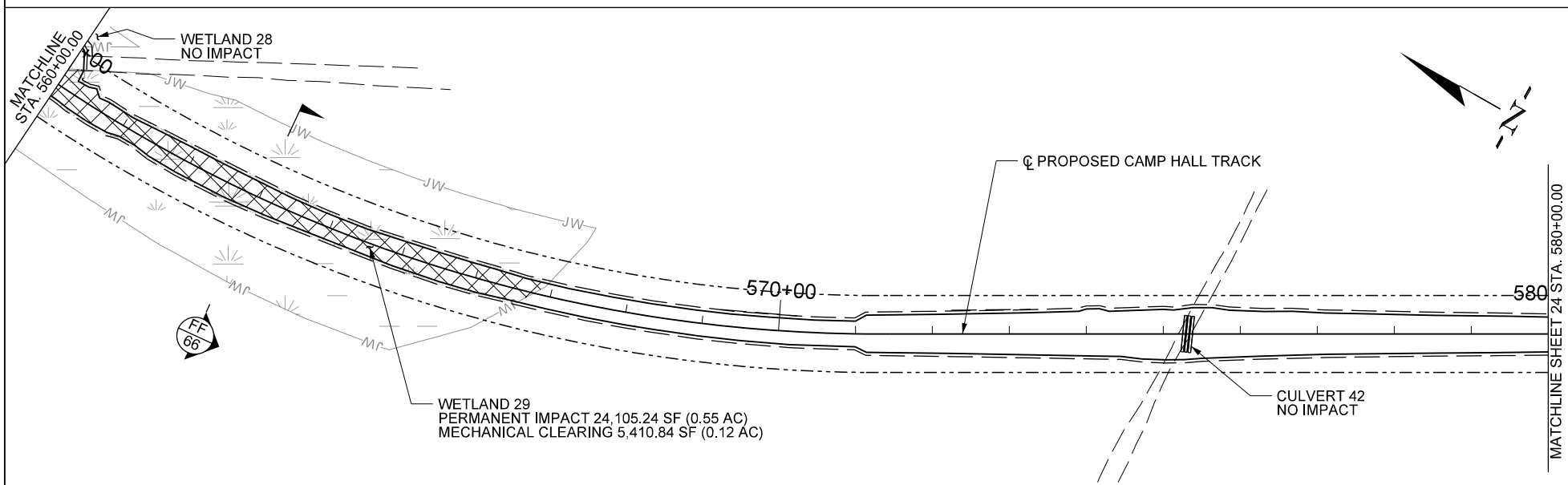
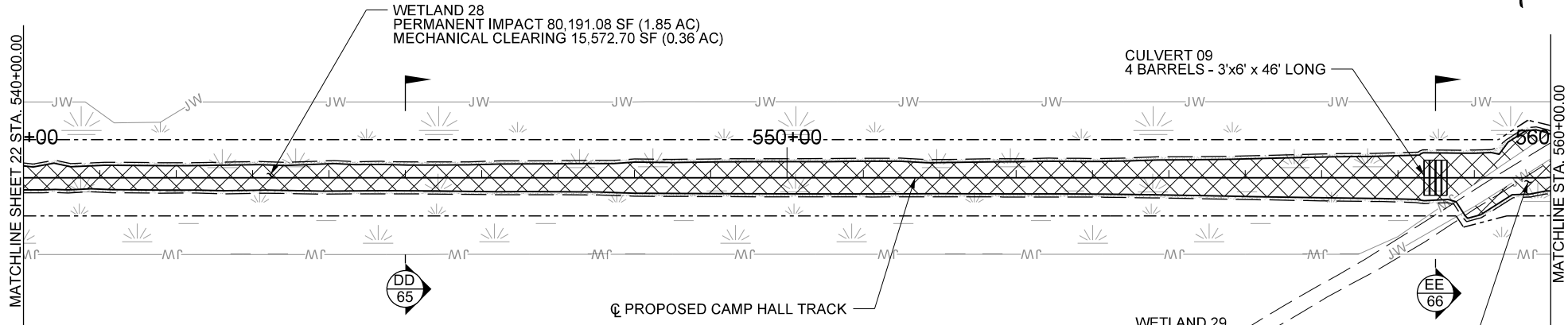


IMPACTS	SF	AC
PERMANENT WETLAND IMPACT (CUT/FILL)	99,857.68	2.29
MECHANICAL CLEARING WETLAND IMPACT	21,403.33	0.49
PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----
PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----
TOTAL IMPACTS	121,261.01	2.78

	TNW/SECTION 10 WATERS
	WETLANDS
	CONSTRUCTION AUTHORITY
	EXISTING ROAD
	NON-WETLAND WATERS
	LIMITS OF DISTURBANCE
	PERMANENT IMPACT
	PROPOSED ROAD
	RIGHT-OF-WAY (ROW)

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
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APPLICANT: PALMETTO RAILWAYS

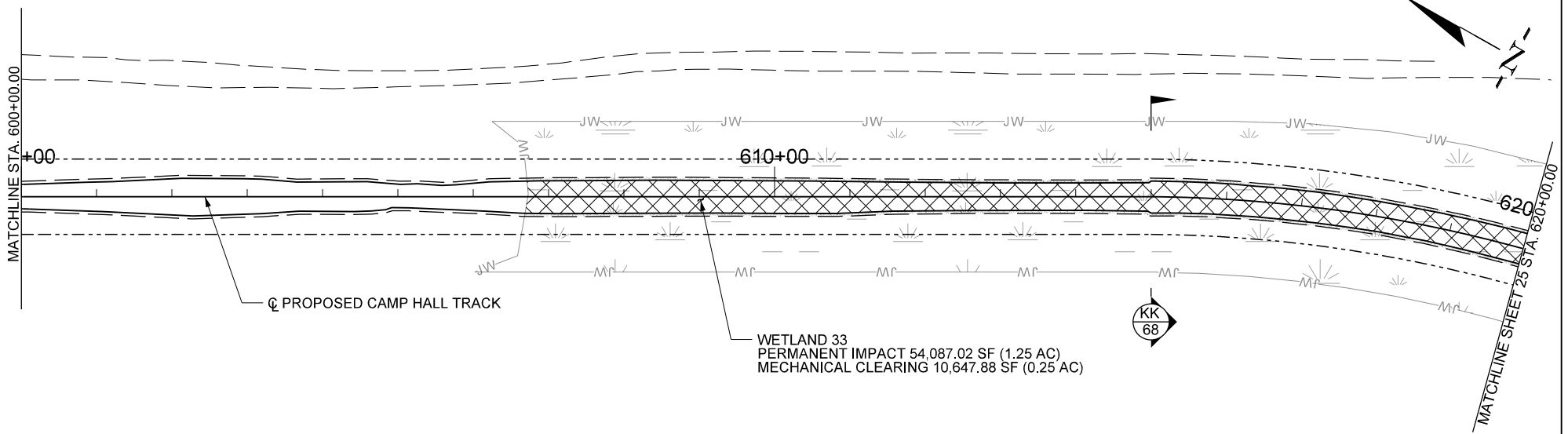
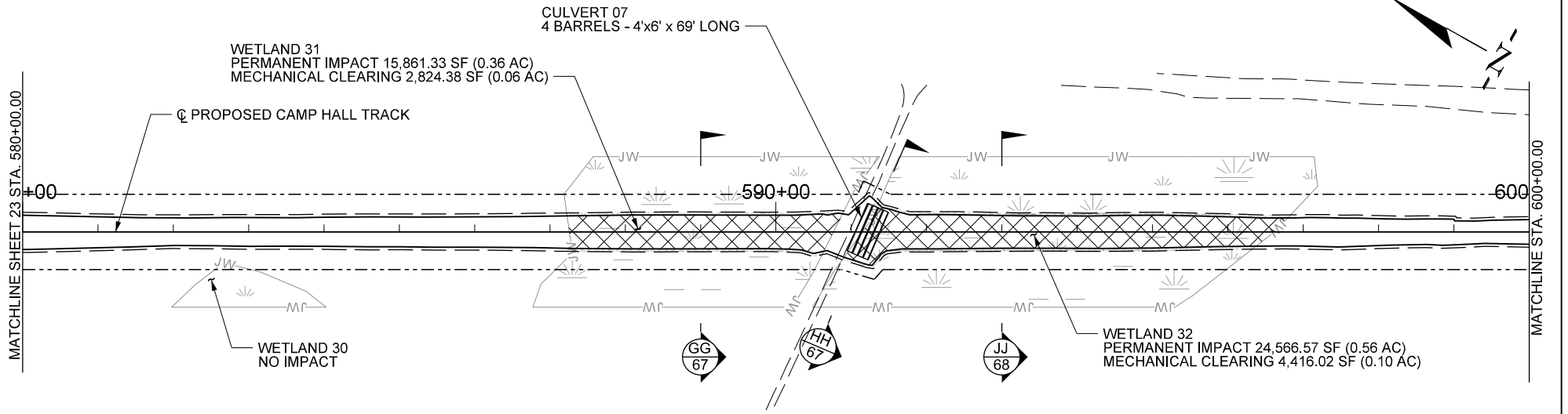


IMPACTS	SF	AC
PERMANENT WETLAND IMPACT (CUT/FILL)	106,663.02	2.45
MECHANICAL CLEARING WETLAND IMPACT	21,499.80	0.49
PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----
PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----
TOTAL IMPACTS	128,162.82	2.94

	TNW/SECTION 10 WATERS
	WETLANDS
	CONSTRUCTION AUTHORITY
	EXISTING ROAD
	NON-WETLAND WATERS
	LIMITS OF DISTURBANCE
	PERMANENT IMPACT
	PROPOSED ROAD
	RIGHT-OF-WAY (ROW)

PALMETTO RAILWAYS
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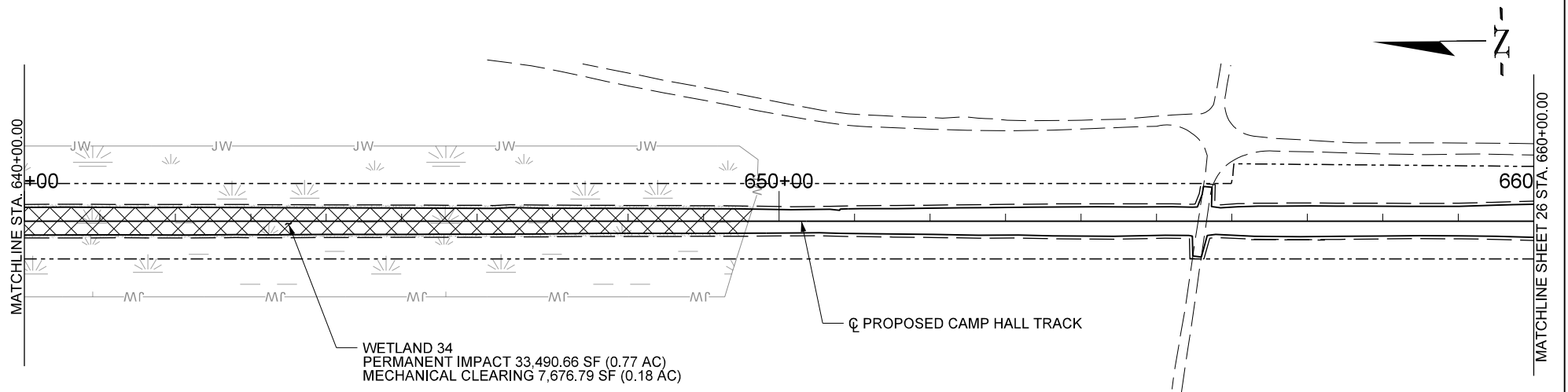
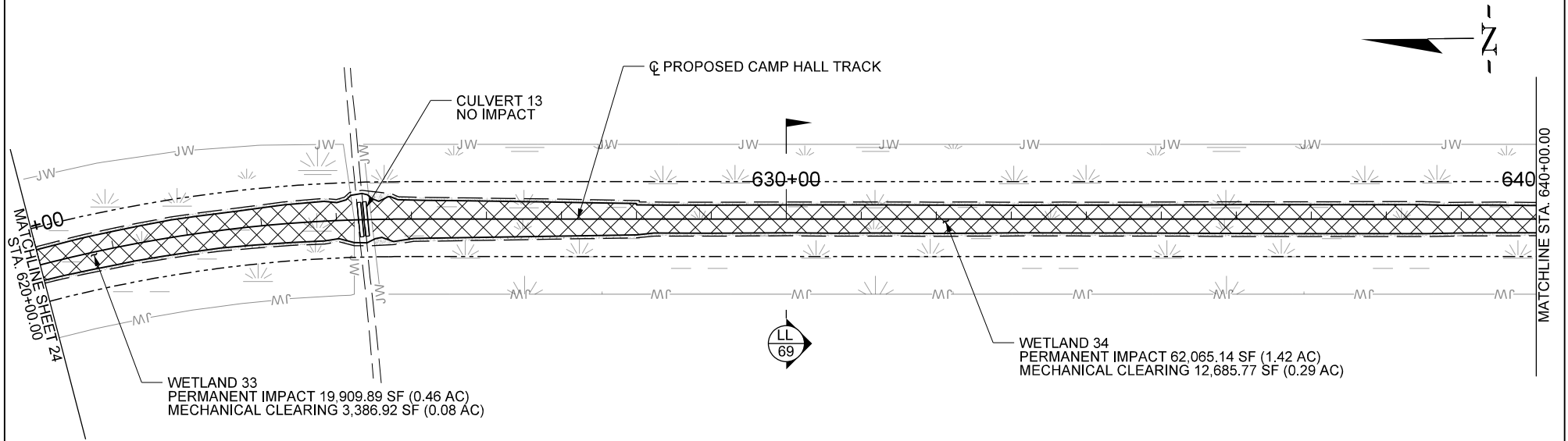
APPLICANT: PALMETTO RAILWAYS



IMPACTS	SF	AC
PERMANENT WETLAND IMPACT (CUT/FILL)	94,514.92	2.17
MECHANICAL CLEARING WETLAND IMPACT	17,888.28	0.41
PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----
PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----
TOTAL IMPACTS	112,403.20	2.58

TNW/SECTION 10 WATERS
WETLANDS
CONSTRUCTION AUTHORITY
EXISTING ROAD
NON-WETLAND WATERS
LIMITS OF DISTURBANCE
PERMANENT IMPACT
PROPOSED ROAD
RIGHT-OF-WAY (ROW)

PALMETTO RAILWAYS
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APPLICANT: PALMETTO RAILWAYS



IMPACTS	SF	AC
PERMANENT WETLAND IMPACT (CUT/FILL)	115,465.69	2.65
MECHANICAL CLEARING WETLAND IMPACT	23,749.48	0.55
PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----
PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----
TOTAL IMPACTS	139,215.17	3.20

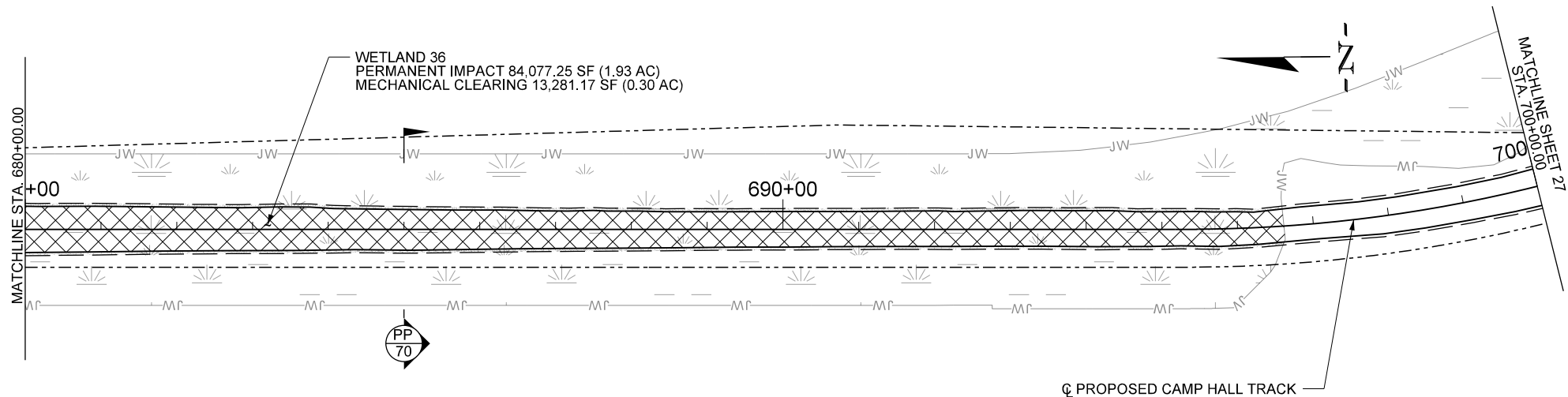
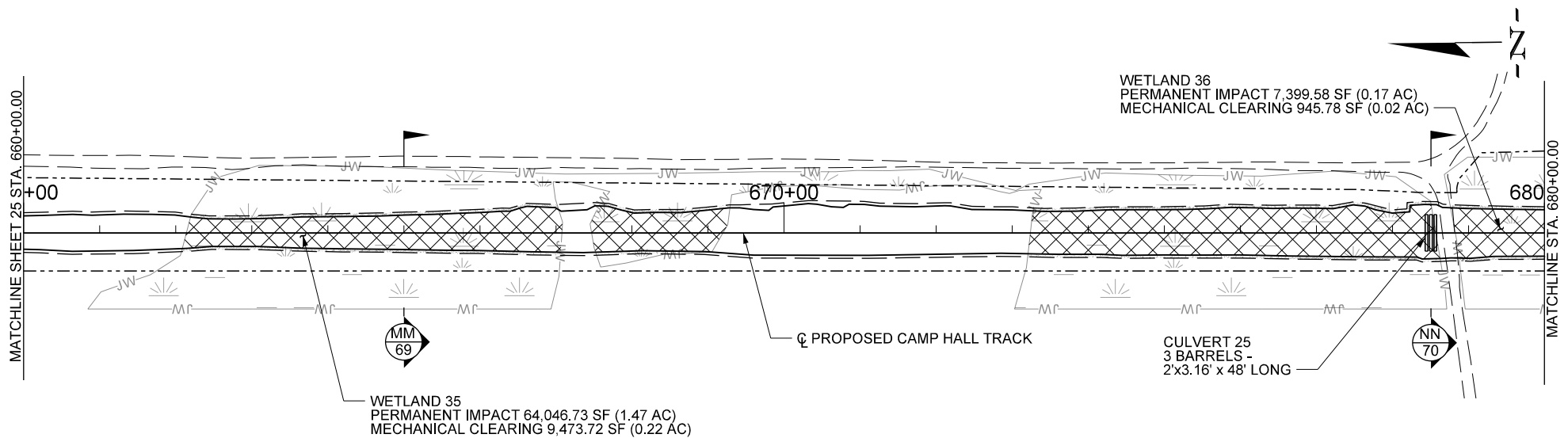
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	WETLANDS
	CONSTRUCTION AUTHORITY
	EXISTING ROAD
	NON-WETLAND WATERS
	LIMITS OF DISTURBANCE
	PERMANENT IMPACT
	PROPOSED ROAD
	RIGHT-OF-WAY (ROW)

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT

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APPLICANT: PALMETTO RAILWAYS

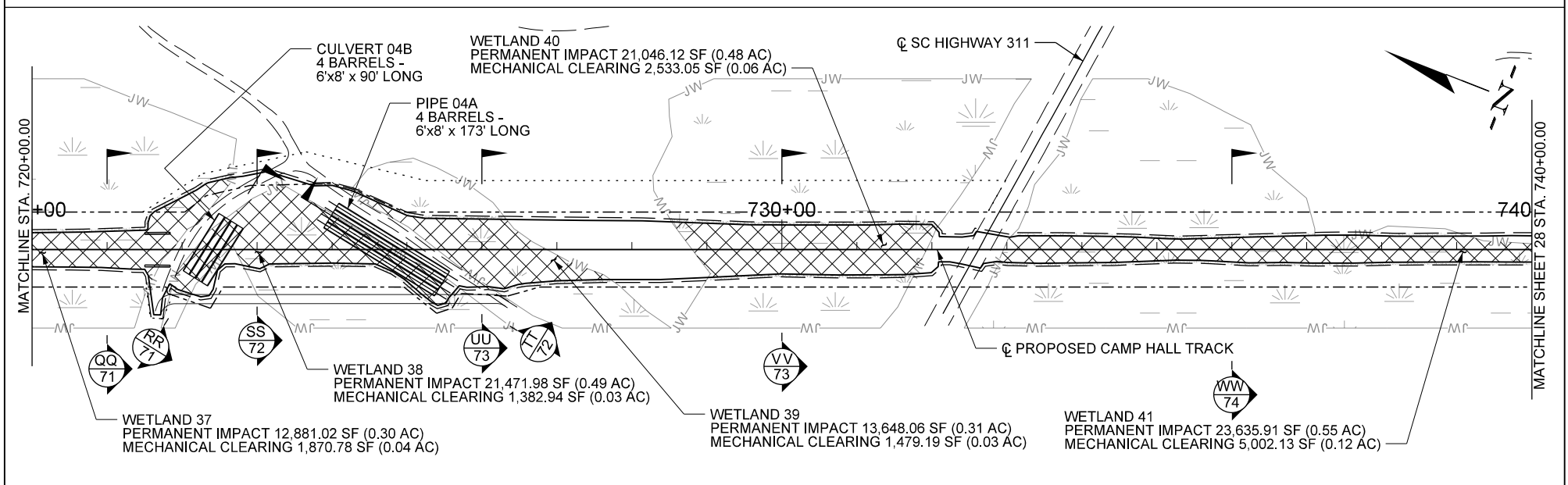
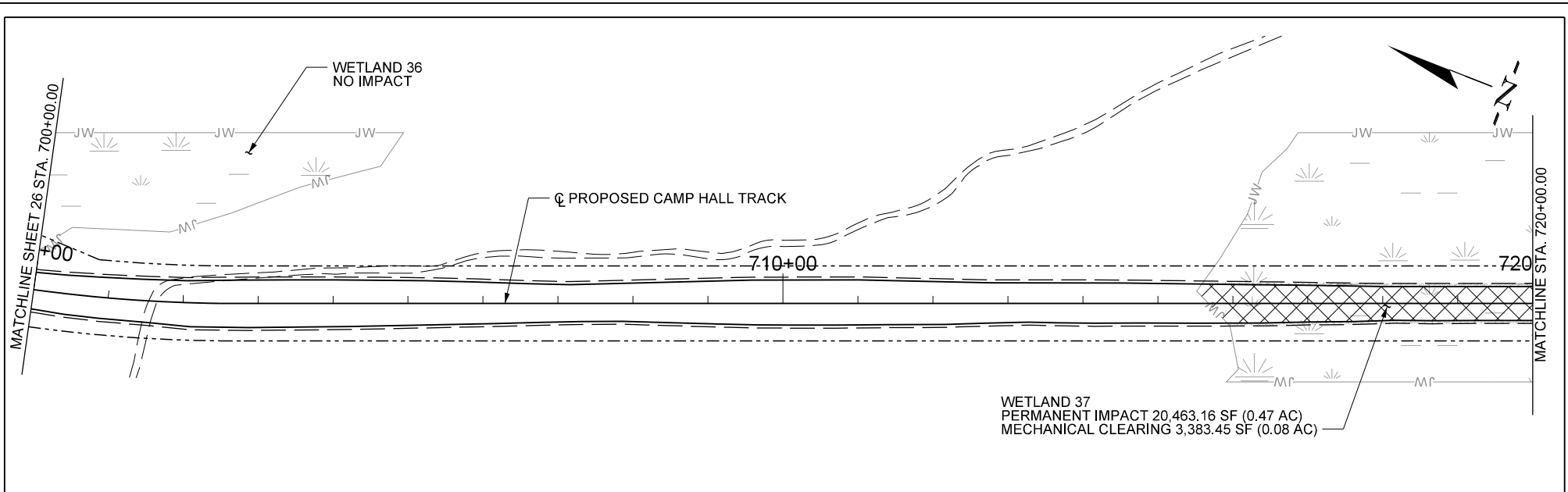


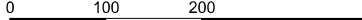
IMPACTS	SF	AC
PERMANENT WETLAND IMPACT (CUT/FILL)	155,523.56	3.57
MECHANICAL CLEARING WETLAND IMPACT	23,700.67	0.54
PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----
PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----
TOTAL IMPACTS	179,224.23	4.11

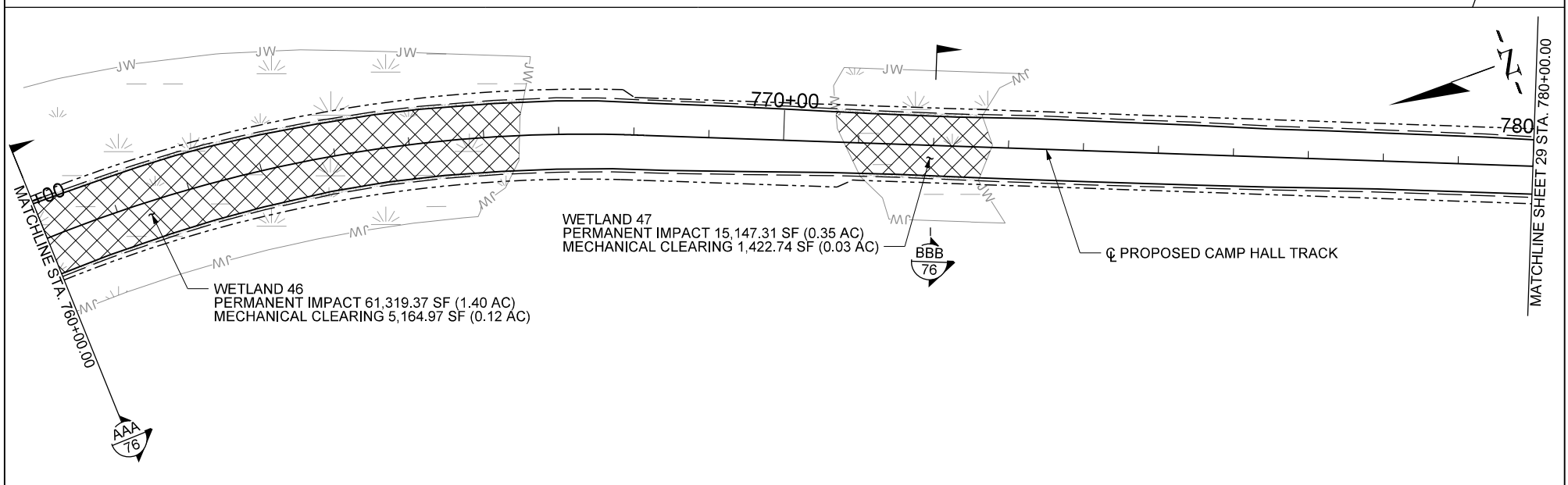
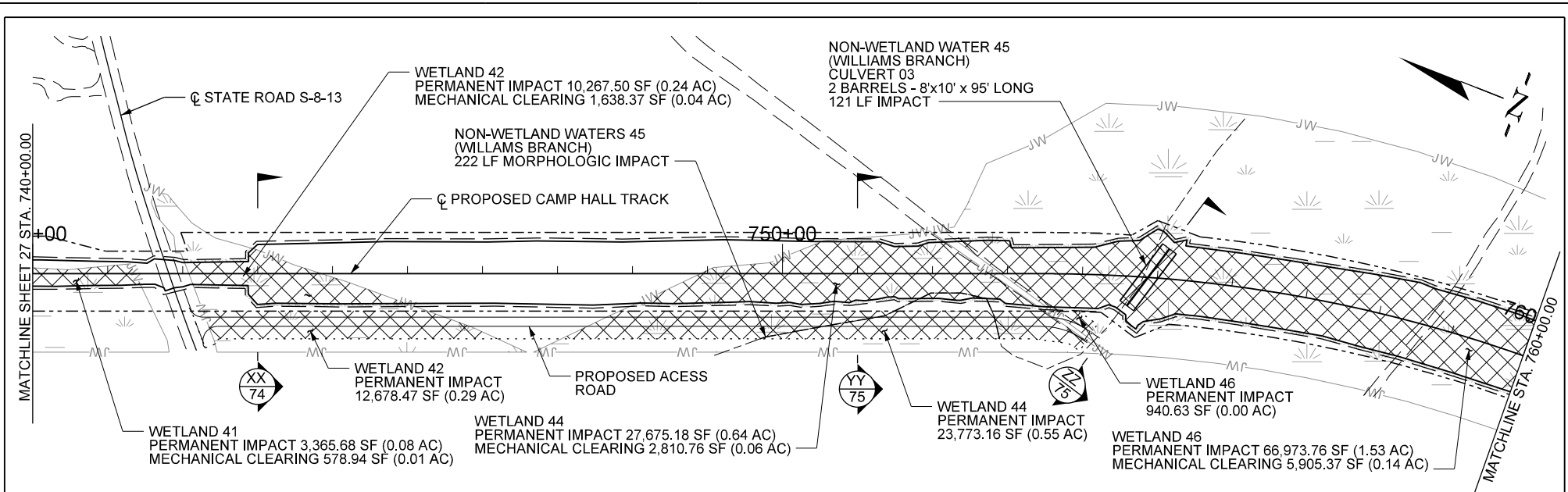
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	WETLANDS
	CONSTRUCTION AUTHORITY
	EXISTING ROAD
	NON-WETLAND WATERS
	LIMITS OF DISTURBANCE
	PERMANENT IMPACT
	PROPOSED ROAD
	RIGHT-OF-WAY (ROW)

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 Palmetto RAILWAYS.		IMPACTS	SF	AC		TNW/SECTION 10 WATERS	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # <u>SAC-2016-01395</u> DATE: <u>MARCH 2018</u> SHEET <u>27</u> OF <u>106</u> 0100200400 
		 PERMANENT WETLAND IMPACT (CUT/FILL)	113,046.25	2.60		WETLANDS	
		 MECHANICAL CLEARING WETLAND IMPACT	15,651.54	0.36	-----	CONSTRUCTION AUTHORITY	
		 PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----	-----	EXISTING ROAD	
		 PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----	-----	NON-WETLAND WATERS	
		TOTAL IMPACTS	128,697.79	2.96	-----	LIMITS OF DISTURBANCE	
APPLICANT: PALMETTO RAILWAYS						PERMANENT IMPACT	
						PROPOSED ROAD	
						RIGHT-OF-WAY (ROW)	





APPLICANT: PALMETTO RAILWAYS



IMPACTS	SF	AC
PERMANENT WETLAND IMPACT (CUT/FILL)	222,141.03	5.10
MECHANICAL CLEARING WETLAND IMPACT	17,521.15	0.40
PERMANENT MORPHOLOGIC IMPACT NON-WETLAND WATER	222 LF	----
PERMANENT PIPE IMPACT NON-WETLAND WATER	121 LF	----
TOTAL IMPACTS	239,662.21	5.50

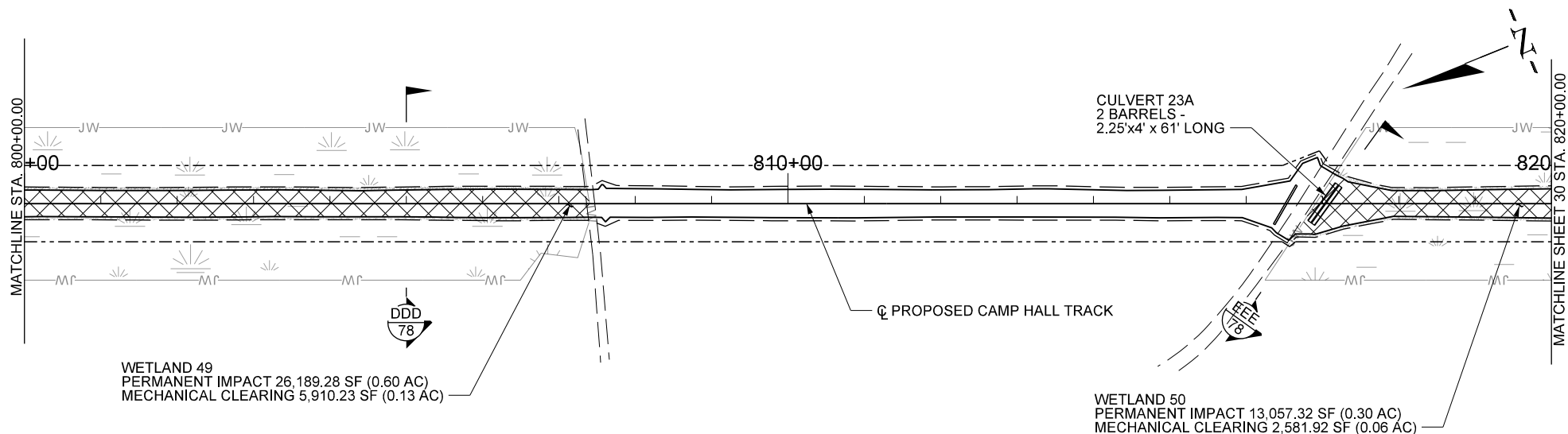
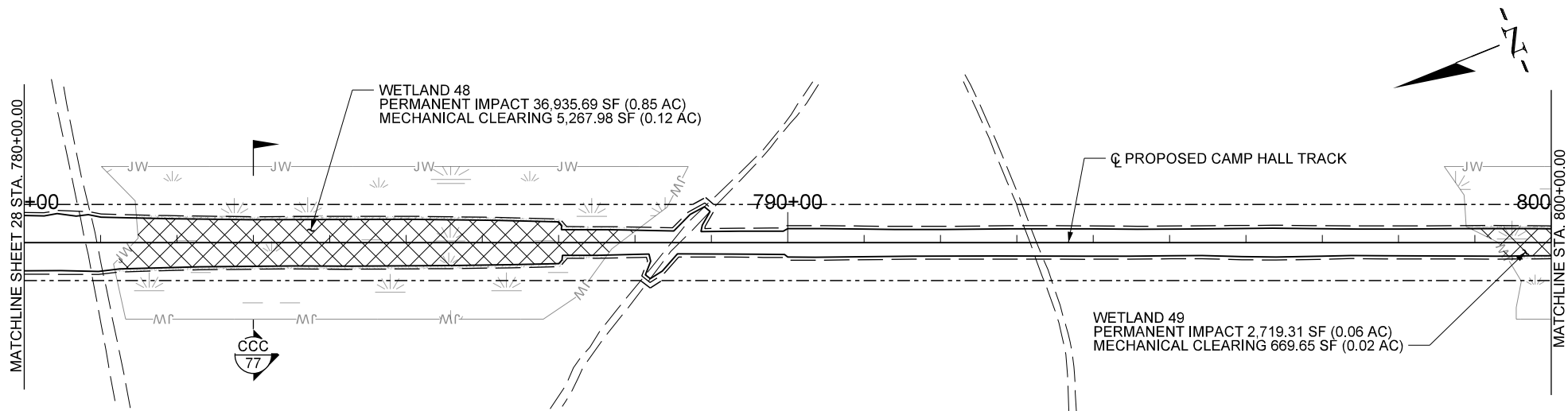
TNW/SECTION 10 WATERS
WETLANDS
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 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT

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DATE: MARCH 2018 SHEET 28 OF 106





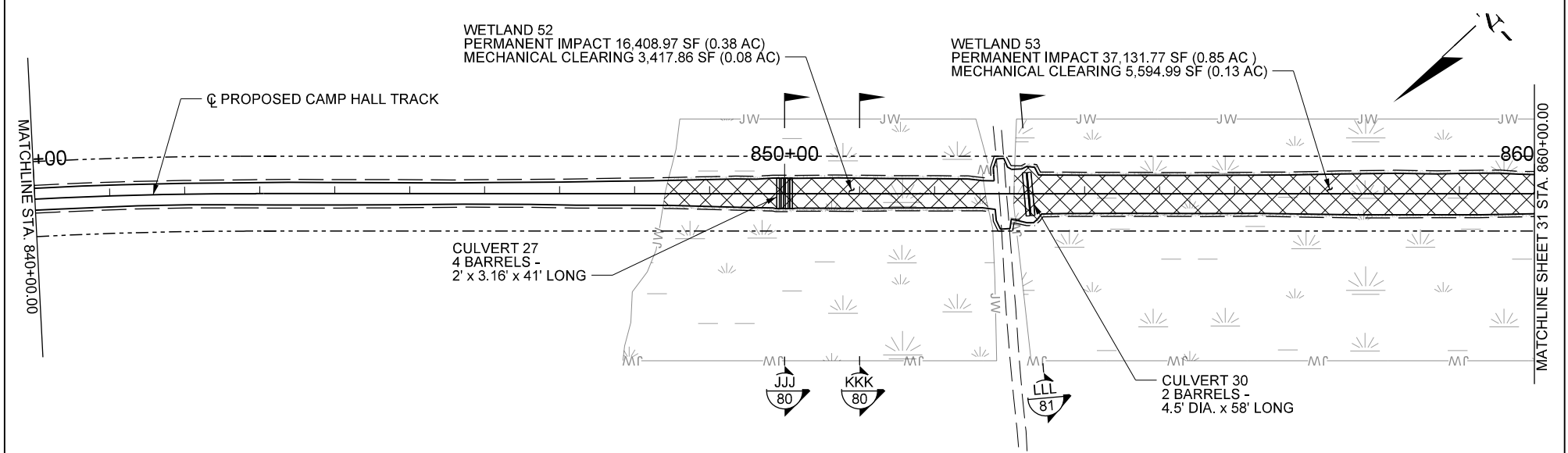
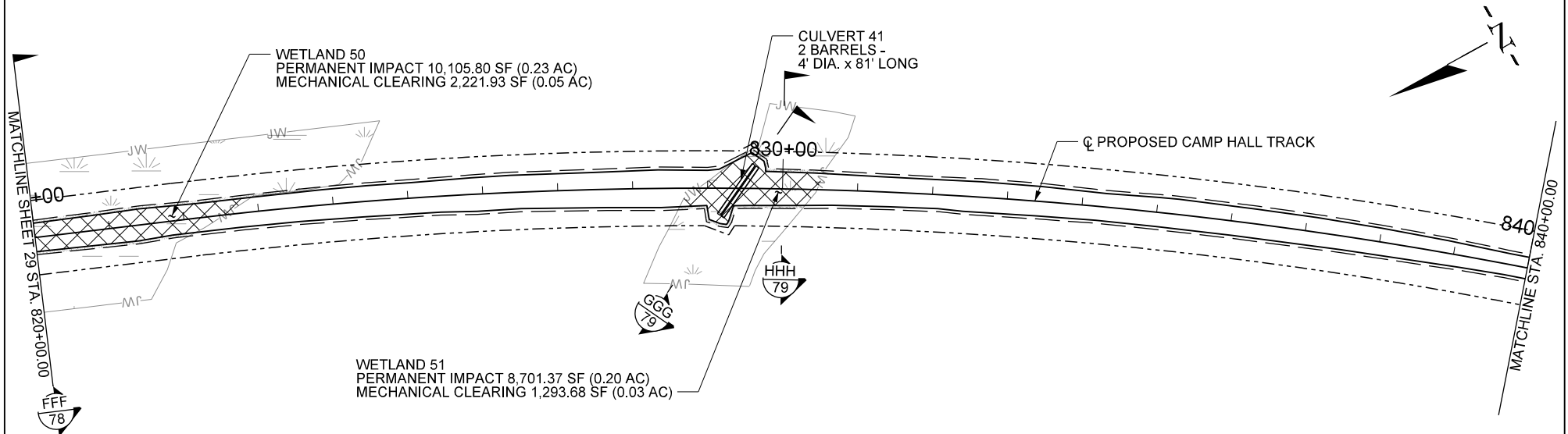
APPLICANT: PALMETTO RAILWAYS

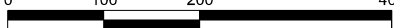


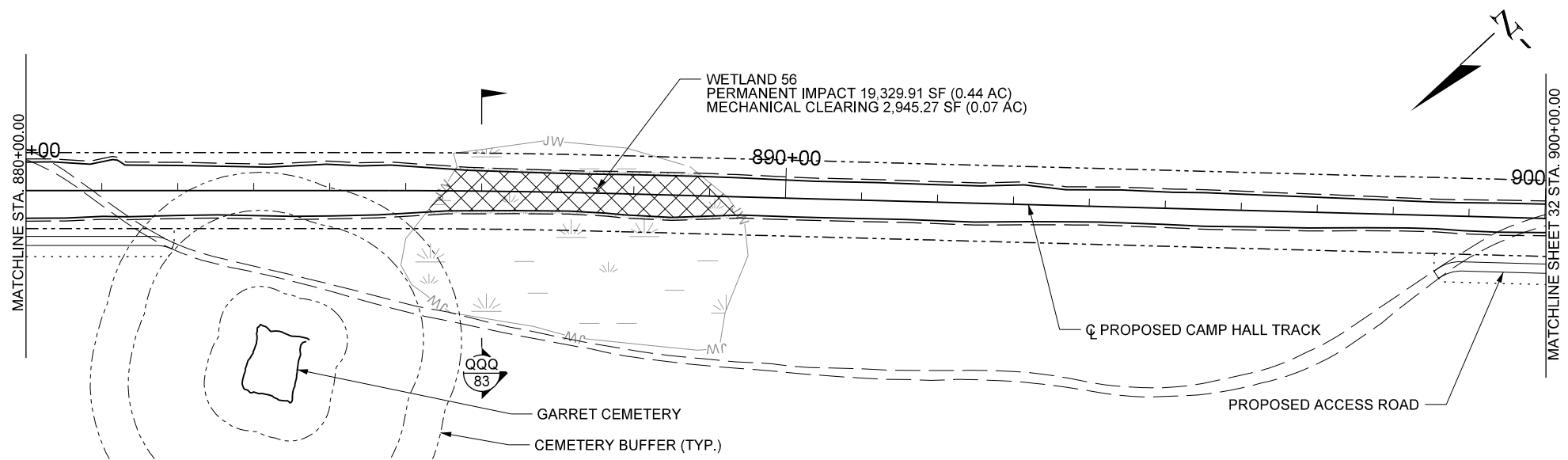
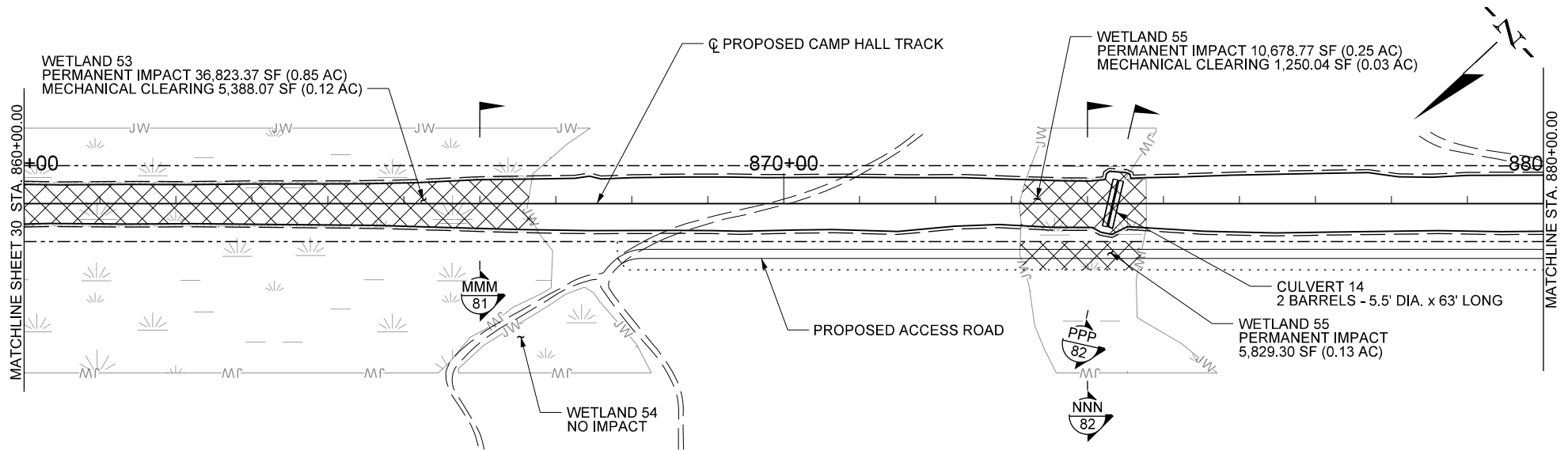
IMPACTS	SF	AC
PERMANENT WETLAND IMPACT (CUT/FILL)	78,901.60	1.81
MECHANICAL CLEARING WETLAND IMPACT	14,429.78	0.33
PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----
PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----
TOTAL IMPACTS	93,331.38	2.14

	TNW/SECTION 10 WATERS
	WETLANDS
	CONSTRUCTION AUTHORITY
	EXISTING ROAD
	NON-WETLAND WATERS
	LIMITS OF DISTURBANCE
	PERMANENT IMPACT
	PROPOSED ROAD
	RIGHT-OF-WAY (ROW)

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
 APPLICATION # SAC-2016-01395
 DATE: MARCH 2018 SHEET 29 OF 106
 0 100 200 400



 Palmetto RAILWAYS.		IMPACTS	SF	AC		TNW/SECTION 10 WATERS	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # <u>SAC-2016-01395</u> DATE: <u>MARCH 2018</u> SHEET <u>30</u> OF <u>106</u> 0100200400 
		 PERMANENT WETLAND IMPACT (CUT/FILL)	72,347.91	1.66		WETLANDS	
		 MECHANICAL CLEARING WETLAND IMPACT	12,528.46	0.29		CONSTRUCTION AUTHORITY	
		 PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----		EXISTING ROAD	
		 PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----		NON-WETLAND WATERS	
						LIMITS OF DISTURBANCE	
						PERMANENT IMPACT	
						PROPOSED ROAD	
						RIGHT-OF-WAY (ROW)	
		TOTAL IMPACTS	84,876.37	1.95			



APPLICANT: PALMETTO RAILWAYS



IMPACTS	SF	AC
PERMANENT WETLAND IMPACT (CUT/FILL)	72,661.35	1.67
MECHANICAL CLEARING WETLAND IMPACT	9,583.38	0.22
PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----
PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----
TOTAL IMPACTS	82,244.73	1.89

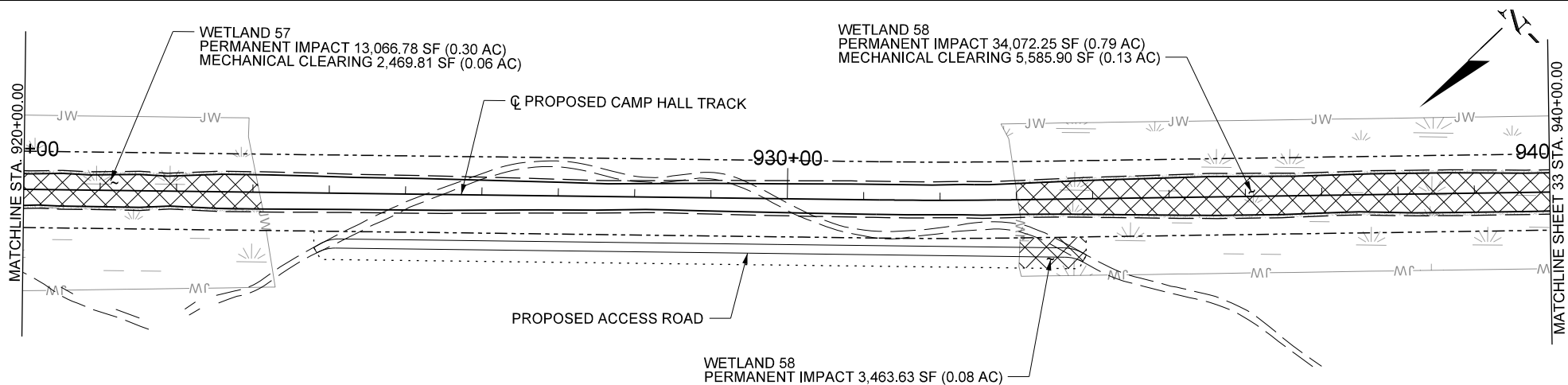
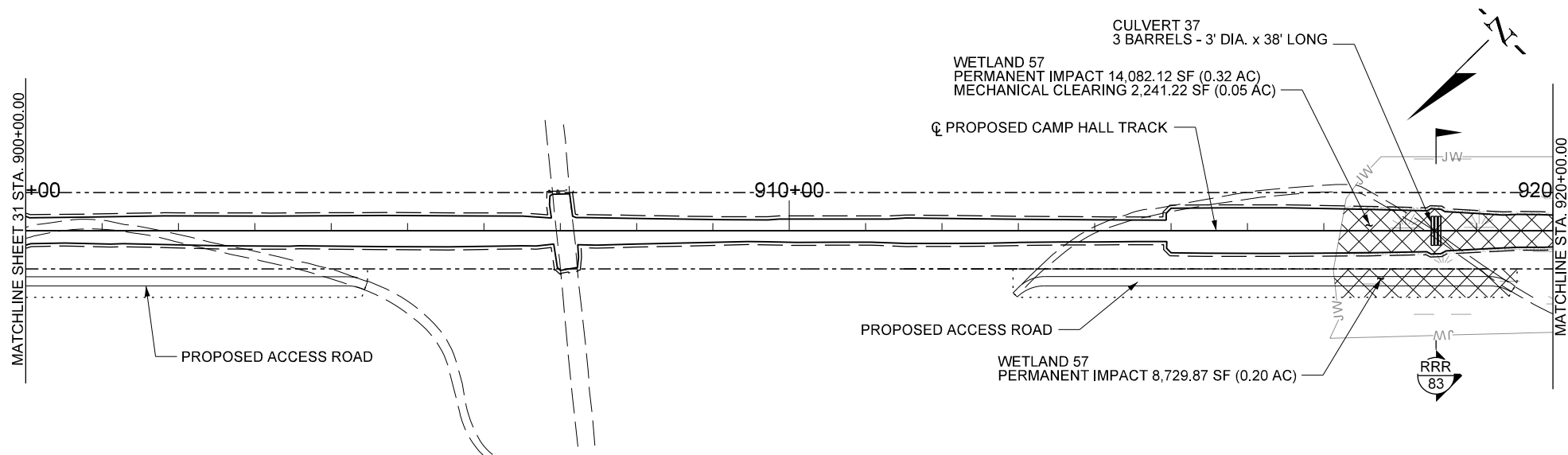
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	WETLANDS
	CONSTRUCTION AUTHORITY
	EXISTING ROAD
	NON-WETLAND WATERS
	LIMITS OF DISTURBANCE
	PERMANENT IMPACT
	PROPOSED ROAD
	RIGHT-OF-WAY (ROW)

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT

APPLICATION # SAC-2016-01395

DATE: MARCH 2018 SHEET 31 OF 106

0 100 200 400



APPLICANT: PALMETTO RAILWAYS



IMPACTS	SF	AC
PERMANENT WETLAND IMPACT (CUT/FILL)	73,414.65	1.69
MECHANICAL CLEARING WETLAND IMPACT	10,296.93	0.24
PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----
PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----
TOTAL IMPACTS	83,711.58	1.93

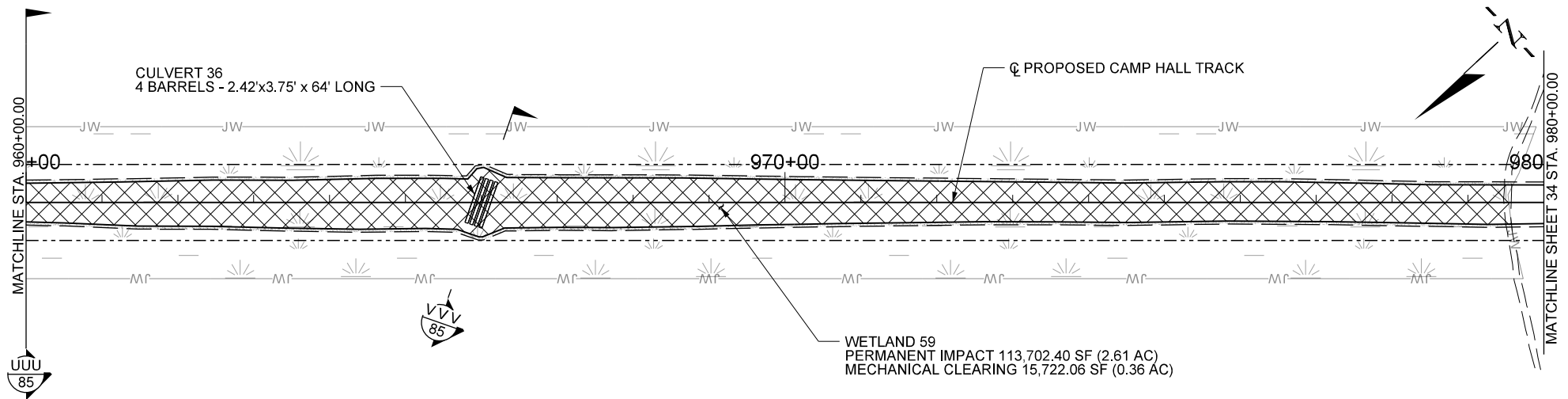
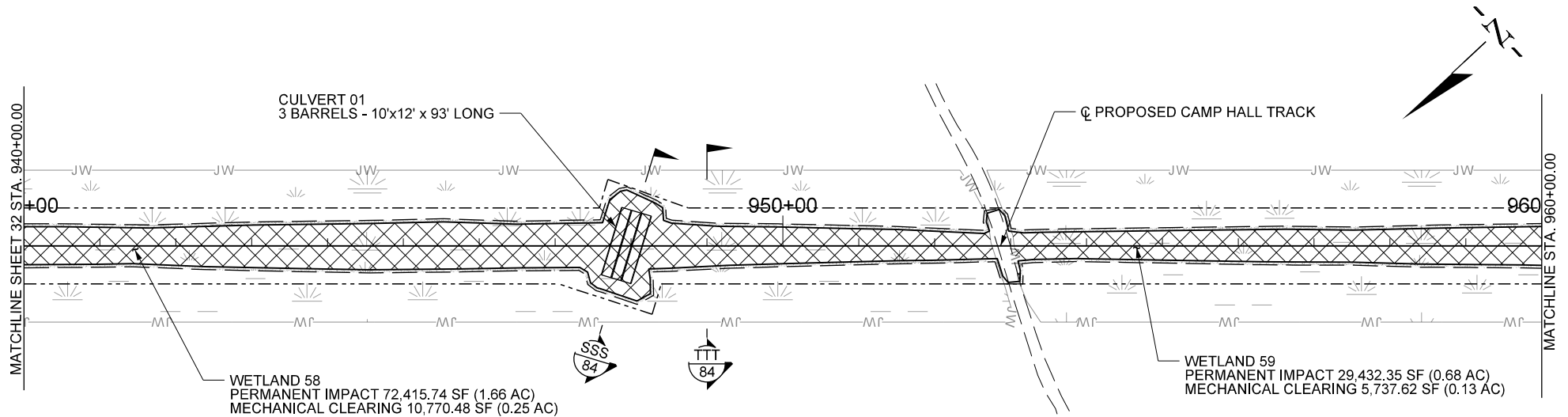
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	CONSTRUCTION AUTHORITY EXISTING ROAD
	NON-WETLAND WATERS LIMITS OF DISTURBANCE
	PERMANENT IMPACT PROPOSED ROAD
	RIGHT-OF-WAY (ROW)

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT

APPLICATION # SAC-2016-01395

DATE: MARCH 2018 SHEET 32 OF 106

0 100 200 400



APPLICANT: PALMETTO RAILWAYS



IMPACTS	SF	AC
PERMANENT WETLAND IMPACT (CUT/FILL)	215,550.49	4.95
MECHANICAL CLEARING WETLAND IMPACT	32,230.16	0.74
PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----
PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----
TOTAL IMPACTS	247,780.65	5.69

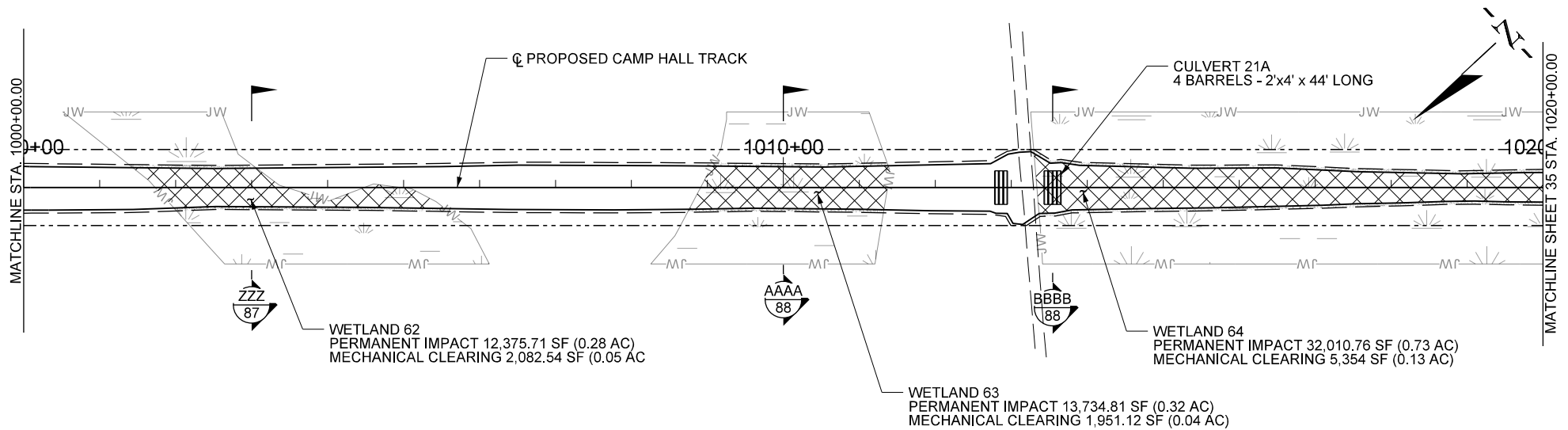
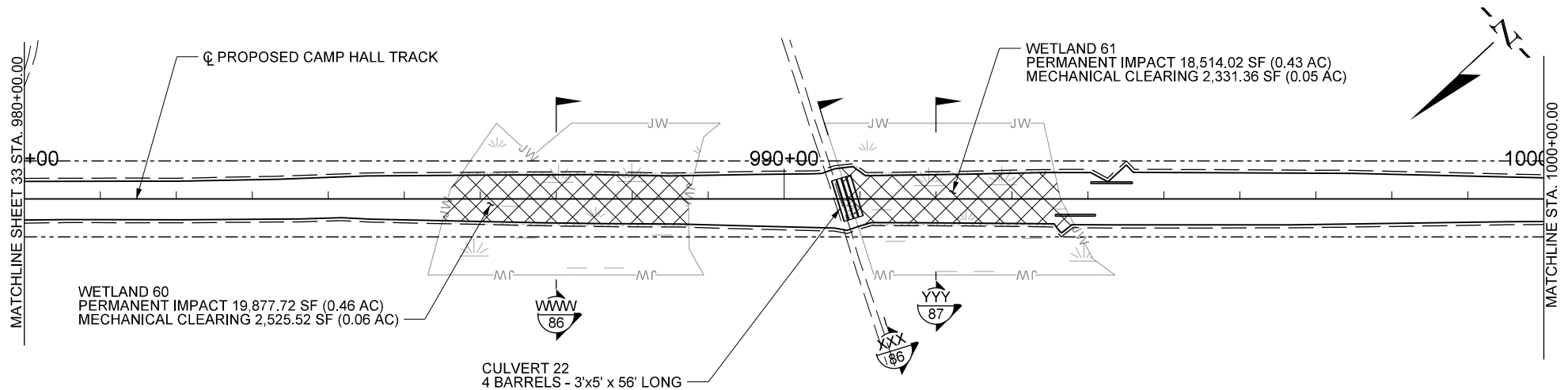
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PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT

APPLICATION # SAC-2016-01395

DATE: MARCH 2018 SHEET 33 OF 106

0 100 200 400



APPLICANT: PALMETTO RAILWAYS



IMPACTS	SF	AC
PERMANENT WETLAND IMPACT (CUT/FILL)	96,513.02	2.22
MECHANICAL CLEARING WETLAND IMPACT	14,244.54	0.33
PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----
PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----
TOTAL IMPACTS	110,757.56	2.55

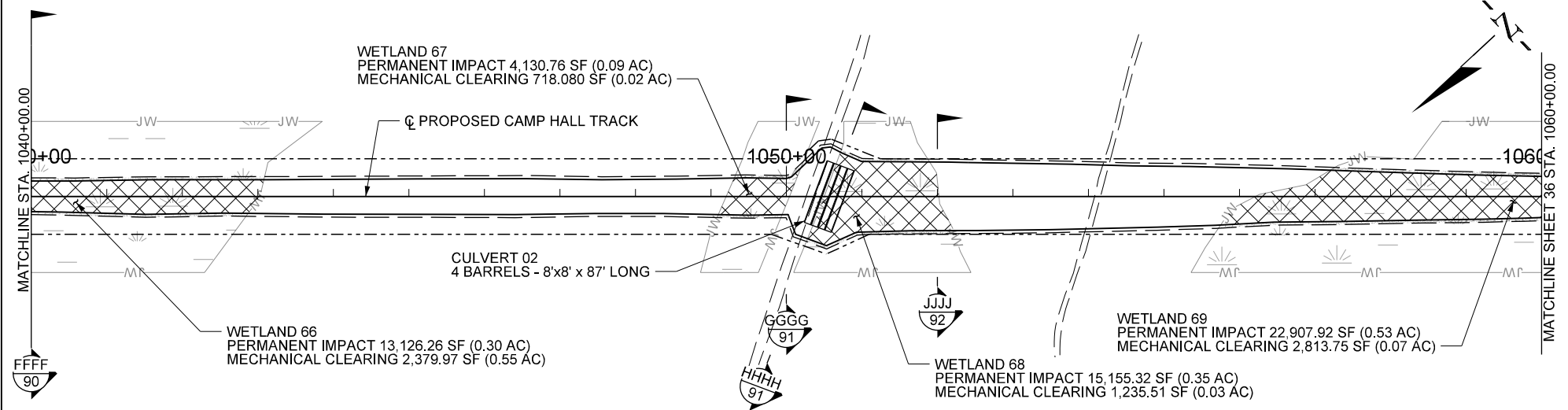
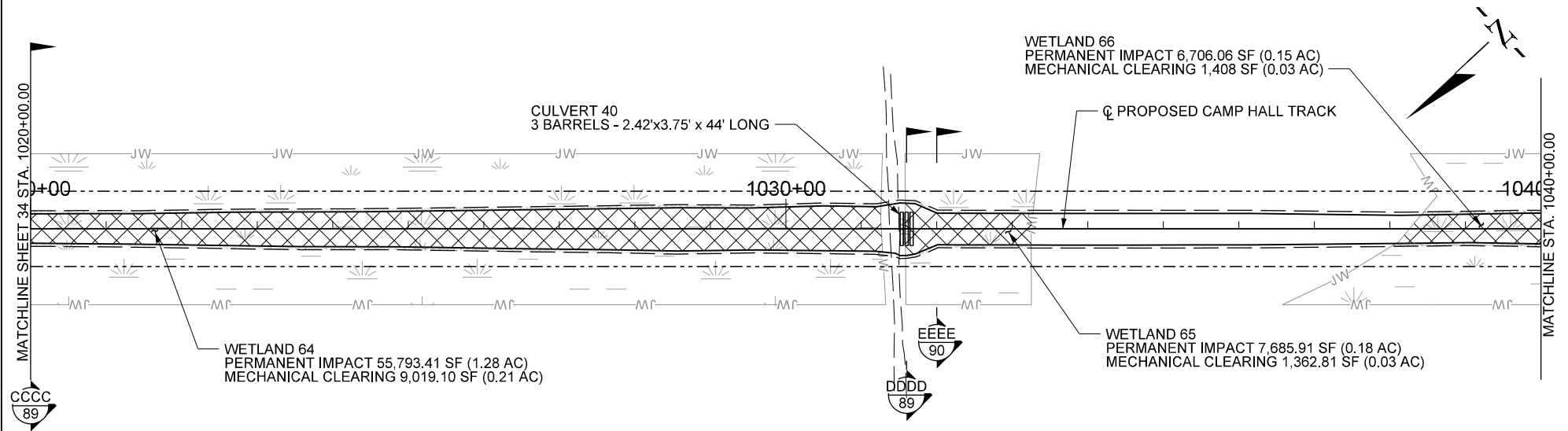
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WETLANDS
CONSTRUCTION AUTHORITY
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PROPOSED ROAD
RIGHT-OF-WAY (ROW)

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT

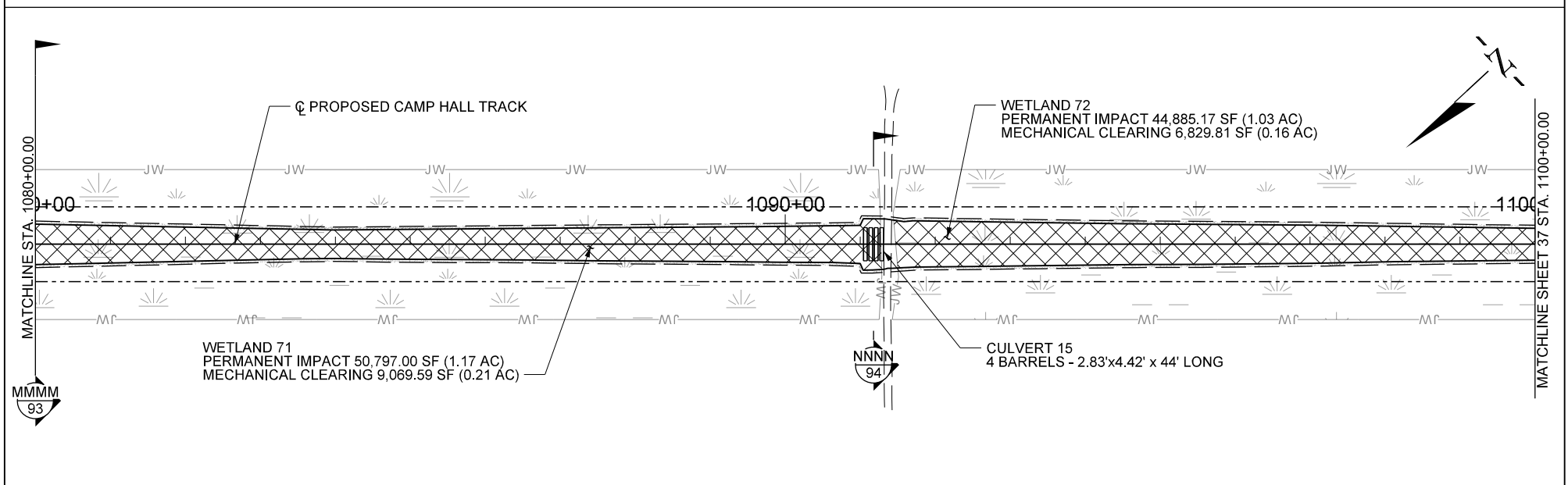
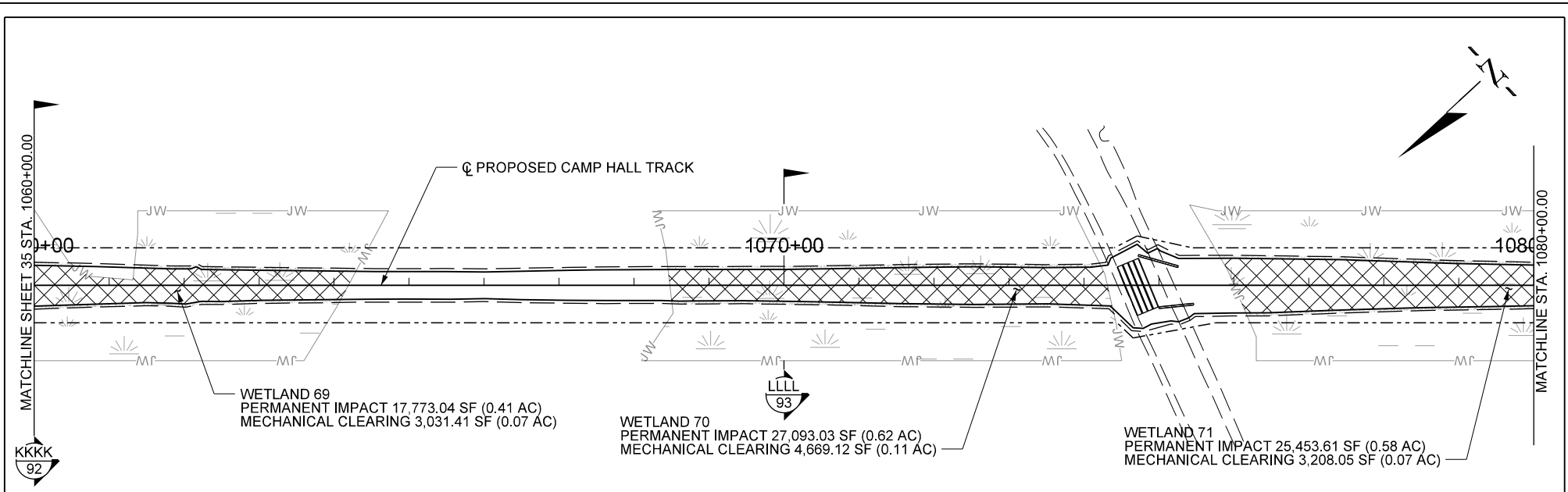
APPLICATION # SAC-2016-01395

DATE: MARCH 2018 SHEET 34 OF 106

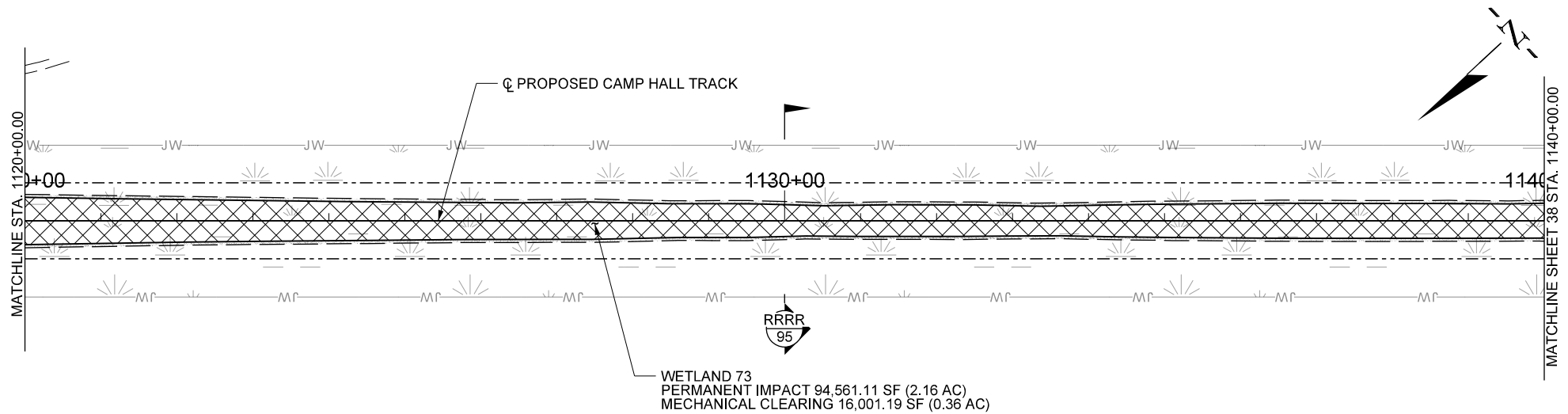
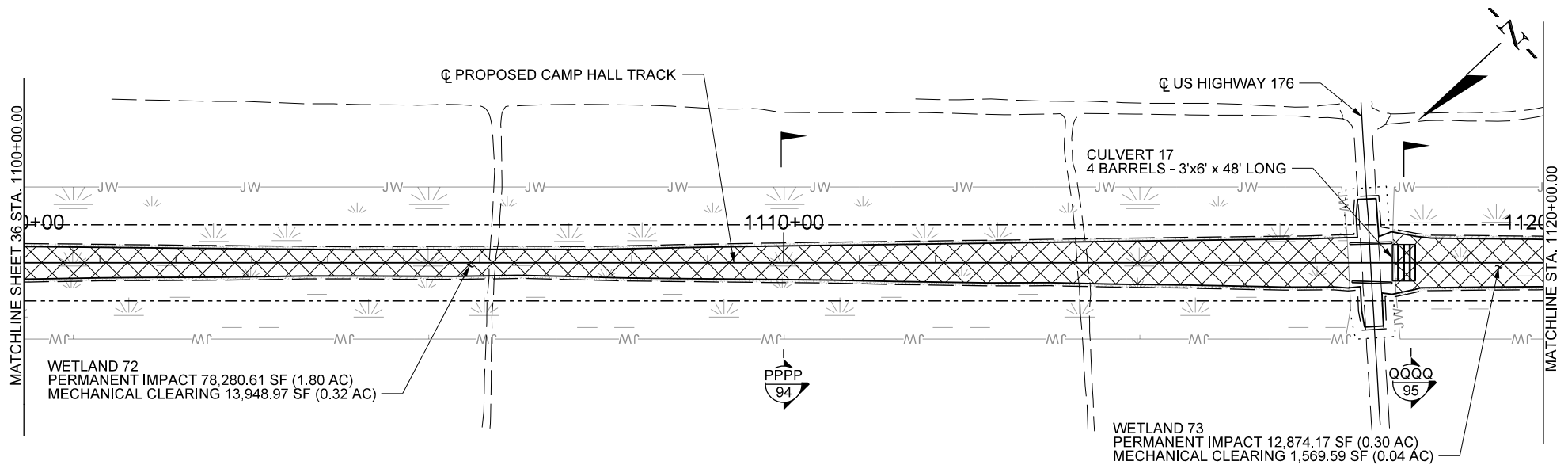
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		<table><tr><th>IMPACTS</th><th>SF</th><th>AC</th></tr><tr><td> PERMANENT WETLAND IMPACT (CUT/FILL)</td><td>125,505.64</td><td>2.88</td></tr><tr><td> MECHANICAL CLEARING WETLAND IMPACT</td><td>40,349.76</td><td>0.93</td></tr><tr><td> PERMANENT CULVERT IMPACT NON-WETLAND WATER</td><td>----</td><td>----</td></tr><tr><td> PERMANENT PIPE IMPACT NON-WETLAND WATER</td><td>----</td><td>----</td></tr><tr><td>TOTAL IMPACTS</td><td>165,855.40</td><td>3.81</td></tr></table>	IMPACTS	SF	AC	 PERMANENT WETLAND IMPACT (CUT/FILL)	125,505.64	2.88	 MECHANICAL CLEARING WETLAND IMPACT	40,349.76	0.93	 PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----	 PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----	TOTAL IMPACTS	165,855.40	3.81	<table><tr><td></td><td>TNW/SECTION 10 WATERS</td></tr><tr><td></td><td>WETLANDS</td></tr><tr><td></td><td>CONSTRUCTION AUTHORITY</td></tr><tr><td></td><td>EXISTING ROAD</td></tr><tr><td></td><td>NON-WETLAND WATERS</td></tr><tr><td></td><td>LIMITS OF DISTURBANCE</td></tr><tr><td></td><td>PERMANENT IMPACT</td></tr><tr><td></td><td>PROPOSED ROAD</td></tr><tr><td></td><td>RIGHT-OF-WAY (ROW)</td></tr></table>		TNW/SECTION 10 WATERS		WETLANDS		CONSTRUCTION AUTHORITY		EXISTING ROAD		NON-WETLAND WATERS		LIMITS OF DISTURBANCE		PERMANENT IMPACT		PROPOSED ROAD		RIGHT-OF-WAY (ROW)	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # <u>SAC-2016-01395</u> DATE: <u>MARCH 2018</u> SHEET <u>35</u> OF <u>106</u> 0100200400
IMPACTS	SF	AC																																						
 PERMANENT WETLAND IMPACT (CUT/FILL)	125,505.64	2.88																																						
 MECHANICAL CLEARING WETLAND IMPACT	40,349.76	0.93																																						
 PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----																																						
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	RIGHT-OF-WAY (ROW)																																							



 Palmetto RAILWAYS.		IMPACTS	SF	AC		TNW/SECTION 10 WATERS	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # <u>SAC-2016-01395</u> DATE: <u>MARCH 2018</u> SHEET <u>36</u> OF <u>106</u> 0100200400 
		 PERMANENT WETLAND IMPACT (CUT/FILL)	166,001.85	3.81		WETLANDS	
		 MECHANICAL CLEARING WETLAND IMPACT	26,807.98	0.62		CONSTRUCTION AUTHORITY	
		 PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----		EXISTING ROAD	
		 PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----		NON-WETLAND WATERS	
						LIMITS OF DISTURBANCE	
APPLICANT: PALMETTO RAILWAYS		TOTAL IMPACTS	192,809.83	4.43		PERMANENT IMPACT	
						PROPOSED ROAD	
						RIGHT-OF-WAY (ROW)	



APPLICANT: PALMETTO RAILWAYS



IMPACTS	SF	AC
PERMANENT WETLAND IMPACT (CUT/FILL)	185,715.89	4.26
MECHANICAL CLEARING WETLAND IMPACT	31,519.75	0.72
PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----
PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----
TOTAL IMPACTS	217,235.64	4.98

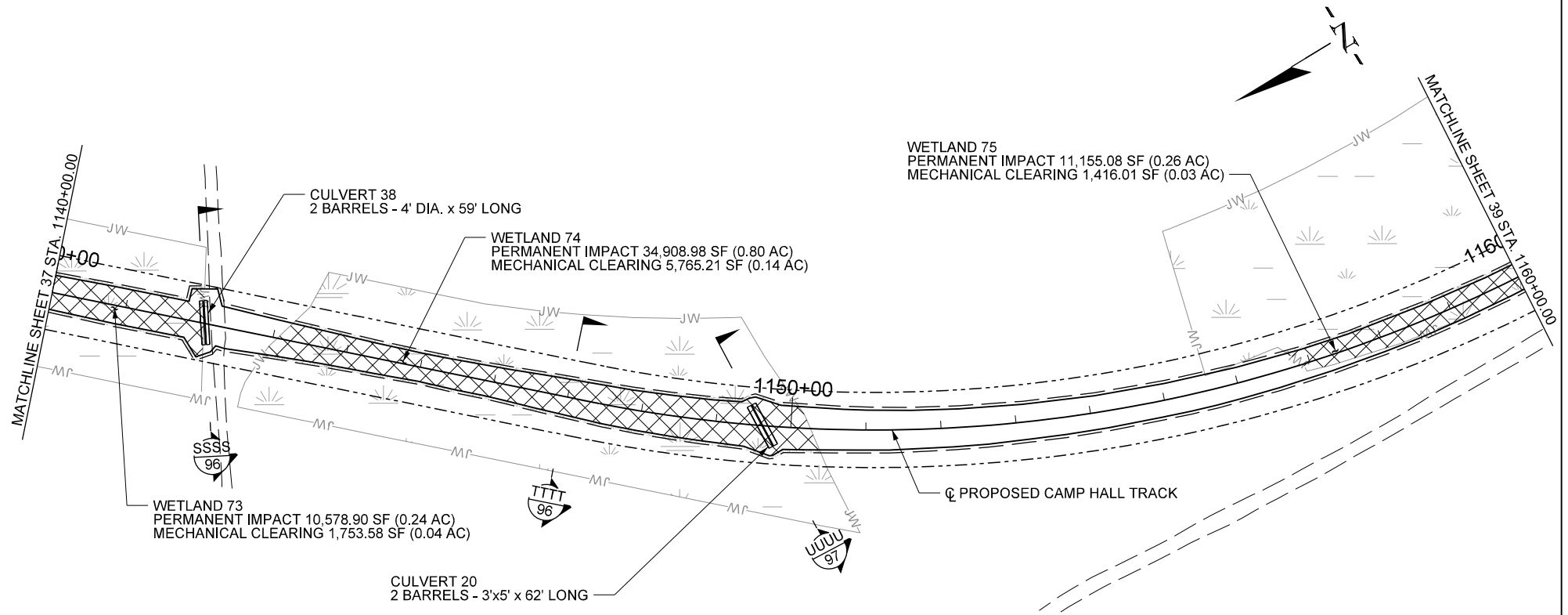
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	WETLANDS
	CONSTRUCTION AUTHORITY
	EXISTING ROAD
	NON-WETLAND WATERS
	LIMITS OF DISTURBANCE
	PERMANENT IMPACT
	PROPOSED ROAD
	RIGHT-OF-WAY (ROW)

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT

APPLICATION # SAC-2016-01395

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0 100 200 400



APPLICANT: PALMETTO RAILWAYS



IMPACTS	SF	AC
PERMANENT WETLAND IMPACT (CUT/FILL)	56,642.96	1.30
MECHANICAL CLEARING WETLAND IMPACT	8,934.80	0.21
PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----
PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----
TOTAL IMPACTS	65,577.76	1.51

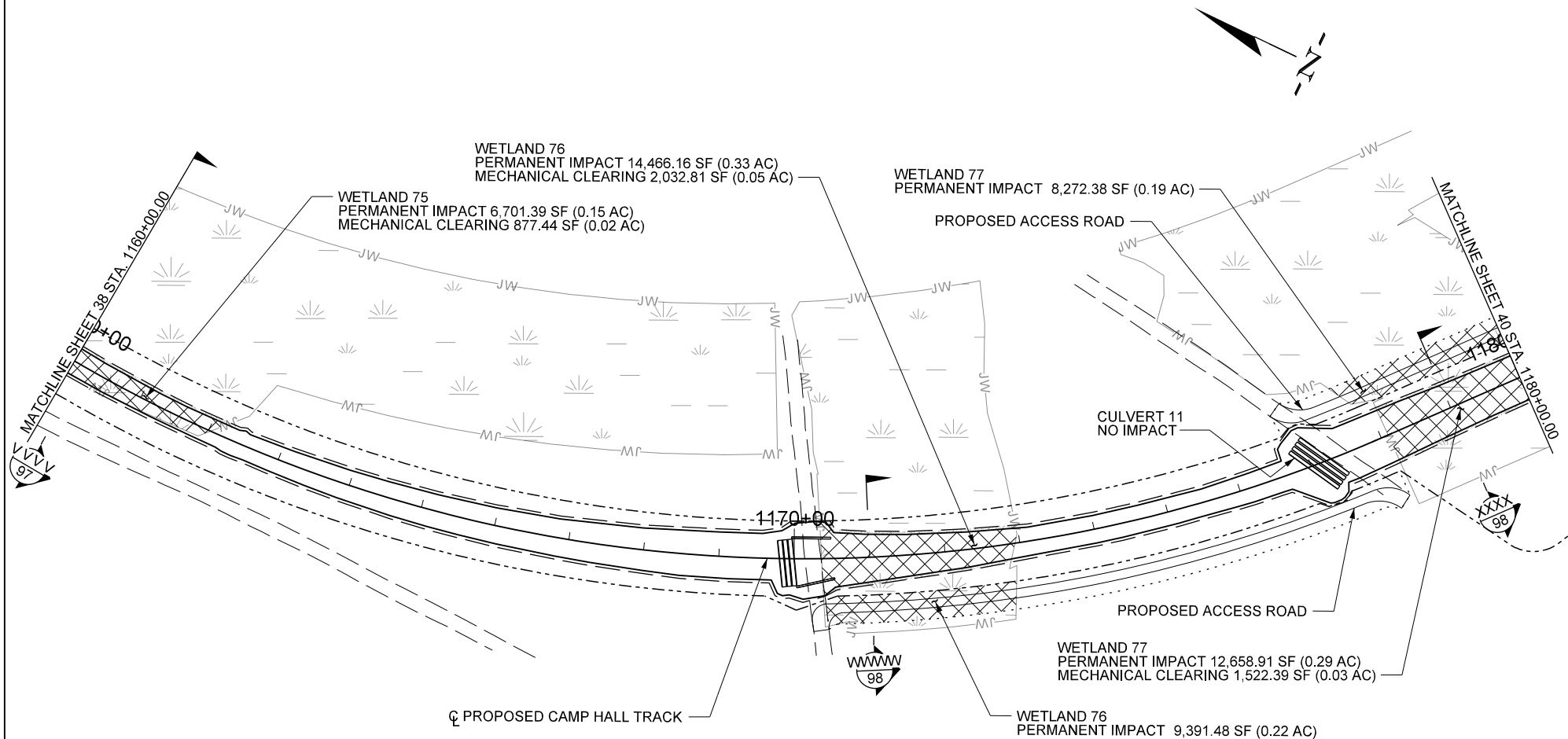
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	WETLANDS
	CONSTRUCTION AUTHORITY
	EXISTING ROAD
	NON-WETLAND WATERS
	LIMITS OF DISTURBANCE
	PERMANENT IMPACT
	PROPOSED ROAD
	RIGHT-OF-WAY (ROW)

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT

APPLICATION # SAC-2016-01395

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0 100 200 400



APPLICANT: PALMETTO RAILWAYS



IMPACTS	SF	AC
PERMANENT WETLAND IMPACT (CUT/FILL)	51,490.32	1.18
MECHANICAL CLEARING WETLAND IMPACT	4,432.64	0.10
PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----
PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----
TOTAL IMPACTS	55,922.96	1.28

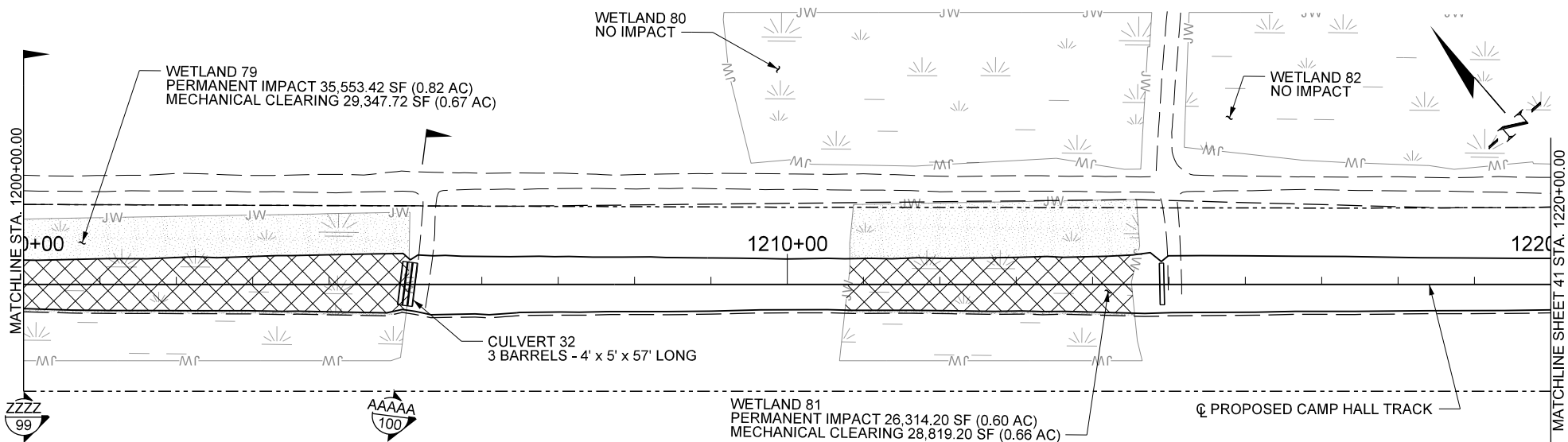
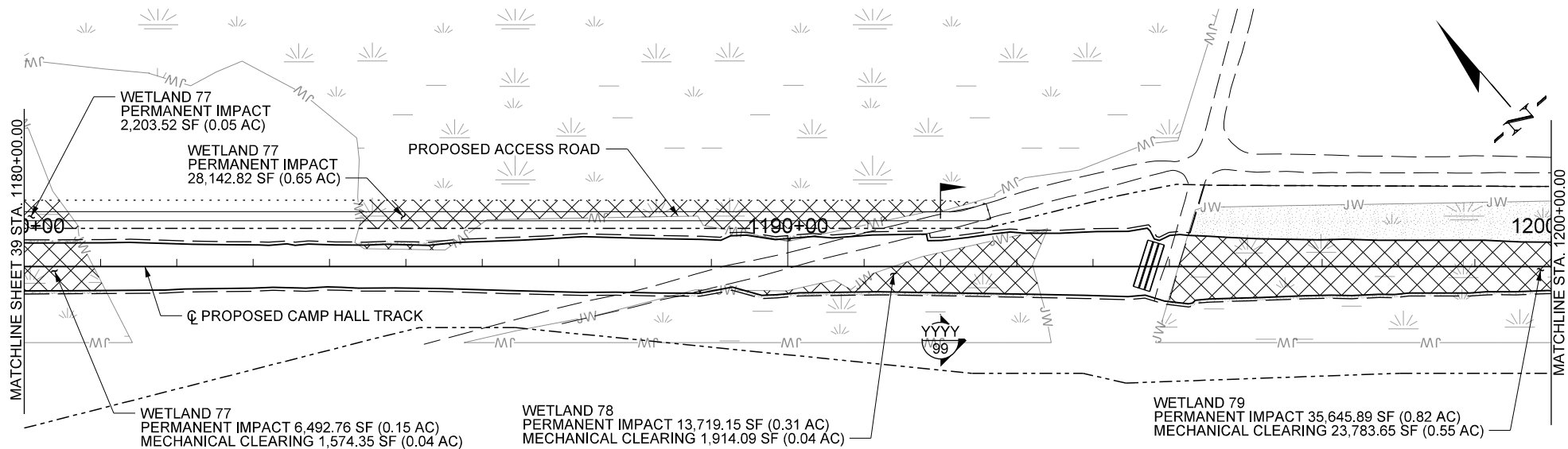
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PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT

APPLICATION # SAC-2016-01395

DATE: MARCH 2018 SHEET 39 OF 106

0 100 200 400



APPLICANT: PALMETTO RAILWAYS

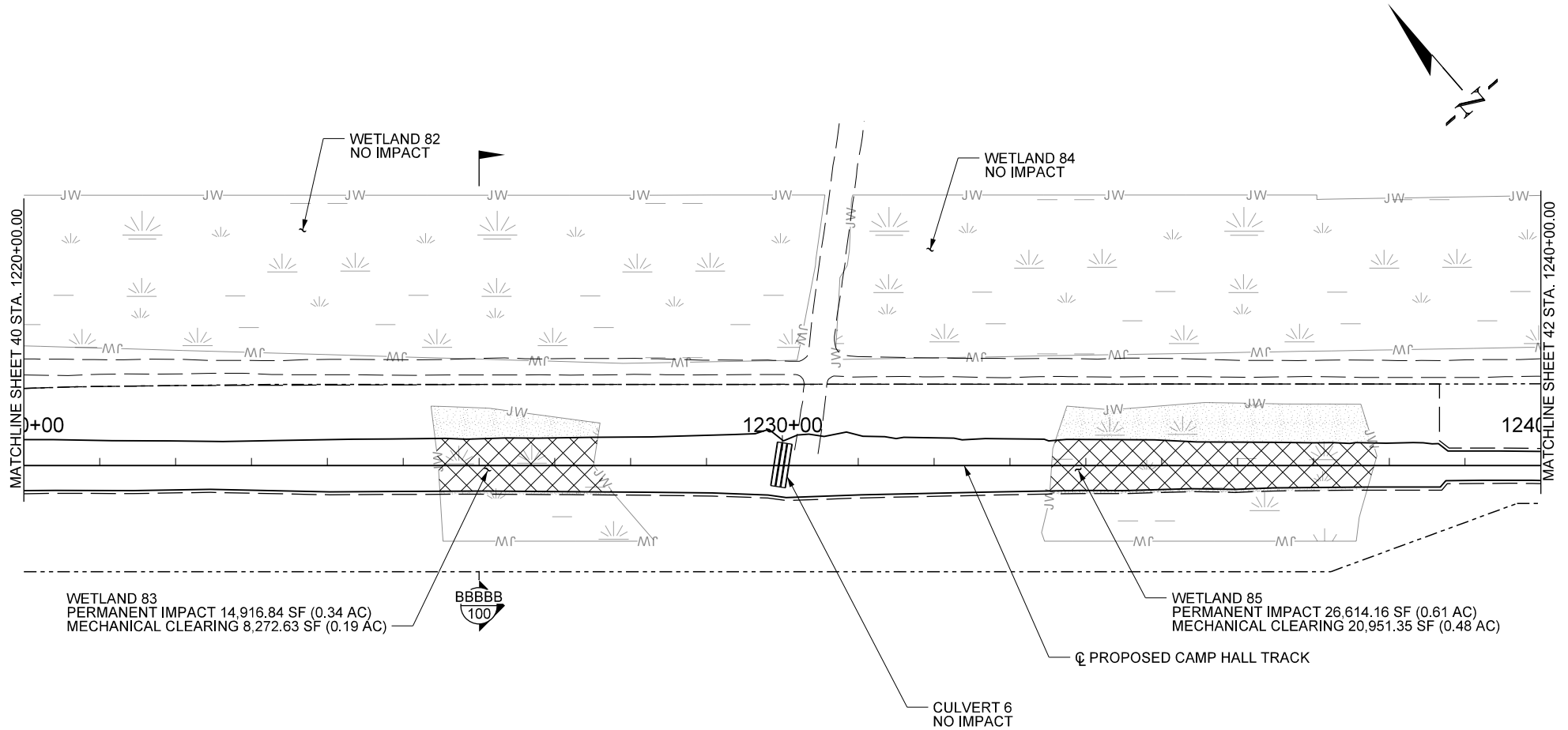


IMPACTS	SF	AC
PERMANENT WETLAND IMPACT (CUT/FILL)	148,071.78	3.40
MECHANICAL CLEARING WETLAND IMPACT	85,439.01	1.96
PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----
PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----
TOTAL IMPACTS	233,510.79	5.36

	TNW/SECTION 10 WATERS
	WETLANDS
	CONSTRUCTION AUTHORITY
	EXISTING ROAD
	NON-WETLAND WATERS
	LIMITS OF DISTURBANCE
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	PROPOSED ROAD
	RIGHT-OF-WAY (ROW)

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
 APPLICATION # SAC-2016-01395
 DATE: MARCH 2018 SHEET 40 OF 106

0 100 200 400



APPLICANT: PALMETTO RAILWAYS



IMPACTS	SF	AC
PERMANENT WETLAND IMPACT (CUT/FILL)	41,531.00	0.95
MECHANICAL CLEARING WETLAND IMPACT	29,223.98	0.67
PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----
PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----
TOTAL IMPACTS	79,754.98	1.62

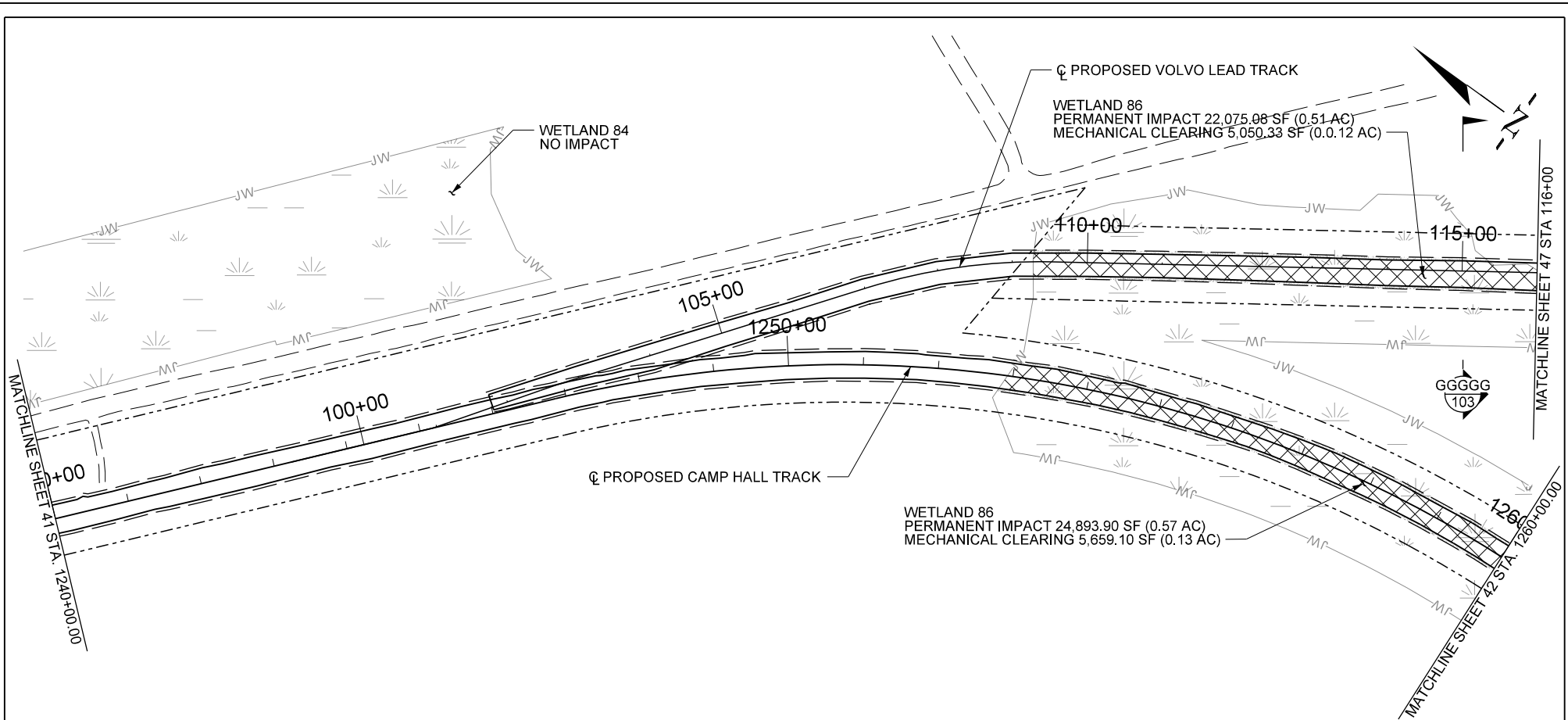
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	PERMANENT IMPACT
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	RIGHT-OF-WAY (ROW)

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT

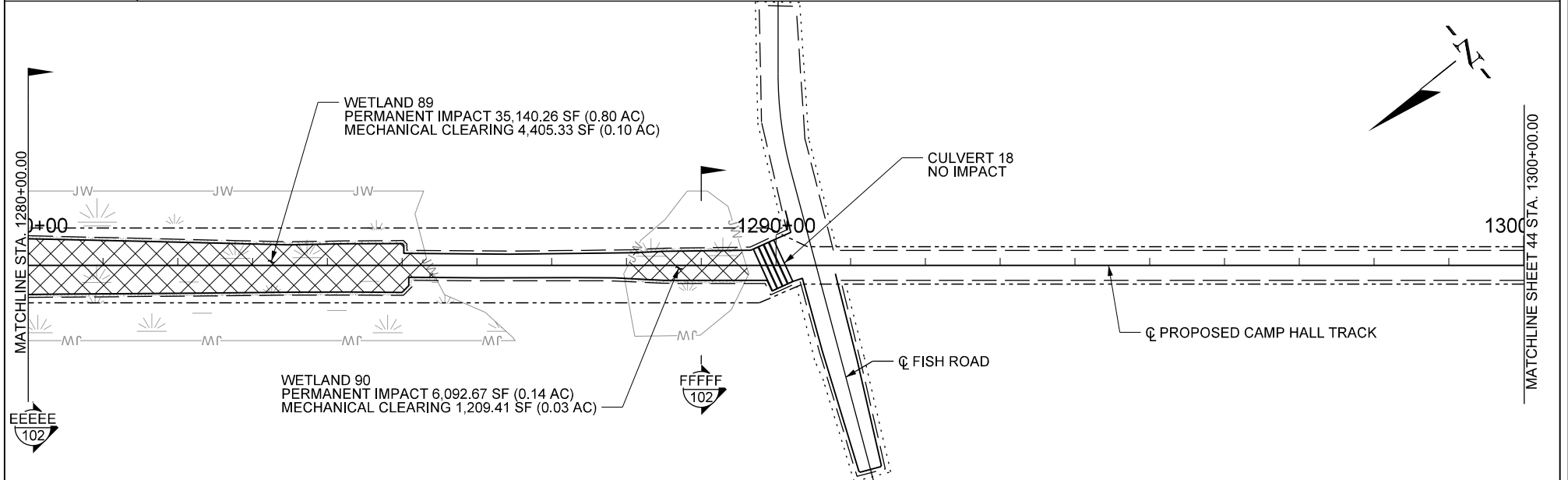
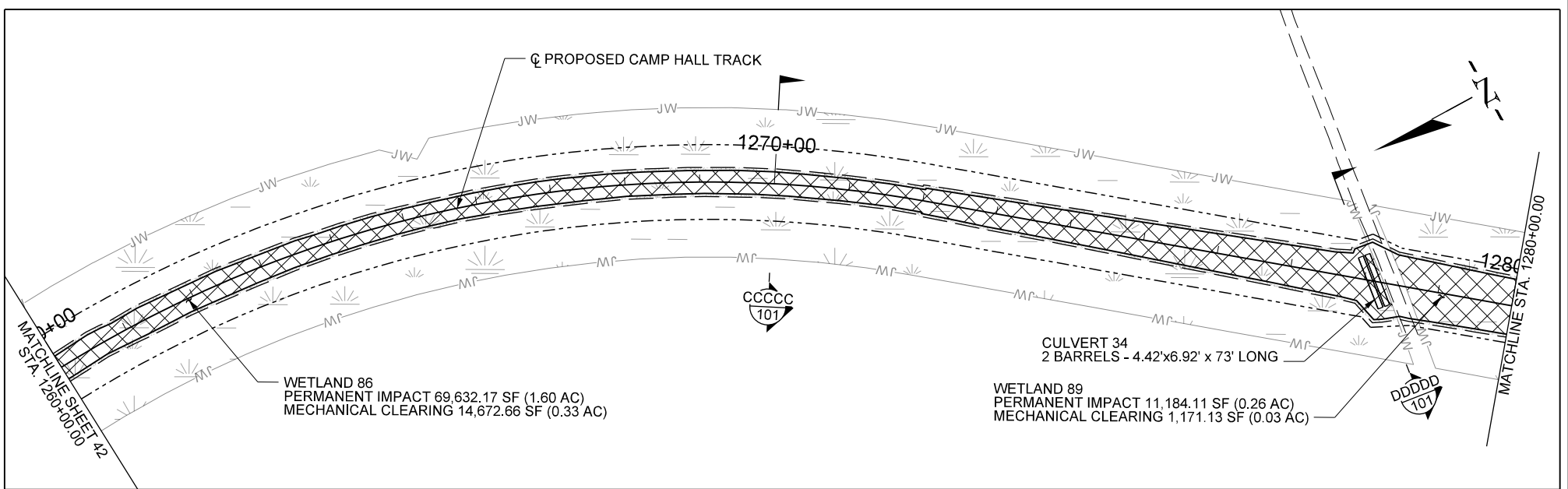
APPLICATION # SAC-2016-01395

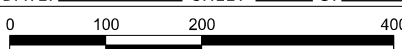
DATE: MARCH 2018 SHEET 41 OF 106

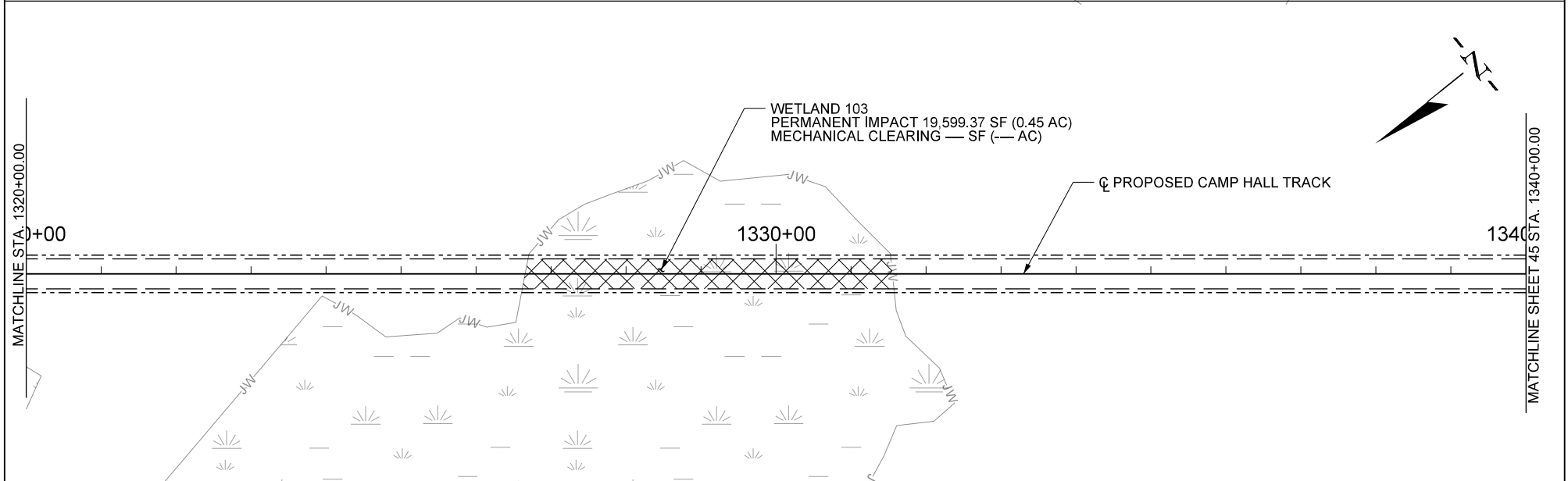
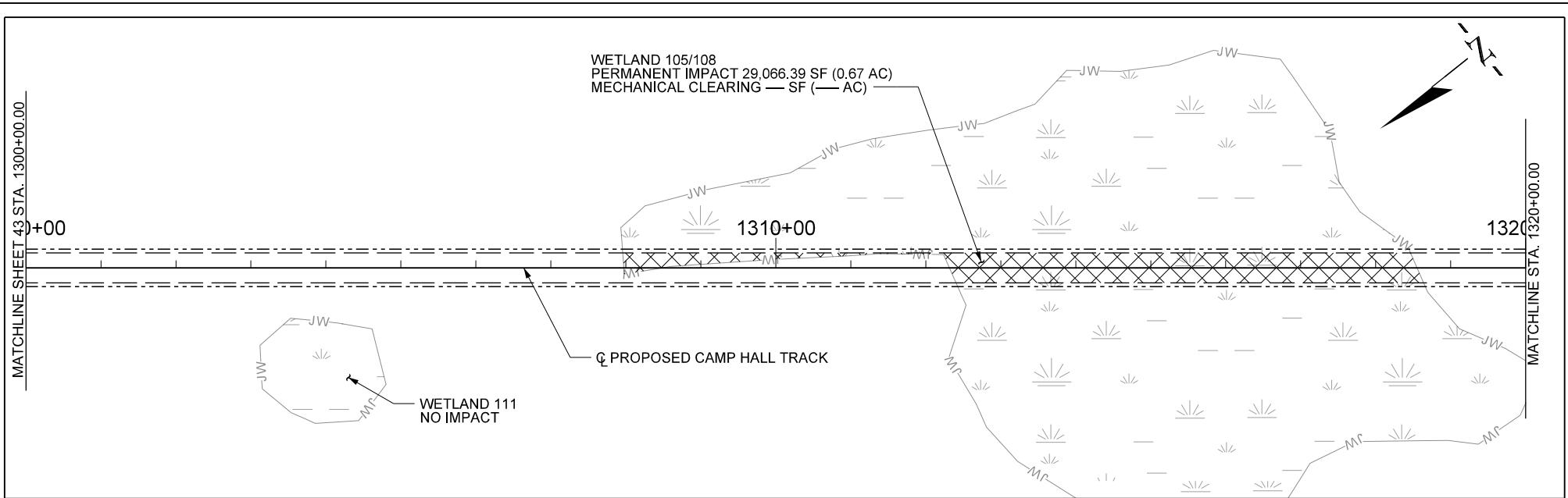
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 Palmetto RAILWAYS.		IMPACTS		SF	AC		TNW/SECTION 10 WATERS	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # <u>SAC-2016-01395</u> DATE: <u>MARCH 2018</u> SHEET <u>42</u> OF <u>106</u> 0100200400
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 Palmetto RAILWAYS.		IMPACTS	SF	AC		TNW/SECTION 10 WATERS	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # <u>SAC-2016-01395</u> DATE: <u>MARCH 2018</u> SHEET <u>43</u> OF <u>106</u> 
		 PERMANENT WETLAND IMPACT (CUT/FILL)	122,049.21	2.81		WETLANDS	
APPLICANT: PALMETTO RAILWAYS		 MECHANICAL CLEARING WETLAND IMPACT	21,458.53	0.49		CONSTRUCTION AUTHORITY	
		 PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----		EXISTING ROAD	
		 PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----		NON-WETLAND WATERS	
		TOTAL IMPACTS	143,507.74	3.30		LIMITS OF DISTURBANCE	
						PERMANENT IMPACT	
						PROPOSED ROAD	
						RIGHT-OF-WAY (ROW)	



 Palmetto RAILWAYS.		IMPACTS	SF	AC		TNW/SECTION 10 WATERS	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # <u>SAC-2016-01395</u> DATE: <u>MARCH 2018</u> SHEET <u>44</u> OF <u>106</u> 0100200400 
		 PERMANENT WETLAND IMPACT (CUT/FILL)	48,665.76	1.12		WETLANDS	
		 MECHANICAL CLEARING WETLAND IMPACT	----	----		CONSTRUCTION AUTHORITY	
		 PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----		EXISTING ROAD	
		 PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----		NON-WETLAND WATERS	
APPLICANT: PALMETTO RAILWAYS						LIMITS OF DISTURBANCE	
						PERMANENT IMPACT	
						PROPOSED ROAD	
		TOTAL IMPACTS	48,665.76	1.12		RIGHT-OF-WAY (ROW)	

MATCHLINE SHEET 44 STA. 1340+00.00

+00

☉ PROPOSED CAMP HALL TRACK

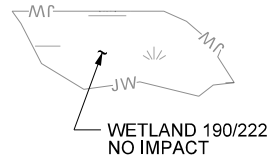
1350+00

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MATCHLINE STA. 1360+00.00

MATCHLINE STA. 1360+00.00

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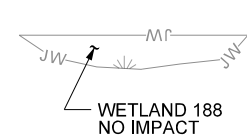


1370+00

☉ PROPOSED CAMP HALL TRACK

1380+00

MATCHLINE SHEET 46 STA. 1380+00.00



APPLICANT: PALMETTO RAILWAYS



IMPACTS	SF	AC		TNW/SECTION 10 WATERS
 PERMANENT WETLAND IMPACT (CUT/FILL)	----	----		WETLANDS
 MECHANICAL CLEARING WETLAND IMPACT	----	----		CONSTRUCTION AUTHORITY
 PERMANENT CULVERT IMPACT	----	----		EXISTING ROAD
 NON-WETLAND WATER	----	----		NON-WETLAND WATERS
 PERMANENT PIPE IMPACT	----	----		LIMITS OF DISTURBANCE
 NON-WETLAND WATER	----	----		PERMANENT IMPACT
TOTAL IMPACTS	----	----		PROPOSED ROAD
				RIGHT-OF-WAY (ROW)

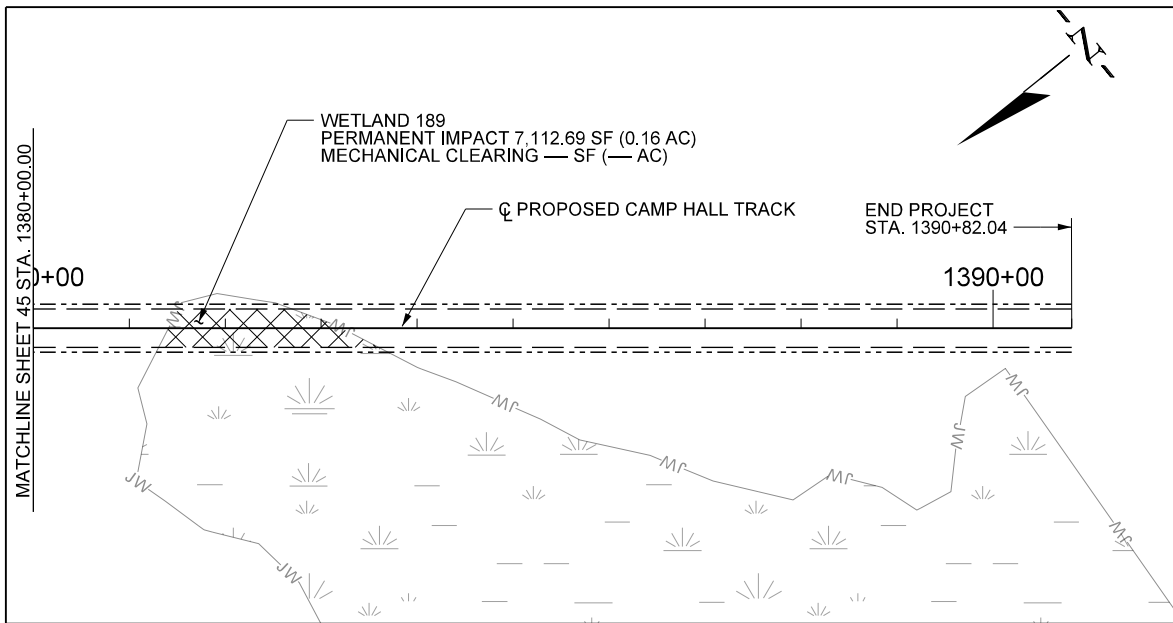
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 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT

APPLICATION # SAC-2016-01395

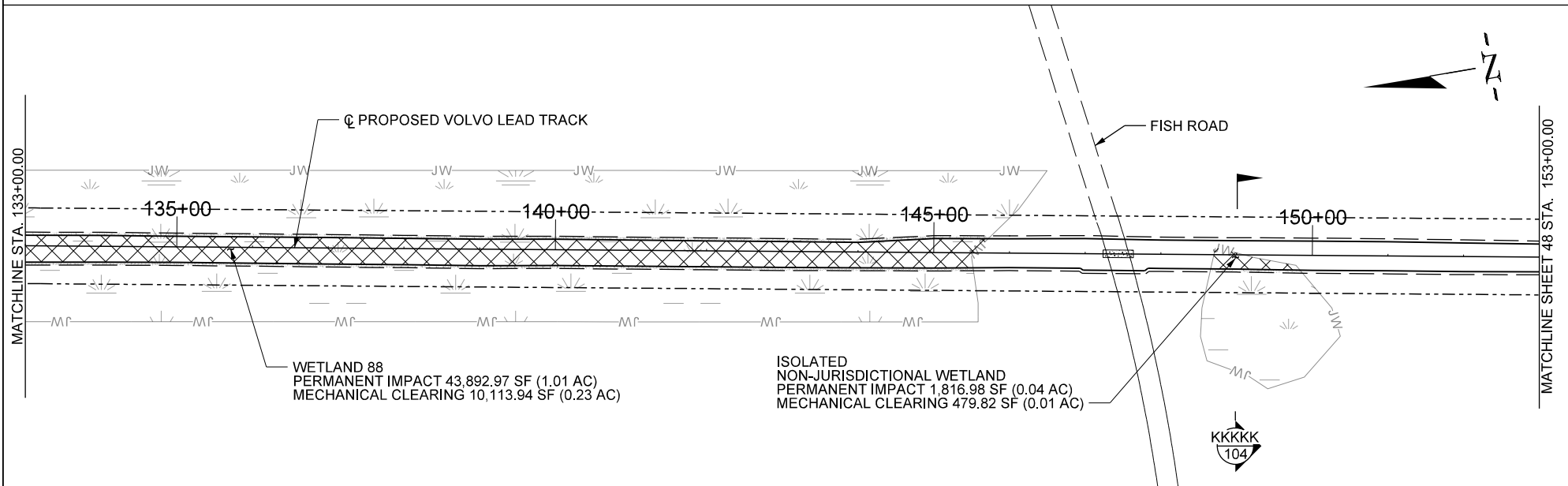
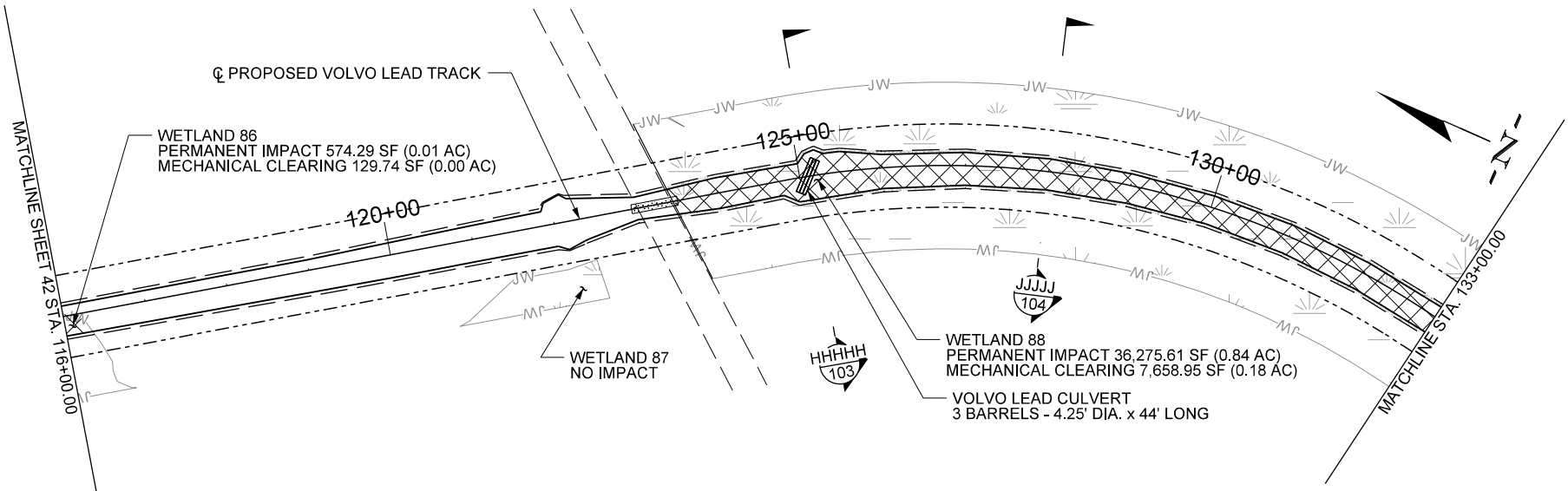
DATE: MARCH 2018 SHEET 45 OF 106

0 100 200 400





 Palmetto RAILWAYS.		IMPACTS	SF	AC		TNW/SECTION 10 WATERS	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # _____ SAC-2016-01395 DATE: <u>MARCH 2018</u> SHEET <u>46</u> OF <u>106</u> 0100200400 
		 PERMANENT WETLAND IMPACT (CUT/FILL)	7,112.69	0.16		WETLANDS	
		 MECHANICAL CLEARING WETLAND IMPACT	----	----		CONSTRUCTION AUTHORITY	
		 PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----		EXISTING ROAD	
		 PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----		NON-WETLAND WATERS	
						LIMITS OF DISTURBANCE	
APPLICANT: PALMETTO RAILWAYS						PERMANENT IMPACT	
						PROPOSED ROAD	
		TOTAL IMPACTS	7,112.69	0.16		RIGHT-OF-WAY (ROW)	



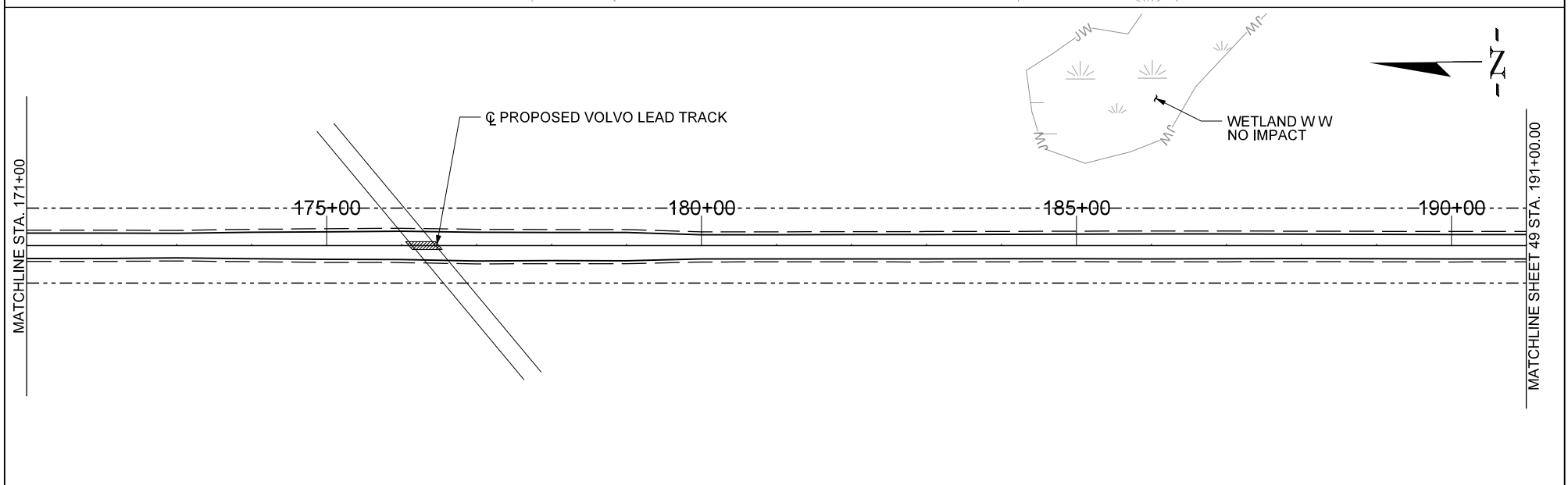
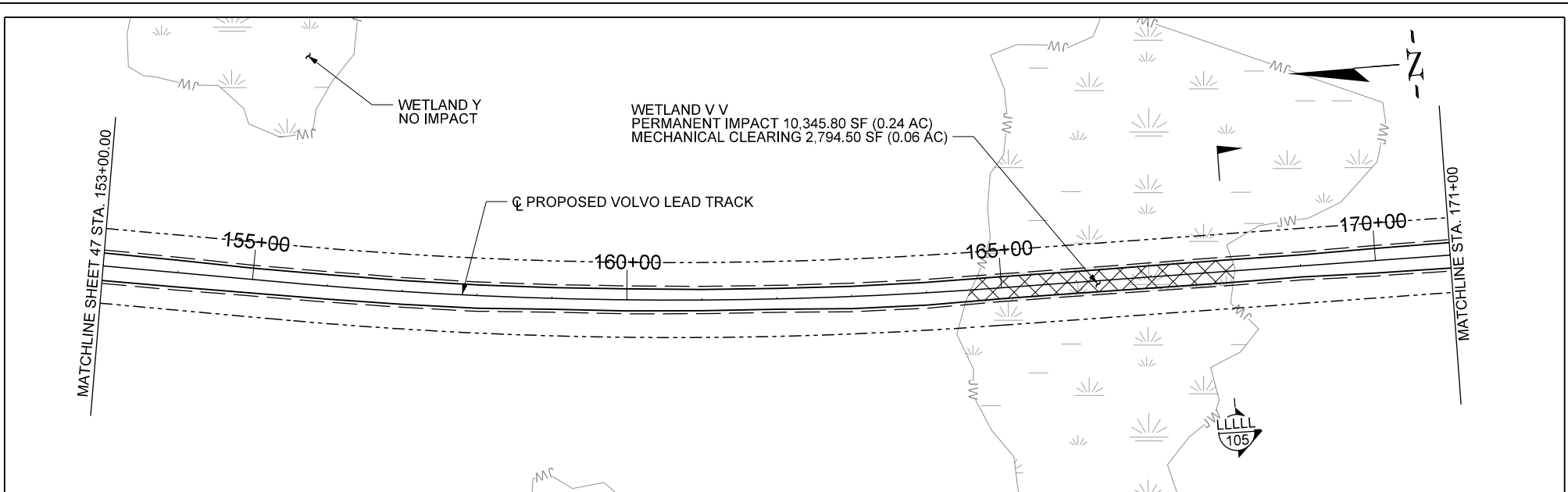
APPLICANT: PALMETTO RAILWAYS

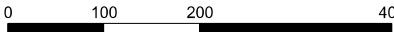


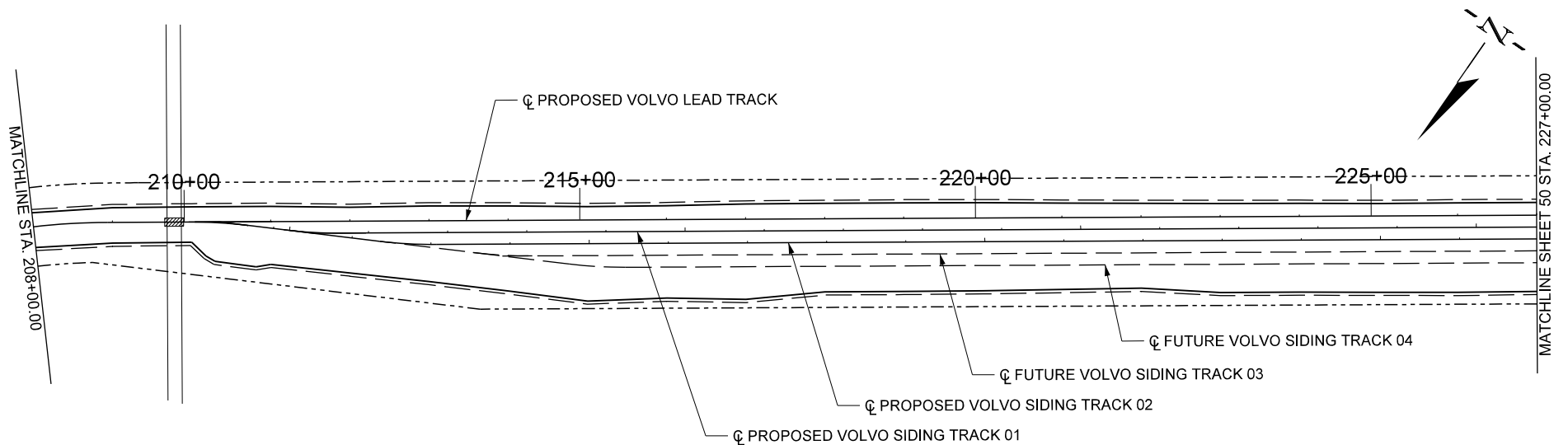
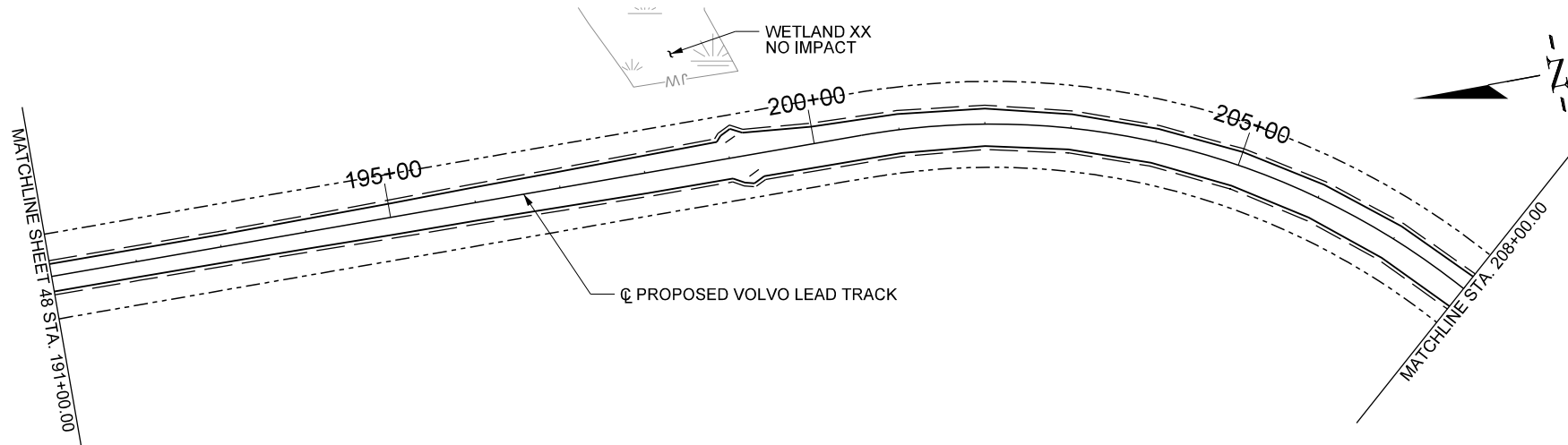
IMPACTS	SF	AC
PERMANENT WETLAND IMPACT (CUT/FILL)	82,559.85	1.90
MECHANICAL CLEARING WETLAND IMPACT	18,382.45	0.42
PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----
PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----
TOTAL IMPACTS	100,942.30	2.32

TNW/SECTION 10 WATERS
WETLANDS
CONSTRUCTION AUTHORITY
EXISTING ROAD
NON-WETLAND WATERS
LIMITS OF DISTURBANCE
PERMANENT IMPACT
PROPOSED ROAD
RIGHT-OF-WAY (ROW)

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
 APPLICATION # SAC-2016-01395
 DATE: MARCH 2018 SHEET 47 OF 106
 0 100 200 400



 APPLICANT: PALMETTO RAILWAYS		IMPACTS	SF	AC		TNW/SECTION 10 WATERS	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # <u>SAC-2016-01395</u> DATE: <u>MARCH 2018</u> SHEET <u>48</u> OF <u>106</u> 0100200400 
		 PERMANENT WETLAND IMPACT (CUT/FILL)	10,345.80	0.24		WETLANDS	
		 MECHANICAL CLEARING WETLAND IMPACT	2,794.50	0.06		CONSTRUCTION AUTHORITY	
		 PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----		EXISTING ROAD	
		 PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----		NON-WETLAND WATERS	
		TOTAL IMPACTS	13,140.30	0.30		LIMITS OF DISTURBANCE	
						PERMANENT IMPACT	
						PROPOSED ROAD	
						RIGHT-OF-WAY (ROW)	



APPLICANT: PALMETTO RAILWAYS



IMPACTS	SF	AC		TNW/SECTION 10 WATERS
PERMANENT WETLAND IMPACT (CUT/FILL)	----	----		WETLANDS
MECHANICAL CLEARING WETLAND IMPACT	----	----		CONSTRUCTION AUTHORITY
PERMANENT CULVERT IMPACT	----	----		EXISTING ROAD
NON-WETLAND WATER	----	----		NON-WETLAND WATERS
PERMANENT PIPE IMPACT	----	----		LIMITS OF DISTURBANCE
NON-WETLAND WATER	----	----		PERMANENT IMPACT
TOTAL IMPACTS	----	----		PROPOSED ROAD
				RIGHT-OF-WAY (ROW)

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
 APPLICATION # SAC-2016-01395
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 0 100 200 400

MATCHLINE SHEET 49 STA. 227+00.00

☐ PROPOSED VOLVO LEAD TRACK

230+00

235+00

240+00

245+00

WETLAND SSSS
NO IMPACT

WETLAND RRRR
NO IMPACT

☐ FUTURE VOLVO SIDING TRACK 04

☐ FUTURE VOLVO SIDING TRACK 03

☐ PROPOSED VOLVO SIDING TRACK 02

☐ PROPOSED VOLVO SIDING TRACK 01

MATCHLINE STA. 247+00.00

MATCHLINE STA. 247+00.00

250+00

255+00

260+00

265+00

☐ PROPOSED VOLVO SIDING TRACK 01

☐ PROPOSED VOLVO SIDING TRACK 02

☐ FUTURE VOLVO SIDING TRACK 03

☐ FUTURE VOLVO SIDING TRACK 04

☐ PROPOSED VOLVO LEAD TRACK

☐ FUTURE VOLVO YARD TRACK 05

☐ PROPOSED VOLVO YARD TRACK 01

☐ FUTURE VOLVO YARD TRACK 02

☐ FUTURE VOLVO YARD TRACK 03

☐ FUTURE VOLVO YARD TRACK 04

MATCHLINE SHEET 51 STA. 266+00.00



APPLICANT: PALMETTO RAILWAYS



IMPACTS	SF	AC		TNW/SECTION 10 WATERS
PERMANENT WETLAND IMPACT (CUT/FILL)	----	----		WETLANDS
MECHANICAL CLEARING WETLAND IMPACT	----	----		EXISTING ROAD
PERMANENT CULVERT IMPACT	----	----		NON-WETLAND WATERS
PERMANENT PIPE IMPACT	----	----		LIMITS OF DISTURBANCE
NON-WETLAND WATER	----	----		PERMANENT IMPACT
TOTAL IMPACTS	----	----		PROPOSED ROAD
				RIGHT-OF-WAY (ROW)

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
 APPLICATION # SAC-2016-01395
 DATE: MARCH 2018 SHEET 50 OF 106

0 100 200 400

MATCHLINE SHEET 50 STA. 266+00.00

MATCHLINE STA. 286+00.00

☉ PROPOSED VOLVO LEAD TRACK

☉ FUTURE VOLVO YARD TRACK 05

270+00

275+00

280+00

285+00

☉ FUTURE VOLVO YARD TRACK 04

☉ FUTURE VOLVO YARD TRACK 03

☉ FUTURE VOLVO YARD TRACK 02

☉ PROPOSED VOLVO YARD TRACK 01



MATCHLINE STA. 286+00.00

☉ PROPOSED VOLVO LEAD TRACK

☉ FUTURE VOLVO YARD TRACK 05

288+10.16

END OF PROJECT

☉ FUTURE VOLVO YARD TRACK 04

☉ FUTURE VOLVO YARD TRACK 03

☉ FUTURE VOLVO YARD TRACK 02

☉ PROPOSED VOLVO YARD TRACK 01



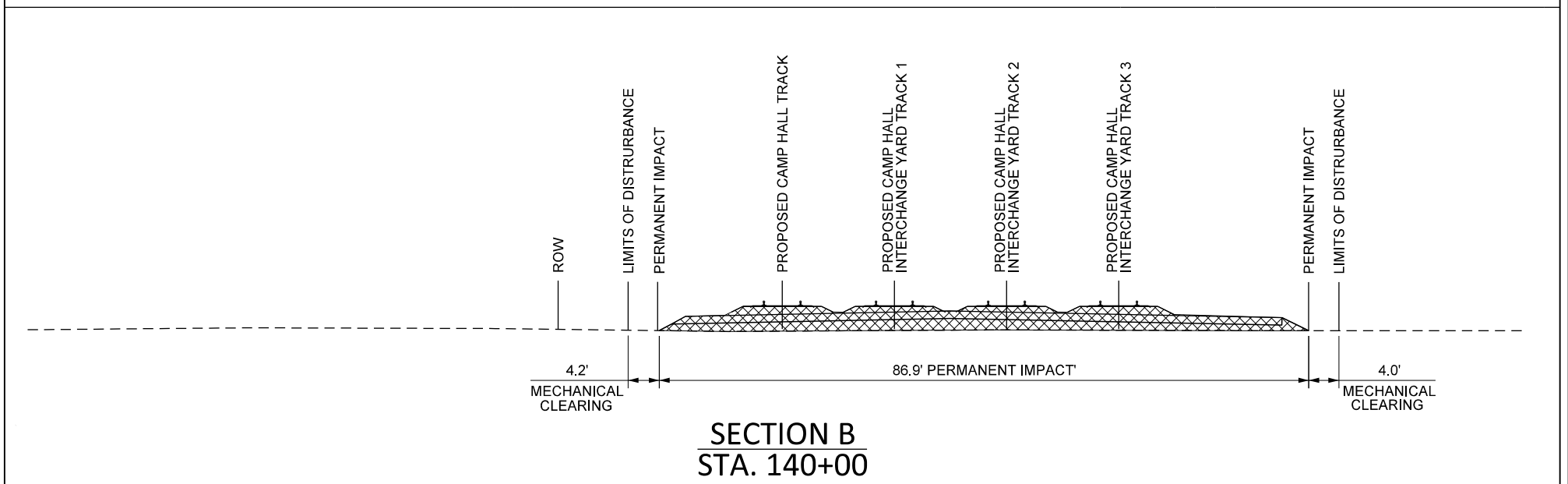
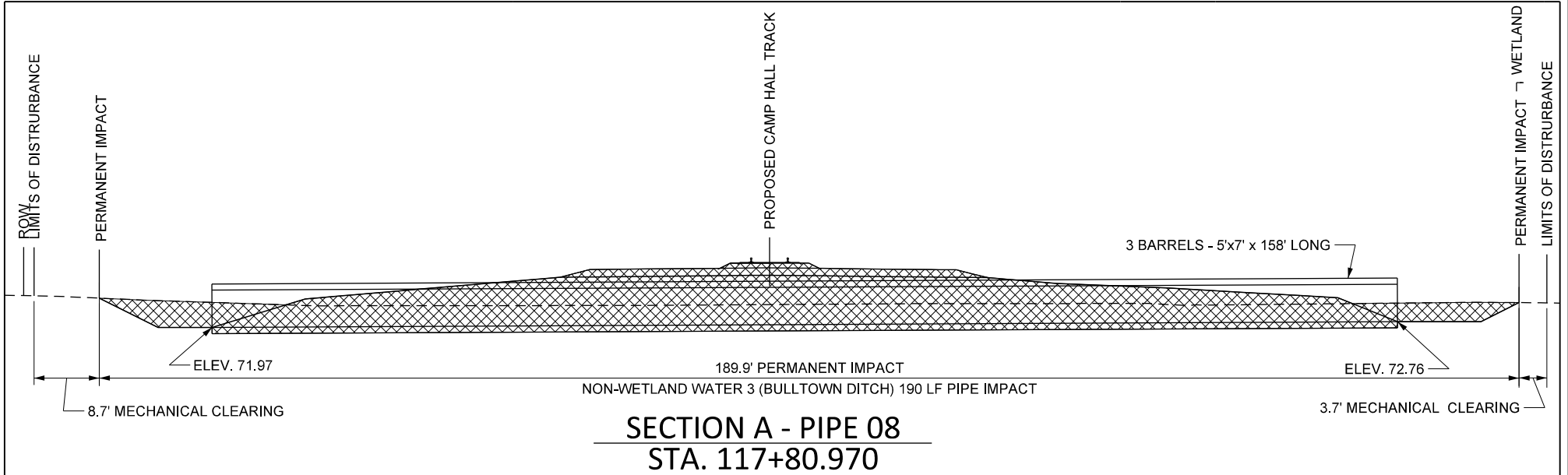
APPLICANT: PALMETTO RAILWAYS



IMPACTS	SF	AC		TNW/SECTION 10 WATERS
PERMANENT WETLAND IMPACT (CUT/FILL)	----	----		WETLANDS
MECHANICAL CLEARING WETLAND IMPACT	----	----		EXISTING ROAD
PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----		NON-WETLAND WATERS LIMITS OF DISTURBANCE
PERMANENT PIPE IMPACT NON-WETLAND WATER	----	----		PERMANENT IMPACT
TOTAL IMPACTS	----	----		PROPOSED ROAD RIGHT-OF-WAY (ROW)

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
 APPLICATION # SAC-2016-01395
 DATE: MARCH 2018 SHEET 51 OF 106

0 100 200 400

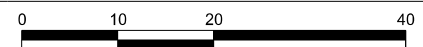


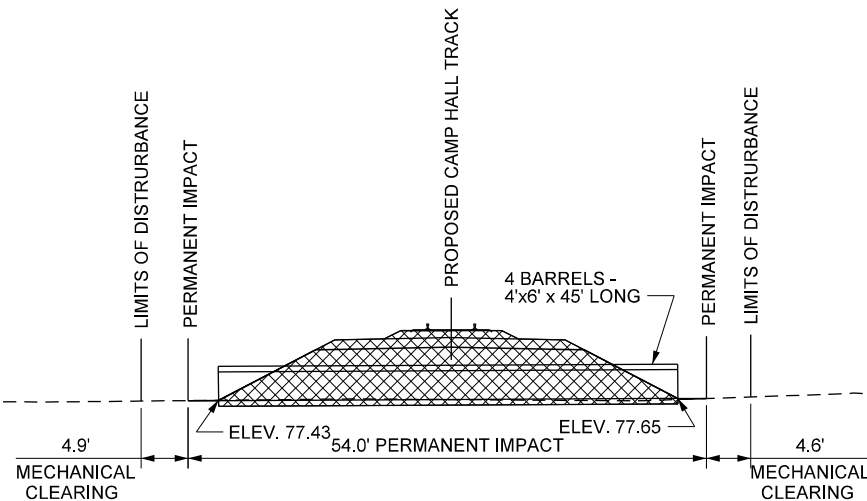
APPLICANT: PALMETTO RAILWAYS



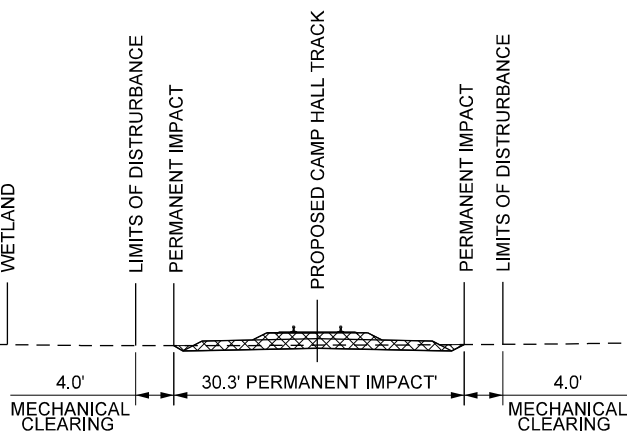
CROSS SECTION SHEET 1 OF 54

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
 APPLICATION # SAC-2016-01395
 DATE: MARCH 2018 SHEET 52 OF 106





SECTION C - CULVERT 10
STA. 190+21.27



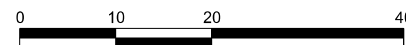
SECTION D
STA. 197+00

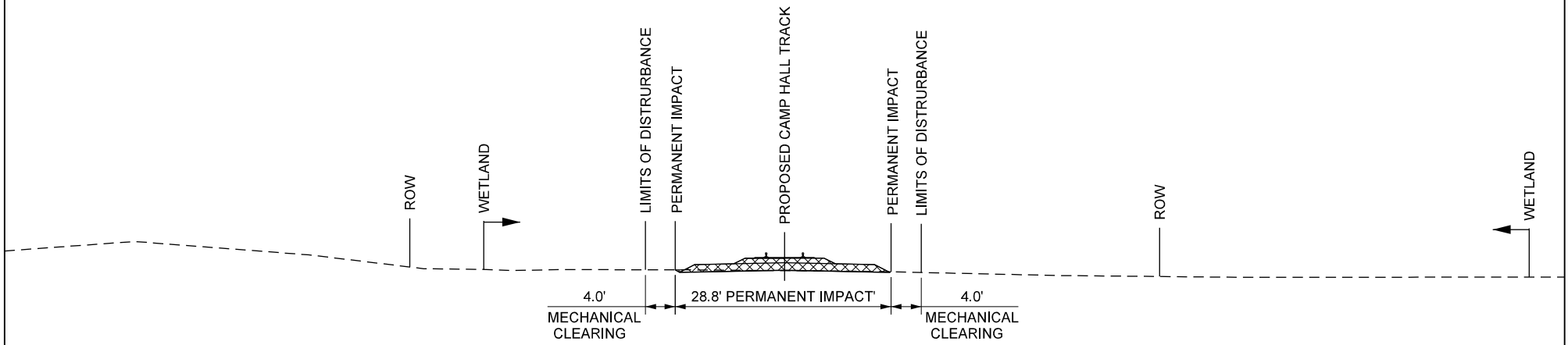


CROSS SECTION SHEET 2 OF 54

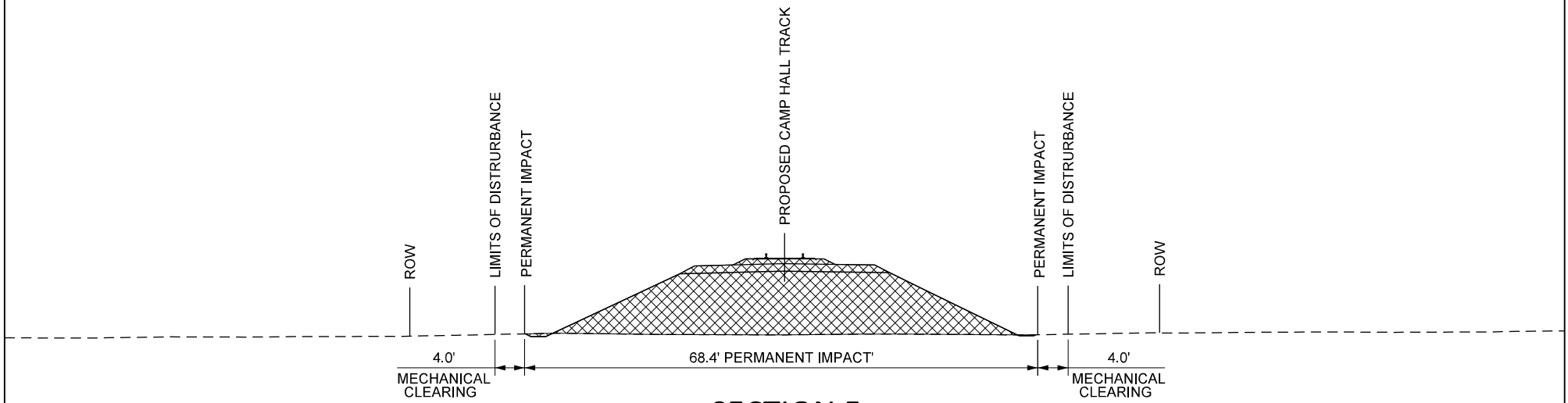
APPLICANT: PALMETTO RAILWAYS

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
APPLICATION # SAC-2016-01395
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SECTION E
STA. 210+00



SECTION F
STA. 232+00

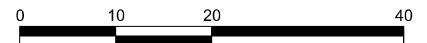


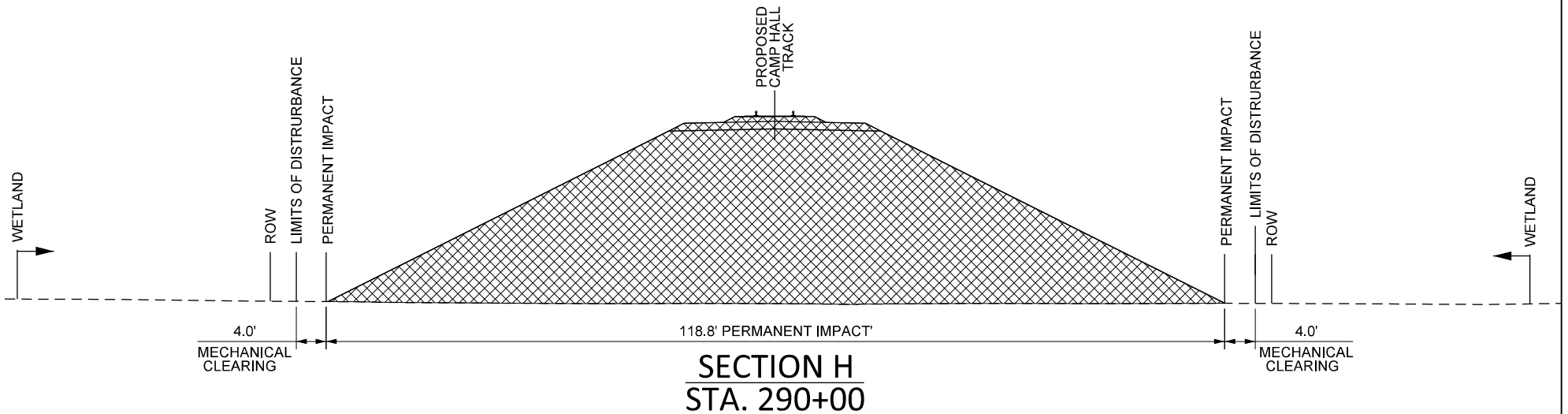
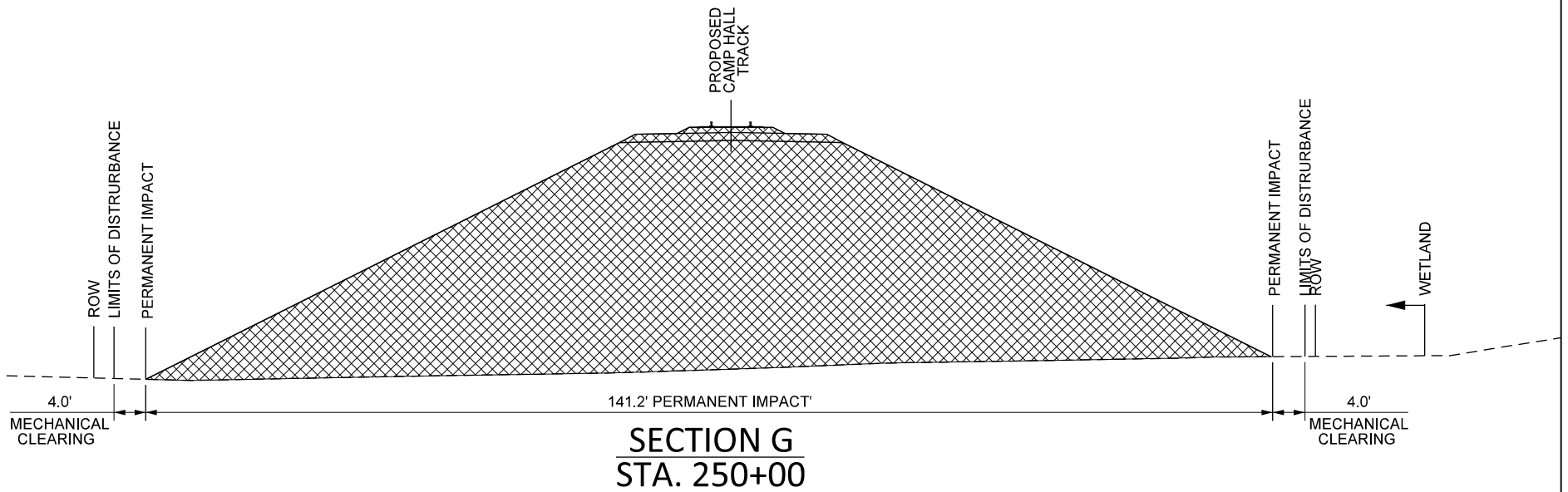
APPLICANT: PALMETTO RAILWAYS



CROSS SECTION SHEET 3 OF 54

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
APPLICATION # SAC-2016-01395
DATE: MARCH 2018 SHEET 54 OF 106





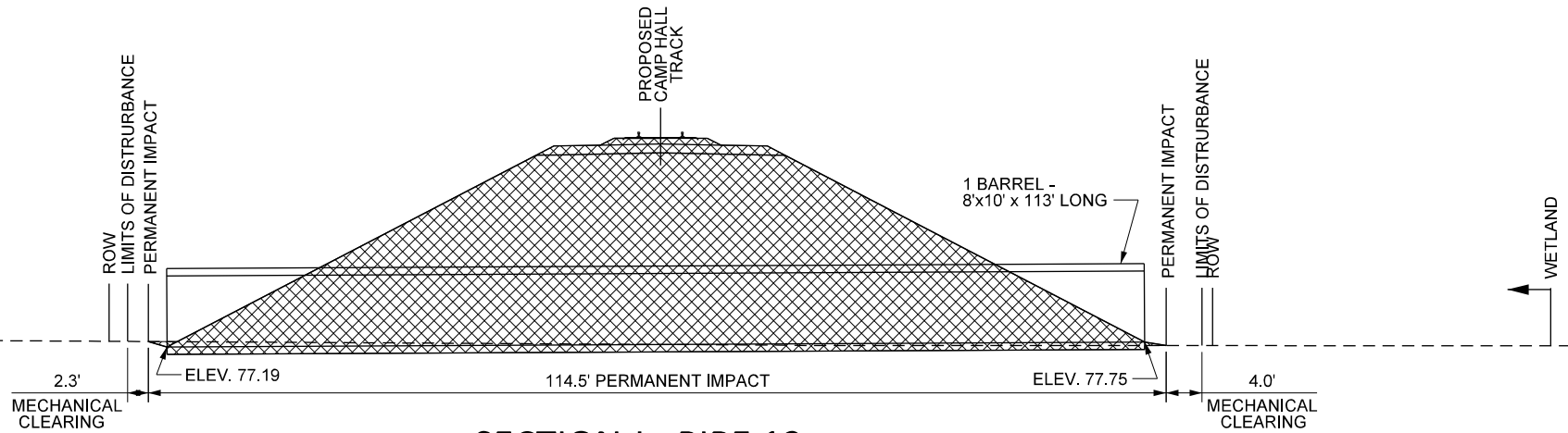
APPLICANT: PALMETTO RAILWAYS



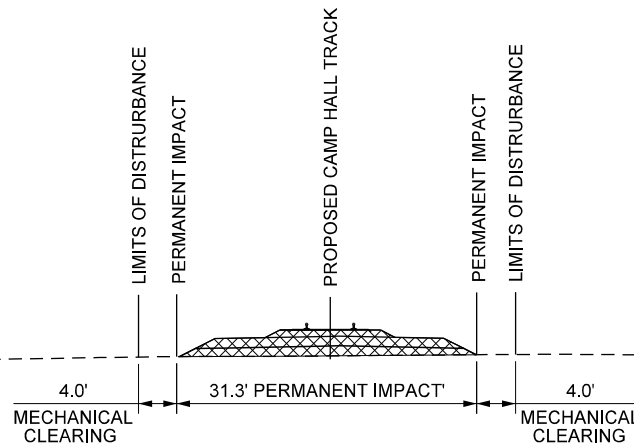
CROSS SECTION SHEET 4 OF 54

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
 APPLICATION # SAC-2016-01395
 DATE: MARCH 2018 SHEET 55 OF 106

0 10 20 40



SECTION J - PIPE 12
STA. 293+23.04



SECTION K
STA. 330+00

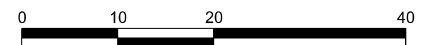


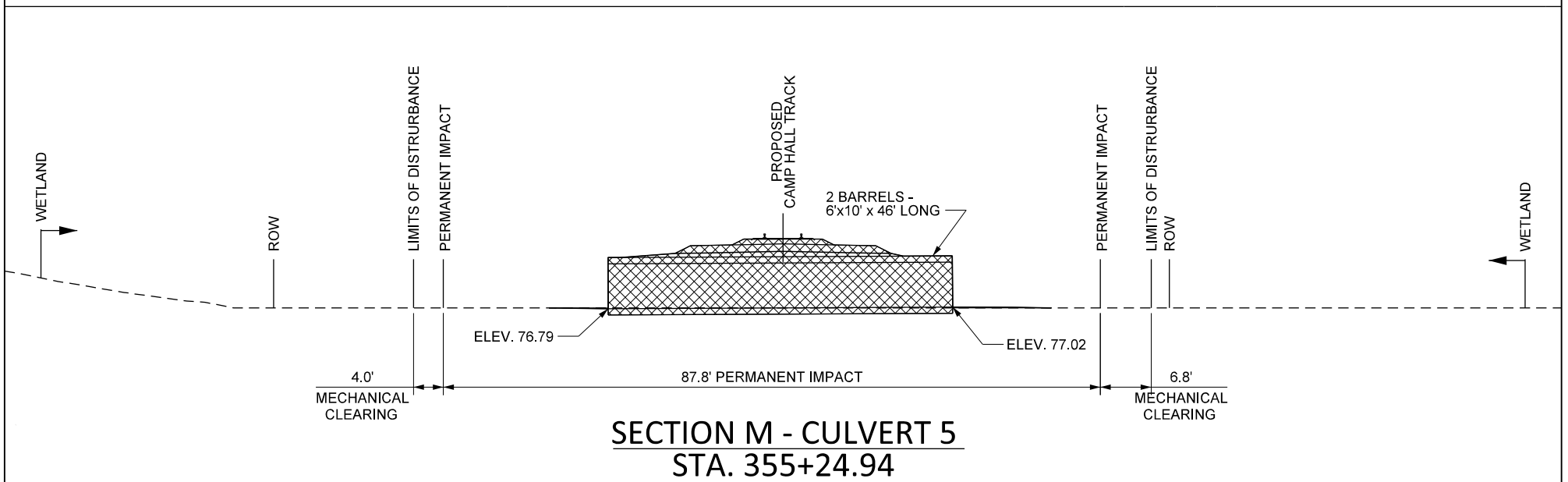
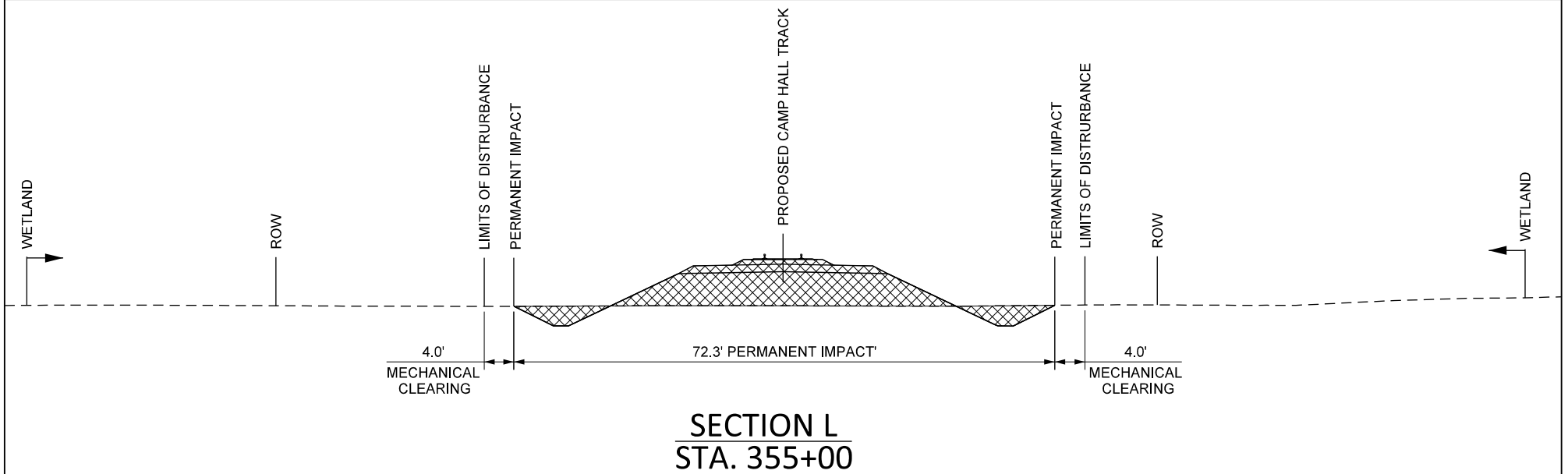
APPLICANT: PALMETTO RAILWAYS



CROSS SECTION SHEET 5 OF 54

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
APPLICATION # SAC-2016-01395
DATE: MARCH 2018 SHEET 56 OF 106



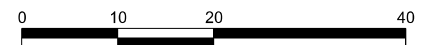


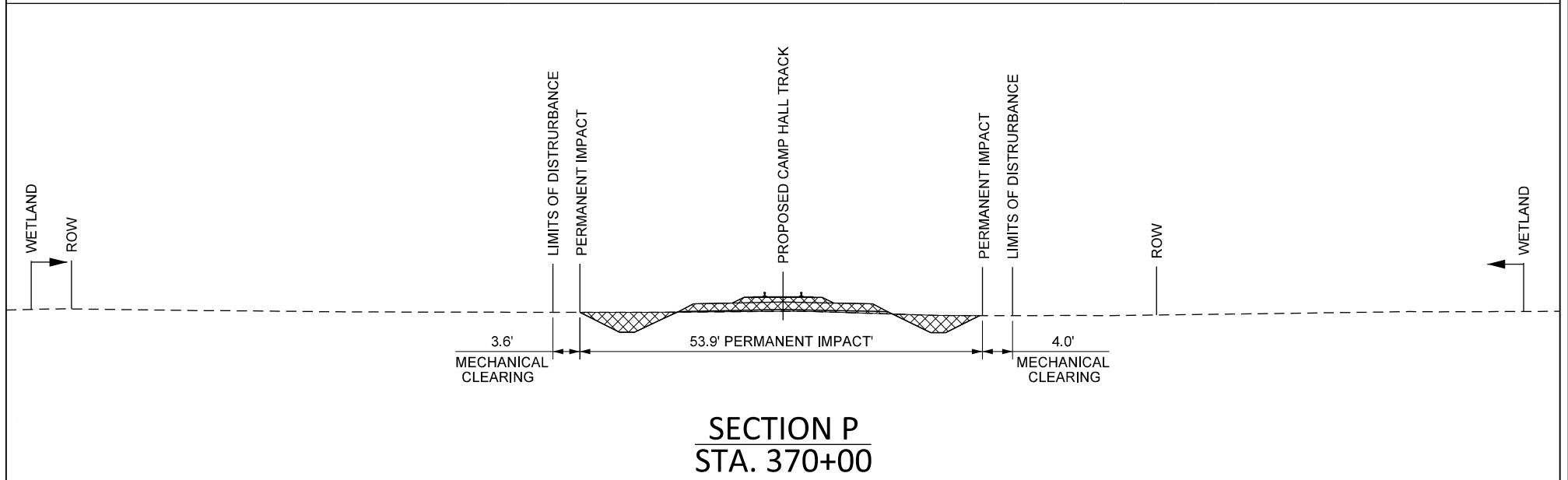
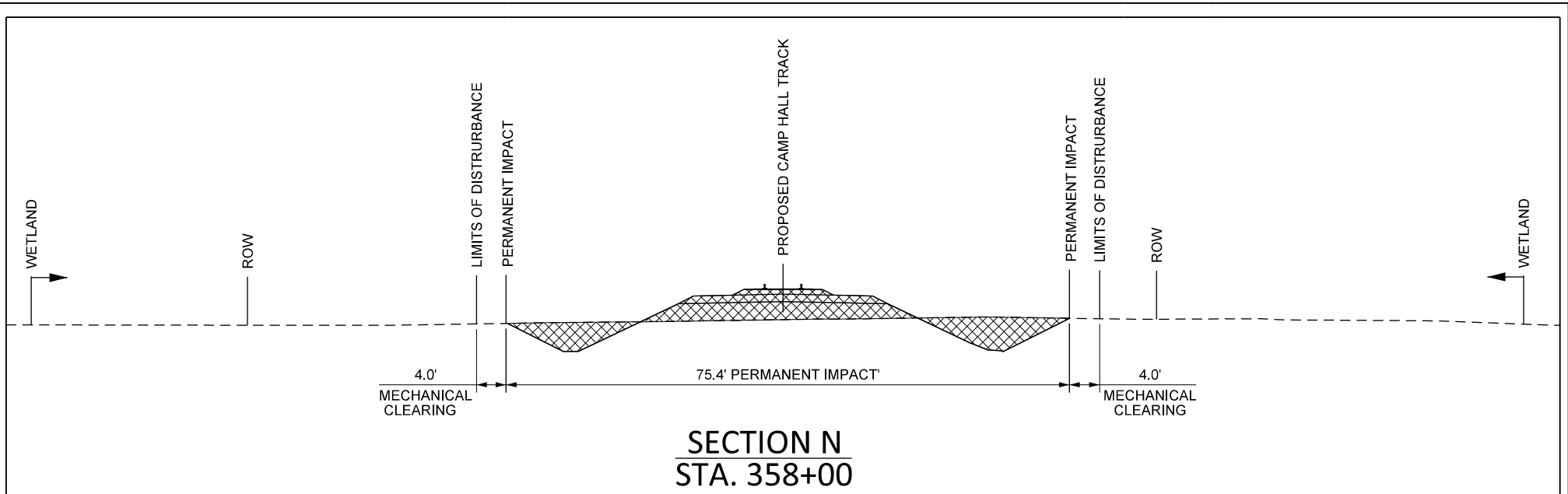
APPLICANT: PALMETTO RAILWAYS



CROSS SECTION SHEET 6 OF 54

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
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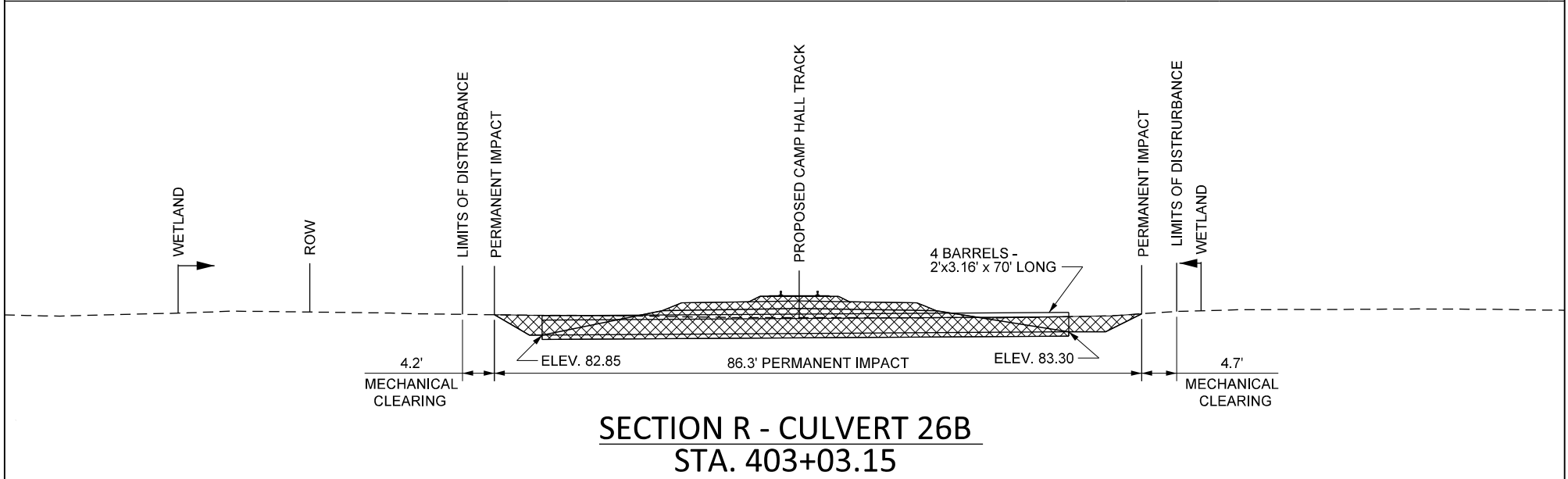
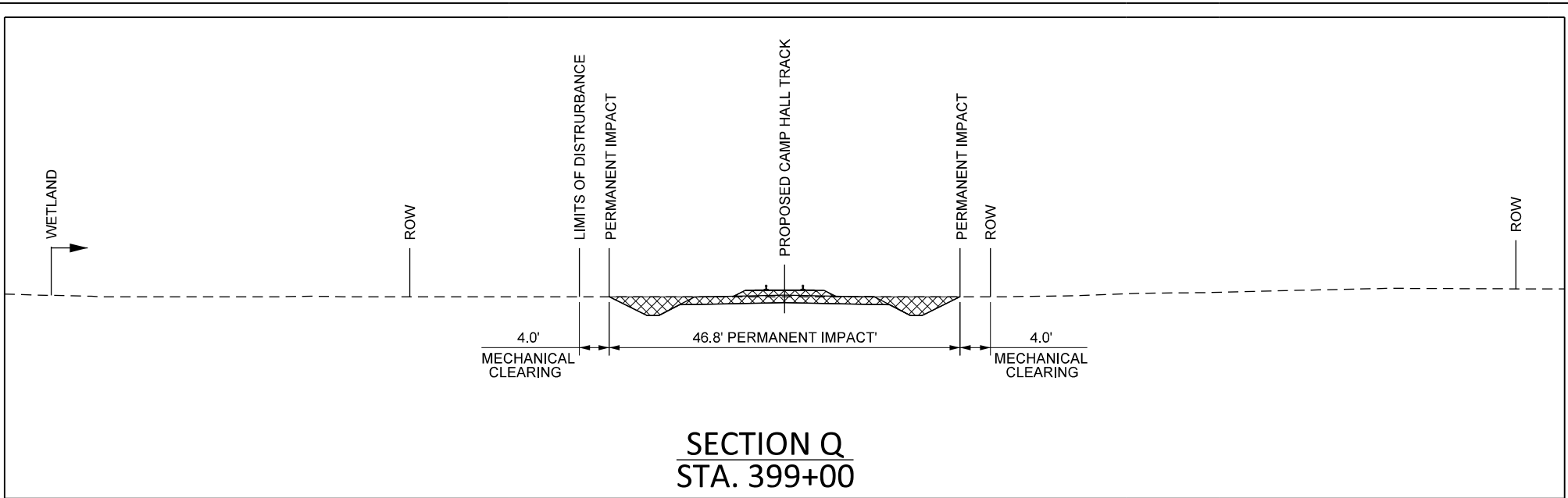
APPLICANT: PALMETTO RAILWAYS



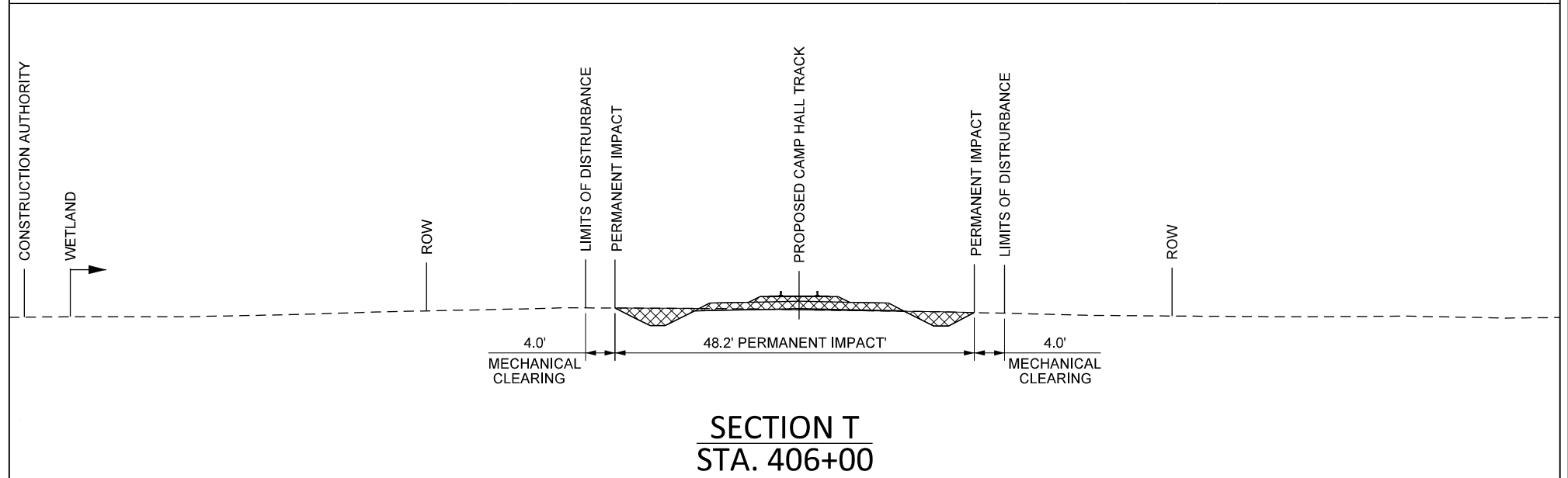
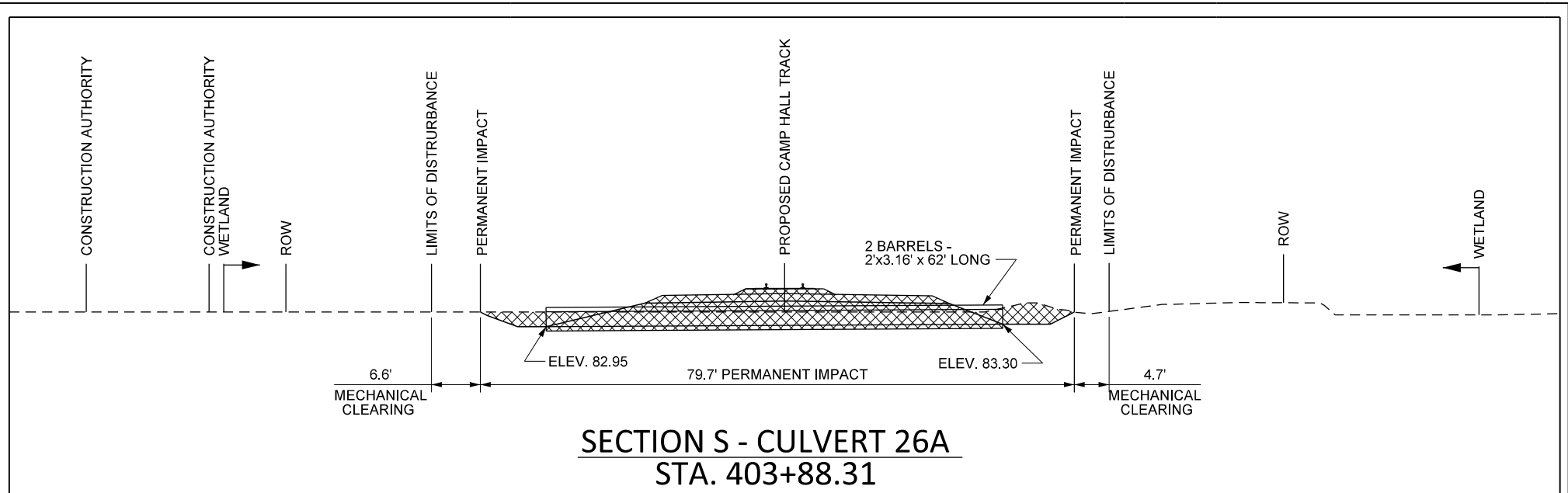
CROSS SECTION SHEET 7 OF 54

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
 APPLICATION # SAC-2016-01395
 DATE: MARCH 2018 SHEET 58 OF 106

0 10 20 40



 APPLICANT: PALMETTO RAILWAYS		CROSS SECTION SHEET 8 OF 54	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # <u>SAC-2016-01395</u> DATE: <u>MARCH 2018</u> SHEET <u>59</u> OF <u>106</u> 
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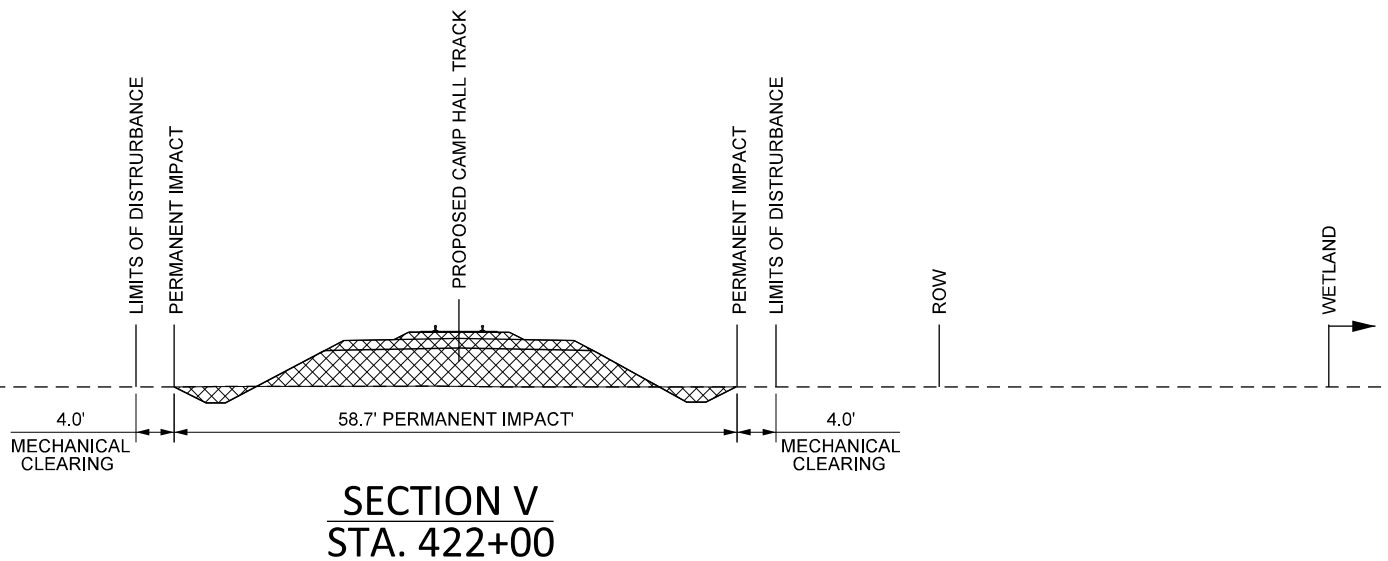
APPLICANT: PALMETTO RAILWAYS



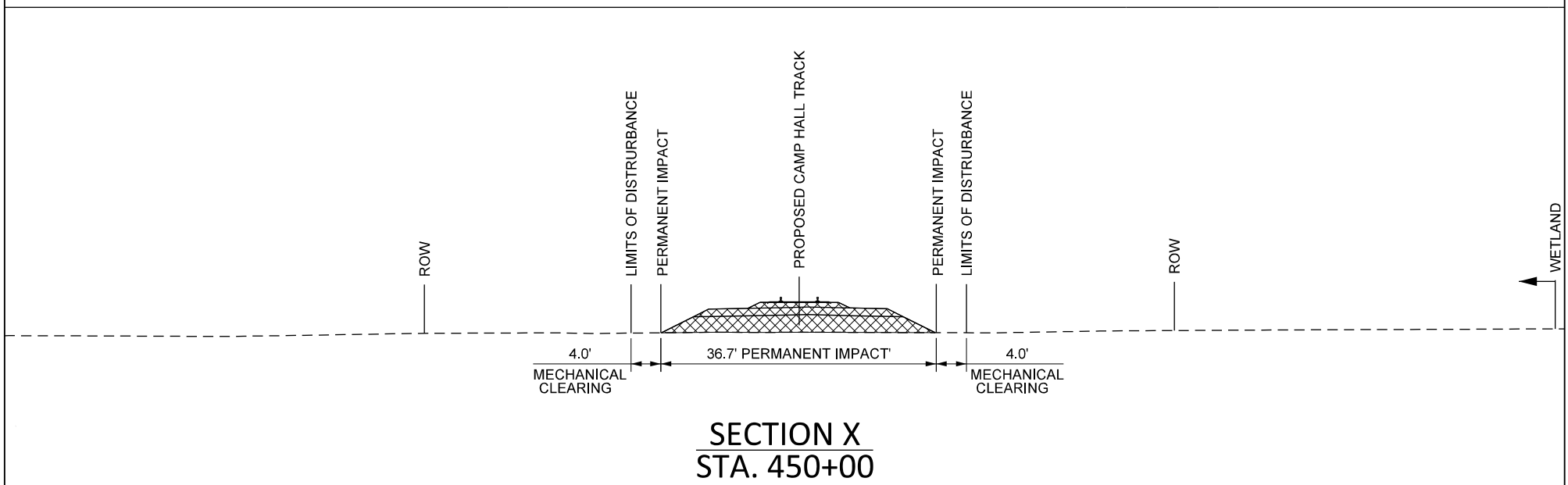
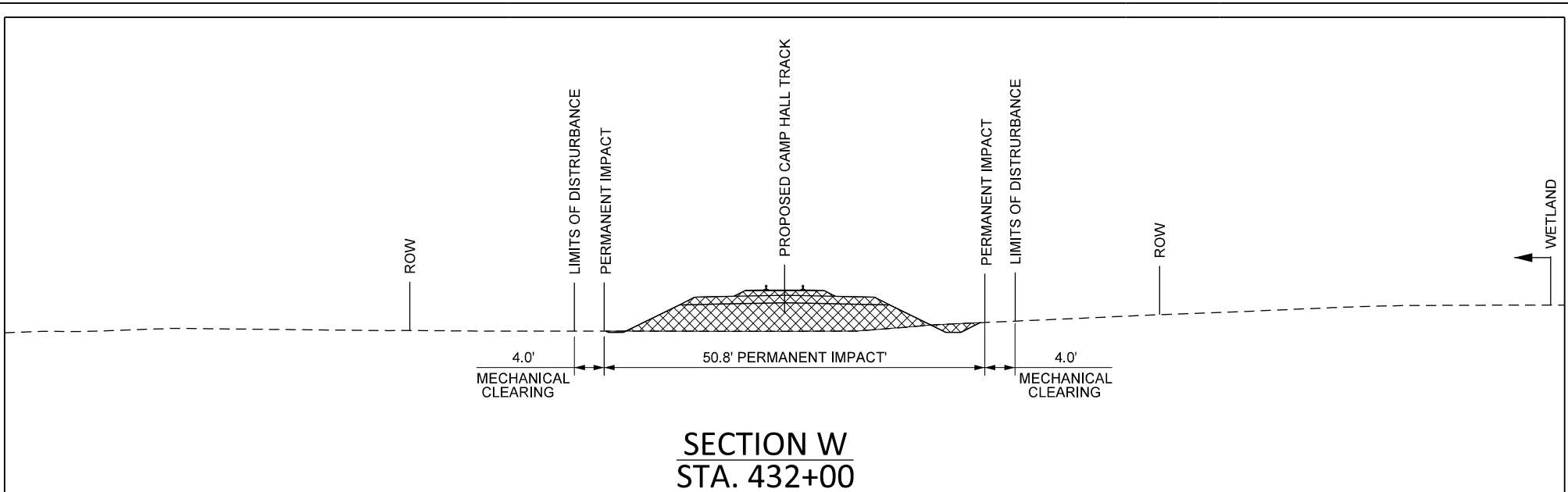
CROSS SECTION SHEET 9 OF XX

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
APPLICATION # SAC-2016-01395
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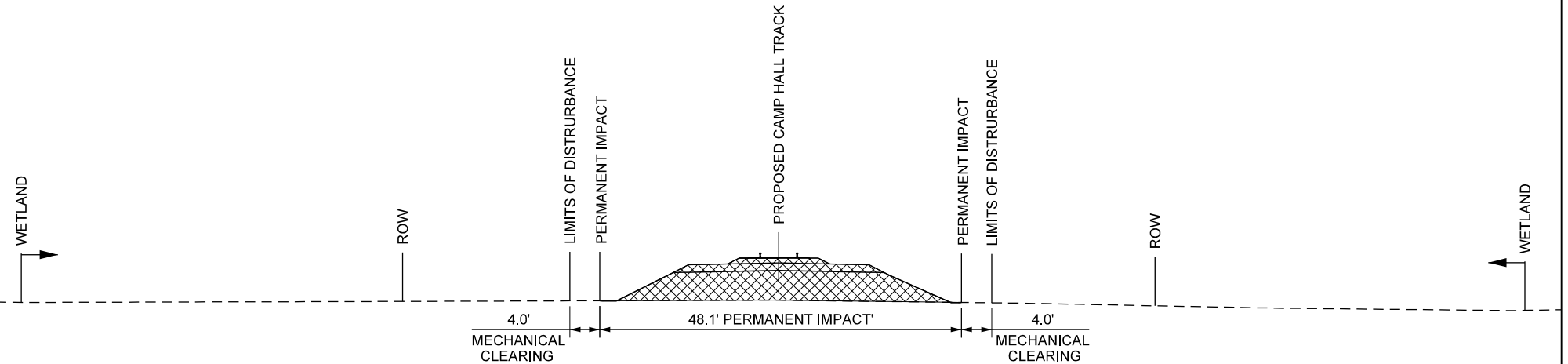
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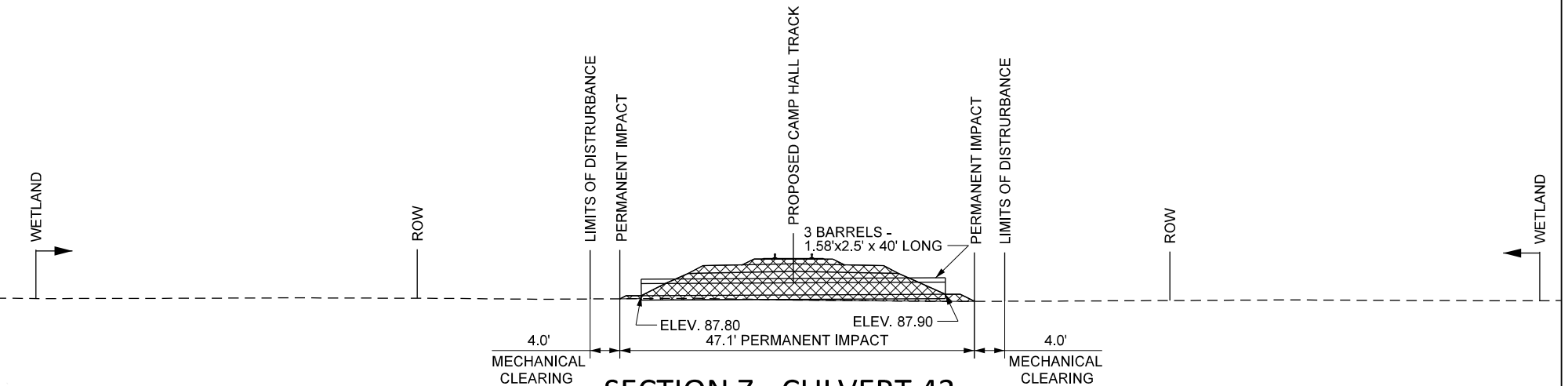
CROSS SECTION SHEET 10 OF 54



 APPLICANT: PALMETTO RAILWAYS		CROSS SECTION SHEET 11 OF XX	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # <u>SAC-2016-01395</u> DATE: <u>MARCH 2018</u> SHEET <u>62</u> OF <u>106</u> 
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SECTION Y
STA. 464+00



SECTION Z - CULVERT 43
STA. 466+48.36

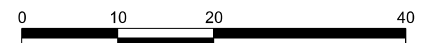
CROSS SECTION SHEET 12 OF 54

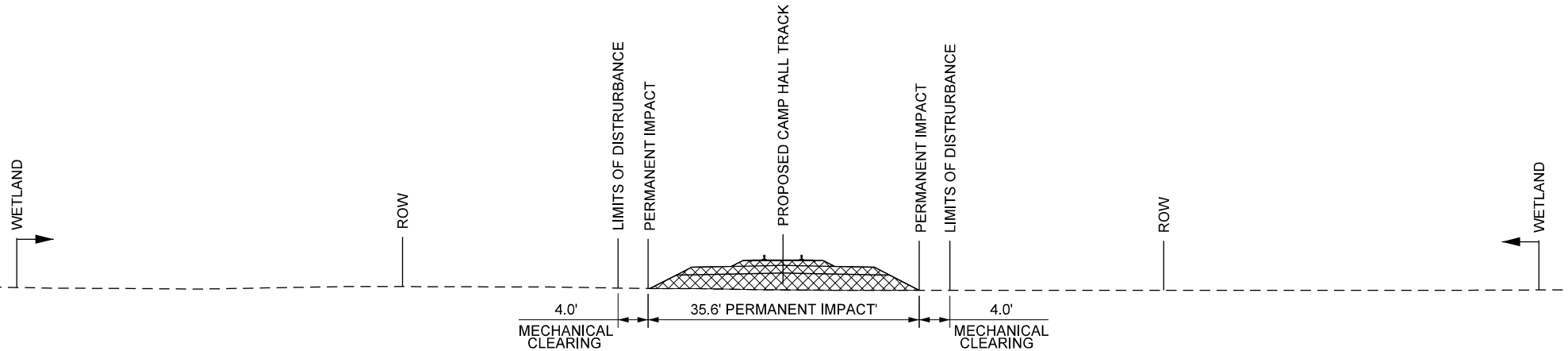


APPLICANT: PALMETTO RAILWAYS

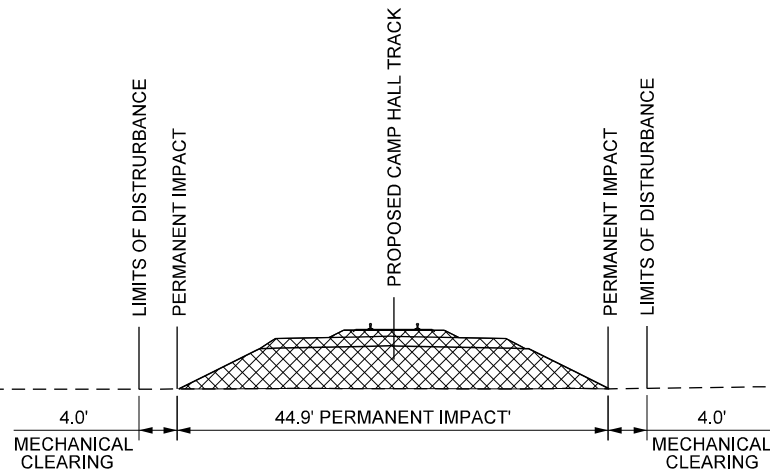


PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
APPLICATION # SAC-2016-01395
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SECTION AA
STA. 485+00



SECTION BB
STA. 515+00

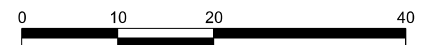
CROSS SECTION SHEET 13 OF 54

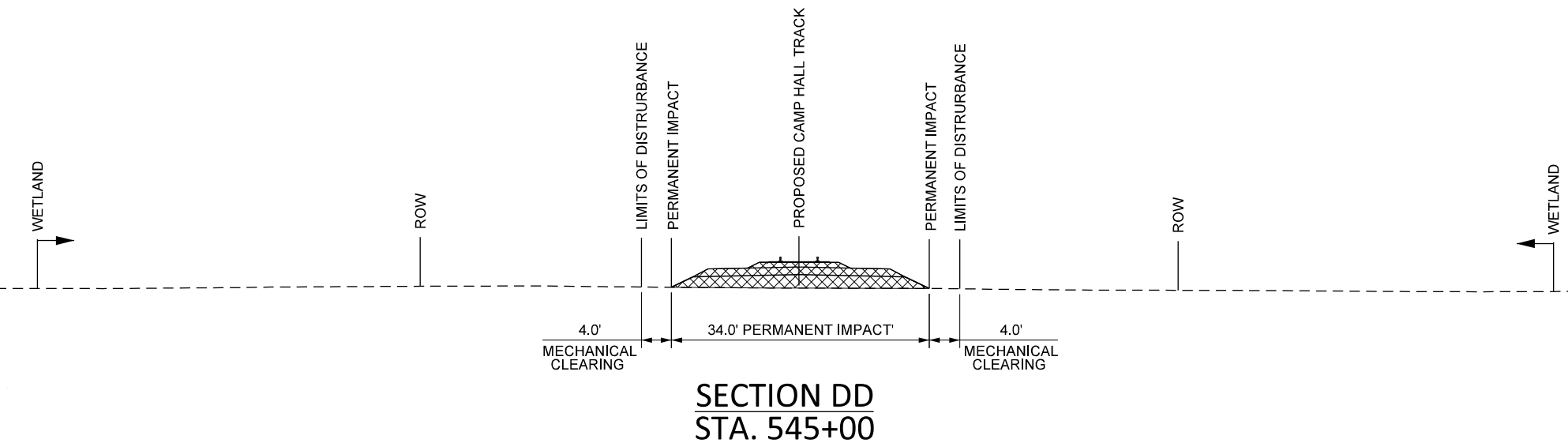
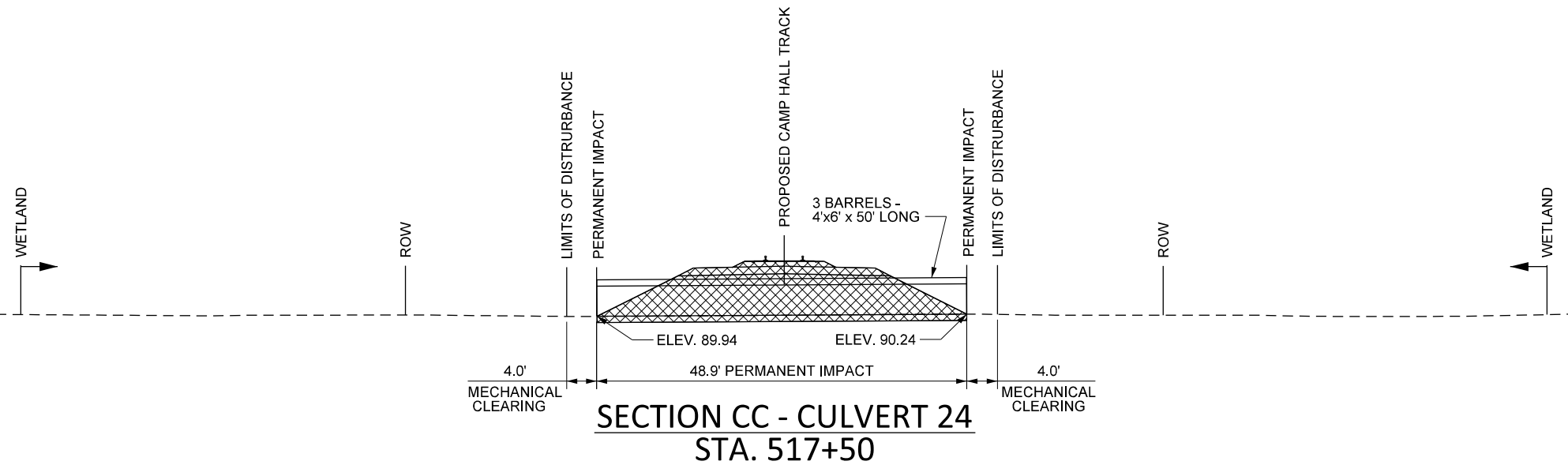


APPLICANT: PALMETTO RAILWAYS



PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
APPLICATION # SAC-2016-01395
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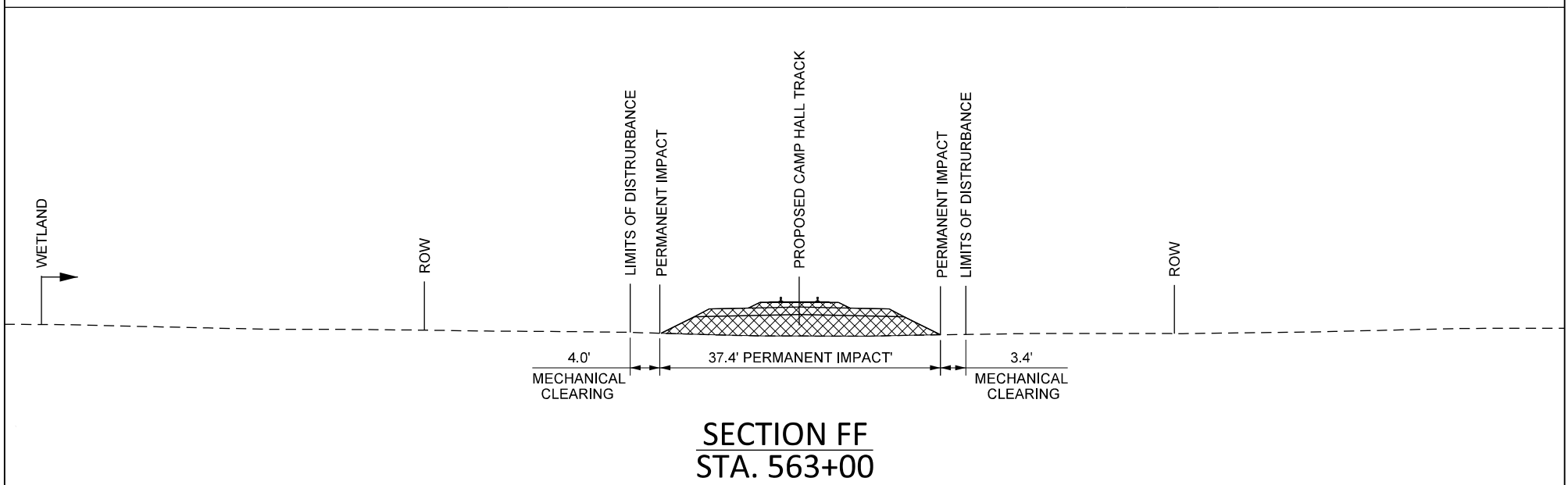
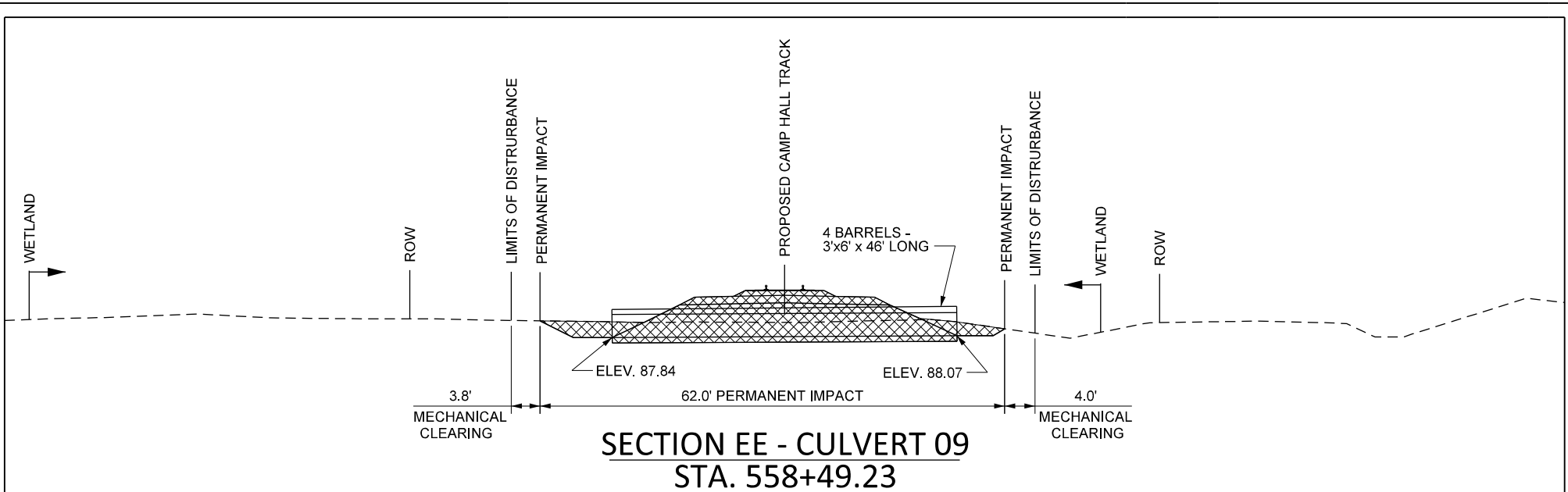
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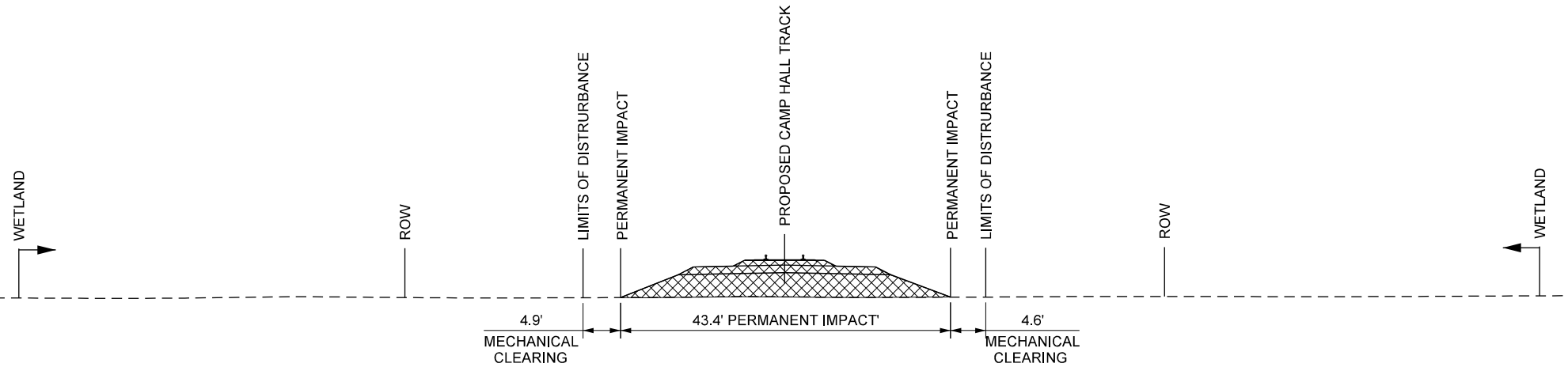


CROSS SECTION SHEET 14 OF 54

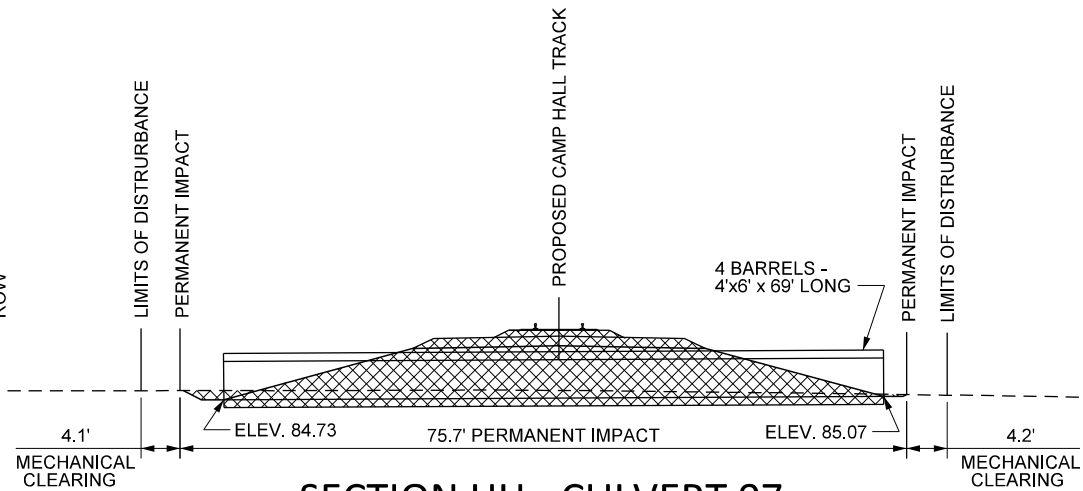
PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
 APPLICATION # SAC-2016-01395
 DATE: MARCH 2018 SHEET 65 OF 106

0 10 20 40





SECTION GG
STA. 589+00



SECTION HH - CULVERT 07
STA. 591+21.73

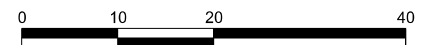


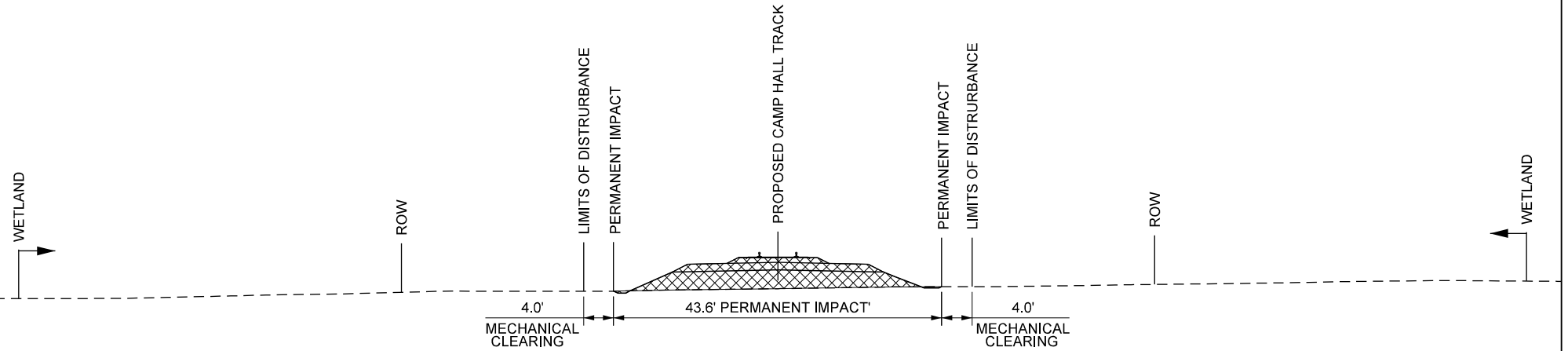
APPLICANT: PALMETTO RAILWAYS



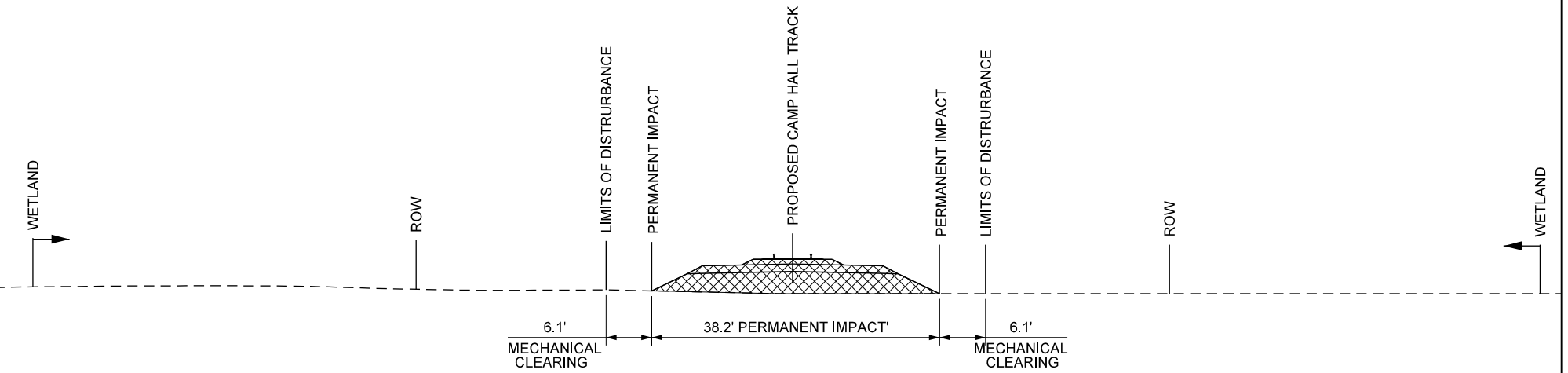
CROSS SECTION SHEET 16 OF 54

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
APPLICATION # SAC-2016-01395
DATE: MARCH 2018 SHEET 67 OF 106





SECTION JJ
STA. 593+00



SECTION KK
STA. 615+00

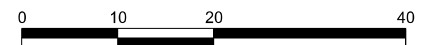


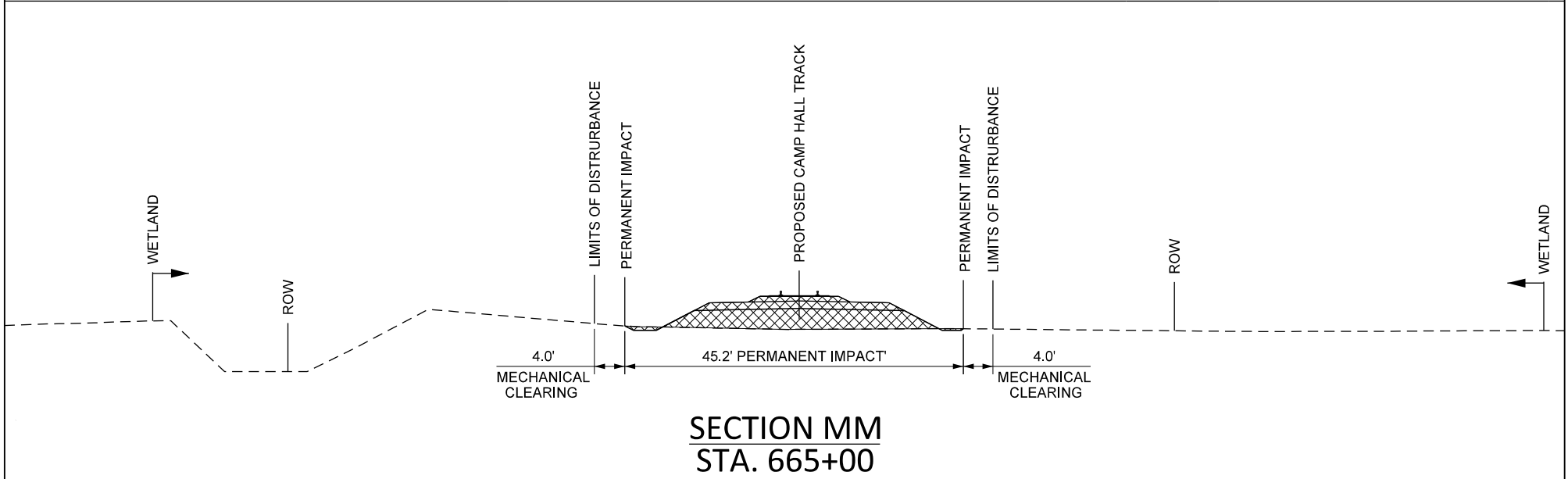
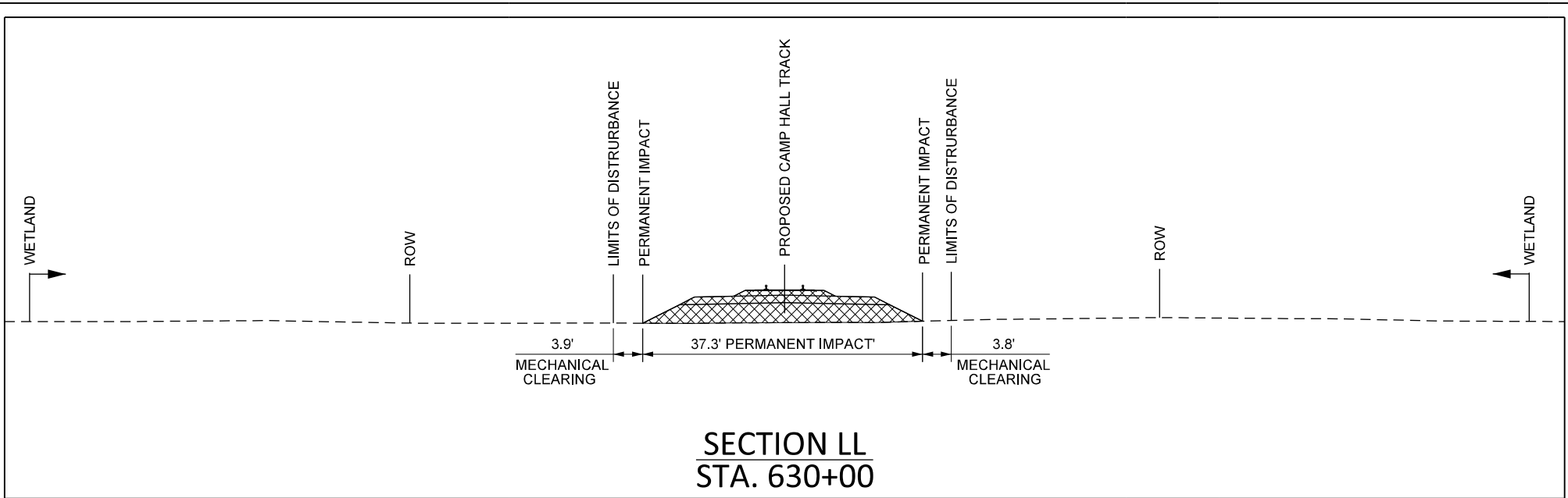
APPLICANT: PALMETTO RAILWAYS



CROSS SECTION SHEET 17 OF 54

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
 APPLICATION # SAC-2016-01395
 DATE: MARCH 2018 SHEET 68 OF 106





CROSS SECTION SHEET 18 OF 54

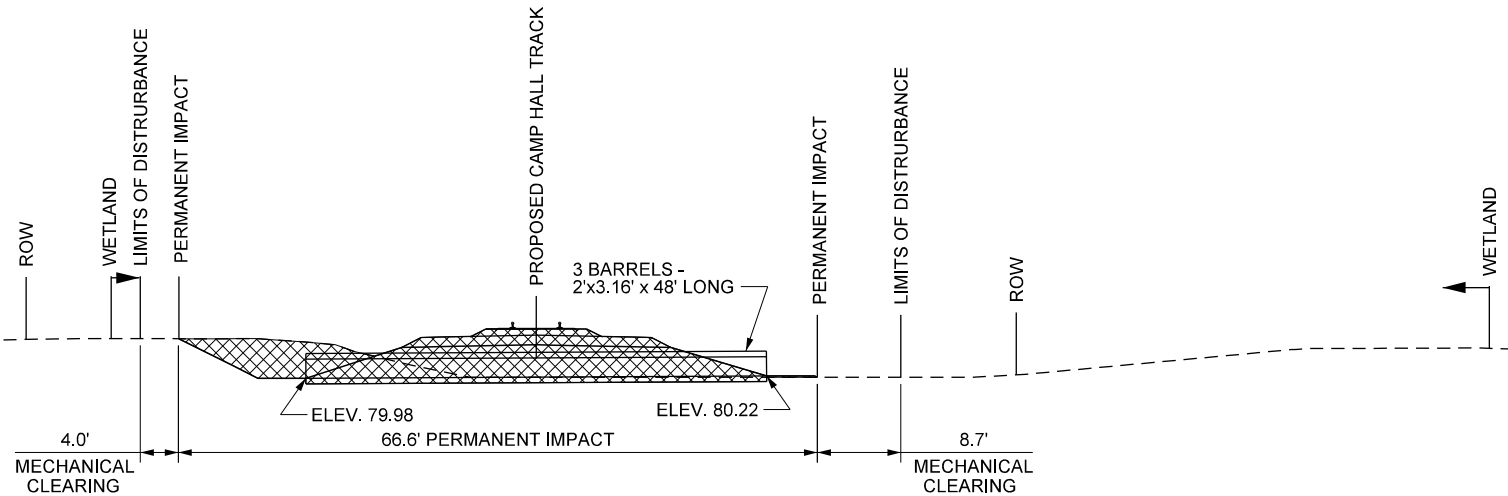
 **Palmetto**
RAILWAYS.

APPLICANT: PALMETTO RAILWAYS

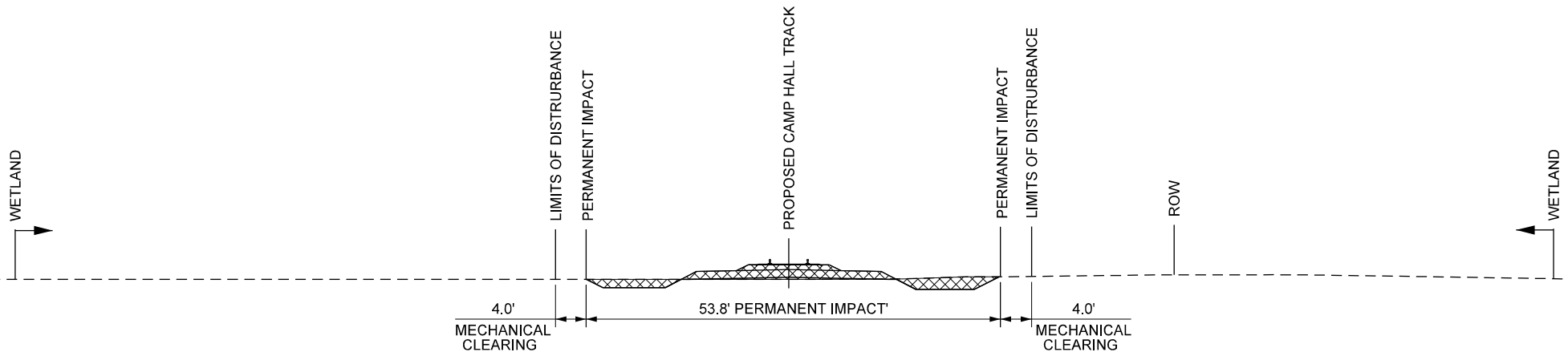


PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
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0 10 20 40



SECTION NN - CULVERT 25
STA. 678+50.61



SECTION PP
STA. 685+00

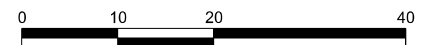


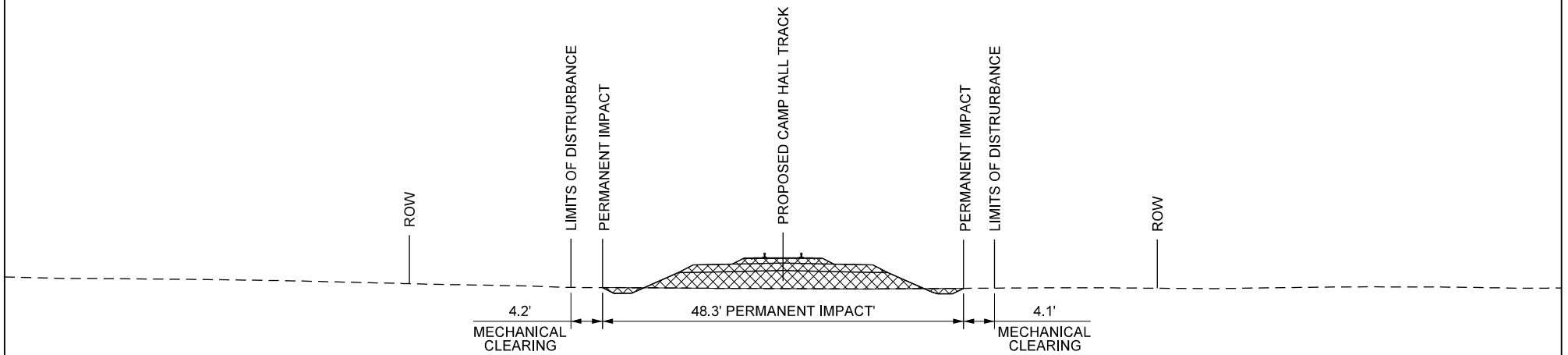
APPLICANT: PALMETTO RAILWAYS



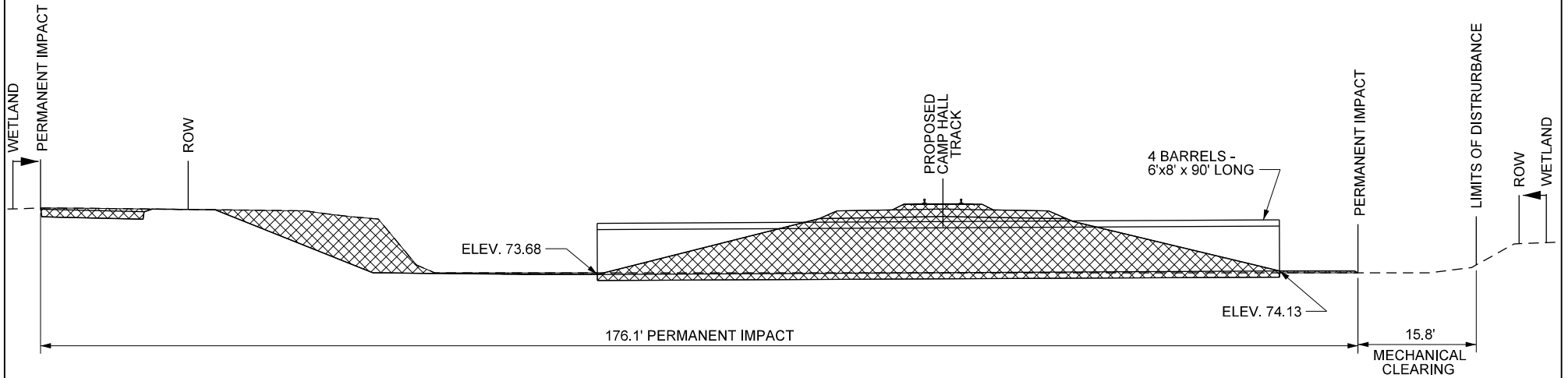
CROSS SECTION SHEET 19 OF 54

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
 APPLICATION # SAC-2016-01395
 DATE: MARCH 2018 SHEET 70 OF 106





SECTION QQ
STA. 721+00



SECTION RR - CULVERT 04B AND ACCESS ROADS
STA. 722+41.58

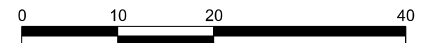


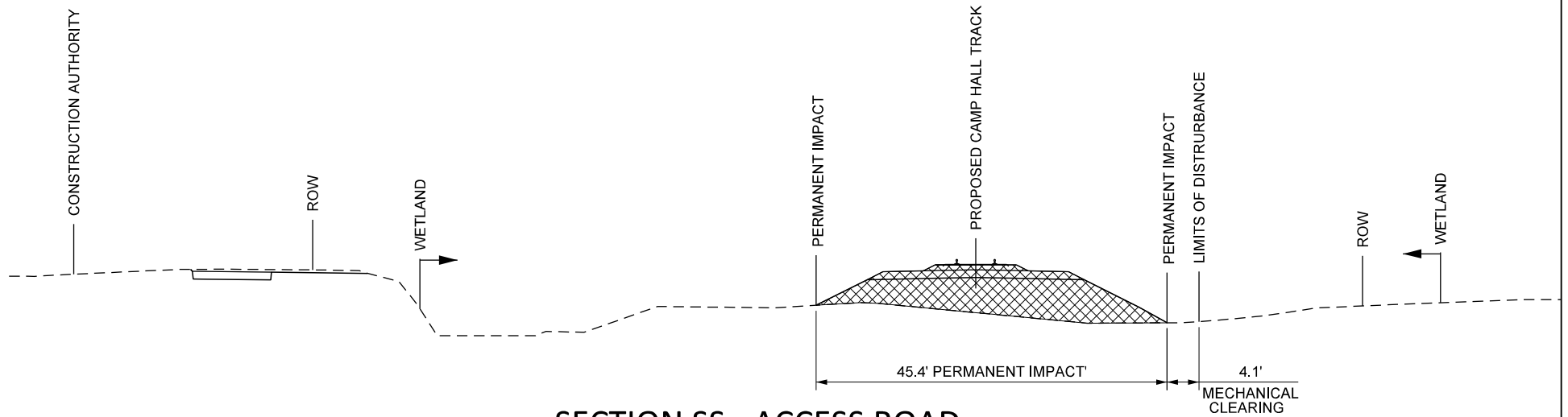
APPLICANT: PALMETTO RAILWAYS



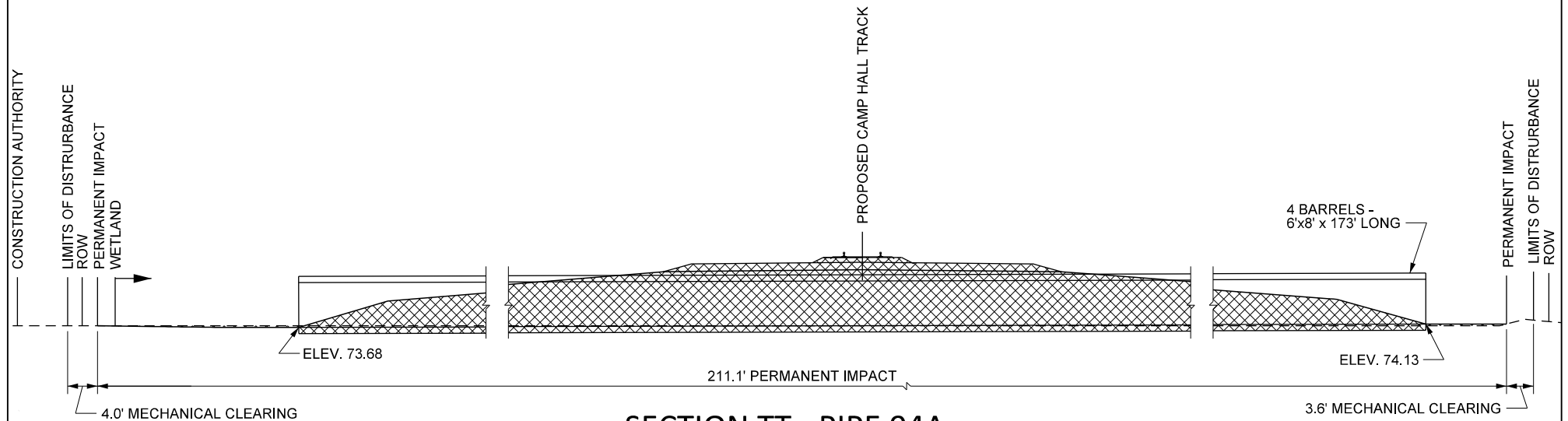
CROSS SECTION SHEET 20 OF 54

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
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SECTION SS - ACCESS ROAD
STA. 723+00



SECTION TT - PIPE 04A
STA. 724+72.84



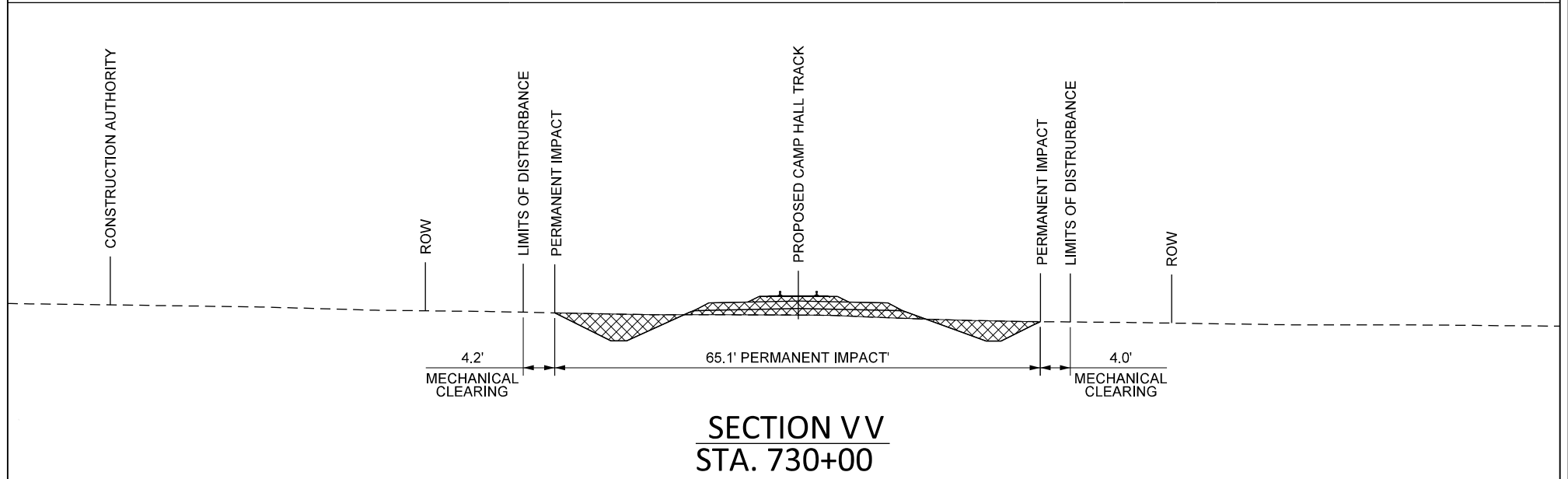
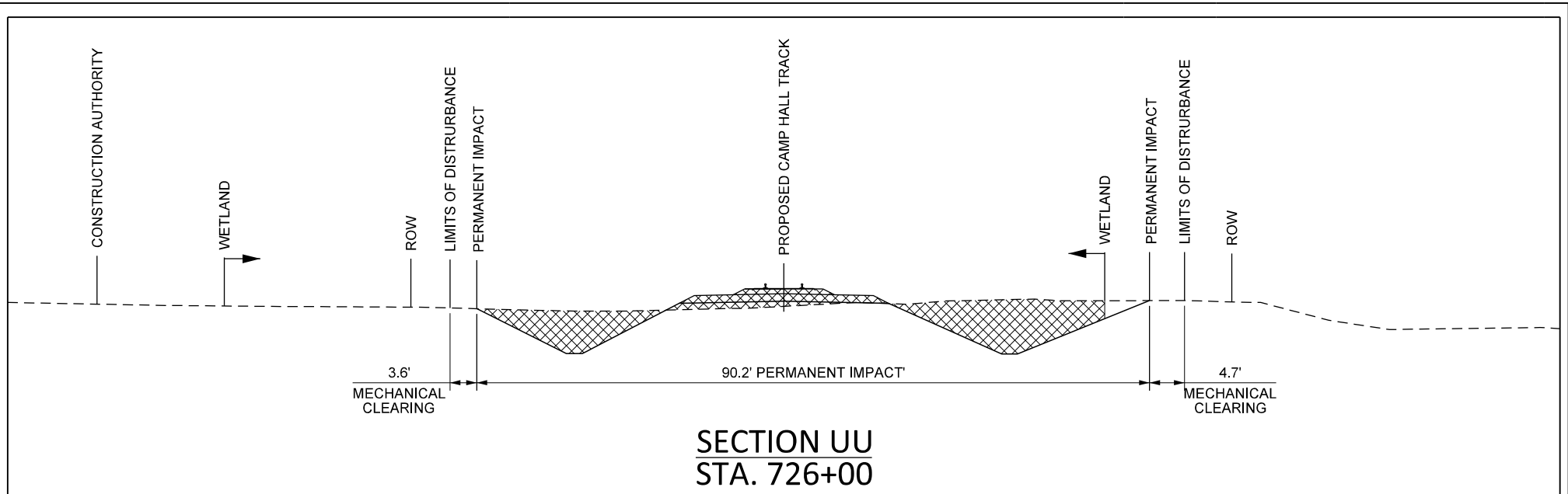
APPLICANT: PALMETTO RAILWAYS



CROSS SECTION SHEET 21 OF 54

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
APPLICATION # SAC-2016-01395
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0 10 20 40



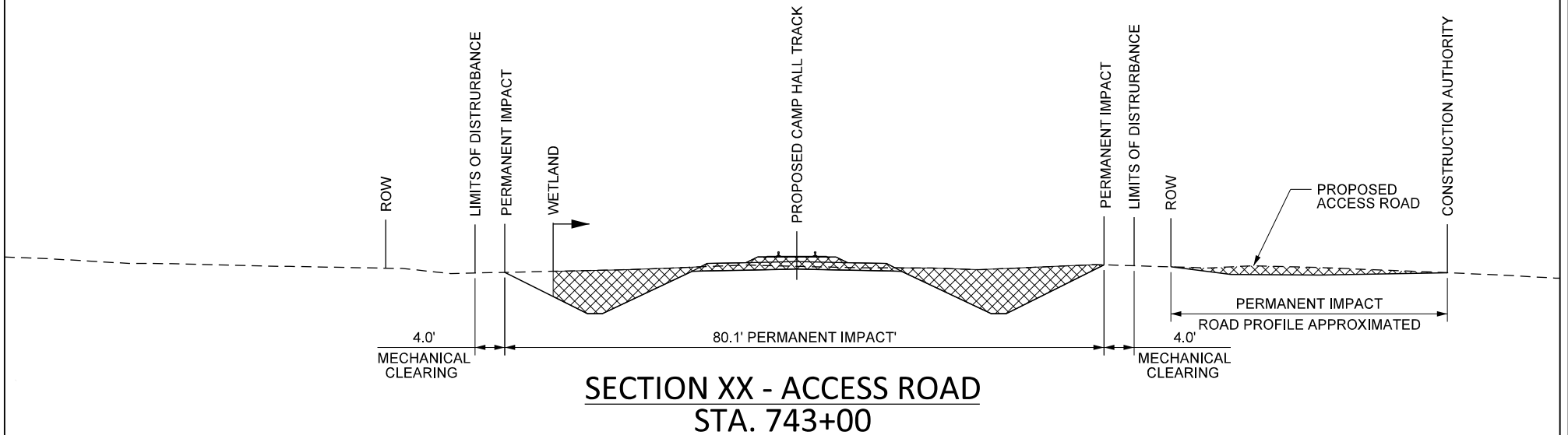
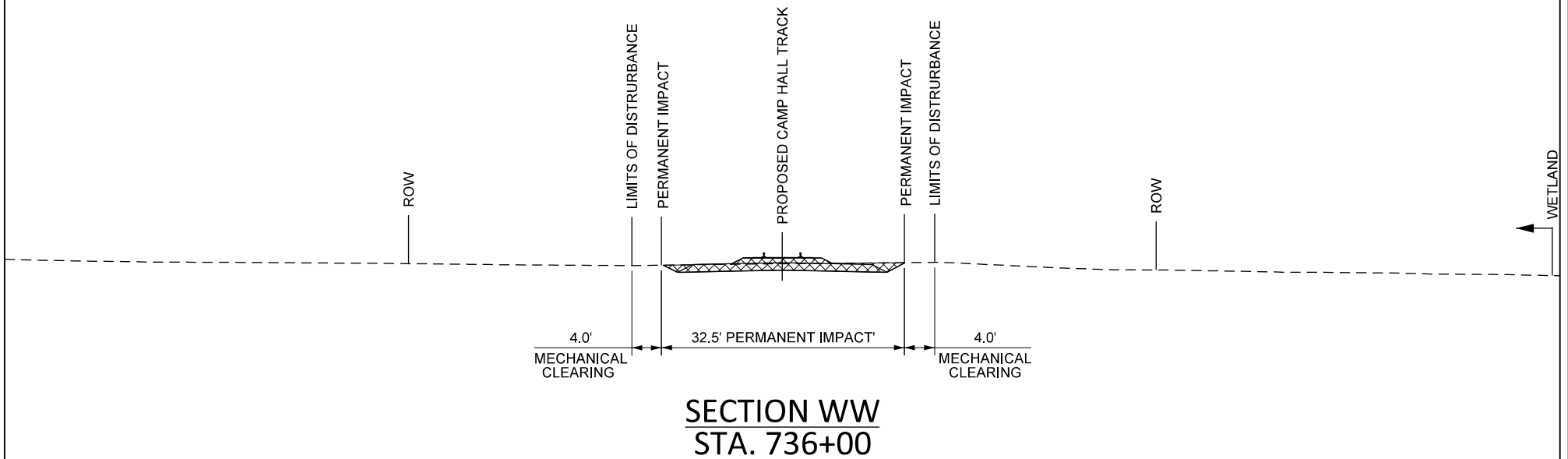
APPLICANT: PALMETTO RAILWAYS



CROSS SECTION SHEET 22 OF 54

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
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0 10 20 40



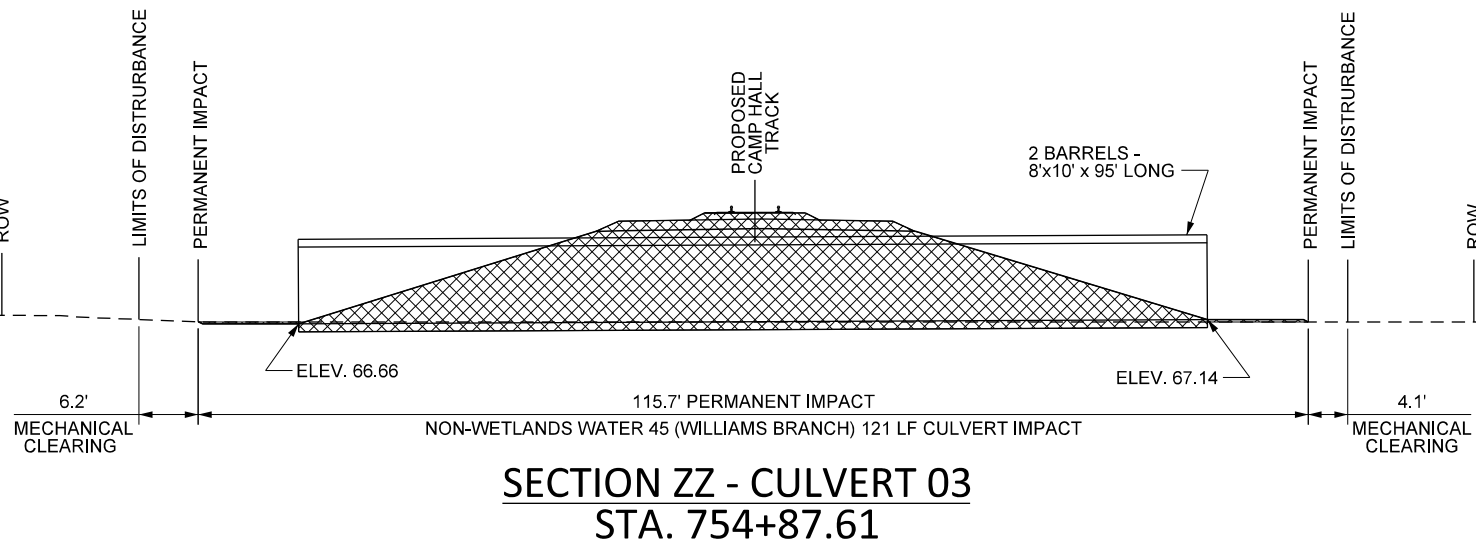
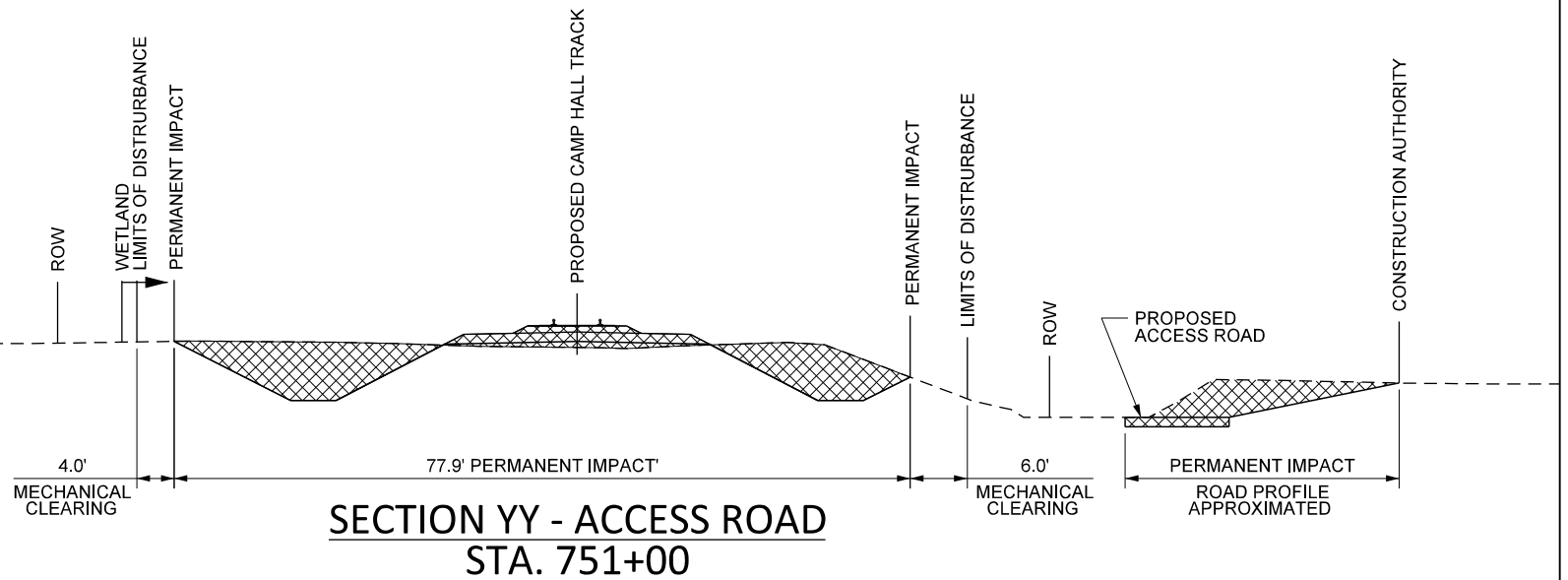
APPLICANT: PALMETTO RAILWAYS



CROSS SECTION SHEET 23 OF 54

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
 APPLICATION # SAC-2016-01395
 DATE: MARCH 2018 SHEET 74 OF 106

0 10 20 40

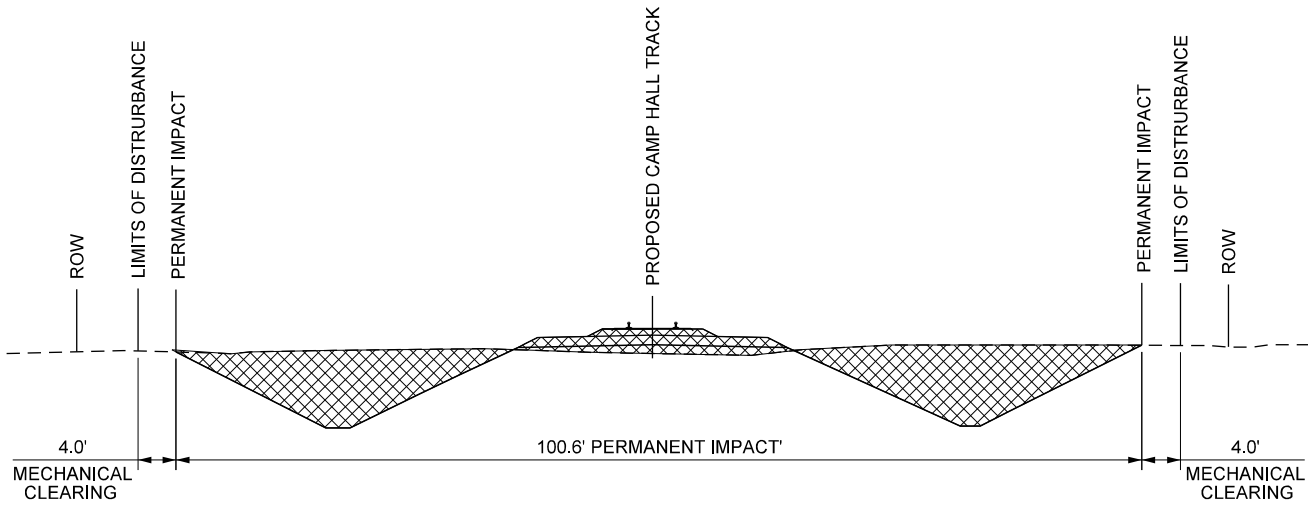


APPLICANT: PALMETTO RAILWAYS

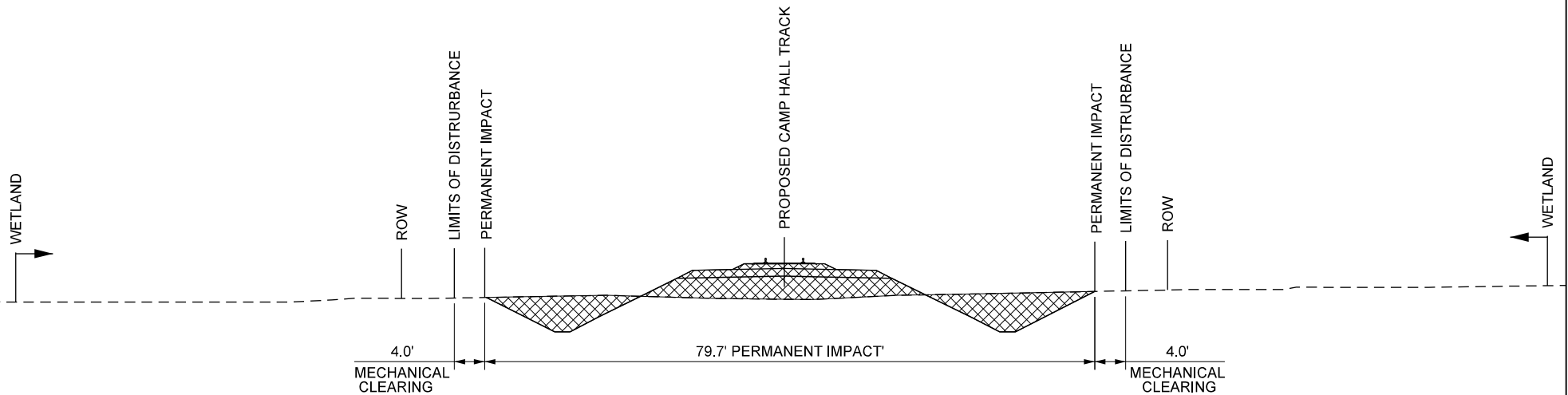


CROSS SECTION SHEET 24 OF 54

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
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SECTION AAA
STA. 760+00



SECTION BBB
STA. 772+00

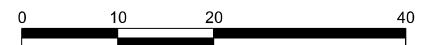


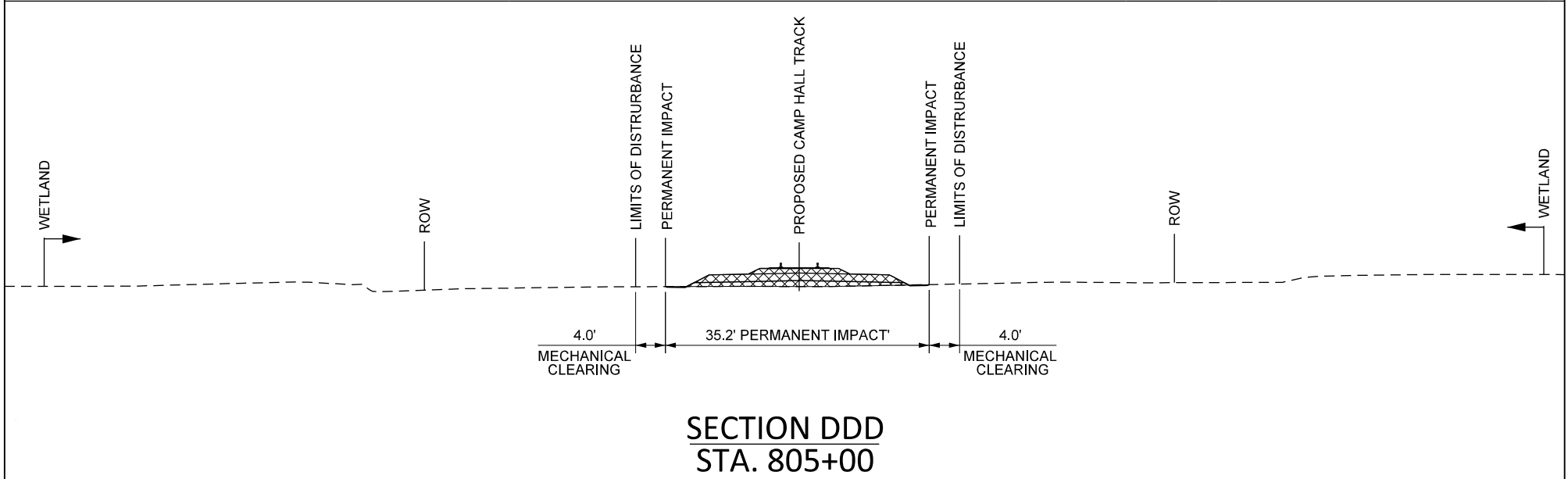
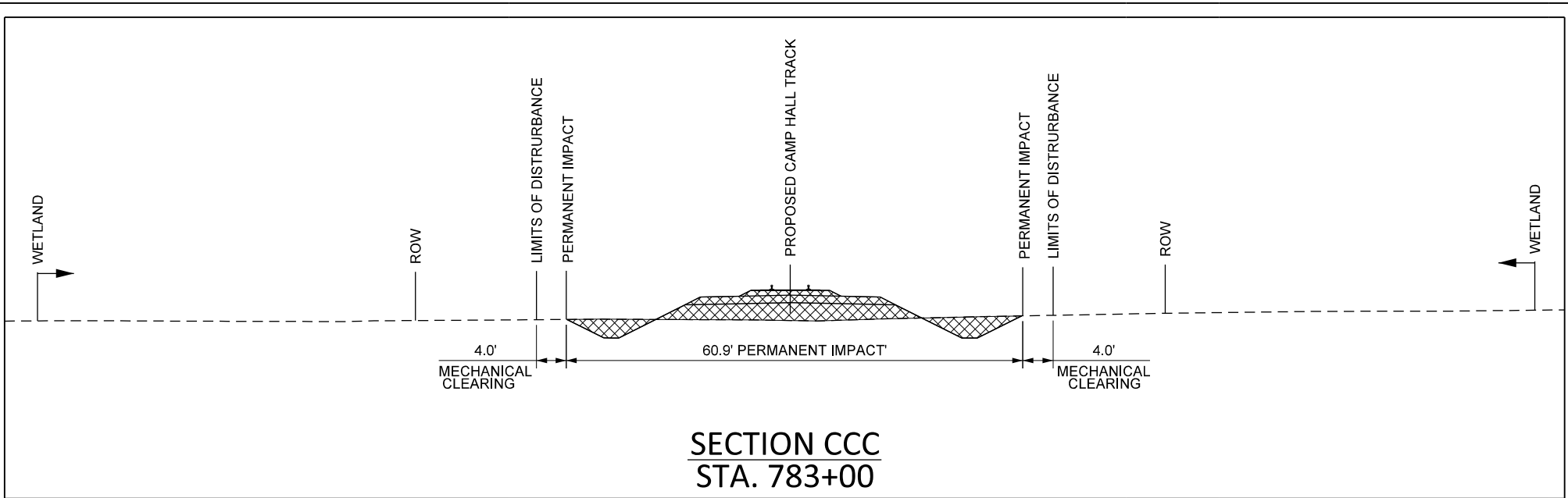
APPLICANT: PALMETTO RAILWAYS

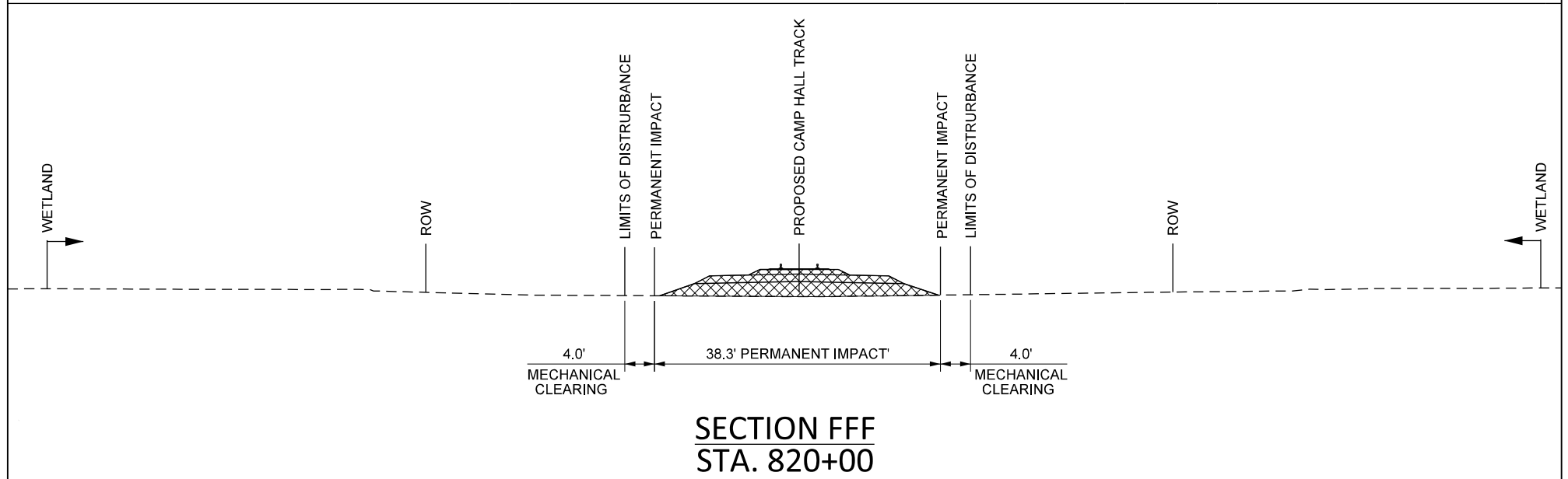
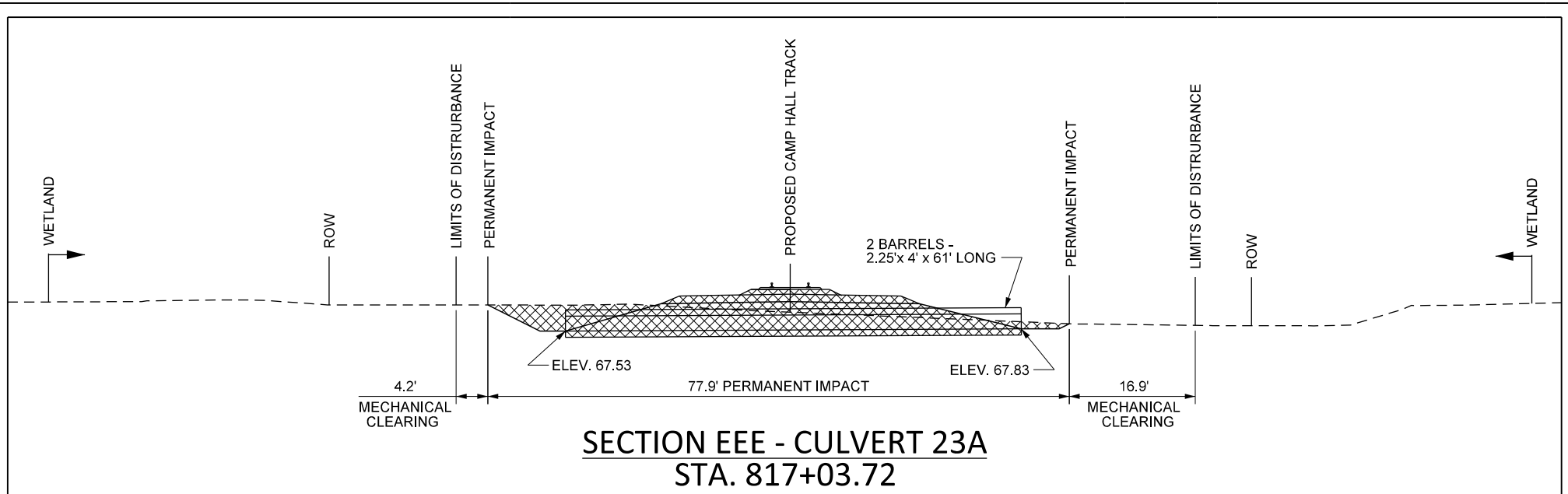


CROSS SECTION SHEET 25 OF 54

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
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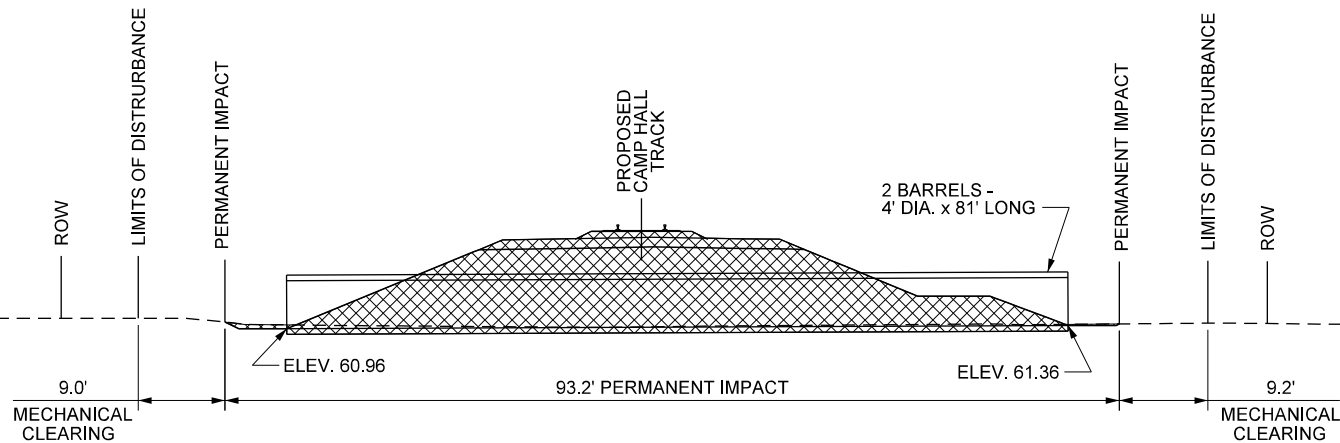
APPLICANT: PALMETTO RAILWAYS



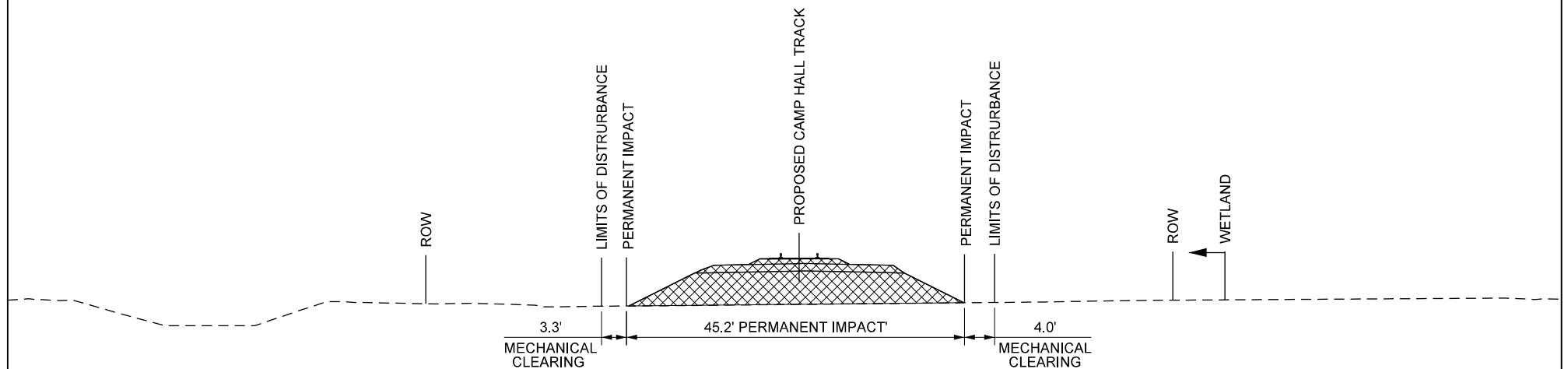
CROSS SECTION SHEET 27 OF 54

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
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0 10 20 40



SECTION GGG - CULVERT 41 STA. 829+42.90



SECTION HHH STA. 830+00



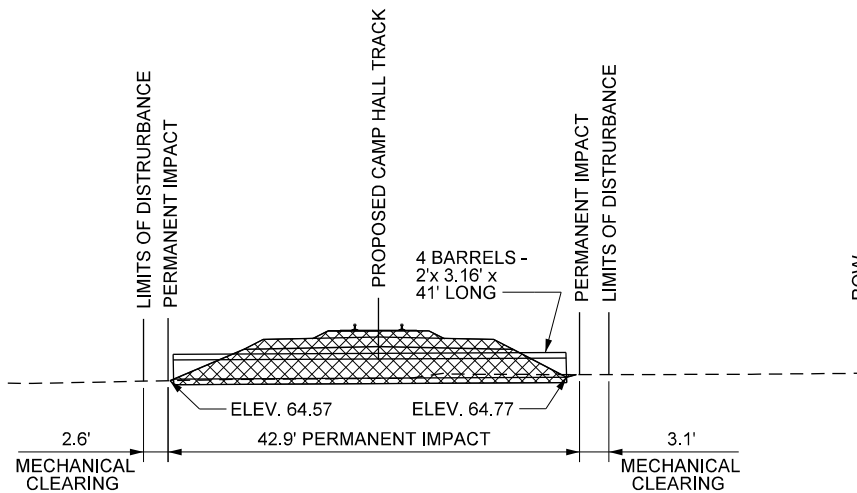
APPLICANT: PALMETTO RAILWAYS



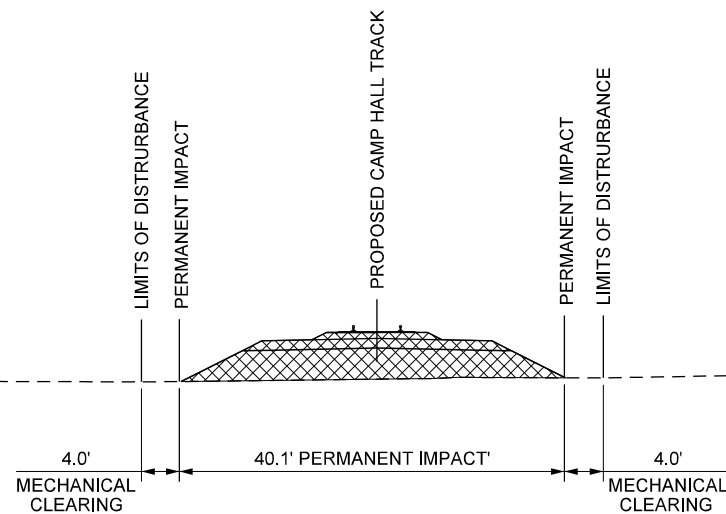
CROSS SECTION SHEET 28 OF 54

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
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0 10 20 40



SECTION JJJ - CULVERT 27
STA. 849+99.98



SECTION KKK
STA. 851+00

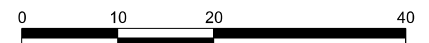


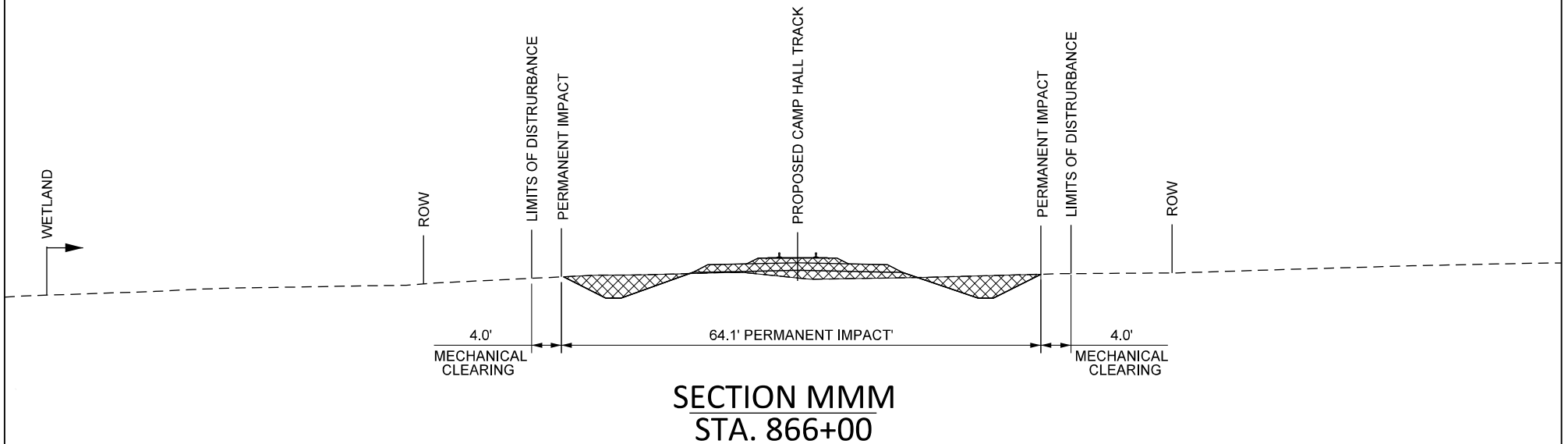
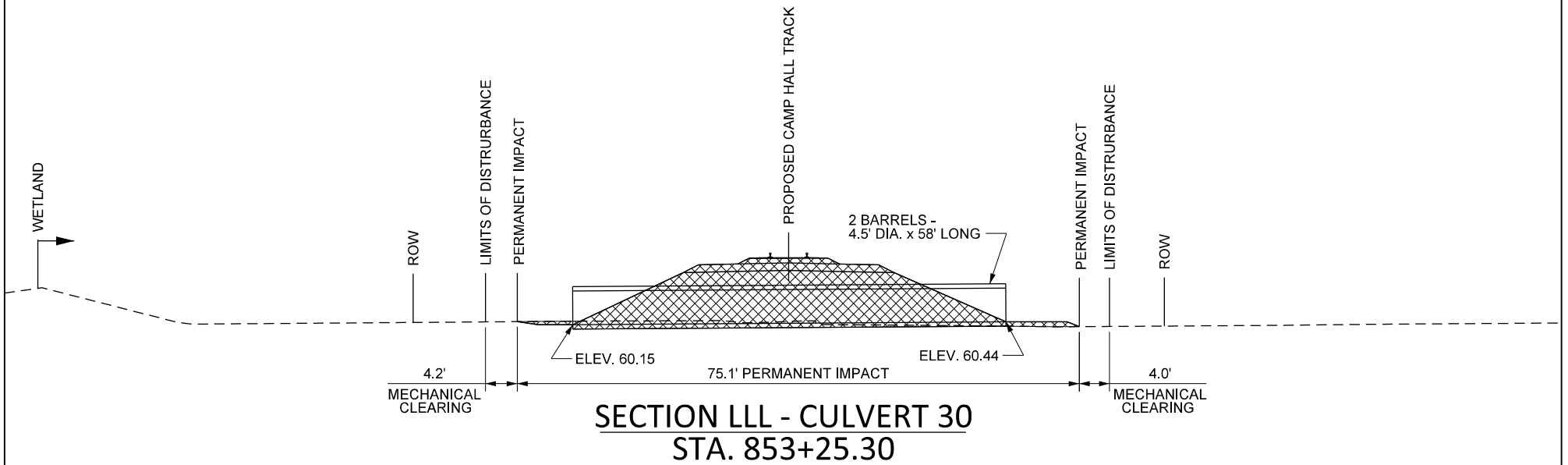
APPLICANT: PALMETTO RAILWAYS



CROSS SECTION SHEET 29 OF 54

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
APPLICATION # SAC-2016-01395
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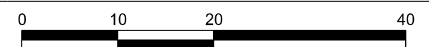


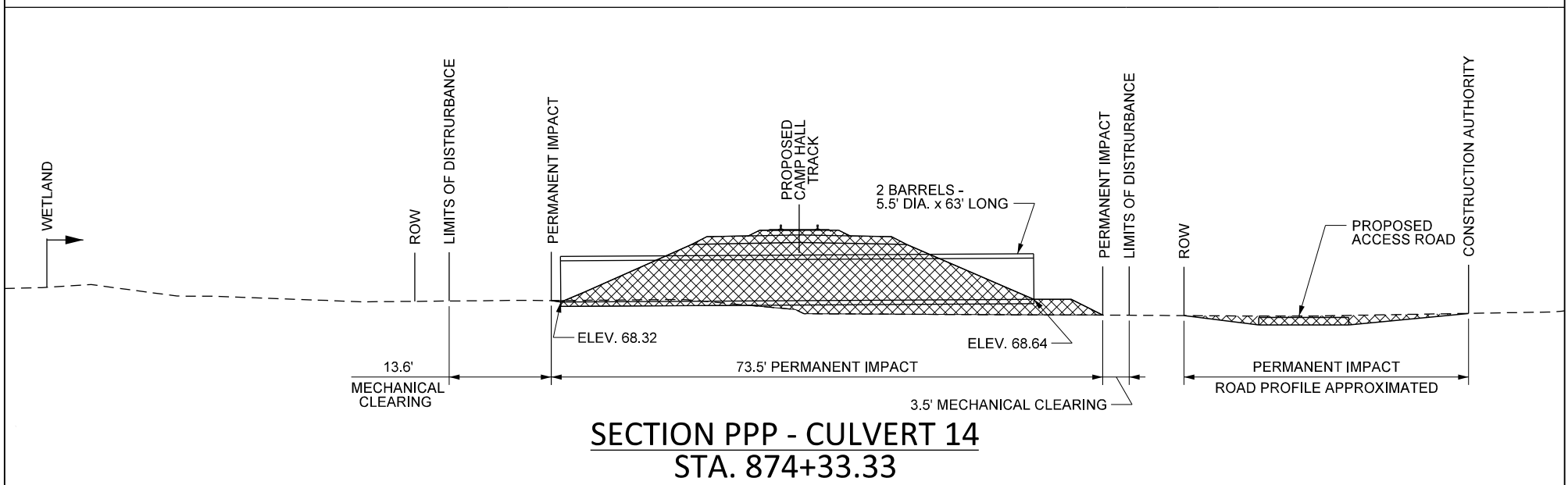
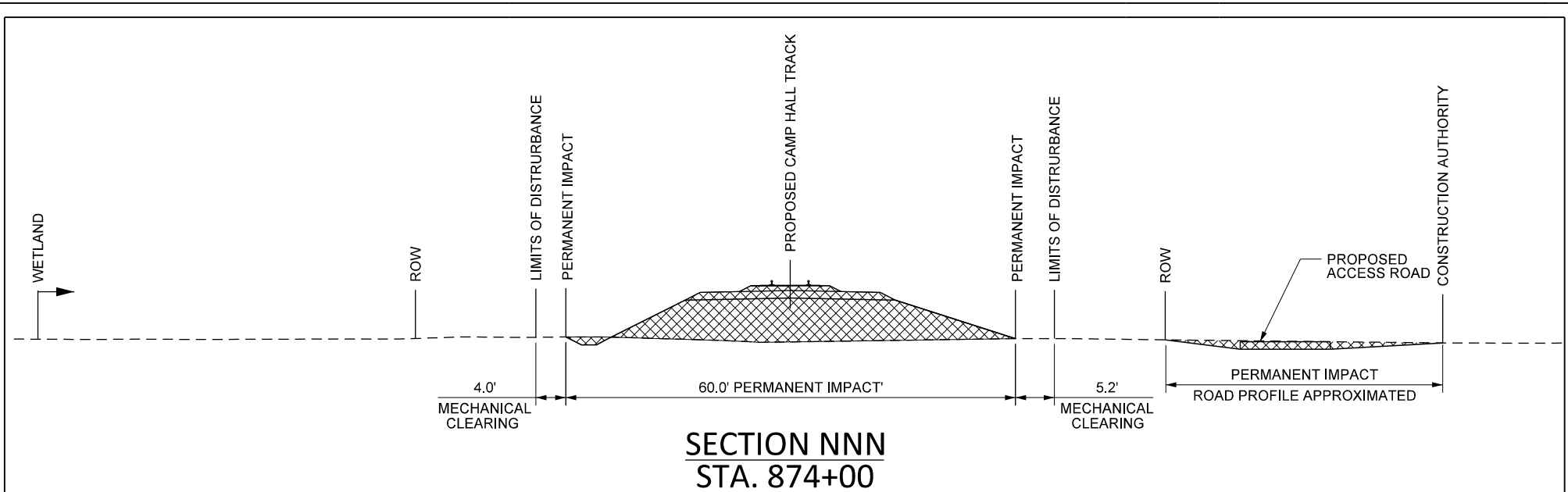
APPLICANT: PALMETTO RAILWAYS



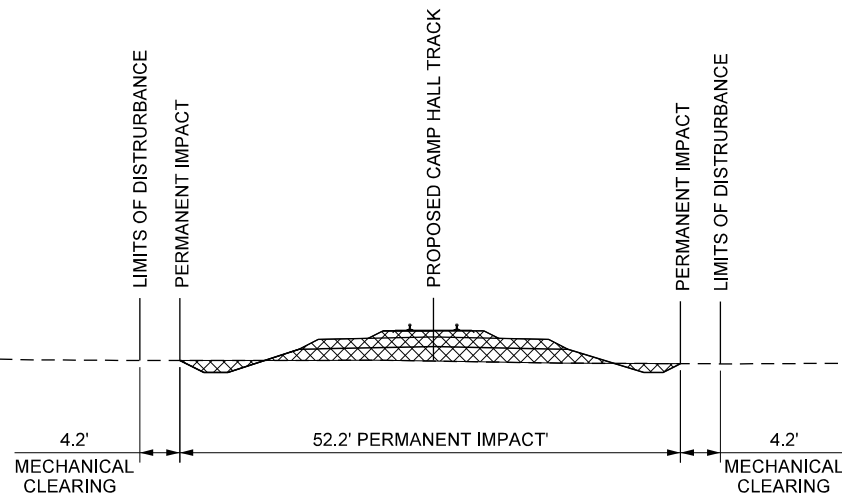
CROSS SECTION SHEET 30 OF 54

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
 APPLICATION # SAC-2016-01395
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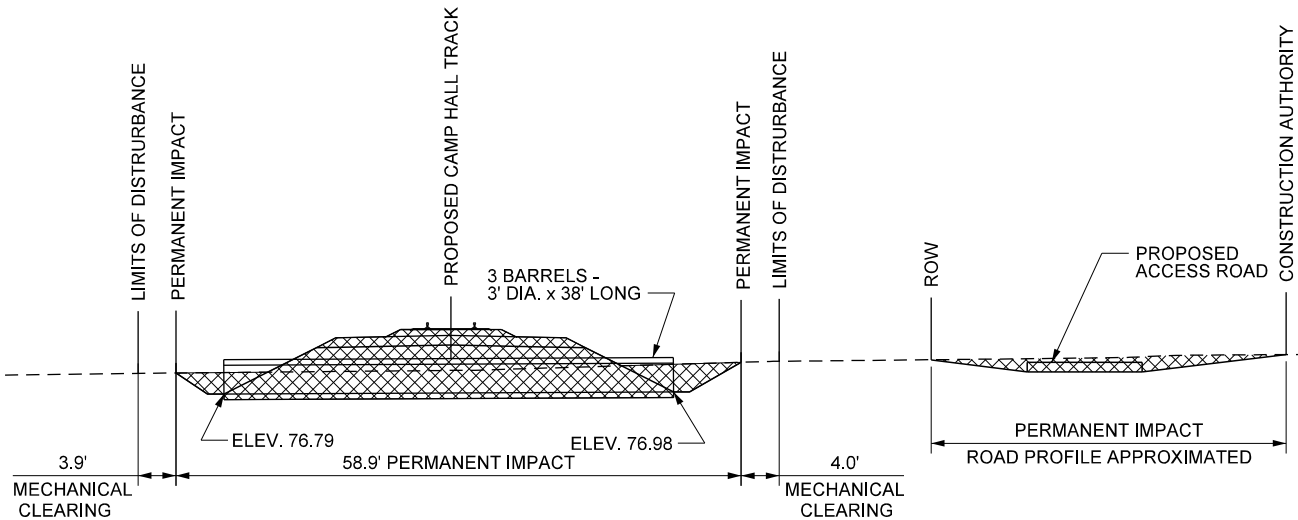




 APPLICANT: PALMETTO RAILWAYS		CROSS SECTION SHEET 31 OF 54	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # <u>SAC-2016-01395</u> DATE: <u>MARCH 2018</u> SHEET <u>82</u> OF <u>106</u> 
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SECTION QQQ
STA. 886+00



SECTION RRR - CULVERT 37
STA. 918+47.04

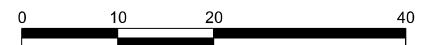


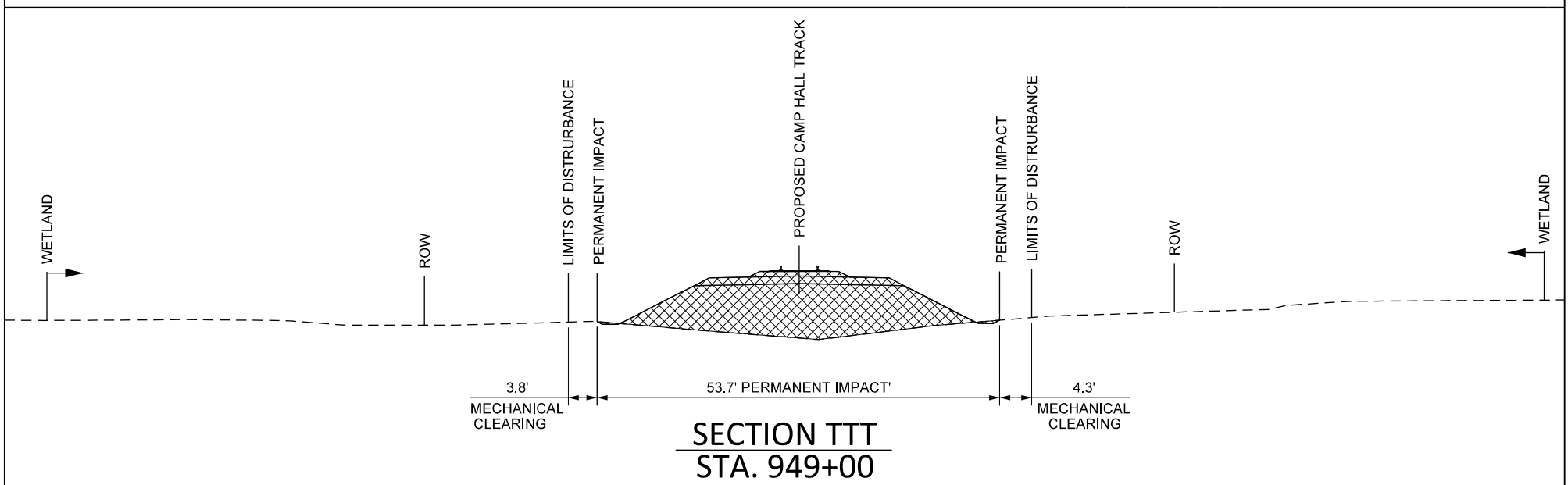
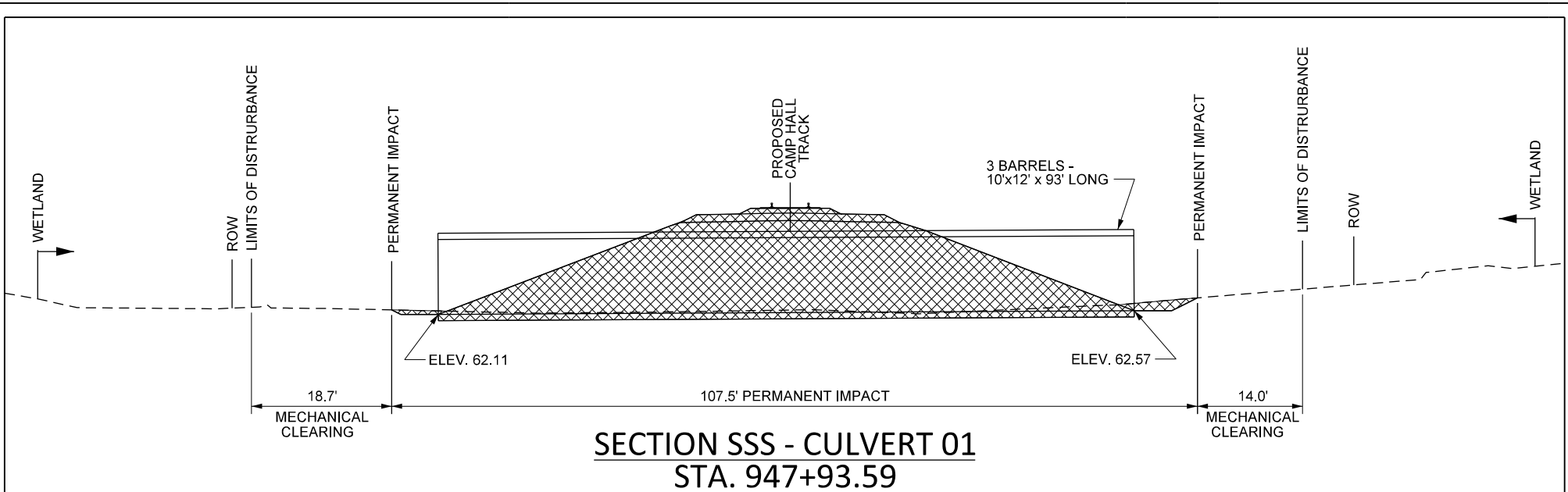
APPLICANT: PALMETTO RAILWAYS

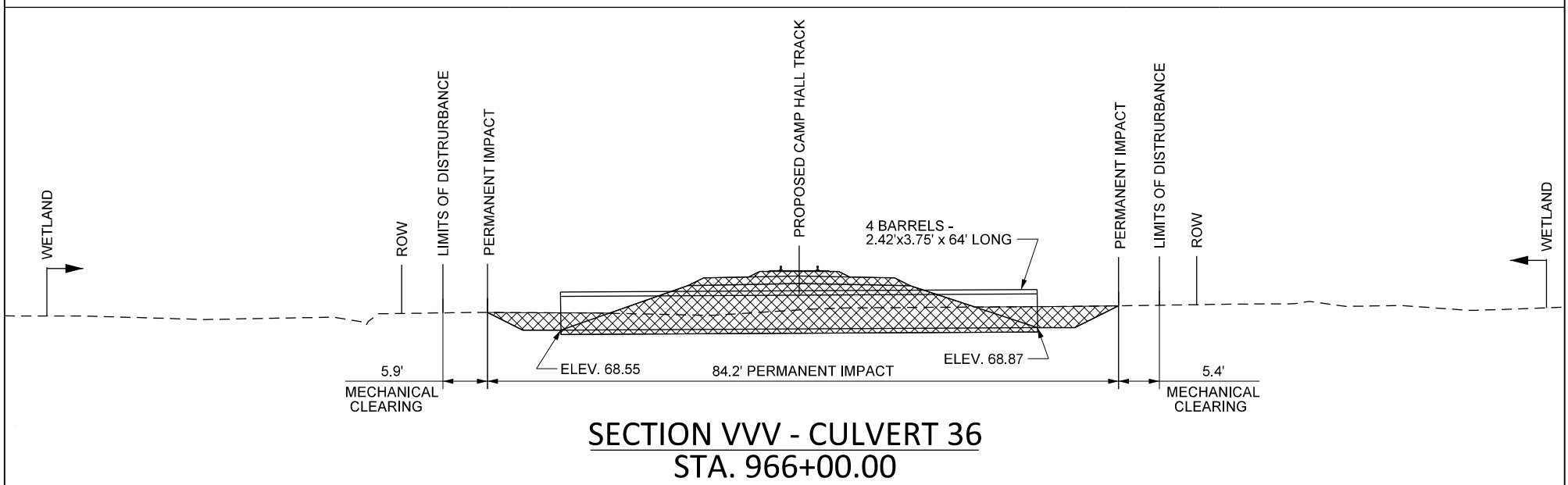
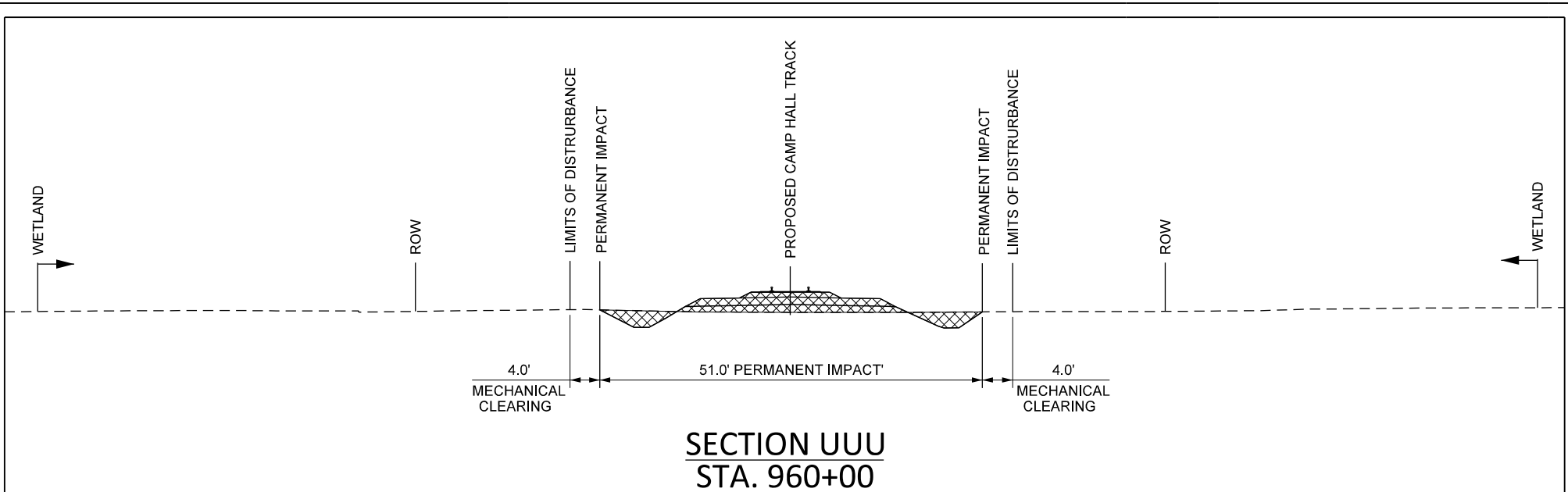


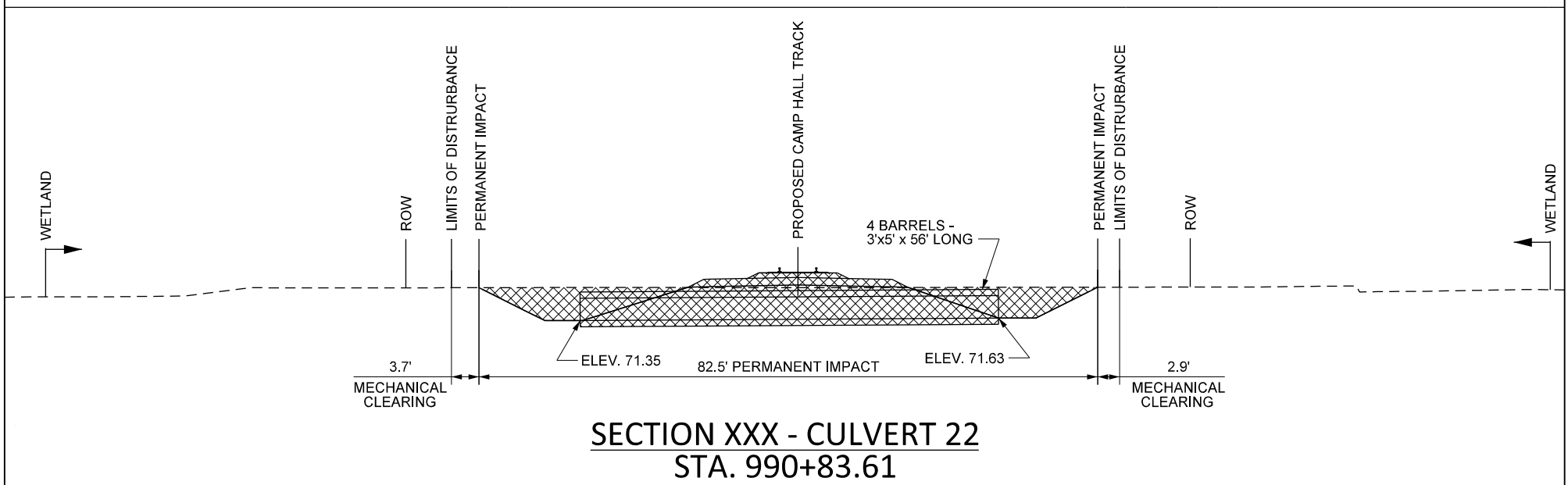
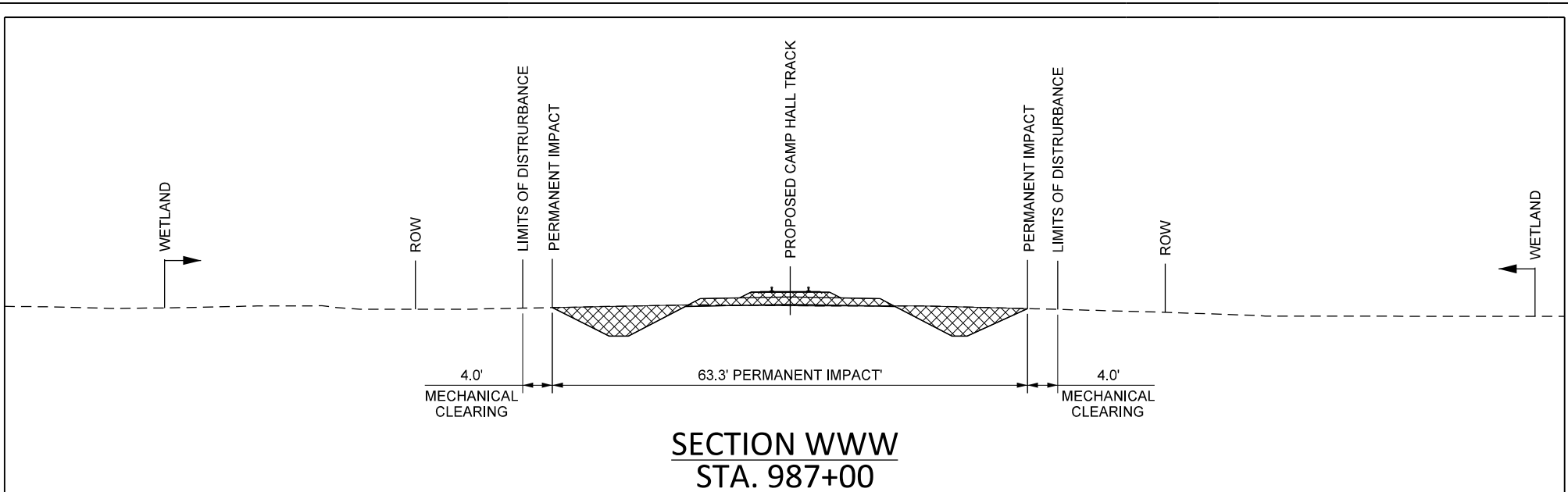
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PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
APPLICATION # SAC-2016-01395
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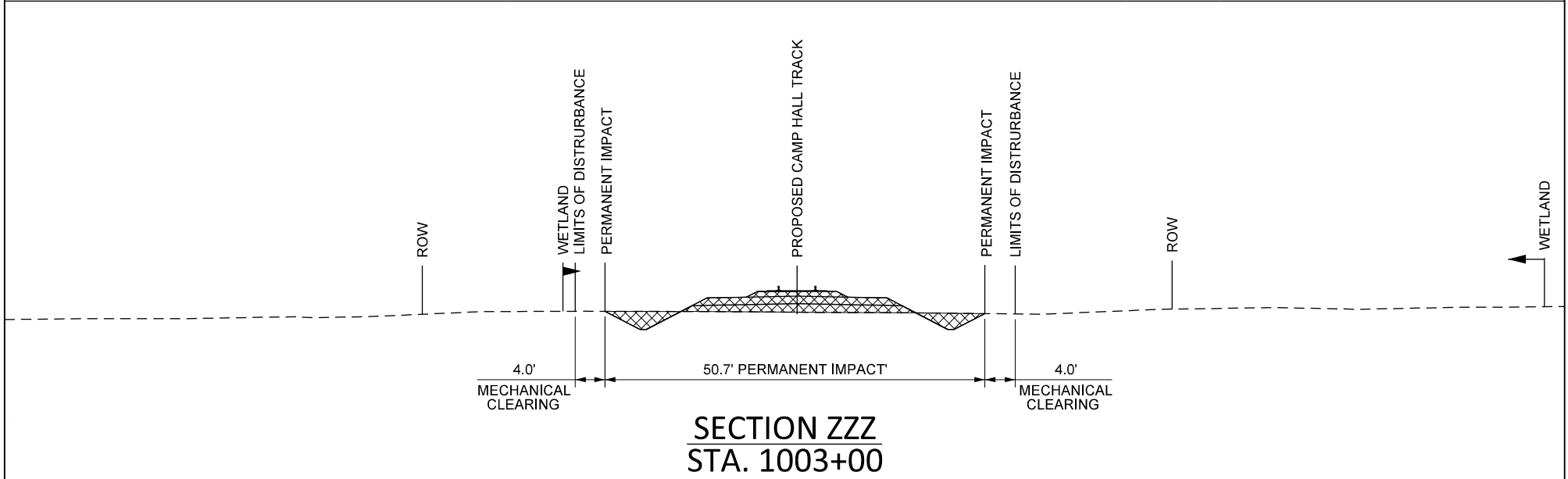
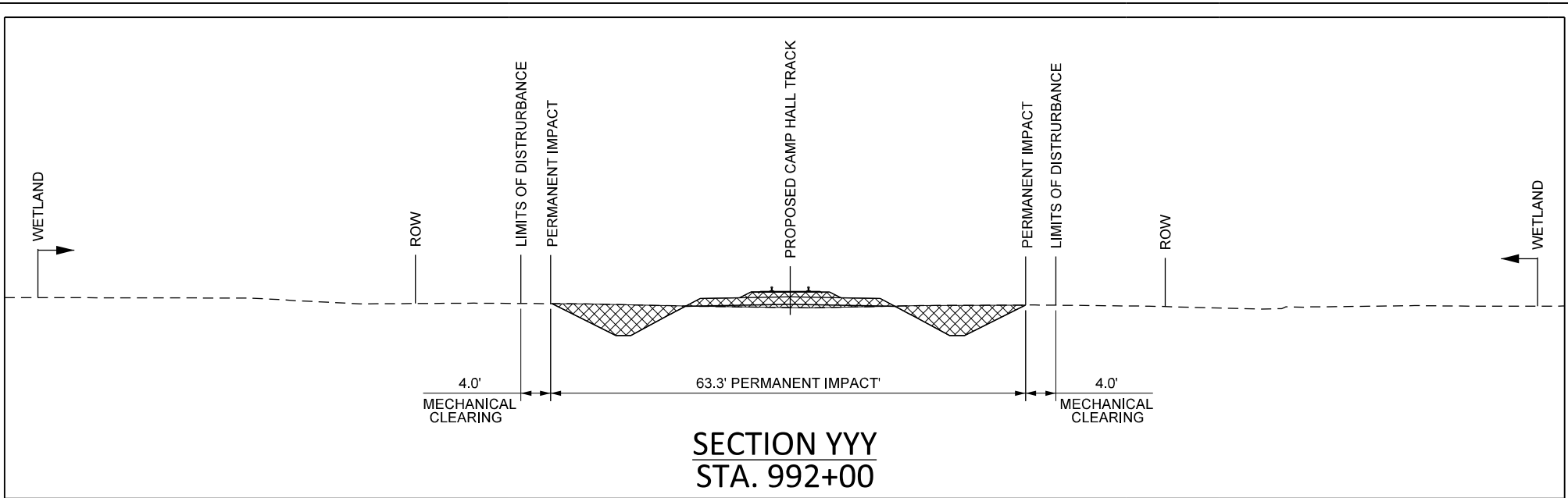




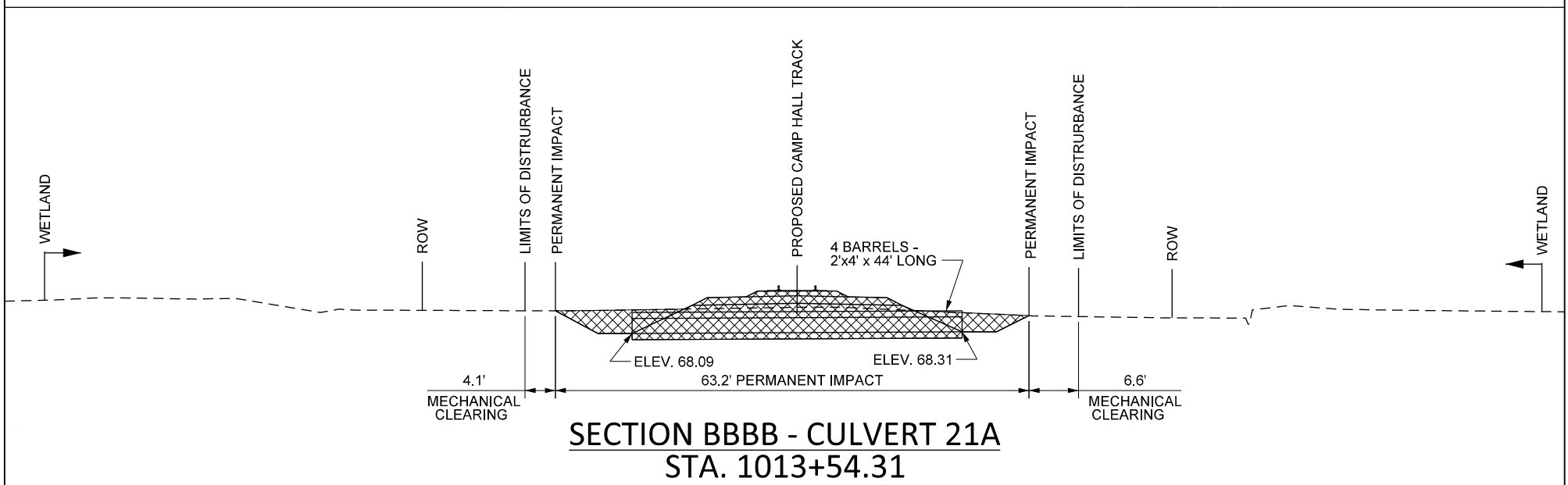
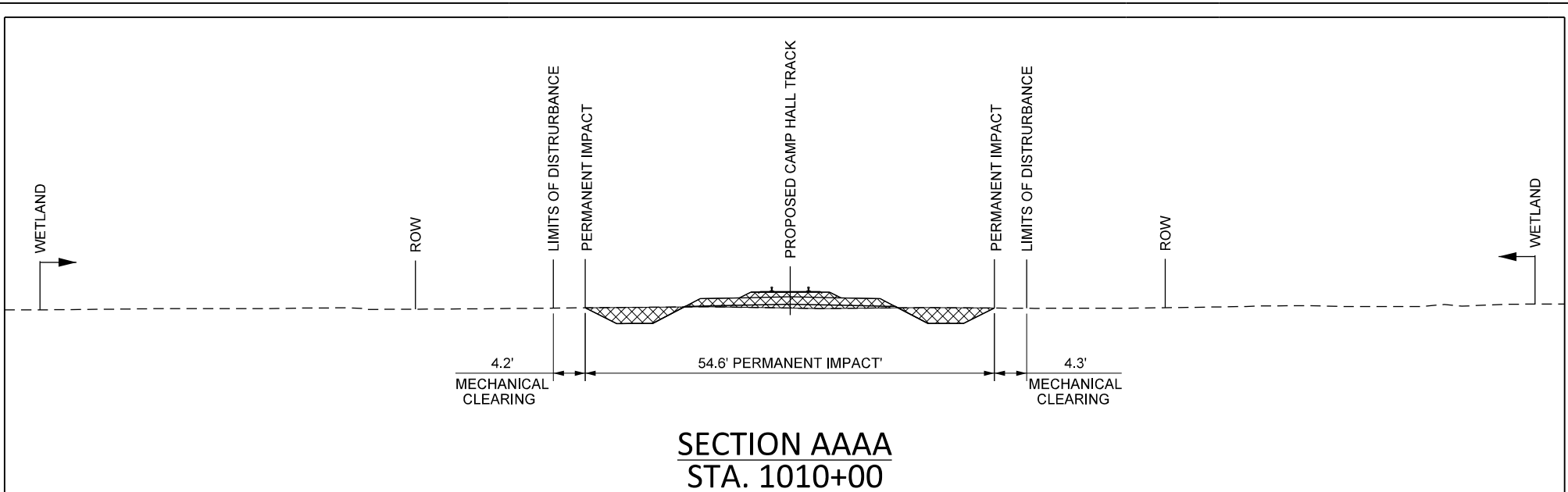




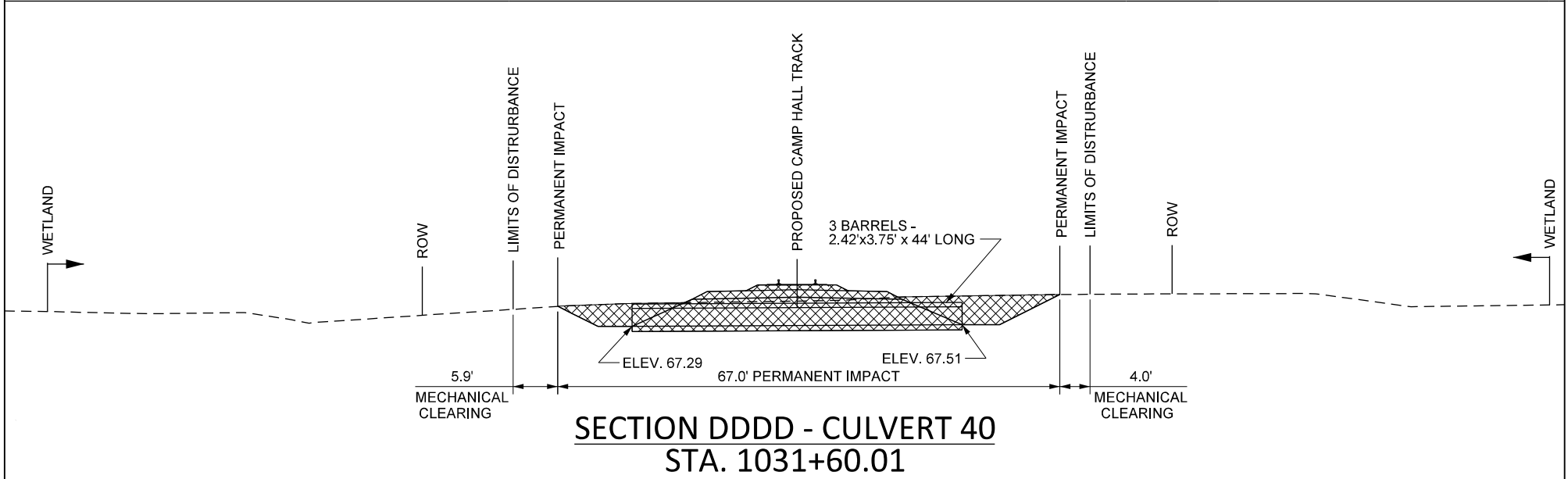
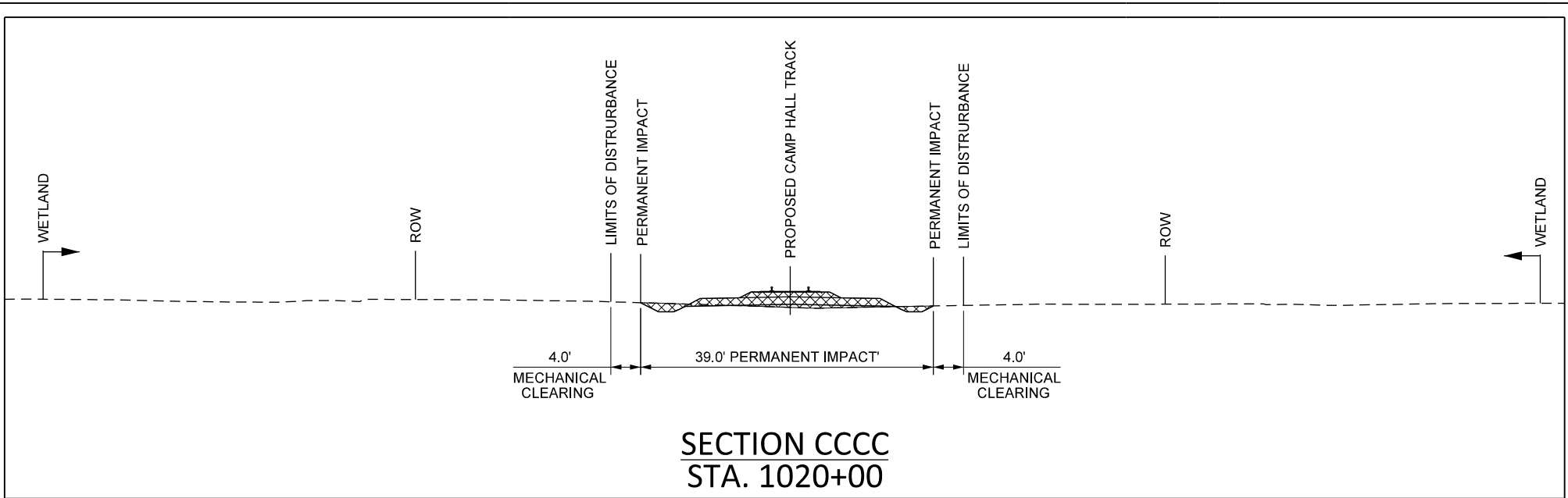
 APPLICANT: PALMETTO RAILWAYS		CROSS SECTION SHEET 35 OF 54	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # <u>SAC-2016-01395</u> DATE: <u>MARCH 2018</u> SHEET <u>86</u> OF <u>106</u> 
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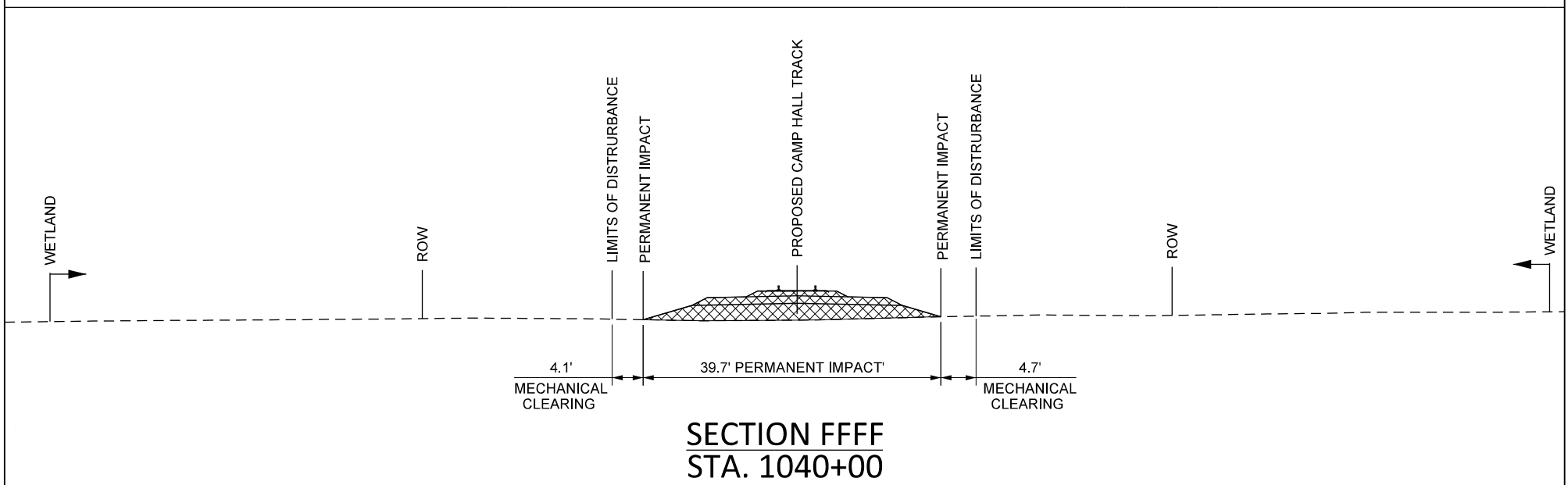
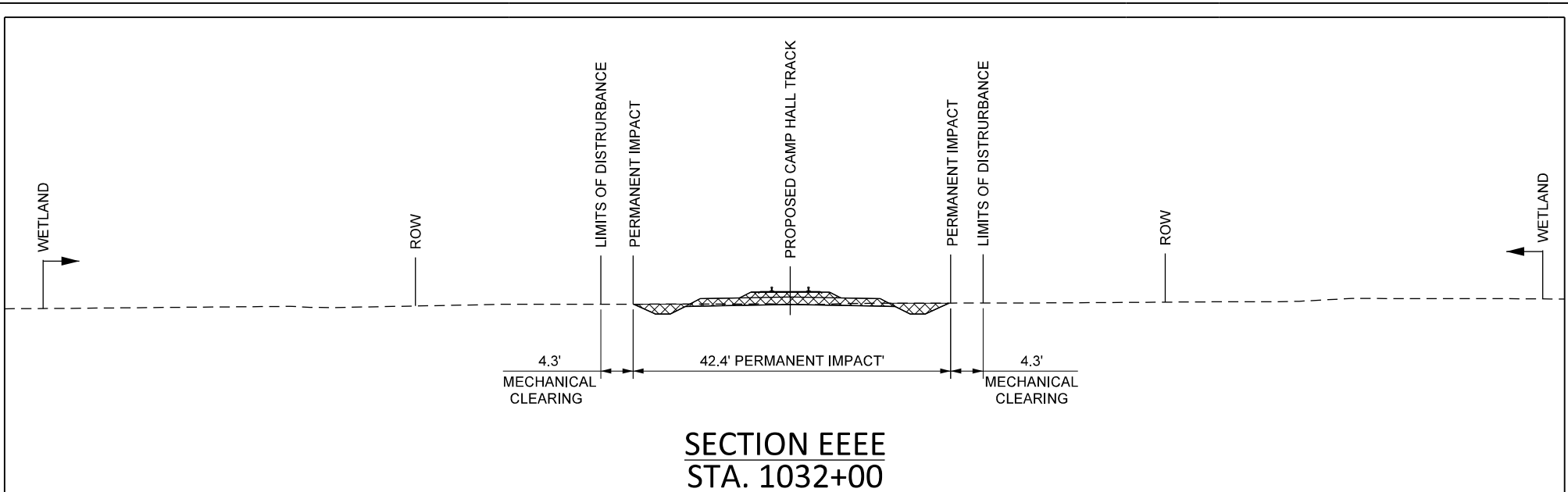
 APPLICANT: PALMETTO RAILWAYS		CROSS SECTION SHEET 36 OF 54	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # <u>SAC-2016-01395</u> DATE: <u>MARCH 2018</u> SHEET <u>87</u> OF <u>106</u> 
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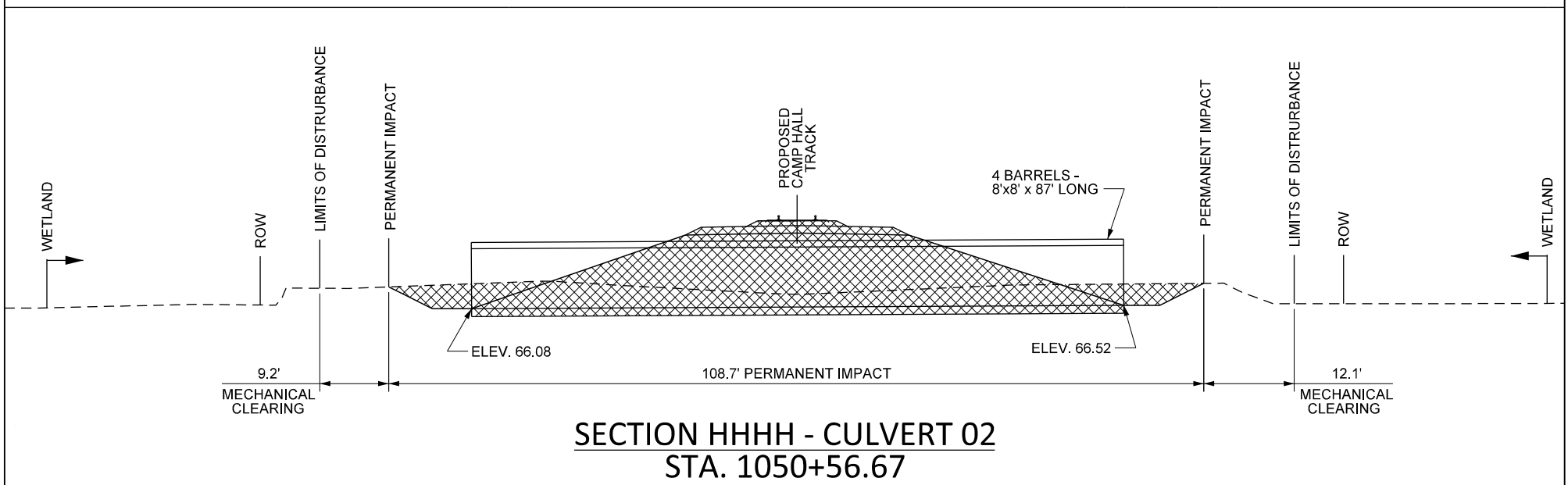
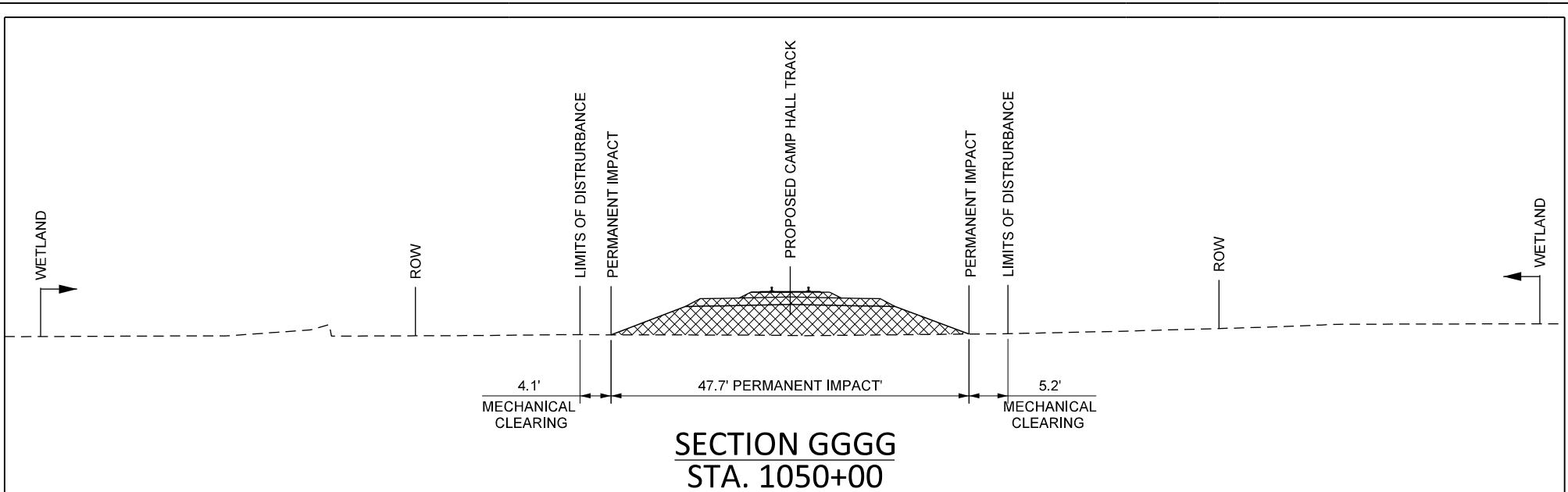


 APPLICANT: PALMETTO RAILWAYS		CROSS SECTION SHEET 37 OF 54	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # <u>SAC-2016-01395</u> DATE: <u>MARCH 2018</u> SHEET <u>88</u> OF <u>106</u> 
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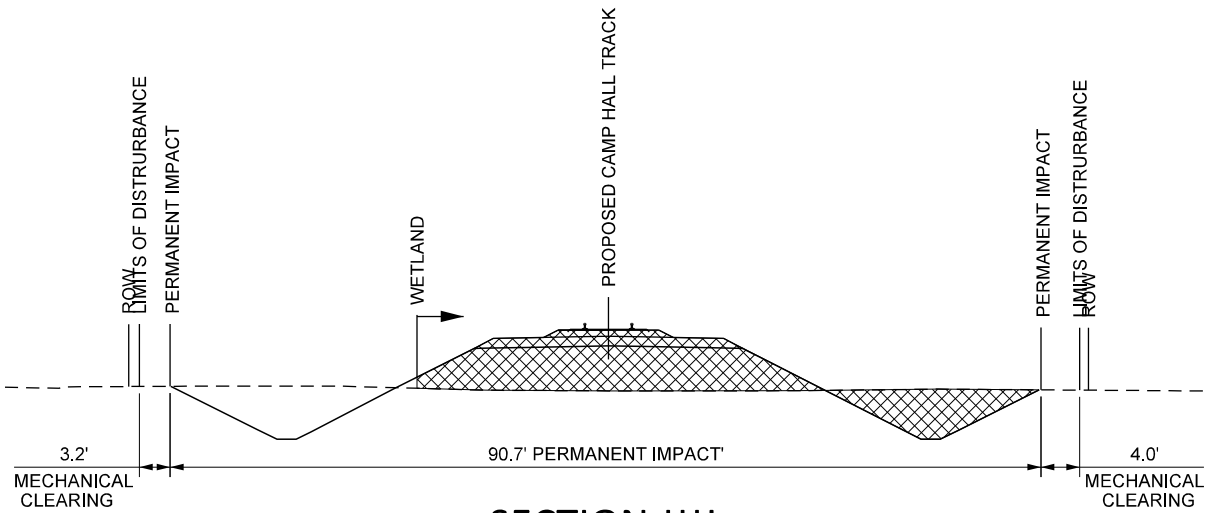


 Palmetto RAILWAYS.		CROSS SECTION SHEET 38 OF 54	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # <u>SAC-2016-01395</u> DATE: <u>MARCH 2018</u> SHEET <u>89</u> OF <u>106</u>
APPLICANT: PALMETTO RAILWAYS			

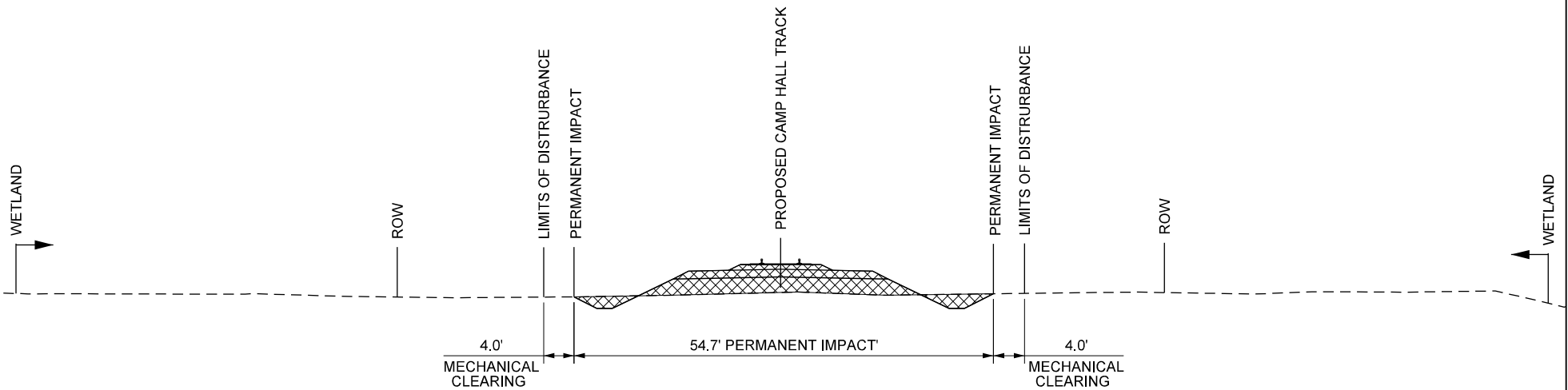




 APPLICANT: PALMETTO RAILWAYS		CROSS SECTION SHEET 40 OF 54	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # <u>SAC-2016-01395</u> DATE: <u>MARCH 2018</u> SHEET <u>91</u> OF <u>106</u> 
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SECTION JJJJ
STA. 1052+00



SECTION KKKK
STA. 1060+00

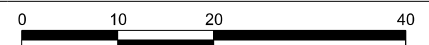


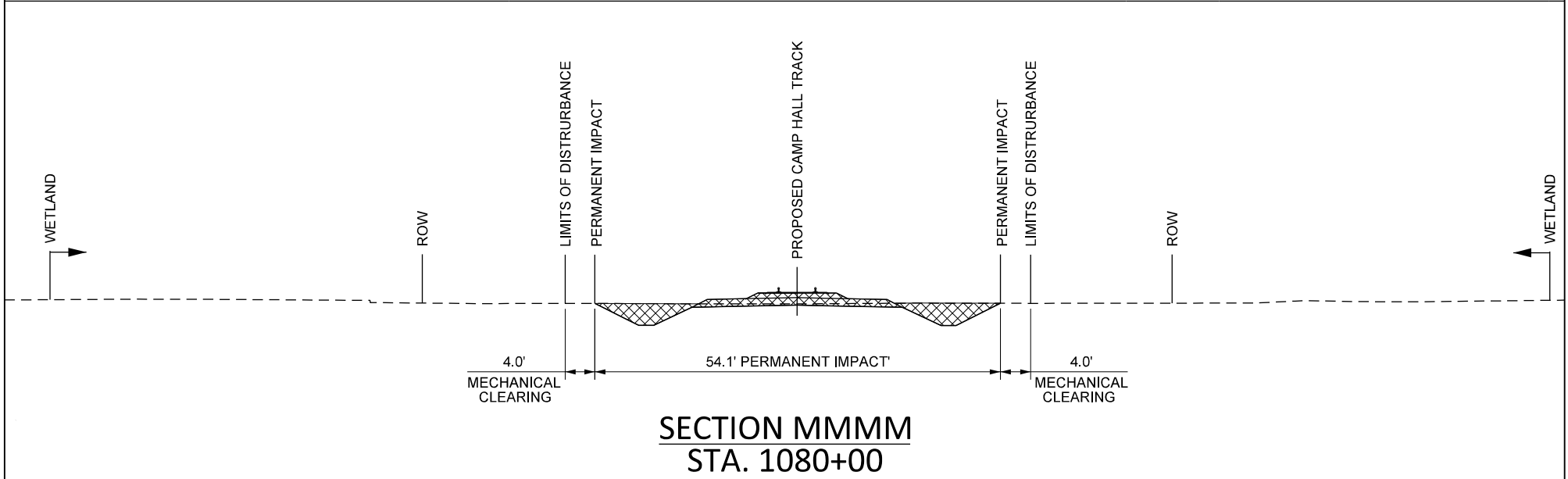
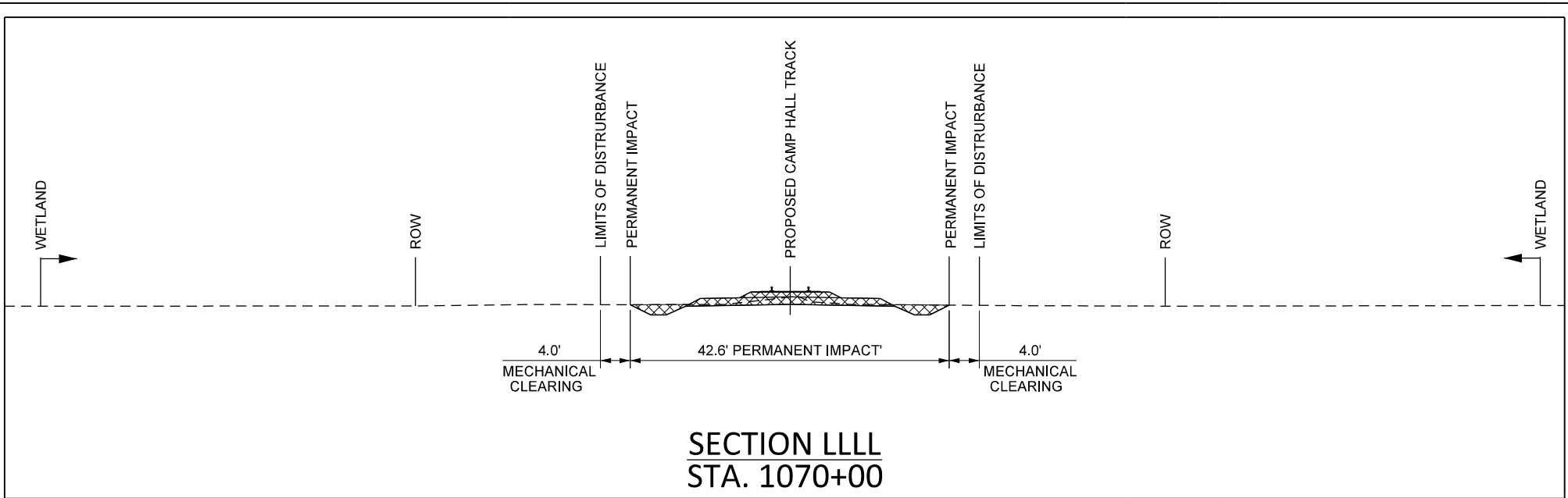
APPLICANT: PALMETTO RAILWAYS

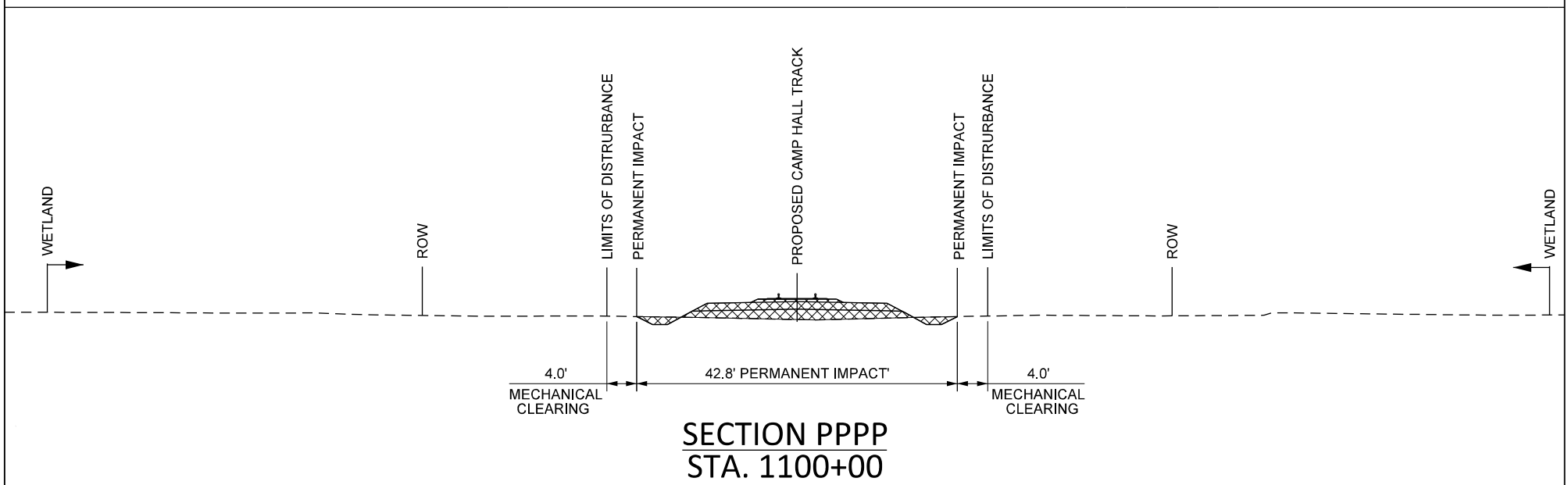
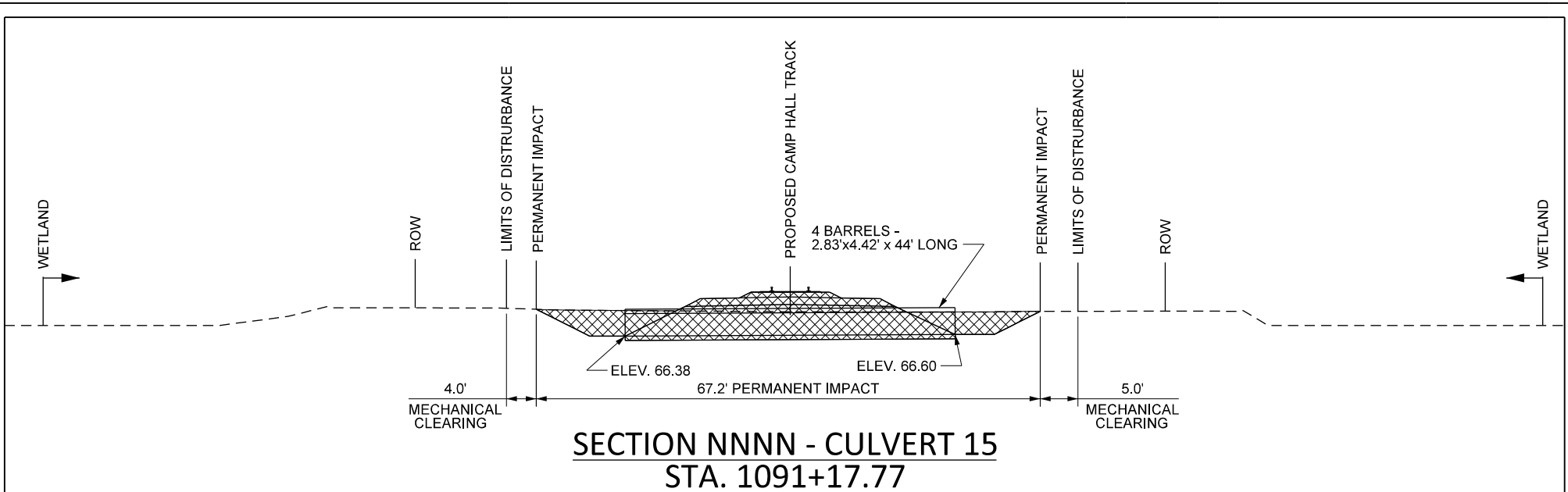


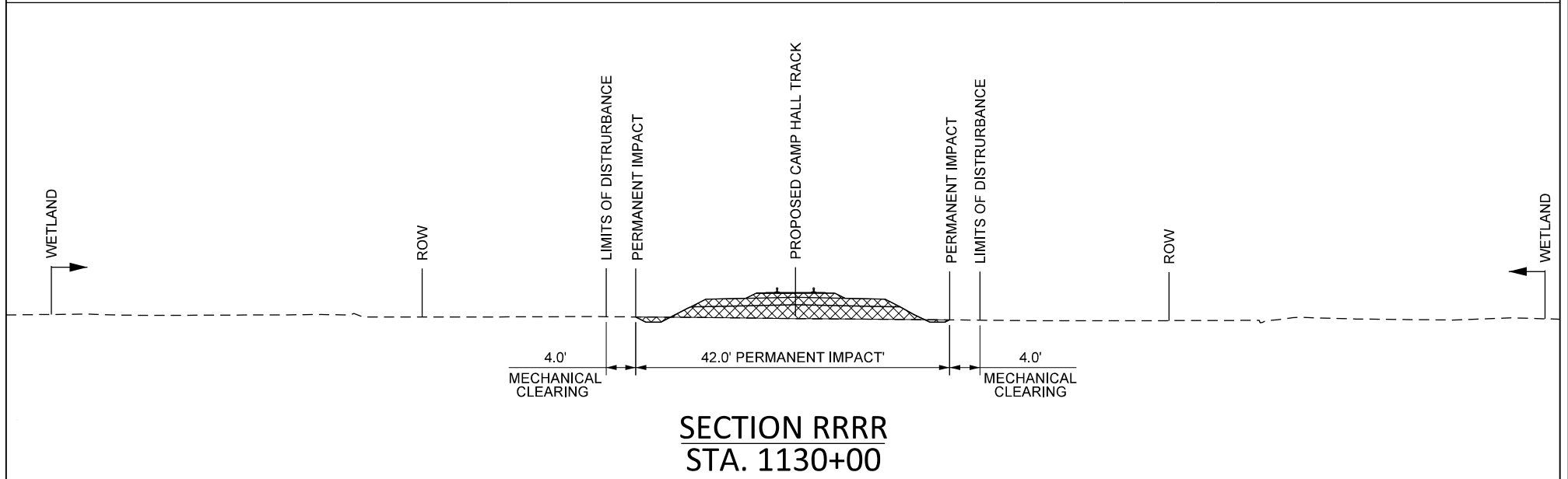
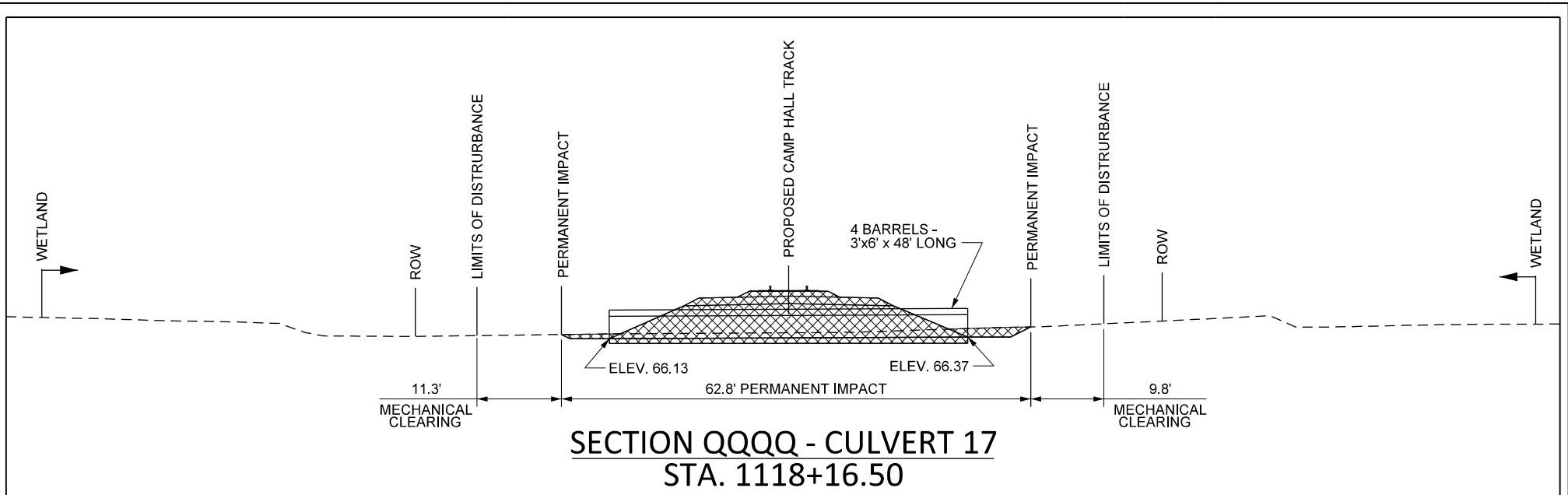
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PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
APPLICATION # SAC-2016-01395
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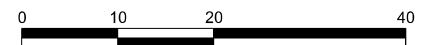


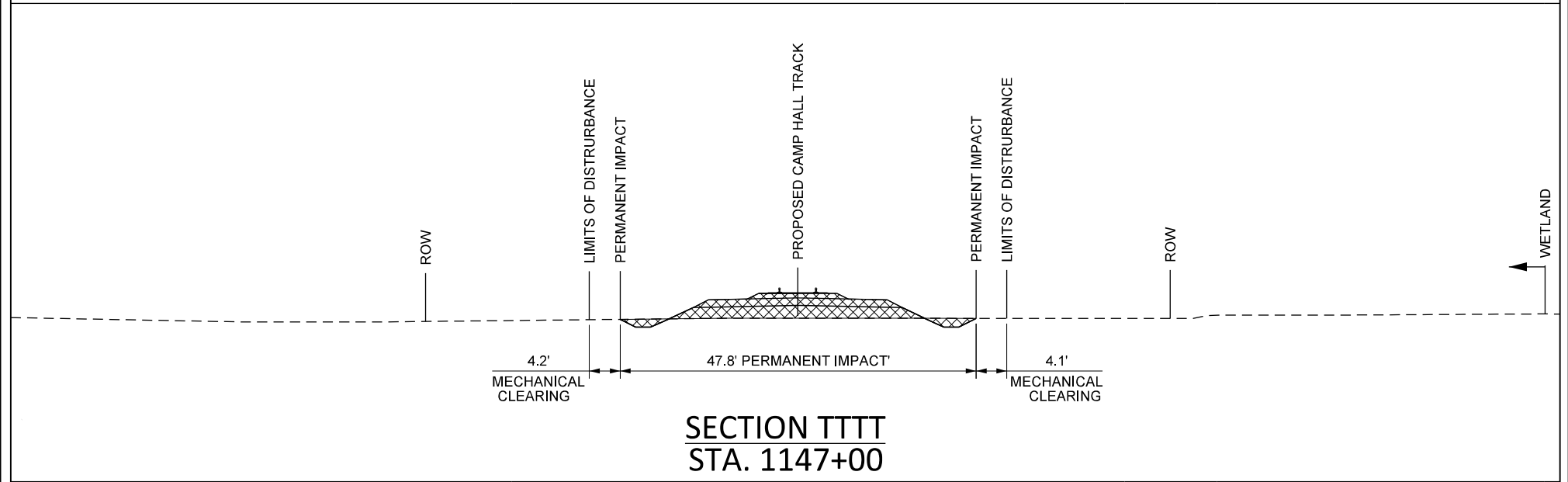
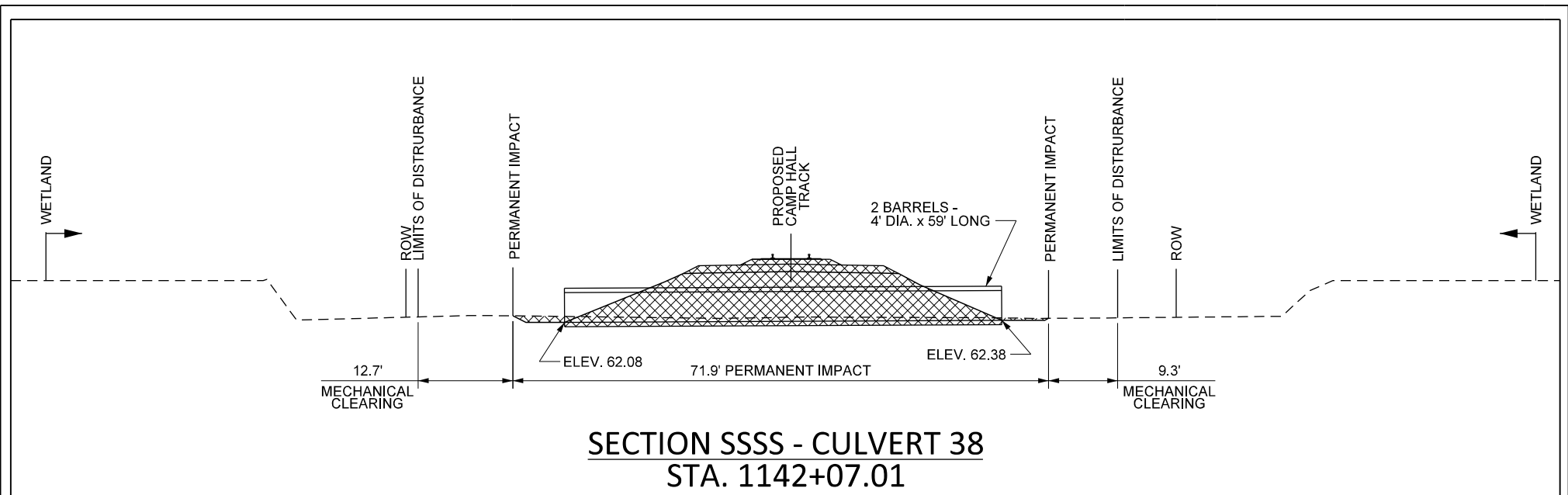
APPLICANT: PALMETTO RAILWAYS



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PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
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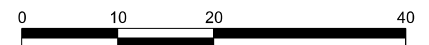


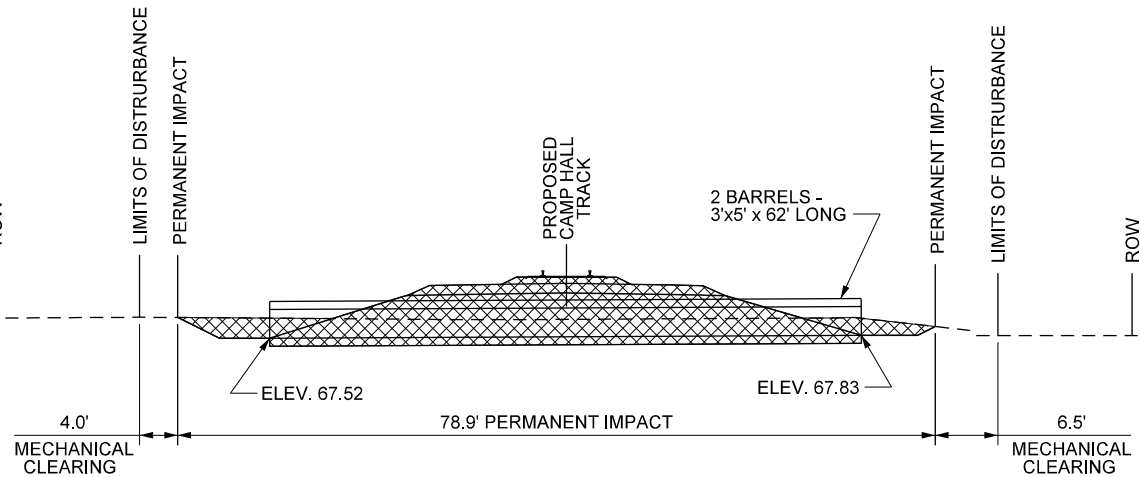
APPLICANT: PALMETTO RAILWAYS



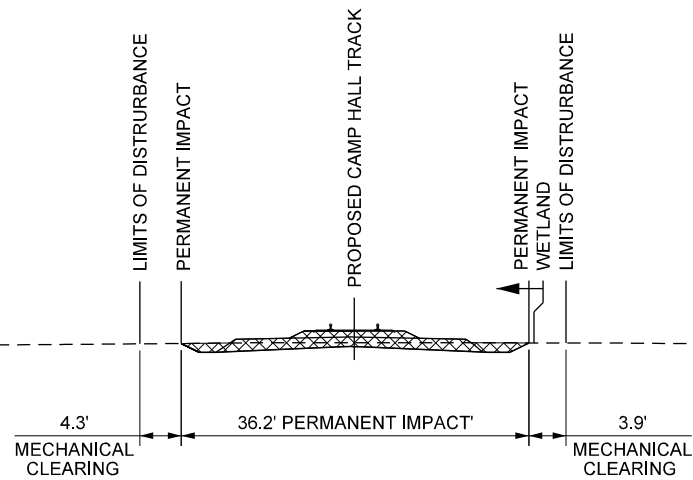
CROSS SECTION SHEET 45 OF 54

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
 APPLICATION # SAC-2016-01395
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SECTION UUUU - CULVERT 20 STA. 1149+62.12



SECTION VVVV STA. 1160+00

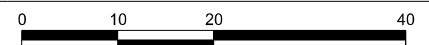


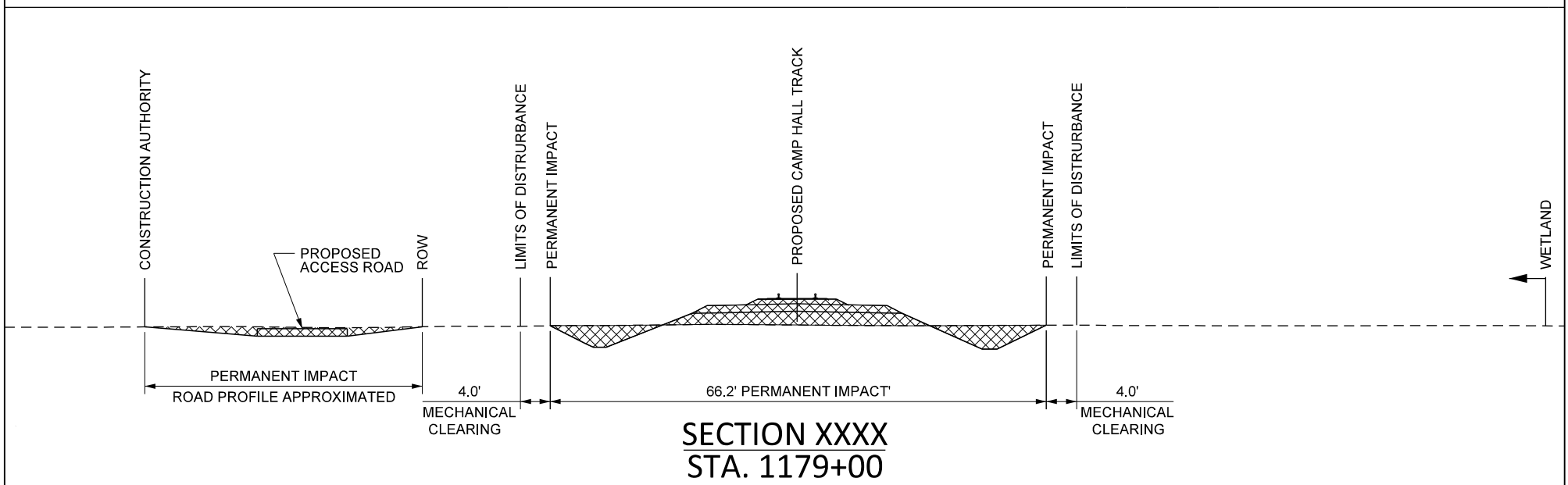
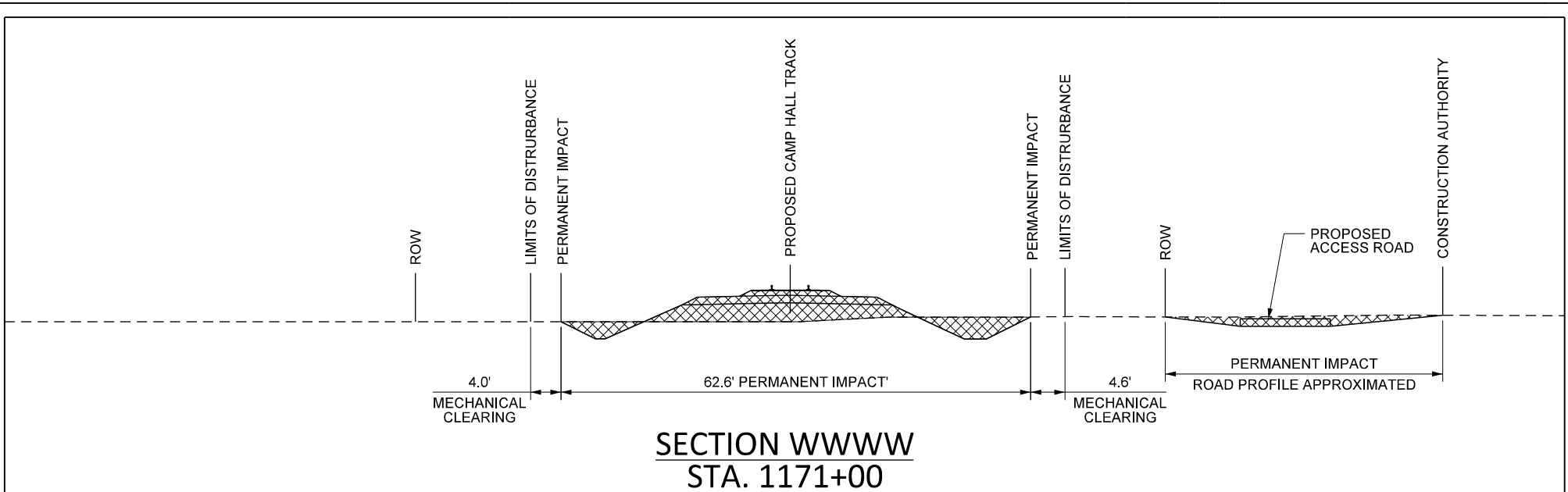
APPLICANT: PALMETTO RAILWAYS

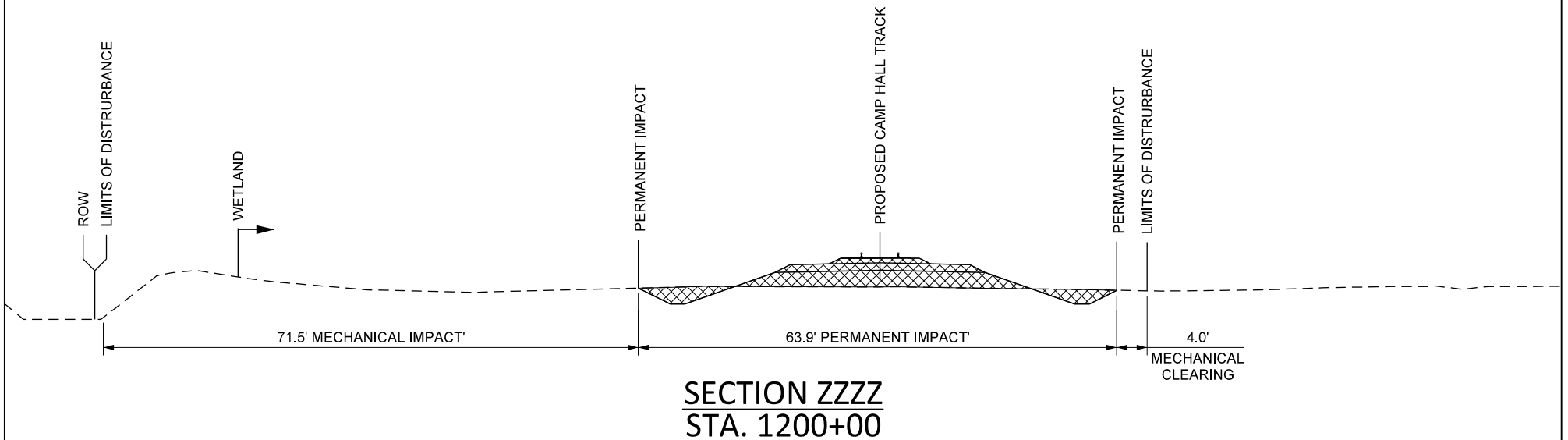
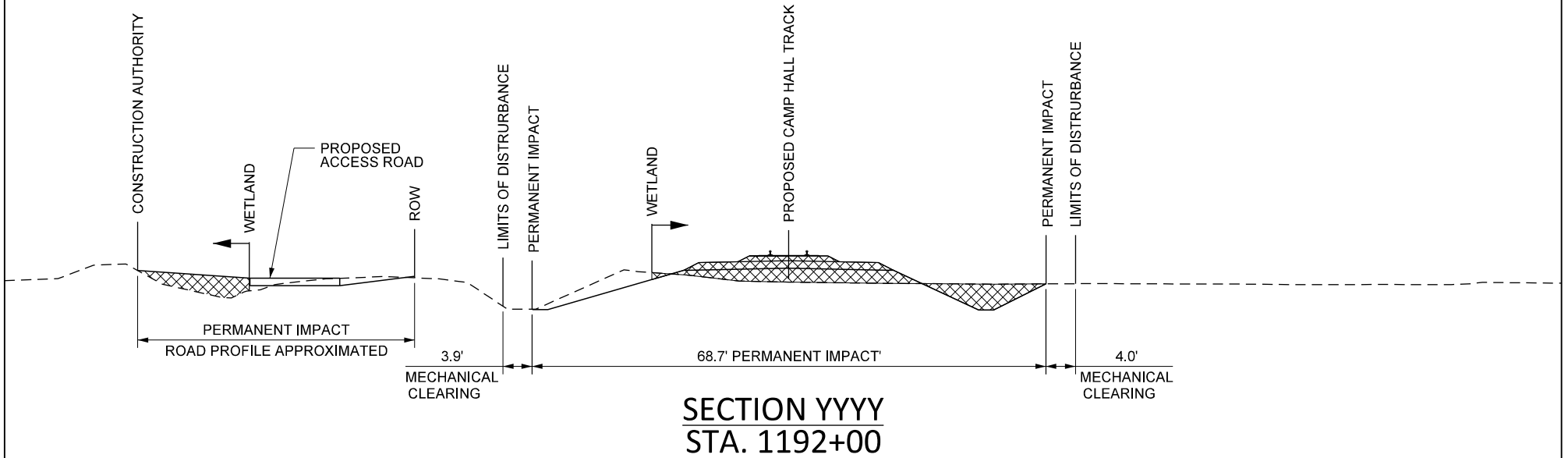


CROSS SECTION SHEET 46 OF 54

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
 APPLICATION # SAC-2016-01395
 DATE: MARCH 2018 SHEET 97 OF 106





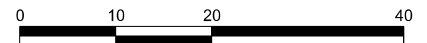


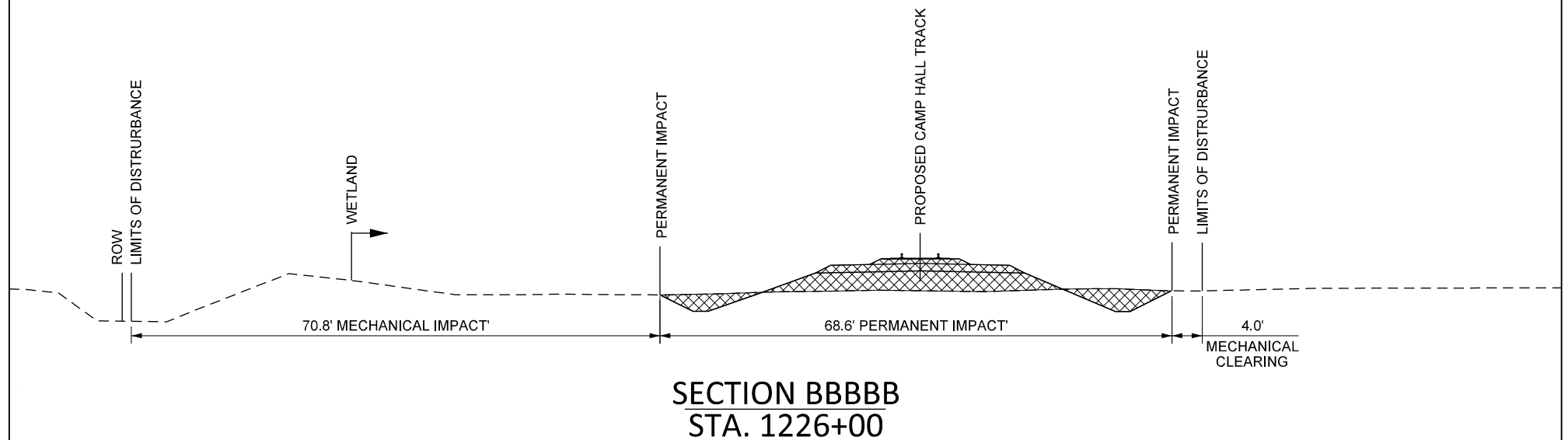
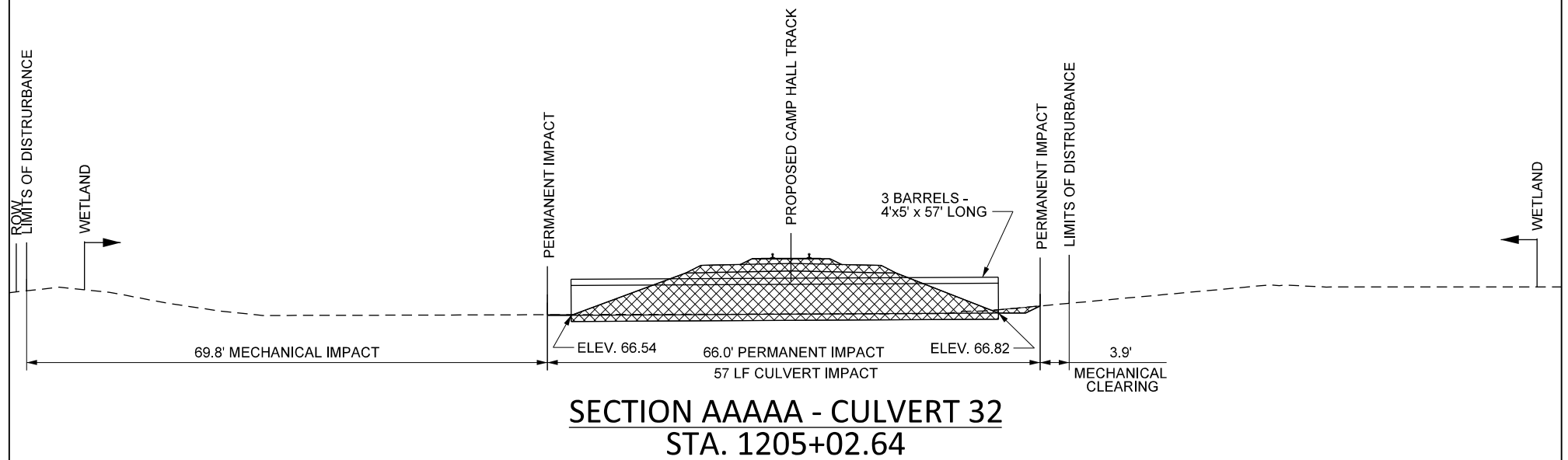
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CROSS SECTION SHEET 48 OF 54

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
 APPLICATION # SAC-2016-01395
 DATE: MARCH 2018 SHEET 99 OF 106



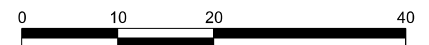


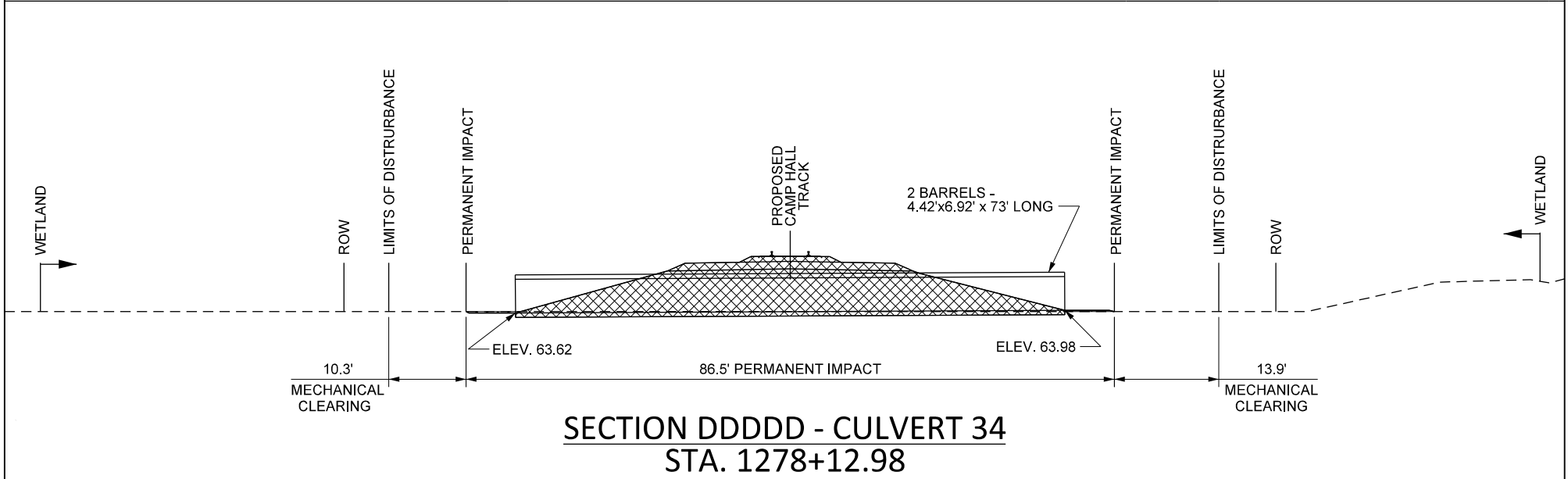
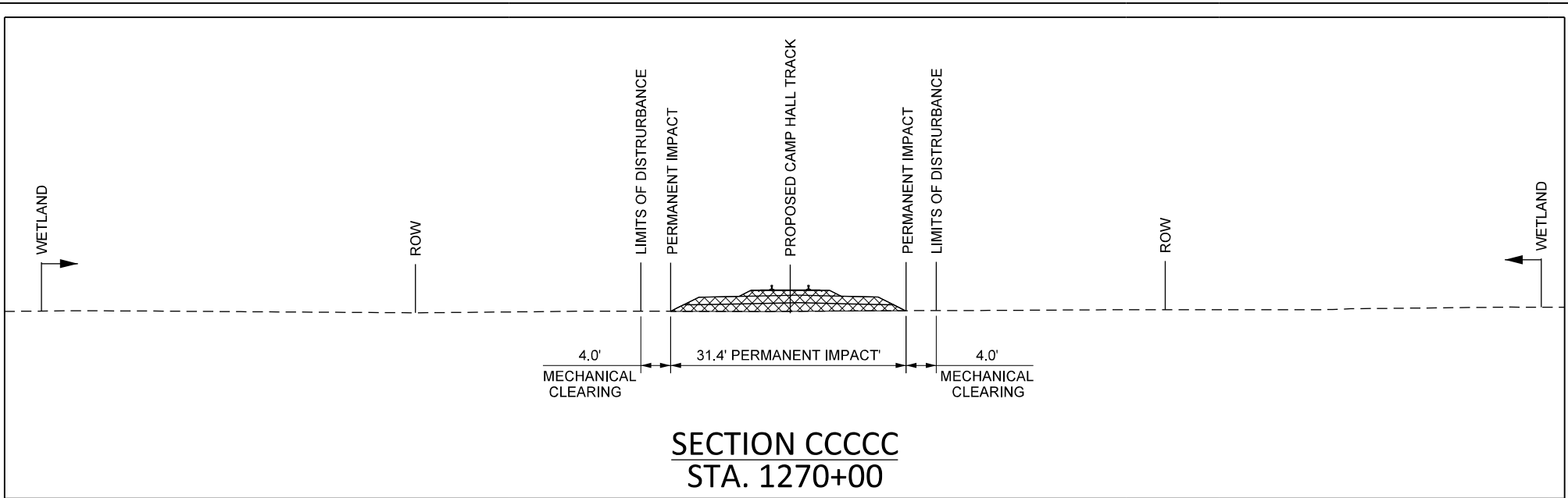
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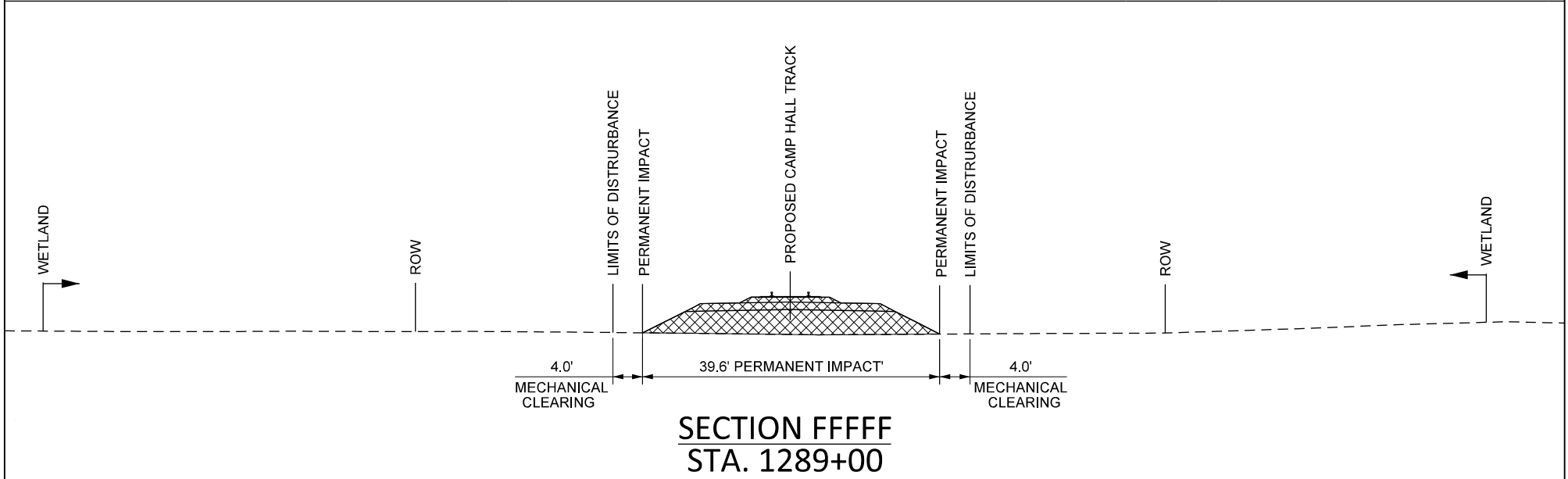
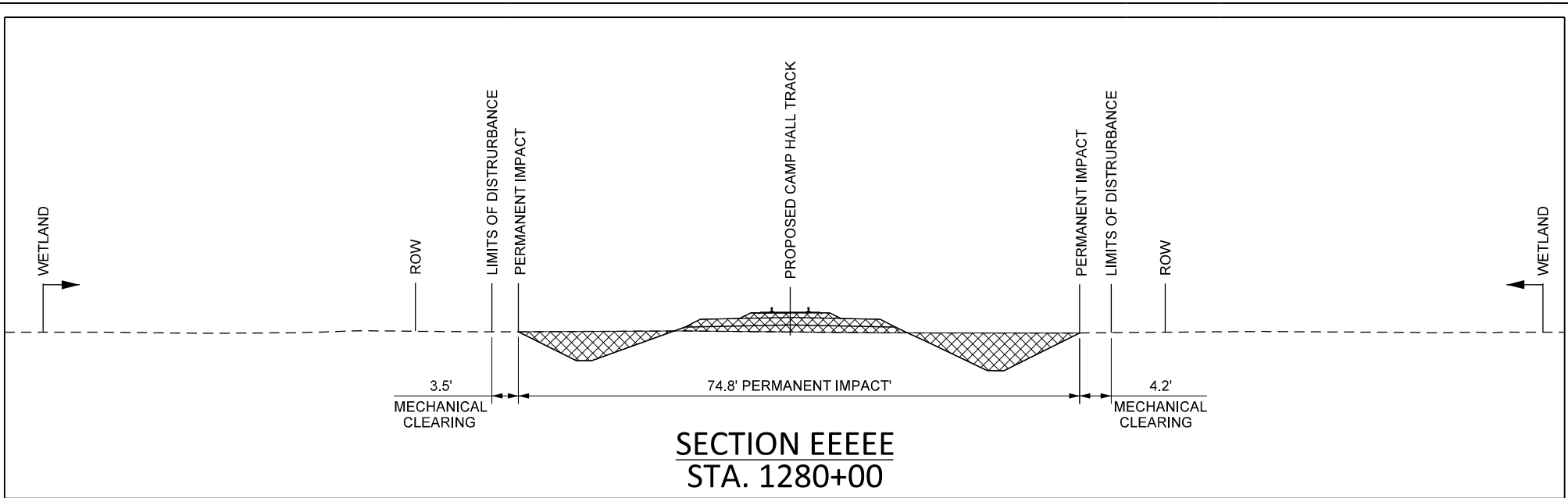
CROSS SECTION SHEET 49 OF 54

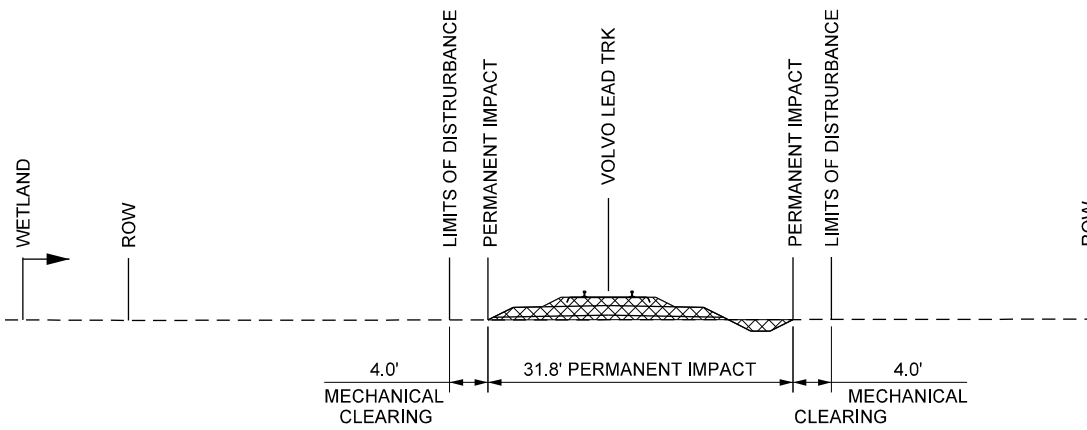
PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
APPLICATION # SAC-2016-01395
DATE: MARCH 2018 SHEET 100 OF 106



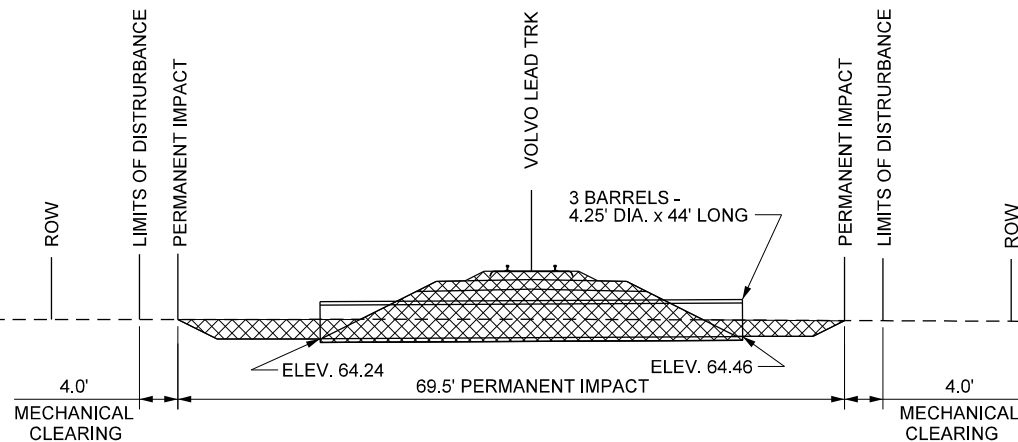


 APPLICANT: PALMETTO RAILWAYS		CROSS SECTION SHEET 50 OF 54	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # <u>SAC-2016-01395</u> DATE: <u>MARCH 2018</u> SHEET <u>101</u> OF <u>106</u> 
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SECTION GGGGG
STA. 115+00



SECTION HHHHH - VOLVO LEAD CULVERT
STA. 125+10

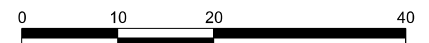


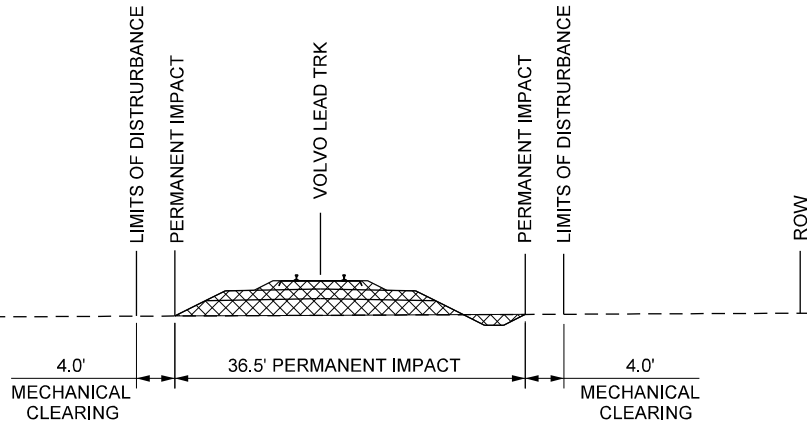
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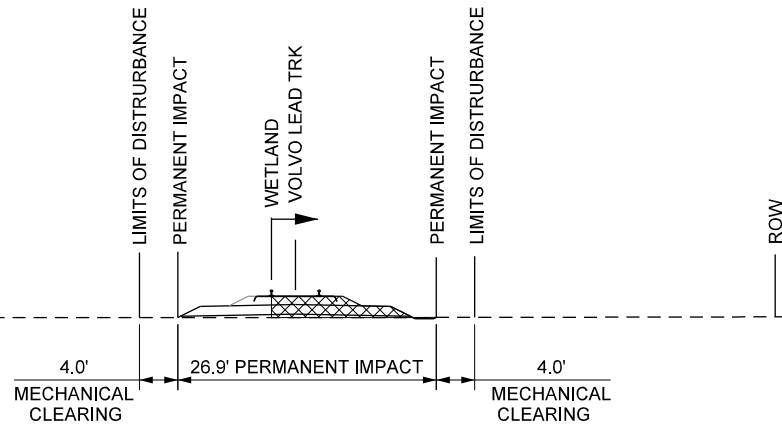
CROSS SECTION SHEET 52 OF 54

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
APPLICATION # SAC-2016-01395
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SECTION JJJJ
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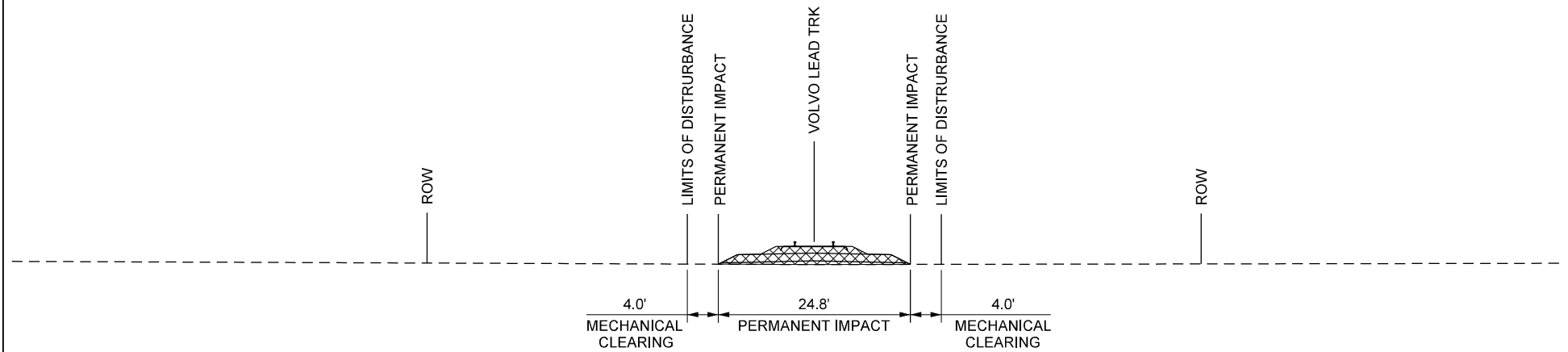
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CROSS SECTION SHEET 53 OF 54

APPLICANT: PALMETTO RAILWAYS

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
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SECTION LLLLL
STA. 168+00

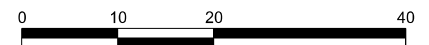


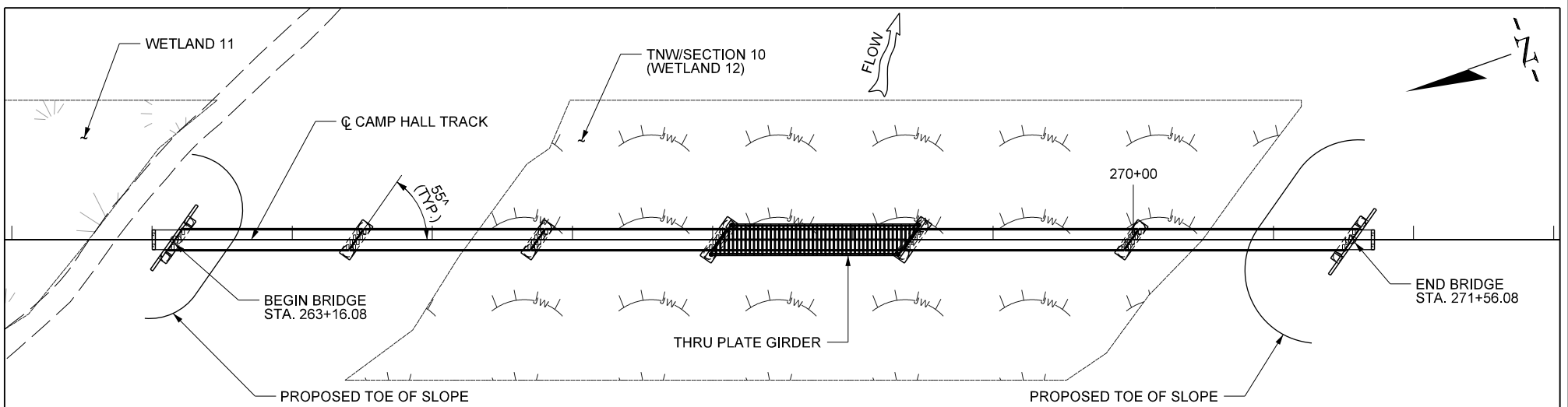
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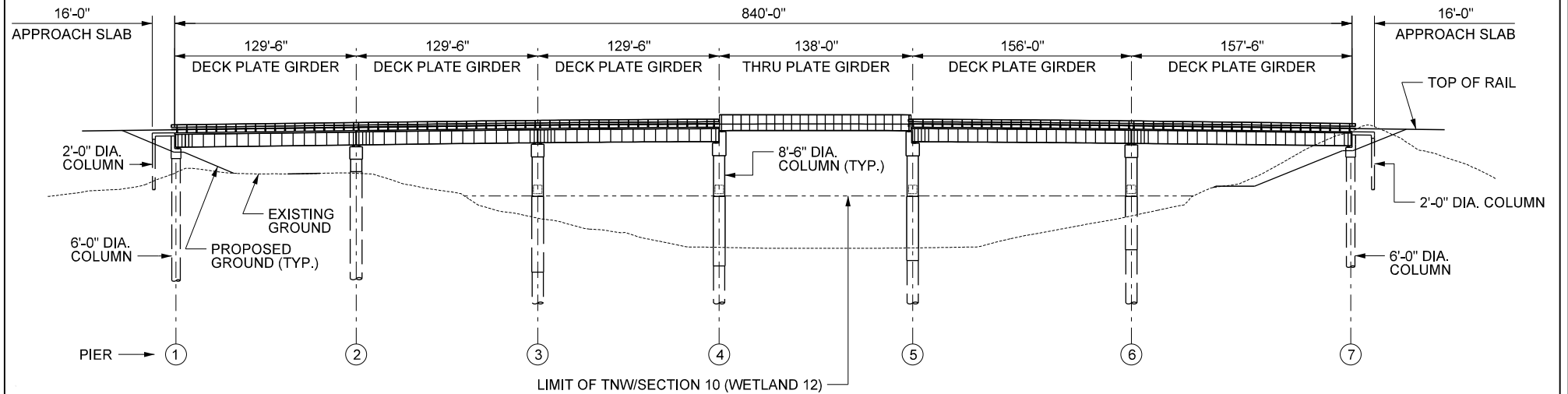
CROSS SECTION SHEET 54 OF 54

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
 APPLICATION # SAC-2016-01395
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PLAN



PROFILE

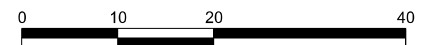


APPLICANT: PALMETTO RAILWAYS



BRIDGE OVER DIVERSION CANAL PLAN AND PROFILE

**PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT**
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
APPLICATION # SAC-2016-01395
DATE: MARCH 2018 SHEET 106 OF 106



Camp Hall Rail Project

Individual Permit Application

**Attachment G – Comparison of Impacts between
Environmental Report and 404 Application**

The Proposed Project requires both a permit from the United States Army Corps of Engineers (Corps), and an authorization from the Surface Transportation Board (STB). To that end, both the Corps and STB have agreed to act as co-lead agencies in evaluating the environmental impacts of the Proposed Project in accordance with NEPA, 42 U.S.C.A. §§ 4311 *et seq.* Given the different requirements of the respective permitting processes, the respective applications for the Proposed Project to the Corps and STB are submitted separately, with Palmetto Railways' (PR) Petition for Exemption to the STB filed on August 3, 2017, and the within information submitted in conjunction with PR's Section 404 Application to the Corps. In support of both applications, PR prepared and submitted an Environmental Report on July 25, 2017, which, among other considerations, evaluated the anticipated acreage impacts to wetlands of the project. The purpose of this document is to provide an update to certain of the wetlands acreage figures included in the Environmental Report, including an explanation for the increase in the wetlands acreage impacts anticipated today, versus the impacts estimated in the Environmental Report, as well as provide an explanation for other non-material differences between information submitted in the Environmental Report and 404 Application.

REVISED IMPACTS TO WATERS OF THE U.S.

Since the submittal of the Environmental Report, PR and its consultants have continued to conduct a finer level engineering design, hydrologic analysis, and onsite review of the rail corridor of the proposed project in order to determine with more specificity the anticipated impact of the project on jurisdictional wetlands. As a result of this continued review and design refinement, PR has determined that the total anticipated impacts of the project rail corridor has increased as compared to the impacts listed in the Environmental Report.

By way of background, the preliminary rail design plans utilized for preparing the Environmental Report were based on generally accepted standards for rail design, including an estimated top-of-rail elevation and standard culverts and dimensions. This rail design allowed PR to conduct a comprehensive alternatives analysis that identified the Cross route as the preferred route alternative. In order to estimate approximate wetlands impacts at the time, a typical rail cross section was used along the majority of the routes, consisting of a 30-foot wide rail embankment, with 2-foot wide (bottom width) drainage ditches on each side, tying into the existing grade. In accordance with standard engineering design practices, the top-of-rail elevations were set in an attempt to keep the top-of-rail as low as possible in order to minimize wetland impacts and required fill. For the Cross route, with the exception of the portions of the track leading up to the Diversion Canal bridge, this typically resulted in a +/-40-foot wide corridor of fill and excavation along the majority of the project route.

After the preliminary rail design utilized in the Environmental Report identified the Cross route as the preferred route corridor alternative, PR's engineering design team began a series of design iterations that applied a finer level screening to the route involving the refinement of the grading and stormwater designs for the proposed rail spur. This process refined the rail alignment, road crossings, grading, ditches, culverts, and hydraulic design for the proposed rail spur, utilizing aerial imagery, LIDAR-derived contours, and limited field survey.

As part of the updated design plans, hydrologic and hydraulic models were created to determine the actual size of culverts and bridges required to pass the stormwater runoff estimated by the models under the proposed rail line at each of the 46 drainage crossings. Using Berkeley County design standards as set forth in the County's Ordinances, hydraulic models were created for each proposed bridge or culvert to ensure that each has sufficient capacity to convey the design storm flows without inundating the rail line or adjacent properties, resulting in the Preliminary Hydraulic Study dated February 14, 2018. Specifically, Berkeley County Ordinance No. 08-05-21, Article V, Section 26-41.4.a provided guidance for encroachments within FEMA special flood hazard areas (SFHA). Encroachments within a FEMA SFHA must not result in any increase in 100-year occurrence interval flood levels within the study area during the occurrence of the base flood discharges (a "no-rise" condition). Berkeley County Ordinance No. 89-04-09, Section 9 further provides the minimum design requirements for bridges and culverts; stating that they shall be sized to accommodate a 25-year frequency rain event.

As additional survey data was collected, elevations and sizes were also set for the proposed ditches parallel to the rail line. Many variations of culvert sizes and dimensions were analyzed to minimize the height of each culvert, which keeps the top-of-rail elevations as low as possible, while still maintaining the hydraulic efficiency required to convey design flows. In areas where the proposed rail alignment crossed large drainage systems and wetlands systems, larger culverts and/or multiple culverts were utilized to provide increased capacity. The use of larger culverts and/or multiple culverts at these locations will minimize downstream scour by decreasing the effect of concentrated flow on waters directly downstream of the proposed crossings during storm events. For wetland systems proposed to be bisected by the rail alignment, the use of larger and/or multiple culverts will minimize the adverse effect on the naturally occurring flow, while allowing the wetlands system to maintain a consistent water surface elevation upstream and downstream of the rail crossings. This increased capacity through the use of larger and/or multiple culvert systems provides significant benefits that will minimize the adverse effect on hydrology, over-saturation of existing vegetation, reduction of scour velocities, and an increase in hydraulic connectivity that may allow aquatic and terrestrial animal crossings. For drainages other than the FEMA regulated special flood hazard zones, the design addressed at least the minimum 25-year storm capacity requirement, but upsized culverts when and where possible to handle larger storm flows.

The Preliminary Hydraulic Study also comprehensively identified and maintained existing drainages that are proposed to be affected by construction of the rail line. Within the Preliminary Hydraulic Study, headwater conditions were modeled and taken into consideration, and the culverts were sized accordingly, such that they would convey the 25-year storm design flow without overtopping top-of-rail or adversely inundating adjacent properties. Prior to the project, localized ponding and flooding has been observed in the area around the proposed rail line as the area is generally rural, forested, and very flat. Further hydraulic and hydrology work will be performed as part of the ongoing project and construction design of the proposed rail line to minimize the project's impact on adjacent properties, especially existing structures, roads, and culverts.

Due to the rail design standards for slope, vertical and horizontal curve radii, even small increases in the top-of-rail elevations could and did have significant effects on the overall fill footprint. In many cases, the difference in the proposed top-of-rail elevation and the bottom of ditch elevation increased the width of the footprint in low lying areas and wetlands to accommodate minimum side slopes. In some cases, the refined design increased the width of construction limits from 40 to 70 feet and as much as 80-90 feet at wetland crossings to accommodate topography and grading concerns. In addition, new topographic information resulted in increases to the top-of-rail design elevation, impacting more wetlands than were estimated in the preliminary design and impact assessment. The incorporation of needed drainage features resulted in the majority of the wetlands impact increases. After incorporating the required culvert sizes into the rail design and establishing top-of-rail elevations based on the required vertical clearance from the top of culvert elevations, PR determined a revised calculation of fill impacts based on the rail design standards for maximum slope and curvature. The new hydrologic and hydraulic design had the effect of increasing the amount of estimated wetlands impacts.

In addition to the hydrologic and hydraulic modeling, PR also looked more closely at the route alignment within the generalized 200-foot route corridor used in the Environmental Report. Prior to the submission of the Environmental Report, several access issues with property owners within the route corridor impaired PR's ability to inspect the sites in person. As a result the information gathered by PR following the resolution of these access issues, PR decided to implement certain important relocations of private and public roads, which are intended to reduce unnecessary crossings and minimize hazardous train-vehicle interactions with the public. PR also altered the preferred route to minimize impacts on a cemetery, future development areas, emergency access areas, and other sensitive and important landscape features that were revealed during site visits. Oftentimes, these safety-oriented shifts came at the expense of increased wetlands impacts. It should also be noted that construction limits vary depending on the topography, which can increase wetlands impacts on a case-by-case basis. For example, the area where the proposed project is designed to connect to CSX's existing line underwent several minor shifts and alterations since the submission of the Environmental Report which resulted in an increased overlap of the construction limits of the project with wetlands in those areas.

While these engineering changes have increased the anticipated wetlands impacts for the preferred rail corridor, based on PR's analysis, including confirmation of the similar nature of the hydrology of the remaining route corridor alternatives, it does not believe that the increase in wetlands impacts would alter the findings or conclusions of the Alternatives Analysis presented in the Environmental Report. Level 2 and Level 3 of the Alternatives Analysis analyzed and completed impact calculations for generalized 200-foot corridors around each of the alternative alignments. The methodology used allowed for additional minor route modifications within the preferred alternative corridor without invalidating the Alternatives Analysis. Because the fine-level engineering analysis and design described above for the preferred rail corridor was conducted only after the Cross route was carried forward to Level 3 of the Alternatives Analysis, a similar fine-level analysis was not conducted for the Moncks Corner and Soter North route corridors. However, based on the fact that the topography and hydrology of each of the other route corridors is similar to that of the preferred rail corridor, including the fact that each occurs within and impacts

the same watersheds, PR projects that, if a similar fine-level engineering analysis were created for the Moncks Corner and Soter North corridors, they would show a similar proportional increase in their respective wetlands impacts from the acreages listed in the Environmental Report, just as the preferred rail corridor. Such a projection is consistent with the design standards and basic avoidance and minimization measures utilized by PR, as well as the increase in percentage acreage coverages shown by the use of the individual hydric soil ratings maintained by the NRCS, as described above.

Based on the increase in the projected wetlands impact of the preferred rail corridor, PR has already taken steps to secure additional like-kind and adjacent mitigation acreage within the Fairlawn tracts described in the proposed conceptual wetlands mitigation plan, in order to supplement its prior commitment and provide for adequate mitigation of these additional estimated wetlands impacts. These changes and acreages will be reflected in forthcoming final comprehensive mitigation plan.

OTHER NON-MATERIAL DIFFERENCES BETWEEN THE ENVIRONMENTAL REPORT AND THE 404 APPLICATION

In addition to the difference in the total anticipated wetlands acreage impacts within the project rail corridor, PR provides the following accounting of other non-material differences which have evolved in the course of PR's subsequent design iterations and finer-level screenings and which differ from the information contained in the Environmental Report:

1. The rail line lead within the Camp Hall Commerce Park has been extended to Autonomous Drive and into the Volvo Cars manufacturing facility. The maps showing the various alternatives analyzed as a part of PR's three-level alternatives analysis, which were included in the Environmental Report as a part of Appendix A, showed each alternative and/or alternative alignment extending only to the boundary of the Camp Hall Commerce Park. However, as set forth in PR's Petition for Exemption to the STB, as well as shown in the GIS files submitted to the STB and its Office of Environmental Analysis subsequent to the Environmental Report, the rail line is proposed to extend within the Camp Hall Commerce Park and specifically to Autonomous Drive and the Volvo Cars manufacturing facility.
2. The wetlands acreage impacts resulting from the lead to Autonomous Drive and Volvo Cars within the Camp Hall Commerce Park were not accurately captured in the anticipated wetlands acreage impacts of the project provided in the Environmental Report. The impacts associated with the lead to Autonomous Drive and Volvo Cars lead are included in the updated figures provided hereinabove.
3. Upon further review, PR determined that the proposed initial layout of the project would impact the mainline adjacent to the Cross Generating Station landfill maintenance road and monitoring equipment. Therefore, PR agreed to shift that alignment to not impact Santee Cooper's existing operations and drainage facilities.
4. Additional impacts result from the addition of a railroad interchange to transfer cars from CSX Transportation to PR, North of Viper Road.

5. Additional access roads have been added to Cross Option 3, the preferred project corridor and route, in order to avoid land locking impacted properties.

DRAFT

Corps Public Notice on DA Permit Application and Responses

JOINT
PUBLIC NOTICE

CHARLESTON DISTRICT, CORPS OF ENGINEERS
69A Hagood Avenue
Charleston, South Carolina 29403-5107
and
THE S.C. DEPARTMENT OF HEALTH AND ENVIRONMENTAL CONTROL
Water Quality Certification and Wetlands Section
2600 Bull Street
Columbia, South Carolina 29201

REGULATORY DIVISION
Refer to: P/N SAC 2016-1395

April 4, 2018

Pursuant to Sections 401 and 404 of the Clean Water Act (33 U.S.C. 1344), the South Carolina Coastal Zone Management Act (48-39-10 et. seq.), and the S.C. Construction in Navigable Waters Permit Program (R. 19-450, et. seq., 1976 S.C. Code of Laws, as amended), an application has been submitted to the Department of the Army and the S.C. Department of Health and Environmental Control by

Mr. Jeff McWhorter
Palmetto Railways
540 East Bay Street
Charleston, SC 29403

for a permit to discharge fill material into waters of the U.S., including wetlands associated with

**Bulltown Ditch, the Diversion Canal (between Lake Marion and Lake Moultrie), and
tributaries to Caton Creek and Black Creek**

located within a linear corridor approximately 22.7 miles long, varying in width, connecting the CSXT Cross Subdivision near the Santee Cooper Cross Generating Station and the Camp Hall Commerce Park. The corridor will travel south and west, crossing the Diversion Canal between Lakes Marion and Moultrie, continue through the unincorporated community of Cross, split, and end with two tracks (Camp Hall Track and the Volvo Lead Track) on the Camp Hall Commerce Park site in Berkeley County, South Carolina (Begin: Latitude: 33.40422 °N, Longitude: -80.09814 °W; End Camp Hall Track: Latitude: 33.14241 °N, Longitude: -80.25723 °W, End Volvo Lead Track: Latitude: 33.14160 °N, Longitude: -80.23976 °W).

In order to give all interested parties an opportunity to express their views

NOTICE

is hereby given that written statements regarding the proposed work will be received by the **Corps** and **SCDHEC** until

NOON, MAY 4, 2018

from those interested in the activity and whose interests may be affected by the proposed work.

Proposed Project & Proposed Impacts to Waters of the US:

The proposed work consists of constructing an industrial rail line, connecting the CSXT Cross Subdivision near the Santee Cooper Cross Generating Station and the Camp Hall Commerce Park. The proposed project corridor is approximately 22.7 miles long, varying in width, and will travel south and west, crossing the Diversion Canal between Lakes Marion and Moultrie, through the unincorporated community of Cross, and then ultimately split and end with two tracks (Camp Hall Track and the Volvo Lead Track) on the Camp Hall Commerce Park site. The proposed rail line will service the new Volvo Cars manufacturing facility, as well as future proposed development within the Camp Hall Commerce Park. In detail, the applicant proposes to impact approximately 120.01 acres of wetlands and 537.20 linear feet of non-wetland waters of the United States. Specifically, permanent cut/fill is proposed in 103.12 acres of wetlands and mechanical clearing is proposed in 16.89 acres. Permanent pipe is proposed in 315.20 linear feet of non-wetland waters and permanent morphological impact is proposed in 222 linear feet of non-wetland waters of the United States.

Proposed Compensatory Mitigation:

The applicant has proposed to mitigate for impacts to wetlands and waters of the United States by providing a combination of Permittee Responsible Mitigation and mitigation bank credits. For impacts within the Four Hole Swamp watershed, the applicant proposes to purchase wetland mitigation bank credits from the Francis Beidler Forest Mitigation Bank. For impacts within the Cooper River watershed, PRM is proposed at the Fairlawn C1 Parcel site, a 1,550-acre site within the Francis Marion National Forest. Mitigation activities at the Fairlawn C1 Parcel site include the enhancement of 697 acres of wetlands and the preservation of 43 acres of wetlands. The Fairlawn C1 Parcel will be transferred to the United States Forest Service, which will permanently protect the site and make open to the public 1,300 acres of land, including 740 acres of wetlands.

Project Purpose:

The project purpose, as stated by the applicant, is to:

locate, build, own and operate an industrial rail line that will connect the existing Class 1 rail line with the Camp Hall Commerce Park. The need for the Proposed Project derives from the development of the Camp Hall Commerce Park, which has increased the demand for rail service to interconnect the commerce park with an existing Class 1 rail network, in a manner that is logically feasible to better serve the need of the future tenants and industry with the Camp Hall Commerce Park for transportation, distribution and logistics. These tenants include, but are not limited to Volvo Cars, as well as any associated support industries that might desire to locate in proximity to Volvo Cars in the future.

Alternatives Analysis (provided by the applicant):

A detailed Alternatives Analysis was conducted to evaluate potential routes from existing Class 1 rail lines into the Camp Hall Commerce Park. The alternatives analysis reviewed potential impact environmental, economic, and socioeconomic resources, as well as cultural resources. Six alternative route alignments were considered under Level 1 of the alternatives analysis, with four alignments being advanced to Level 2 of the alternatives analysis. It was determined that the Cross option, beginning near Santee Cooper's Cross Generating Station and terminating at the Camp Hall Commerce Park, was the preferred alternative. Three separate Cross Route

alignments were analyzed in Level 3 of the alternatives analysis, and Cross Route 3 (Proposed Project) is proposed as the most practical route with the least amount of overall impacts, as judged by the potential impacts to environment, economic, and socioeconomic resources.

Avoiding and Minimizing Impacts to Aquatic Resources:

The applicant has indicated that avoidance and minimization measures include the following:

- Designing Camp Hall Commerce Park Rail Spur to minimize impacts to waters of the U.S.;
- Limiting the placement of pilings for bridges within waters, where possible;
- Designing culverts and bridges to maintain existing flow/ exchange and hydrology for wetlands and other aquatic area;
- A variety of post-construction stormwater BMPs will be used to convey, filter, and dissipate runoff from the new rail line, including but not limited to: vegetated swales, vegetated filter strips, stream bank stabilization, and channelized flow dissipation;
- Implement a Stormwater Pollution Prevention Plan (SWPPP) as required by the industrial storm water National Pollutant Discharge Elimination System (NPDES) permit;
- Erosion prevention BMPs that may be implemented include dust control, mulching, blown straw, hydro-mulching/seeding, erosion control blankets, turf reinforcement mats, and outlet protection (i.e. rip-rap), temporary seeding, sediment tubes, sediment tube slope breaks (slopes greater than 50 feet in length), flexible growth medium (FGM) or engineered fiber medium (EGM) (i.e. Flexterra), and/or other devices as prescribed by the design engineer;
- Runoff control and conveyance BMPs that may be implemented include diversion ditches/dikes, pipe slope drains, drainage swales, and level spreader and/or other devices as prescribed by the design engineer.
- Sediment control BMPs that may be implemented include sediment basins, sediment traps, silt fences, ditch checks, stabilized construction entrances, storm drain inlet protection, and sediment tubes and/or other devised as prescribed by the design engineer;
- All construction BMPs will be designed, implemented, and maintained per the guidance in the SCDHEC Storm Water Management BMP Handbook (August 2005). Obtain a NPDES Phase II Construction General Permit (CGP) to address water quality and quantity;
- Design culverts and/or bridges to maintain existing surface water drainage patterns and to prevent erosion;
- Design culverts and/or bridges to allow aquatic organisms to pass relatively unhindered;
- Adhere to Berkeley County's stormwater regulations associated with the specific implementation of various stormwater management facilities (i.e. ditches, culverts, secondary collection systems, etc.);
- Culverts and bridges will be designed to maintain existing flow and hydrology for wetland areas and to prevent flooding upstream. Road culverts will be designed to the 25-year storm event;
- Drainages located within FEMA regulated floodplains (Zone A Special Flood Hazard Area) will be designed to carry the 100-year storm event.

NOTE: This public notice and associated plans are available on the Corps' website at:
<http://www.sac.usace.army.mil/Missions/Regulatory/PublicNotices>.

Background:

On August 3, 2017, Palmetto Railways filed a petition for exemption with the Surface Transportation Board (Board) pursuant to 49 U.S.C. §§ 10502 and 10901 in Docket No. FD 36095. As a result of this petition, the Board's Office of Environmental Analysis (OEA) together with the United States Army Corps of Engineers (Corps), as joint lead agencies, began to evaluate the potential environmental effects of the proposed project, including any reasonable and feasible alternatives to the proposed route pursuant to the National Environmental Policy Act of 1969 (NEPA), as amended (42 U.S.C. § 4321 et seq.), the Board's environmental rules at 49 C.F.R. § 1105, the Section 404(b)(1) Guidelines of the Clean Water Act (40 C.F.R. Part 230), and other applicable federal and state laws. A project specific website was created to provide the general public information pertaining to the project and the environmental review process and can be found at:

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

The District Engineer has concluded that the discharges associated with this project, both direct and indirect, should be reviewed by the South Carolina Department of Health and Environmental Control in accordance with provisions of Section 401 of the Clean Water Act. As such, this notice constitutes a request, on behalf of the applicant, for certification that this project will comply with applicable effluent limitations and water quality standards. The work shown on this application must also be certified as consistent with applicable provisions of the Coastal Zone Management Program (15 CFR 930). This activity may also require evaluation for compliance with the S. C. Construction in Navigable Waters Permit Program. State review, permitting and certification is conducted by the S. C. Department of Health and Environmental Control. The District Engineer will not process this application to a conclusion until such certifications are received. The applicant is hereby advised that supplemental information may be required by the State to facilitate the review.

This notice initiates the Essential Fish Habitat (EFH) consultation requirements of the Magnuson-Stevens Fishery Conservation and Management Act. Implementation of the proposed project would impact 120 acres upstream of estuarine substrates and emergent wetlands utilized by various life stages of species comprising the shrimp, and snapper-grouper management complexes. The District Engineer's initial determination is that the proposed action would not have a substantial individual or cumulative adverse impact on EFH or fisheries managed by the South Atlantic Fishery Management Council and the National Marine Fisheries Service (NMFS). The District Engineer's final determination relative to project impacts and the need for mitigation measures is subject to review by and coordination with the NMFS.

Pursuant to the Section 7 of the Endangered Species Act of 1973 (as amended), the Corps and the Surface Transportation Board's Office of Environmental Analysis have reviewed the project area, examined all information provided by the applicant, and have determined, based on the most recently available information that the project would have no effect to West Indian Manatee (*Trichechus manatus*), frosted flatwoods salamander (*Ambystoma cingulatum*),

American chaffseed (*Schwalbea Americana*), American wood stork (*Mycteria Americana*), pondberry (*Lindera melissifolia*) and Canby's dropwort (*Oxypolis canbyi*).

Furthermore, the Corps and the Surface Transportation Board's Office of Environmental Analysis have determined based on the most recently available information that the proposed project would not likely adversely affect the red-cockaded woodpecker (*Picoides borealis*), Northern long eared bat (*Myotis septentrionalis*), Atlantic sturgeon (*Acipenser oxyrinchus*) and the shortnose sturgeon (*Acipenser brevirostrum*). This public notice serves as a request for written concurrence from the U.S. Fish and Wildlife Service and/or the National Marine Fisheries Service on this determination.

Pursuant to Section 106 of the National Historic Preservation Act (NHPA), this public notice also constitutes a request to Indian Tribes to notify the District Engineer of any historic properties of religious and cultural significance to them that may be affected by the proposed undertaking.

In accordance with Section 106 of the NHPA, consultation with the South Carolina State Historic Preservation Office has commenced for the proposed project and it has been determined that historical architectural resources, eligible for inclusion in the National Register of Historic Places (NRHP), are present in and proximate to the proposed rail line right-of-way; moreover, these historic properties may be adversely affected by the undertaking. This public notice serves to notify the State Historic Preservation Office, and other interested parties, that the Corps, in consultation with the Surface Transportation Board's Office of Environmental Analysis, plans to develop a Memorandum of Agreement (36 CFR 800.6) to mitigate the adverse effects. Individuals or groups who would like to be consulting parties for the purposes of the NHPA should make such a request to the Corps and/or the Board's OEA, in writing, within 30 days of this public notice. To ensure that other historic properties that the District Engineer is not aware of are not overlooked, this public notice also serves as a request to the State Historic Preservation Office and other interested parties to provide any information they may have with regard to historic properties and/or potential consulting parties.

The District Engineer's final NRHP-eligibility and NHPA effects determination will be based upon coordination with the SHPO and/or THPO, as appropriate and required and with full consideration given to the proposed undertaking's potential direct and indirect effects on historic properties within the Corps-identified permit area.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for a public hearing shall state, with particularity, the reasons for holding a public hearing.

The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the activity on the public interest and will include application of the guidelines promulgated by the Administrator, Environmental Protection Agency (EPA), under authority of Section 404(b) of the Clean Water Act and, as appropriate, the criteria established under authority of Section 102 of the Marine Protection, Research and Sanctuaries Act of 1972, as amended. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the project must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the project will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic

April 4, 2018

properties, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production and, in general, the needs and welfare of the people. A permit will be granted unless the District Engineer determines that it would be contrary to the public interest. In cases of conflicting property rights, the Corps cannot undertake to adjudicate rival claims.

The Corps is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition or deny a permit for this project. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the activity. **Please submit comments in writing, identifying the project of interest by public notice number, to the following address:**

**U.S. Army Corps of Engineers
ATTN: Elizabeth Williams
Regulatory Division
69A Hagood Avenue
Charleston, South Carolina 29403-5107**

If there are any questions concerning this public notice, please contact Elizabeth Williams, Project Manager, at 843-329-8044 or toll free at 1-866-329-8187.

In addition, if you would like to submit comments to the Office of Environmental Analysis (OEA), Surface Transportation Board (STB) regarding the proposed project, please send comments in writing to the following address:

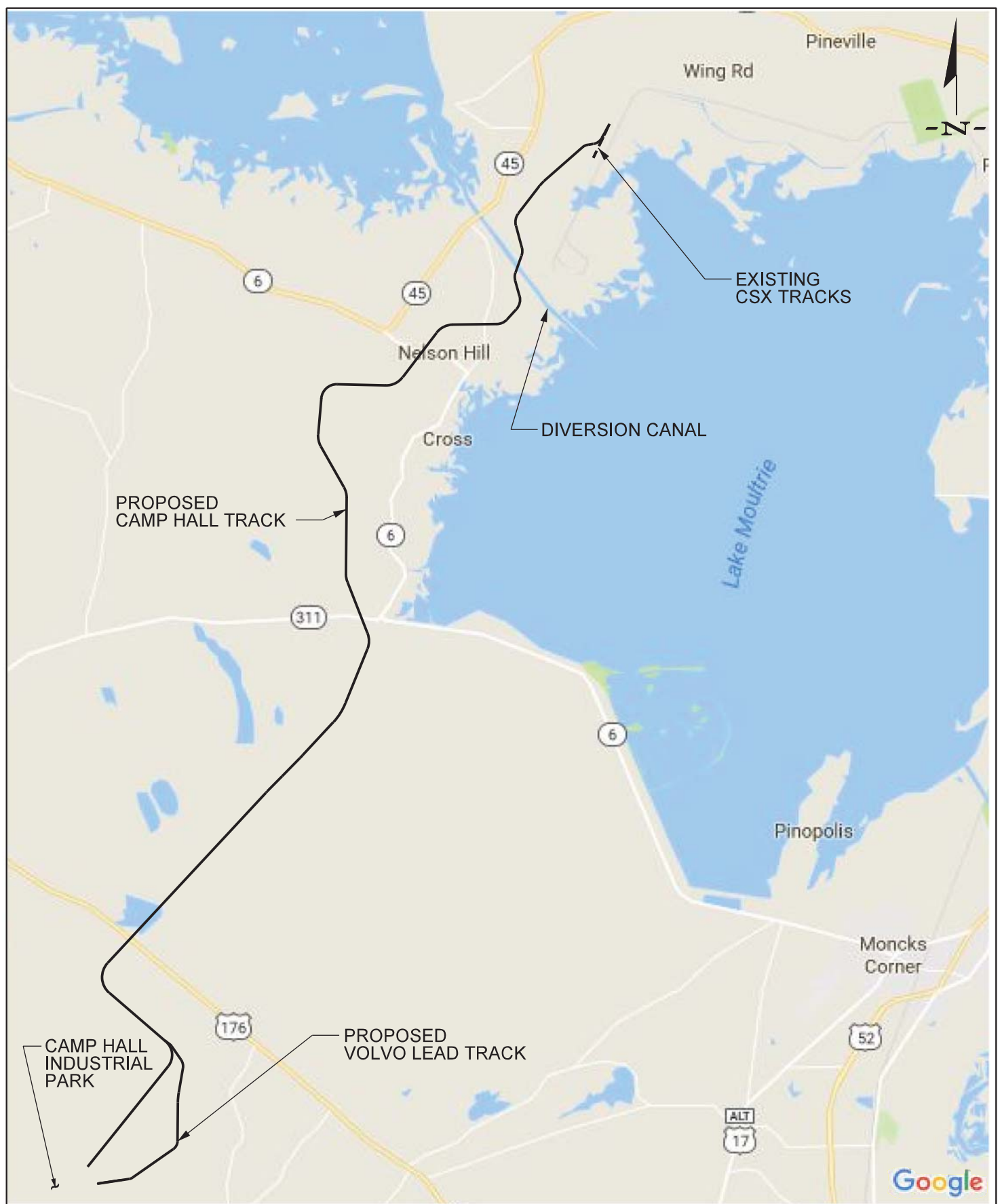
Ms. Diana Wood
OEA-STB
c/o ICF
9300 Lee Highway
Fairfax, VA 22031

PLEASE NOTE: When an individual chooses to submit comments, his or her personal contact information (if included), is considered public information and can be shared within and outside of STB and/or the U.S. Army Corps of Engineers without additional authorization.

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
APPLICATION # _____ SAC-2016-01395
DATE: MARCH 2018

0 1 5 MILES 10

A horizontal scale bar with a black background and white markings. It is divided into segments representing 0, 1, 5, and 10 miles. The numbers are placed above the bar.



APPLICANT: PALMETTO RAILWAYS



LOCATION MAP

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
APPLICATION # SAC-2016-01395
DATE: MARCH 2018



PROJECT IMPACTS TO WATERS OF THE UNITED STATES

IMPACTS	JURISDICTIONAL WETLAND (ACRES)	NON-WETLAND WATER (LF)
PERMANENT WETLAND IMPACT (CUT/FILL)	103.12	----
MECHANICAL CLEARING WETLAND IMPACT	16.89	----
PERMANENT CULVERT IMPACT NON-WETLAND WATER	----	----
PERMANENT PIPE IMPACT NON-WETLAND WATER	----	315.20
PERMANENT MORPHOLOGIC IMPACT NON-WETLAND WATER	----	222.00
TOTAL IMPACTS	120.01	537.20

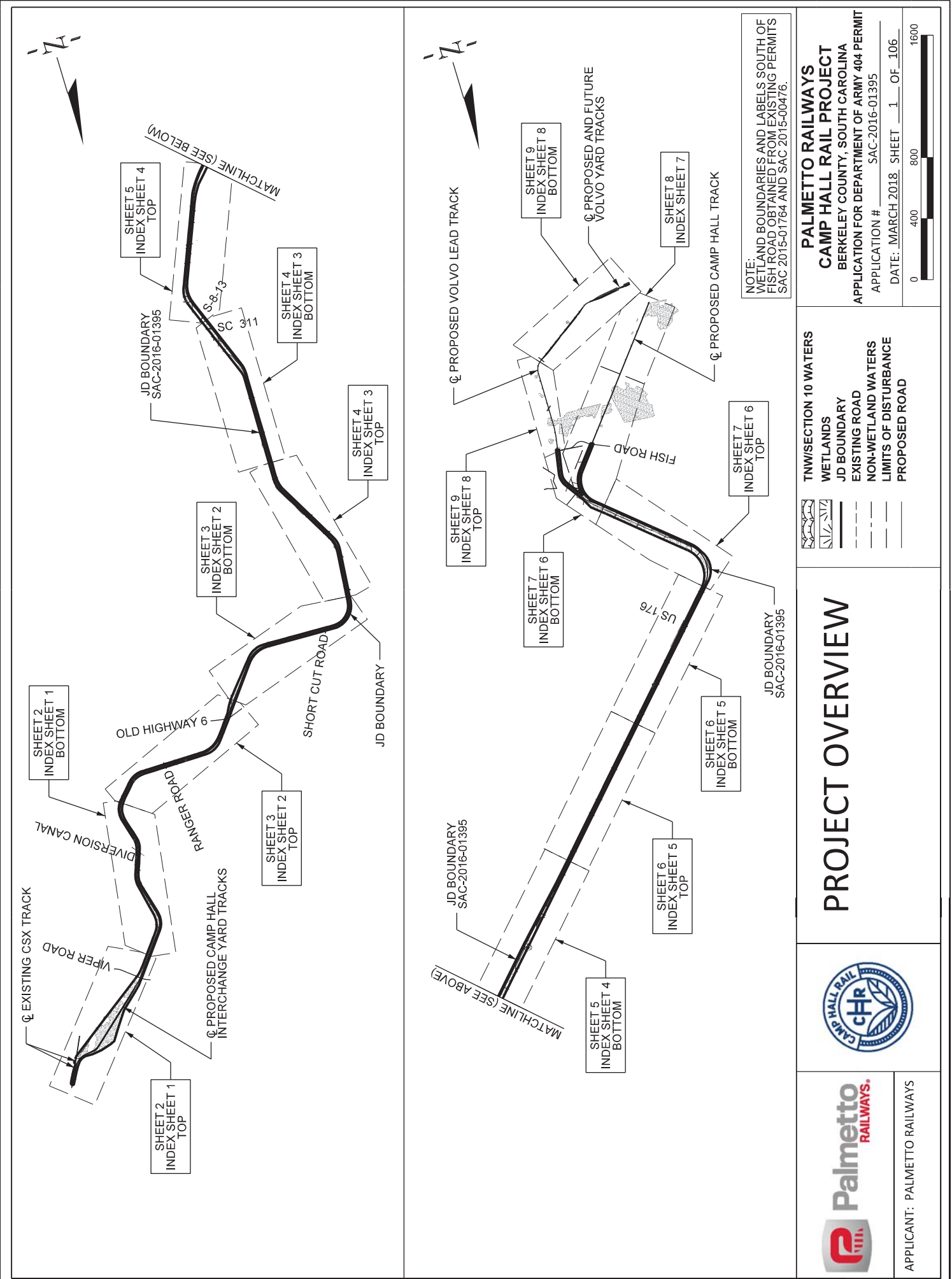


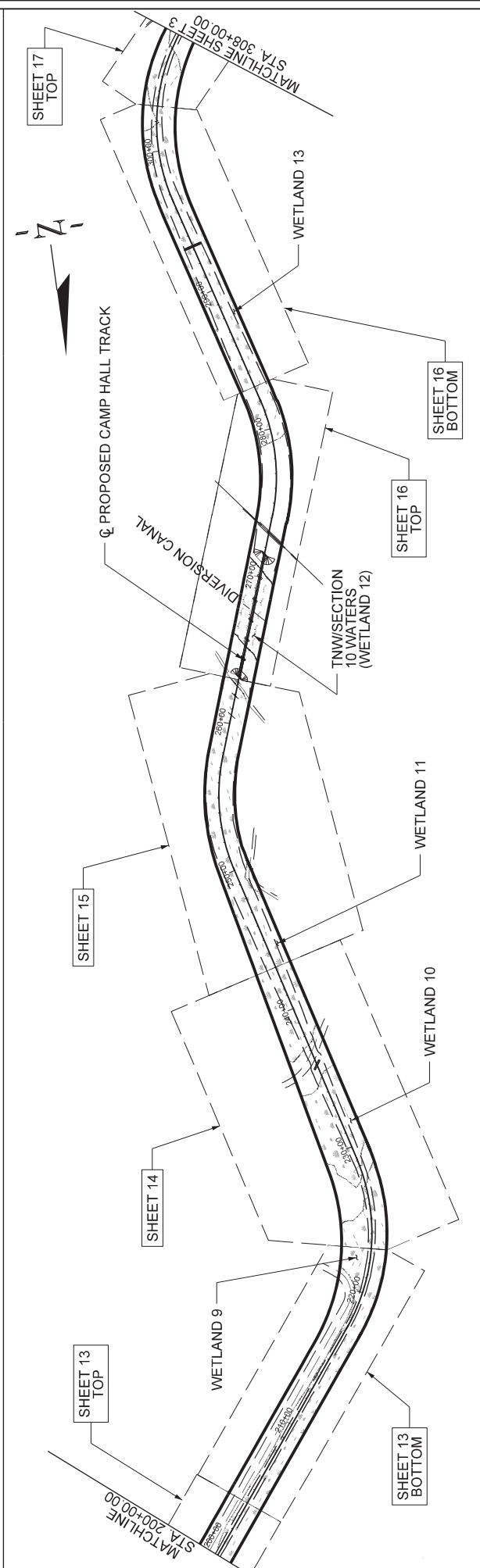
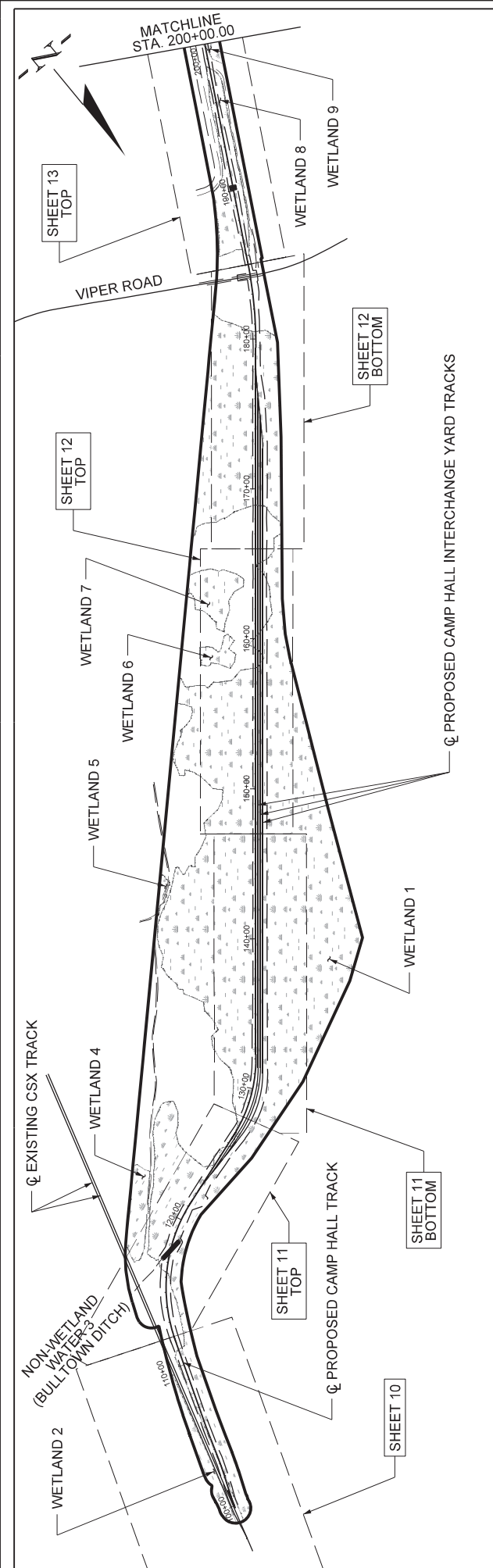
APPLICANT: PALMETTO RAILWAYS



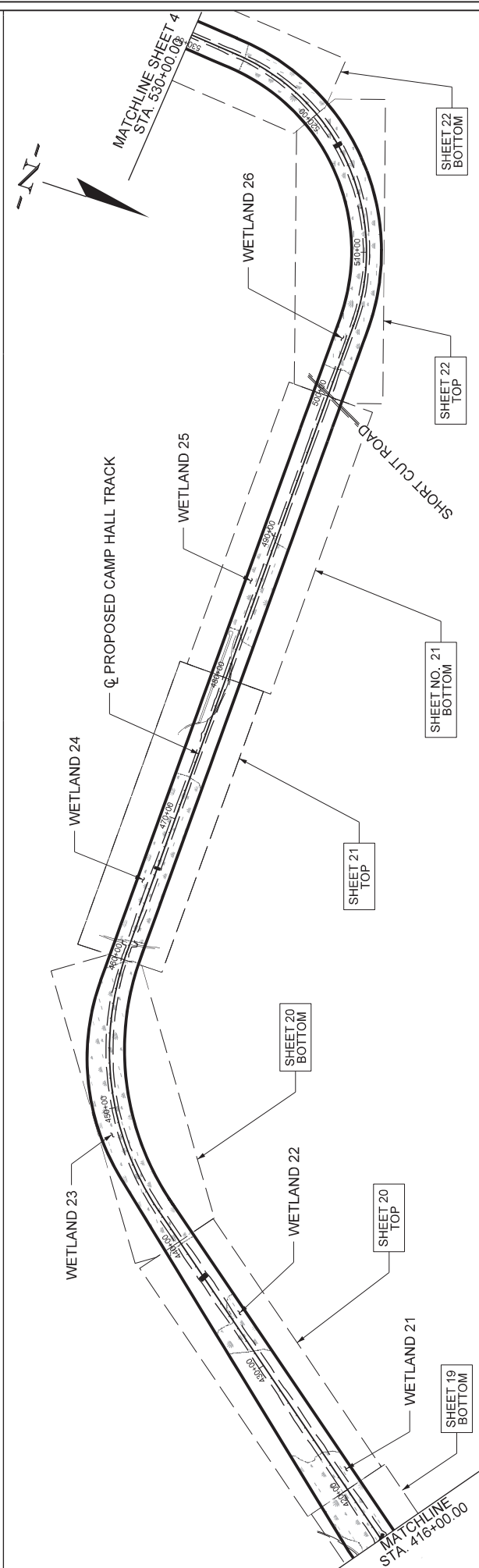
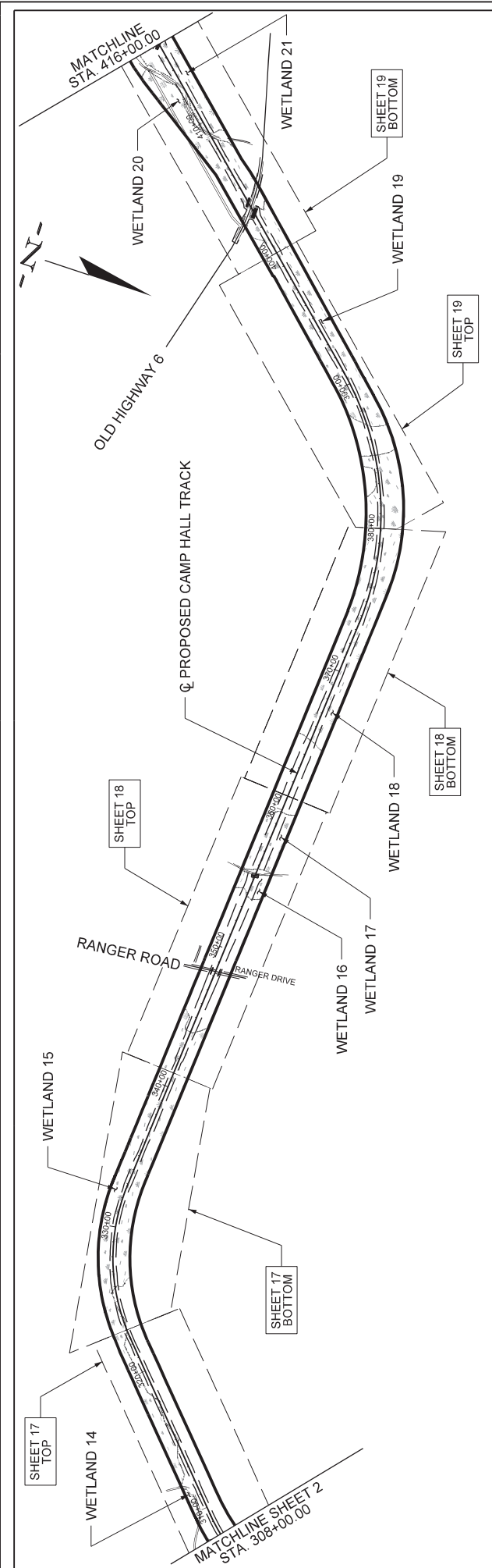
IMPACT SUMMARY

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
APPLICATION # SAC-2016-01395
DATE: MARCH 2018

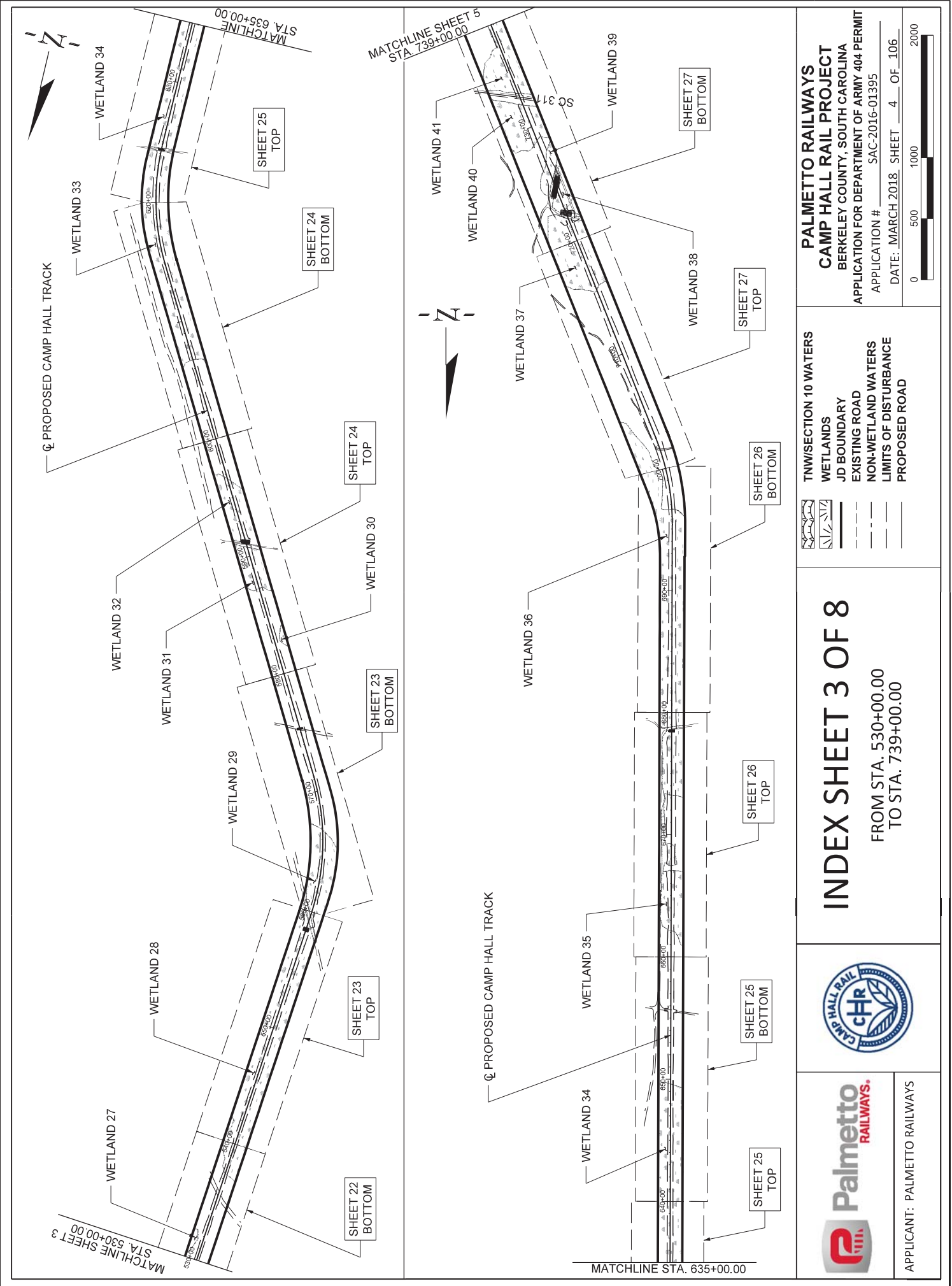




 APPLICANT: PALMETTO RAILWAYS		INDEX SHEET 1 OF 8 FROM STA. 100+00.00 TO STA. 308+00.00	TN/SECTION 10 WATERS - WETLANDS - JD BOUNDARY - EXISTING ROAD - NON-WETLAND WATERS - LIMITS OF DISTURBANCE - PROPOSED ROAD	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # SAC-2016-01395 DATE: MARCH 2018 SHEET 2 OF 106 0 500 1000 2000
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				INDEX SHEET 2 OF 8 FROM STA. 308+00.00 TO STA. 530+00.00		TN/SECTION 10 WATERS - WETLANDS - JD BOUNDARY - EXISTING ROAD - NON-WETLAND WATERS - LIMITS OF DISTURBANCE - PROPOSED ROAD		PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # SAC-2016-01395 DATE: MARCH 2018 SHEET 3 OF 106	
APPLICANT: PALMETTO RAILWAYS									



PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
APPLICATION # SAC-2016-01395
DATE: MARCH 2018 SHEET 4 OF 106

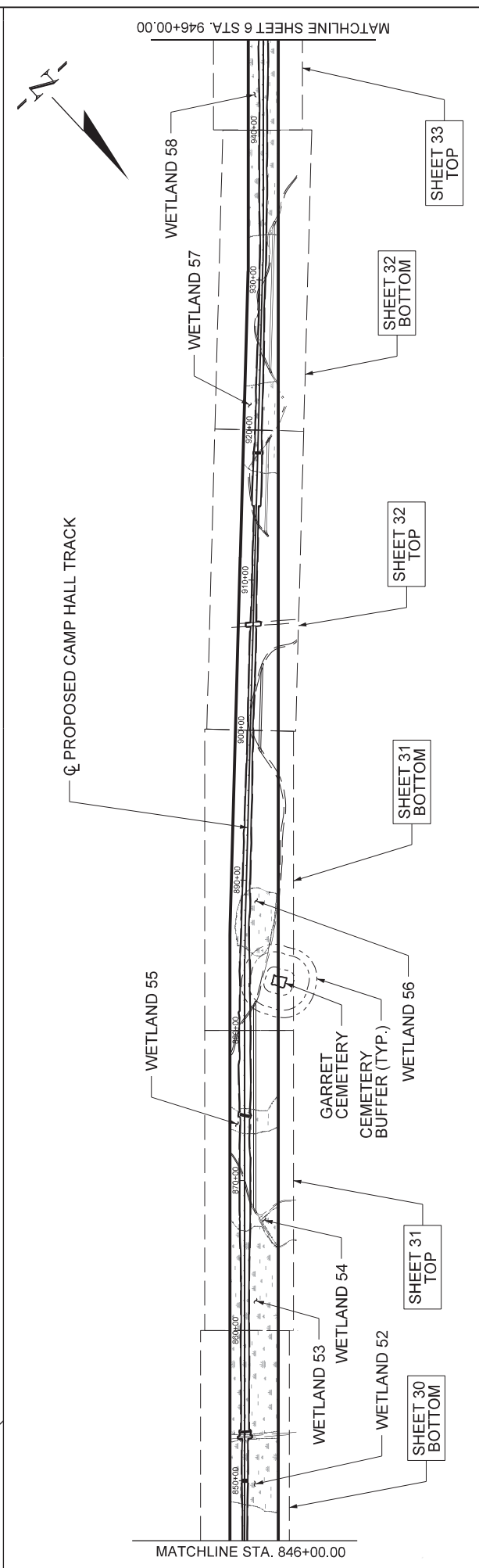
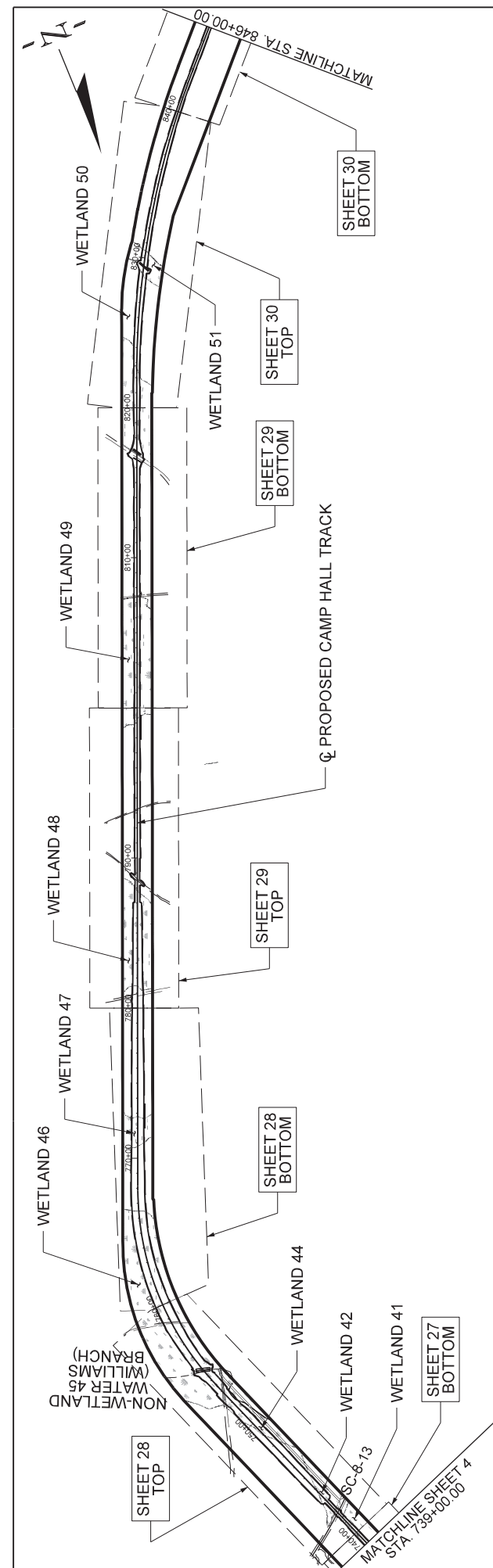
TNW/SECTION 10 WATERS
WETLANDS
JD BOUNDARY
EXISTING ROAD
NON-WETLAND WATERS
LIMITS OF DISTURBANCE
PROPOSED ROAD



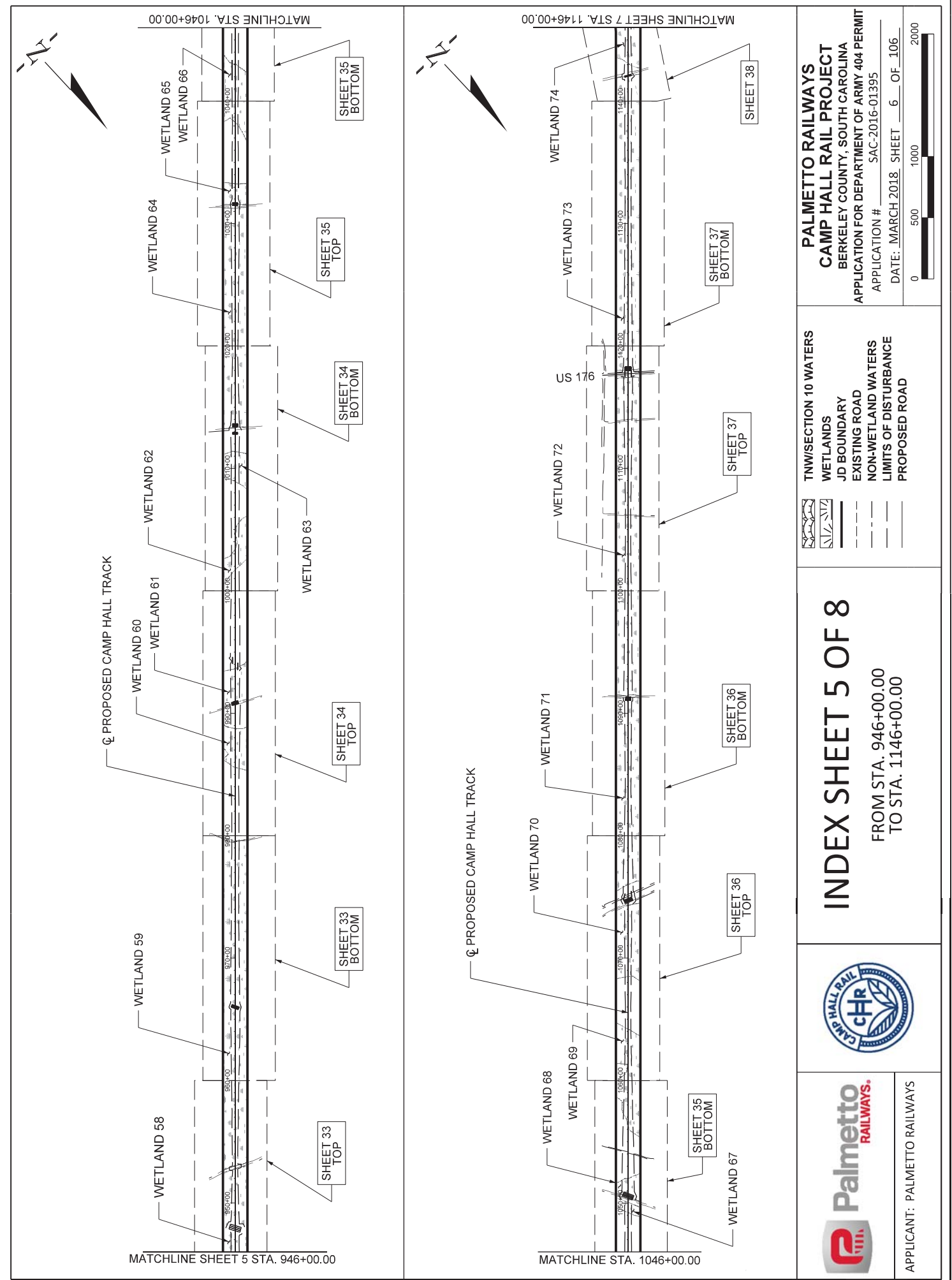
INDEX SHEET 3 OF 8
FROM STA. 530+00.00
TO STA. 739+00.00

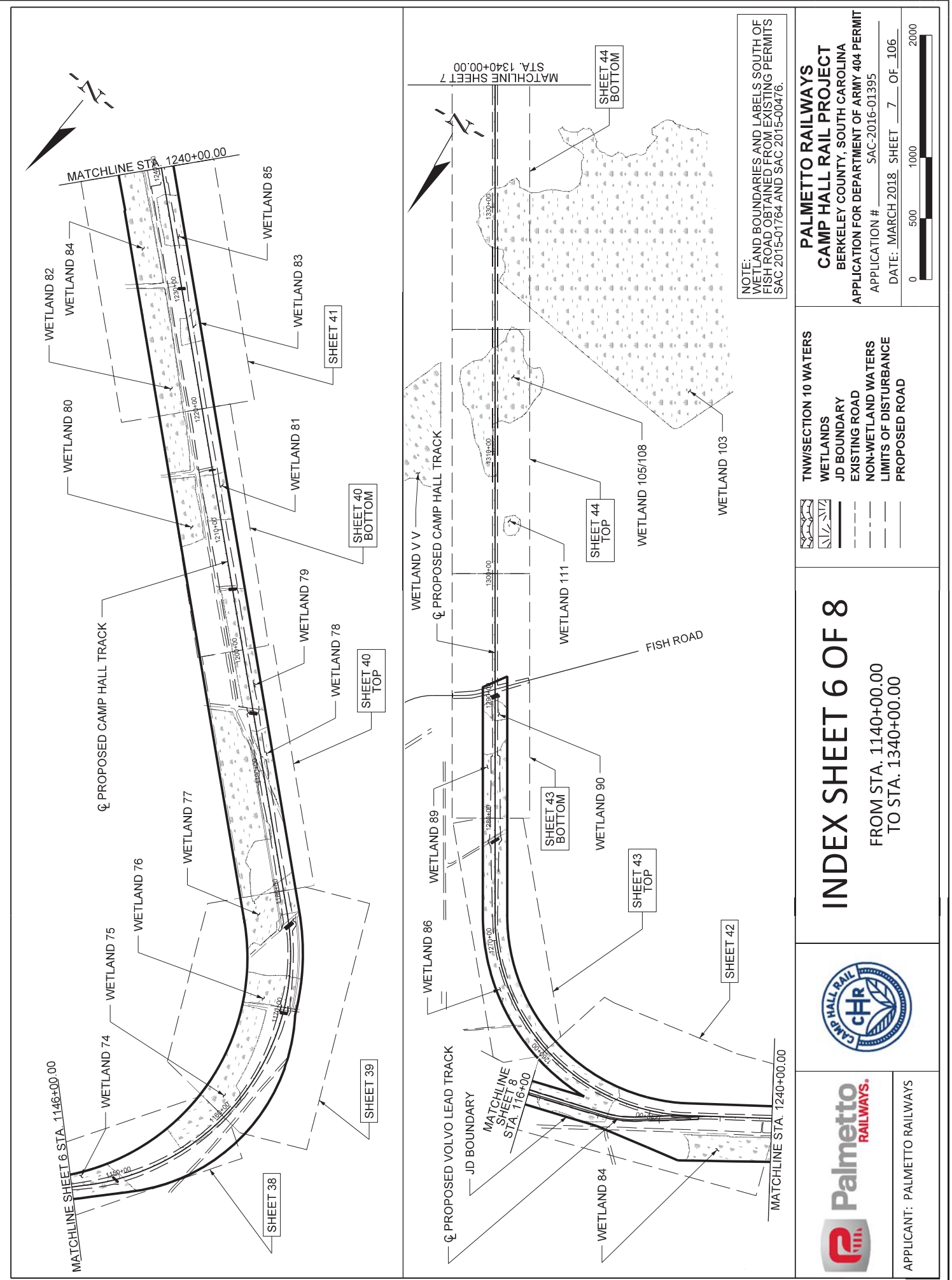


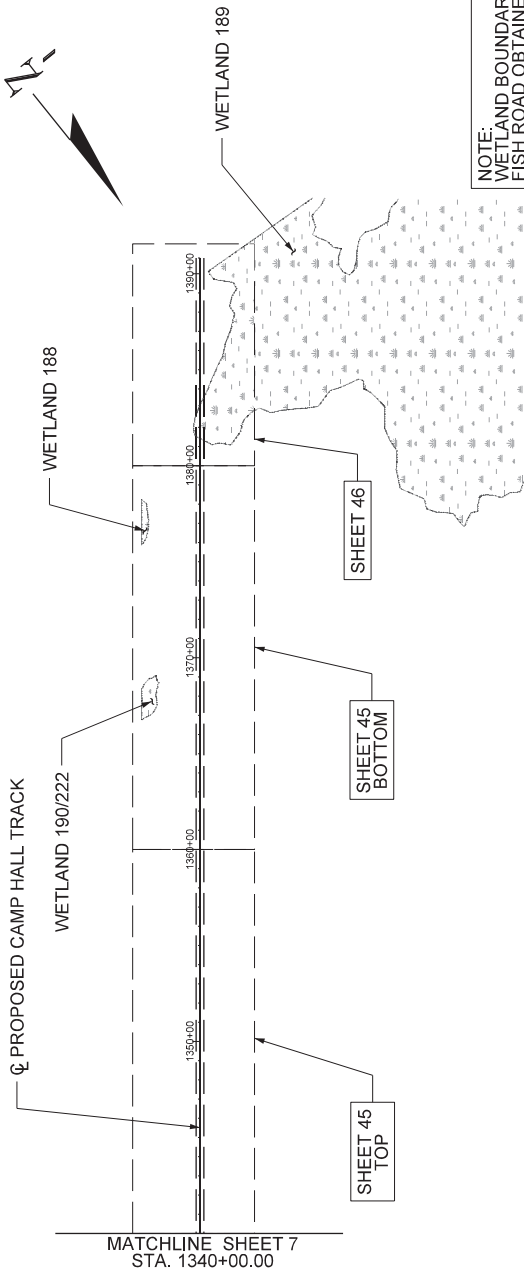
Palmetto RAILWAYS.
APPLICANT: PALMETTO RAILWAYS



 APPLICANT: PALMETTO RAILWAYS		INDEX SHEET 4 OF 8 FROM STA. 739+00.00 TO STA. 946+00.00	TN/SECTION 10 WATERS <table border="0"> <tr> <td></td> <td>WETLANDS</td> </tr> <tr> <td></td> <td>JD BOUNDARY</td> </tr> <tr> <td></td> <td>EXISTING ROAD</td> </tr> <tr> <td></td> <td>NON-WETLAND WATERS</td> </tr> <tr> <td></td> <td>LIMITS OF DISTURBANCE</td> </tr> <tr> <td></td> <td>PROPOSED ROAD</td> </tr> </table>		WETLANDS		JD BOUNDARY		EXISTING ROAD		NON-WETLAND WATERS		LIMITS OF DISTURBANCE		PROPOSED ROAD	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # SAC-2016-01395 DATE: MARCH 2018 SHEET 5 OF 106 
	WETLANDS															
	JD BOUNDARY															
	EXISTING ROAD															
	NON-WETLAND WATERS															
	LIMITS OF DISTURBANCE															
	PROPOSED ROAD															







NOTE:
WETLAND BOUNDARIES AND LABELS SOUTH OF
FISH ROAD OBTAINED FROM EXISTING PERMITS
SAC 2015-01764 AND SAC 2015-00476.

INDEX SHEET 7 OF 8

FROM STA. 1340+00.00
TO STA. 1390+82.04

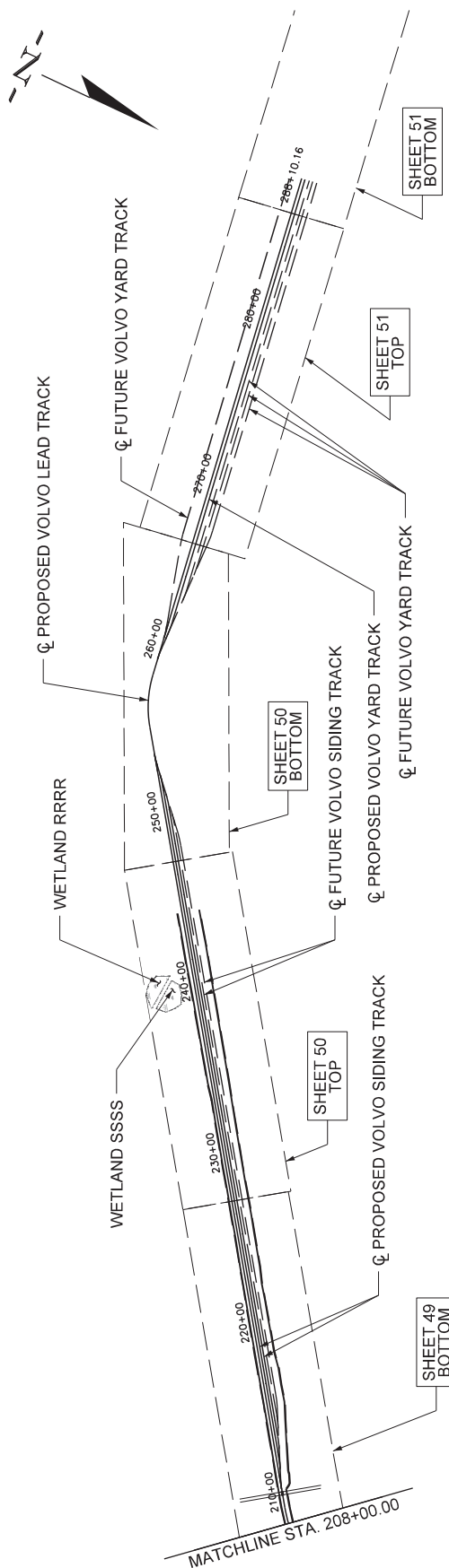
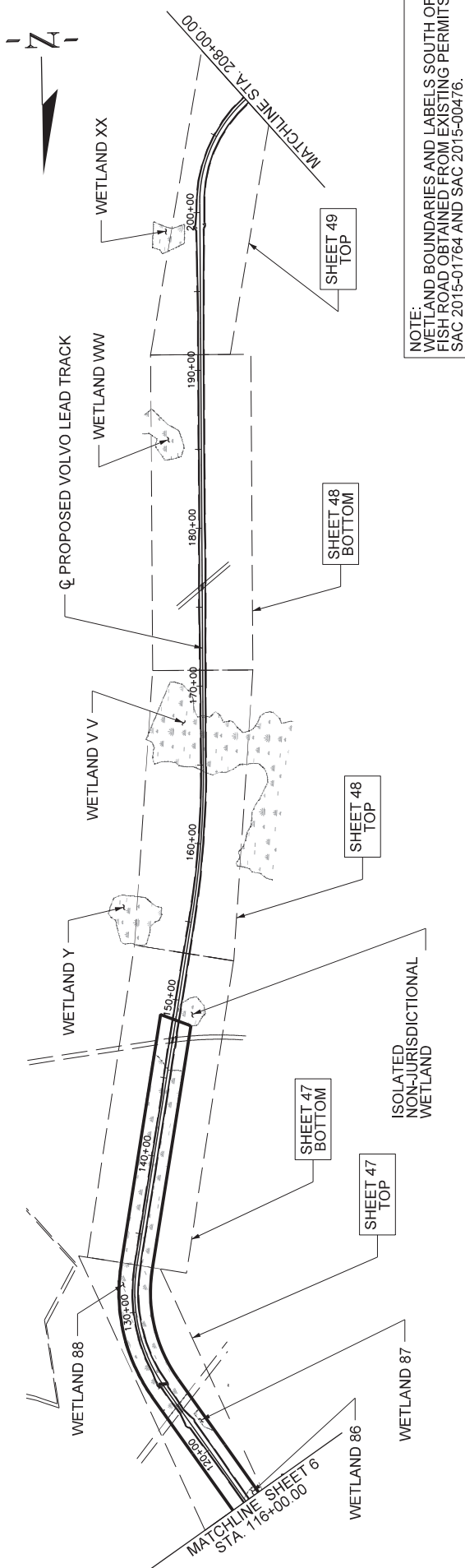


APPLICANT: PALMETTO RAILWAYS

- TN/SECTION 10 WATERS
- WETLANDS
 - JD BOUNDARY
 - EXISTING ROAD
 - NON-WETLAND WATERS
 - LIMITS OF DISTURBANCE
 - PROPOSED ROAD

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
APPLICATION # SAC-2016-01395
DATE: MARCH 2018 SHEET 8 OF 106

0 500 1000 2000



**PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT**

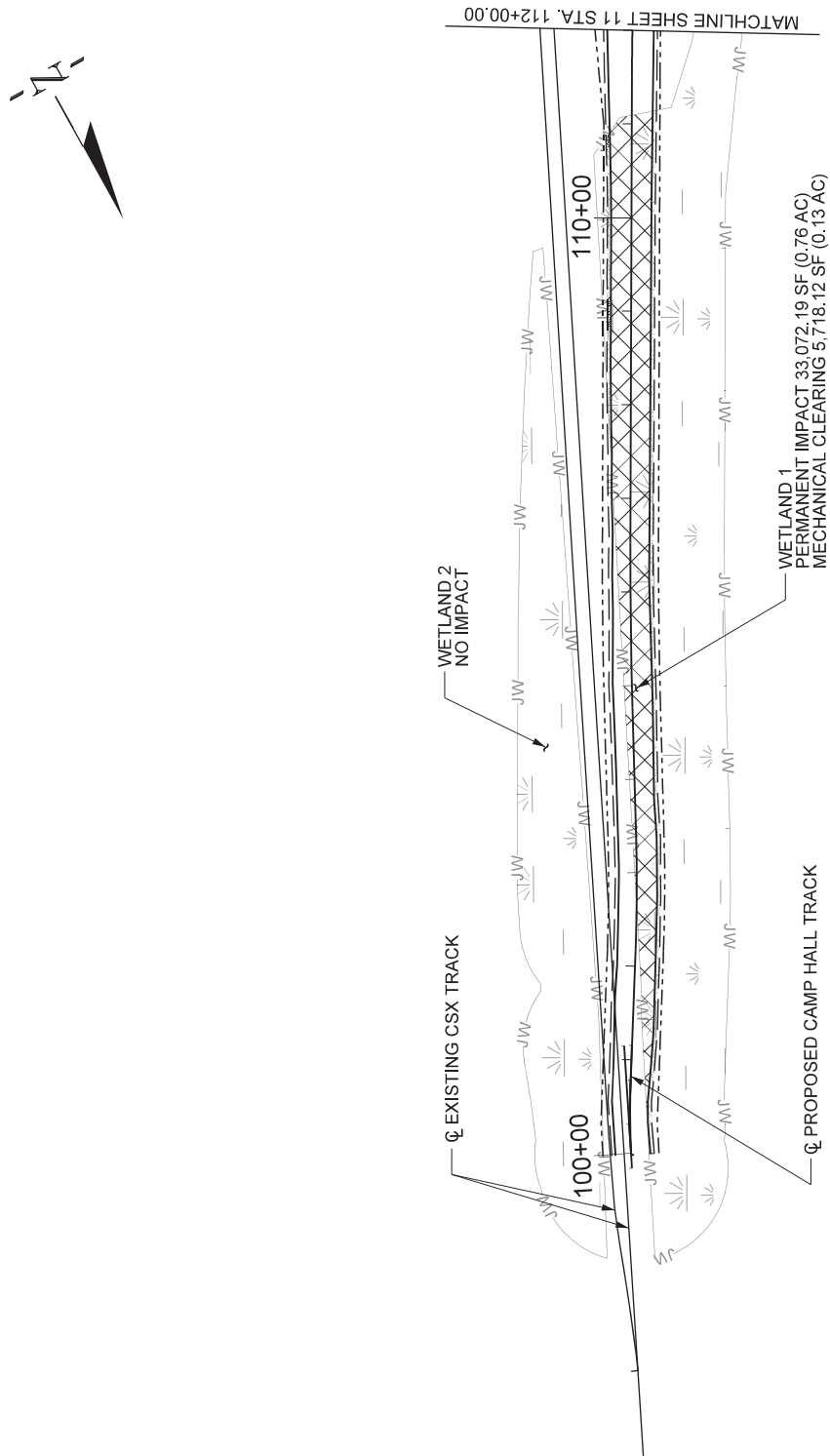
TNW/SECTION 10 WATERS
 WETLANDS
 JD BOUNDARY
 EXISTING ROAD
 NON-WETLAND WATERS
 LIMITS OF DISTURBANCE
 PROPOSED ROAD

INDEX SHEET 8 OF 8

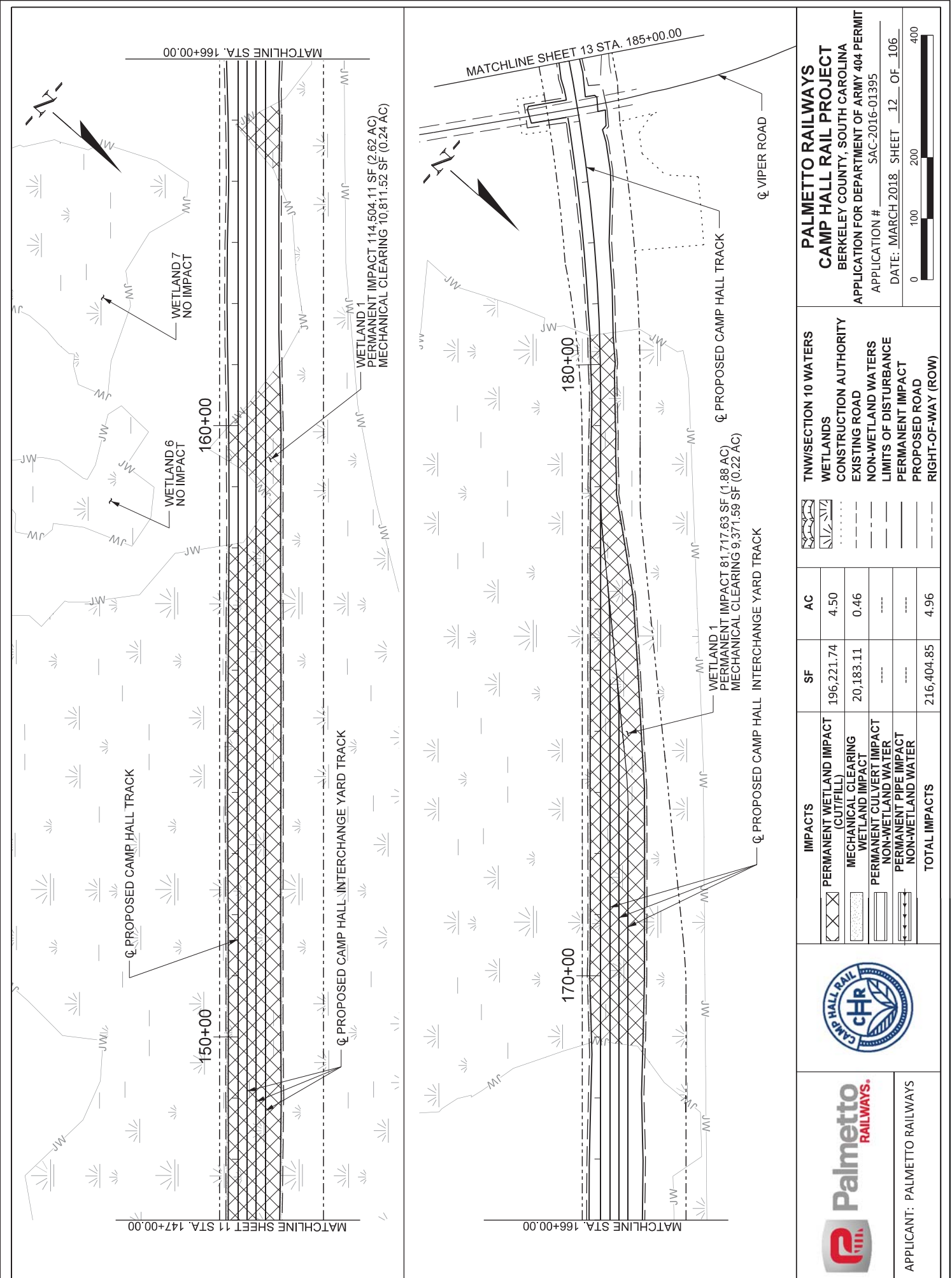
FROM VOLVO LEAD STA. 116+00.00
TO VOLVO LEAD STA. 288+10.16



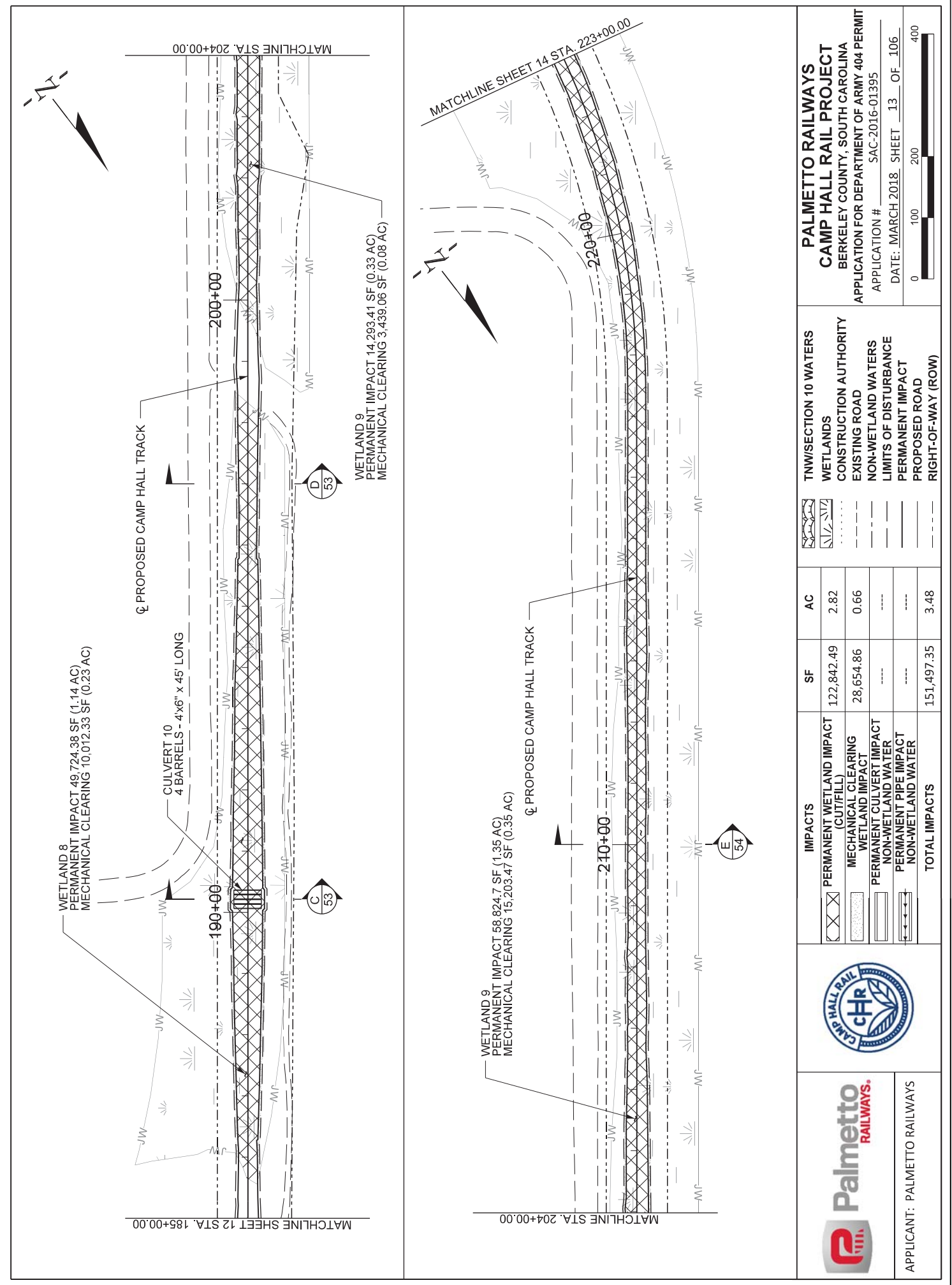
APPLICANT: PALMETTO RAILWAYS

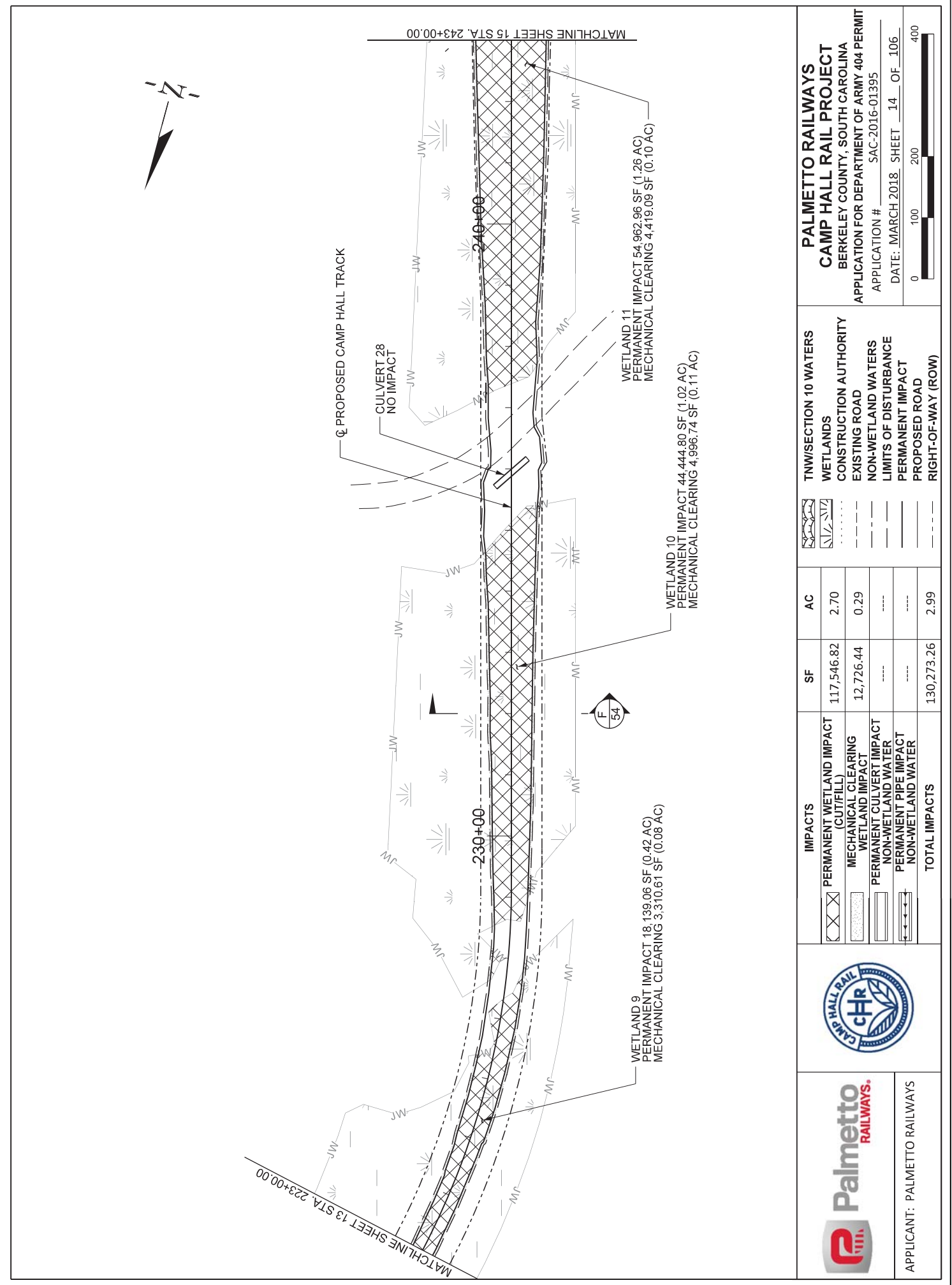


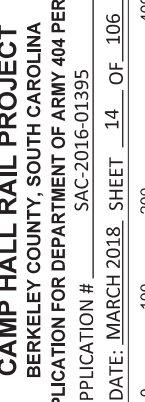
						PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # SAC-2016-01395 DATE: MARCH 2018 SHEET 10 OF 106 0100200400	
APPLICANT: PALMETTO RAILWAYS		IMPACTS		SF		AC	
		PERMANENT WETLAND IMPACT (CUT/FILL)		33,072.19		0.76	
		MECHANICAL CLEARING WETLAND IMPACT		5,718.12		0.13	
		PERMANENT CULVERT IMPACT		-----		-----	
		PERMANENT PIPE IMPACT		-----		-----	
		NON-WETLAND WATER		-----		-----	
		TOTAL IMPACTS		38,790.31		0.89	
		TNW/SECTION 10 WATERS					
		WETLANDS					
		CONSTRUCTION AUTHORITY					
		EXISTING ROAD					
		NON-WETLAND WATERS					
		LIMITS OF DISTURBANCE					
		PERMANENT IMPACT					
		PROPOSED ROAD					
		RIGHT-OF-WAY (ROW)					

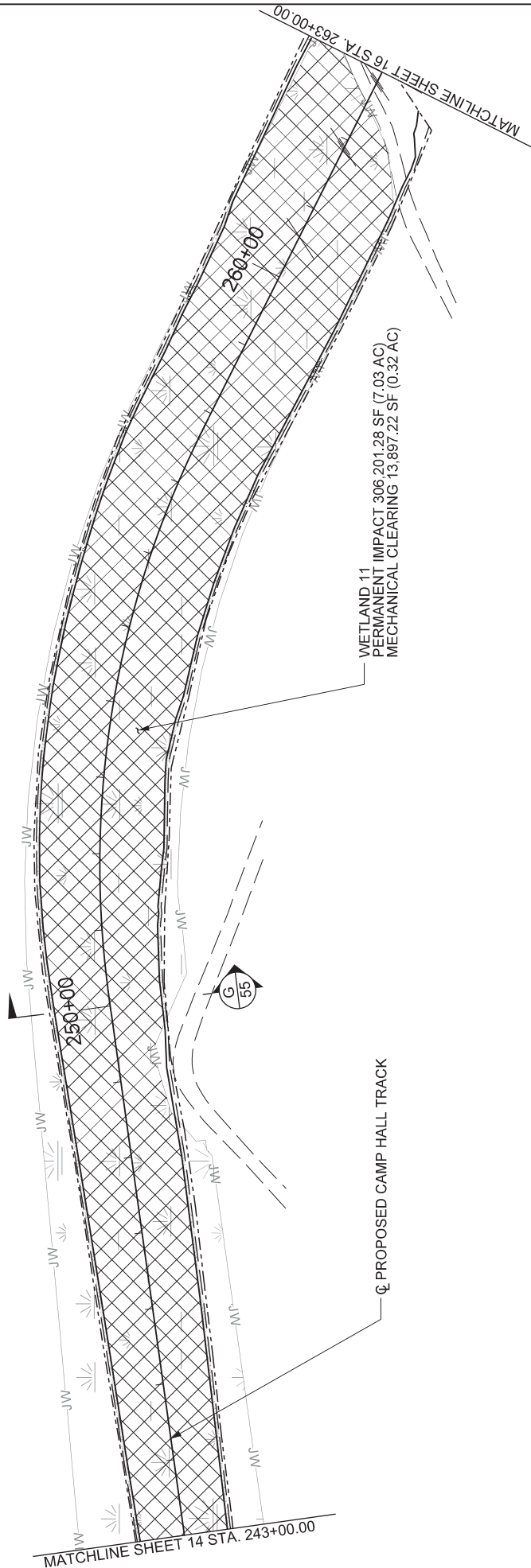


 APPLICANT: PALMETTO RAILWAYS						<table><tr><td></td><td>TNW/SECTION 10 WATERS</td></tr><tr><td></td><td>WETLANDS</td></tr><tr><td></td><td>CONSTRUCTION AUTHORITY</td></tr><tr><td></td><td>EXISTING ROAD</td></tr><tr><td></td><td>NON-WETLAND WATERS</td></tr><tr><td></td><td>LIMITS OF DISTURBANCE</td></tr><tr><td></td><td>PERMANENT IMPACT</td></tr><tr><td></td><td>PROPOSED ROAD</td></tr><tr><td></td><td>RIGHT-OF-WAY (ROW)</td></tr></table>			TNW/SECTION 10 WATERS		WETLANDS		CONSTRUCTION AUTHORITY		EXISTING ROAD		NON-WETLAND WATERS		LIMITS OF DISTURBANCE		PERMANENT IMPACT		PROPOSED ROAD		RIGHT-OF-WAY (ROW)														
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IMPACTS		SF	AC																																				
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PALMETTO RAILWAYS		CAMP HALL RAIL PROJECT																																					
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0		100 200 400																																					





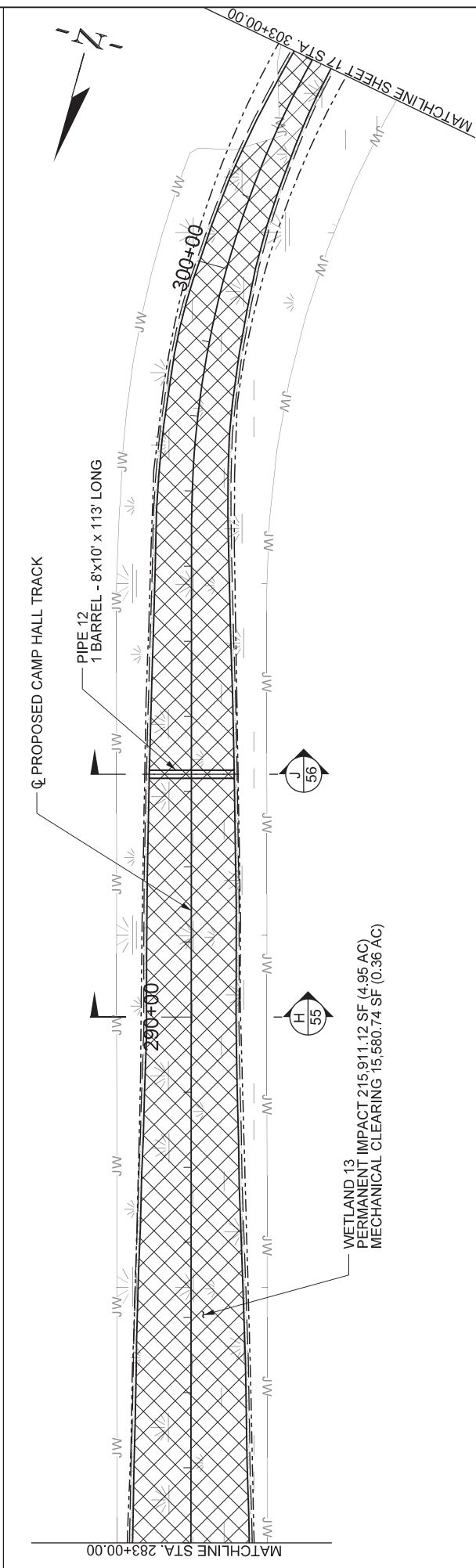
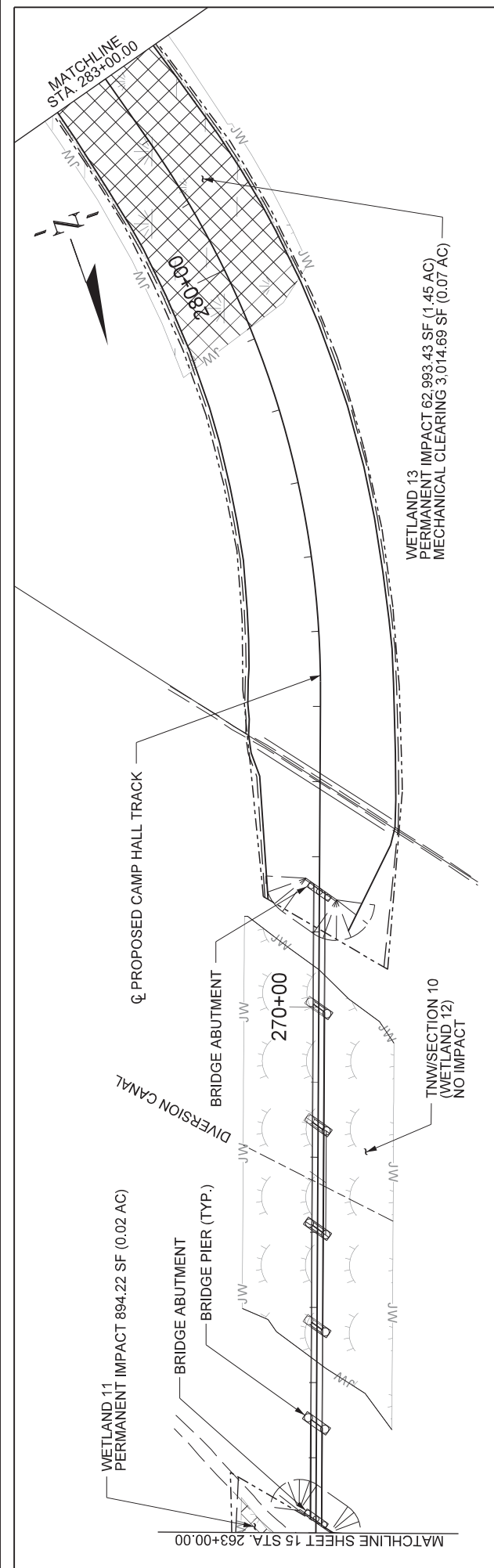
								PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # SAC-2016-01395 DATE: MARCH 2018 SHEET 14 OF 106 	
APPLICANT: PALMETTO RAILWAYS				IMPACTS		SF	AC	TNW/SECTION 10 WATERS	
				PERMANENT WETLAND IMPACT (CUT/FILL)		117,546.82	2.70	WETLANDS	
				MECHANICAL CLEARING WETLAND IMPACT		12,726.44	0.29	CONSTRUCTION AUTHORITY	
				PERMANENT CULVERT IMPACT				EXISTING ROAD	
				NON-WETLAND WATER				NON-WETLAND WATERS	
				PERMANENT PIPE IMPACT				LIMITS OF DISTURBANCE	
				NON-WETLAND WATER				PERMANENT IMPACT	
				TOTAL IMPACTS		130,273.26	2.99	PROPOSED ROAD	
								RIGHT-OF-WAY (ROW)	



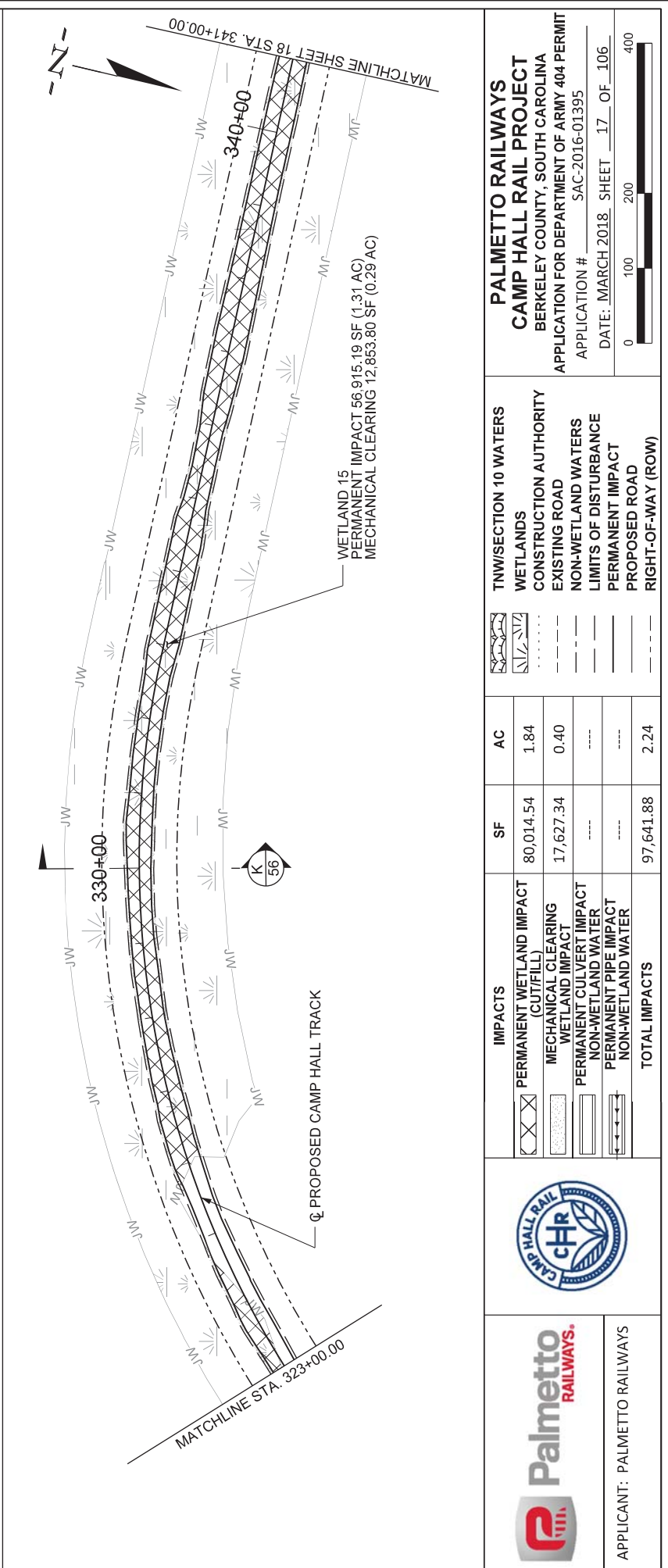
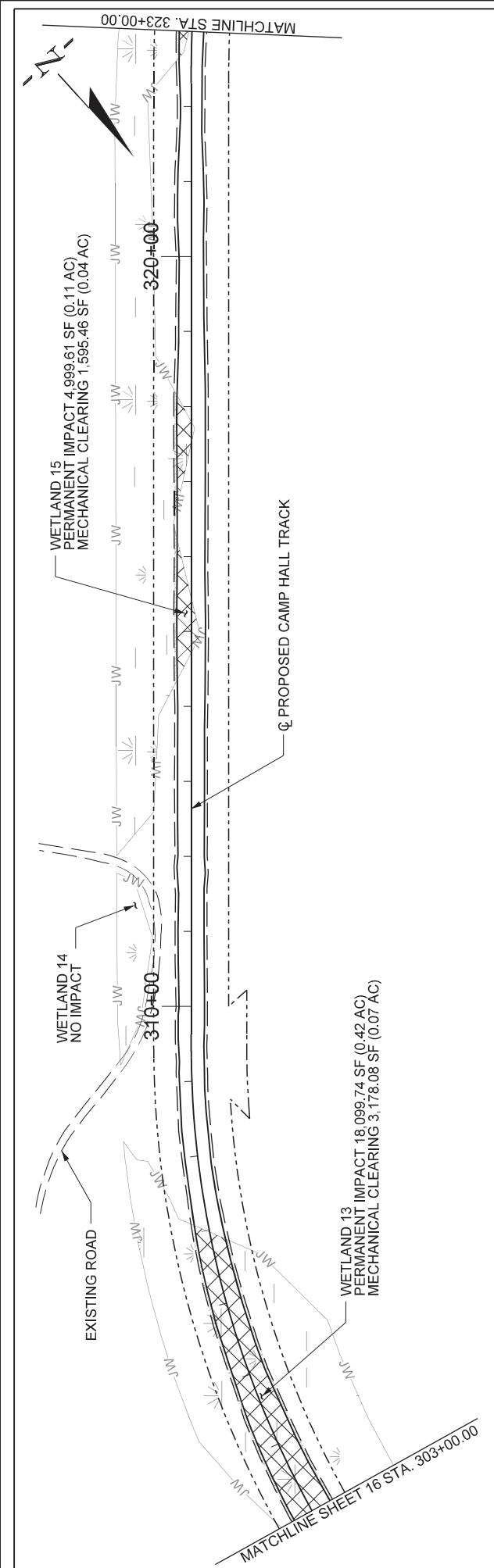
WETLAND 11
PERMANENT IMPACT 306,201.28 SF (7.03 AC)
MECHANICAL CLEARING 13,897.22 SF (0.32 AC)

CL PROPOSED CAMP HALL TRACK

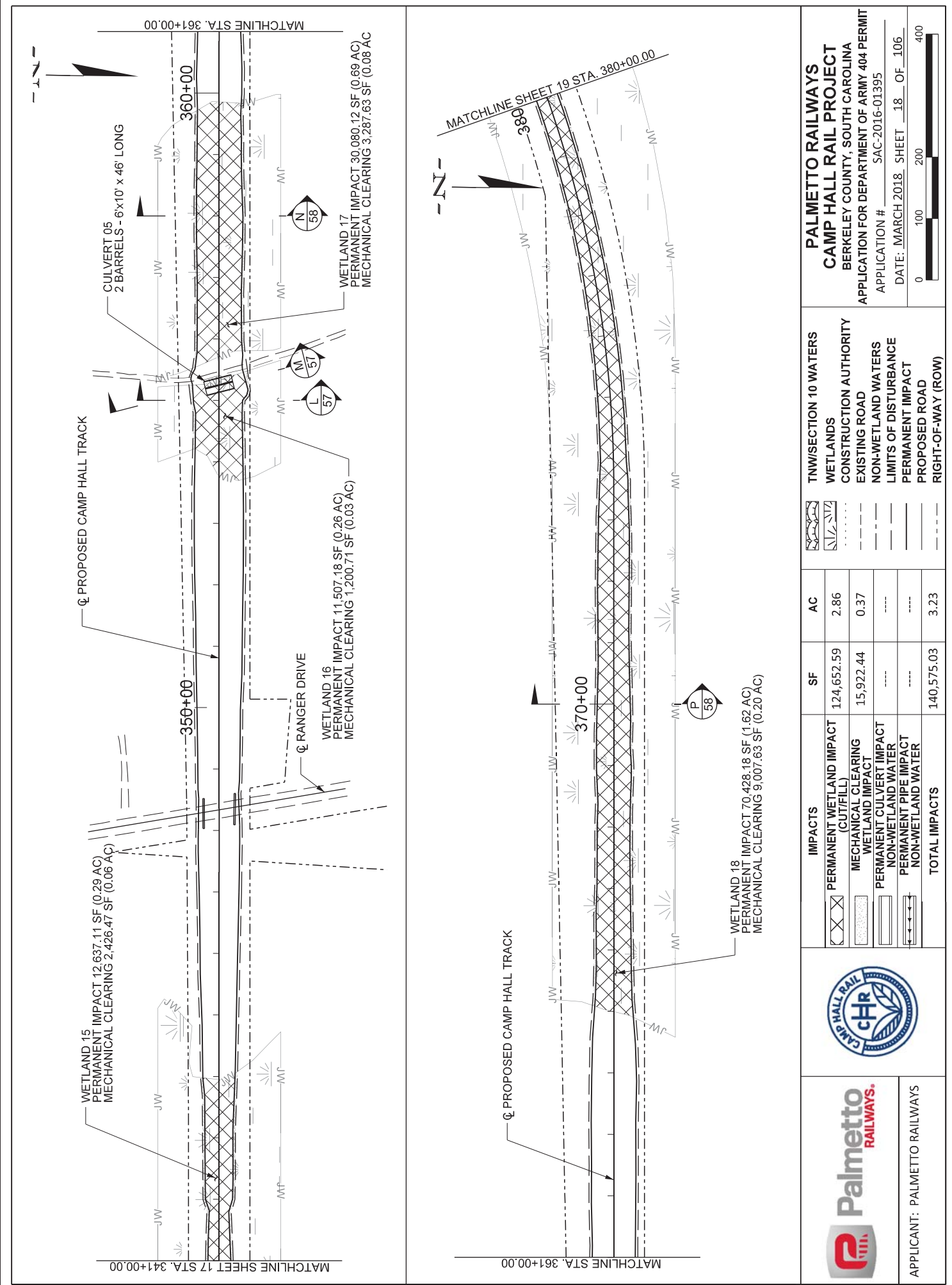
 Palmetto RAILWAYS.				<table><tr><th colspan="2">IMPACTS</th><th>SF</th><th>AC</th></tr><tr><td></td><td>PERMANENT WETLAND IMPACT (CUT/FILL)</td><td>306,201.28</td><td>7.03</td></tr><tr><td></td><td>MECHANICAL CLEARING WETLAND IMPACT</td><td>13,897.22</td><td>0.32</td></tr><tr><td></td><td>PERMANENT CULVERT IMPACT NON-WETLAND WATER</td><td>-----</td><td>-----</td></tr><tr><td></td><td>PERMANENT PIPE IMPACT NON-WETLAND WATER</td><td>-----</td><td>-----</td></tr><tr><td colspan="2">TOTAL IMPACTS</td><td>320,098.50</td><td>7.35</td></tr></table>		IMPACTS		SF	AC		PERMANENT WETLAND IMPACT (CUT/FILL)	306,201.28	7.03		MECHANICAL CLEARING WETLAND IMPACT	13,897.22	0.32		PERMANENT CULVERT IMPACT NON-WETLAND WATER	-----	-----		PERMANENT PIPE IMPACT NON-WETLAND WATER	-----	-----	TOTAL IMPACTS		320,098.50	7.35	<table><tr><td></td><td>TNW/SECTION 10 WATERS</td></tr><tr><td></td><td>WETLANDS CONSTRUCTION AUTHORITY</td></tr><tr><td></td><td>EXISTING ROAD</td></tr><tr><td></td><td>NON-WETLAND WATERS</td></tr><tr><td></td><td>LIMITS OF DISTURBANCE</td></tr><tr><td></td><td>PERMANENT IMPACT</td></tr><tr><td></td><td>PROPOSED ROAD</td></tr><tr><td></td><td>RIGHT-OF-WAY (ROW)</td></tr></table>			TNW/SECTION 10 WATERS		WETLANDS CONSTRUCTION AUTHORITY		EXISTING ROAD		NON-WETLAND WATERS		LIMITS OF DISTURBANCE		PERMANENT IMPACT		PROPOSED ROAD		RIGHT-OF-WAY (ROW)		
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	PERMANENT CULVERT IMPACT NON-WETLAND WATER	-----	-----																																														
	PERMANENT PIPE IMPACT NON-WETLAND WATER	-----	-----																																														
TOTAL IMPACTS		320,098.50	7.35																																														
	TNW/SECTION 10 WATERS																																																
	WETLANDS CONSTRUCTION AUTHORITY																																																
	EXISTING ROAD																																																
	NON-WETLAND WATERS																																																
	LIMITS OF DISTURBANCE																																																
	PERMANENT IMPACT																																																
	PROPOSED ROAD																																																
	RIGHT-OF-WAY (ROW)																																																



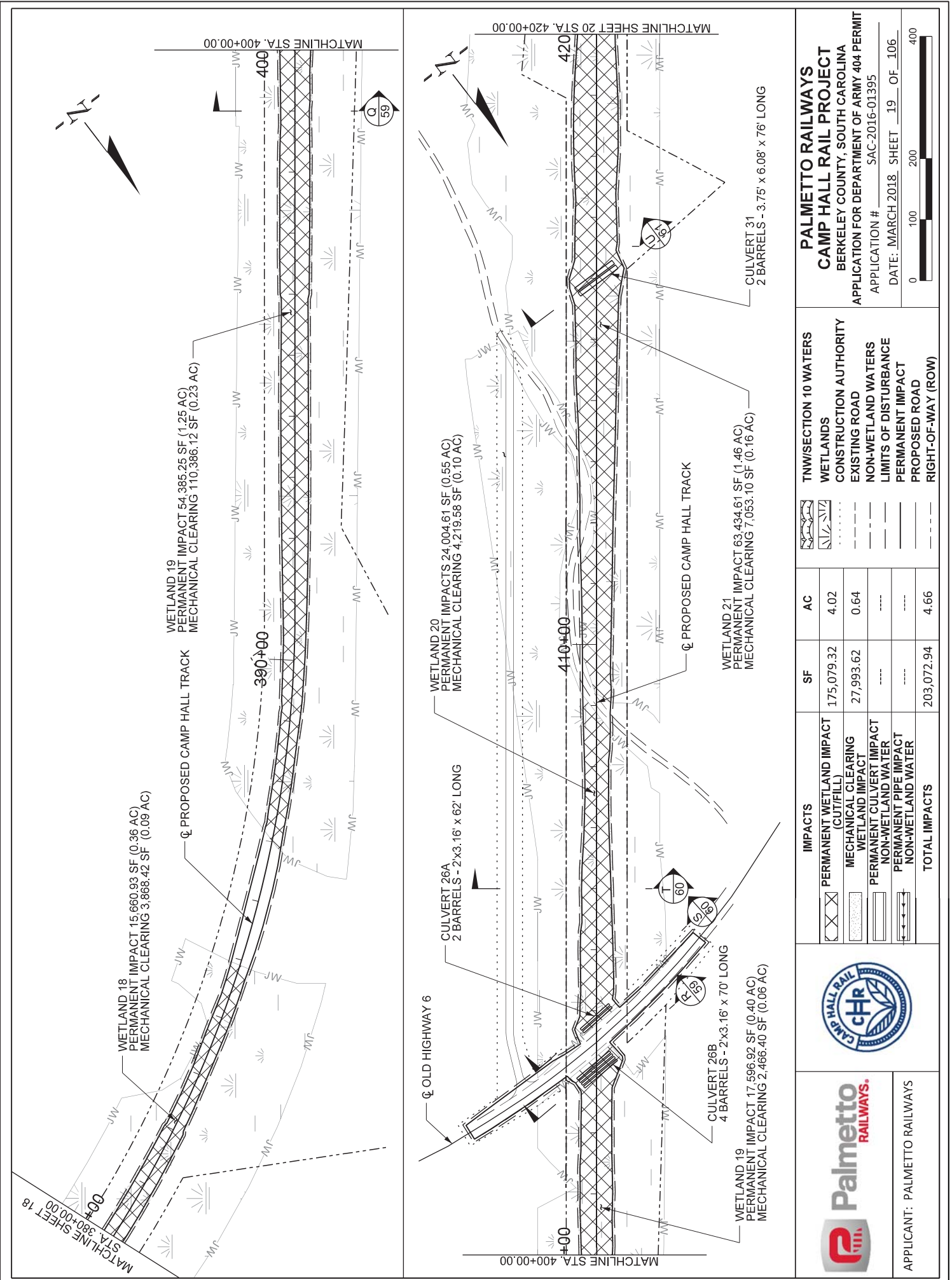
				PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # SAC-2016-01395 DATE: MARCH 2018 SHEET 16 OF 106	
APPLICANT: PALMETTO RAILWAYS		TNW/SECTION 10 WATERS WETLANDS CONSTRUCTION AUTHORITY EXISTING ROAD NON-WETLAND WATERS LIMITS OF DISTURBANCE PERMANENT IMPACT PROPOSED ROAD RIGHT-OF-WAY (ROW)			
IMPACTS PERMANENT WETLAND IMPACT (CUT/FILL) MECHANICAL CLEARING WETLAND IMPACT PERMANENT CULVERT IMPACT NON-WETLAND WATER PERMANENT PIPE IMPACT NON-WETLAND WATER TOTAL IMPACTS		AC 6.42 0.43 --- --- --- 6.87		SF 279,798.77 18,595.43 --- --- --- 298,394.20	

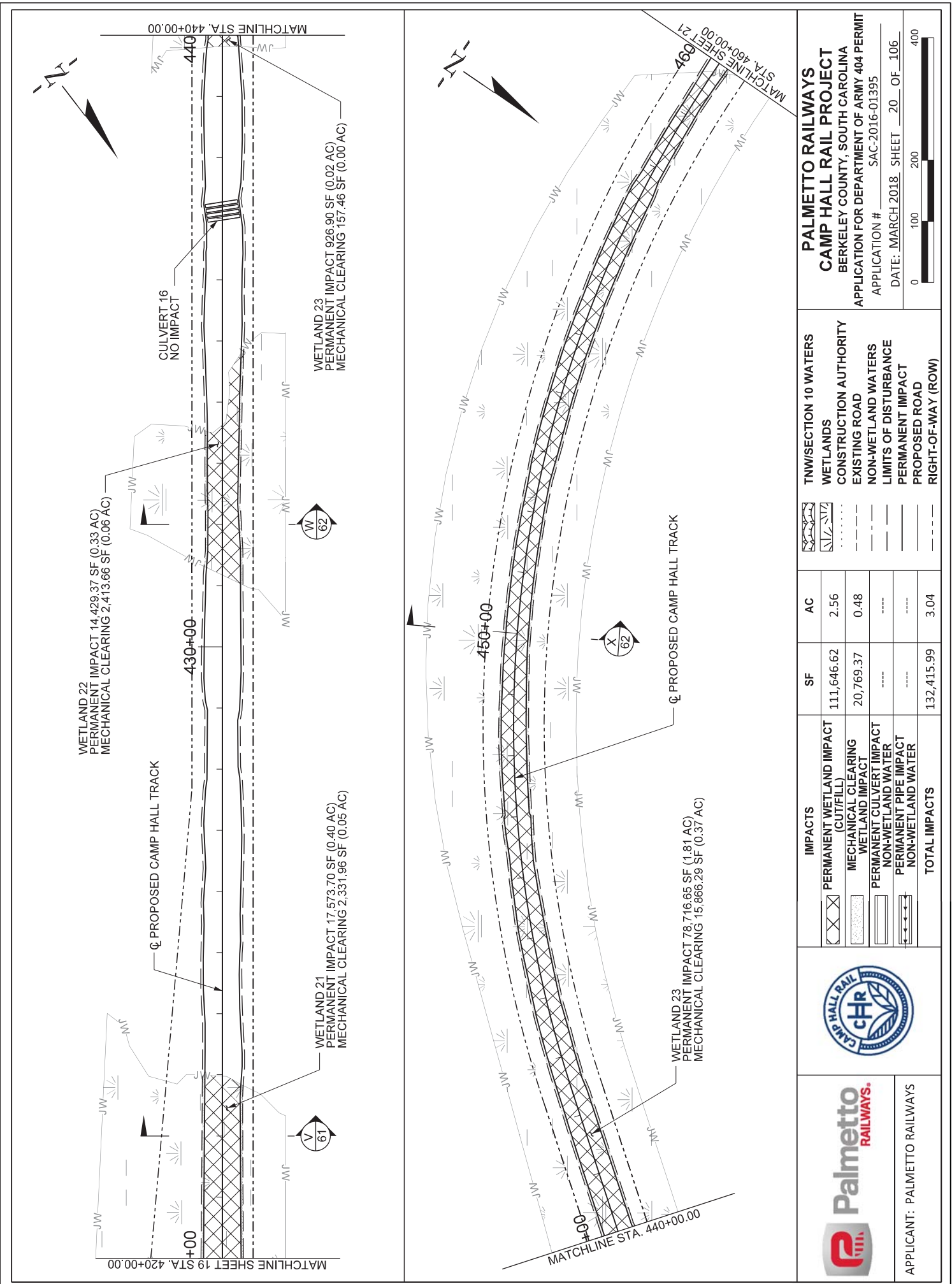


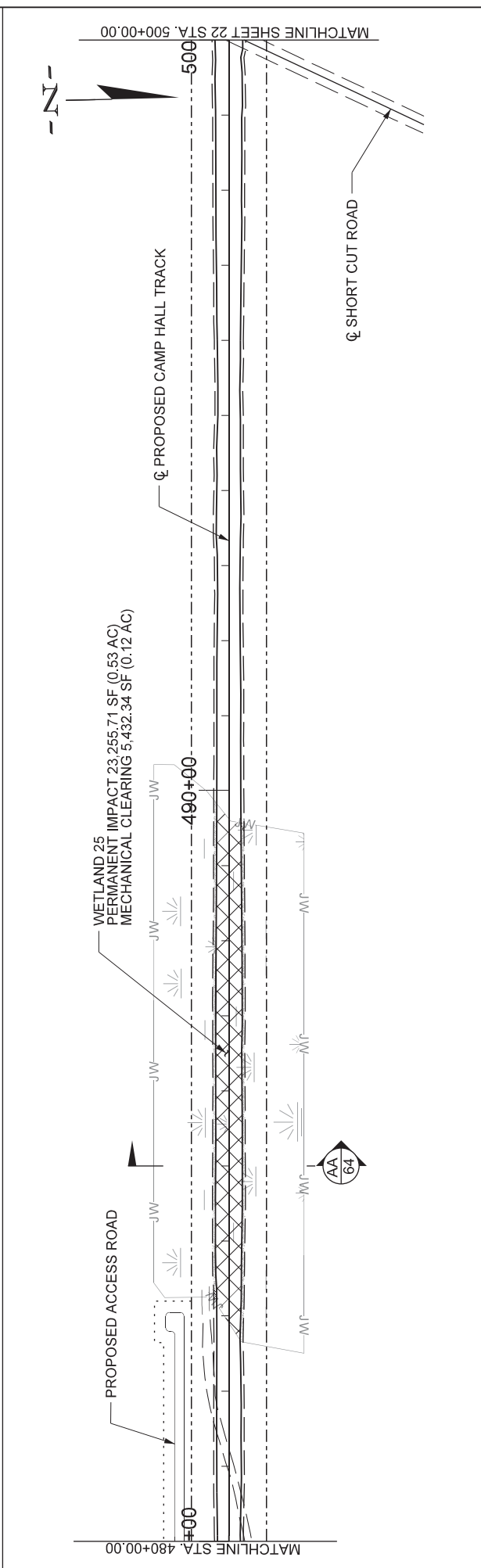
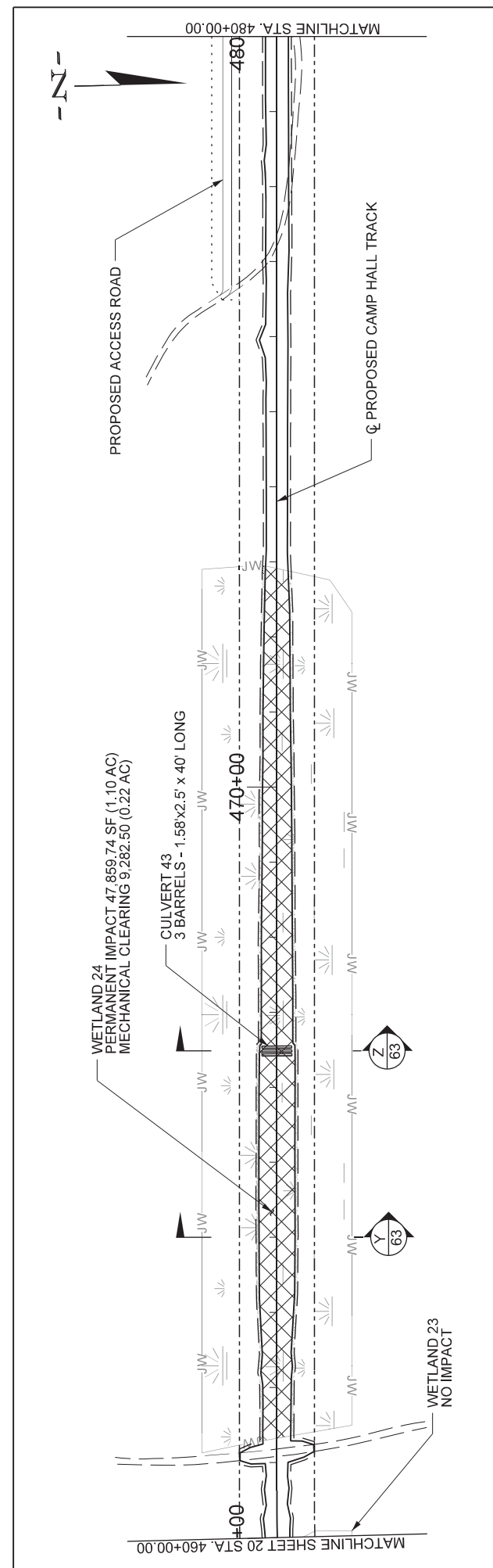
				PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # SAC-2016-01395 DATE: MARCH 2018 SHEET 17 OF 106	
IMPACTS		IMPACTS		TN/SECTION 10 WATERS	
	PERMANENT WETLAND IMPACT (CUT/FILL)	80,014.54	1.84		WETLANDS
	MECHANICAL CLEARING WETLAND IMPACT	17,627.34	0.40		CONSTRUCTION AUTHORITY
	PERMANENT CULVERT IMPACT	---	---		EXISTING ROAD
	NON-WETLAND WATER PERMANENT PIPE IMPACT	---	---		NON-WETLAND WATERS
	NON-WETLAND WATER PERMANENT PIPE IMPACT	---	---		LIMITS OF DISTURBANCE
	NON-WETLAND WATER PERMANENT PIPE IMPACT	---	---		PERMANENT IMPACT
	NON-WETLAND WATER PERMANENT PIPE IMPACT	---	---		PROPOSED ROAD
	NON-WETLAND WATER PERMANENT PIPE IMPACT	---	---		RIGHT-OF-WAY (ROW)
	NON-WETLAND WATER PERMANENT PIPE IMPACT	97,641.88	2.24		
TOTAL IMPACTS					



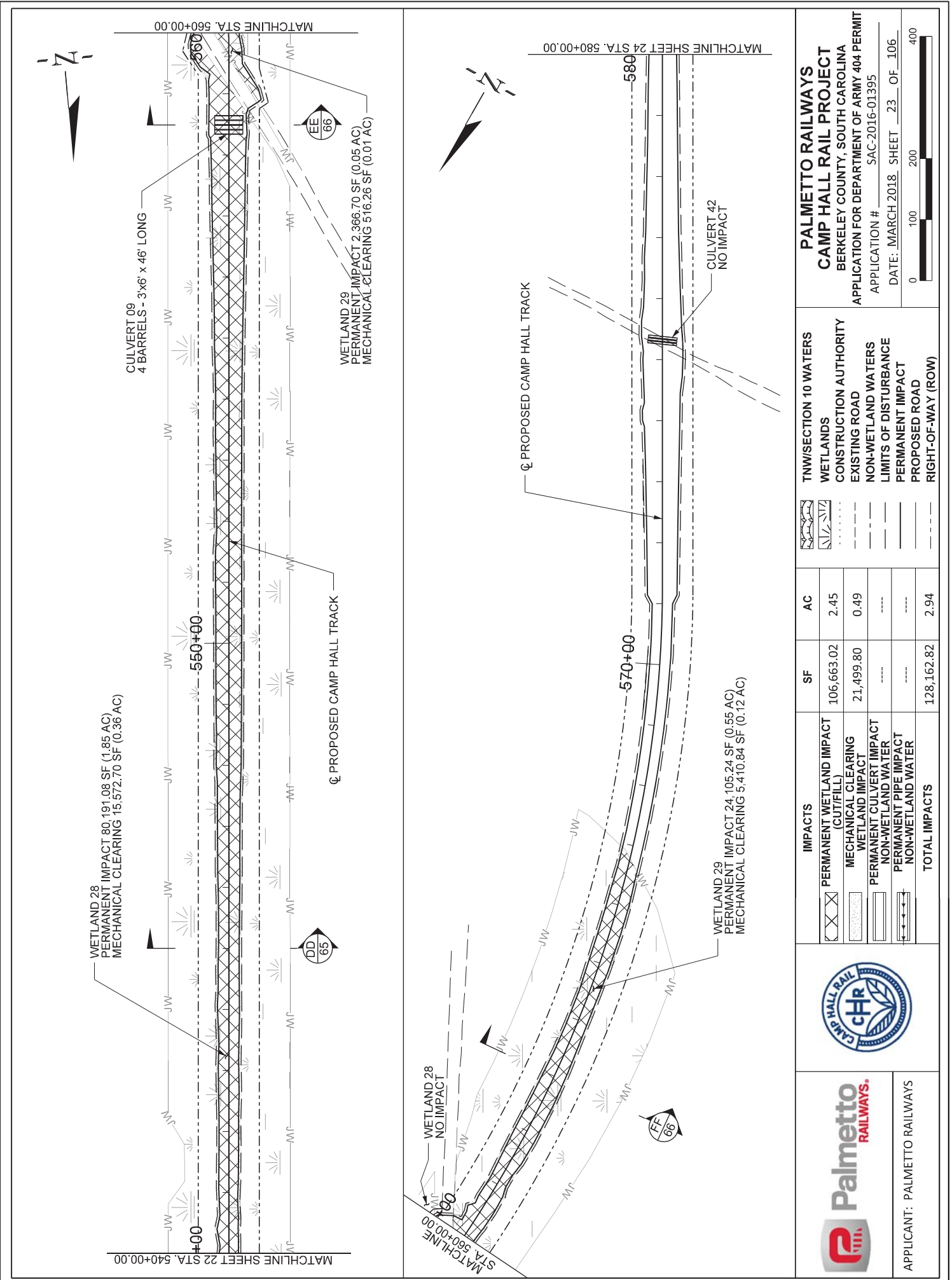
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APPLICANT: PALMETTO RAILWAYS		TN/SECTION 10 WATERS		AC	
		 WETLANDS		124,652.59	
		 CONSTRUCTION AUTHORITY		2.86	
		 EXISTING ROAD		15,922.44	
		 NON-WETLAND WATERS		0.37	
		 LIMITS OF DISTURBANCE		---	
		 PERMANENT IMPACT		---	
		 PROPOSED ROAD		---	
		 RIGHT-OF-WAY (ROW)		140,575.03	
		IMPACTS		SF	
 PERMANENT WETLAND IMPACT (CUT/FILL)		PERMANENT WETLAND IMPACT		124,652.59	
 MECHANICAL CLEARING		MECHANICAL CLEARING		15,922.44	
 WETLAND IMPACT		WETLAND IMPACT		---	
 PERMANENT CULVERT IMPACT		PERMANENT CULVERT IMPACT		---	
 NON-WETLAND WATER		NON-WETLAND WATER		---	
 PERMANENT PIPE IMPACT		PERMANENT PIPE IMPACT		---	
 NON-WETLAND WATER		NON-WETLAND WATER		---	
		TOTAL IMPACTS		140,575.03	

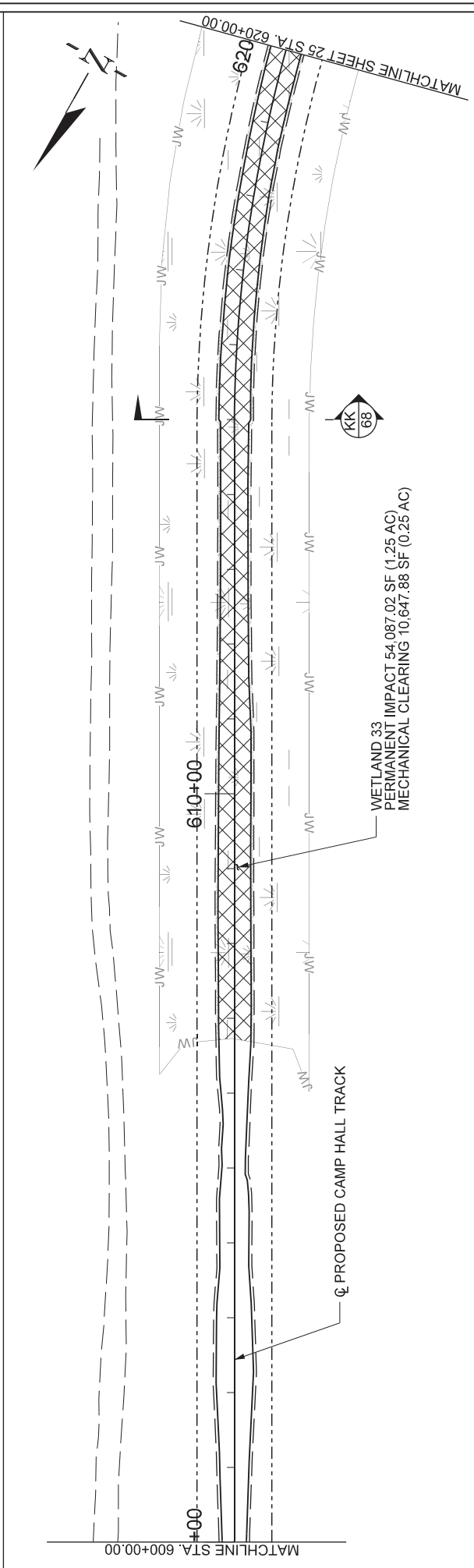
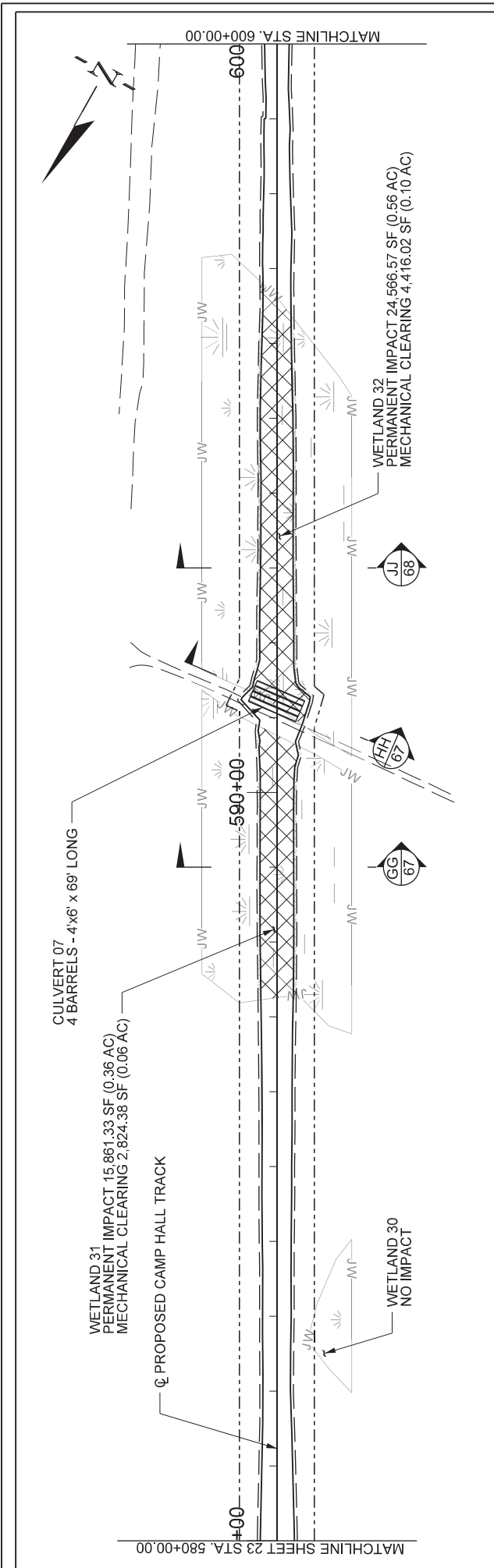




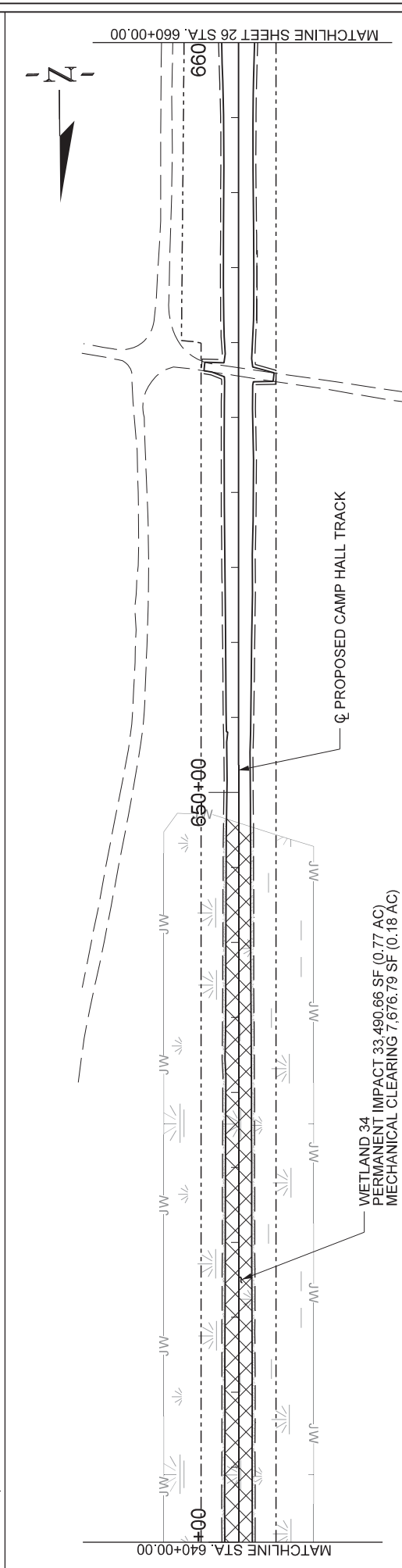
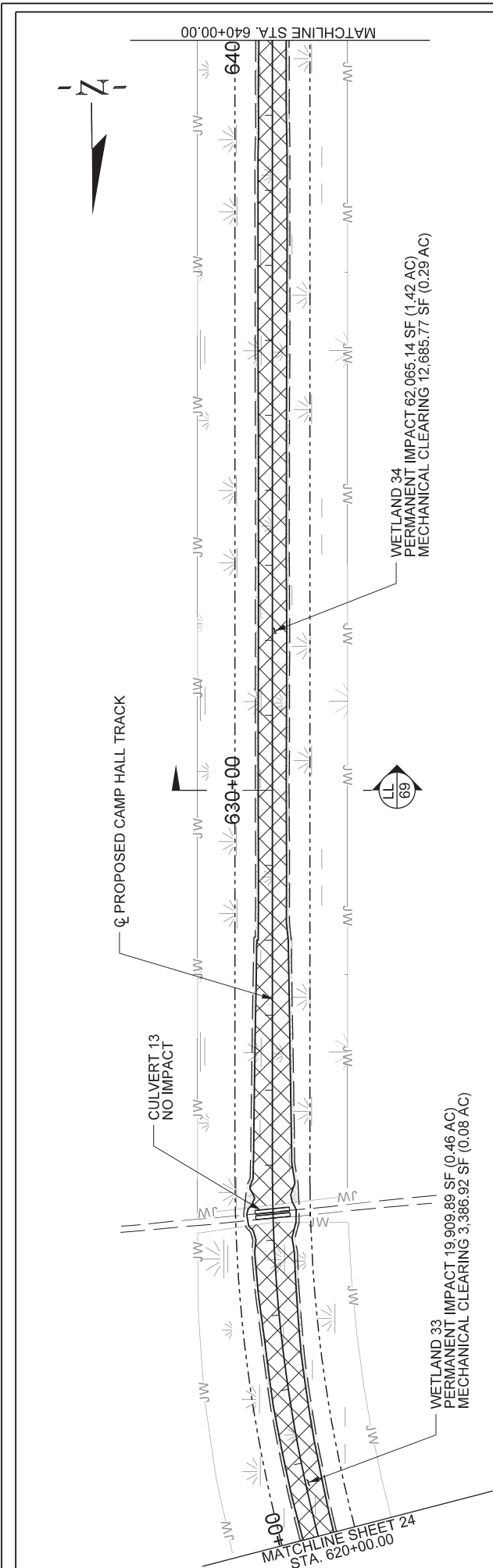


				PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # SAC-2016-01395 DATE: MARCH 2018 SHEET 21 OF 106	
APPLICANT: PALMETTO RAILWAYS		TNW/SECTION 10 WATERS WETLANDS CONSTRUCTION AUTHORITY EXISTING ROAD NON-WETLAND WATERS LIMITS OF DISTURBANCE PERMANENT IMPACT PROPOSED ROAD RIGHT-OF-WAY (ROW)		0 100 200 400	
 PERMANENT WETLAND IMPACT (CUT/FILL)	71,115.45	1.63	 WETLANDS		
 MECHANICAL CLEARING	14,714.84	0.34	 CONSTRUCTION AUTHORITY		
 PERMANENT CULVERT IMPACT	---	---	 EXISTING ROAD		
 NON-WETLAND WATER	---	---	 NON-WETLAND WATERS		
 PERMANENT PIPE IMPACT	---	---	 LIMITS OF DISTURBANCE		
 NON-WETLAND WATER	---	---	 PERMANENT IMPACT		
TOTAL IMPACTS	85,830.29	1.97	 PROPOSED ROAD		
				 RIGHT-OF-WAY (ROW)	

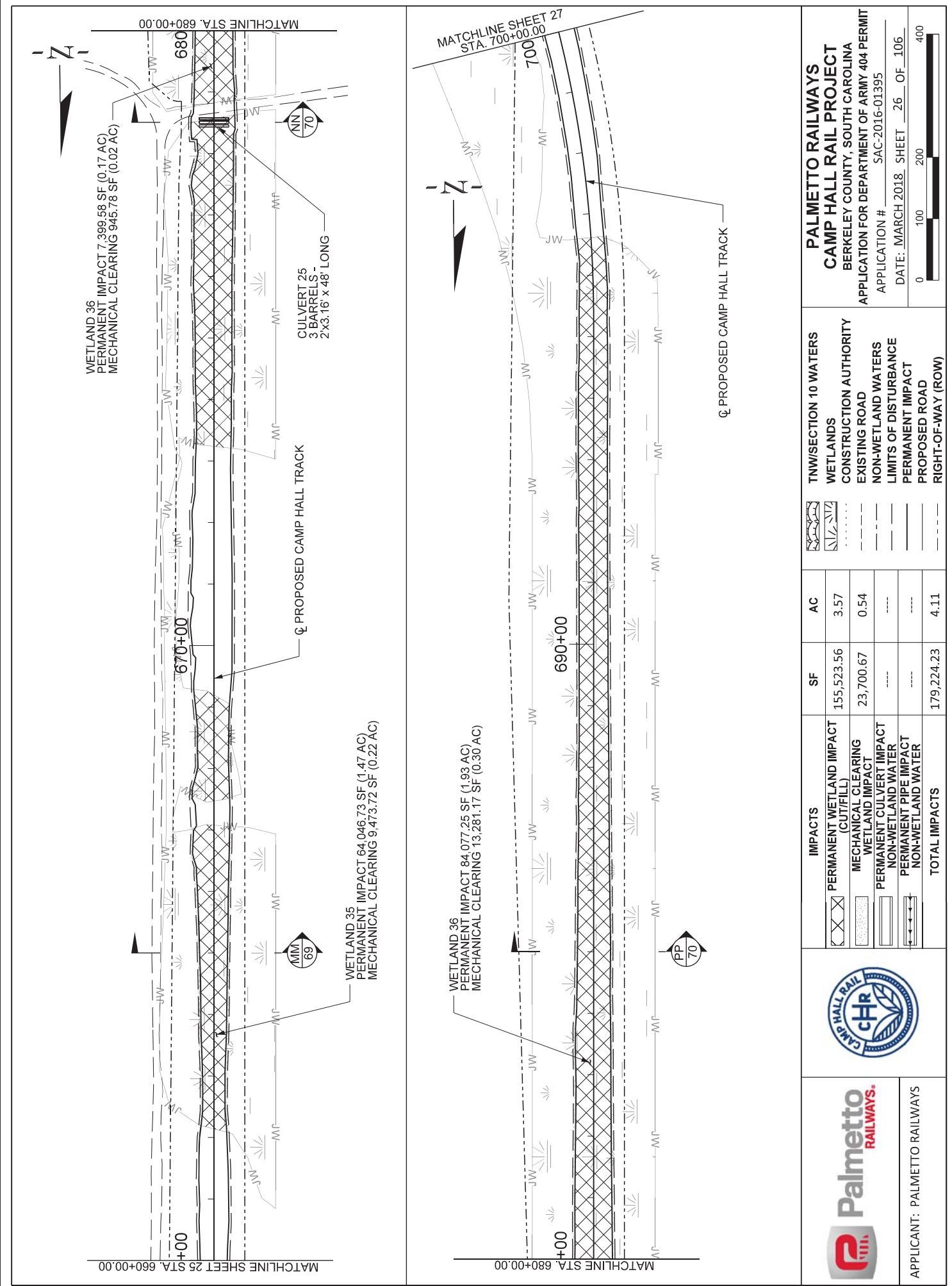


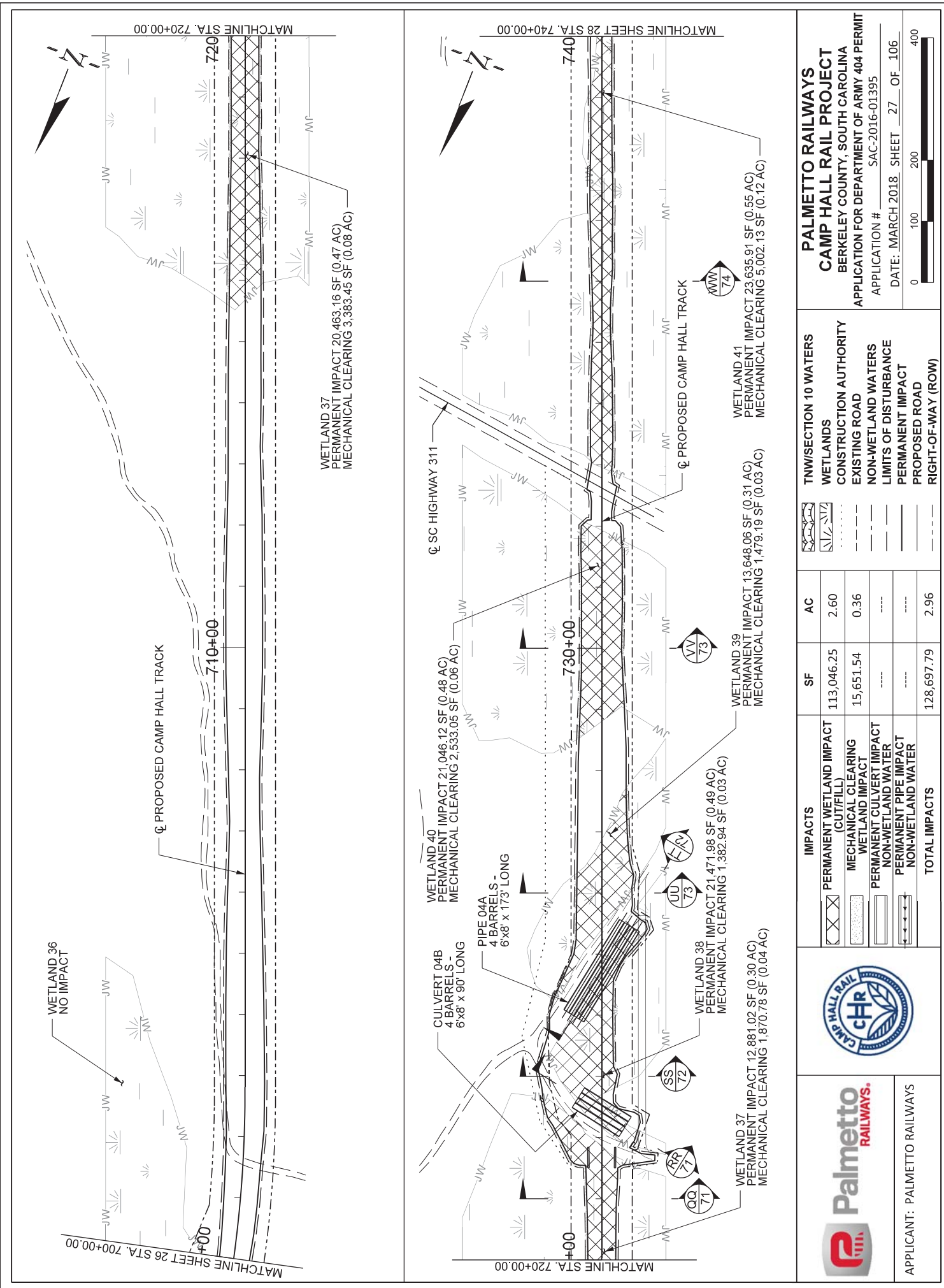


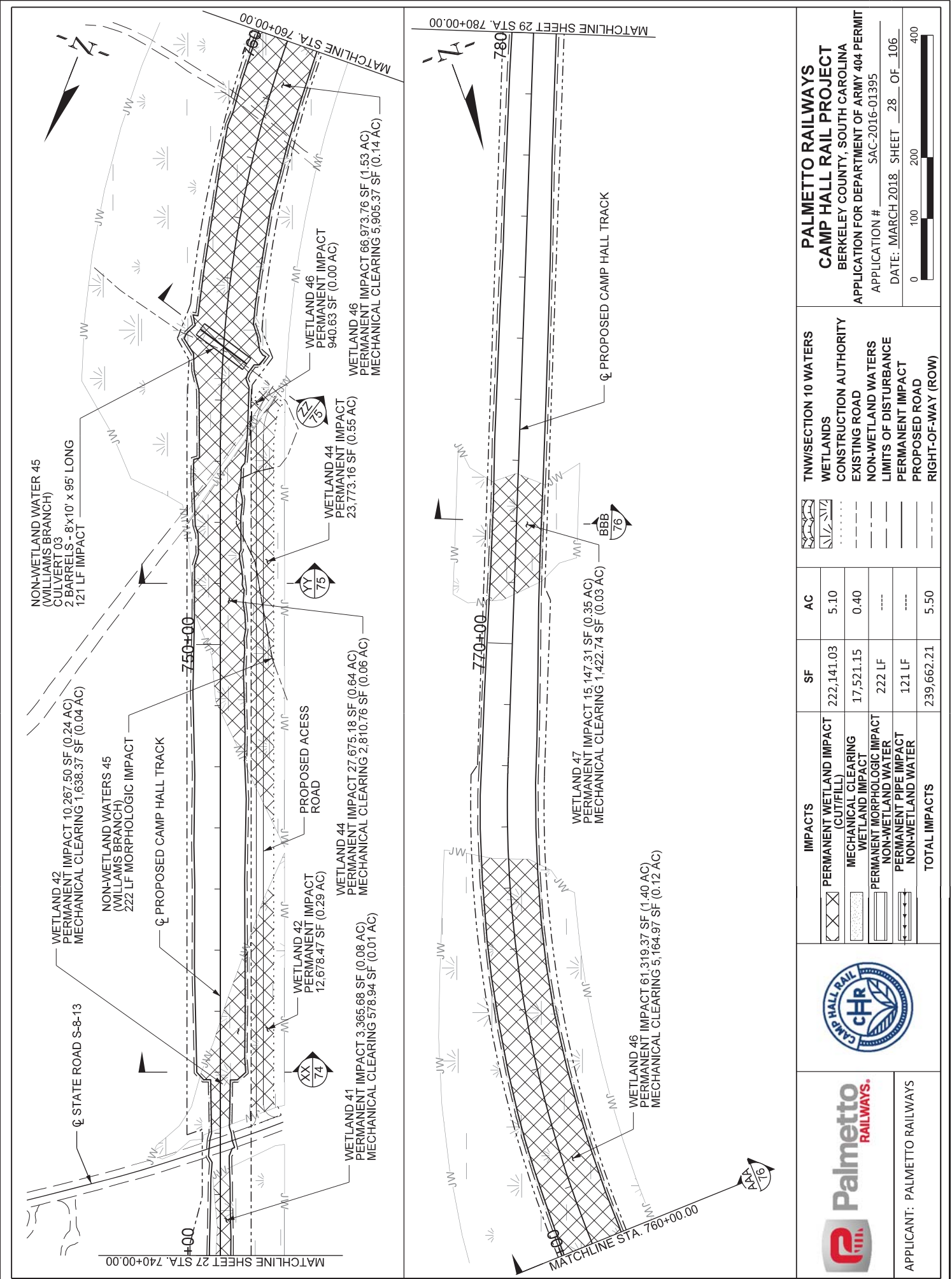
 APPLICANT: PALMETTO RAILWAYS				IMPACTS  PERMANENT WETLAND IMPACT (CUT/FILL)  MECHANICAL CLEARING WETLAND IMPACT  PERMANENT CULVERT IMPACT NON-WETLAND WATER  PERMANENT PIPE IMPACT NON-WETLAND WATER TOTAL IMPACTS		SF 94,514.92 17,888.28 112,403.20	AC 2.17 0.41 2.58	 TNW/SECTION 10 WATERS WETLANDS CONSTRUCTION AUTHORITY EXISTING ROAD NON-WETLAND WATERS LIMITS OF DISTURBANCE PERMANENT IMPACT PROPOSED ROAD RIGHT-OF-WAY (ROW)	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # SAC-2016-01395 DATE: MARCH 2018 SHEET 24 OF 106 0 100 200 400	
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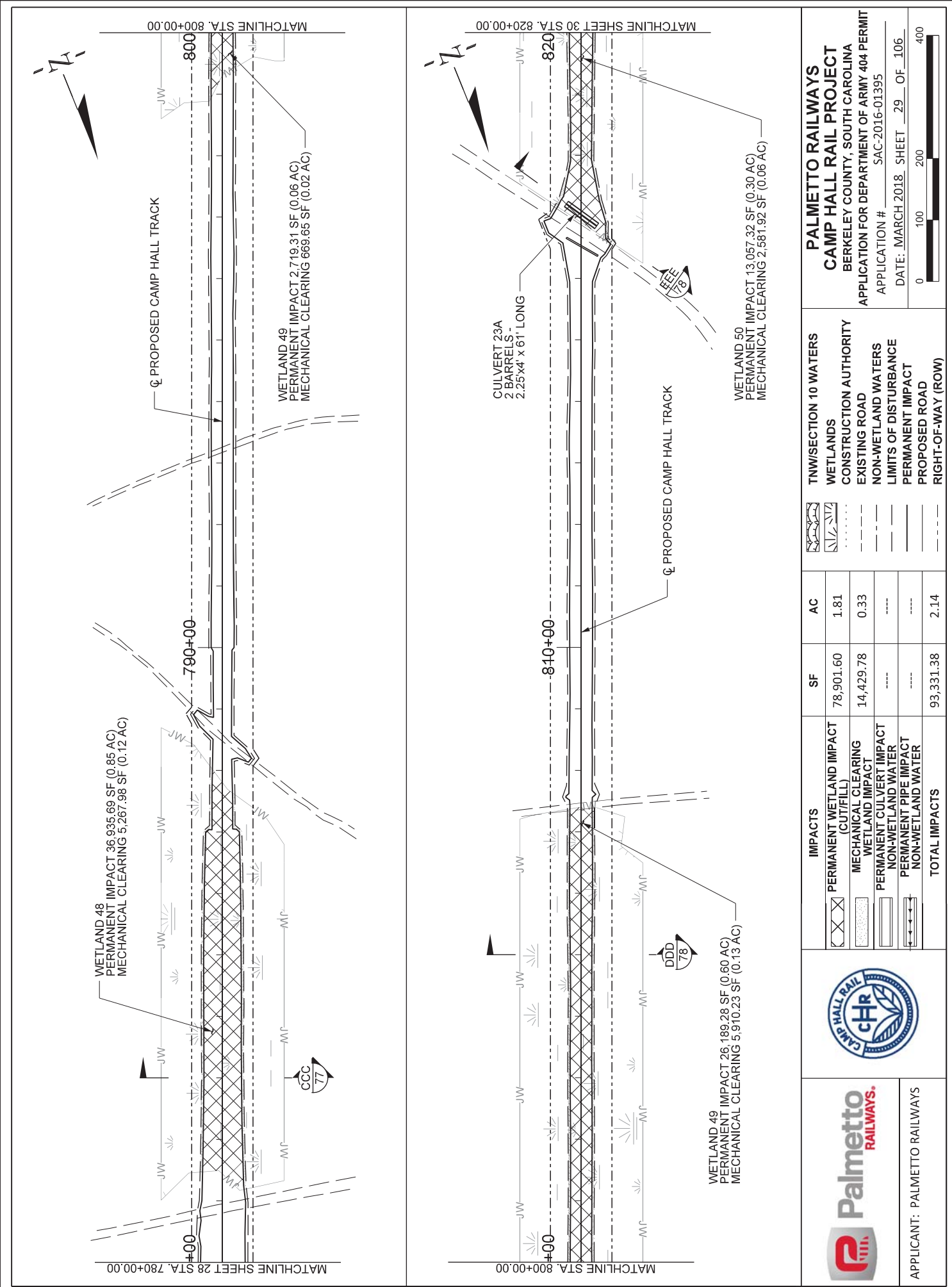
 Palmetto RAILWAYS.					
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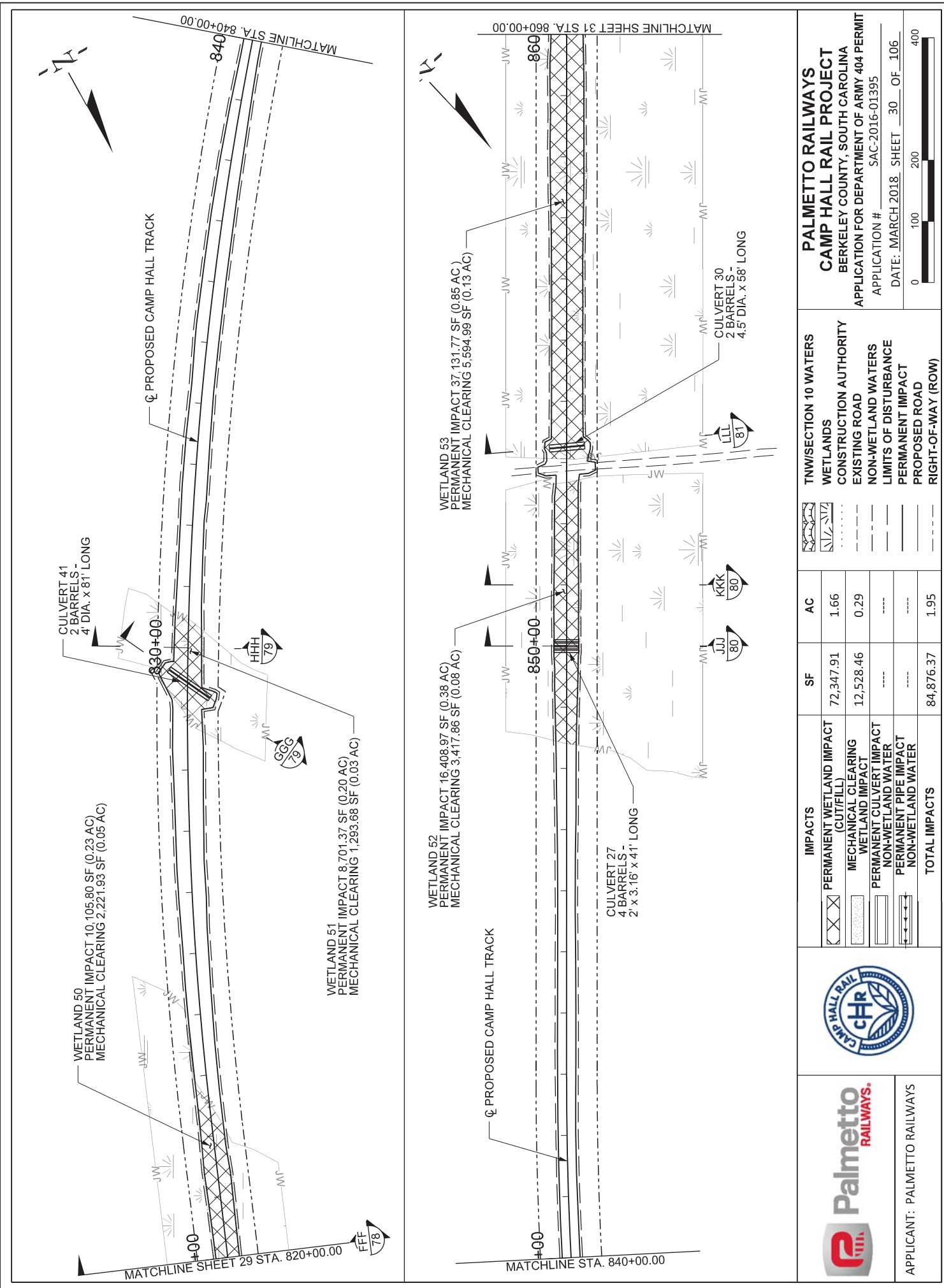


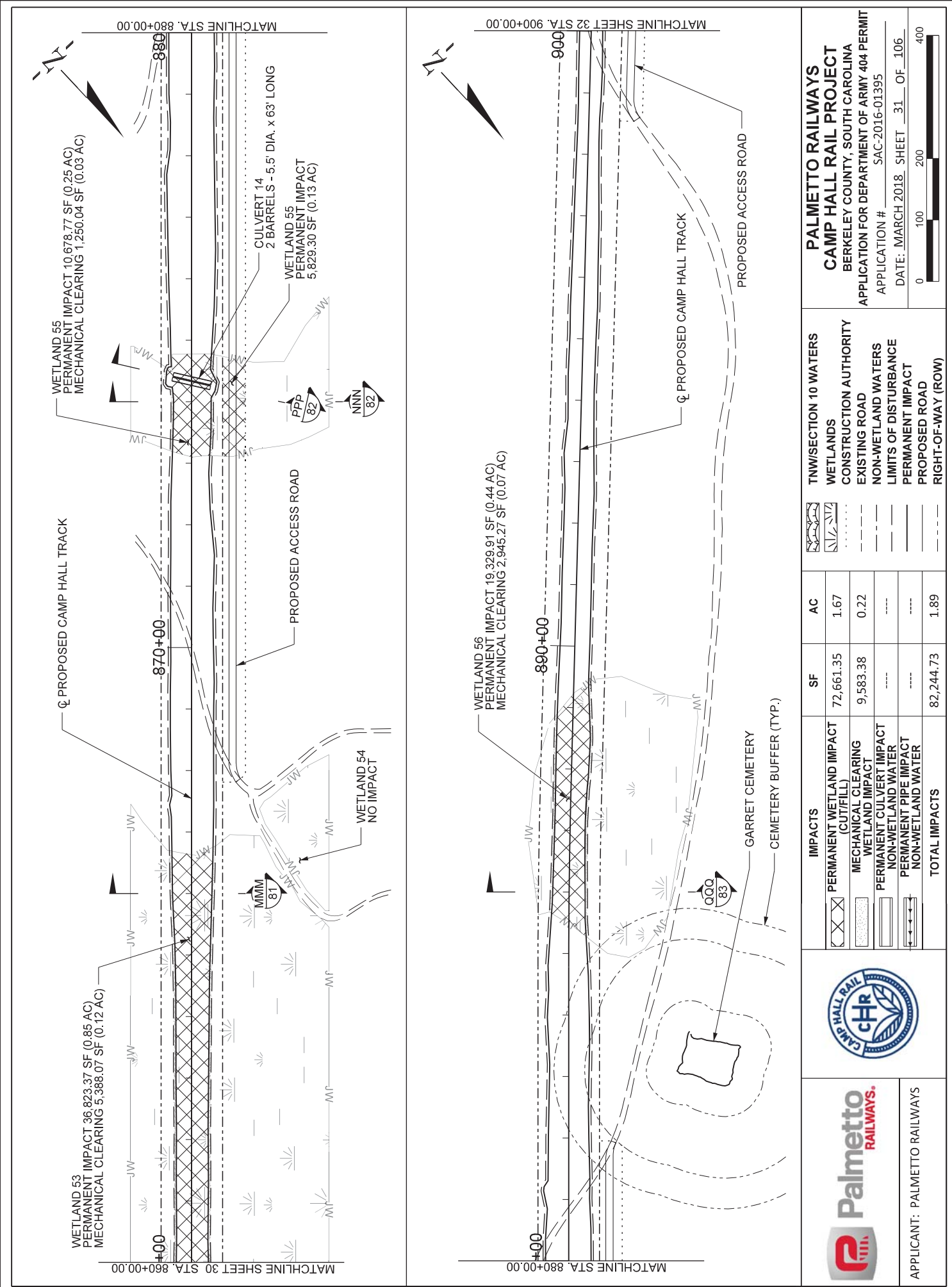


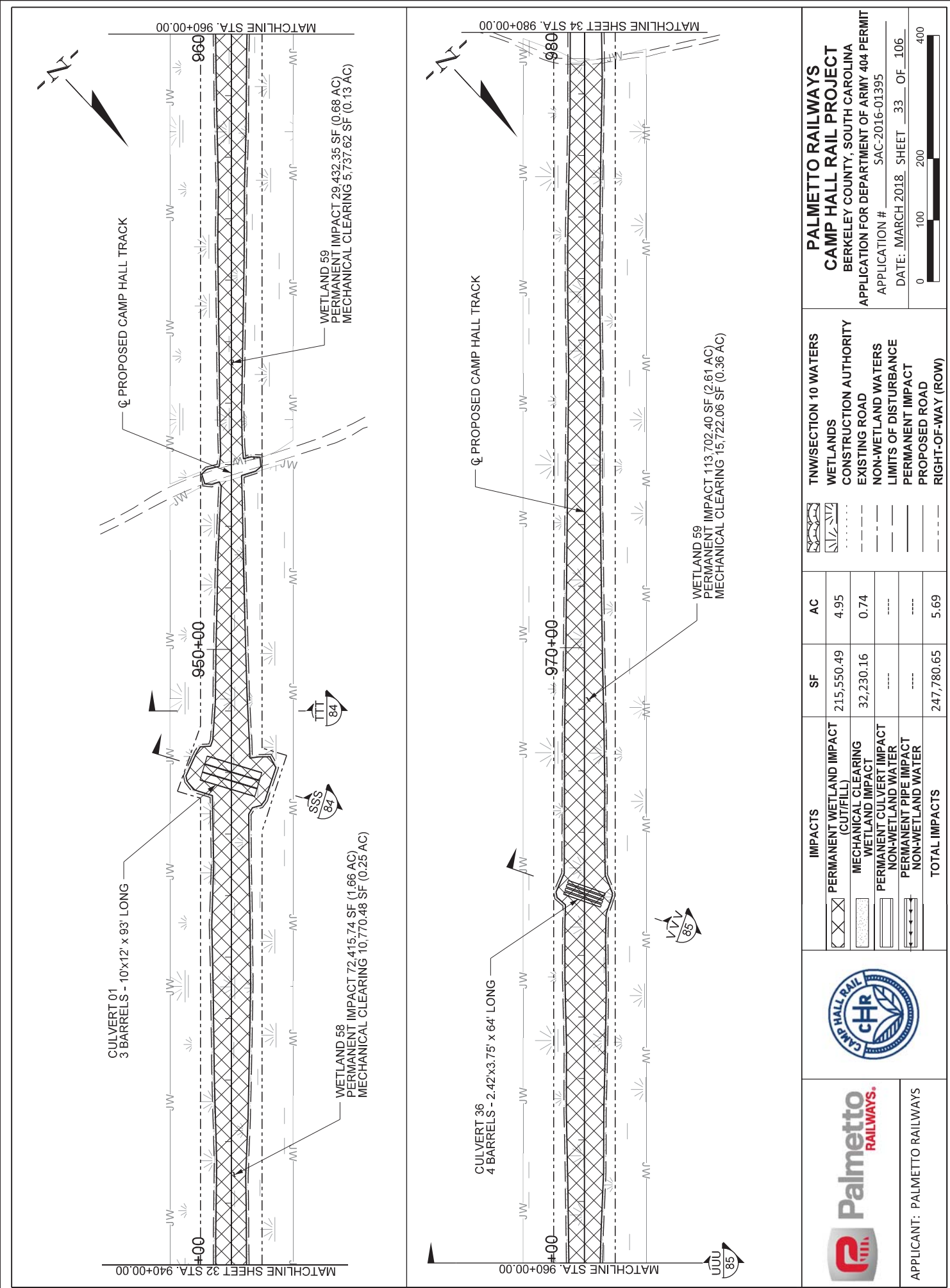


				IMPACTS  PERMANENT WETLAND IMPACT (CUT/FILL)  MECHANICAL CLEARING WETLAND IMPACT  PERMANENT MORPHOLOGIC IMPACT NON-WETLAND WATER  PERMANENT PIPE IMPACT NON-WETLAND WATER TOTAL IMPACTS		SF	AC	TNW/SECTION 10 WATERS	
			222,141.03	5.10	WETLANDS				
			17,521.15	0.40	CONSTRUCTION AUTHORITY				
			222 LF	----	EXISTING ROAD				
			121 LF	----	NON-WETLAND WATERS				
			239,662.21	5.50	LIMITS OF DISTURBANCE				
					PERMANENT IMPACT				
					PROPOSED ROAD				
					RIGHT-OF-WAY (ROW)				
APPLICANT: PALMETTO RAILWAYS		DATE: <u>MARCH 2018</u> SHEET <u>28</u> OF <u>106</u>							
		APPLICATION # <u>SAC-2016-01395</u>							
		0 100 200 400							
									
		PALMETTO RAILWAYS							
		CAMP HALL RAIL PROJECT							
		BERKELEY COUNTY, SOUTH CAROLINA							
		APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT							

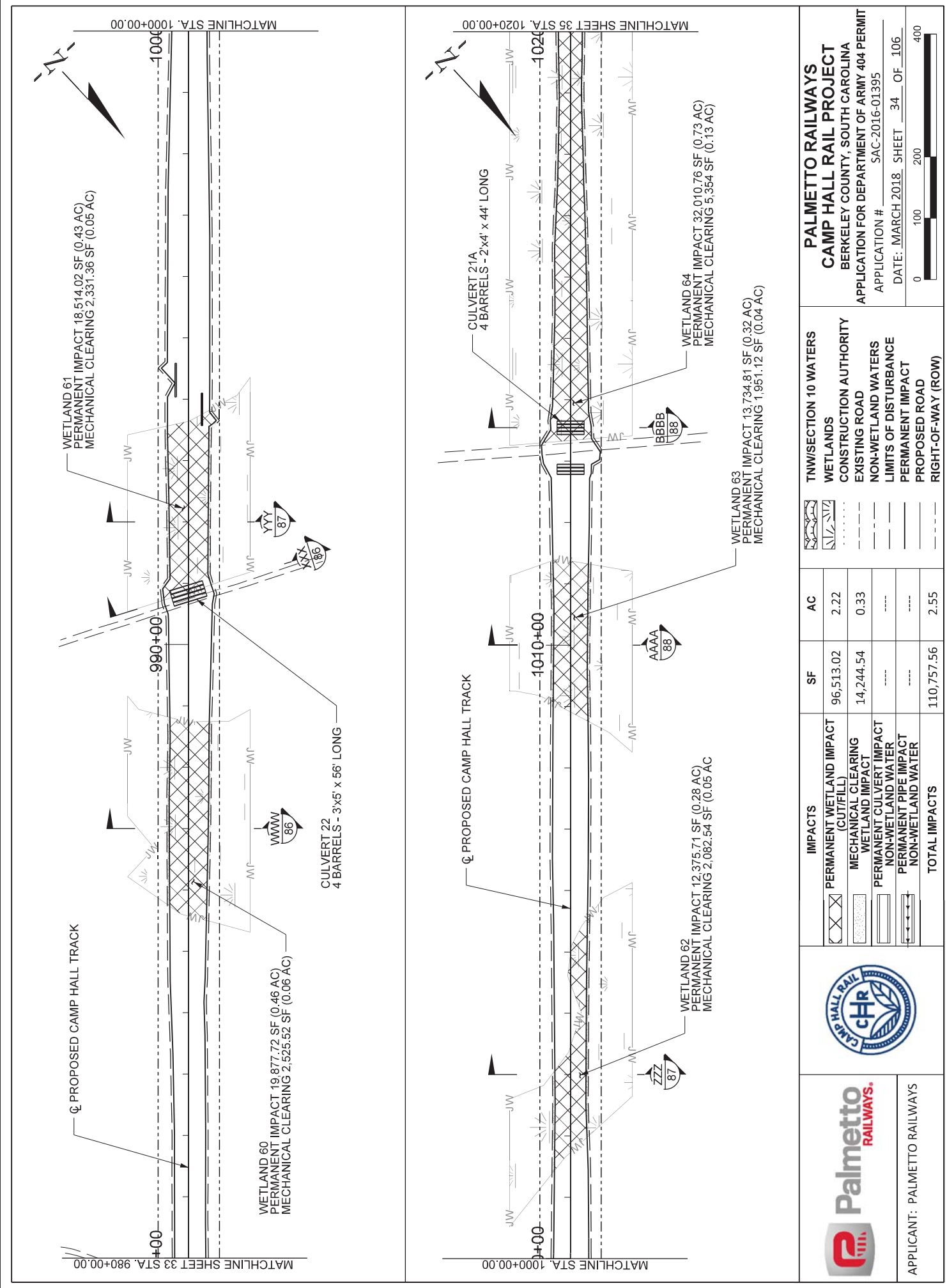


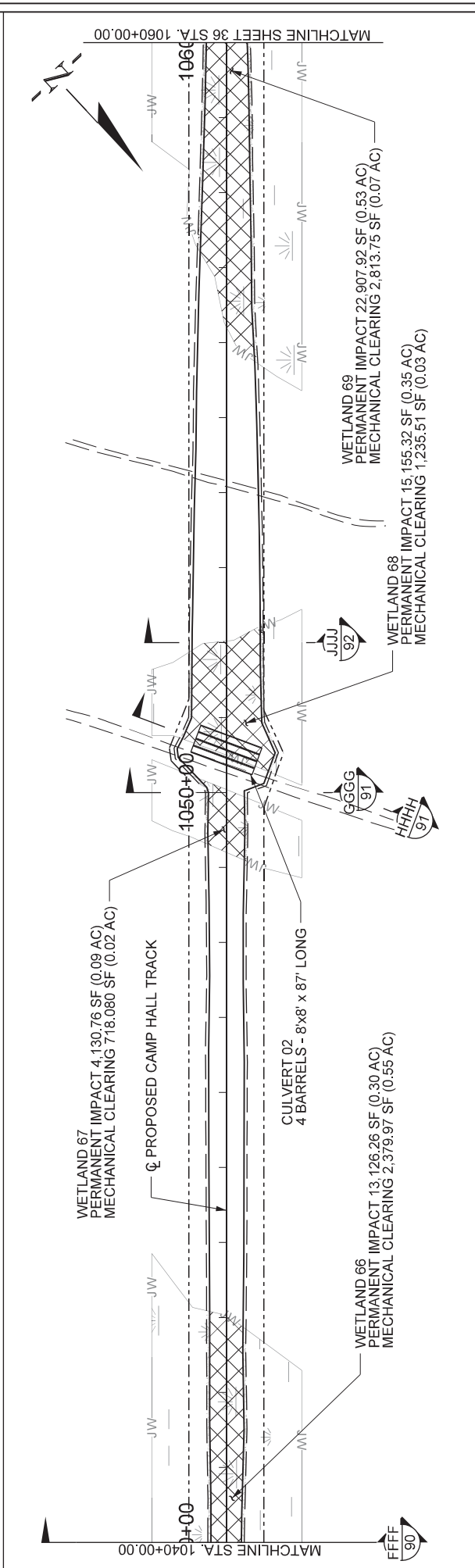
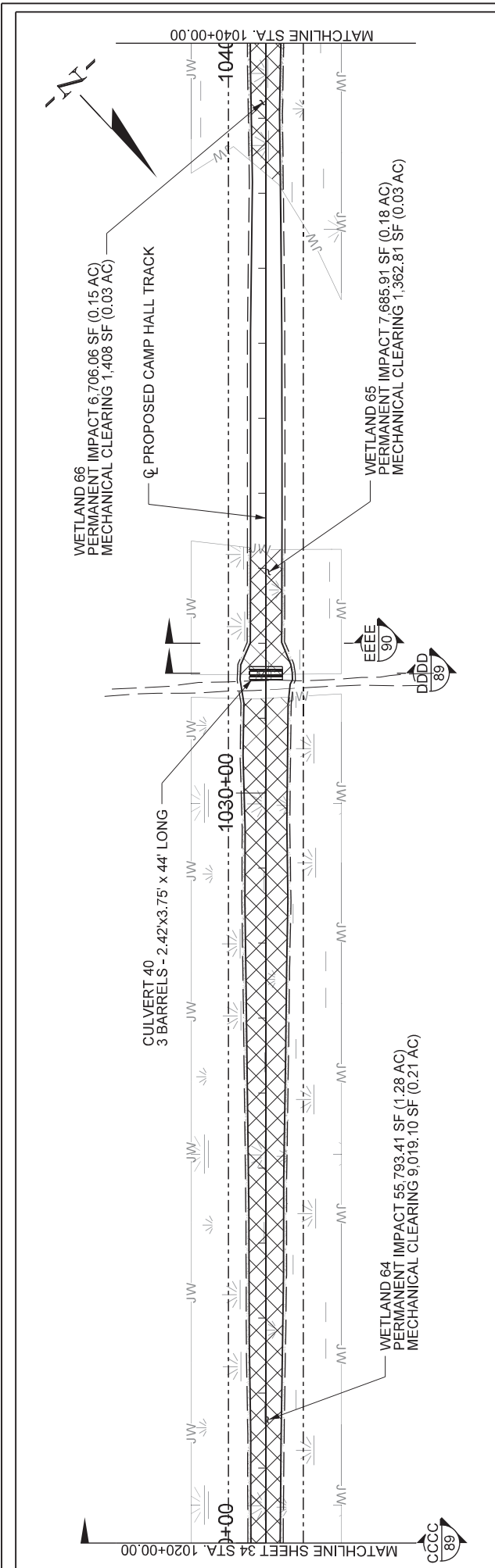




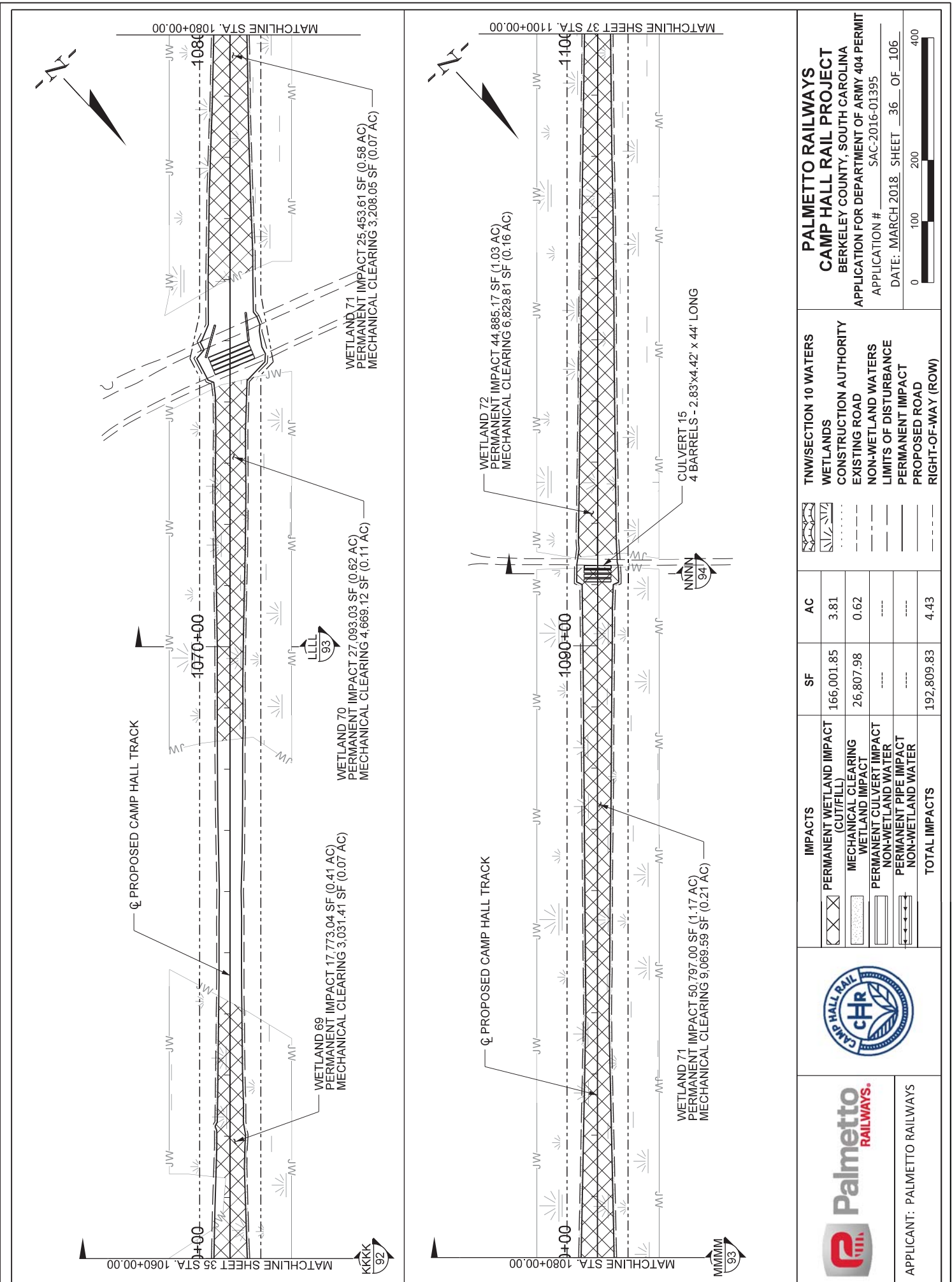


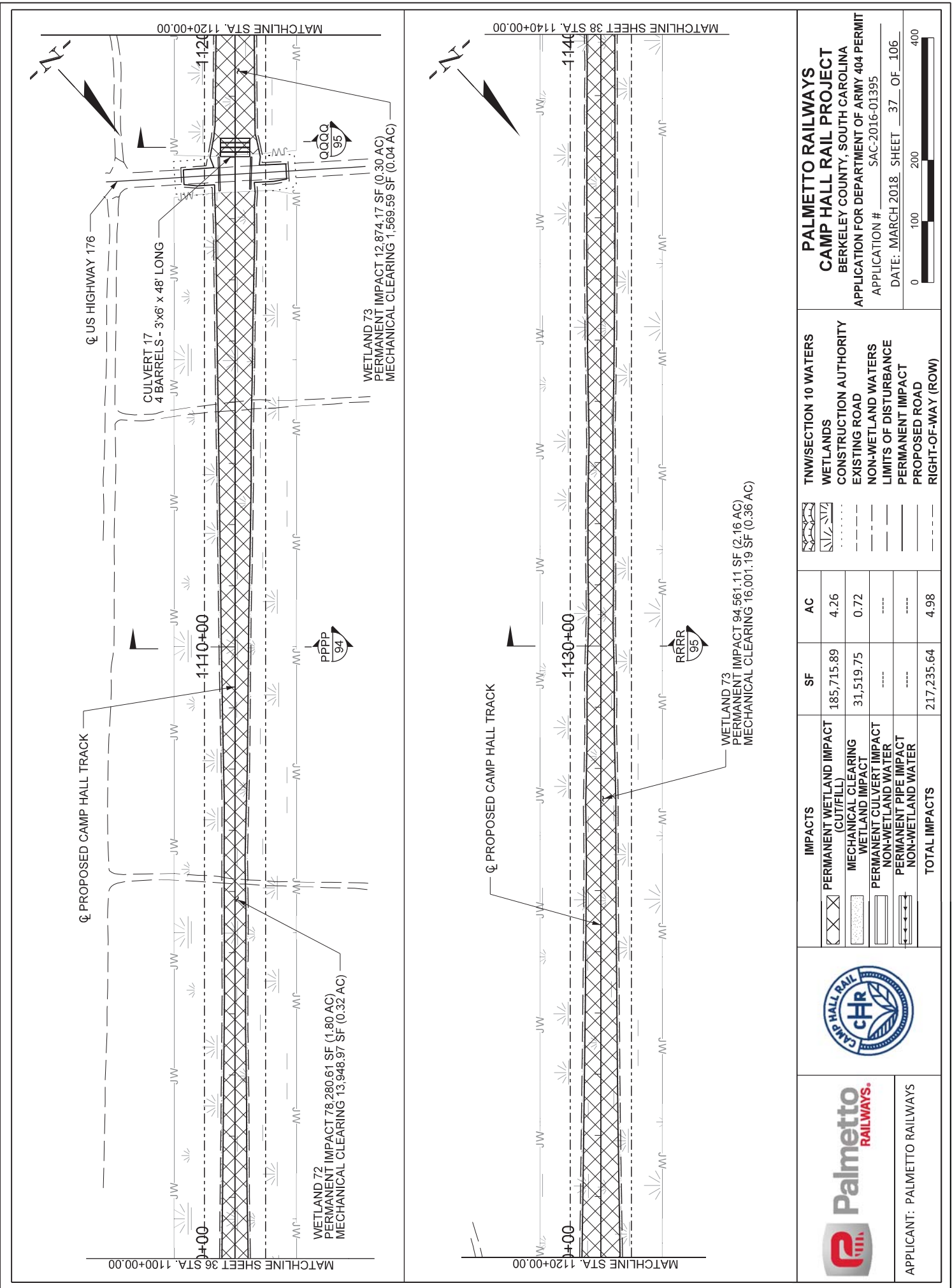
				PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # SAC-2016-01395 DATE: MARCH 2018 SHEET 33 OF 106	
APPLICANT: PALMETTO RAILWAYS		IMPACTS		TNW/SECTION 10 WATERS	
 PERMANENT WETLAND IMPACT (CUT/FILL)		 WETLANDS		 CONSTRUCTION AUTHORITY	
 MECHANICAL CLEARING WETLAND IMPACT		 EXISTING ROAD		 NON-WETLAND WATERS	
 PERMANENT CULVERT WATER IMPACT		 LIMITS OF DISTURBANCE		 PERMANENT IMPACT	
 NON-WETLAND WATER IMPACT		 PROPOSED ROAD		 RIGHT-OF-WAY (ROW)	
TOTAL IMPACTS		SF 247,780.65 AC 5.69		0 100 200 400	

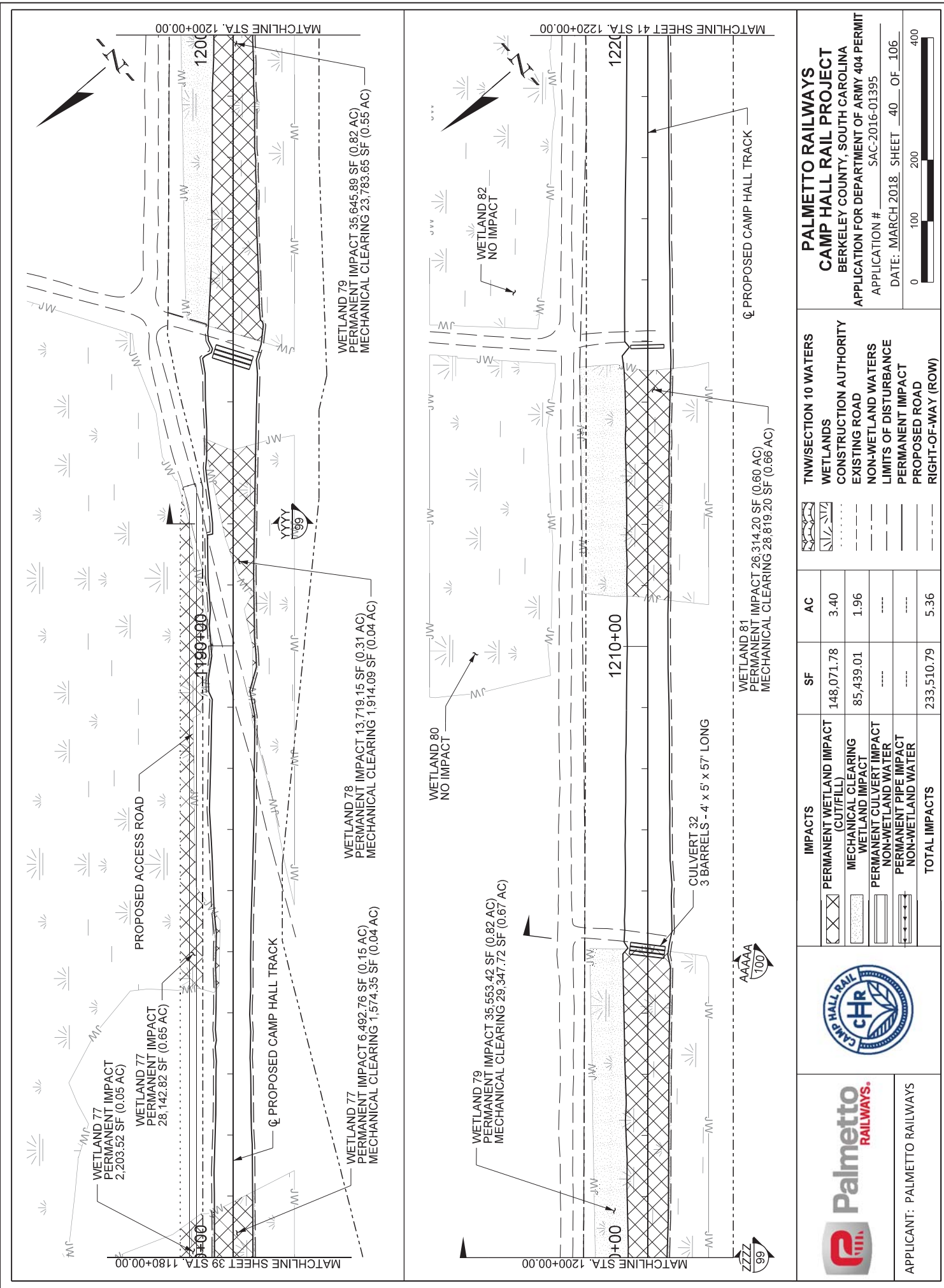




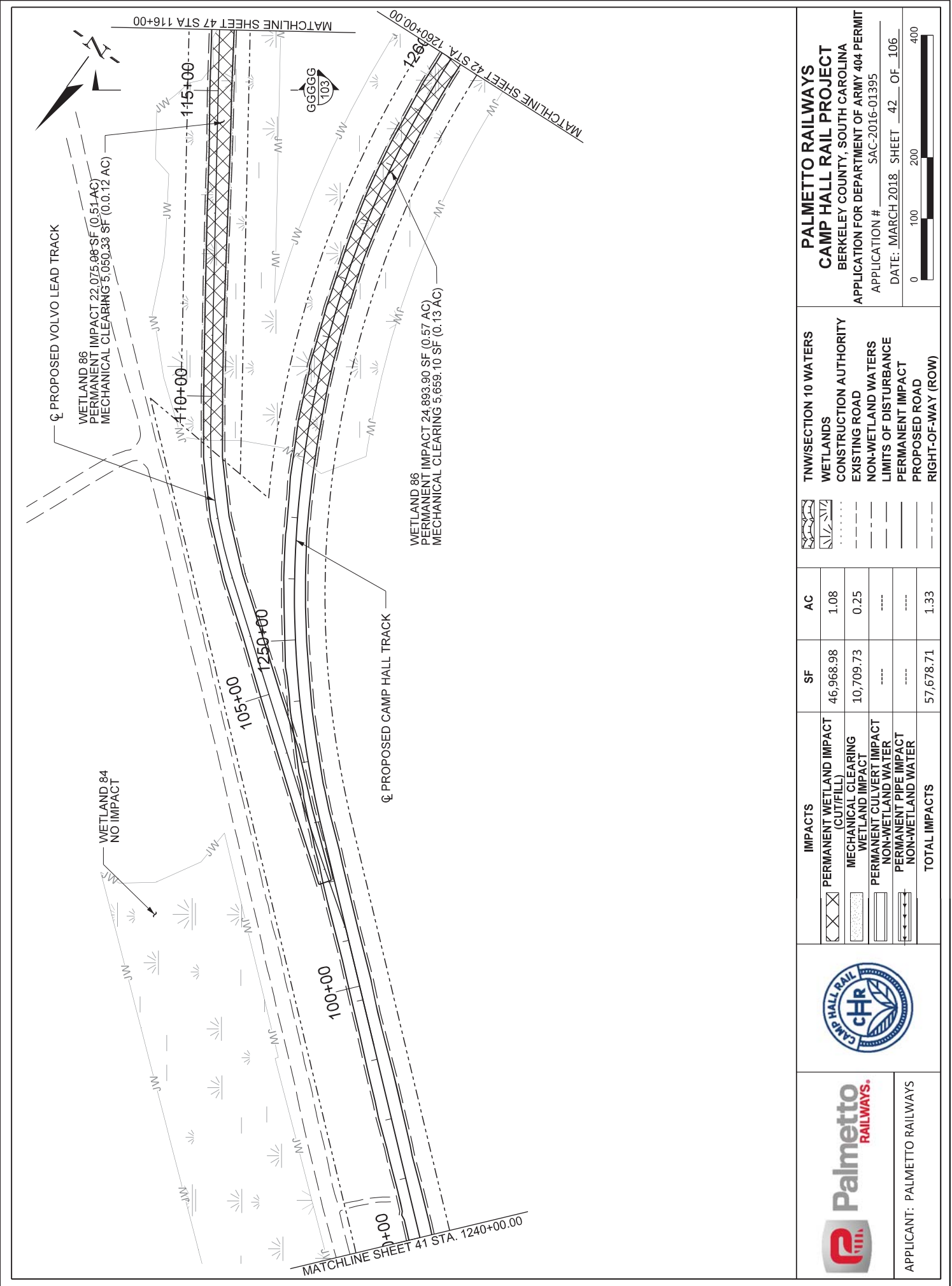
 APPLICANT: PALMETTO RAILWAYS		 <table><tr><th colspan="2">IMPACTS</th><th rowspan="2">SF</th><th rowspan="2">AC</th><th rowspan="7">         </th></tr><tr><td></td><td>PERMANENT WETLAND IMPACT (CUT/FILL)</td><td>125,505.64</td><td>2.88</td></tr><tr><td></td><td>MECHANICAL CLEARING WETLAND IMPACT</td><td>40,349.76</td><td>0.93</td></tr><tr><td></td><td>PERMANENT CULVERT IMPACT</td><td></td><td></td></tr><tr><td></td><td>NON-WETLAND WATER</td><td></td><td></td></tr><tr><td></td><td>PERMANENT PIPE IMPACT</td><td></td><td></td></tr><tr><td></td><td>NON-WETLAND WATER</td><td></td><td></td></tr><tr><td colspan="2">TOTAL IMPACTS</td><td>165,855.40</td><td>3.81</td></tr></table>		IMPACTS		SF	AC	       		PERMANENT WETLAND IMPACT (CUT/FILL)	125,505.64	2.88		MECHANICAL CLEARING WETLAND IMPACT	40,349.76	0.93		PERMANENT CULVERT IMPACT				NON-WETLAND WATER				PERMANENT PIPE IMPACT				NON-WETLAND WATER			TOTAL IMPACTS		165,855.40	3.81	</	
IMPACTS		SF	AC	       																																		
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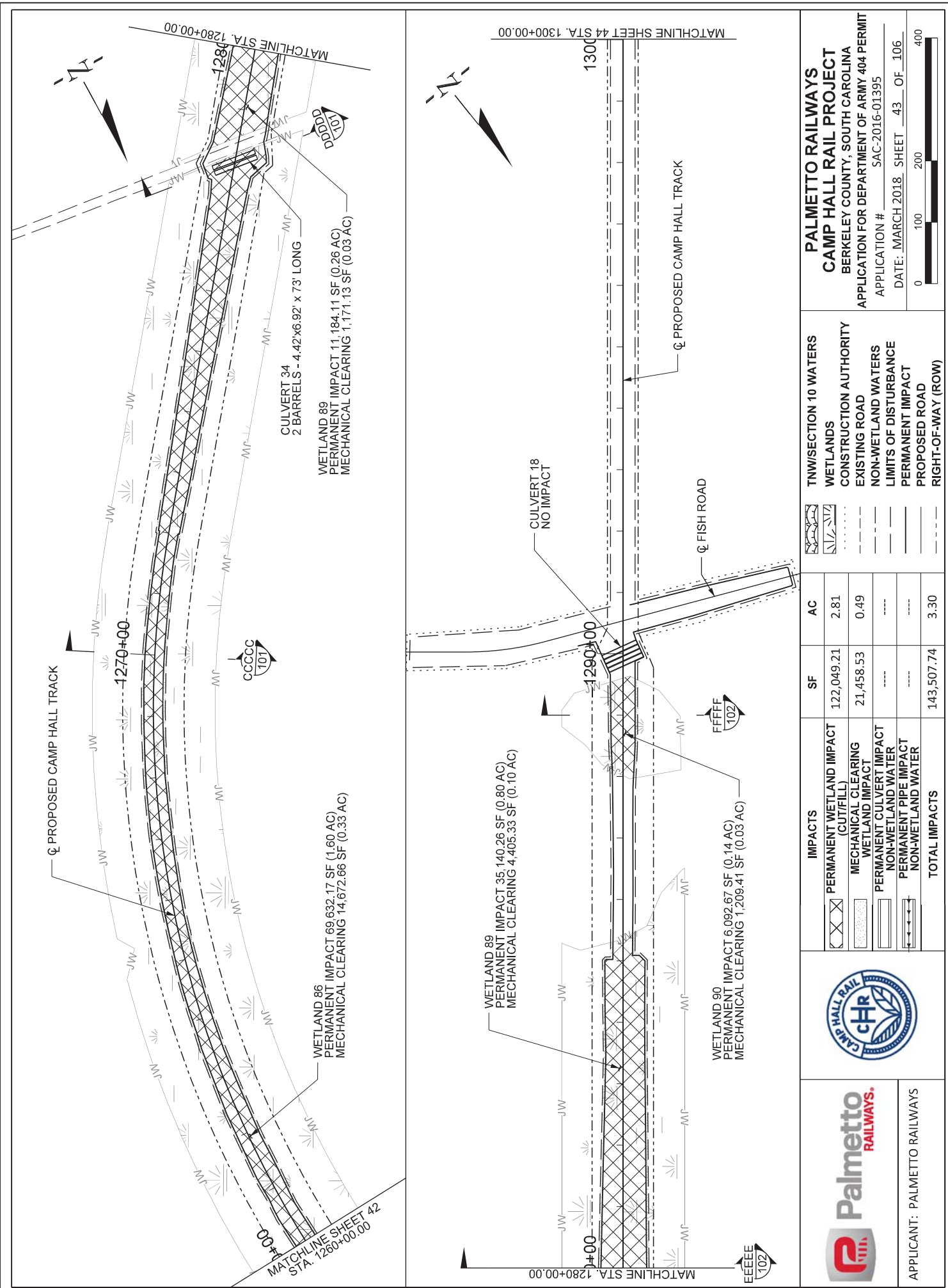




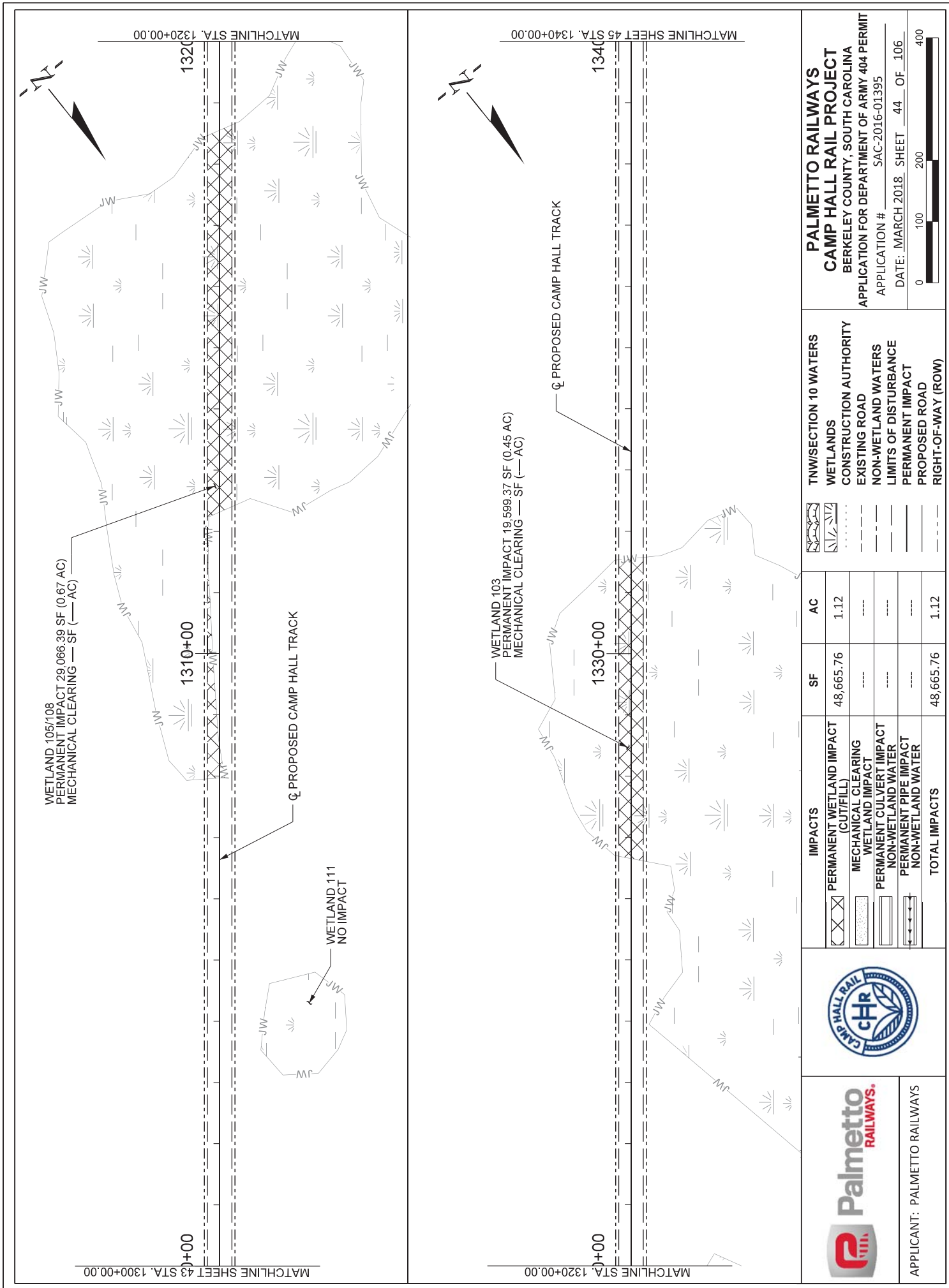
PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # SAC-2016-01395 DATE: MARCH 2018 SHEET 40 OF 106		TN/SECTION 10 WATERS WETLANDS CONSTRUCTION AUTHORITY EXISTING ROAD NON-WETLAND WATERS LIMITS OF DISTURBANCE PERMANENT IMPACT PROPOSED ROAD RIGHT-OF-WAY (ROW)	
IMPACTS PERMANENT WETLAND IMPACT (CUT/FILL) MECHANICAL CLEARING WETLAND IMPACT PERMANENT CULVERT IMPACT NON-WETLAND WATER PERMANENT PIPE IMPACT NON-WETLAND WATER TOTAL IMPACTS		AC 3.40 1.96 ---- ---- ---- 5.36	
SF 148,071.78 85,439.01 ---- ---- ---- 233,510.79		ROW 3.40 1.96 ---- ---- ---- 5.36	

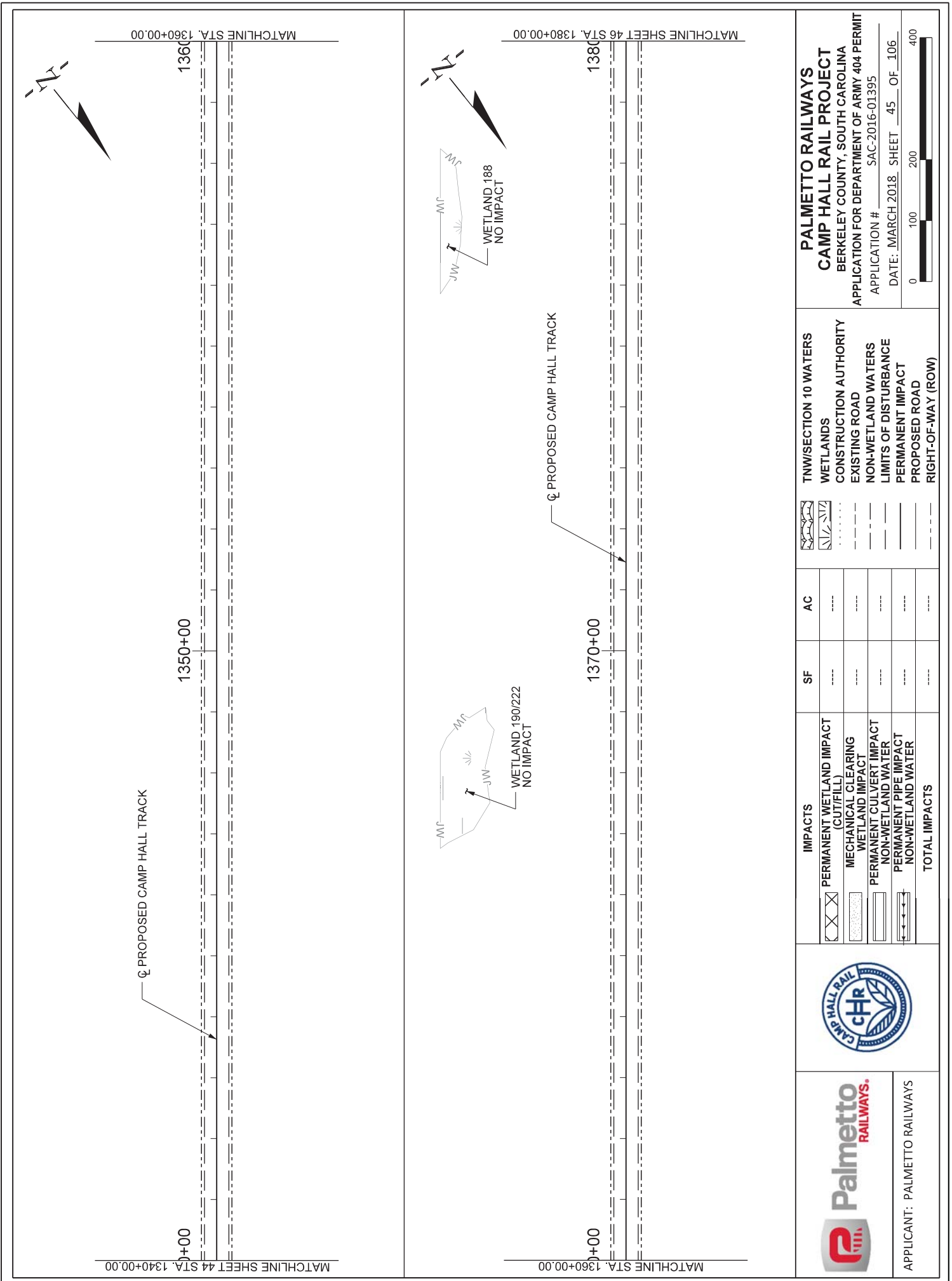


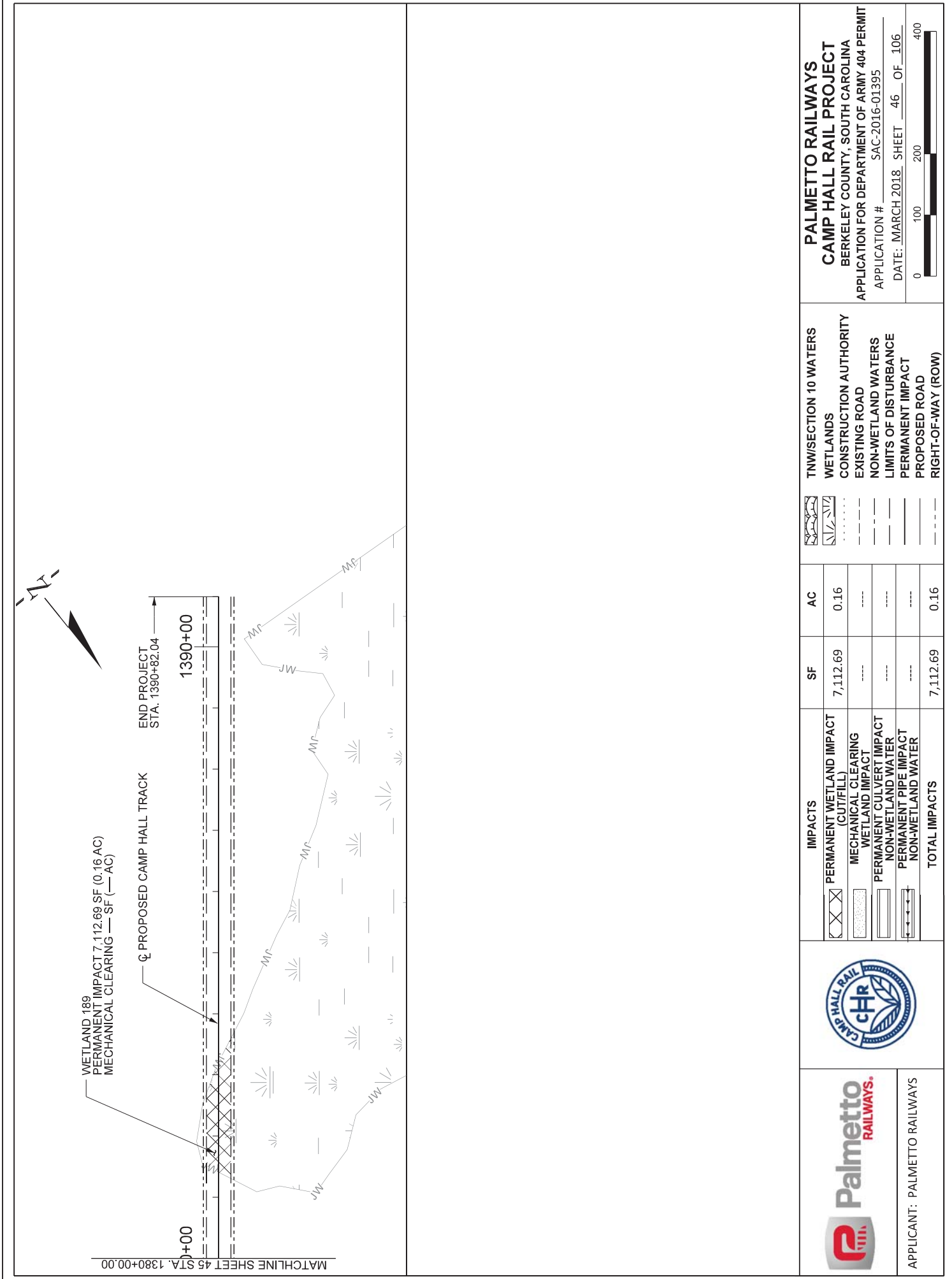
 APPLICANT: PALMETTO RAILWAYS				<table><tr><th>IMPACTS</th><th>SF</th><th>AC</th></tr><tr><td> PERMANENT WETLAND IMPACT (CUT/FILL)</td><td>46,968.98</td><td>1.08</td></tr><tr><td> MECHANICAL CLEARING WETLAND IMPACT</td><td>10,709.73</td><td>0.25</td></tr><tr><td> PERMANENT CULVERT IMPACT</td><td>-----</td><td>-----</td></tr><tr><td> PERMANENT PIPE IMPACT</td><td>-----</td><td>-----</td></tr><tr><td> NON-WETLAND WATER</td><td>57,678.71</td><td>1.33</td></tr><tr><td>TOTAL IMPACTS</td><td></td><td></td></tr></table>		IMPACTS	SF	AC	 PERMANENT WETLAND IMPACT (CUT/FILL)	46,968.98	1.08	 MECHANICAL CLEARING WETLAND IMPACT	10,709.73	0.25	 PERMANENT CULVERT IMPACT	-----	-----	 PERMANENT PIPE IMPACT	-----	-----	 NON-WETLAND WATER	57,678.71	1.33	TOTAL IMPACTS			<table><tr><th>TN/SECTION 10 WATERS</th><th></th></tr><tr><td>WETLANDS</td><td></td></tr><tr><td>CONSTRUCTION AUTHORITY</td><td></td></tr><tr><td>EXISTING ROAD</td><td>-----</td></tr><tr><td>NON-WETLAND WATERS</td><td>-----</td></tr><tr><td>LIMITS OF DISTURBANCE</td><td>-----</td></tr><tr><td>PERMANENT IMPACT</td><td>-----</td></tr><tr><td>PROPOSED ROAD</td><td>-----</td></tr><tr><td>RIGHT-OF-WAY (ROW)</td><td>-----</td></tr></table>		TN/SECTION 10 WATERS		WETLANDS		CONSTRUCTION AUTHORITY		EXISTING ROAD	-----	NON-WETLAND WATERS	-----	LIMITS OF DISTURBANCE	-----	PERMANENT IMPACT	-----	PROPOSED ROAD	-----	RIGHT-OF-WAY (ROW)	-----	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # SAC-2016-01395 DATE: MARCH 2018. SHEET 42 OF 106 0100200400	
IMPACTS	SF	AC																																														
 PERMANENT WETLAND IMPACT (CUT/FILL)	46,968.98	1.08																																														
 MECHANICAL CLEARING WETLAND IMPACT	10,709.73	0.25																																														
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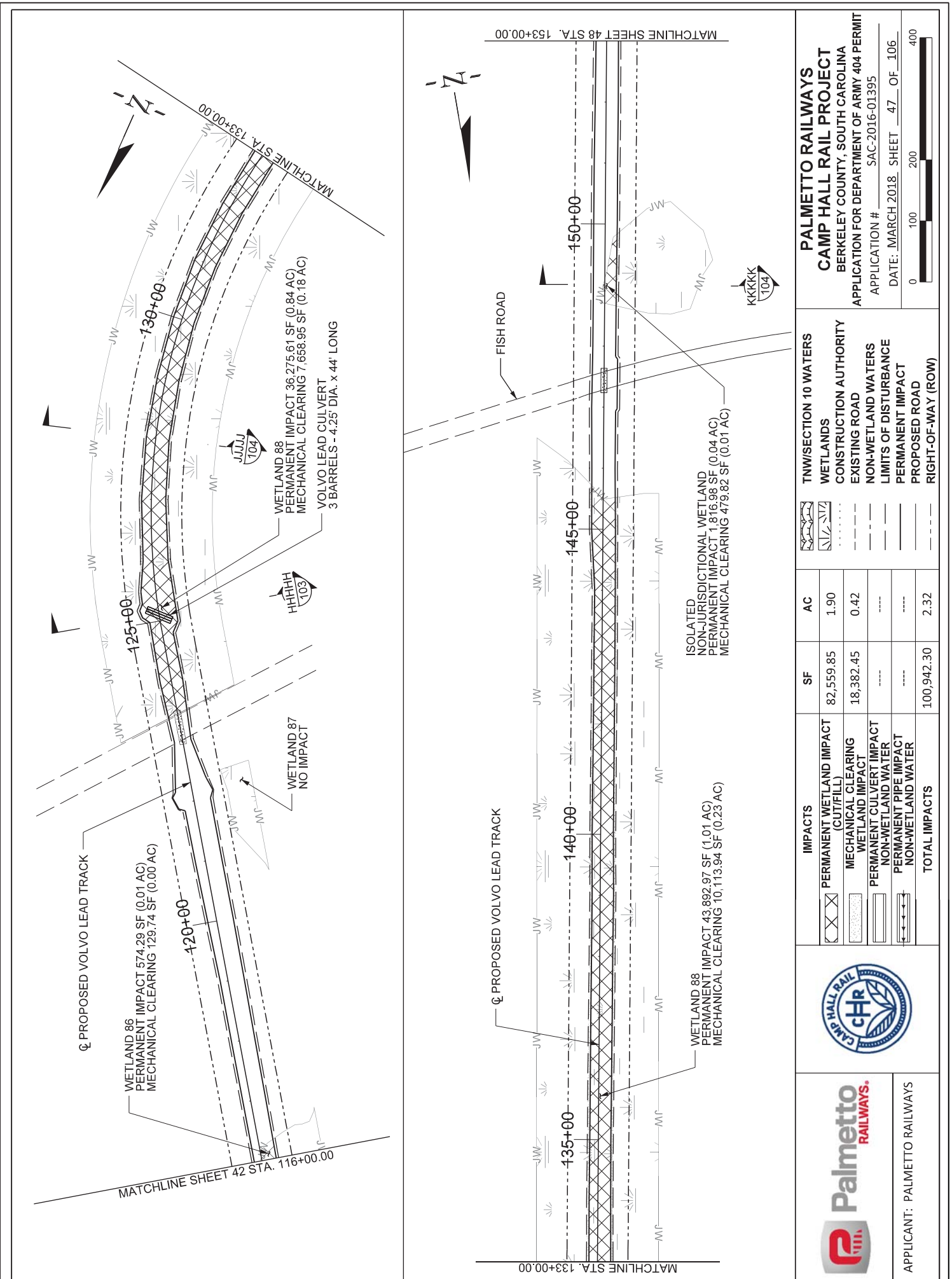


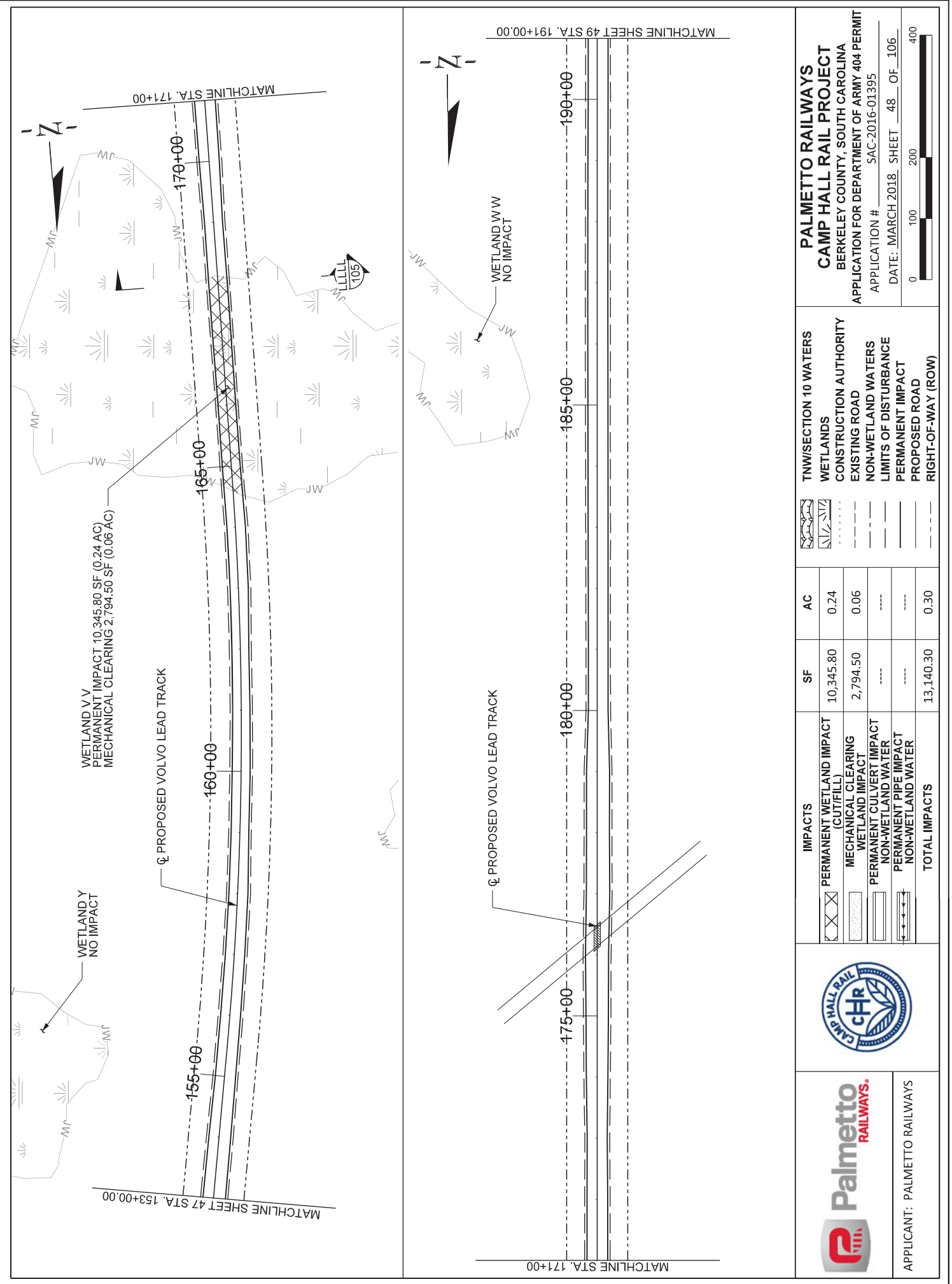
PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # SAC-2016-01395 DATE: MARCH 2018 SHEET 43 OF 106		TN/SECTION 10 WATERS WETLANDS CONSTRUCTION AUTHORITY EXISTING ROAD NON-WETLAND WATERS LIMITS OF DISTURBANCE PERMANENT IMPACT PROPOSED ROAD RIGHT-OF-WAY (ROW)		IMPACTS PERMANENT WETLAND IMPACT (CUT/FILL) MECHANICAL CLEARING WETLAND IMPACT PERMANENT CULVERT IMPACT NON-WETLAND WATER PERMANENT PIPE IMPACT NON-WETLAND WATER TOTAL IMPACTS		SF 122,049.21 21,458.53 --- --- --- 143,507.74	AC 2.81 0.49 --- --- --- 3.30	Palmetto RAILWAYS. APPLICANT: PALMETTO RAILWAYS		CAMP HALL RAIL CHR		IMPACTS PERMANENT WETLAND IMPACT (CUT/FILL) MECHANICAL CLEARING WETLAND IMPACT PERMANENT CULVERT IMPACT NON-WETLAND WATER PERMANENT PIPE IMPACT NON-WETLAND WATER TOTAL IMPACTS		TN/SECTION 10 WATERS WETLANDS CONSTRUCTION AUTHORITY EXISTING ROAD NON-WETLAND WATERS LIMITS OF DISTURBANCE PERMANENT IMPACT PROPOSED ROAD RIGHT-OF-WAY (ROW)		PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # SAC-2016-01395 DATE: MARCH 2018 SHEET 43 OF 106	
---	--	--	--	--	--	---	--	--	--	-------------------------------------	--	--	--	--	--	---	--

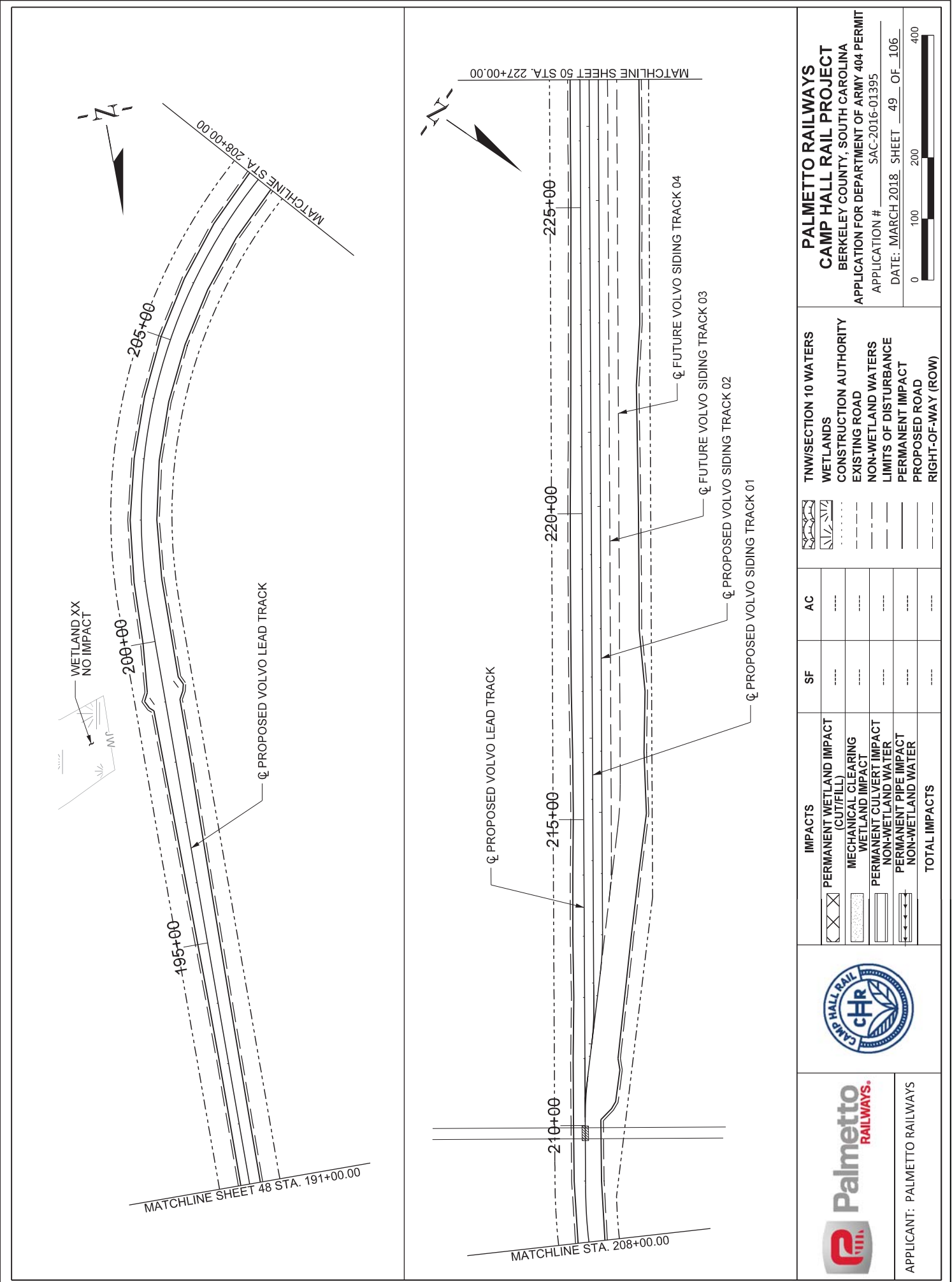






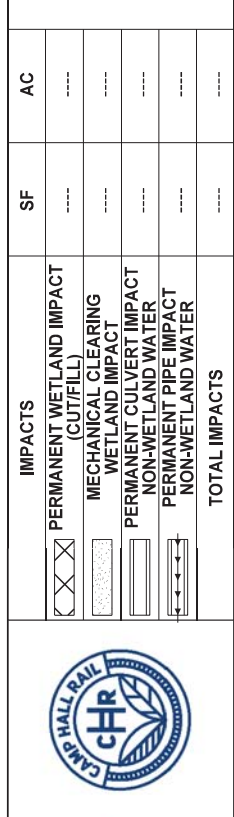




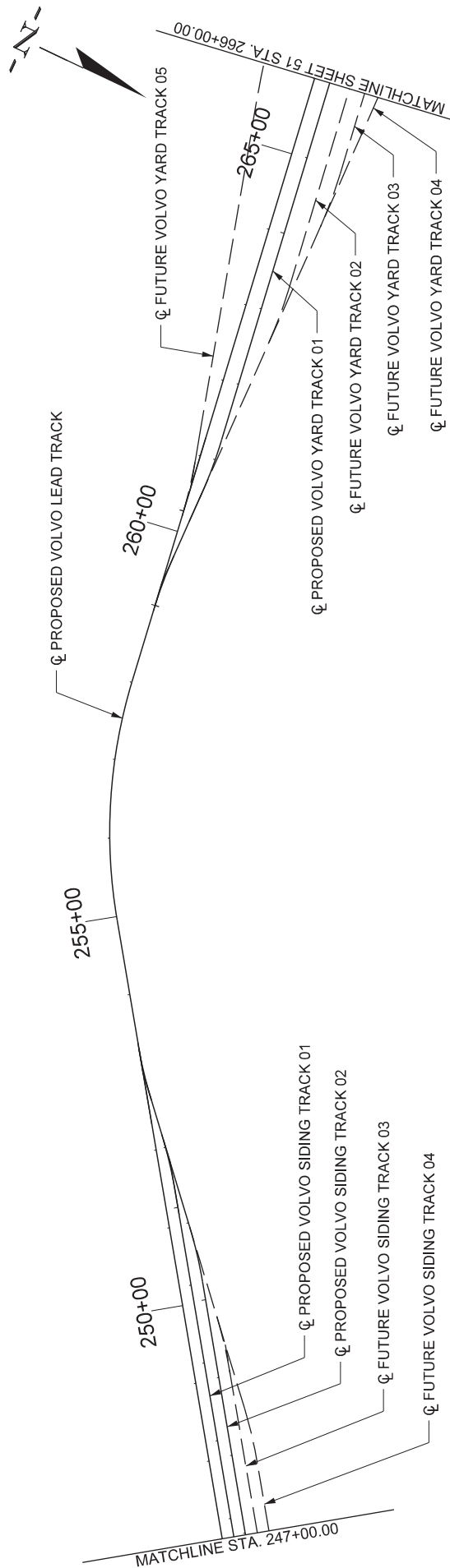


PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
 APPLICATION # SAC-2016-01395
 DATE: MARCH 2018 SHEET 49 OF 106

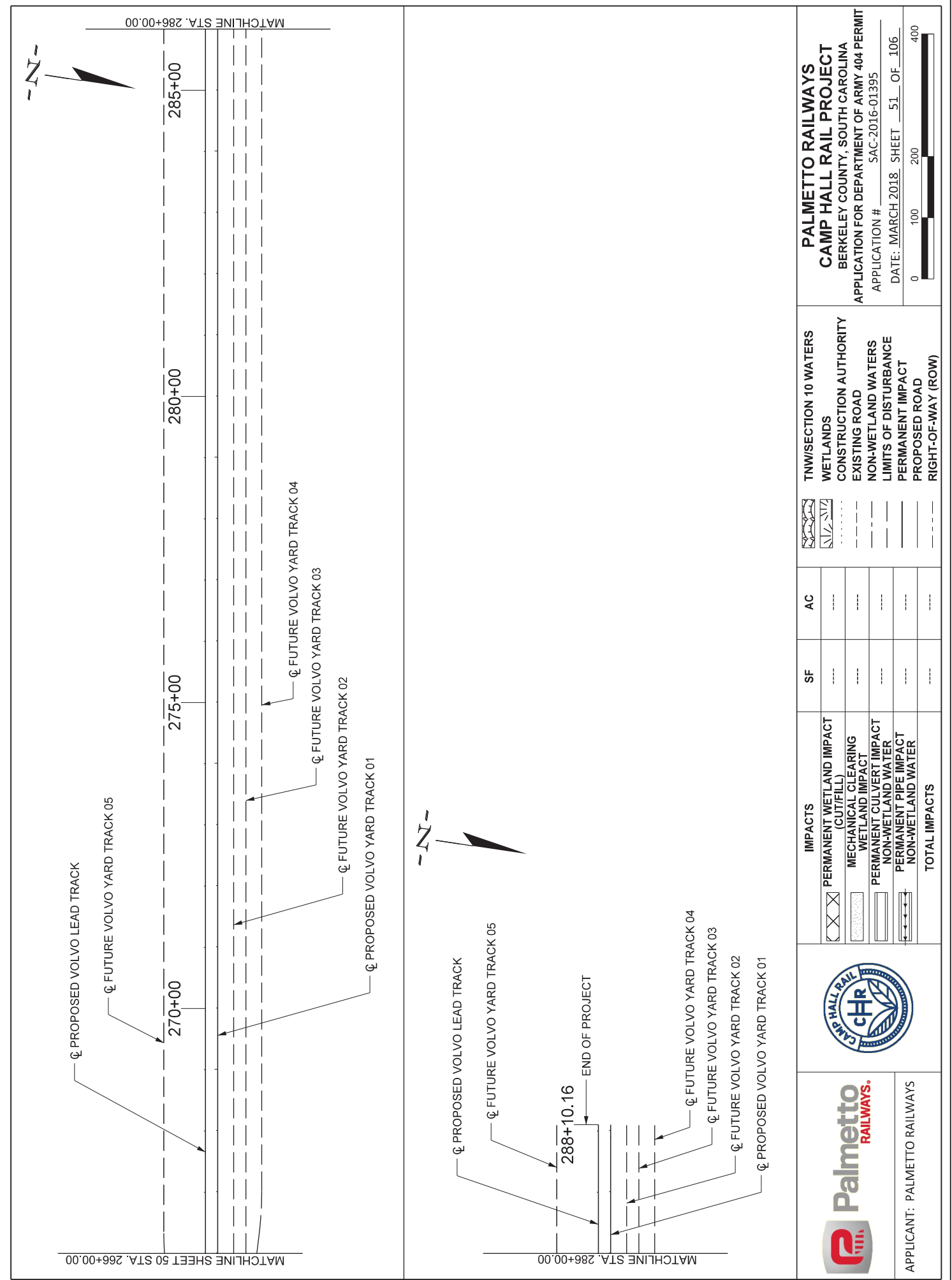
Palmetto RAILWAYS
 APPLICANT: PALMETTO RAILWAYS

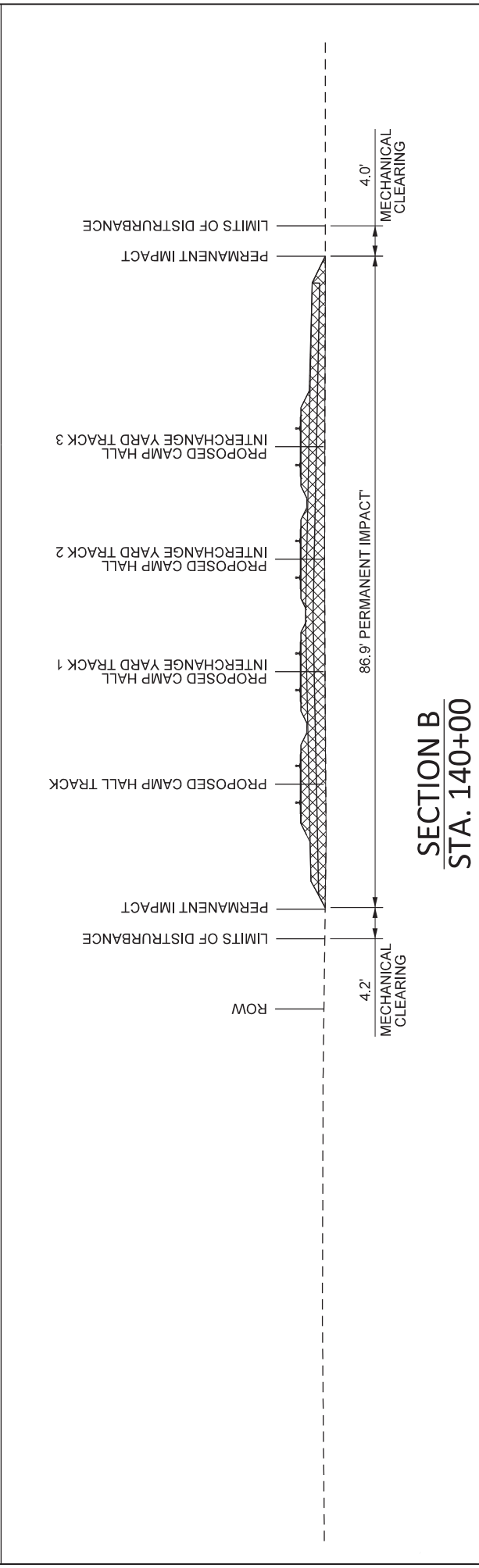
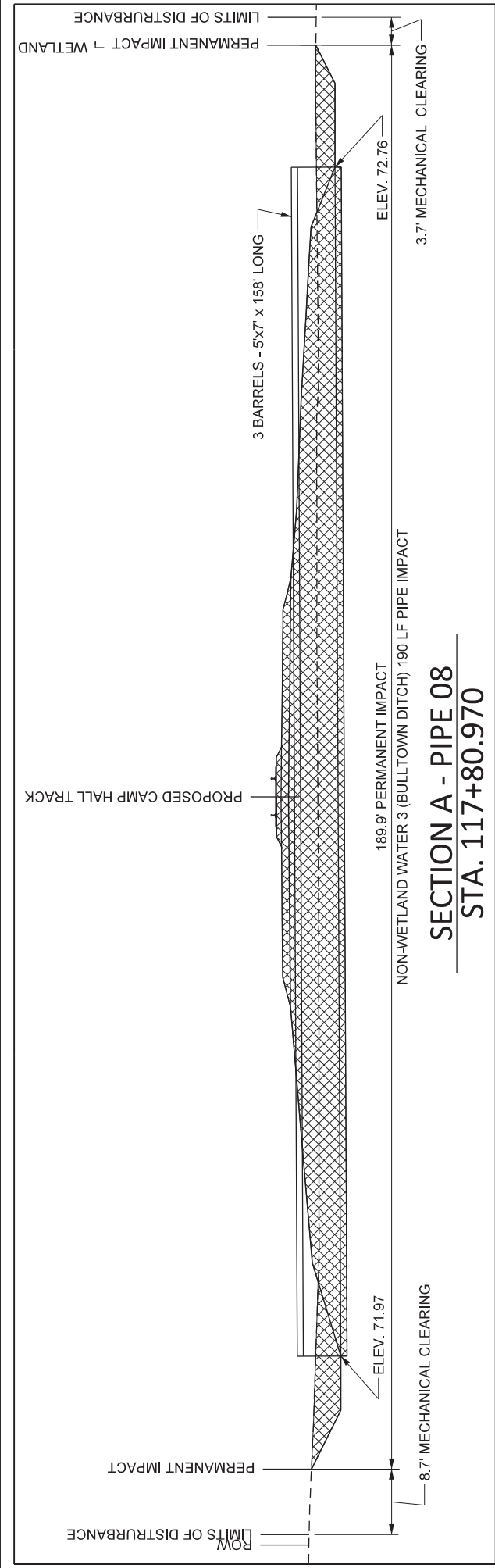


APPLICANT: PALMETTO RAILWAYS



 APPLICANT: PALMETTO RAILWAYS				<table><tr><th>IMPACTS</th><th>SF</th><th>AC</th><th>TNW/SECTION 10 WATERS</th></tr><tr><td>  PERMANENT WETLAND IMPACT (CUT/FILL) </td><td>000000</td><td>000000</td><td>WETLANDS</td></tr><tr><td>  MECHANICAL CLEARING WETLAND IMPACT </td><td>000000</td><td>000000</td><td>CONSTRUCTION AUTHORITY</td></tr><tr><td>  PERMANENT CULVERT IMPACT </td><td>000000</td><td>000000</td><td>EXISTING ROAD</td></tr><tr><td>  PERMANENT NON-WETLAND WATER </td><td>000000</td><td>000000</td><td>NON-WETLAND WATERS</td></tr><tr><td>  PERMANENT PIPE IMPACT </td><td>000000</td><td>000000</td><td>LIMITS OF DISTURBANCE</td></tr><tr><td>  NON-WETLAND WATER </td><td>000000</td><td>000000</td><td>PERMANENT IMPACT</td></tr><tr><td>TOTAL IMPACTS</td><td>000000</td><td>000000</td><td>PROPOSED ROAD</td></tr><tr><td></td><td></td><td></td><td>RIGHT-OF-WAY (ROW)</td></tr></table>	IMPACTS	SF	AC	TNW/SECTION 10 WATERS	 PERMANENT WETLAND IMPACT (CUT/FILL)	000000	000000	WETLANDS	 MECHANICAL CLEARING WETLAND IMPACT	000000	000000	CONSTRUCTION AUTHORITY	 PERMANENT CULVERT IMPACT	000000	000000	EXISTING ROAD	 PERMANENT NON-WETLAND WATER	000000	000000	NON-WETLAND WATERS	 PERMANENT PIPE IMPACT	000000	000000	LIMITS OF DISTURBANCE	 NON-WETLAND WATER	000000	000000	PERMANENT IMPACT	TOTAL IMPACTS	000000	000000	PROPOSED ROAD				RIGHT-OF-WAY (ROW)	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # SAC-2016-01395 DATE: <u>MARCH 2018</u> SHEET <u>50</u> OF <u>106</u> 0 100 200 400
IMPACTS	SF	AC	TNW/SECTION 10 WATERS																																						
 PERMANENT WETLAND IMPACT (CUT/FILL)	000000	000000	WETLANDS																																						
 MECHANICAL CLEARING WETLAND IMPACT	000000	000000	CONSTRUCTION AUTHORITY																																						
 PERMANENT CULVERT IMPACT	000000	000000	EXISTING ROAD																																						
 PERMANENT NON-WETLAND WATER	000000	000000	NON-WETLAND WATERS																																						
 PERMANENT PIPE IMPACT	000000	000000	LIMITS OF DISTURBANCE																																						
 NON-WETLAND WATER	000000	000000	PERMANENT IMPACT																																						
TOTAL IMPACTS	000000	000000	PROPOSED ROAD																																						
			RIGHT-OF-WAY (ROW)																																						







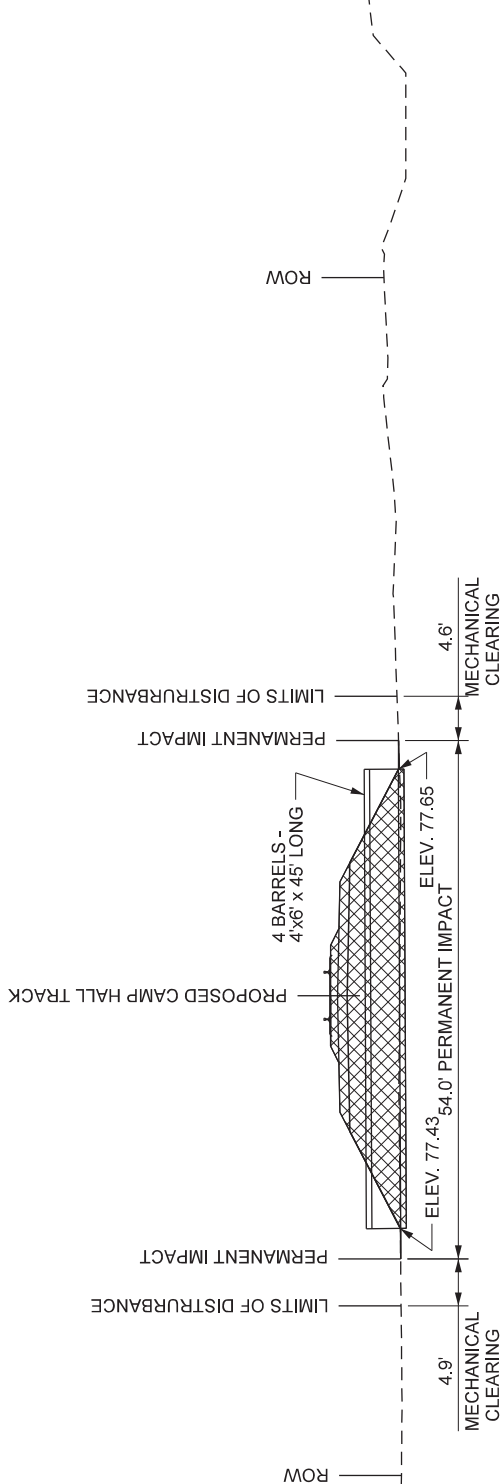
APPLICANT: PALMETTO RAILWAYS



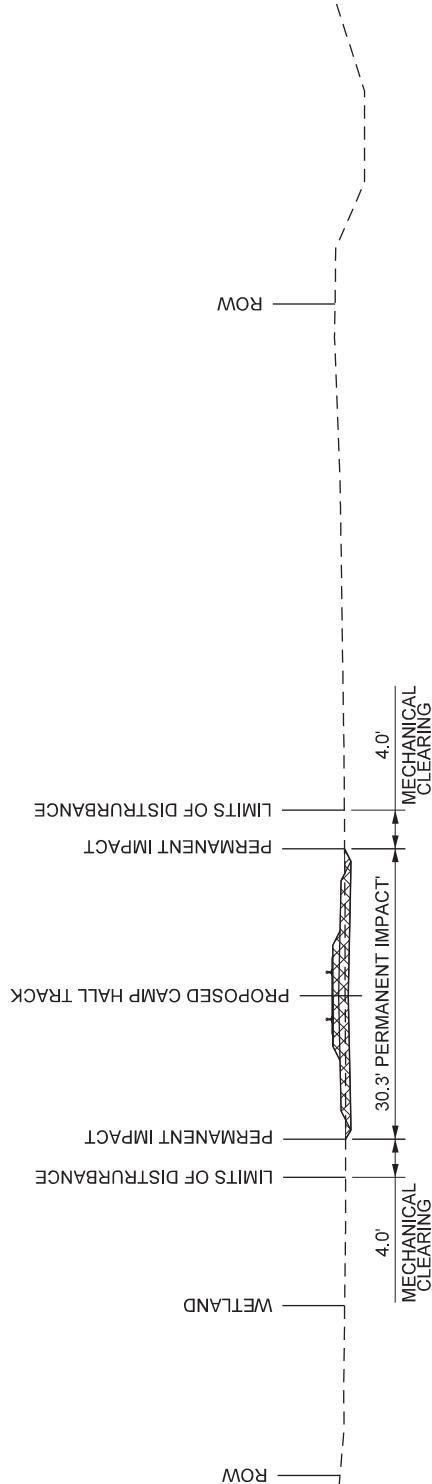
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PALMETTO RAILWAYS
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SECTION C - CULVERT 10
STA. 190+21.27



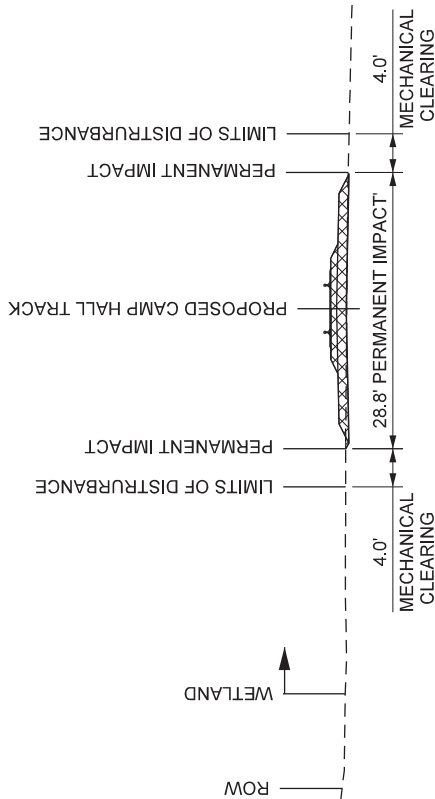
SECTION D
STA. 197+00

CROSS SECTION SHEET 2 OF 54

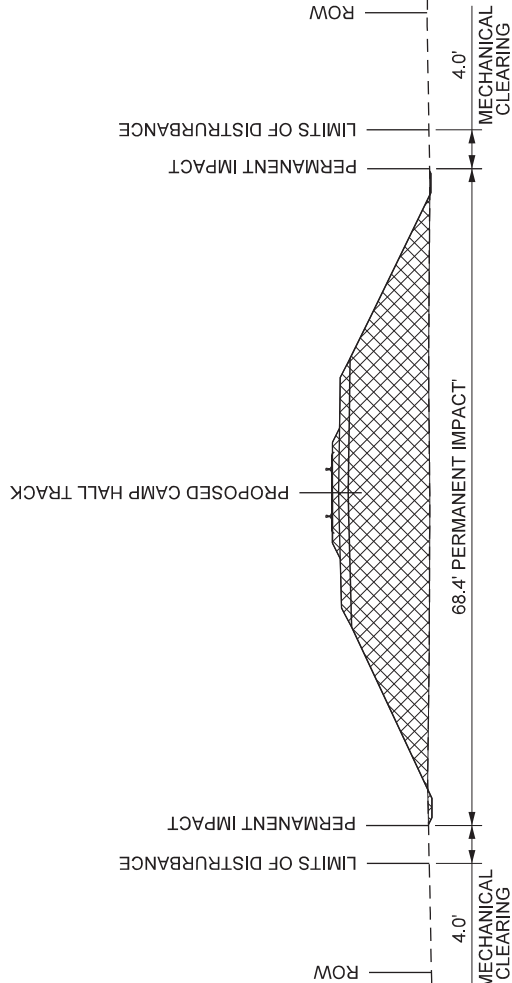


APPLICANT: PALMETTO RAILWAYS

PALMETTO RAILWAYS
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SECTION E
STA. 210+00



SECTION F
STA. 232+00



APPLICANT: PALMETTO RAILWAYS



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PALMETTO RAILWAYS
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PROPOSED
CAMP HALL
TRACK

ROW
LIMITS OF DISTURBANCE
PERMANENT IMPACT

SECTION G
STA. 250+00

141.2' PERMANENT IMPACT

PERMANENT IMPACT
LIMITS OF DISTURBANCE
ROW
WETLAND

4.0'
MECHANICAL
CLEARING

PROPOSED
CAMP HALL
TRACK

ROW
LIMITS OF DISTURBANCE
PERMANENT IMPACT

SECTION H
STA. 290+00

118.8' PERMANENT IMPACT

PERMANENT IMPACT
LIMITS OF DISTURBANCE
ROW
WETLAND

4.0'
MECHANICAL
CLEARING

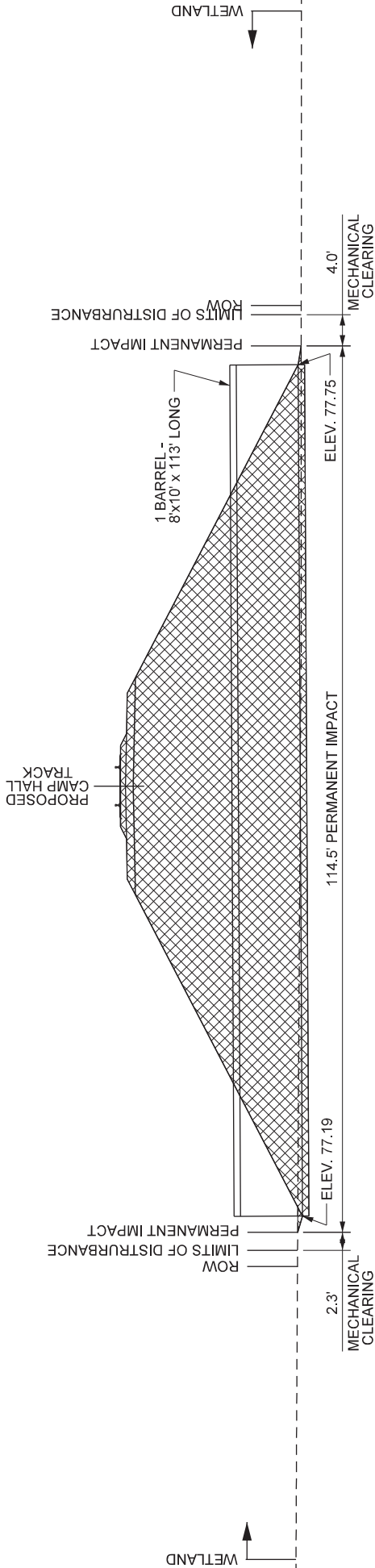


APPLICANT: PALMETTO RAILWAYS

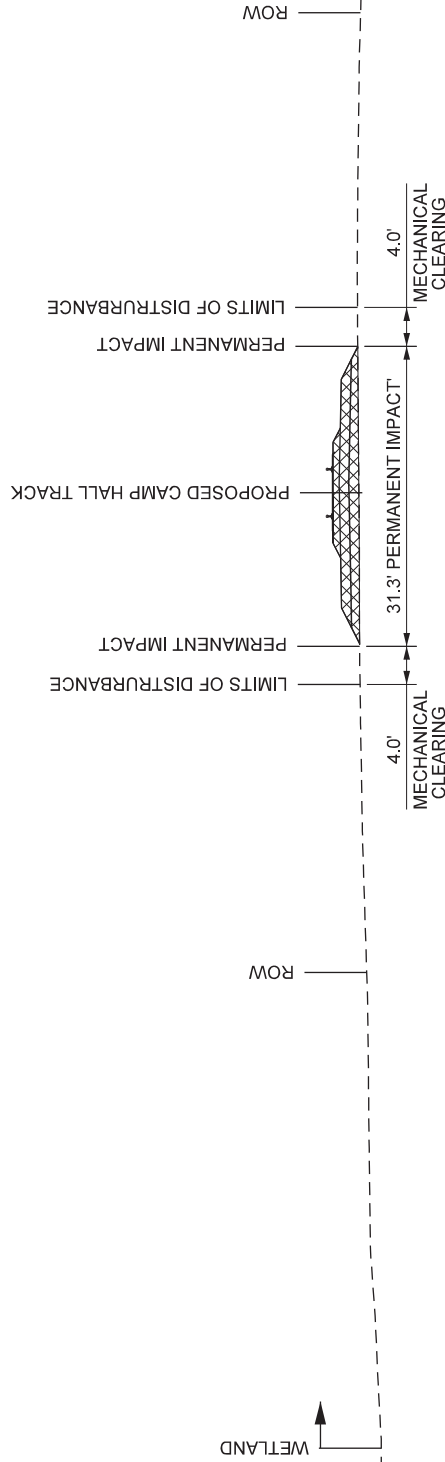


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PALMETTO RAILWAYS
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SECTION J - PIPE 12
STA. 293+23.04



SECTION K
STA. 330+00



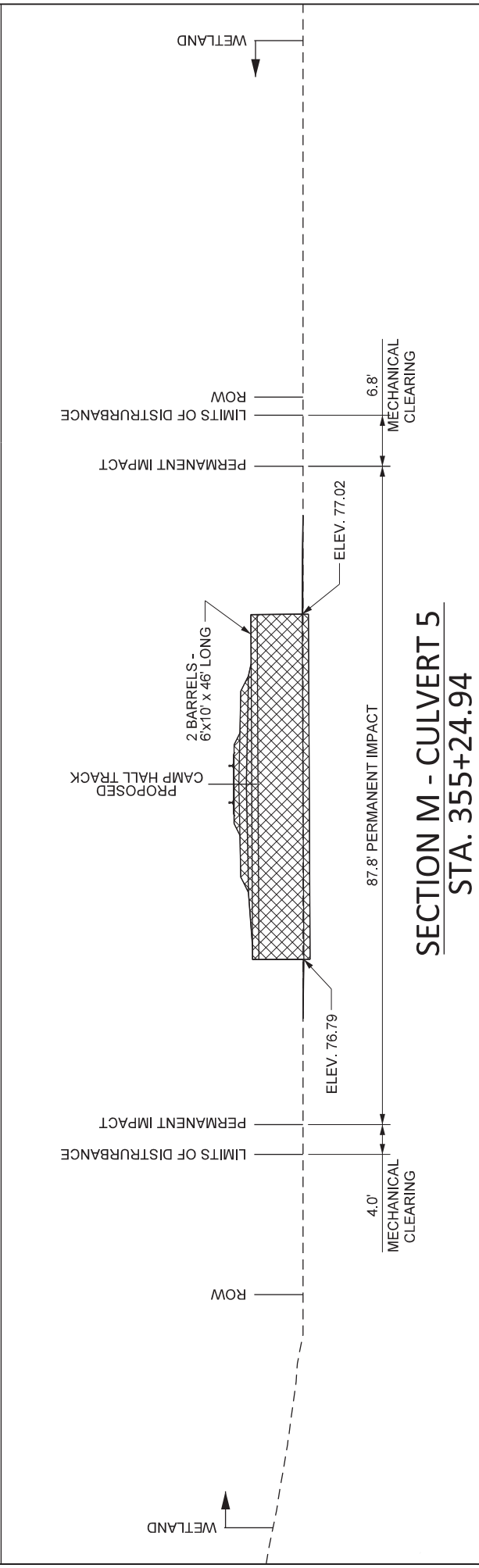
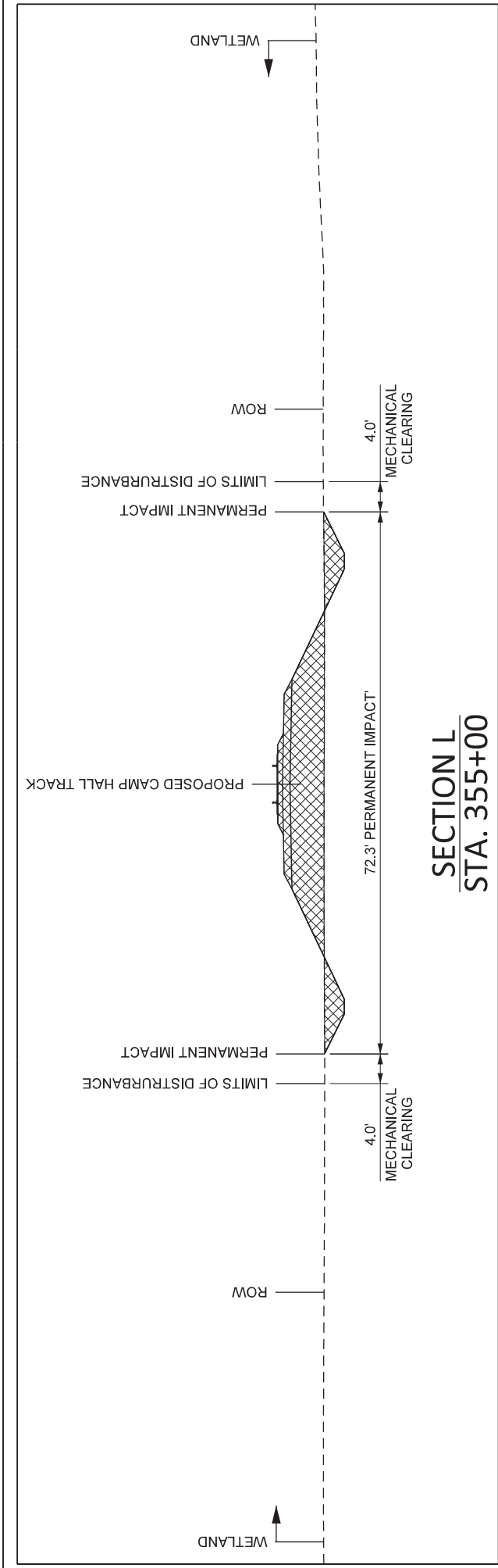
APPLICANT: PALMETTO RAILWAYS



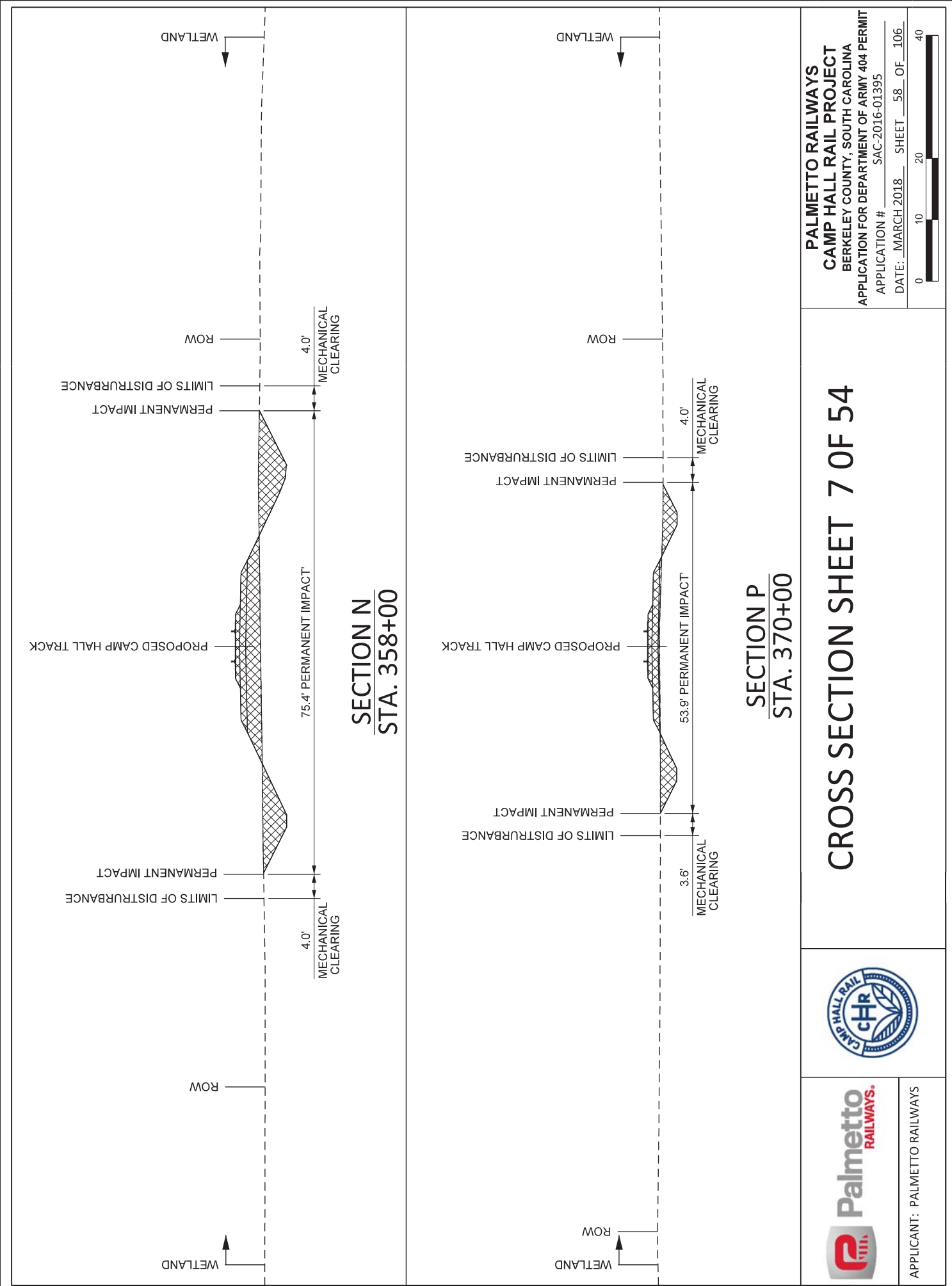
CROSS SECTION SHEET 5 OF 54

PALMETTO RAILWAYS
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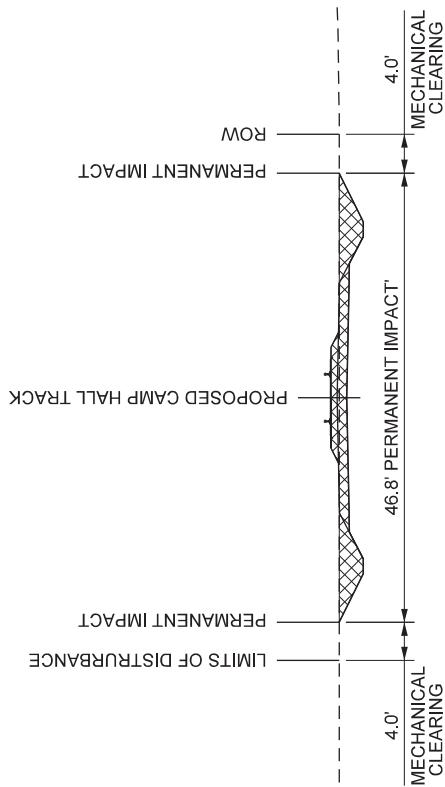
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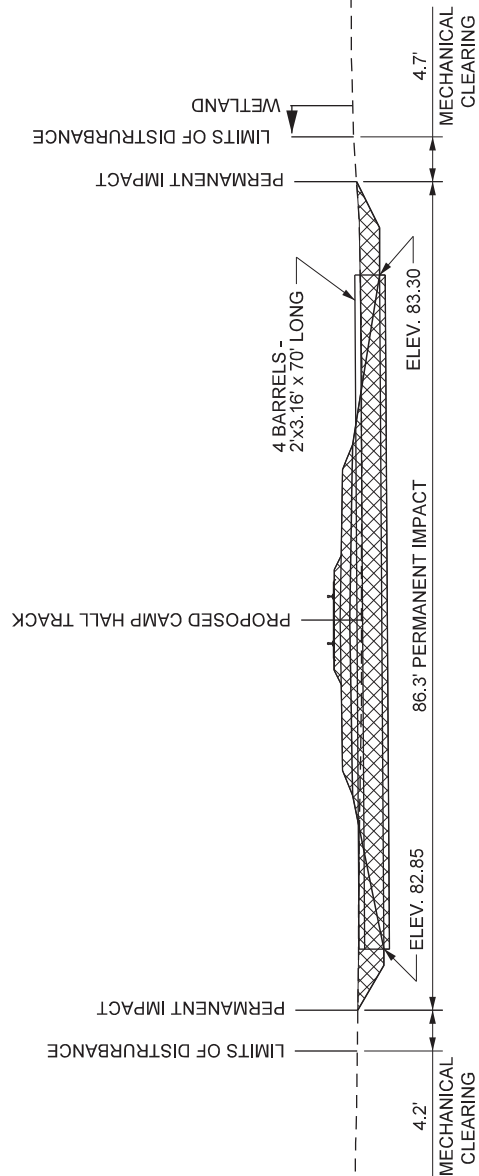
				CROSS SECTION SHEET 6 OF 54	
PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT		APPLICATION # SAC-2016-01395 DATE: MARCH 2018 SHEET 57 OF 106			
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SECTION Q
STA. 399+00



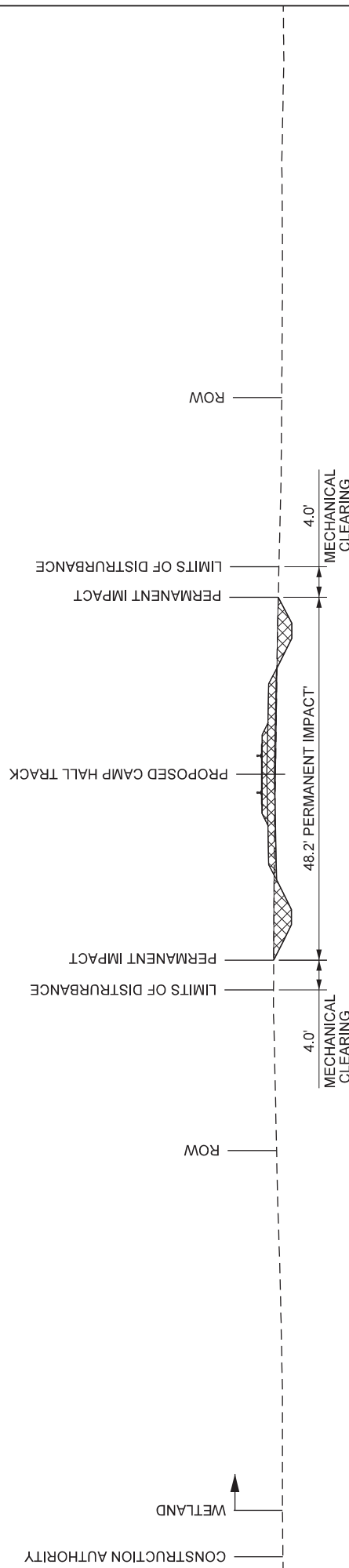
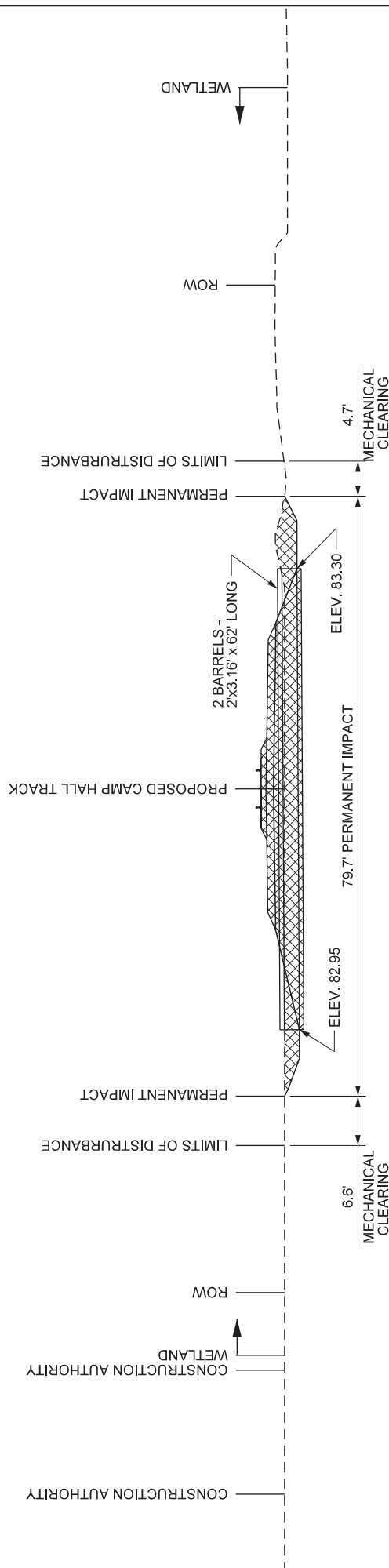
SECTION R - CULVERT 26B
STA. 403+03.15



APPLICANT: PALMETTO RAILWAYS

PALMETTO RAILWAYS
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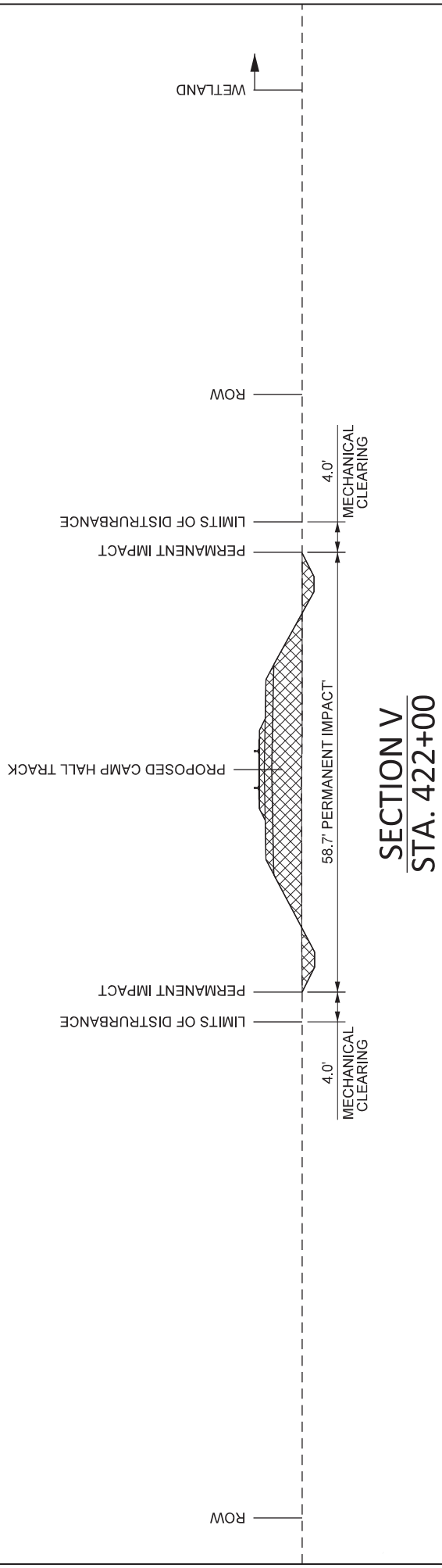
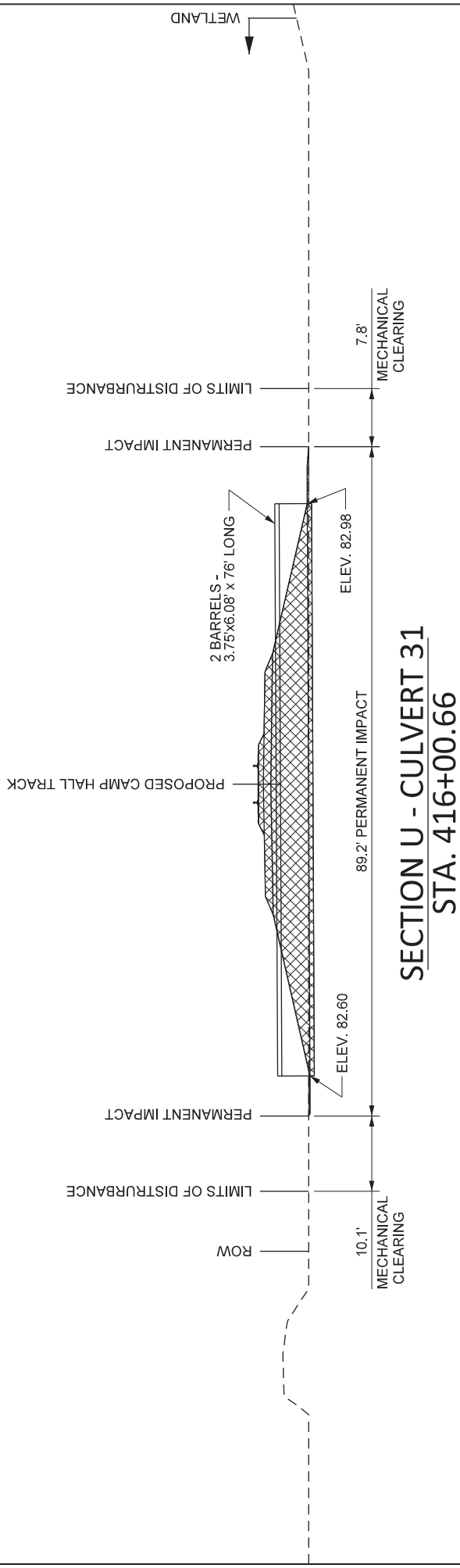


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APPLICANT: PALMETTO RAILWAYS

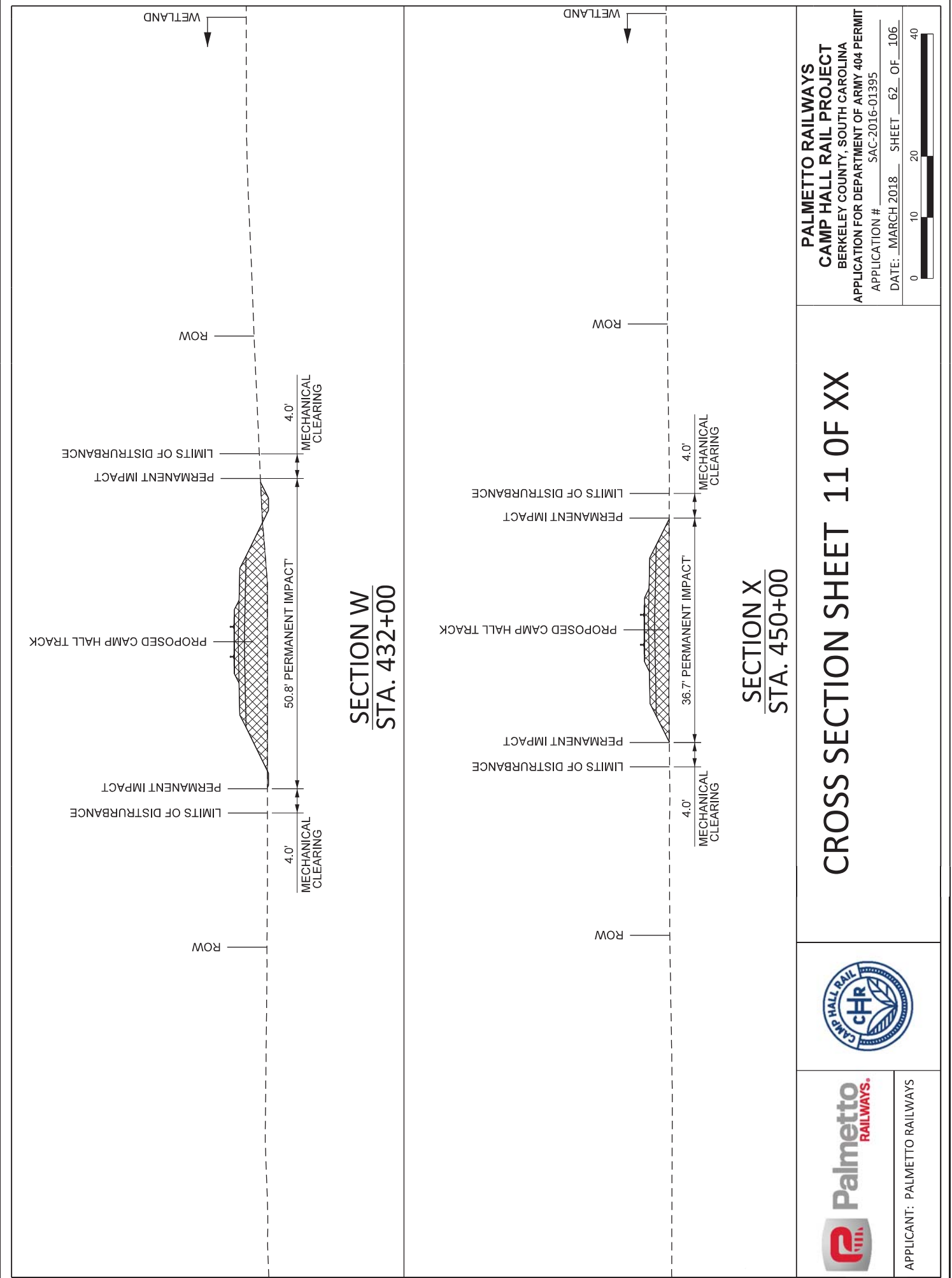


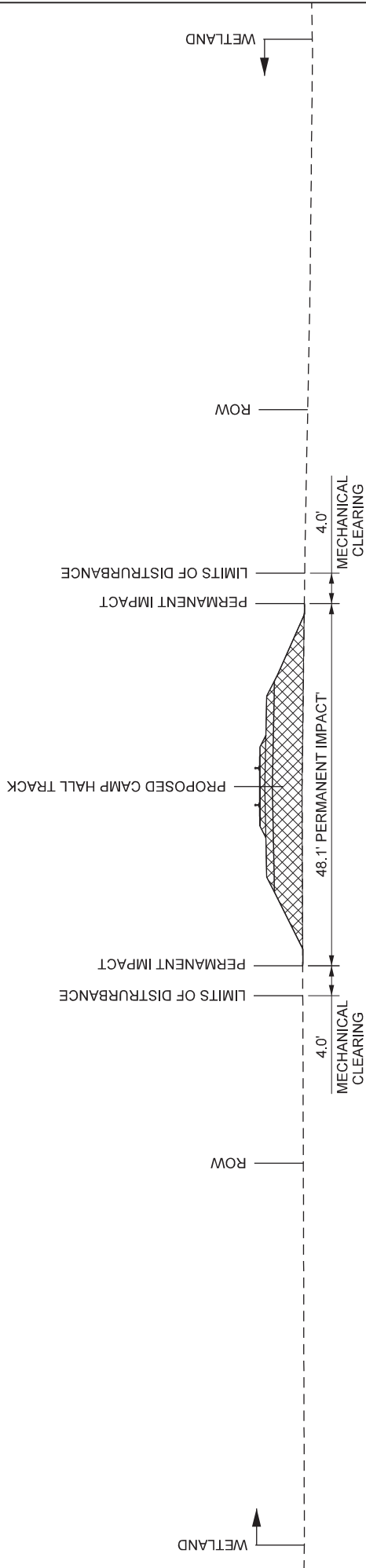
PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
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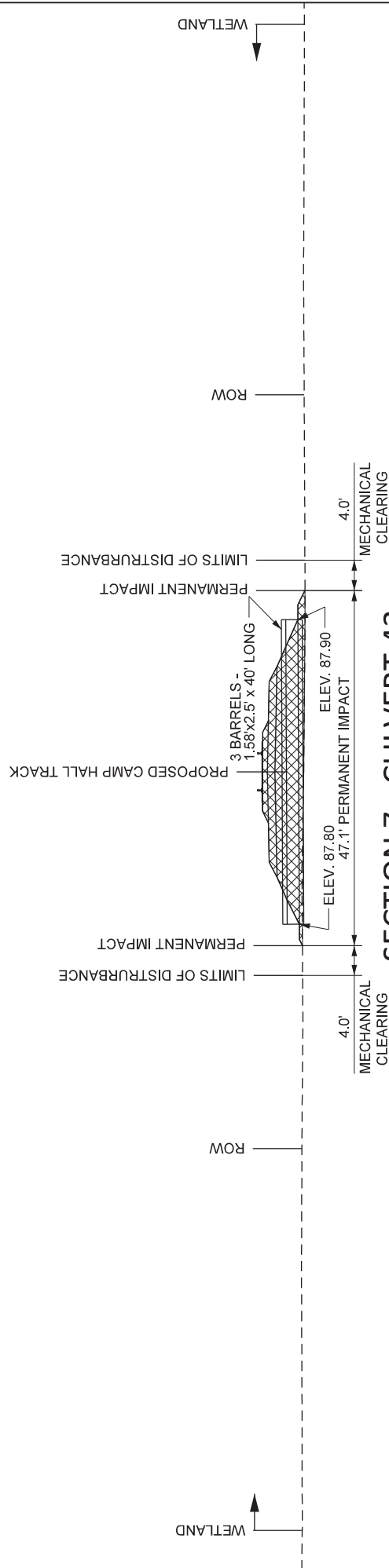


Palmetto RAILWAYS.
 APPLICANT: PALMETTO RAILWAYS





SECTION Y
STA. 464+00



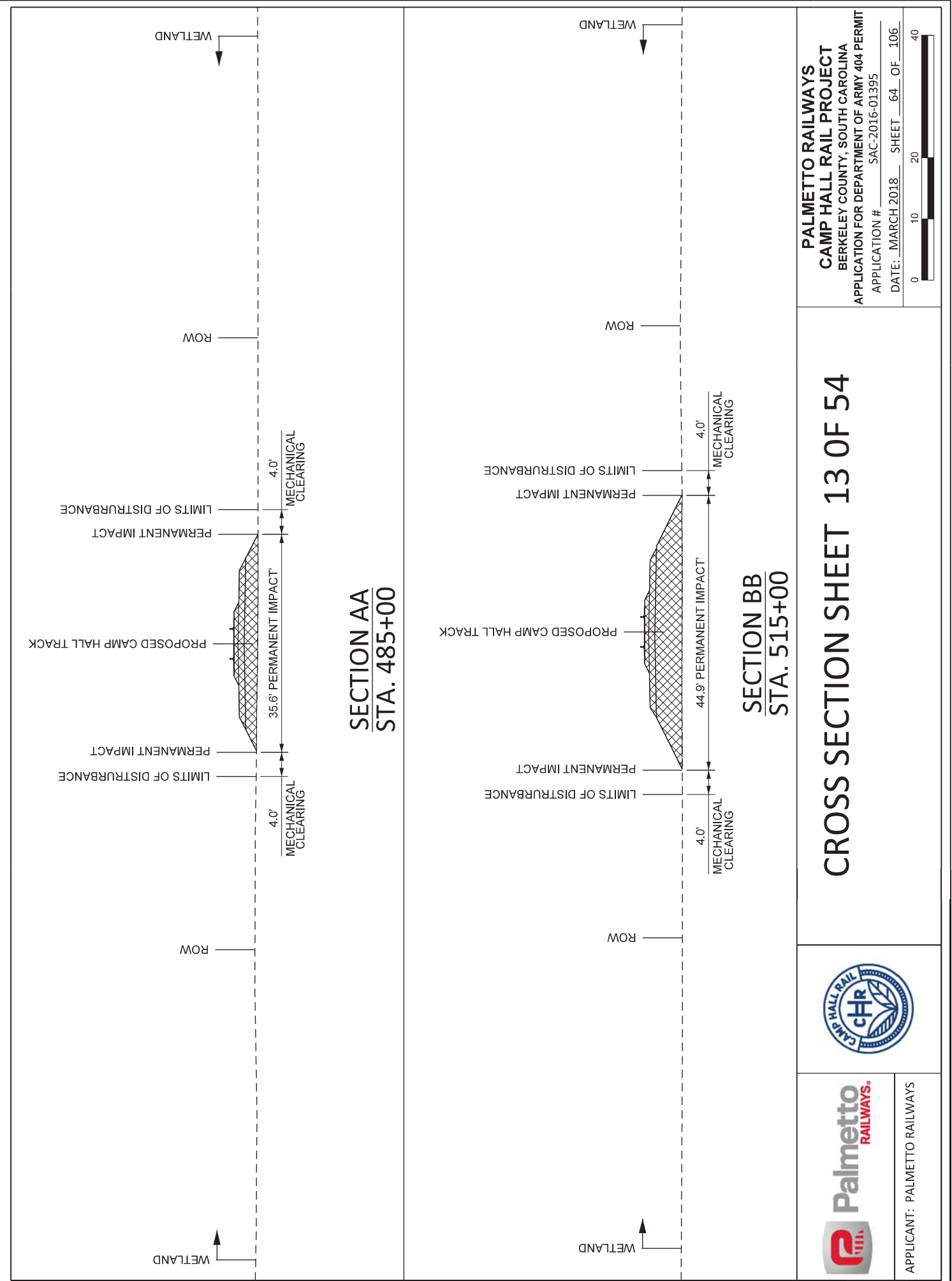
SECTION Z - CULVERT 43
STA. 466+48.36

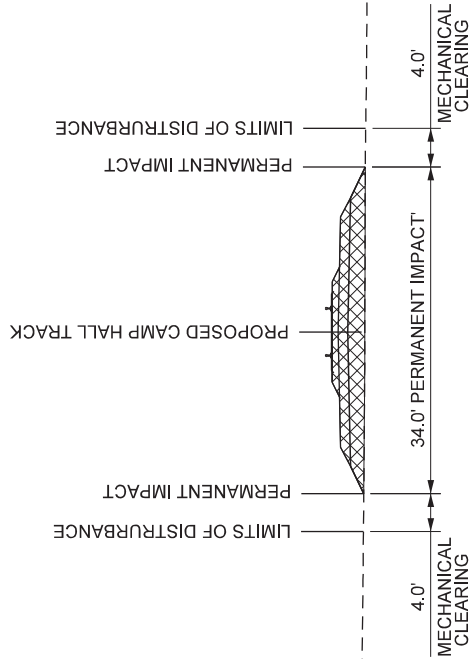
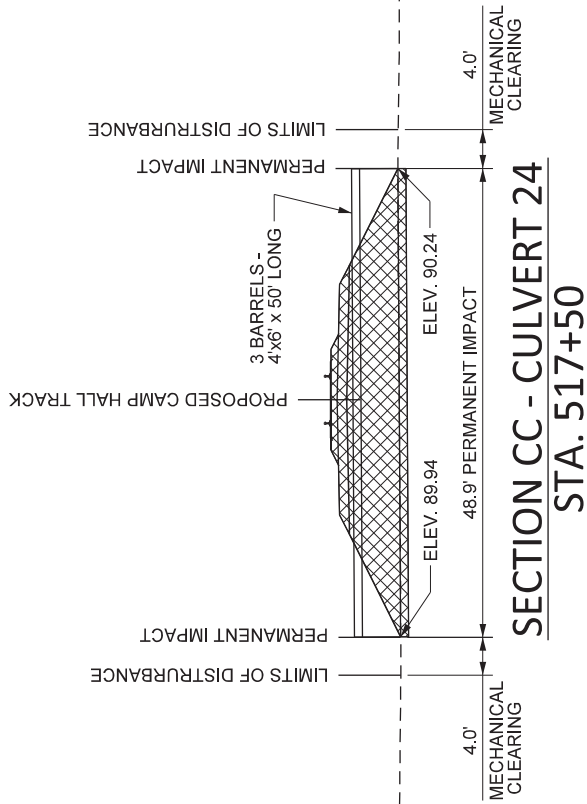
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PALMETTO RAILWAYS
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APPLICANT: PALMETTO RAILWAYS





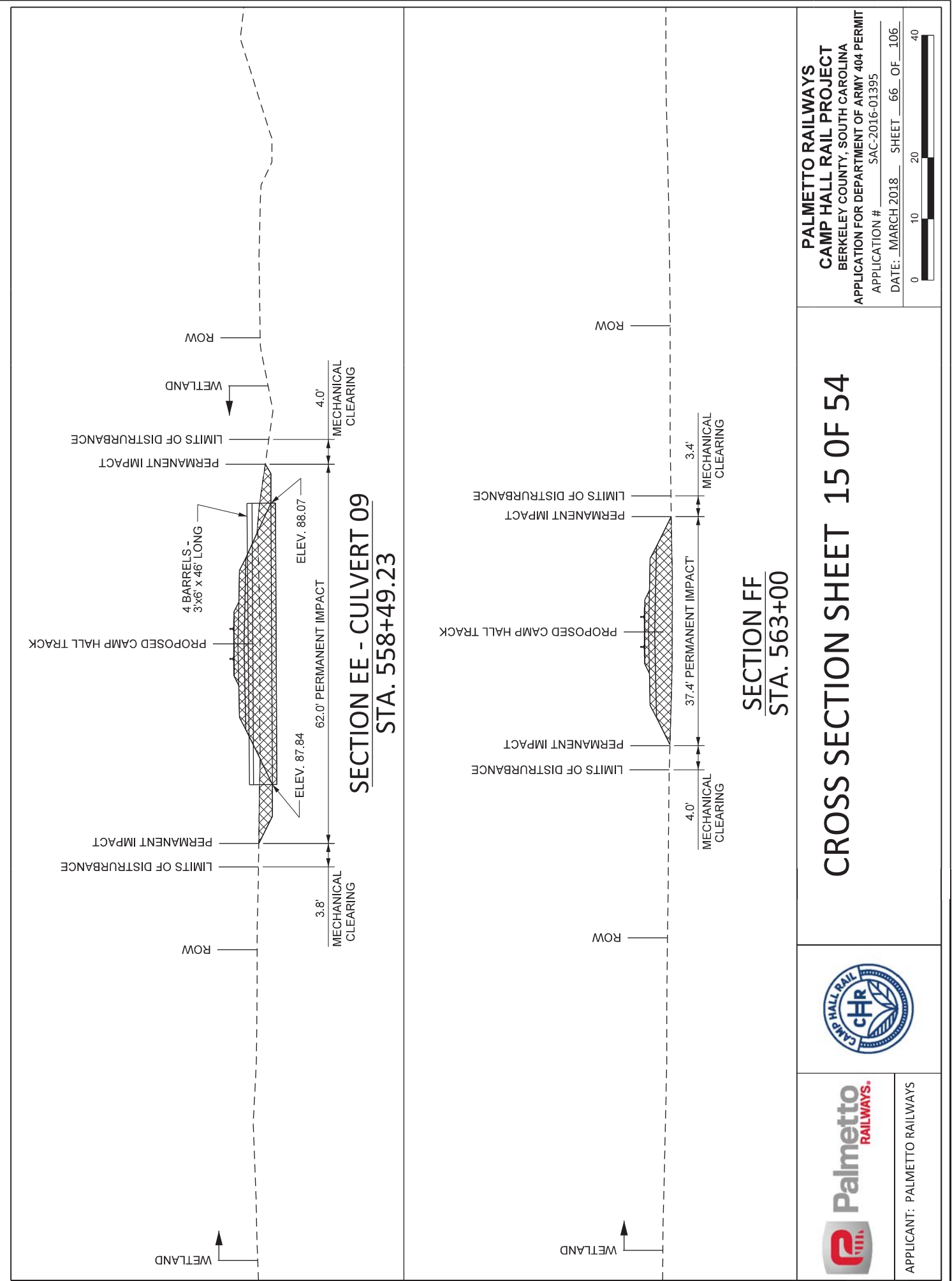
CROSS SECTION SHEET 14 OF 54

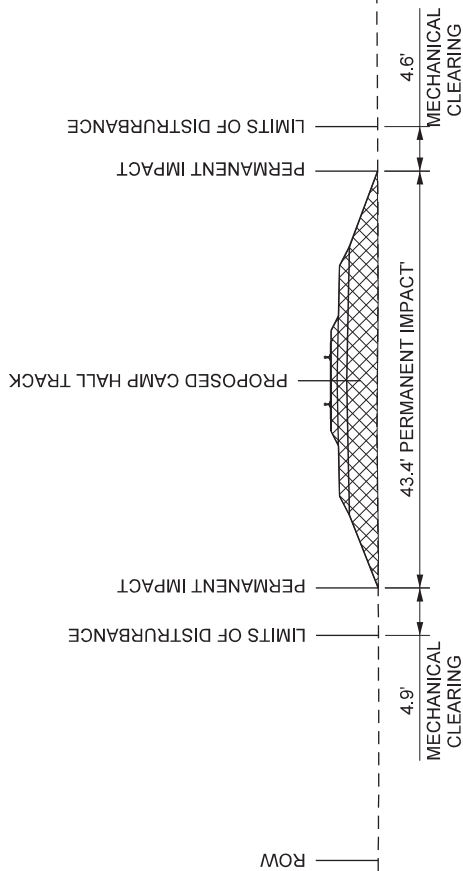
PALMETTO RAILWAYS
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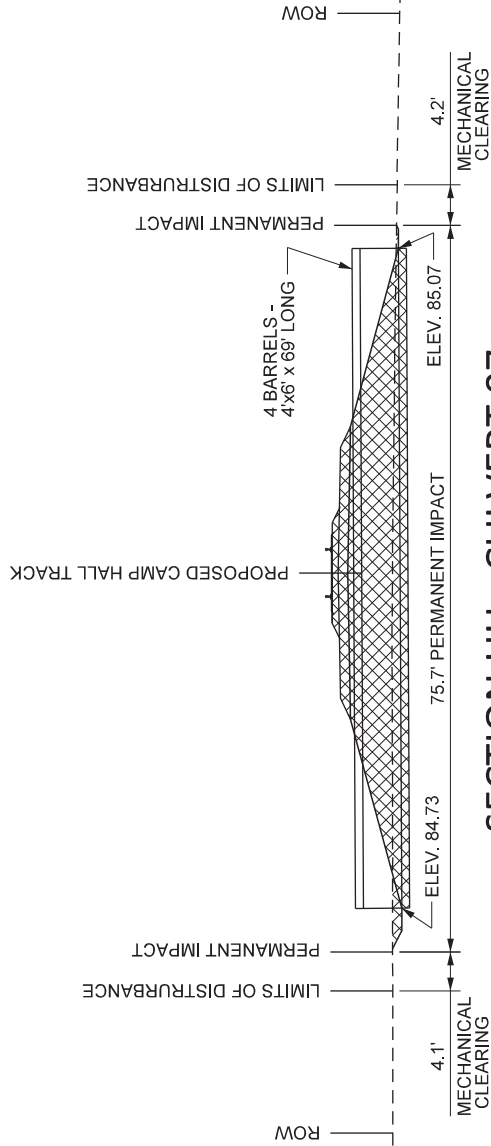
APPLICANT: PALMETTO RAILWAYS







SECTION GG
STA. 589+00



SECTION HH - CULVERT 07
STA. 591+21.73

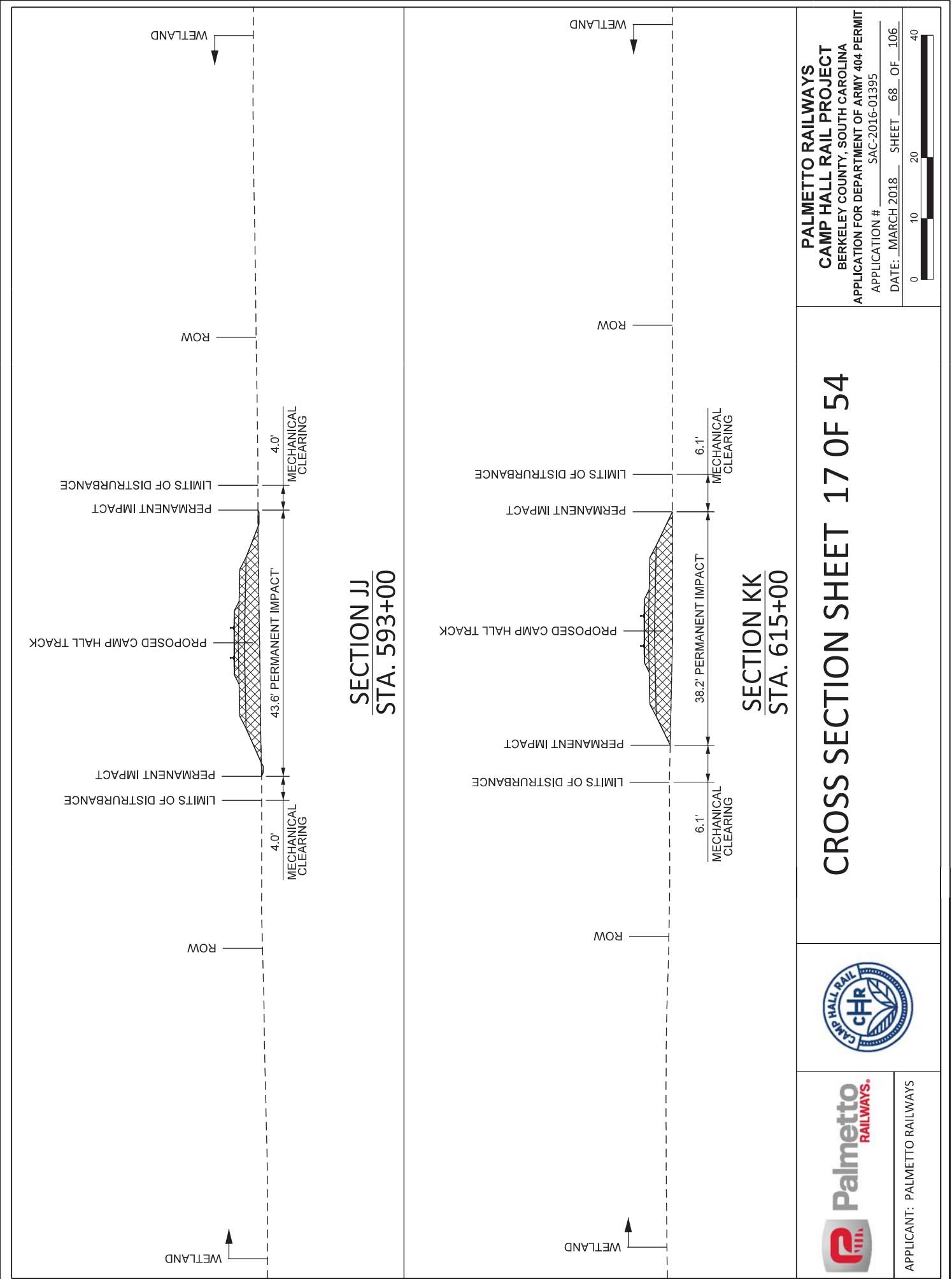


APPLICANT: PALMETTO RAILWAYS

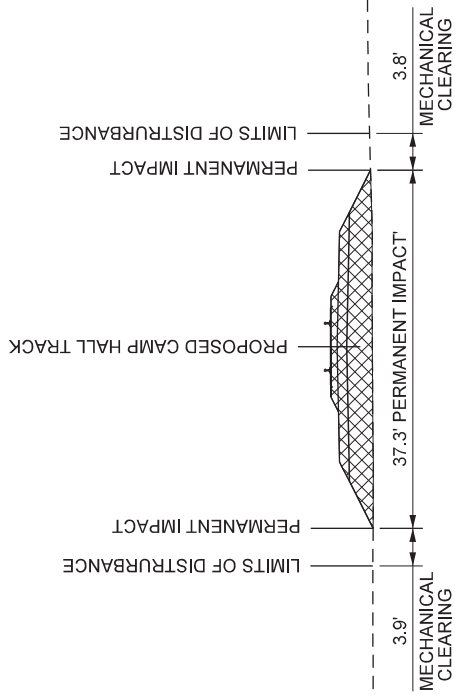


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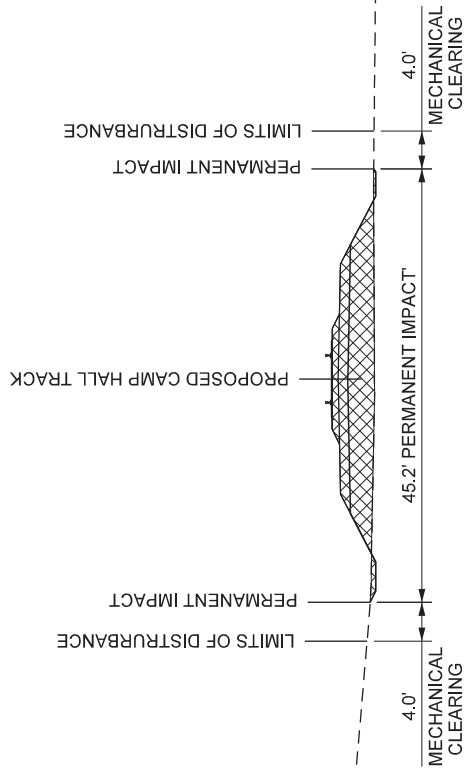
PALMETTO RAILWAYS
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SECTION LL
STA. 630+00



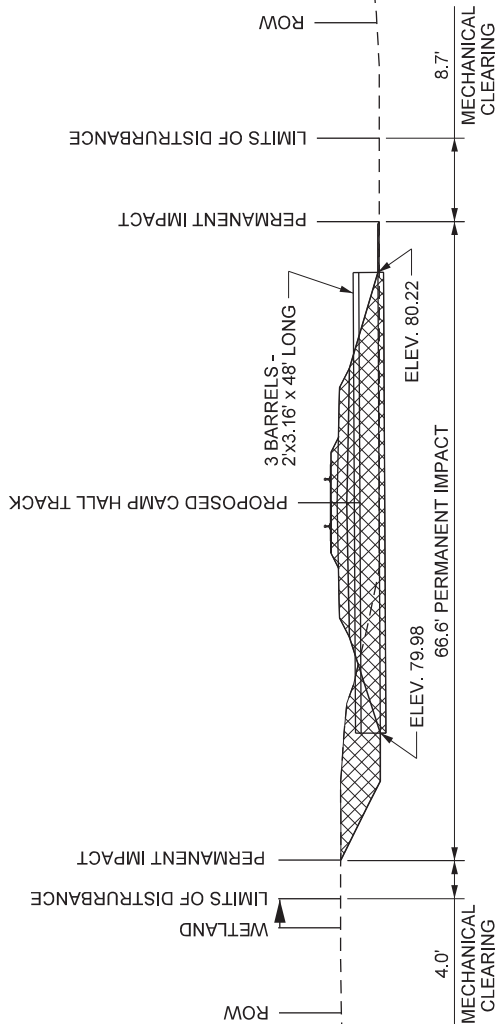
SECTION MM
STA. 665+00



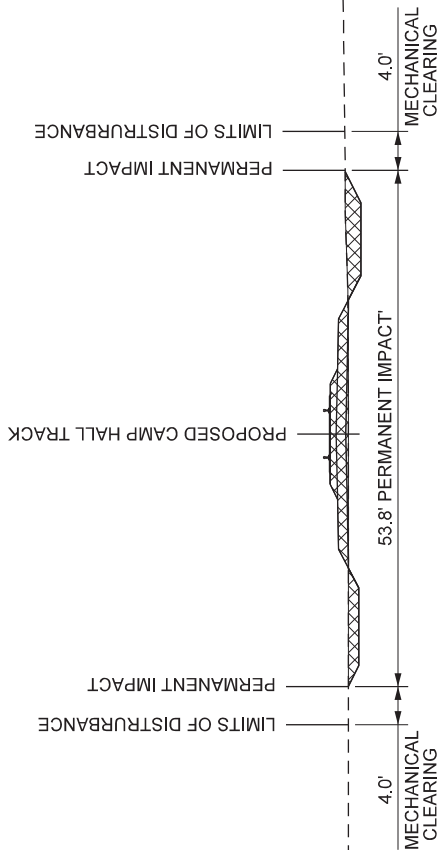
APPLICANT: PALMETTO RAILWAYS

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PALMETTO RAILWAYS
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SECTION NN - CULVERT 25
STA. 678+50.61



SECTION PP
STA. 685+00

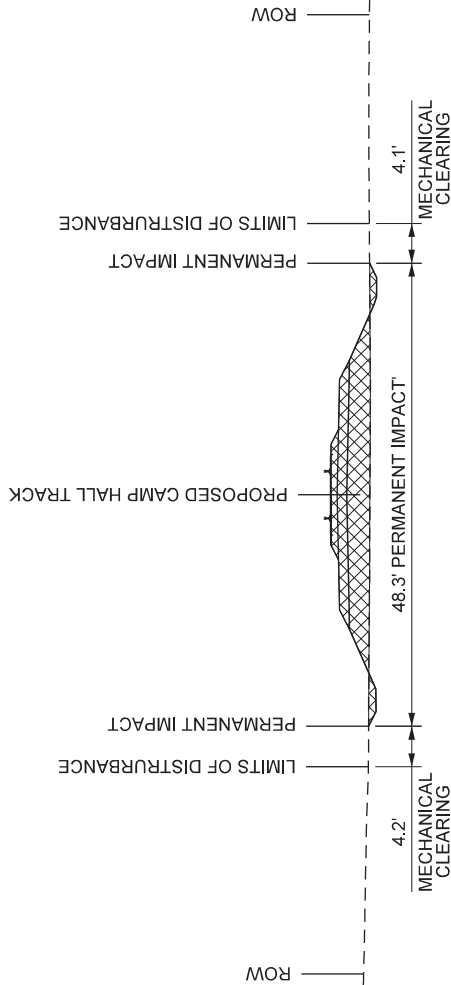


APPLICANT: PALMETTO RAILWAYS

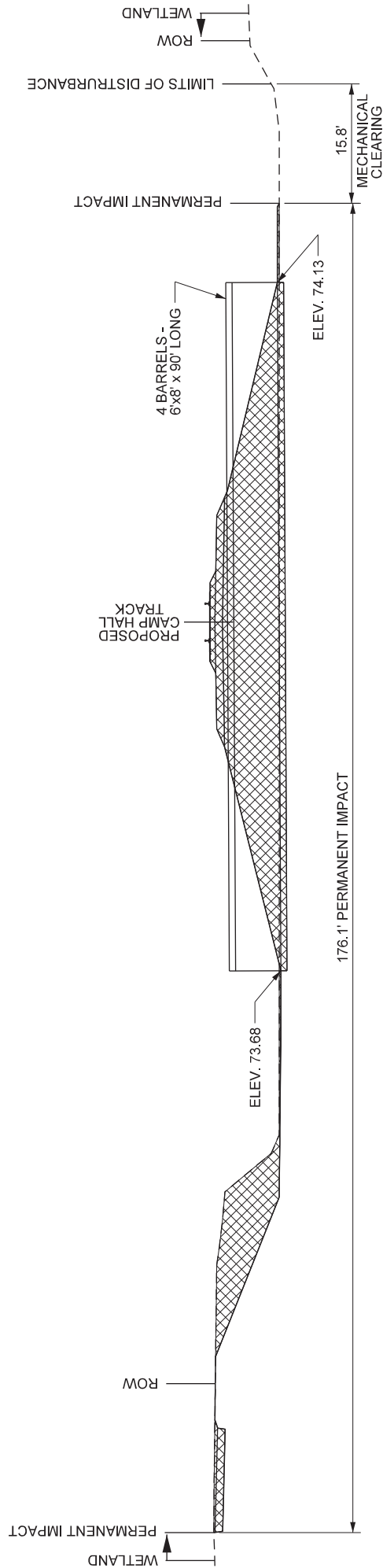
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SECTION QQ
STA. 721+00



SECTION RR - CULVERT 04B AND ACCESS ROADS
STA. 722+41.58

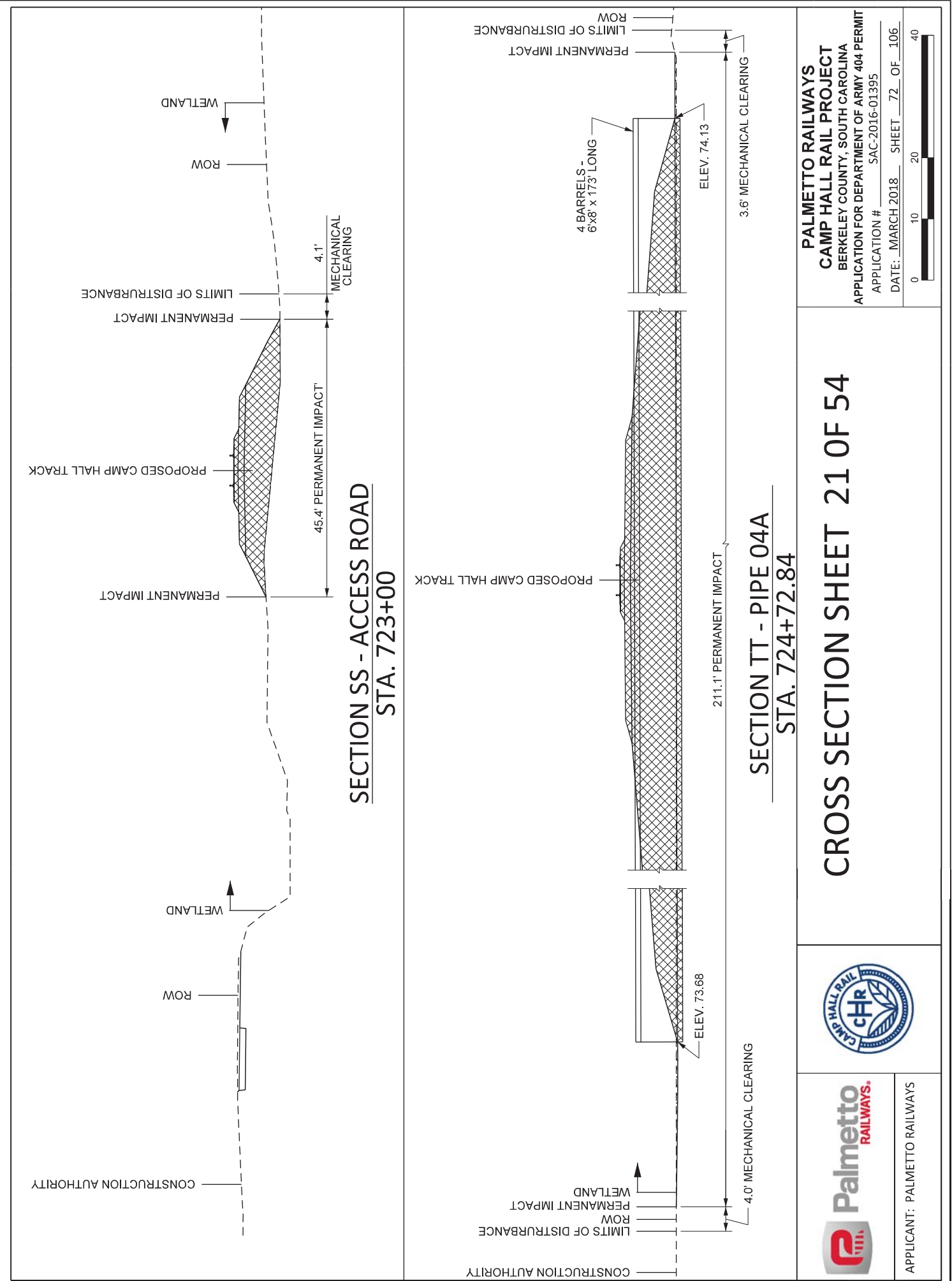


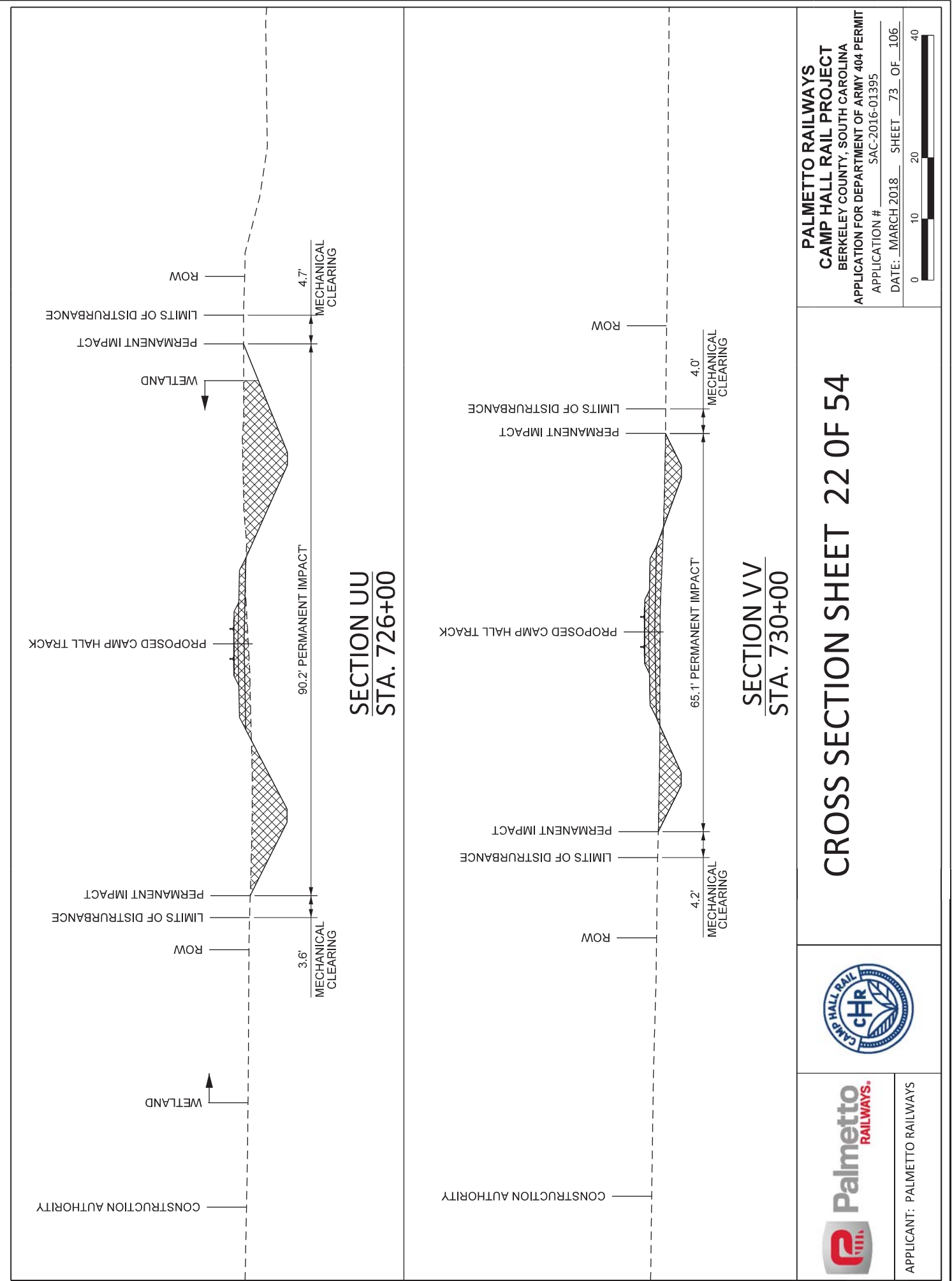
APPLICANT: PALMETTO RAILWAYS



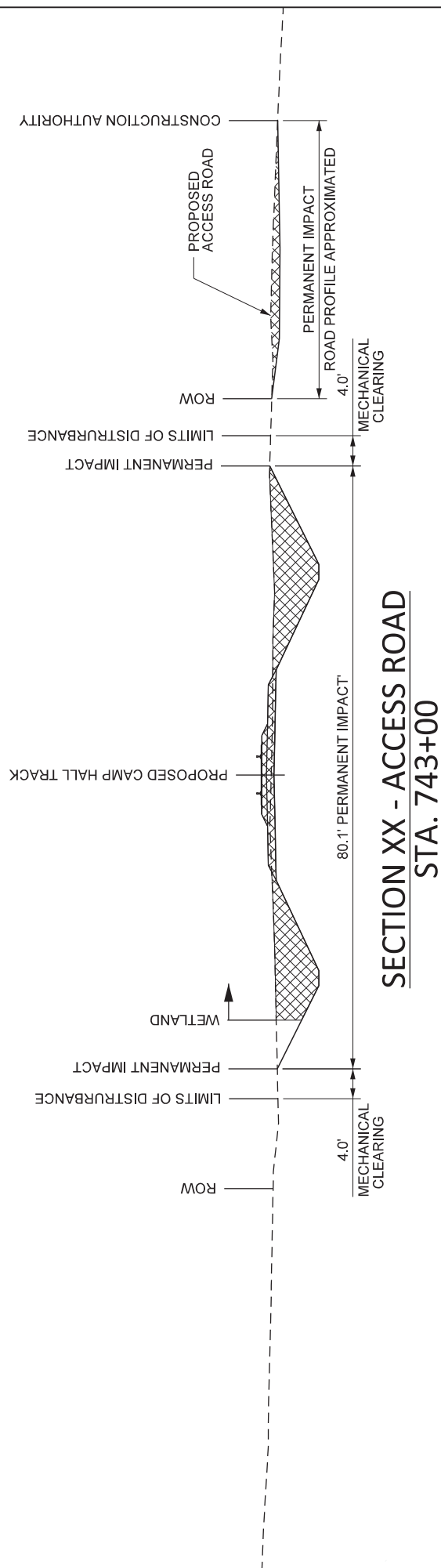
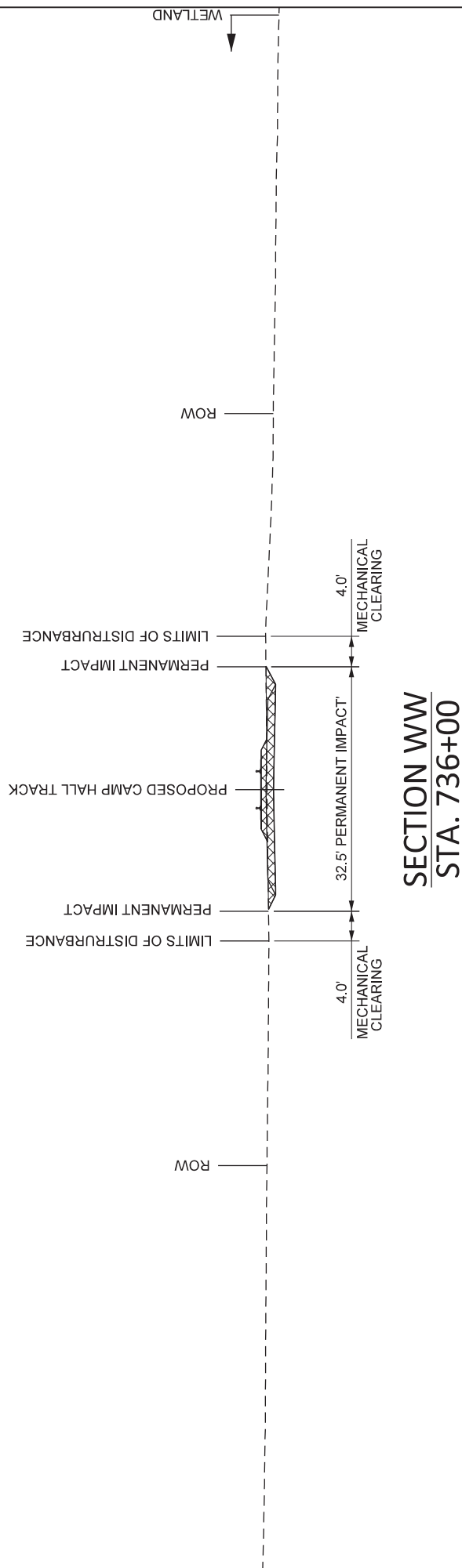
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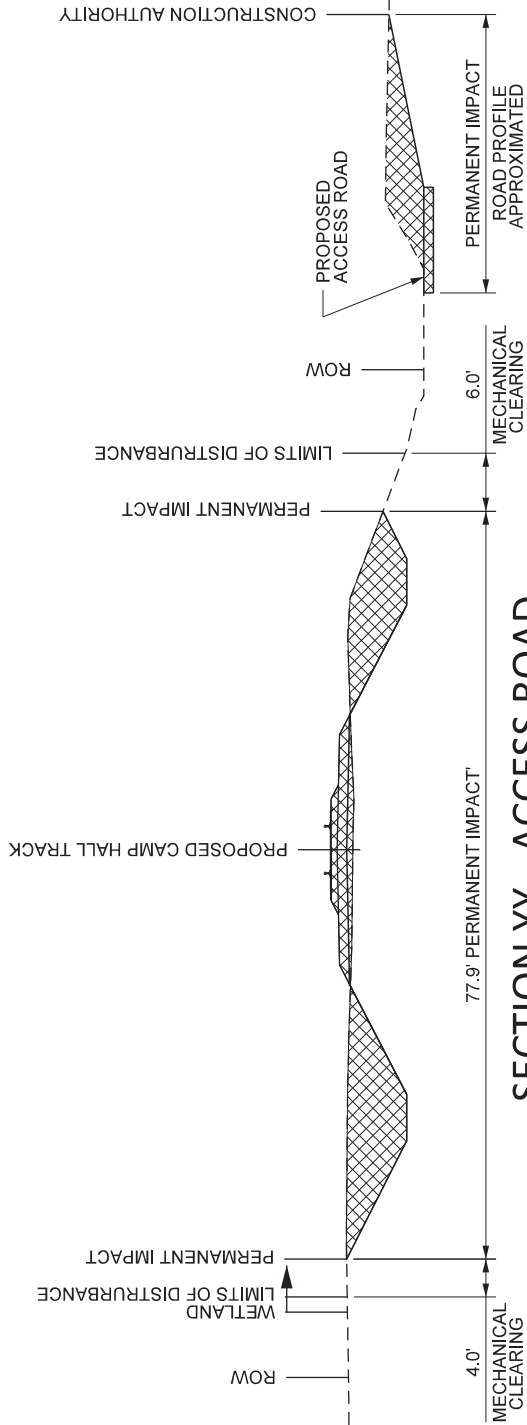




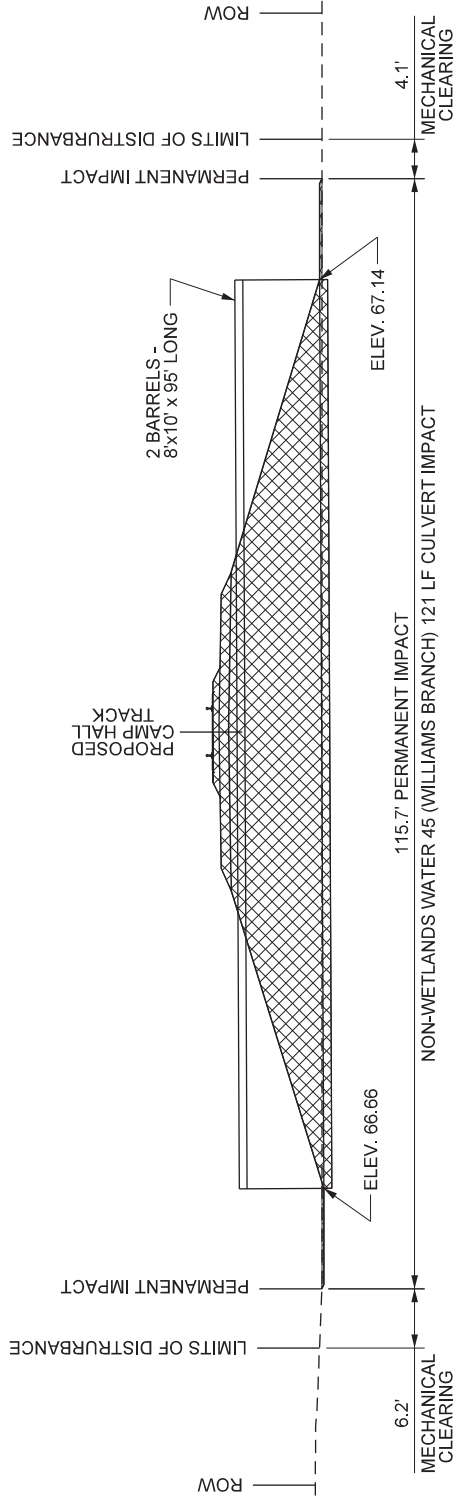
PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
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			APPLICANT: PALMETTO RAILWAYS	



SECTION YY - ACCESS ROAD
STA. 751+00



SECTION ZZ - CULVERT 03
STA. 754+87.61

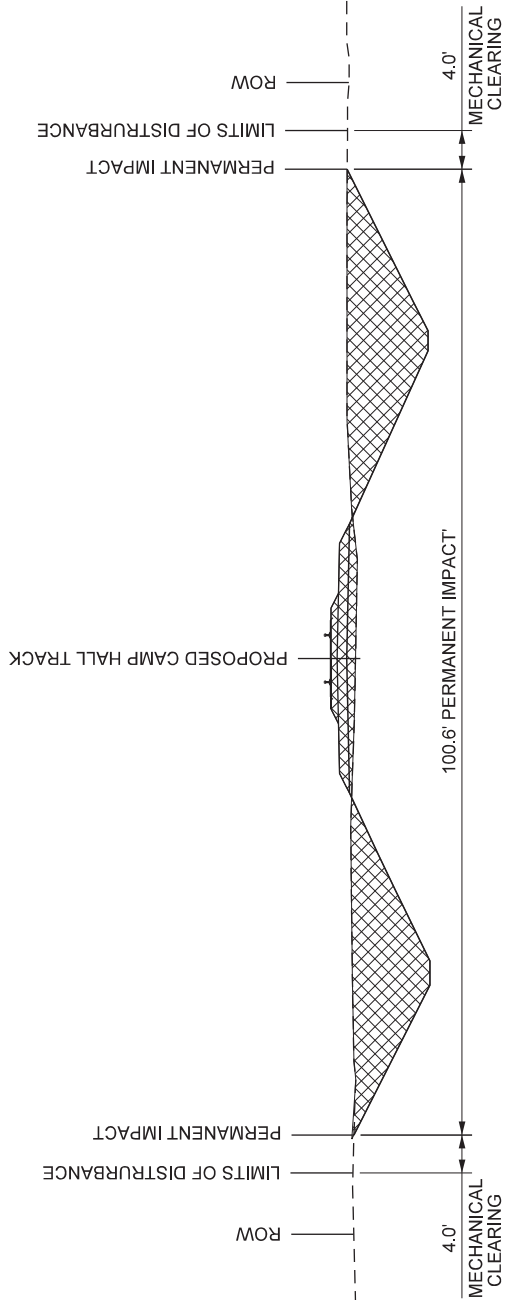


APPLICANT: PALMETTO RAILWAYS

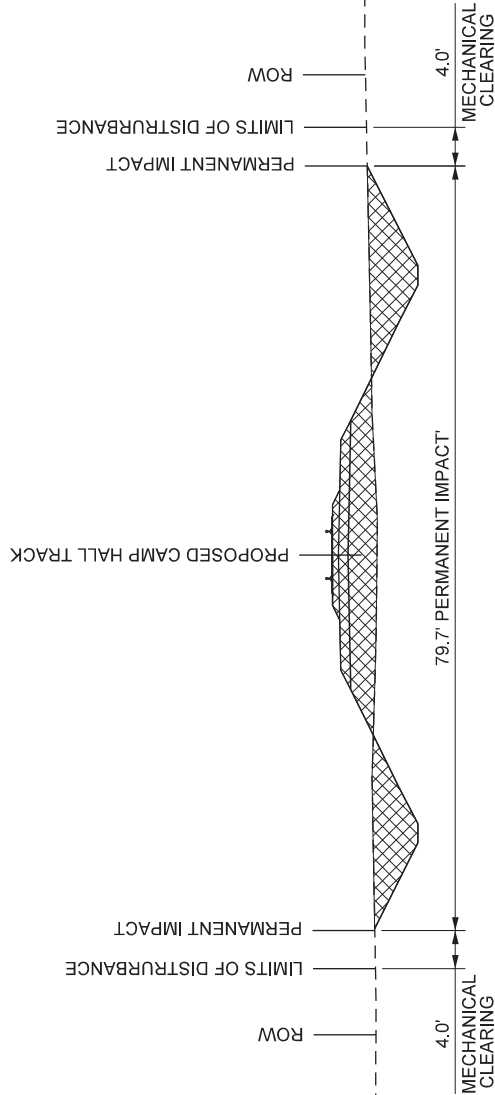


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SECTION AAA
STA. 760+00



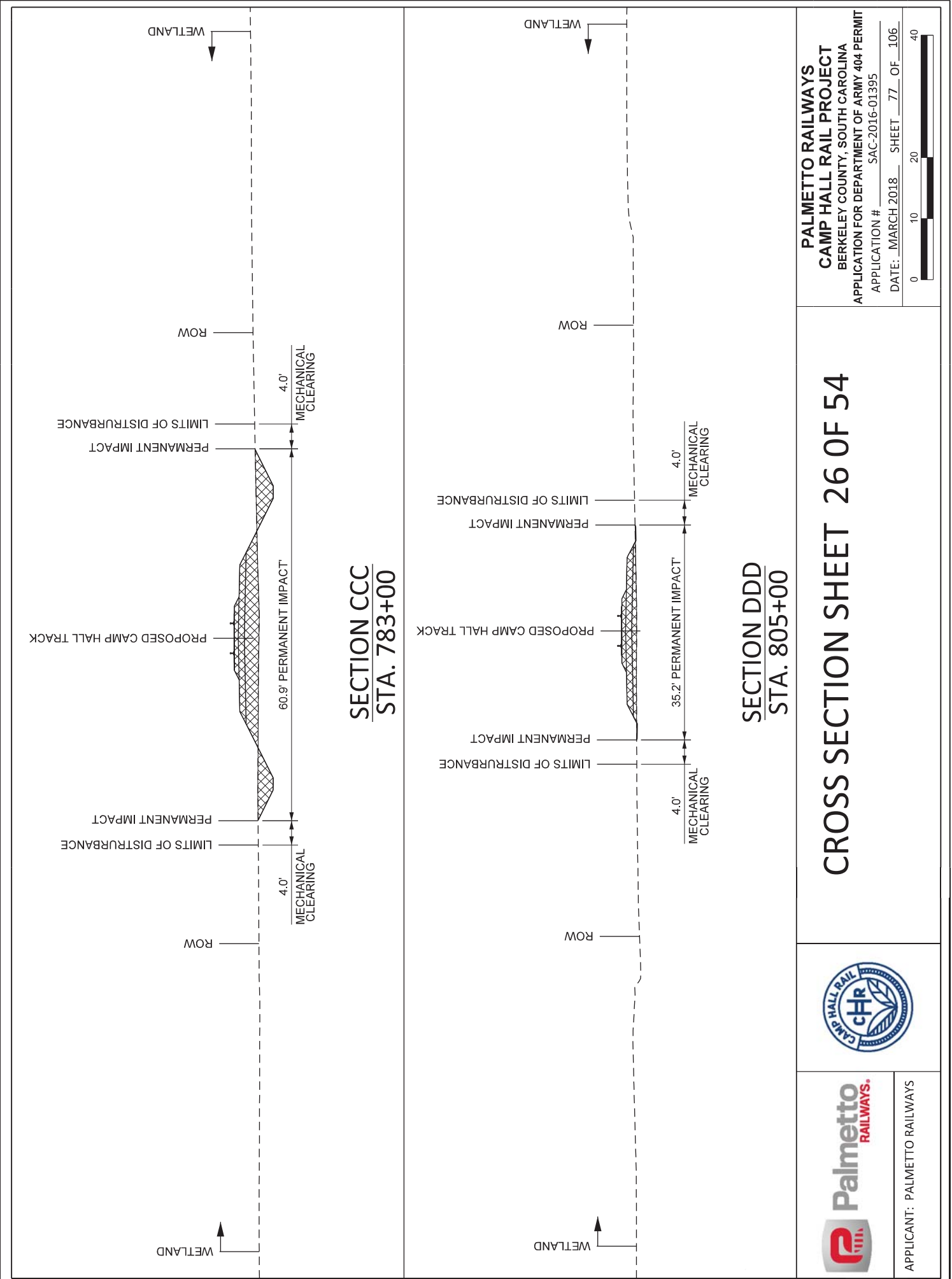
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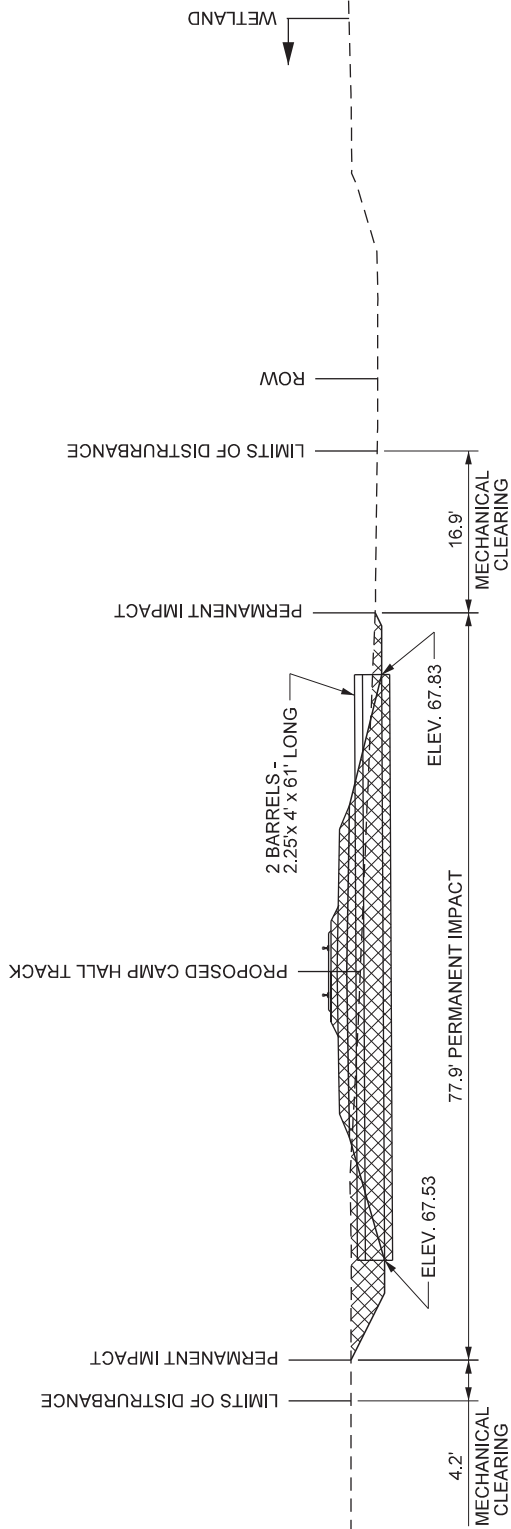
CROSS SECTION SHEET 25 OF 54



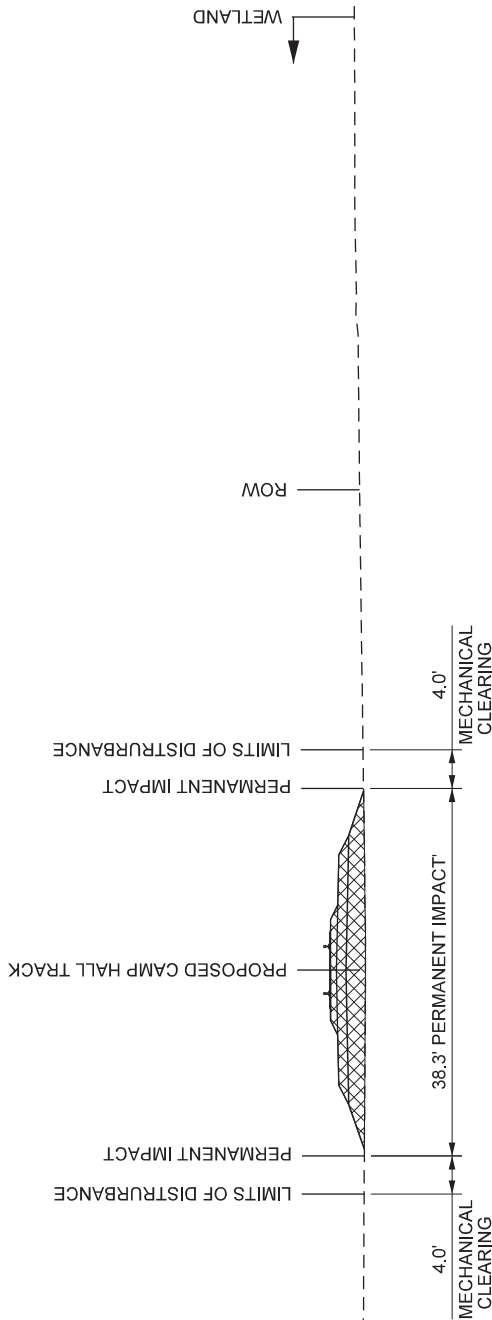
APPLICANT: PALMETTO RAILWAYS

PALMETTO RAILWAYS
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SECTION EEE - CULVERT 23A
STA. 817+03.72



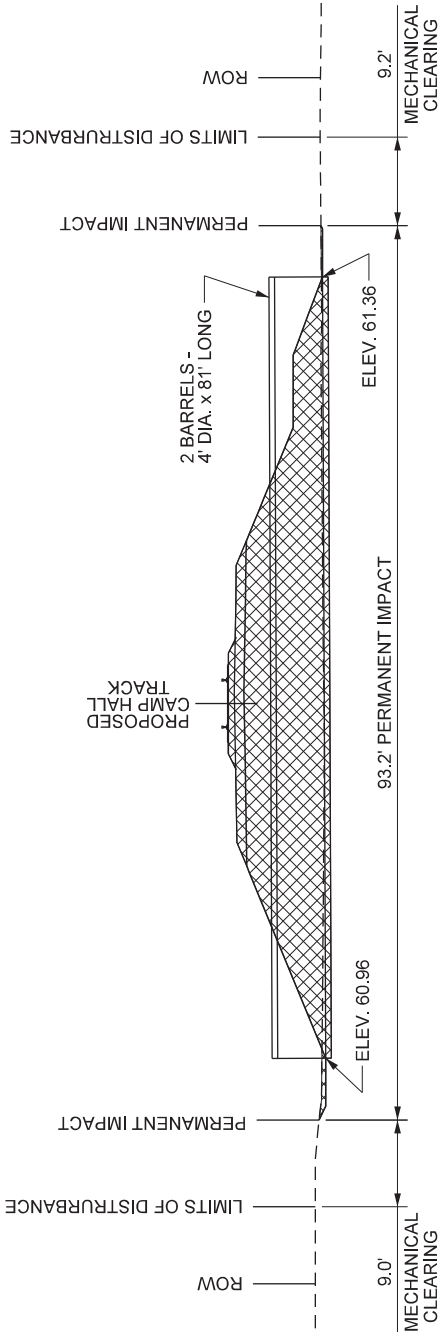
SECTION FFF
STA. 820+00

PALMETTO RAILWAYS
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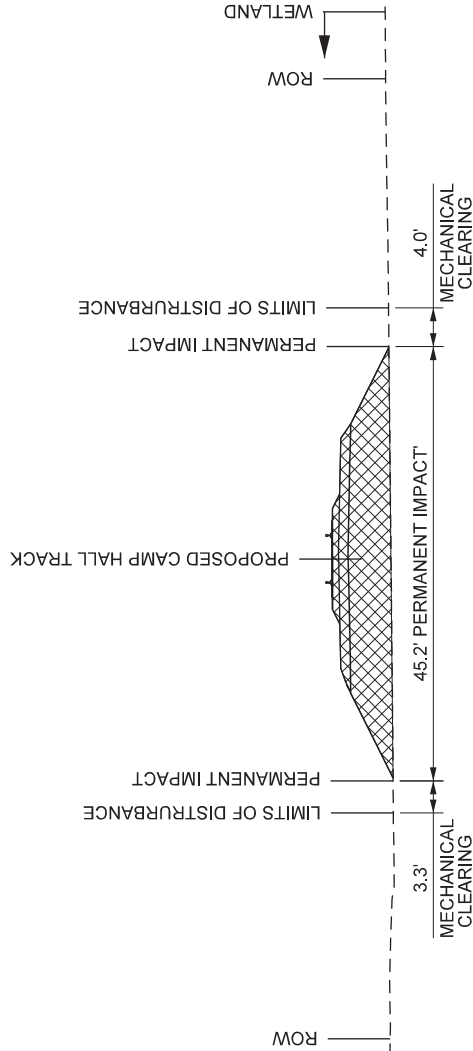
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APPLICANT: PALMETTO RAILWAYS



SECTION GGG - CULVERT 41
STA. 829+42.90



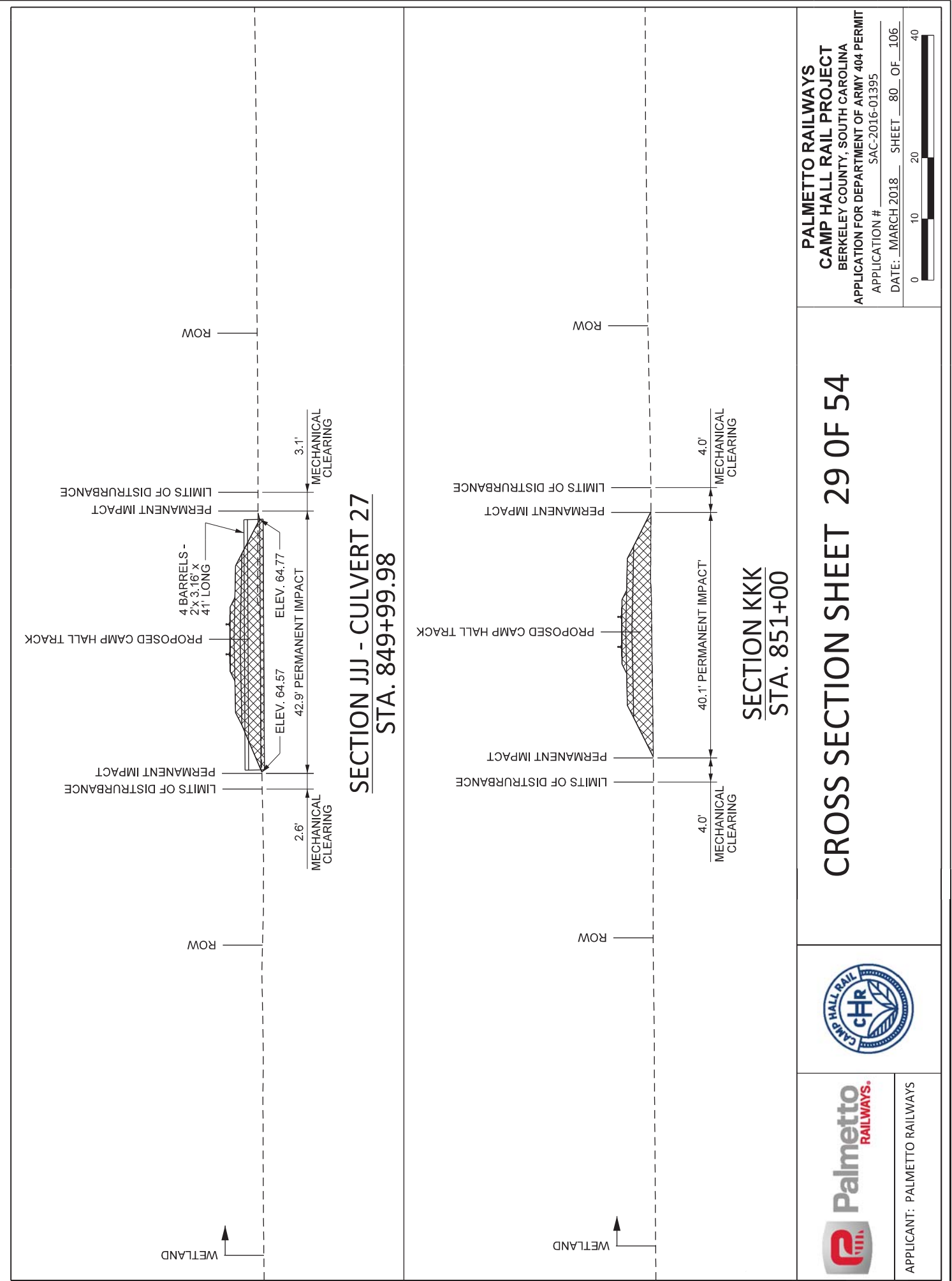
SECTION HHH
STA. 830+00

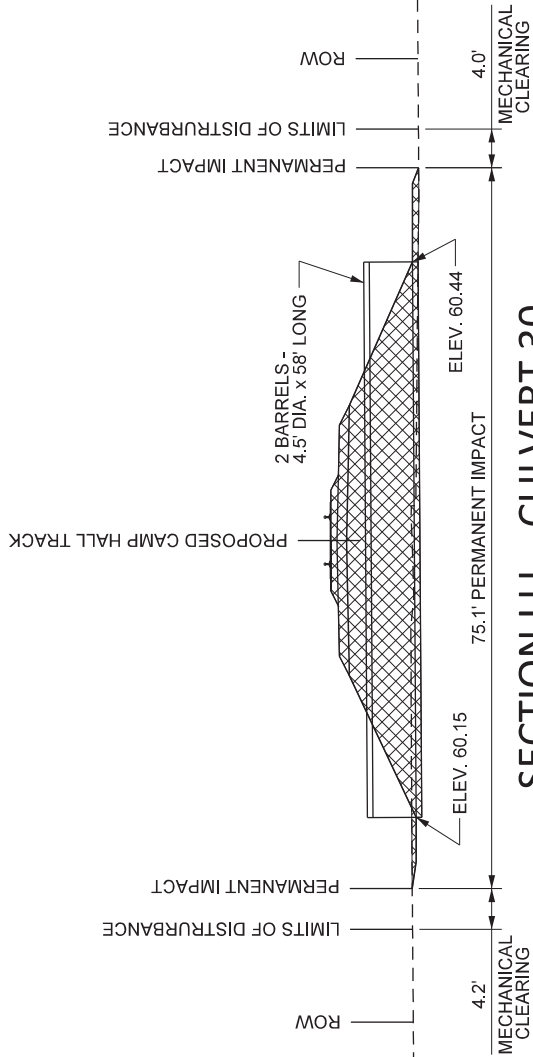
CROSS SECTION SHEET 28 OF 54



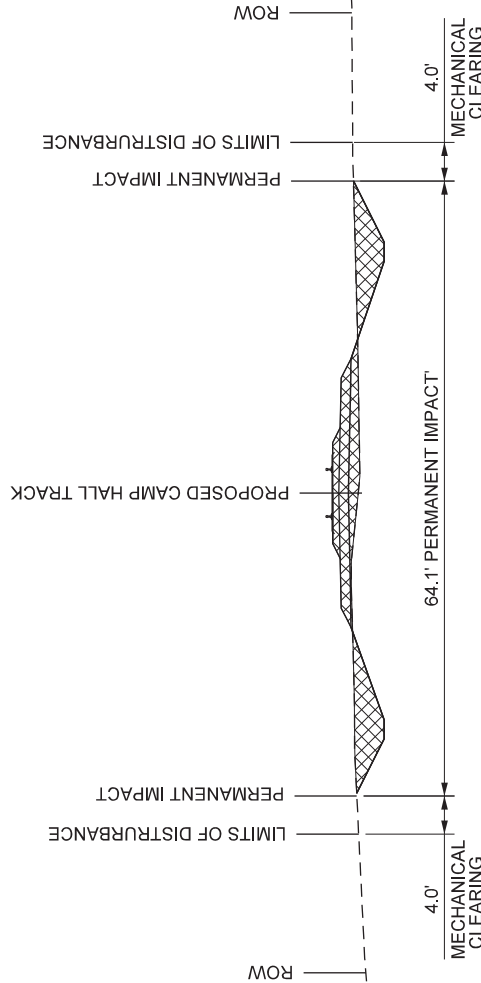
APPLICANT: PALMETTO RAILWAYS

PALMETTO RAILWAYS
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SECTION LLL - CULVERT 30
STA. 853+25.30



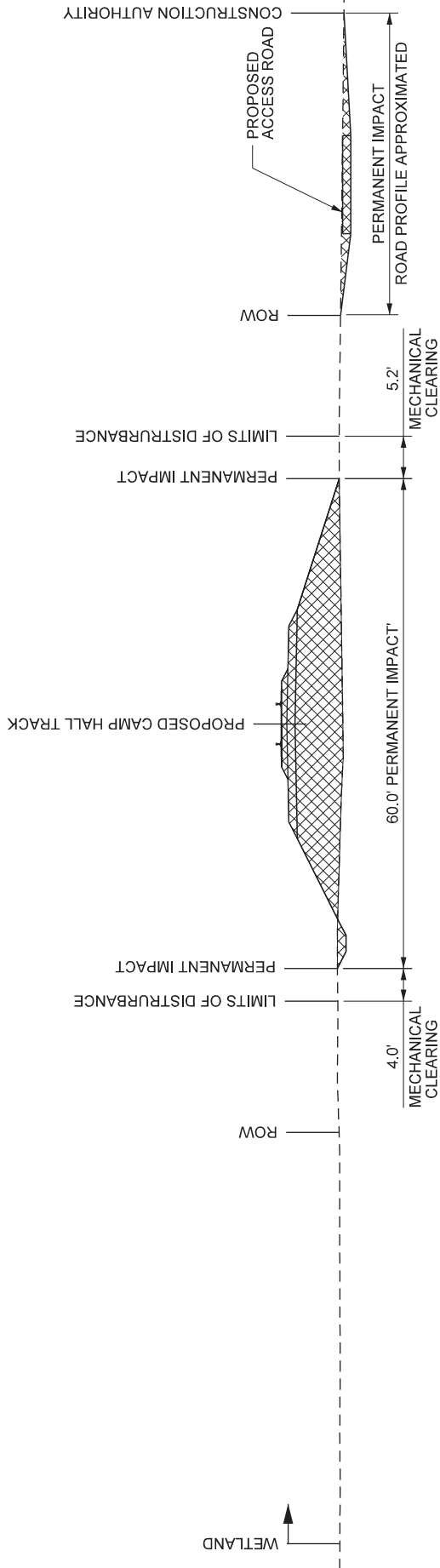
SECTION MMM
STA. 866+00

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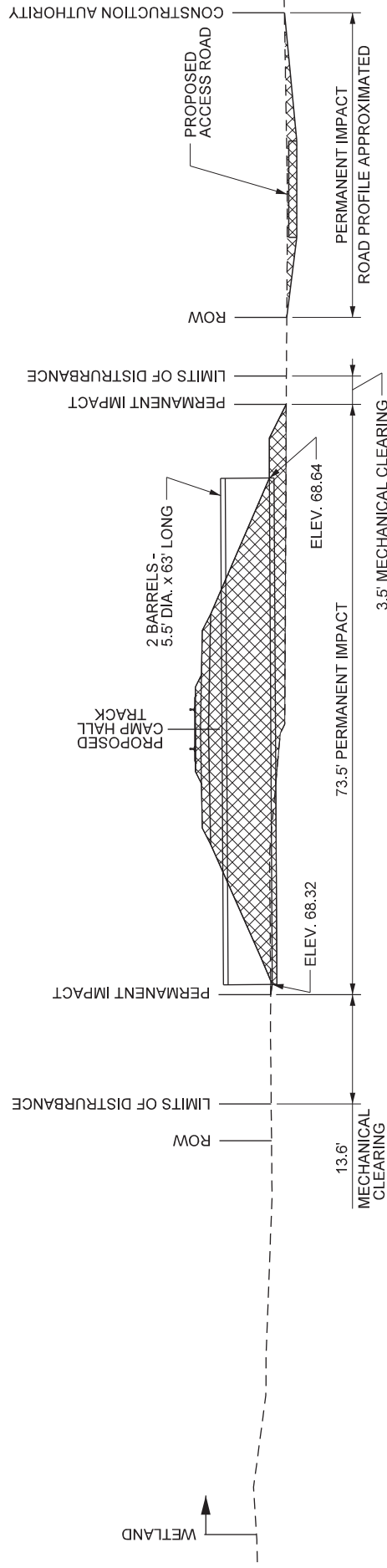
PALMETTO RAILWAYS
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APPLICANT: PALMETTO RAILWAYS



**SECTION NNN
STA. 874+00**



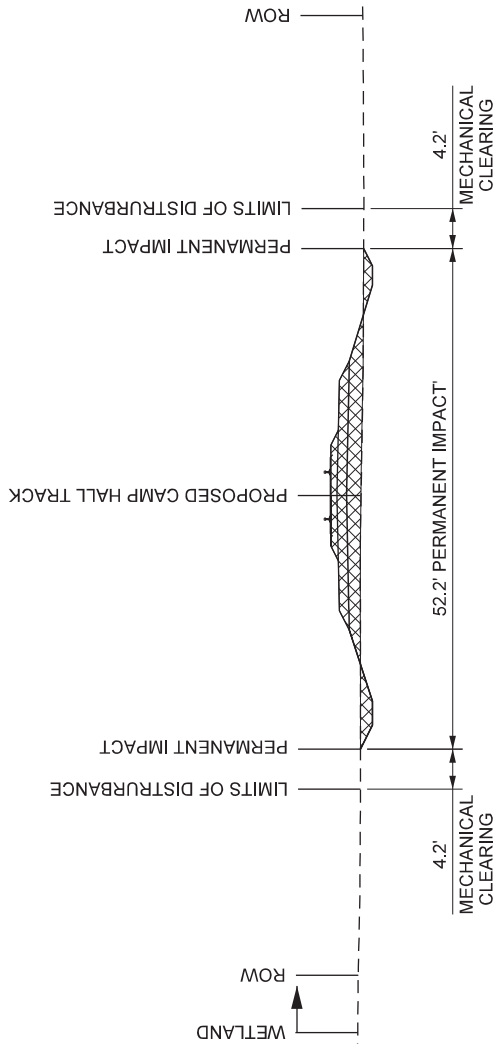
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STA. 874+33.33**



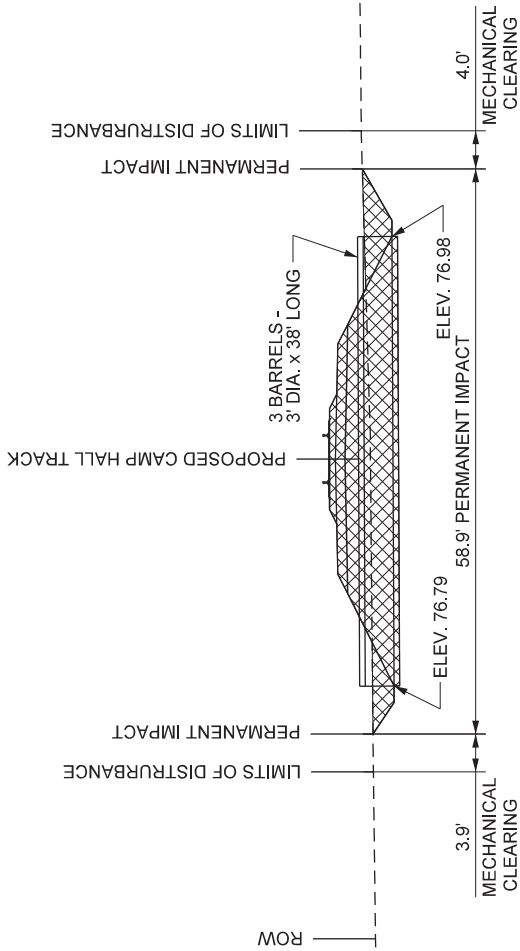
APPLICANT: PALMETTO RAILWAYS

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
 BERKELEY COUNTY, SOUTH CAROLINA
 APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
 APPLICATION # SAC-2016-01395
 DATE: MARCH 2018 SHEET 82 OF 106
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CROSS SECTION SHEET 31 OF 54



SECTION QQQ
STA. 886+00



SECTION RRR - CULVERT 37
STA. 918+47.04



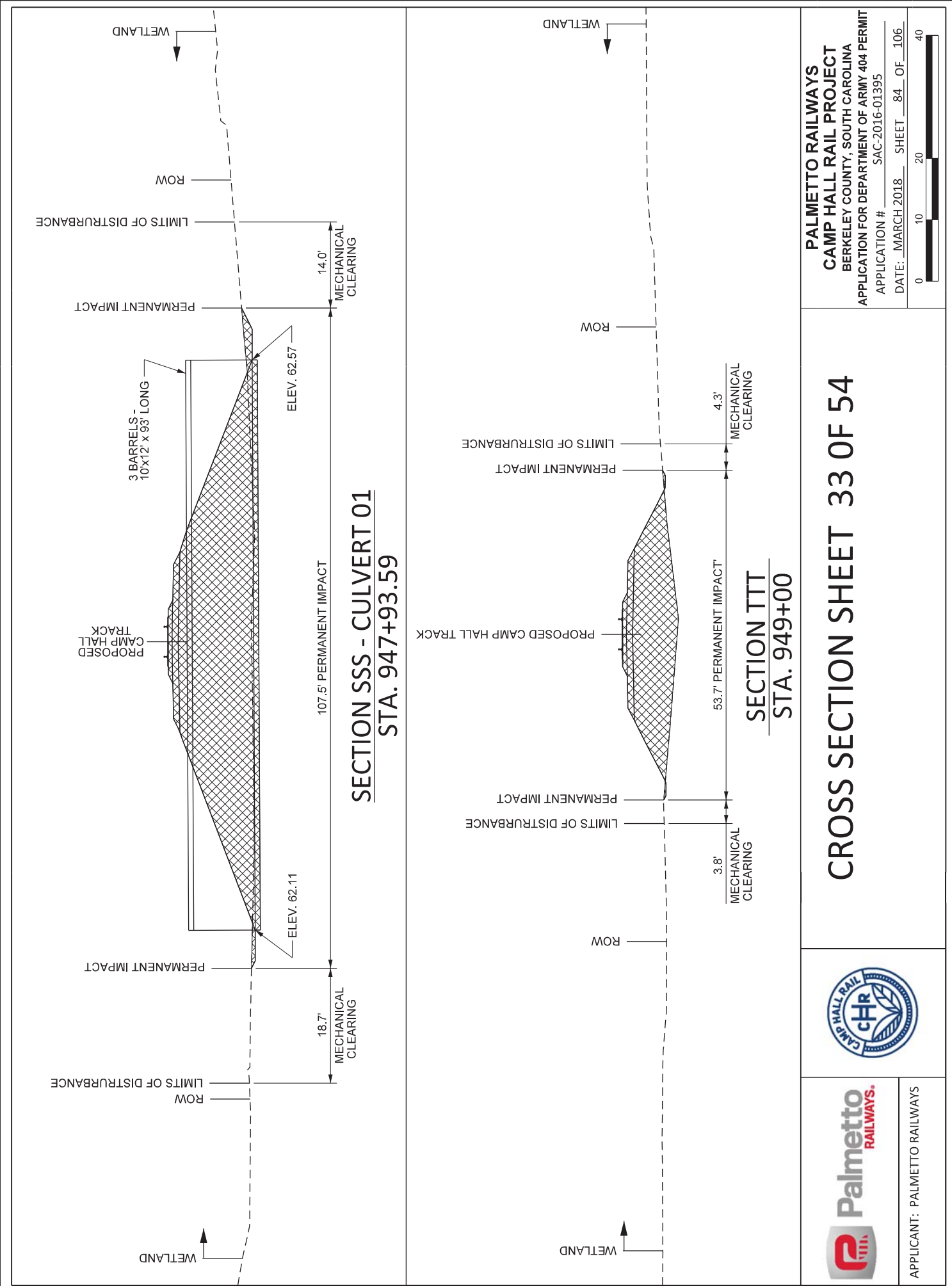
APPLICANT: PALMETTO RAILWAYS

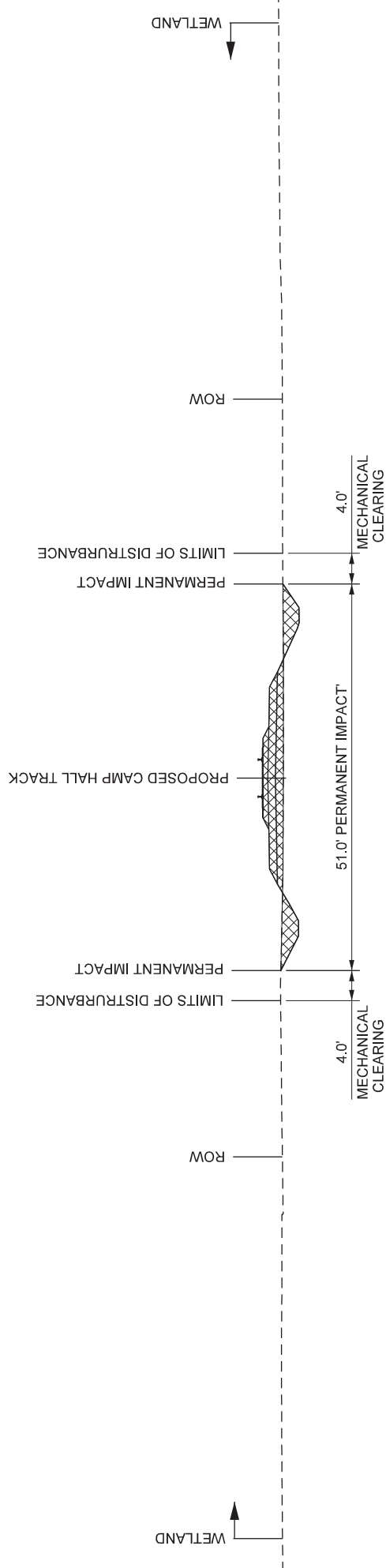
CROSS SECTION SHEET 32 OF 54

PALMETTO RAILWAYS
CAMP HALL RAIL PROJECT
BERKELEY COUNTY, SOUTH CAROLINA
APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT
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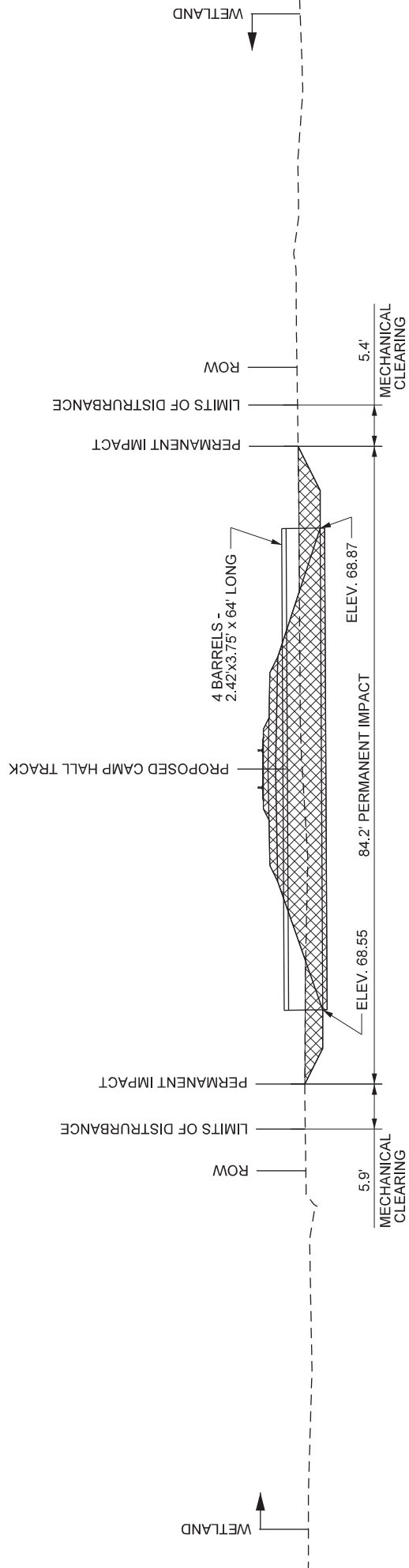
DATE: MARCH 2018 SHEET 83 OF 106







SECTION UUU
STA. 960+00

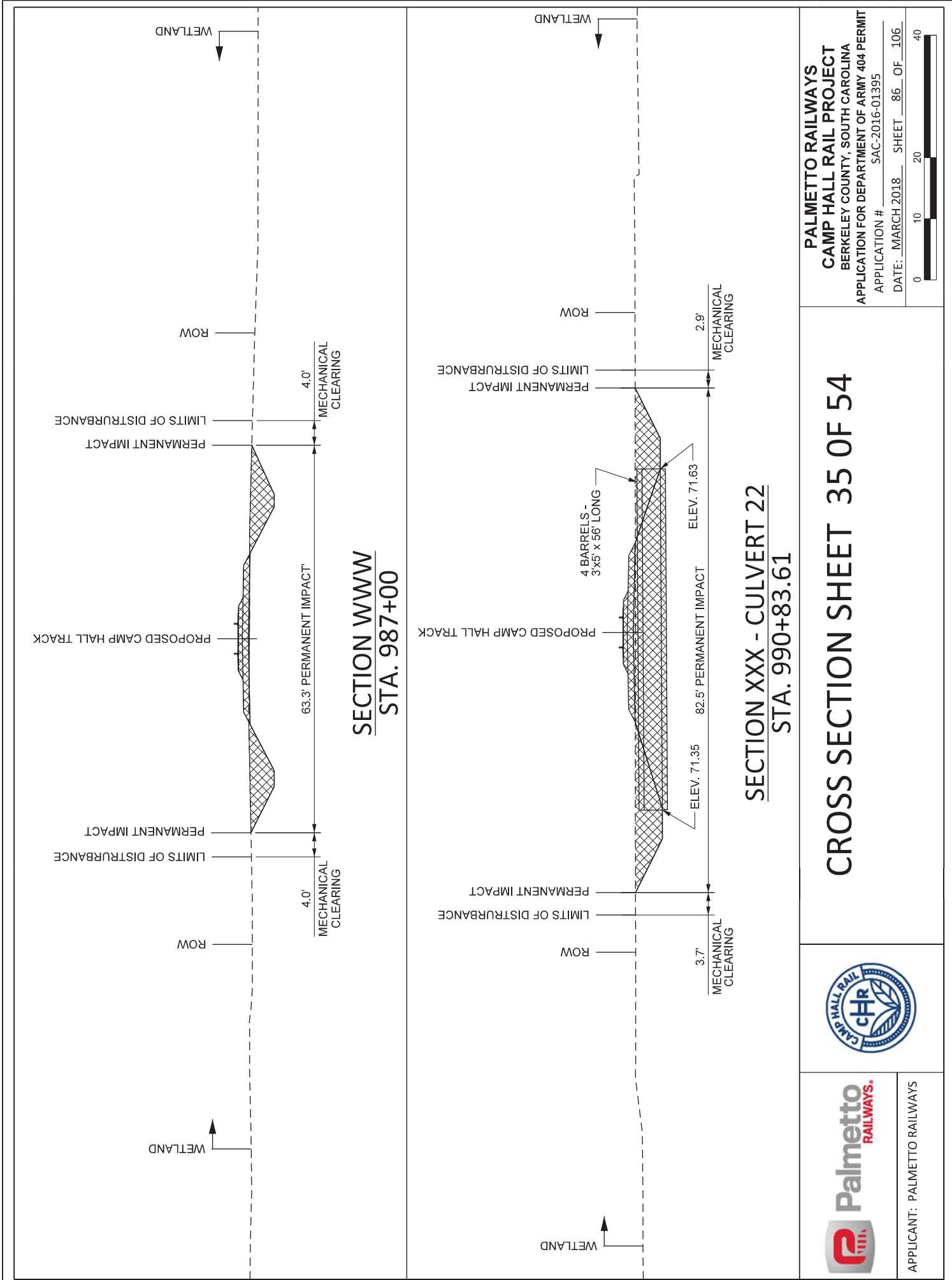


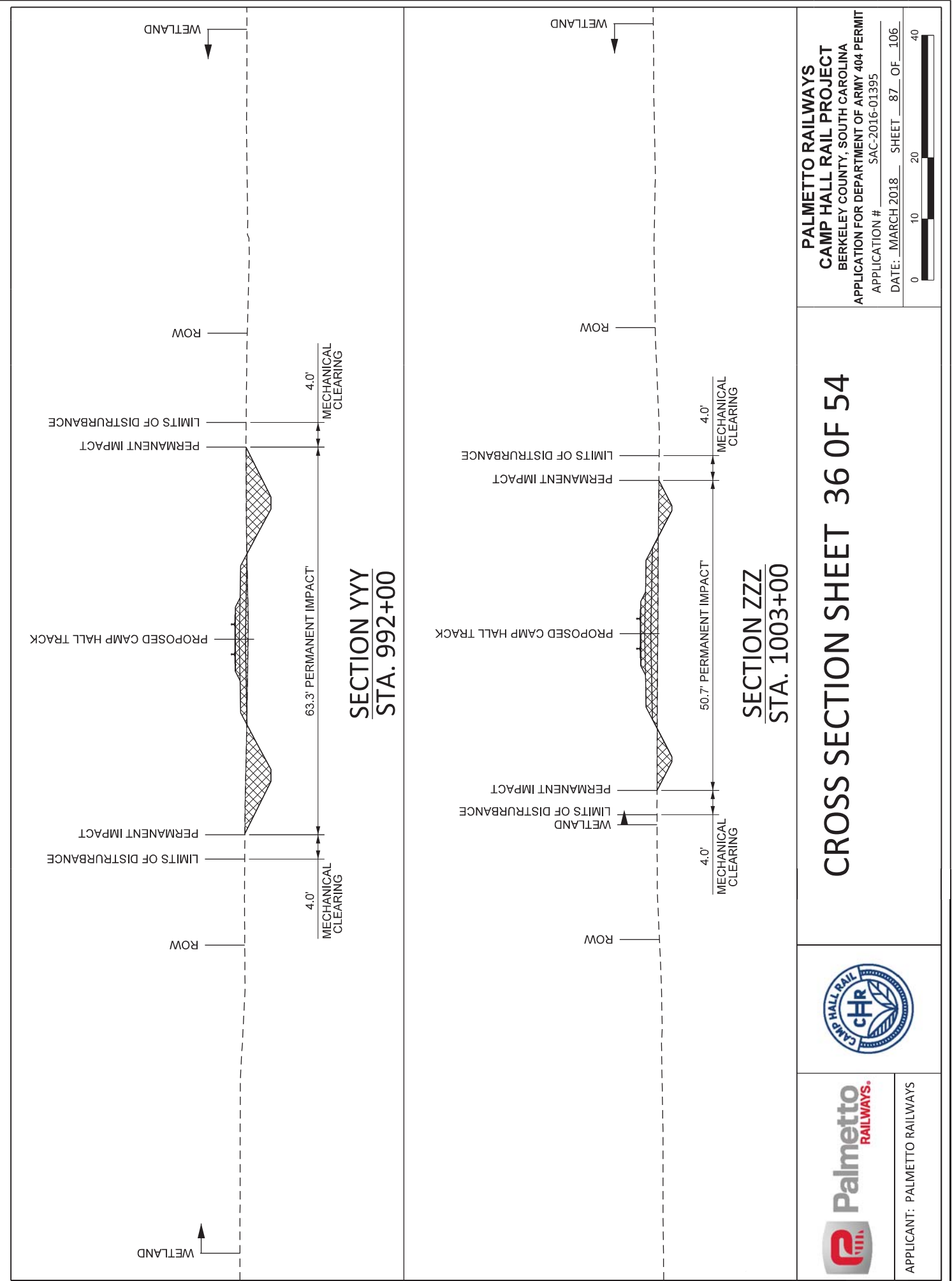
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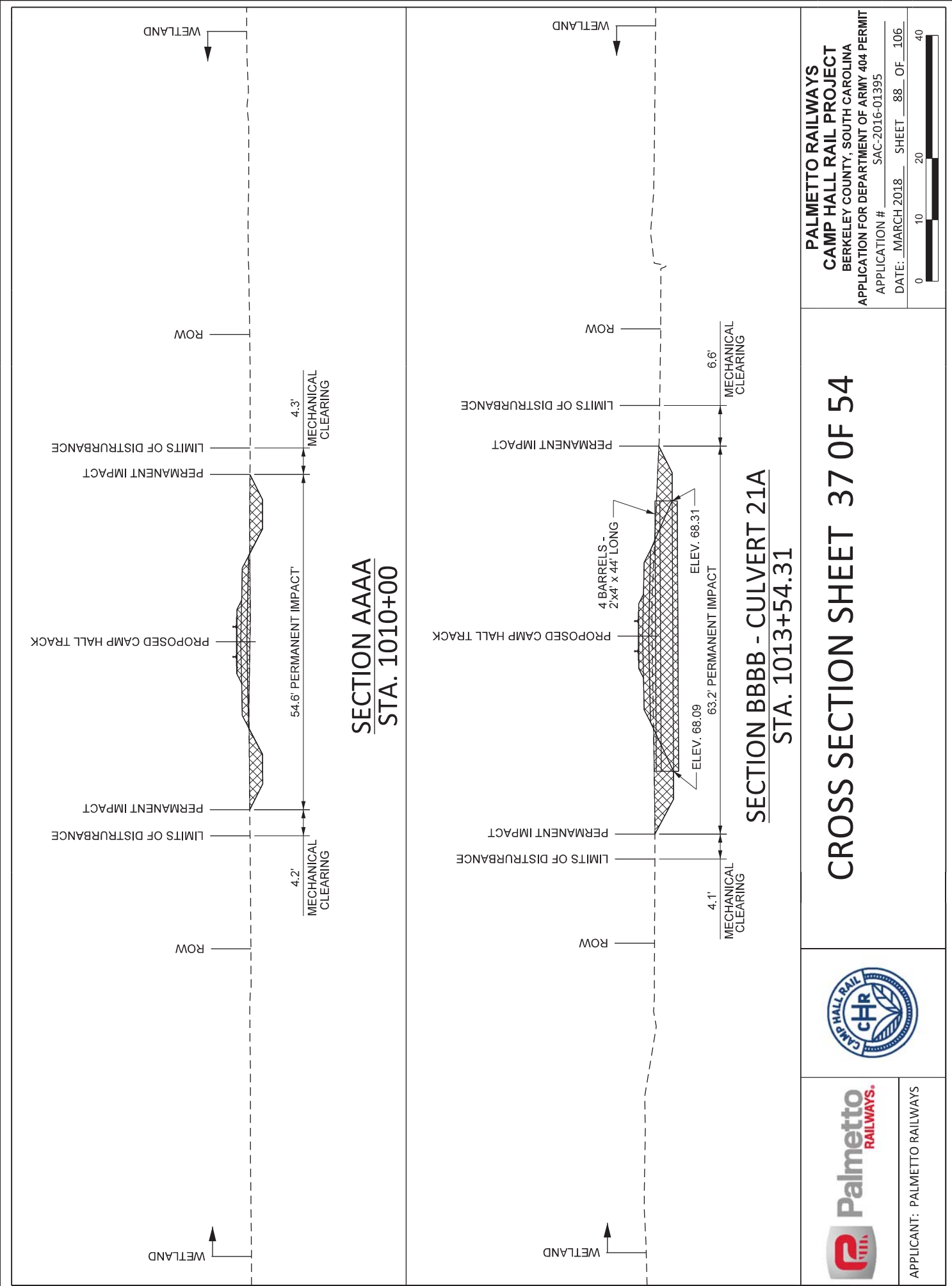
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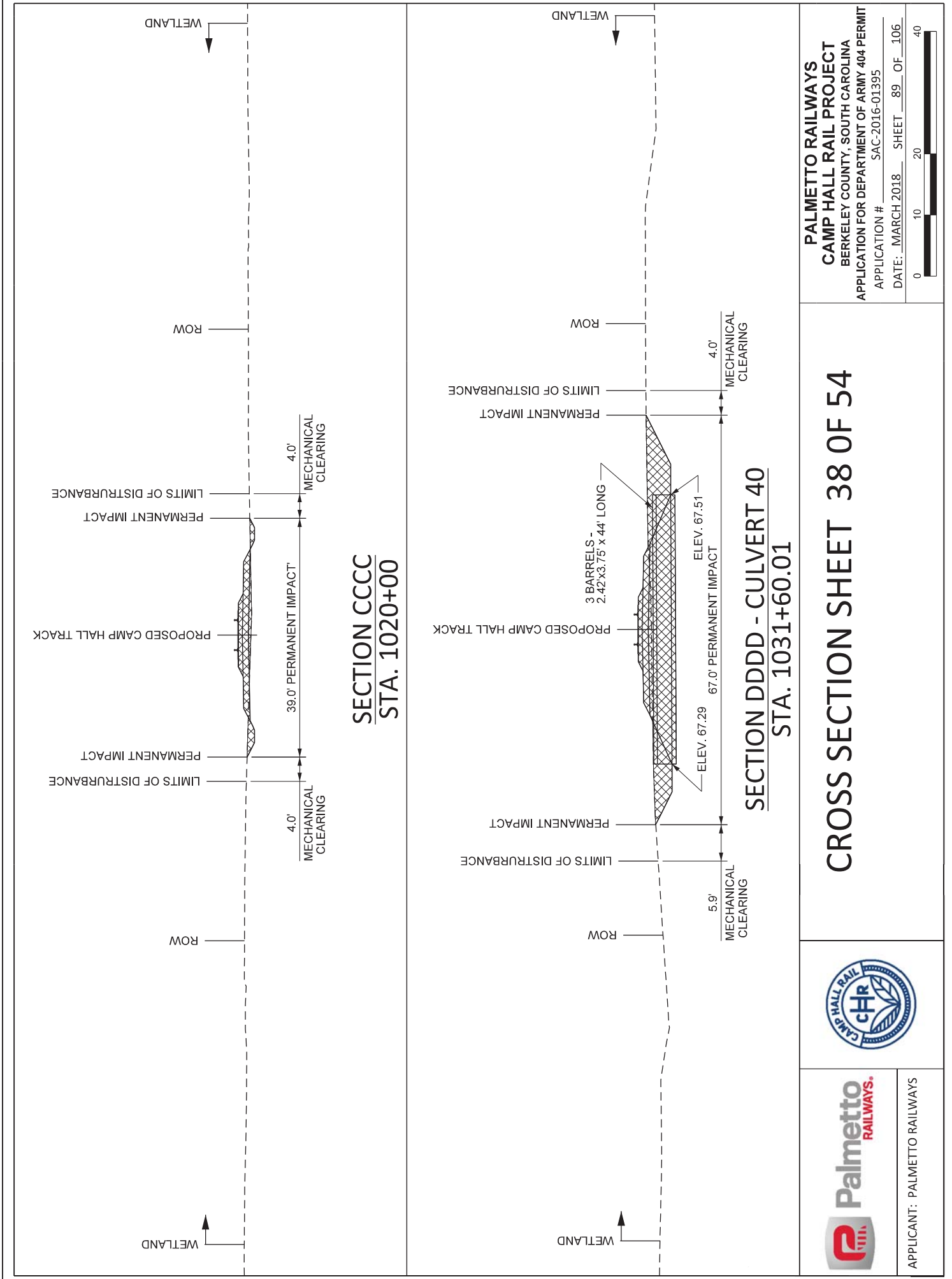


DATE: MARCH 2018 SHEET 83 OF 100









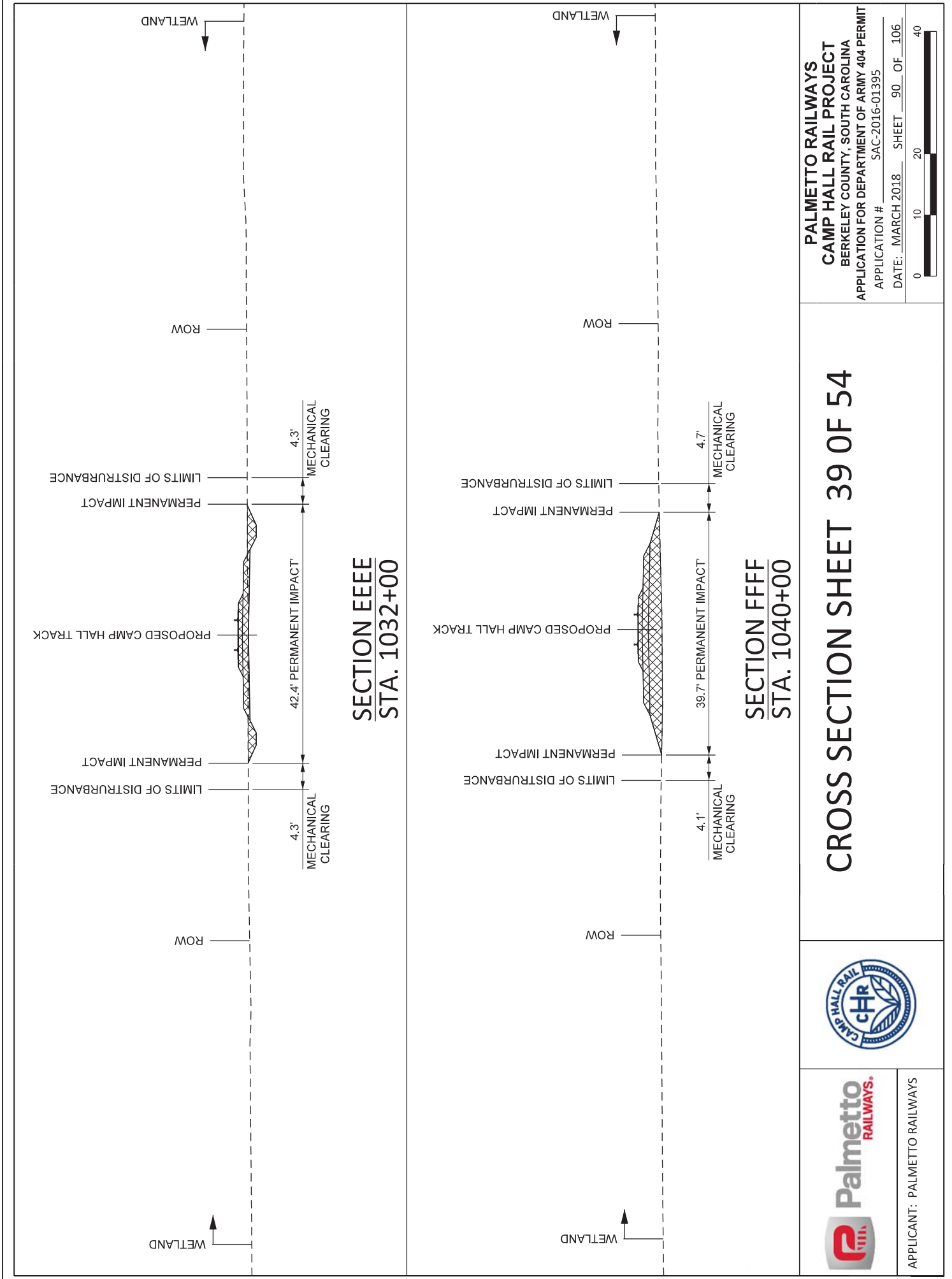
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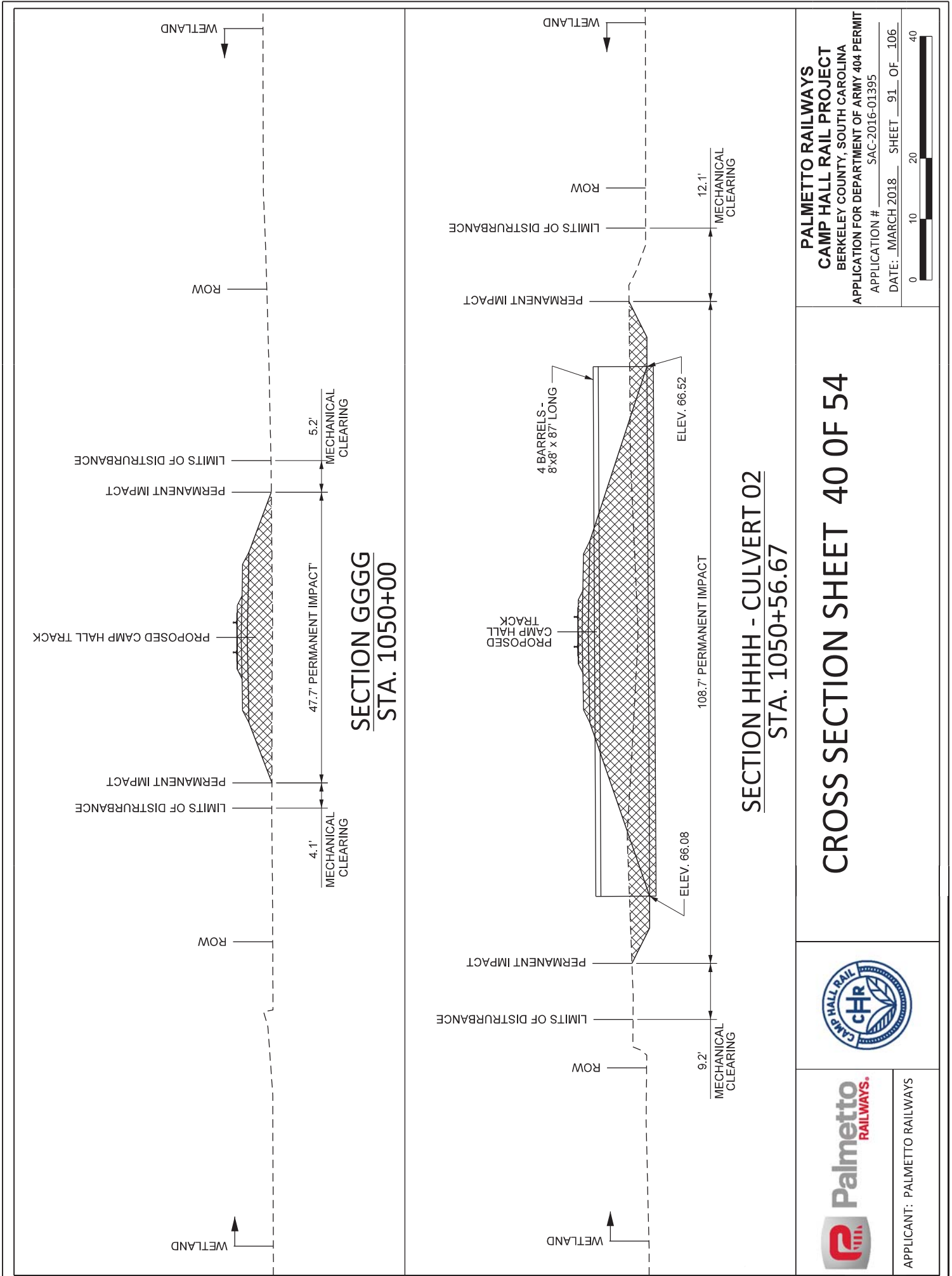
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BERKELEY COUNTY, SOUTH CAROLINA
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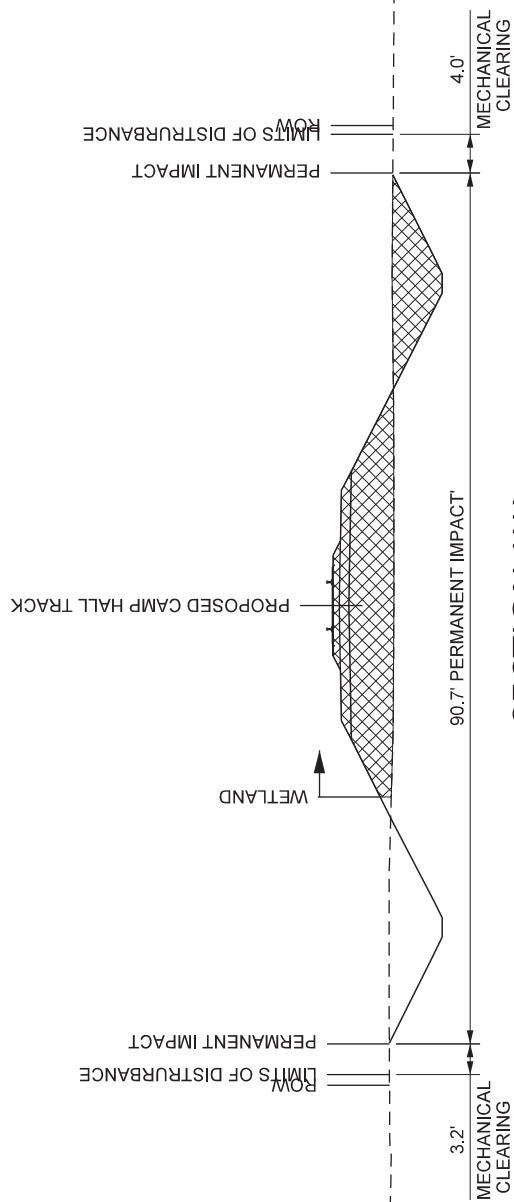
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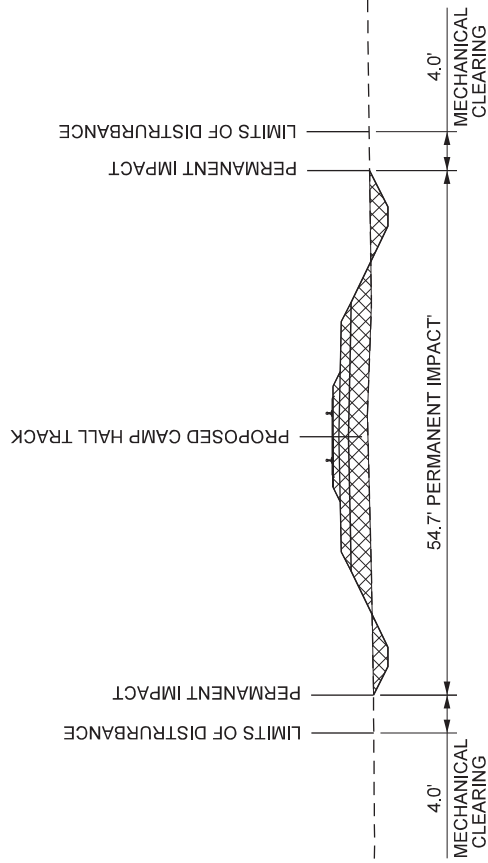
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SECTION JJJJ
STA. 1052+00



SECTION KKKK
STA. 1060+00

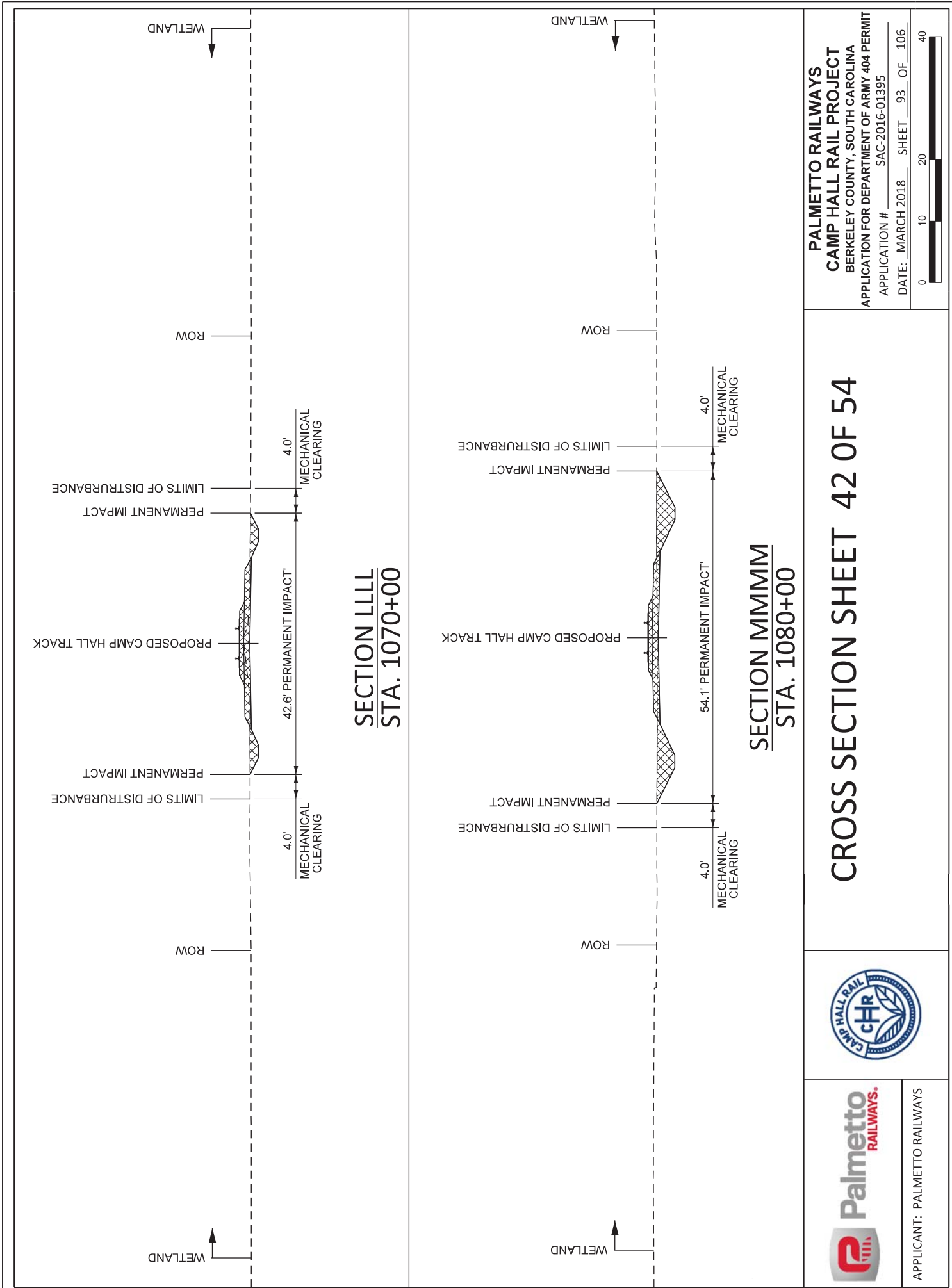


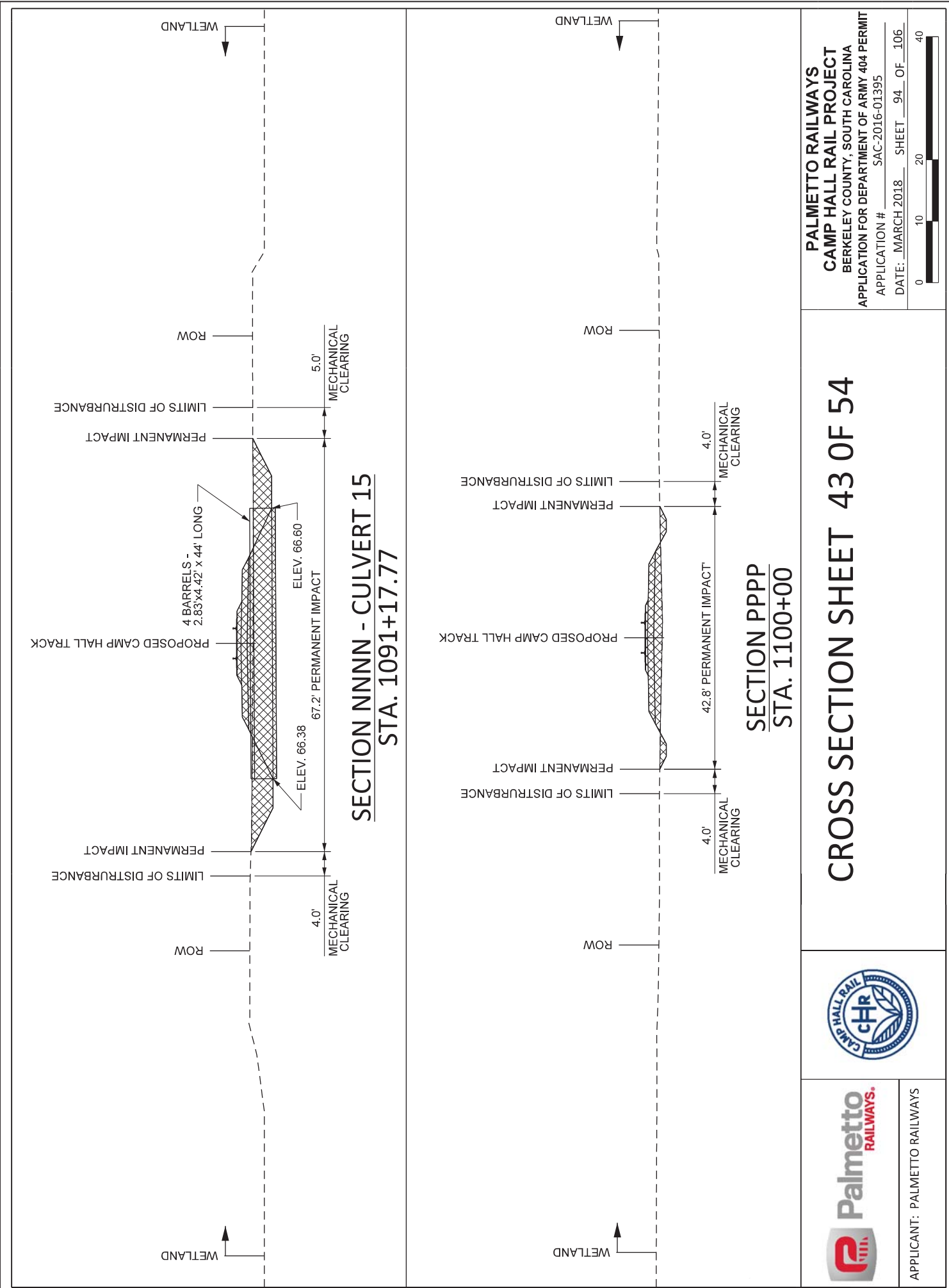
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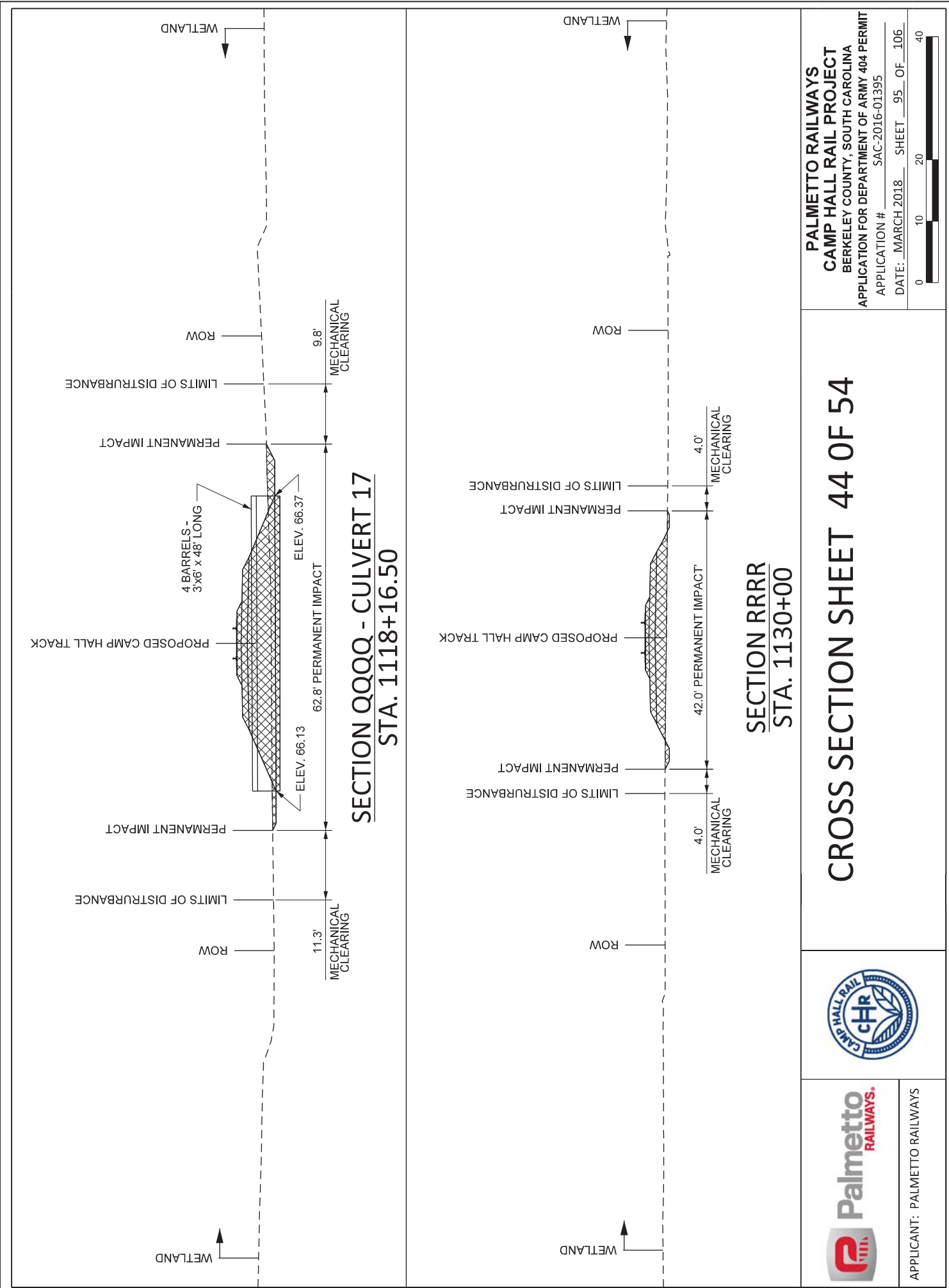


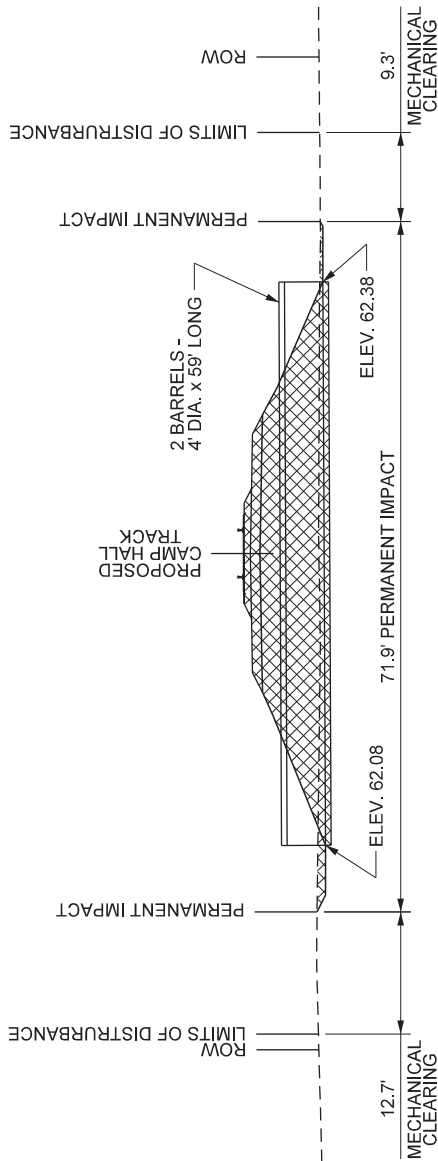
CROSS SECTION SHEET 41 OF 54

PALMETTO RAILWAYS
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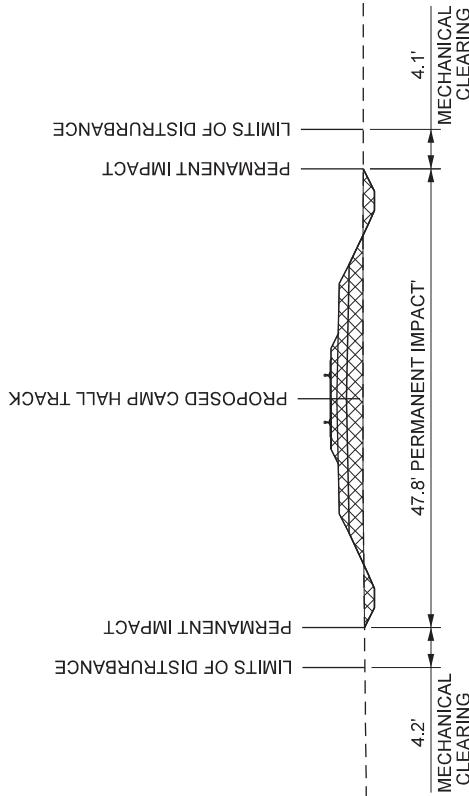








SECTION SSSS - CULVERT 38
STA. 1142+07.01



SECTION TTTT
STA. 1147+00

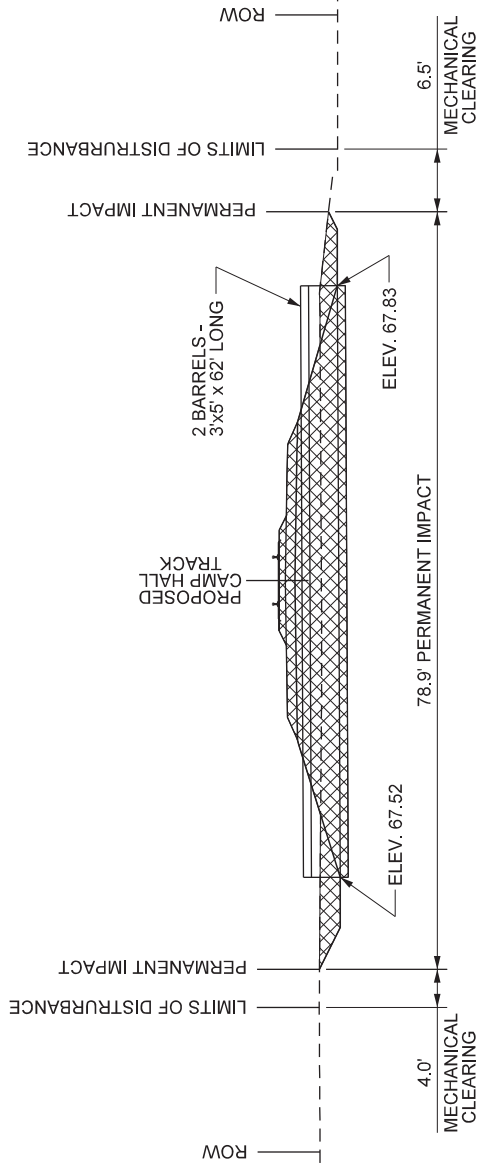


APPLICANT: PALMETTO RAILWAYS

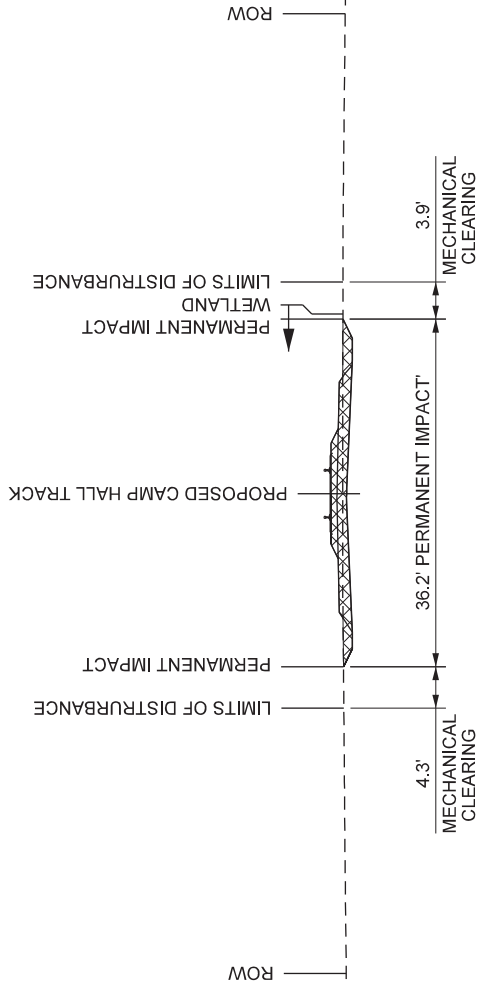


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SECTION UUUU - CULVERT 20
STA. 1149+62.12



SECTION VVVV
STA. 1160+00

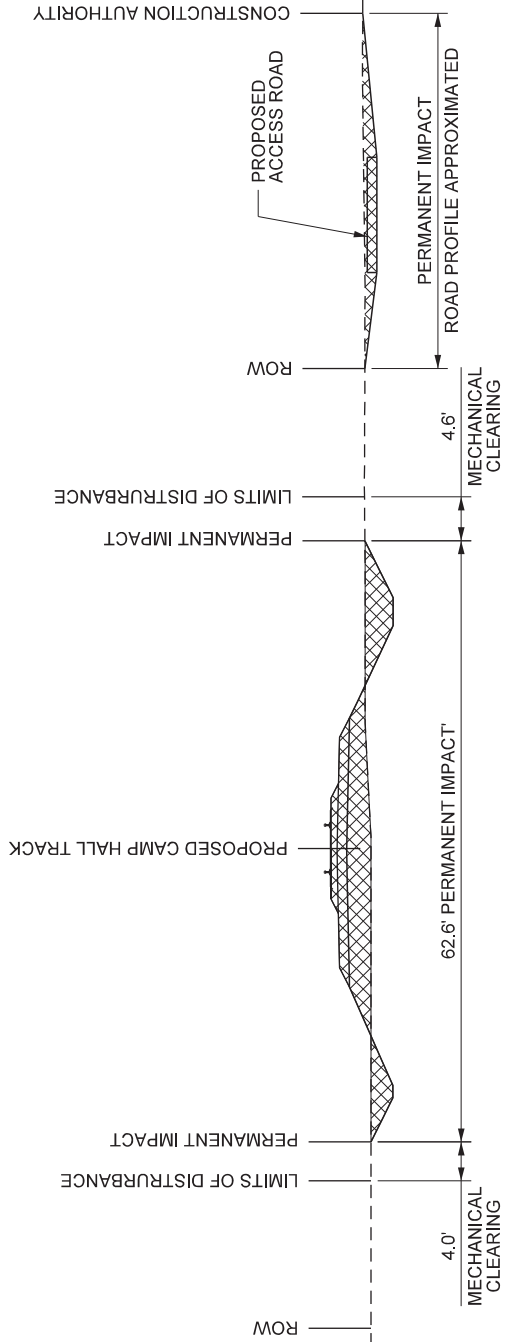


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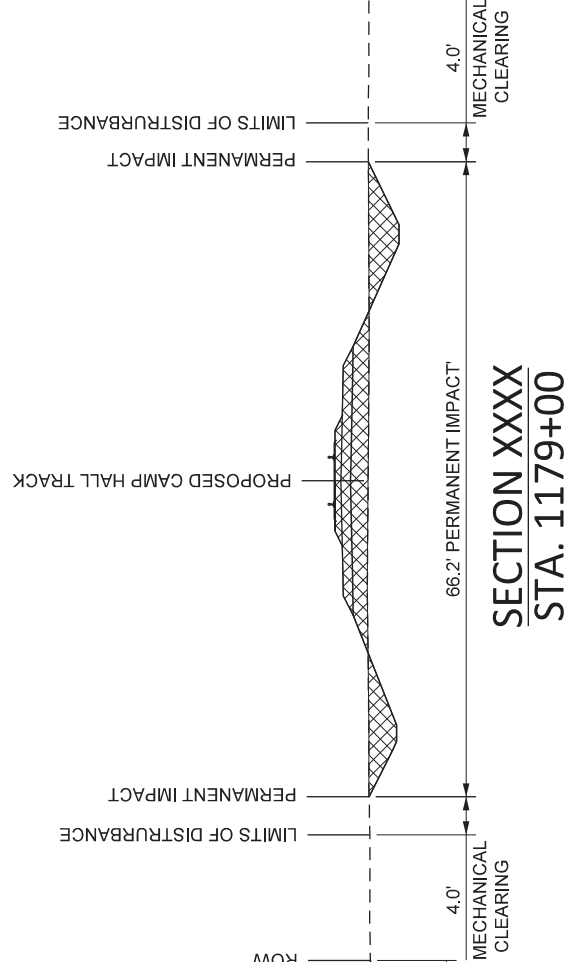


CROSS SECTION SHEET 46 OF 54

PALMETTO RAILWAYS
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SECTION WWWW
STA. 1171+00



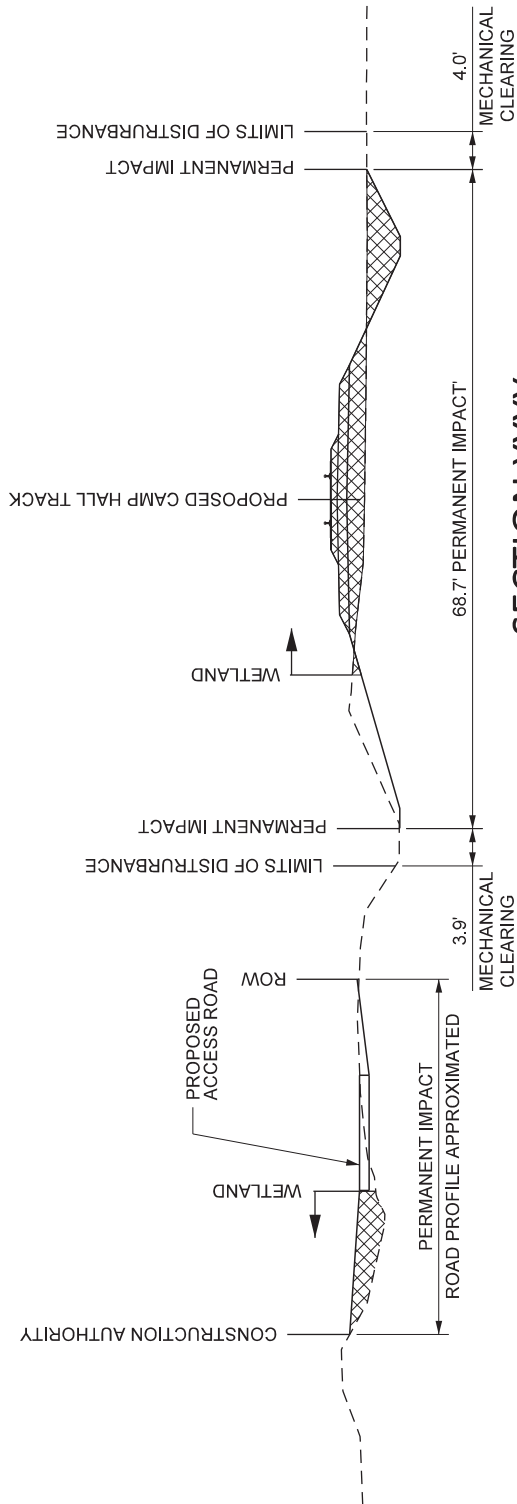
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CROSS SECTION SHEET 47 OF 54

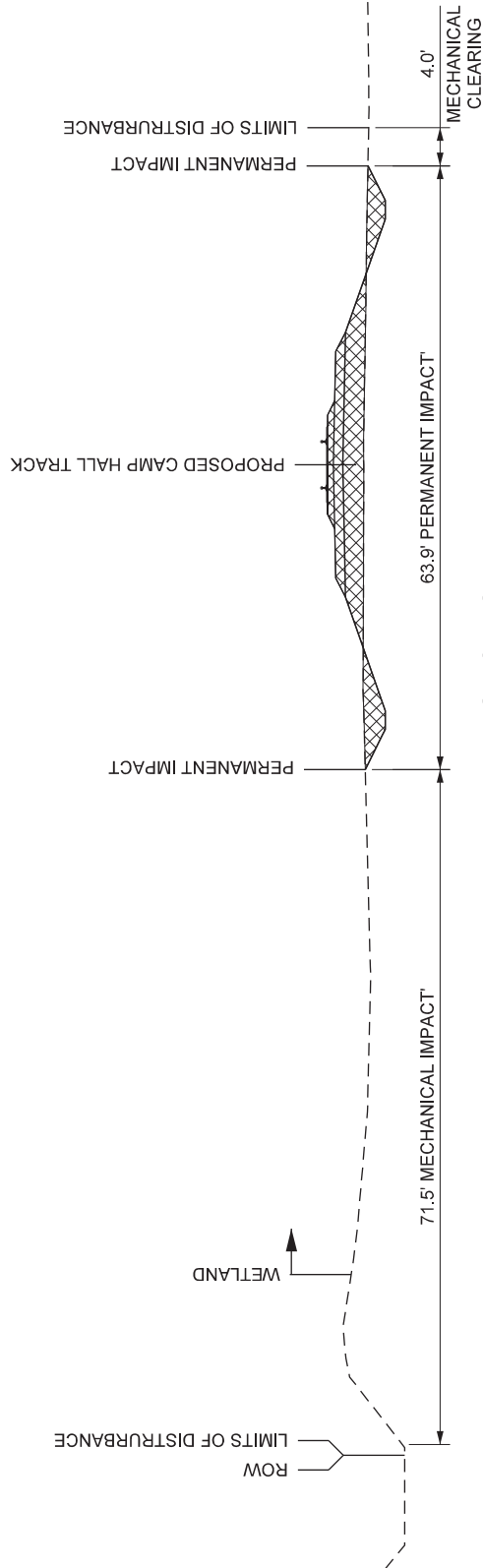


APPLICANT: PALMETTO RAILWAYS

PALMETTO RAILWAYS
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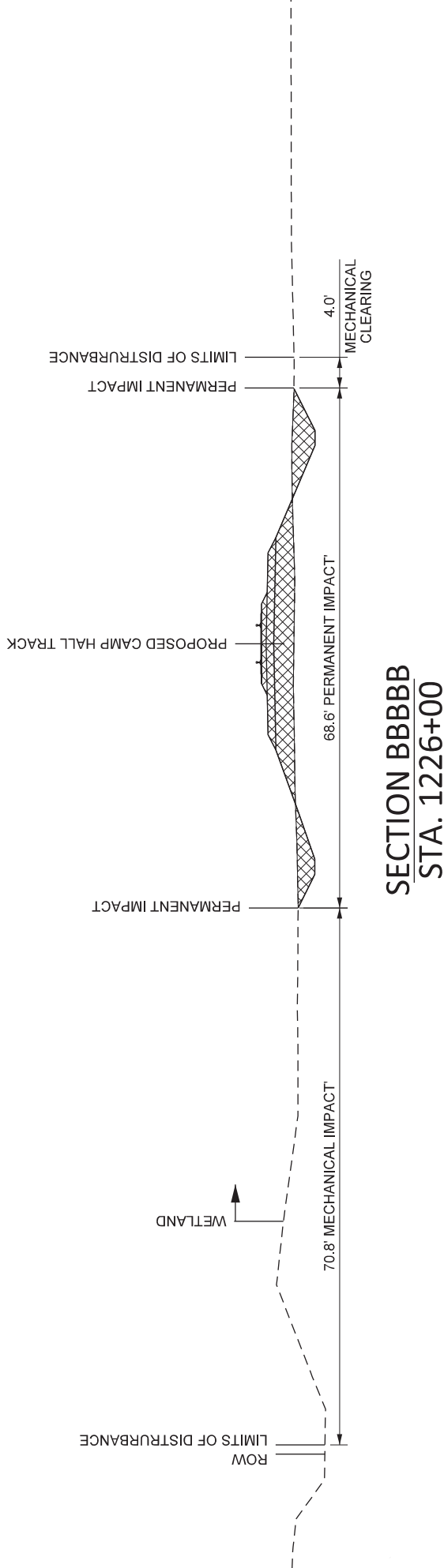
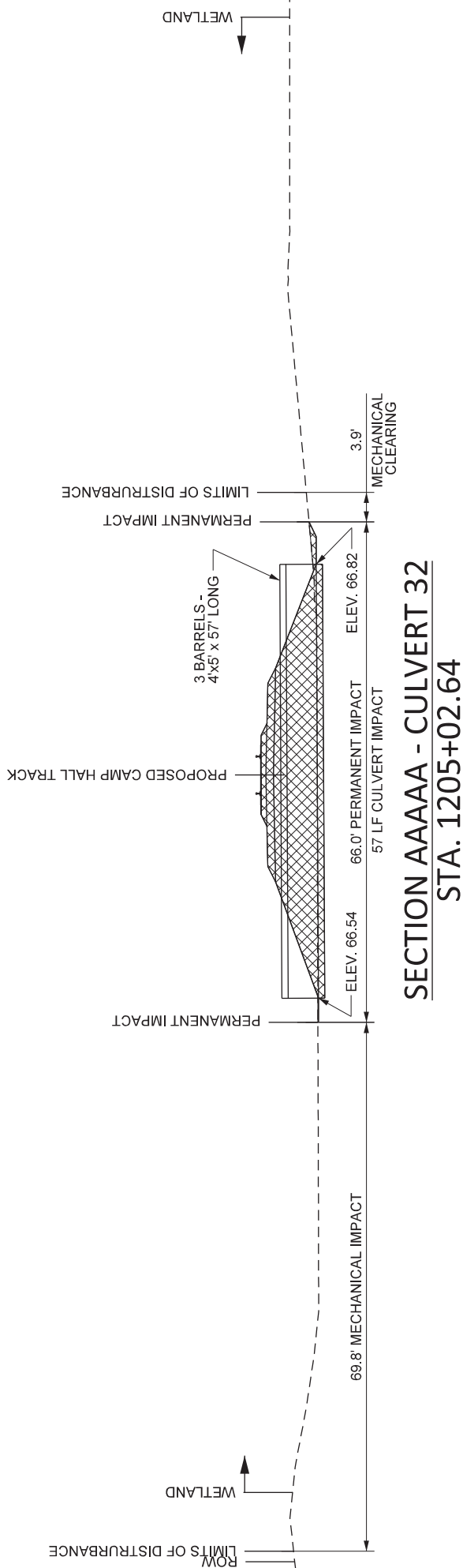


SECTION YYY
STA. 1192+00



SECTION ZZZ
STA. 1200+00

		CROSS SECTION SHEET 48 OF 54	PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # SAC-2016-01395 DATE: MARCH 2018 SHEET 99 OF 106
			

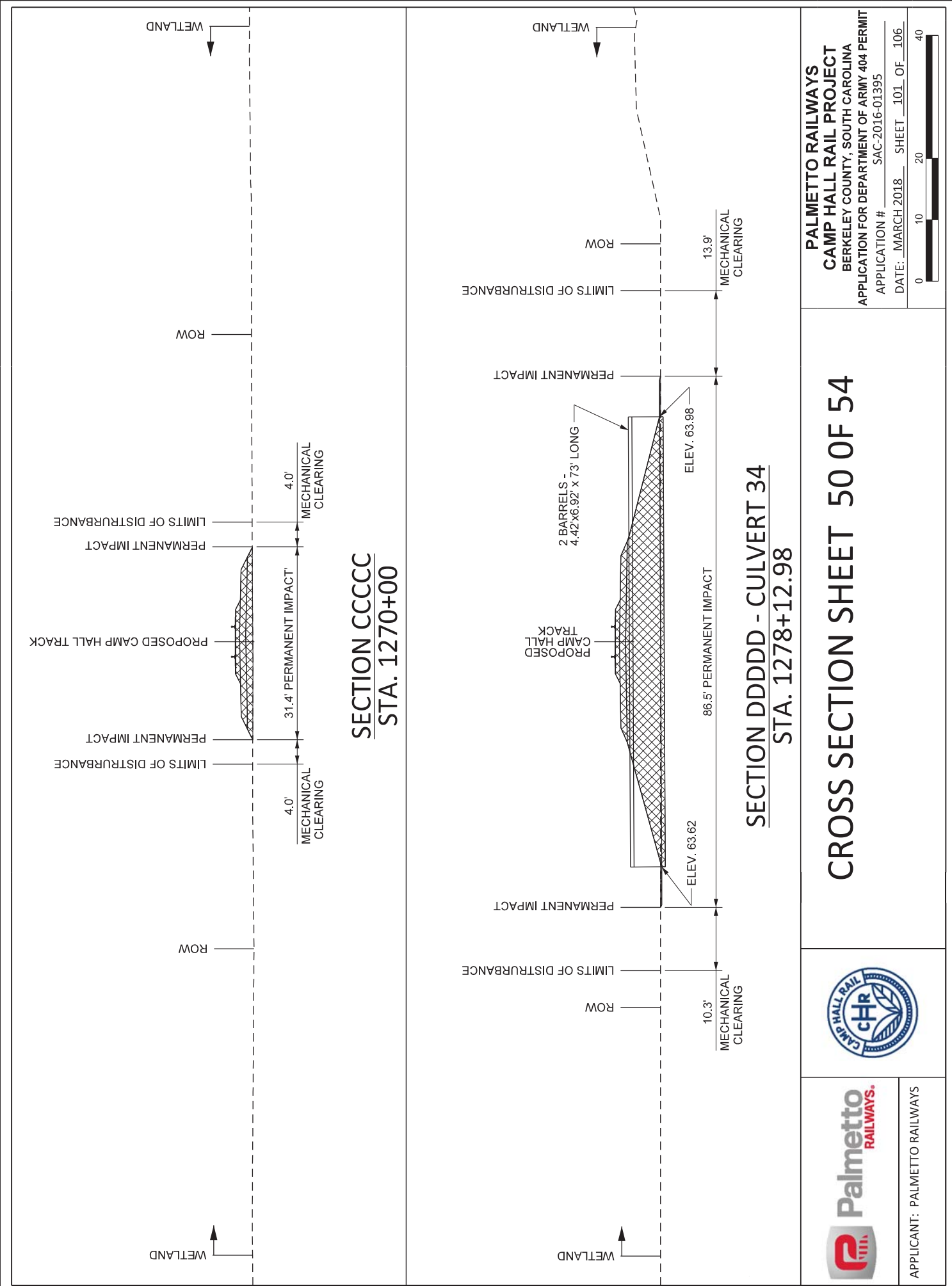


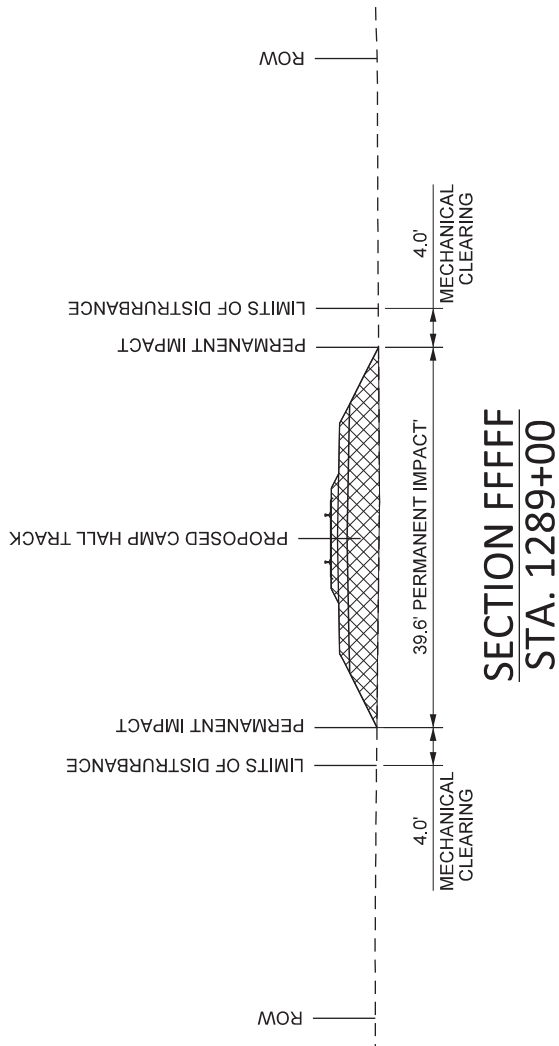
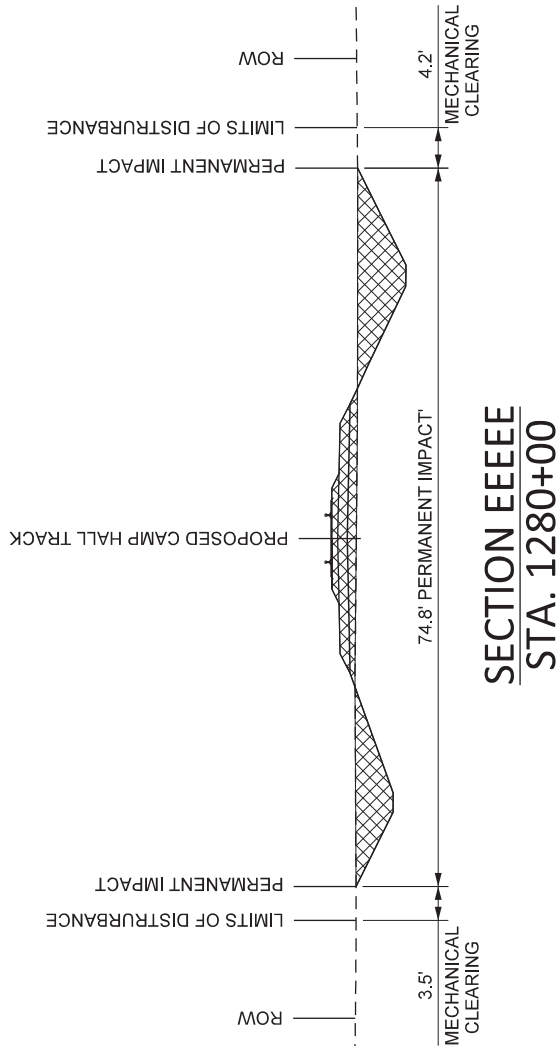
CROSS SECTION SHEET 49 OF 54

PALMETTO RAILWAYS
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APPLICANT: PALMETTO RAILWAYS





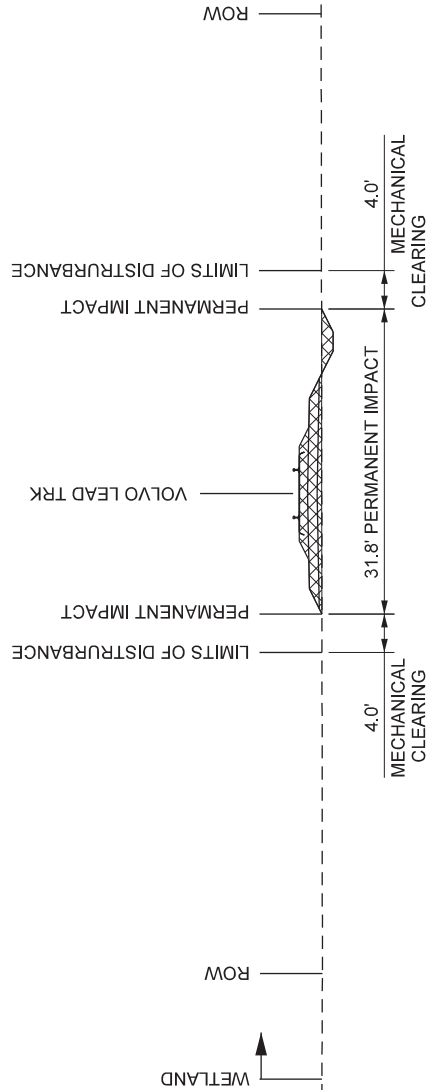
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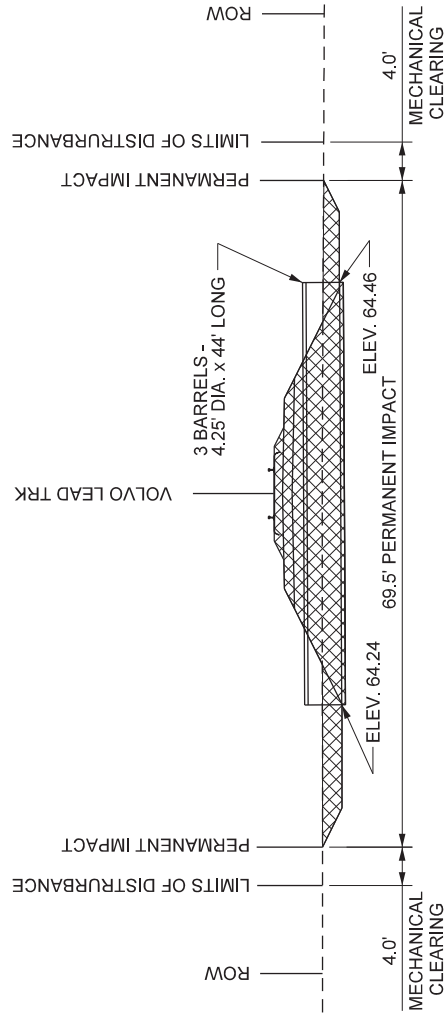
CROSS SECTION SHEET 51 OF 54

PALMETTO RAILWAYS
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**SECTION GGGGG
STA. 115+00**



**SECTION HHHHH - VOLVO LEAD CULVERT
STA. 125+10**

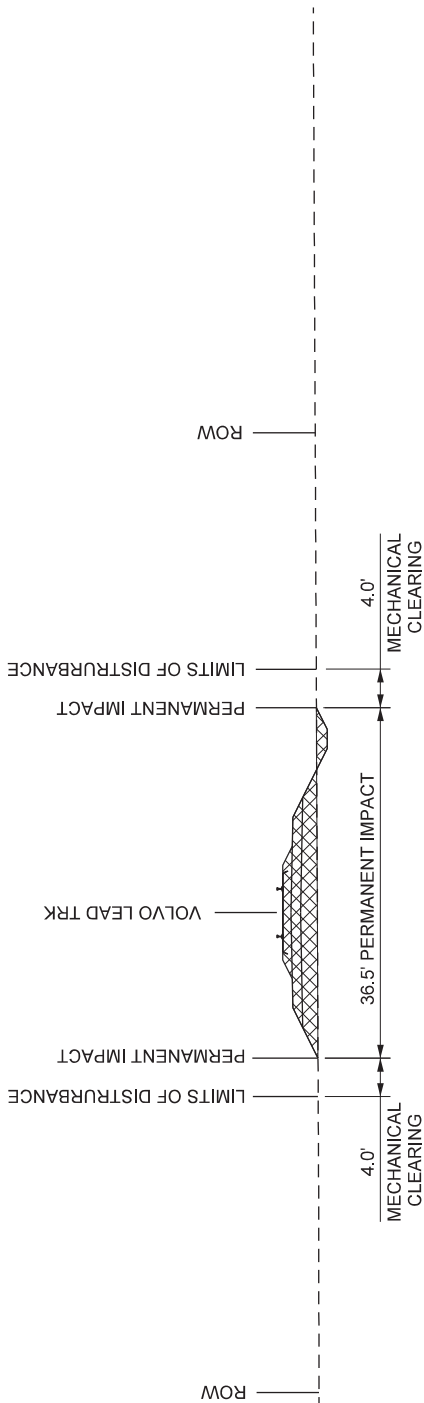


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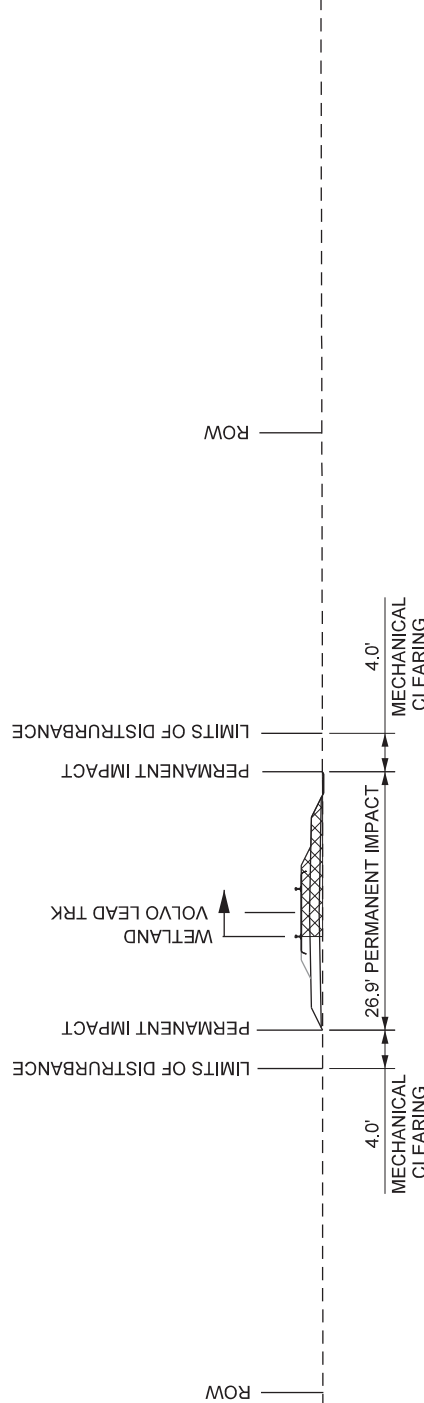


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PALMETTO RAILWAYS
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SECTION JJJJ
STA. 128+00



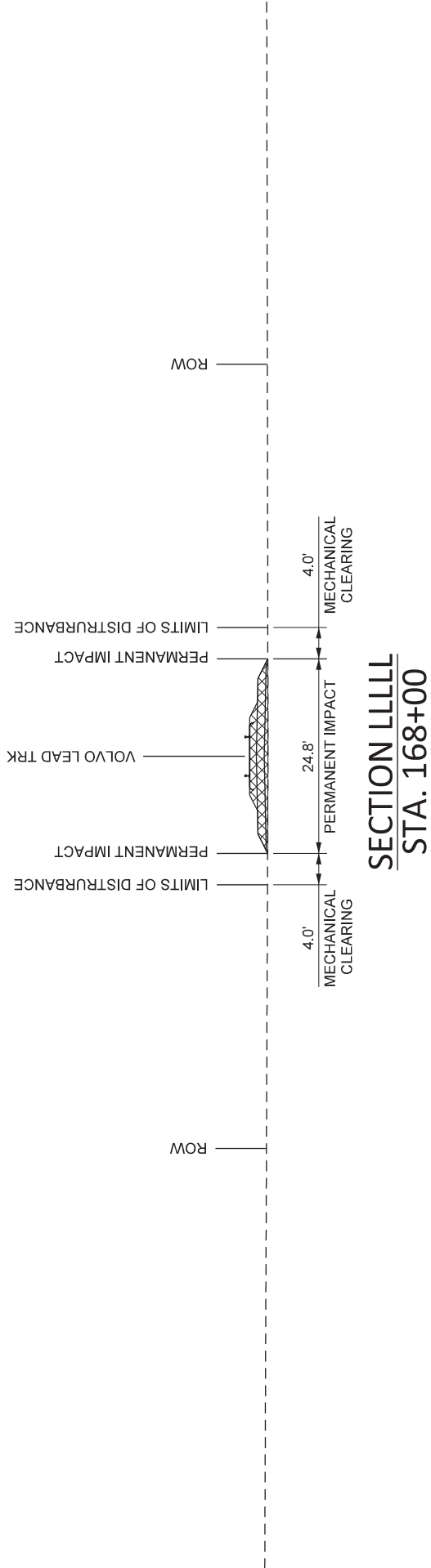
SECTION KKKK
STA. 149+00

CROSS SECTION SHEET 53 OF 54



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PALMETTO RAILWAYS
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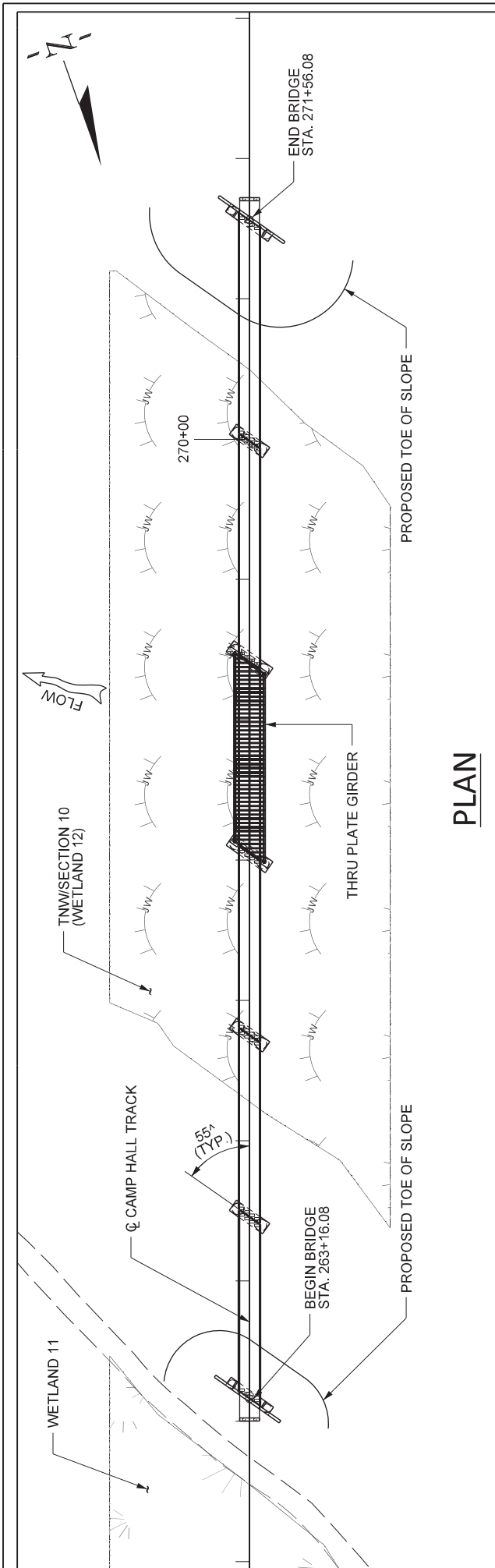
CROSS SECTION SHEET 54 OF 54

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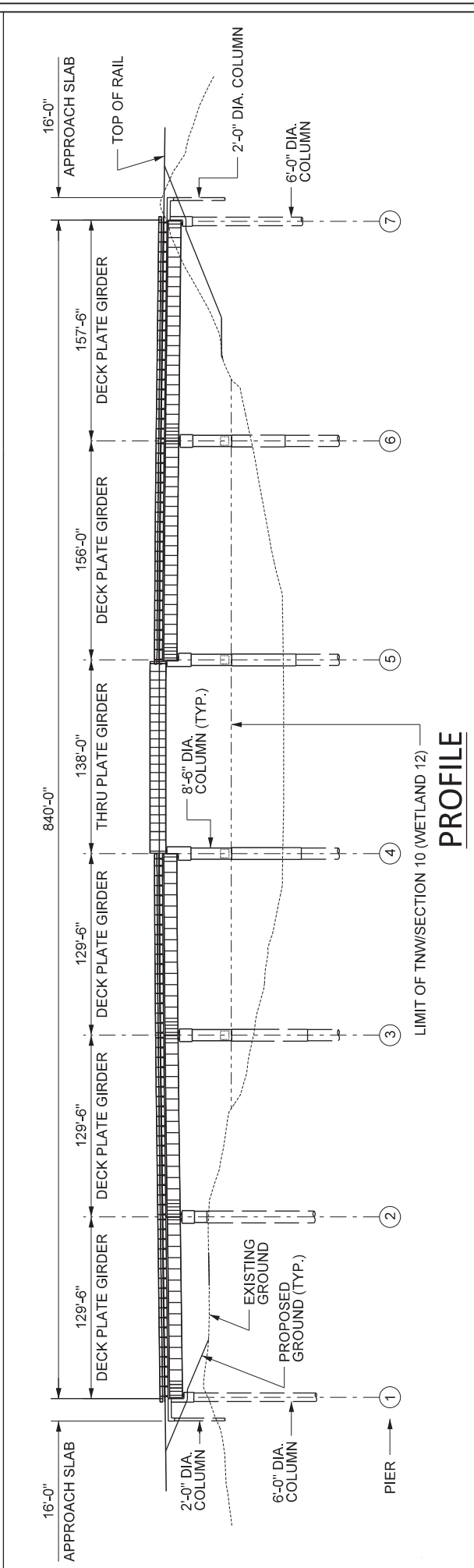


APPLICANT: PALMETTO RAILWAYS





PLAN



PROFILE

 APPLICANT: PALMETTO RAILWAYS		BRIDGE OVER DIVERSION CANAL PLAN AND PROFILE PALMETTO RAILWAYS CAMP HALL RAIL PROJECT BERKELEY COUNTY, SOUTH CAROLINA APPLICATION FOR DEPARTMENT OF ARMY 404 PERMIT APPLICATION # SAC-2016-01395 DATE: MARCH 2018 SHEET 106 OF 106
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DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, CHARLESTON DISTRICT
69A HAGOOD AVENUE
CHARLESTON, SOUTH CAROLINA 29403-5107

MAY 16 2018

REPLY TO
ATTENTION OF:

Regulatory Division

Jeff McWhorter
Palmetto Railways
540 East Bay St
Charleston, South Carolina 29403

Dear Mr. McWhorter

As you are aware, this office issued a public notice on April 4, 2018, for an overall project known as Camp Hall Rail, file SAC 2016-1395. The proposed project is located within a linear corridor approximately 22.7 miles long, varying in width, connecting the CSXT Cross Subdivision near the Santee Cooper Cross Generating Station and the Camp Hall Commerce Park. The corridor will travel south and west, crossing the Diversion Canal between Lakes Marion and Moultrie, continue through the unincorporated community of Cross, split, and end with two tracks (Camp Hall Track and the Volvo Lead Track) on the Camp Hall Commerce Park site in Berkeley County, South Carolina (Begin: Latitude: 33.40422 °N, Longitude: -80.09814 °W; End Camp Hall Track: Latitude: 33.14241 °N, Longitude: -80.25723 °W, End Volvo Lead Track: Latitude: 33.14160 °N, Longitude: -80.23976 °W). The purpose of this notice was to solicit the views of interested State and Federal agencies, and other parties either interested or affected by the work. As indicated in the public notice, your project is subject to the Department of the Army (DA) permit requirements under Section 404 of the Clean Water Act (33 U.S.C. 1344).

The U.S. Army Corps of Engineers, Charleston District's (Corps) decision whether to issue a DA permit will be based on an evaluation of the probable impacts of your project, including cumulative impacts of the proposed activity. The review of your 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 are enclosed for your reference.

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.

For the purposes of conducting the alternatives analysis, it has been determined that the overall project purpose of your project is

to construct an industrial rail line that will connect the existing Class 1 rail line with the Camp Hall Commerce Park, that will be owned and operated by Palmetto Railways.

A determination of whether or not the proposed discharges of dredged or fill material are water dependent is part of the Corps' review process under the Guidelines. This determination of water dependency must be preceded by a clear understanding of the basic purpose of the project. For non-water dependent discharges, practicable alternatives that do not involve special aquatic sites are presumed to be available, unless clearly demonstrated otherwise. Non-water dependent discharges are those associated with activities which do not require access or proximity to or siting within the special aquatic site to fulfill their basic purpose.

In addition, for both water dependent and non-water dependent discharges, all practicable alternatives to the proposed discharge which do not involve a discharge into a special aquatic site are presumed to have less adverse impact on the aquatic ecosystem, unless clearly demonstrated otherwise.

It has been determined that the basic purpose of your proposed discharges of dredged or fill material is,

to construct an industrial rail line.

and is therefore considered to be non-water dependent.

I am forwarding copies of letters received in response to the public notice from US Fish and Wildlife Service, SC Department of Natural Resources, National Marine Fisheries Service, Catawba Indian Nation, The South Carolina Mitigation Association, as well as Phylliss Cohen, Wesley Leitch, and an email from the Environmental Protection Agency. For your information, the Corps is the sole Federal agency responsible for making a decision on the merits of your DA permit application. In accordance with our regulations governing the Regulatory Program of the Corps, we are enclosing these comments for your information and to give you an opportunity to provide any views you may wish to offer (33 Code of Federal Regulations [CFR] 325.2(a)(3)). We would strongly encourage you to respond to the comments in the enclosures. In addition, if we receive any further comments in response to our public notice, we will provide them to you upon receipt.

The Corps also requests that you address the following issues and provide additional information necessary to complete the processing of your permit application:

1. Sheet 19 of the proposed plans depicts what appears to be the relocation of Royalgates Court connecting to Old Highway 6. While this road is depicted to traverse through wetlands, the impacts to wetlands were not identified nor quantified for the road at this location. Please provide clarification, updated drawings and impact quantifications.

2. The Corps has the following concerns regarding project design with regard to hydrology and hydraulics:
 - a. In order to ensure that impacts to base flood elevations and the Special Flood Hazard Areas (SFHA) are minimized, and to ensure that flood damages are minimized, please provide this office with documentation from the appropriate local FEMA floodplain coordinator verifying that the proposed work complies with FEMA or FEMA-approved local floodplain construction requirements. Please provide copies of all floodplain documentation (LOMR, No Impact, etc.) for the proposed impacts to the SFHA.
 - b. Please provide additional information that shows that the currently proposed culverts are sufficient to allow wetland flow conveyance that would not cause or exacerbate flooding on adjacent properties. The information can be in the form of documentation that demonstrates that the drainage/conveyance system will be designed by a licensed Professional Engineer (PE) and constructed to provide for the proper drainage of surface water of the drainage area of which it is a part, to permit the flow of natural or manmade watercourses, and to maintain positive drainage for adjacent properties. The drainage/conveyance system should be sufficient to prevent any appreciable increase in water surface elevations or expansion/increases of the flood hazard area.
3. The USFWS requested that additional box culverts be placed every two hundred feet along the rail to allow for improved hydrologic flows and wildlife connectivity underneath the rail line. Please provide a response to this request indicating whether this proposed recommendation can be incorporated into the design, and if not, please provide sufficient detail explaining why not.
4. Santee Cooper indicated in a letter dated May 2, 2018 that they would like to be assured that any proposed embankments, culverts and bridges will not impede existing stormwater drainage patterns or efficiencies that would cause adverse effects on adjacent properties. Several areas of particular concern were noted. Please provide documentation verifying that the proposed rail line in these areas has been designed to not impede drainage patterns or efficiencies.
5. Both SCDNR and NMFS requested limiting in-water work in the Diversion Canal during certain times of the year to avoid potential impacts to diadromous fish species. Please provide a response to these requests.
6. Please provide a detailed compensatory mitigation plan that addresses all 12 components, consistent with the requirements in the 2008 Mitigation Rule (33 CFR Part 332). See enclosed information.

In addition to the above, portions of the proposed project appear to include impacts to wetlands that are located within the permit areas of DA permit SAC 2015-01764 (Santee Cooper's Camp Hall) and DA permit SAC 2015-0476 (Berkeley County's Project Soter (Volvo)), respectively. Please note that prior to completing review of Palmetto Railway's DA permit application, Santee Cooper and Berkeley County will need to submit requests to the Corps for

the proposed modifications to these current Corps authorizations for consistency with the proposed rail lines, as depicted proposed on the drawings for Camp Hall Rail. Please be advised that additional coordination between the Corps and Palmetto Railways may be required with regard to this issue.

A DA permit will not be granted if the District Engineer determines that it would be contrary to the public interest based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity and its intended use on the public interest (33 CFR 320.4(a)(1)). Provisions under the NEPA require consideration of reasonable alternatives, which would allow the project to be accomplished based on the project purpose and need.

Should you fail to provide a response to this letter within **June 16, 2018** from the date of this letter with the requested information or a justification why additional time is necessary, we will either consider your application to be withdrawn from further processing or we will make a final decision on your DA permit application based on the information presently available to us.

Your cooperation in the protection and preservation of our navigable waters and natural resources is appreciated. In all future correspondence concerning this matter, please refer to our file number SAC 1016-1395. 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 Elizabeth Williams at 843-329-8099.

Sincerely,



Travis G. Hughes
Chief, Regulatory Division

Enclosures
Comment Letters
Mitigation Plan Information

Copies Furnished:

T Ravanel (email)
Diana Wood (email)

Mr. Kelly Laycock
U.S. Environmental Protection Agency
Wetlands Regulatory Section
61 Forsyth Street
Atlanta, Georgia 30303

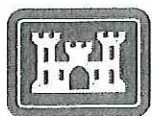
Mr. Mark Caldwell
United States Department of Interior
Fish and Wildlife Service
176 Croghan Spur Road, Suite 200
Charleston, South Carolina 29407

S.C. Dept. of Health and Environmental Control
Bureau of Water
2600 Bull Street
Columbia, South Carolina 29201

South Carolina Department of Health
and Environmental Control
Office of Ocean and Coastal
Resource Management
1362 McMillan Avenue, Suite 400
Charleston, South Carolina 29405

Mr. Greg Mixon
Office of Environmental Programs
South Carolina Department of Natural Resources
Post Office Box 167
Columbia, South Carolina 29202

Ms. Elizabeth Johnson
Review and Compliance Coordinator
South Carolina Dept. of Archives and History
8301 Parklane Road
Columbia, South Carolina 29223



**US Army Corps
of Engineers ®**
Charleston District

Mitigation Plan (33 CFR 332.4(c)/40 CFR 230.92.4(c))

A mitigation plan is required for all projects, whether you are proposing to use a mitigation bank, an in-lieu fee program or propose a permittee-responsible mitigation projects. Applicants must submit a mitigation plan that is consistent with the requirements in the 2008 Mitigation Rule and the most recent Charleston District Guidance on completing Compensatory Mitigation (found on our website at: <http://www.sac.usace.army.mil/Missions/Regulatory>). The following is information to assist you with preparing a mitigation plan.

Using Mitigation Banks or In-Lieu Fee Programs

Individual Permits

For applicants proposing to meet their mitigation obligations by securing credits from an approved mitigation bank or in-lieu fee program, their mitigation plans only need to include components 4 (baseline information) and 5 (determination of credits), and the name of the mitigation bank or in-lieu fee program to be used.

Permittee-Responsible Mitigation

Individual Permits

Applicants must prepare a draft or conceptual mitigation plan and submit it to the district engineer (DE) for review. The Corps will issue a public notice soliciting comments on your project and proposed mitigation plan. After the public comment period is over, the Corps will provide you a list of all comments and concerns. The applicant must address any comments and concerns the Corps' has, as well as those comments received during the public notice comment period in a final mitigation plan. The level of detail in the mitigation plan should be commensurate with the impacts and should include the 12 components listed herein this document. A final mitigation plan must be approved by the DE prior to issuing an individual permit.

12 Components of a Compensatory Mitigation Plan

1. **Objectives.** A description of the resource type(s) and amount(s) that will be provided, the method of compensation (restoration, establishment, preservation etc.), and how the anticipated functions of the mitigation project will address watershed needs.
2. **Site Selection.** A description of the factors considered during the site selection process. This should include consideration of watershed needs, onsite alternatives where applicable, and practicability of accomplishing ecologically self-sustaining aquatic resource restoration, establishment, enhancement, and/or preservation at the mitigation project site.

3. **Site Protection Instrument.** A description of the legal arrangements and instrument including site ownership, that will be used to ensure the long-term protection of the mitigation project site.
4. **Baseline Information.** A description of the ecological characteristics of the proposed mitigation project site, in the case of an application for a DA permit, the impact site. This may include descriptions of historic and existing plant communities, historic and existing hydrology, soil conditions, a map showing the locations of the impact and mitigation site(s) or the geographic coordinates for those site(s), and other characteristics appropriate to the type of resource proposed as compensation. The baseline information should include a delineation of waters of the United States on the proposed mitigation project site. A prospective permittee planning to secure credits from an approved mitigation bank or in-lieu fee program only needs to provide baseline information about the impact site.
5. **Determination of Credits.** A description of the number of credits to be provided including a brief explanation of the rationale for this determination. The determination of credits should be prepared using the most recent Charleston District guidance on preparing a mitigation plan.
 - For permittee-responsible mitigation, this should include an explanation of how the mitigation project will provide the required compensation for unavoidable impacts to aquatic resources resulting from the permitted activity.
 - For applicants intending to secure credits from an approved mitigation bank or in-lieu fee program, it should include the number and resource type of credits to be secured and how these were determined.
6. **Mitigation Work Plan.** Detailed written specifications and work descriptions for the mitigation project including the geographic boundaries of the project, construction methods, timing and sequence, source(s) of water, methods for establishing the desired plant community, plans to control invasive plant species, proposed grading plan, soil management and erosion control measures. For stream mitigation projects, the mitigation work plan may also include other relevant information, such as planform geometry, channel form (e.g., typical channel cross-sections), watershed size, design discharge, and riparian area plantings.
7. **Maintenance Plan.** A description and schedule of maintenance requirements to ensure the continued viability of the resource once initial construction is completed.
8. **Performance Standards.** Ecologically-based standards that will be used to determine whether the mitigation project is achieving its objectives.
9. **Monitoring Requirements.** A description of parameters monitored to determine whether the mitigation project is on track to meet performance standards and if adaptive management is needed. A schedule for monitoring and reporting monitoring results to the DE must be included.
10. **Long-term Management Plan.** A description of how the mitigation project will be managed after performance standards have been achieved to ensure the long-term sustainability of the resource, including long-term financing mechanisms and the party responsible for long-term management.

11. **Adaptive Management Plan.** A management strategy to address unforeseen changes in site conditions or other components of the mitigation project, including the party or parties responsible for implementing adaptive management measures.
12. **Financial Assurances.** A description of financial assurances that will be provided and how they are sufficient to ensure a high level of confidence that the mitigation project will be successfully completed, in accordance with its performance standards.

PLEASE NOTE: The DE may require additional information as necessary to determine the appropriateness, feasibility, and practicability of the mitigation project.

Property Management Division

(843) 761-4088

fax: (843) 761-4003

May 2, 2018

Ms. Elizabeth Williams
Project Manager
Corps of Engineers
Charleston District
69-A Hagood Avenue
Charleston, SC 29403-5107

Re: Palmetto Railways Camp Hall Rail Project;
SAC 2016-1395

Dear Ms. Williams:

The South Carolina Public Service Authority (known as Santee Cooper) supports the proposed development of an industrial rail line by Palmetto Railways that will provide rail service from the Camp Hall Commerce Park in Berkeley County, South Carolina, to the A-Line of CSX Transportation, Inc.

As an instrumentality of the State of South Carolina, Santee Cooper is charged with providing water and power and assisting economic development "for the benefit of all the people of the State..." S.C. Code Ann. § 58-31-80. As you may know, Santee Cooper owns approximately 3,882 acres of the Camp Hall site. Santee Cooper has obtained regulatory approval from the U.S. Army Corps of Engineers, Charleston District, for the development of approximately 1,382 acres of that site. That property, adjacent to the development of the Volvo automotive manufacturing facility, is currently being marketed and is available for sale and development.

Rail infrastructure and availability at Camp Hall significantly enhances the value and attractiveness of the property for economic, and particularly industrial, development. Industrial development of the property further supports jobs and improves the quality of life of the State's citizens, including the alleviation of road congestion by using rail as an alternative to trucks. Santee Cooper views the Camp Hall rail project and its proposed access for the Santee Cooper-owned portion of Camp Hall as an important addition of infrastructure to support the transportation and logistics needs of the future development of Camp Hall.

We have reviewed the proposed route of the Camp Hall Railway and concluded that it crosses several significant tracts of Santee Cooper property. An overall comment for the proposed rail project is that Santee Cooper wants to be assured that any proposed embankments, culverts or bridges will not impede existing storm water drainage patterns or efficiencies that would cause adverse effects on our adjacent properties. A summary of a few notable areas of concern follows:

2

Cross Generating Station Site (CGS):

1. Bulltown Ditch Crossing-this ditch, near Station 118, drains a large portion of the developed and un-developed portions of CGS, as well as the proposed railyard.
2. Solid Waste Landfill (SWLF) drainage canal-this large canal, near Station 236, receives the storm water flows from the Subtitle D SWLF that is utilized for ash storage for CGS. The completed landfill area will, when filled and closed, consist of just less than 200 acres of impervious runoff from the top and side slopes of the SWLF. This canal will see very large flows once the SWLF is closed. We have storm water studies available to share with Palmetto Rail that can be used to verify their culvert design.
3. The Diversion Canal Bridge crossing design should consider and maintain navigation, as well as address any potential scour effects in the canal.
4. FERC project lands exist along each side of the Diversion Canal and FERC approval of the rail project will be required. Santee Cooper has initiated discussions with FERC regarding this project and will continue to assist Palmetto Rail with this process.

"Greenfield Site" TMS SCPSA:

This portion of undeveloped timber land is bounded to the north by the Diversion Canal and on the west by Ranger Drive. There are no significant areas of drainage related concerns on this tract.

TMS Number 052-00-00-039:

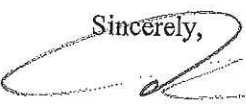
The proposed rail route crosses an existing dirt road, near Station 559, that provides access to this tract of land. An existing drainage ditch runs parallel to this road and provides significant drainage to our tract of land, as well as drainage for the road.

"Camp Hall" TMS Number 176-00-01-002:

There are five to six existing drainage ditches that the proposed rail route crosses on this undeveloped portion of Camp Hall. These ditches provide critical drainage to these timberlands owned by Santee Cooper.

Santee Cooper fully supports Palmetto Railways' proposed project and respectfully requests that the U.S. Army Corps of Engineers move expeditiously to approve the pending permit application for the proposed Camp Hall Rail Line.

Sincerely,


Dan Camp
Vice President
Real Estate

Cc: Pamela Williams
Mark Carter
Shea McMakin
Mikki Crocker
William Johnson
Elisa Furse
John Fondren
Chip Corrigan

South Carolina Mitigation Association – 802 Gervais Street, Suite 201, Columbia, SC 29205



May 4, 2018

U.S. Army Corps of Engineers
ATTN: Elizabeth Williams, Regulatory Division
69A Hagood Avenue
Charleston, SC 29403-5107

RE: P/N SAC 2016-1395
S.C. Mitigation Association's Comments

Dear Ms. Williams:

The following comments regarding the above-referenced April 4, 2018 Public Notice have been prepared and submitted on behalf of the South Carolina Mitigation Association (SCMA). Our comments are specifically focused on the Draft Wetlands Mitigation Plan for the Palmetto Railways project.

As described in the Public Notice, the project, as proposed, will result in impacts to 120.01 acres of wetlands and 537.20 linear feet of non-wetland waters of the United States. The Public Notice includes a description of the proposed compensatory mitigation as a combination of Permittee Responsible Mitigation (for impacts in the Cooper River Watershed) and the purchase of wetland credits from the Francis Beidler Forest Mitigation Bank (for impacts in the Four Hole Swamp watershed). The PRM is further described as a 1,550-acre site with 697 acres of wetland enhancement and 43 acres of wetland preservation. No further details regarding compensatory mitigation are provided in the Public Notice. The information provided is not sufficient to determine whether or not the proposed compensatory mitigation will offset the proposed impacts.

A "Draft Wetlands Mitigation Plan" dated July 27, 2017 was found at the Camp Hall Rail website (http://www.camphallrailnepa.com/documents/Appendix_G_Draft_Wetlands_Mitigation_Plan.pdf). This plan is six pages in length. The table below lists the 12 elements required to be in a Mitigation Plan in accordance with the 2008 Federal Compensatory Mitigation Rule. The Draft Mitigation Plan contains only minimal information regarding two of these elements and no information regarding the other 10.

Table 1. Mitigation Plan Required Elements (33 CFR 332.4(c)/40 CFR 230.92.4(c).

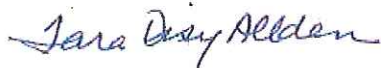
Mitigation Plan Required Element		Included in Camp Hall Mitigation Plan?
1	Objectives	No
2	Site Selection	No
3	Site Protection Instrument	No
4	Baseline Information	Minimal
5	Determination of Credits	No
6	Mitigation Work Plan	Minimal
7	Maintenance Plan	No
8	Performance Standards	No
9	Monitoring Requirements	No
10	Long-Term Management Plan	No
11	Adaptive Management	No
12	Financial Assurances	No

Because the proposed impacts are significant in quantity and function of important aquatic resources, the SCMA respectfully submits that a mitigation plan that is in compliance with federal rules should be prepared and made available for public comment prior to a permit decision by the USACE.

SCMA appreciates your consideration of these comments.

Best regards,

On behalf of the South Carolina Mitigation Association



Tara Disy Allden

SCMA President

From: [Laycock, Kelly](#)
To: [Greg Mixon](#); [Williams, Elizabeth G CIV USARMY CESAC \(US\)](#); [Chuck Hightower](#); [Padgett, Don](#) (PADGETDW@dhec.sc.gov); trumbumt@dhec.sc.gov; [Jeff Thompson](#)
Cc: [Pace, Wilber](#); [Mark Caldwell](#) (mark_caldwell@fws.gov); [Lorianne Riggin](#); [Susan Davis](#); [Stacie Crowe](#); [Able, Tony](#) EPA@SAD
Subject: [Non-DoD Source] Camp Hall Rail SAC 2016-1395
Date: Thursday, May 3, 2018 6:27:19 PM

After reviewing the PN and application package for the above project, the EPA has the follow Requests for Additional Information.

* The impacts to Waters of the United States are substantially higher than those presented in the Environmental Report from early scoping meetings. The July 25, 2017 Environmental Report stated that approximately 83.18 acres of jurisdictional wetlands and 169 linear feet of non-wetland waters would be impacted by project construction vs the current public notice which states that the applicant proposes to impact approximately 120.01 acres of wetlands and 537.20 linear feet of non-wetland waters. That is approximately a 50% increase of impacts to wetlands and over 200% increase of impacts to linear feature. The applicant states this is due to finer scale assessments being performed. Increases of this magnitude raise concerns of the accuracy of the initial screening criteria. We request information from the same assessments for, at a minimum, all Level 2 alternative sites.

* The mitigation plan provided is conceptual and lacks many necessary details. We request a plan with the 12 elements specified in the mitigation rule including: objectives, site selection, site protection instrument, baseline information, determination of credits, mitigation work plan, maintenance plan, performance standards, monitoring requirements, long-term management plan, adaptive management plan, and financial assurances. Without this information, it is unclear if the mitigation plan is adequate. Once a complete plan is submitted, we would welcome a site visit to the proposed mitigation site.

Thanks,

Kelly Laycock

Wetlands Regulatory Section

U.S. Environmental Protection Agency

61 Forsyth St.

Atlanta GA, 30303

phone 404 562 9132

From: Greg Mixon [<mailto:MixonG@dnr.sc.gov>]

Sent: Thursday, May 3, 2018 4:14 PM

To: Williams, Elizabeth G CIV USARMY CESAC (US) <Elizabeth.G.Williams@usace.army.mil>; Chuck Hightower <HIGHTOCW@dhec.sc.gov>; Padgett, Don (PADGETDW@dhec.sc.gov) <PADGETDW@dhec.sc.gov>; trumbumt@dhec.sc.gov <trumbumt@dhec.sc.gov>; Jeff Thompson <thompsdj@dhec.sc.gov>

Cc: Pace, Wilber <Pace.Wilber@noaa.gov>; Mark Caldwell (mark_caldwell@fws.gov) <mark_caldwell@fws.gov>; Laycock, Kelly <Laycock.Kelly@epa.gov>; Lorianne Riggin <RigginL@dnr.sc.gov>; Susan Davis

<DavisS@dnr.sc.gov>; Stacie Crowe <CroweS@dnr.sc.gov>
Subject: Palmetto Railways - Jeff McWhorter (SAC 2016-1395)

Our comment letter is attached. Let me know if you have questions or need more information.

Greg Mixon

Office of Environmental Programs

South Carolina Department of Natural Resources

1000 Assembly Street, PO Box 167

Columbia, SC 29202

Office 803-734-3282

Cell 803-600-7543

Blockedwww.dnr.sc.gov/environmental <Blockedhttp://www.dnr.sc.gov/environmental>

APR 16 2018

Project Subject No. : SAC 2016-1395

Phylliss Cohen

P.O. Box 12081

Columbia SC 29211

TMS No. 042-00-01-035



As indicated on the project map, my 17 acres is literally being sliced in half with only tiny slivers left in the majority with the rest being zoned commercial. I had removed this from the real estate market when we received notice of the project.

My concern and comment is that I assume the railways will be purchasing the entire parcel otherwise I totally object to the placement on my property and will take action if not to my favor.

Thank you,

A handwritten signature in dark ink, appearing to read 'P. Cohen'.

Phylliss Cohen

4-12-18

Please note the address correction above.

4/16/18

Catawba Indian Nation
Tribal Historic Preservation Office
1536 Tom Steven Road
Rock Hill, South Carolina 29730

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

APR 30 2018



April 25, 2018

Attention: Elizabeth Williams
Charleston District, Corps of Engineers
69 A Hagood Avenue
Charleston, South Carolina 29403-5107

Re. THPO #	SAC #	Project Description
2018-1-70	2016-1395	Permit to discharge fill material into waters of the U.S. including wetlands associated with Bulltown Ditch, the Diversion Canal and tributaries to Caton Creek and Black Creek

Dear Ms. Williams,

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,

Caitlin Rogers for

Wenonah G. Haire
Tribal Historic Preservation Officer



UNITED STATES DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Southeast Regional Office
263 13th Avenue South
St. Petersburg, Florida 33701-5505
<http://sero.nmfs.noaa.gov>

May 4, 2018

F/SER47:CC/pw

(Sent via Electronic Mail)

Lt. Col. Jeffrey Palazzini
Charleston District, Corps of Engineers
69A Hagood Avenue
Charleston, South Carolina 29403-5107

Attention: Elizabeth Williams

Dear Lt. Colonel Palazzini:

NOAA's National Marine Fisheries Service (NMFS) reviewed public notice SAC-2016-01395 dated April 4, 2018. Palmetto Railways requests authorization to affect freshwater wetlands to construct an industrial rail line connecting an existing CSX rail line near the Santee Cooper Cross Generating Stations to the Camp Hall Commerce Park, Berkeley County. As compensatory mitigation, the applicant proposes the purchase of mitigation bank credits for impacts within the Four Holes Swamp watershed and Permittee Responsible Mitigation (PRM) in the Cooper River watershed, including enhancement and preservation of 1,220 acres in the Francis Marion National Forest. The Charleston District's initial determination is this project is not proposing impacts to essential fish habitat (EFH). The NMFS agrees with this determination and, accordingly, offers no EFH conservation recommendations under the EFH provisions of the Magnuson-Stevens Fishery Conservation and Management Act. As the nation's federal trustee for the conservation and management of marine, estuarine, and anadromous fishery resources, the NMFS provides the following comments and recommendations pursuant to authorities of the Fish and Wildlife Coordination Act.

The proposed project involves impacts to 120 acres of freshwater wetlands and a new bridge crossing over the Diversion Canal between Lakes Marion and Moultrie. These freshwater wetlands regulate water flow and improve water quality by retaining or transforming excess nutrients and by trapping sediment and heavy metals. The proposed project would have no direct impact on tidal wetlands; however, the loss of freshwater wetlands may affect tidal habitats indirectly by contributing pollutants and increasing freshwater flows to tidal areas. The PRM portion of the proposed compensatory mitigation plan is only roughly outlined. A fully developed PRM plan should be submitted by the applicant for review before the project is permitted. The NMFS concurs with the recommendation of the U.S. Fish and Wildlife Service, proposed in its letter dated April 30, 2018, that additional culverts be installed along the rail line to improve hydrologic flows and connectivity.

Several species of anadromous fish use the Diversion Canal, including blueback herring, American shad, striped bass, shortnose sturgeon, and (potentially) Atlantic sturgeon.



Construction of the rail line bridge crossing the Diversion Canal has the potential for impacts to this anadromous fish habitat. The following recommendations should be implemented to increase the likelihood of recovery for the impacted habitat and decrease the likelihood of impacts beyond the project area:

1. The staging area should be limited to 0.5 acres of anadromous fish habitat and all areas should be restored to pre-construction conditions following construction.
2. In-water work should be avoided between February 16 and June 15, to the maximum extent practicable, to avoid periods of anadromous fish migration and spawning.

In accordance with section 7 of the Endangered Species Act of 1973, as amended, it is the responsibility of the Charleston District to review and identify whether a proposed activity may affect endangered or threatened species and their designated critical habitat. Shortnose sturgeon and potentially Atlantic sturgeon occur in the project vicinity and may be affected by the proposed project, including the pile installation of the rail bridge crossing. Determinations involving species under the jurisdiction of the NMFS should be reported to the NMFS Protected Resources Division at the letterhead address.

The NMFS greatly appreciates the opportunity to provide these comments. Please direct related correspondence to the attention of Cindy Cooksey at our Charleston Area Office. She may be reached at (843) 460-9922 or by e-mail at Cynthia.Cooksey@noaa.gov.

Sincerely,



/ for

Virginia M. Fay
Assistant Regional Administrator
Habitat Conservation Division

cc: COE, Elizabeth.G.Williams@usace.army.mil
DHEC, trumbumt@dhec.sc.gov
SCDNR, DavisS@dnr.sc.gov
SCDNR, CroweS@dnr.sc.gov
F/SER47, Cynthia.Cooksey@noaa.gov

MAY 07 2018

PHYLLIS WILLIAMS
1051 HWY 311
CROSS, SC 29436
APRIL 30, 2018

ELIZABETH WILLIAMS
U.S. ARMY CORPS OF ENGINEERS REGULATORY DIVISION
69A HAGOOD AVENUE
CHARLESTON, SC 29403-5107

RE: SAC 2016-1395

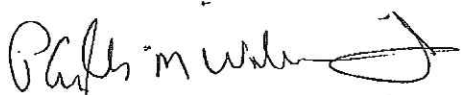
Dear ELIZABETH WILLIAMS:

I am writing about the proposed construction of railroad crossings at Hwy 311 & Mudville Road in Berkeley County, South Carolina. The survey stakes on my property indicate that the Hwy 311 railroad crossing will be running about 300ft from my residence. I have outlined my concerns below.

1. Serious impact from the construction and operations of the train it will have on my home built in the fifties.
2. Stabilization of the grounds of my property and the surrounding areas. (in the past there have been alleged sinkholes due to mining at a local quarry)
3. Safety, will there be lights and crossing arms?
4. The noise of the horns and the train itself.
5. Impact on the Trucking Industry with lost jobs.
6. Impact on the environment, wildlife, people, and the motoring public.

Also, I would like to know, why the proposed railway is not being constructed from the closest rail access to Camp Hall Commerce Park?

Respectfully,



Phyllis M (Silkey) Williams
843-753-2695

APR 09 2018

4-5-2018

Please O.K. VOLVO RAIL LINE

ANY THAT TAKES 42,000 TRUCKS
OFF THE ROADS IS A GOOD THING.

THANK

Wesley Leitch

South Carolina Department of Natural Resources

1000 Assembly Street Suite 336
PO Box 167
Columbia, SC 29202



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

May 3, 2018

Electronic submission

Ms. Elizabeth Williams
U.S. Army Corps of Engineers
Regulatory Division
69-A Hagood Avenue
Charleston, South Carolina 29403

RE: P/N SAC 2016-1395, Palmetto Railways, Mr. Jeff McWhorter

Dear Ms. Williams:

Personnel with the South Carolina Department of Natural Resources (SCDNR) have reviewed the proposed project, evaluated its impact on natural resources and offer the following comments.

Project Summary

The proposed work consists of constructing an industrial rail line, connecting the CSXT Cross Subdivision near the Santee Cooper Cross Generating Station and the Camp Hall Commerce Park. The proposed rail line will service the new Volvo Cars manufacturing facility, as well as future proposed development within the Camp Hall Commerce Park. The applicant proposes to impact approximately 120.01 acres of wetlands and 537.20 linear feet of non-wetland waters of the United States. In detail, permanent cut/fill is proposed in 103.12 acres of wetlands and mechanical clearing is proposed in 16.89 acres. Permanent pipe is proposed in 315.20 linear feet of non-wetland waters and permanent morphological impact is proposed in 222 linear feet of non-wetland waters of the United States.

Agency Comments

SCDNR previously provided comments on the proposed railway in a letter dated September 28, 2017 to Ms. Diana Wood of the Surface Transportation Board (STB) and Ms. Courtney Stevens of the U.S. Army Corps of Engineers. This letter was in response to a request for information from the STB in Docket No. FD 36095 for authority to construct and operate a new rail line in Berkeley County. The July 25, 2017 Environmental Report referenced for this project at that time states that approximately 83.18 acres of jurisdictional wetlands and 169 linear feet of non-wetland waters will be impacted by project construction. The current public notice states that the applicant proposes to impact approximately 120.01 acres of wetlands and 537.20 linear feet of

non-wetland waters. SCDNR requests that an explanation be provided for this difference in the proposed impacts.

The proposed project involves the construction of a new rail bridge crossing of the Diversion Canal that connects Lake Marion and Lake Moultrie. The construction method would include the placement of eight cast-in-place concrete columns in the canal bottom to support the rail bridge. The Diversion Canal provides passage for diadromous fish species including the federally-endangered shortnose sturgeon as well as American shad, blueback herring and hickory shad. SCDNR recommends that construction activities should not occur in the waters of the Diversion Canal between January and April to minimize impacts to these diadromous fish species. Further coordination should occur with the Atlantic States Marine Fisheries Commission (ASMFC) regarding blueback herring and American shad. ASMFC is an interstate compact, ratified by the states on the Atlantic coast and approved by Congress in 1942, to ensure the sustainability of Atlantic coast fishery resources.

SCDNR personnel reviewed the Protected Species Assessment, dated March 1, 2018, publicly available on the project website (<http://www.camphallrailnepa.com/>). SCDNR previously expressed concerns regarding the presence of potentially suitable habitat in two locations near the Cross Generating Station for red-cockaded woodpecker (RCW). The first site (Area 1), located south of the Diversion Canal, is outside of the currently proposed project corridor and we find that further evaluation is not needed. The second site (Area 2) is located north of the Diversion Canal at the proposed interchange yard. SCDNR submits that the information provided for Area 2 meets sufficient survey and habitat assessment requirements and we have no further concerns.

SCDNR has records of three South Carolina State Wildlife Action Plan (SWAP) species near the project corridor. Occurrences of Cedar Creek crayfish, black mottled crayfish and Santee crayfish have been documented in the vicinity of the project corridor. SWAP species are those species of greatest conservation need not traditionally covered under any federal funded programs. Species are listed in the SWAP because they are rare or designated as at-risk due to knowledge deficiencies; species common in South Carolina, but listed rare or declining elsewhere; or species that serve as indicators of detrimental environmental conditions. SCDNR recommends that appropriate measures be taken to minimize or avoid impacts to these species of concern.

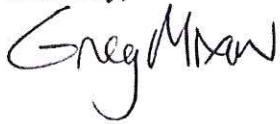
The applicant has proposed to mitigate for impacts to wetlands and waters of the United States through a Permittee Responsible Mitigation Plan (PRMP) and the purchase of mitigation bank credits. For impacts within the Four Hole Swamp watershed, the applicant proposes to purchase wetland mitigation bank credits from the Francis Beidler Forest Mitigation Bank. For impacts within the Cooper River watershed, a PRMP is proposed to enhance 697 acres of wetlands and preserve 43 acres of wetlands at the Fairlawn C1 Parcel site, a 1,550-acre site within the Francis Marion National Forest. The Fairlawn C1 Parcel will be transferred to the United States Forest Service for long-term stewardship, which will provide public access and permanently protect the site.

SCDNR has no objection to the purchase of credits from the Francis Beidler Forest Mitigation Bank for the unavoidable impacts within the Four Hole Swamp watershed provided that credits

are available. SCDNR also submits that the Fairlawn C1 Parcel may be a suitable PRM site for the impacts within the Cooper River watershed; however, the information provided in the July 27, 2017 Draft Wetlands Mitigation Plan is deficient. A final PRMP should address the twelve elements from the 2008 Compensatory Mitigation Rule and follow the guidance for the development of a PRMP provided by the USACE Charleston District. SCDNR requests that the final PRMP be provided for review.

SCDNR asks that the permit be held in abeyance until 1) an explanation is provided in the change in amounts of jurisdictional impacts and 2) SCDNR has reviewed the PRMP. 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.

Sincerely,



Greg Mixon
Office of Environmental Programs

cc: SCDHEC-EQC
SCDHEC-OCRM
NMFS
FWS
EPA



United States Department of the Interior

FISH AND WILDLIFE SERVICE

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



May 7, 2018

Lt. Colonel Jeffery S. Palazzini
District Engineer
U.S. Army Corps of Engineers
69A Hagood Avenue
Charleston, SC 29403-5107

Attn: Elizabeth Williams

Re: P/N SAC-2016-1395, Jeff McWhorter, Palmetto Railways, Berkeley County, SC
FWS Log No. 2018-CPA-0033

Dear Colonel Palazzini:

The U.S. Fish and Wildlife Service (Service) has reviewed the above-referenced public notice dated April 4, 2018. Mr. Jeff McWhorter of Palmetto Railways has requested a Department of the Army (Department) permit pursuant to sections 401 and 404 of the Clean Water Act (33 U.S.C 1344), the South Carolina Coastal Zone Management Act (48-39-10 *et seq.*), and the South Carolina Construction in Navigable Waters Permit Program (R. 19-450, *et seq.*, 1976 Code of Laws, as amended) to place fill in jurisdictional waters of the U.S., Berkeley County, South Carolina. This report is submitted in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 *et seq.*) and section 7 of the Endangered Species Act, as amended (16 U.S.C. 1531 *et seq.*) (ESA). This report is also to serve as official comments to the South Carolina Department of Health and Environmental Control (DHEC) - Office of Ocean and Coastal Resources Management.

The proposed work consists of constructing an industrial rail line connecting the CSXT Cross Subdivision near the Santee Cooper Cross Generating Station and the Camp Hall Commerce Park. The rail line construction will impact approximately 120 acres of wetlands and 537 linear feet of non-wetland waters of the United States. The applicant has proposed to mitigate for impacts to wetlands and waters of the United States by providing a combination of Permittee Responsible Mitigation at the Fairlawn C1 Parcel site and debiting mitigation bank credits from the Francis Beidler Forest Mitigation Bank.

Based on the information received regarding the occurrence of the red-cockaded woodpecker (RCW) within the proposed project, the Service concurs with your determination that the proposed project may affect, but is not likely to adversely affect the RCW. Previously, two areas along the corridor were identified as containing potentially suitable habitat for the RCW. Furthermore, our office and the South Carolina Department of Natural Resources have historical records of RCW's in these two areas. However, based on survey results provided, the largest

area identified within the applicant's proposed Interchange Yard near the northeast terminus of the railway does not provide suitable habitat for the RCW, rendering to the Service's RCW Recovery Plan. Additionally, the second, smaller area, located approximately 3,000 feet south west of the diversion canal, is outside of the currently proposed project corridor. Therefore, the requirements of section 7 of the ESA have been fulfilled relative to the proposed action, and no further consultation is necessary at this time. However, obligations under section 7 of the ESA must be reconsidered if: (1) new information reveals that the proposed action may affect listed species in a manner or to an extent not previously considered; (2) the 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.

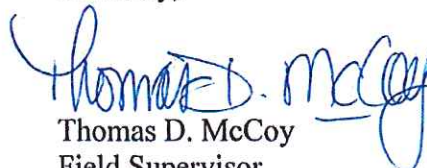
The proposed rail line necessitates linear fill that will not only block natural drainage patterns but will also hinder wildlife movement across the wetlands and uplands within the local landscape. The applicant has proposed to install culverts only in several areas where the proposed fill impacts the larger wetlands which will allow for some hydrologic flow and minimal wildlife passage. In order to improve hydrologic flows and wildlife connectivity underneath the proposed rail line the Service recommends additional culverts be installed. The Service recommends that double box culverts should be placed every 200 feet along the rail line.

The Service recommends the applicant consider species that have been petitioned for listing under the ESA as well as Candidate Species that may be in the project area. These species are collectively referred to as "At-Risk Species" (ARS). We have included a list of ARS that may occur in Berkeley County, South Carolina. Although there are no Federal protections afforded to ARS incorporating proactive measures to avoid or minimize harm to ARS may improve their status and assist with precluding the need to list these species. Additional information on ARS can be found at:

<http://www.fws.gov/southeast/candidateconservation>

The Service appreciates the opportunity to review and provide comments on the proposed project. If you should need further assistance, please contact Mr. Mark Caldwell at (843) 727-4707 ext. 215, and reference FWS Log No. 2018-CPA-0033.

Sincerely,


Thomas D. McCoy
Field Supervisor

TDM/MAC

South Carolina List of At-Risk, Candidate, Endangered, and Threatened Species - Berkeley County

CATEGORY	COMMON NAME/STATUS	SCIENTIFIC NAME	SURVEY WINDOW/ TIME PERIOD	COMMENTS
Amphibian	Frosted flatwoods salamander (T, CH)	<i>Ambystoma cingulatum</i>	January 1-April 30	Larvae present in breeding ponds
	Gopher frog (ARS)	<i>Lithobates capito</i>	Breeding: October-March	Call survey: February-April
Bird	American wood stork (T)	<i>Mycteria americana</i>	February 15-September 1	Nesting season
	Bald eagle (BGEPA)	<i>Haliaeetus leucocephalus</i>	October 1-May 15	Nesting season
	MacGillivray's seaside sparrow (ARS)	<i>Ammodramus maritimus macgillivrayi</i>	May-June	
	Red-cockaded woodpecker (E)	<i>Picoides borealis</i>	April 1-July 31	Nesting season
Crustacean		None Found		
Fish	American eel (ARS)	<i>Anguilla rostrata</i>	March 1-May 30; October 1-December 15	Temperature dependent: normally (17-20°C); can be found between 13-25°C
	Atlantic sturgeon* (E)	<i>Acipenser oxyrinchus*</i>	February 1-April 30	Spawning migration
	Blueback herring (ARS)	<i>Alosa aestivalis</i>	Mid-January-mid May	Peak: March-April
	Shortnose sturgeon* (E)	<i>Acipenser brevirostrum*</i>	February 1-April 30	Spawning migration
	Frosted elfin (ARS)	<i>Callophrys irus</i>	March - June	
Insect	Monarch butterfly (ARS)	<i>Danaus plexippus</i>	August-December	Overwinter population departs: March-April
Mammal	Northern long-eared bat (T)	<i>Myotis septentrionalis</i>	Year round	Winter surveys not as successful
	Rafinesque's big-eared bat (ARS)	<i>Corynorhinus rafinesquii</i>	Year round	Found in mines, caves, large hollow trees, buildings, and bat towers
	Tri-colored bat (ARS)	<i>Perimyotis subflavus</i>	Year round	Found in mines and caves in the winter
	West Indian manatee (T)	<i>Trichechus manatus</i>	May 15-October 15	In coastal waters
Mollusk		None Found		
Plant	American chaffseed (E)	<i>Schwalbea americana</i>	May-August	1-2 months after a fire
	Boykin's lobelia (ARS)	<i>Lobelia boykinii</i>	May-July/August	
	Bog asphodel (ARS*)	<i>Narthecium americanum</i>	June-July	
	Canby's dropwort (E)	<i>Oxypolis canbyi</i>	Mid-July-September	
	Carolina-birds-in-a-nest (ARS)	<i>Machiridea caroliniana</i>	July-November	
	Carolina bishopweed (ARS)	<i>Ptilimnium ahlesii</i>	May-July	
	Ciliate-leaf tickseed (ARS)	<i>Coreopsis integrifolia</i>	August-November	
	Long Beach seedbox (ARS)	<i>Ludwigia brevipes</i>	July-October	
	Pondberry (E)	<i>Lindera melissifolia</i>	February-March	
	Raven's seedbox (ARS)	<i>Ludwigia ravenii</i>	June-October	
	Sun-facing coneflower (ARS)	<i>Rudbeckia heliopsisidis</i>	July-September	
	Eastern diamondback rattlesnake (ARS)	<i>Crotalus adamanteus</i>	Most of the year	Peak: April-November
	Southern hognose snake (ARS)	<i>Heterodon simus</i>	Most of the year	
	Spotted turtle (ARS)	<i>Clemmys guttata</i>	February-mid April	
Reptile				

South Carolina List of At-Risk, Candidate, Endangered, and Threatened Species - Berkeley County

- * Contact National Marine Fisheries Service (NMFS) for more information on this species
- ** The U.S. Fish and Wildlife Service (FWS) and NMFS share jurisdiction of this species
- ARS Species that the FWS has been petitioned to list and for which a positive 90-day finding has been issued (listing may be warranted); information is provided only for conservation actions as no Federal protections currently exist.
- ARS* Species that are either former Candidate Species or are emerging conservation priority species
- BGEPA Federally protected under the Bald and Golden Eagle Protection Act
- C FWS or NMFS has on file sufficient information on biological vulnerability and threat(s) to support proposals to list these species
- CH Critical Habitat
- E Federally Endangered
- P or P - CH Proposed for listing or critical habitat in the Federal Register
- S/A Federally protected due to similarity of appearance to a listed species
- T Federally Threatened

These lists should be used only as a guideline, not as the final authority. The lists include known occurrences and areas where the species has a high possibility of occurring. Records are updated as deemed necessary and may differ from earlier lists.

For a list of State endangered, threatened, and species of concern, please visit <https://www.dnr.sc.gov/species/index.html>.

Camp Hall Rail-Comments From The Public Notice					
Submitted				PR response in Letter to USACE	
No.	Date Submitted	Agency/Group/Author	Recipient	Comments	
1	4/5/18	Wesley Leitch	USACE	Please O.K. Volvo Rail Line. Any (sic) that takes 42,000 trucks off the roads is a good thing.	No response needed.
2	4/12/18	Phyllis Cohen	USACE	As indicated on the project map, my 17 acres is literally being sliced in half with only tiny slivers left in the majority with the rest being zoned commercial. My concern and comment is that I assume the railways will be purchasing the entire parcel otherwise I totally object to the placement on my property and will take action if not to my favor.	Every effort will be made to minimize the amount of right of way required. For the right of way that is needed, appraisals will be conducted to determine the fair market value of the needed property as well as any damages to remainders.
3	4/30/18	Phyllis Williams	USACE	The survey stakes on my property indicate that the Hwy 311 railroad crossing will be running about 300 ft from my residence. I have outlined my concerns below. 1) Serious impact from the construction and operations of the train it will have on my home built in the fifties. 2) Stabilization of the grounds of my property and the surrounding areas (in the past there have been alleged sinkholes due to mining at a local quarry) 3) Safety, will there be lights and crossing arms? 4) The noise of the horns and the train itself 5) Impact on the trucking industry with lost jobs 6) Impact on the environment, wildlife, people, and the motoring public.	As part of the environmental review process, the applicant conducted a preliminary noise and vibration assessment. The results of that study determined that no adverse impacts would be expected. FRA Train Horn Rule (49 CFR 222) requires the engineer to sound the horn under various circumstances including when a train is approaching and passing a public highway at-grade crossing. All crossing will be designed, protected, and signalized with gates and lights in accordance with FRA and SCDOT requirements. The proposed project is expected to support and enhance the development of the Camp Hall Commerce Park as well as South Carolina and Berkeley County infrastructure needs. Likewise the proposed project will help alleviate highway congestion involving large commercial trucks. The applicant has conducted a thorough alternatives analysis to determine the most practical alternative that has the least overall impacts.
4	4/30/18	Phyllis Williams	USACE	Also, I would like to know why the proposed railway is not being constructed from the closest rail access to Camp Hall Commerce Park?	As part of the alternatives analysis, the applicant looked at alternatives connecting to both Norfolk Southern and CSX. While Norfolk Southern expressed support for the applicant as financier and construction manager of the proposed project, it desired and expected that, once the project was completed, operational control and ownership of the rail line connection would be transferred to Norfolk Southern. However, ownership and operational control of the rail line connection is fundamental to Palmetto Railway's proposal, without which Palmetto Railways, a division of an agency of the State of South Carolina, could neither justify the cost of the proposed project nor satisfy its statutory purpose of providing safe, efficient and cost effective rail solutions to facilitate the movement of freight within South Carolina.
5	5/2/18	Dan Camp/Santee Cooper	USACE	An overall comment for the proposed rail project is that Santee Cooper wants to be assured that any proposed embankments, culverts or bridges will not impede existing storm water drainage patterns or efficiencies that would cause adverse effects on our adjacent properties. A summary of a few notable areas of concern follows:	The Applicant has prepared a Preliminary Hydraulic Study that addresses existing and planned storm water conveyances for the current engineering design. The Applicant is currently in the process of selecting a qualified firm to prepare final design documents for the proposed project. The Applicant and the selected engineering firm will coordinate with Santee Cooper, Local, State, and Federal representatives to ensure that the proposed project has been designed to not significantly impede the existing storm water drainage patterns or efficiencies.
6	5/2/18	Dan Camp/Santee Cooper	USACE	An overall comment for the proposed rail project is that Santee Cooper wants to be assured that any proposed embankments, culverts or bridges will not impede existing storm water drainage patterns or efficiencies that would cause adverse effects on our adjacent properties. A summary of a few notable areas of concern follows: <u>Cross Generating Station Site (CGS)</u> : 1) Bulltown Ditch Crossing-this ditch, near Station 118, drains a large portion of the developed and un-developed portions of CGS, as well as the proposed railyard. 2) Solid Waste Landfill (SWLF) drainage canal-this large canal, near Station 236, receives the storm water flows from the Subtitle D SWLF that is utilized for ash storage for CGS. The completed landfill area will, when filled and closed, consist of just less than 200 acres of impervious runoff from the top and side slopes of the SWLF. This canal will see very large flows once the SWLF is closed. We have storm water studies available to share with Palmetto Rail that can be used to verify their culvert design. 3) The Diversion Canal Bridge crossing design should consider and maintain navigation, as well as address any potential scour effects in the canal. 4) FERC project lands exist along each side of the Diversion Canal and FERC approval of the rail project will be required. Santee Cooper has initiated discussions with FERC regarding this project and will continue to assist Palmetto Rail with this process.	The Applicant has prepared a Preliminary Hydraulic Study that addresses existing and planned storm water conveyances for the current engineering design. The Applicant is currently in the process of selecting a qualified firm to prepare final design documents for the proposed project. The Applicant and the selected engineering firm will coordinate with Santee Cooper, Local, State, and Federal representatives to ensure that the proposed project has been designed to not significantly impede the existing storm water drainage patterns or efficiencies.
7	5/2/18	Dan Camp/Santee Cooper	USACE	"Greenfield Site" TMS SCP5A: This portion of undeveloped timber land is bounded to the north by the Diversion Canal and on the west by Ranger Drive. There are no significant areas of drainage related concerns on this tract.	No response needed.
8	5/2/18	Dan Camp/Santee Cooper	USACE	TMS Number 052-00-00-039: The proposed rail route crosses an existing dirt road, near Station 559, that provides access to this tract of land. An existing drainage ditch runs parallel to this road and provides significant drainage to our tract of land, as well as drainage for the road.	The Applicant has prepared a Preliminary Hydraulic Study that addresses existing and planned storm water conveyances for the current engineering design. The Applicant is currently in the process of selecting a qualified firm to prepare final design documents for the proposed project. The Applicant and the selected engineering firm will coordinate with Santee Cooper, Local, State, and Federal representatives to ensure that the proposed project has been designed to not significantly impede the existing storm water drainage patterns or efficiencies.
9	5/2/18	Dan Camp/Santee Cooper	USACE	"Camp Hall" TMS Number 176-00-01-002: There are five to six existing drainage ditches that the proposed rail route crosses on this undeveloped portion of Camp Hall. These ditches provide critical drainage to these timberlands owned by Santee Cooper.	The Applicant has prepared a Preliminary Hydraulic Study that addresses existing and planned storm water conveyances for the current engineering design. The Applicant is currently in the process of selecting a qualified firm to prepare final design documents for the proposed project. The Applicant and the selected engineering firm will coordinate with Santee Cooper, Local, State, and Federal representatives to ensure that the proposed project has been designed to not significantly impede the existing storm water drainage patterns or efficiencies.
10	5/3/18	Greg Mixon/SCDNR	USACE	SCDNR previously provided comments on the proposed railway in a letter dated September 28, 2017 to Ms. Diana Wood of the Surface Transportation Board (STB) and Ms. Courtney Stevens of the U.S. Army Corps of Engineers. This letter was in response to a request for information from the STB in Docket No. FD 36095 for authority to construct and operate a new rail line in Berkeley County. The July 25, 2017 Environmental Report referenced for this project at that time states that approximately 83.18 acres of jurisdictional wetlands and 169 linear feet of non-wetland waters will be impacted by project construction. The current public notice states that the applicant proposes to impact approximately 120.01 acres of wetlands and 537.20 linear feet of non-wetland waters. SCDNR requests that an explanation be provided for this difference in the proposed impacts.	Since the submittal of the Environmental Report, PR and its consultants have continued to conduct a finer level of engineering design, hydrologic analysis, and onsite review of the rail corridor of the proposed project in order to determine with more specificity the anticipated impact of the project on jurisdictional wetlands. As a result of this continued review and design refinement, PR has determined that the total anticipated impacts of the project rail corridor has increased as compared to the impacts listed in the Environmental Report. A more detailed explanation was found in Attachment G to the permit application.
11	5/3/18	Greg Mixon/SCDNR	USACE	The proposed project involves the construction of a new rail bridge crossing of the Diversion Canal that connects Lake Marion and Lake Moultrie. The construction method would include the placement of eight cast-in-place concrete columns in the canal bottom to support the rail bridge. The Diversion Canal provides passage for diadromous fish species including the federally-endangered shortnose sturgeon as well as American shad, blueback herring and hickory shad. SCDNR recommends that construction activities should not occur in the waters of the Diversion Canal between January and April to minimize impacts to these diadromous fish species. Further coordination should occur with the Atlantic States Marine Fisheries Commission (ASMFC) regarding blueback herring and American shad. ASMFC is an interstate compact, ratified by the states on the Atlantic coast and approved by Congress in 1942, to ensure the sustainability of Atlantic coast fishery resources.	Proposed limitations and requirements regarding in-water work at the Diversion Canal included: -structures will be aligned so as to minimize the over-water footprint as much as possible; -General BMPs: The following BMPs will be implemented during construction by the contractor responsible for the execution of the work. These will be required in addition to conditions set forth in regulatory permit(s); -prior to construction, the Contractor shall be required to submit a Work Plan describing their proposed construction approach, methodology, and equipment to be used. This plan will be reviewed by the Owner and/or their representative(s) to ensure compliance with applicable regulatory conditions and BMPs. The contractor shall also be required to attend and document his/her attendance at the Pre-Construction Conference meeting.; -Once construction is initiated, the Contractor shall be required to complete the project in an expeditious manner in order to minimize the period of disturbance to environmental resources.; -The contractor will be required to ensure that oil, tar, trash, debris, and other pollutants do not enter the adjacent waters or wetlands during construction.; -All construction personnel will be instructed on the potential presence of protected species in the construction area as described in the Protected Species Assessment and the need to prevent entrapment, harm, or other impacts to these animals.; -All construction personnel will be advised that there are civil and criminal penalties for harming, harassing, or killing protected species.; -All in-water construction activities will be completed during daylight hours; Drilled Shaft Foundations: -for all "in-water" work the contractor will use drilled shaft foundations instead of piles.; -the contractor will be required to implement measures to control and/or contain suspended sediments resulting from construction activities.; -Siltation barriers, if required, will be made of material in which a Protected Species cannot be entangled, shall be properly secured, and shall be regularly monitored to avoid entrapment of protected species. Vessel Operations: Shallow draft vessels that maximize the navigational clearance between the vessel and the river bottom (i.e., "jon boats", flat-bottomed barges, etc.) will be used where possible.; -All vessels associated with the construction project will operate at "no wake/idle" speeds whenever possible while in the construction area and while in water depths where the draft of the vessel provides less than a four-foot clearance from the bottom.; -If a protected species is seen within 300 feet of the active daily construction/dredging operation or vessel movement, all appropriate precautions will be implemented to ensure its protection. These precautions will include cessation of operation of any moving equipment closer than 50 feet of a protected species. Operation of any mechanical construction equipment will cease immediately if a Protected Species is seen within a 50-ft radius of the equipment. Activities may not resume until the protected species has departed the project area of its own volition.; Palmetto Railways will require its contractors to limit "in-water" work between January and April to the maximum extend practical.

12	5/3/18	Greg Mixon/SCDNR	USACE	SCDNR has records of three South Carolina State Wildlife Action Plan (SWAP) species near the project corridor. Occurrences of Cedar Creek crayfish, black mottled crayfish and Santee crayfish have been documented in the vicinity of the project corridor. SWAP species are those species of greatest conservation need not traditionally covered under any federal funded programs. Species are listed in the SWAP because they are rare or designated as at-risk due to knowledge deficiencies; species common in South Carolina, but listed rare or declining elsewhere; or species that serve as indicators of detrimental environmental conditions. SCDNR recommends that appropriate measures be taken to minimize or avoid impacts to these species of concern.	No response
13	5/3/18	Greg Mixon/SCDNR	USACE	SCDNR has no objection to the purchase of credits from the Francis Beidler Forest Mitigation Bank for the unavoidable impacts within the Four Hole Swamp watershed provided that credits are available. SCDNR also submits that the Fairlawn C1 Parcel may be a suitable PRM site for the impacts within the Cooper River watershed; however, the information provided in the July 27, 2017 Draft Wetlands Mitigation Plan is deficient. A final PRMP should address the twelve elements from the 2008 Compensatory Mitigation Rule and follow the guidance for the development of a PRMP provided by the USACE Charleston District. SCDNR requests that the final PRMP be provided for review.	Applicant is still developing PRMP and intends to submit the Final PRMP that meets the 12 elements specified in the mitigation rule at a later date.
14	5/3/18	Greg Mixon/SCDNR	USACE	SCDNR asks that the permit be held in abeyance until 1) an explanation is provided in the change in amounts of jurisdictional impacts and 2) SCDNR has reviewed the PRMP.	See responses to #10 and #16, above.
15	5/4/18	Virginia M. Fay/US Dept. of Commerce, National Oceanic and Atmospheric Administration, National Marine Fisheries Service	USACE	The PRM portion of the proposed compensatory mitigation plan is only roughly outlined. A fully developed PRM plan should be submitted by the applicant for review before the project is permitted.	Applicant is still developing PRMP and intends to submit the Final PRMP that meets the 12 elements specified in the mitigation rule at a later date.
16		Virginia M. Fay/US Dept. of Commerce, National Oceanic and Atmospheric Administration, National Marine Fisheries Service	USACE	The NMFS concurs with the recommendation of the U.S. Fish and Wildlife Service, proposed in its letter dated April 30, 2018, that additional culverts be installed along the rail line to improve hydrologic flows and connectivity.	The Applicant has prepared a Preliminary Hydraulic Study that addresses applicable Local, State, Federal, and railway standards for the current engineering design. This Preliminary Hydraulic study identified major, primary, and secondary drainages and designed to convey, at a minimum, the 25-year rainfall event. The proposed project alignment is approximately 22.6 miles and the installation of culverts every 200-feet, as requested by USFWS, along the rail corridor would equate to the installation of approximately 596 culverts. The preliminary hydraulic study identified the need for approximately 136 culverts to satisfy the local, State, and Federal requirements. The Applicant believes that the current culvert design adequately conveys flow and allows reasonable movement of wildlife for this infrequently-traveled rail corridor and respectfully requests not to add additional culverts.
17	5/4/18	Virginia M. Fay/US Dept. of Commerce, National Oceanic and Atmospheric Administration, National Marine Fisheries Service	USACE	Several species of anadromous fish use the Diversion Canal, including blueback herring, American shad, striped bass, shortnose sturgeon, and (potentially) Atlantic sturgeon. Construction of the rail line bridge crossing the Diversion Canal has the potential for impacts to this anadromous fish habitat. The following recommendations should be implemented to increase the likelihood of recovery for the impacted habitat and decrease the likelihood of impacts beyond the project area: 1. The staging area should be limited to 0.5 acres of anadromous fish habitat and all areas should be restored to pre-construction conditions following construction. 2. In-water work should be avoided between February 16 and June 15, to the maximum extent practicable, to avoid periods of anadromous fish migration and spawning.	Proposed limitations and requirements regarding in-water work at the Diversion Canal included: -structures will be aligned so as to minimize the over-water footprint as much as possible; -General BMPs: The following BMPs will be implemented during construction by the contractor responsible for the execution of the work. These will be required in addition to conditions set forth in regulatory permit(s).; -prior to construction, the Contractor shall be required to submit a Work Plan describing their proposed construction approach, methodology, and equipment to be used. This plan will be reviewed by the Owner and/or their representative(s) to ensure compliance with applicable regulatory conditions and BMPs. The contractor shall also be required to attend and document his/her attendance at the Pre-Construction Conference meeting.; -Once construction is initiated, the Contractor shall be required to complete the project in an expeditious manner in order to minimize the period of disturbance to environmental resources.; -Land disturbing activities shall not encroach into any wetland areas outside of the permitted impact area.; -The Contractor will be required to implement BMPs that will minimize erosion and migration of sediments on and off the upland project site, including reclaimed lands, during and after construction. The contractor will also be required to conduct inspections at a minimum of at least once every calendar week or within 24 hours of the end of a storm event of 0.5 inches or greater, or until final stabilization is reached on all areas of the construction site.; -The contractor will be required to ensure that oil, tar, trash, debris, and other pollutants do not enter the adjacent waters or wetlands during construction.; -All construction personnel will be instructed on the potential presence of protected species in the construction area as described in the Protected Species Assessment and the need to prevent entrapment, harm, or other impacts to these animals.; -All construction personnel will be advised that there are civil and criminal penalties for harming, harassing, or killing protected species.; -All in-water construction activities will be completed during daylight hours.; - Drilled Shaft Foundations : -for all "in-water" work the contractor will use drilled shaft foundations instead of piles. -the contractor will be required to implement measures to control and/or contain suspended sediments resulting from construction activities.; -Siltation barriers, if required, will be made of material in which a Protected Species cannot be entangled, shall be properly secured, and shall be regularly monitored to avoid entrapment of protected species.; -The contractor will use a vibratory hammer to the maximum extent practicable. Vessel Operations : Shallow draft vessels that maximize the navigational clearance between the vessel and the river bottom (i.e., "jon boats", flat-bottomed barges, etc.) will be used where possible.; -All vessels associated with the construction project will operate at "no wake/idle" speeds whenever possible while in the construction area and while in water depths where the draft of the vessel provides less than a four-foot clearance from the bottom.; -If a protected species is seen within 300 feet of the active daily construction/dredging operation or vessel movement, all appropriate precautions will be implemented to ensure its protection. These precautions will include cessation of operation of any moving equipment closer than 50 feet of a protected species. Operation of any mechanical construction equipment will cease immediately if a Protected Species is seen within a 50-ft radius of the equipment. Activities may not resume until the protected species has departed the project area of its own volition.; -Palmetto Railways will require its contractors to limit "in-water" work between February 16 and June 15 to the maximum extent practical.
18	5/4/18	Virginia M. Fay/US Dept. of Commerce, National Oceanic and Atmospheric Administration, National Marine Fisheries Service	USACE	In accordance with section 7 of the Endangered Species Act of 1973, as amended, it is the responsibility of the Charleston District to review and identify whether a proposed activity may affect endangered or threatened species and their designated critical habitat. Shortnose sturgeon and potentially Atlantic sturgeon occur in the project vicinity and may be affected by the proposed project, including the pile installation of the rail bridge crossing. Determinations involving species under the jurisdiction of the NMFS should be reported to the NMFS Protected Resources Division at the letterhead address.	No response needed.
19	5/4/18	Tara Disy Allden/South Carolina Mitigation Association	USACE	As described in the Public Notice, the project, as proposed, will result in impacts to 120.01 acres of wetlands and 537.20 linear feet of non-wetland waters of the United States. The Public Notice includes a description of the proposed compensatory mitigation as a combination of Permittee Responsible Mitigation (for impacts in the Cooper River Watershed) and the purchase of wetland credits from the Francis Beidler Forest Mitigation Bank (for impacts in the Four Hole Swamp watershed). The PRM is further described as a 1,550-acre site with 697 acres of wetland enhancement and 43 acres of wetland preservation. No further details regarding compensatory mitigation are provided in the Public Notice. The information provided is not sufficient to determine whether or not the proposed compensatory mitigation will offset the proposed impacts.	Applicant is still developing PRMP and intends to submit the Final PRMP that meets the 12 elements specified in the mitigation rule at a later date.
20	5/4/18	Tara Disy Allden/South Carolina Mitigation Association	USACE	A "Draft Wetlands Mitigation Plan" dated July 27, 2017 was found at the Camp Hall Rail website (http://www.camphallrailnepa.com/documents/Appendix_G_Draft_Wetlands_Mitigation_Plan.pdf). This plan is six pages in length. The table below (see letter) lists the 12 elements required to be in a Mitigation Plan in accordance with the 2008 Federal Compensatory Mitigation Rule. The Draft Mitigation Plan contains only minimal information regarding two of these elements and no information regarding the other 10. Because the proposed impacts are significant in quantity and function of important aquatic resources, the SCMA respectfully submits that a mitigation plan that is in compliance with federal rules should be prepared and made available for public comment prior to a permit decision by the USACE.	Applicant is still developing PRMP and intends to submit the Final PRMP that meets the 12 elements specified in the mitigation rule at a later date.
21	5/7/18	Thomas D. McCoy/USFWS	USACE	The applicant has proposed to install culverts only in several areas where the proposed fill impacts the larger wetlands which will allow for some hydrologic flow and minimal wildlife passage. In order to improve hydrologic flows and wildlife connectivity underneath the proposed rail line the Service recommends additional culverts be installed. The Service recommends that double box culverts should be placed every 200 feet along the rail line.	The Applicant has prepared a Preliminary Hydraulic Study that addresses applicable Local, State, Federal, and railway standards for the current engineering design. This Preliminary Hydraulic Study identified major, primary, and secondary drainages and designed to convey, at a minimum, the 25-year rainfall event. The proposed project alignment is approximately 22.6 miles and the installation of culverts every 200 feet, as requested by USFWS, along the rail corridor would equate to the installation of approximately 596 culverts. The preliminary hydraulic study identified the need for approximately 136 culverts to satisfy the local, State, and Federal requirements. The Applicant believes that the current culvert design adequately conveys flow and allows reasonable movement of wildlife for this infrequently-traveled rail corridor and respectfully requests not to add additional culverts.

22	5/7/18	Thomas D. McCoy/USFWS	USACE	The Service recommends the applicant consider species that have been petitioned for listing under the ESA as well as Candidate Species that may be in the project area. These species are collectively referred to as "At-Risk Species" (ARS). We have included a list of ARS (see letter) that may occur in Berkeley County, South Carolina. Although there are no Federal protections afforded to ARS incorporating proactive measures to avoid or minimize harm to ARS may improve their status and assist with precluding the need to list these species. Additional information on ARS can be found at: http://www.fws.gov/southeast/candidateconservation	Applicant will take this under consideration.
23	5/3/18	Kelly Laylock/USEPA	SC DHEC	The impacts of Waters of the United States are substantially higher than those presented in the Environmental Report from early scoping meetings. The July 25, 2017 Environmental Report stated that approximately 83.18 acres of jurisdictional wetlands and 169 linear feet of non-wetland water would be impacted by project construction vs the current public notice which states that the applicant proposed to impact approximately 120.01 acres of wetlands and 537.20 linear feet of non-wetland waters. That is approximately a 50% increase of impacts to wetlands and over a 200% increase of impacts to linear features. The applicant states that this is due to finer scale assessments being performed. Increases of this magnitude raise concerns of the accuracy of the initial screening criteria. We request information from the same assessments for, at a minimum, all Level 2 alternative sites.	Since the submittal of the Environmental Report, PR and its consultants have continued to conduct a finer level of engineering design, hydrologic analysis, and onsite review of the rail corridor of the proposed project in order to determine with more specificity the anticipated impact of the project on jurisdictional wetlands. As a result of this continued review and design refinement, PR has determined that the total anticipated impacts of the project rail corridor has increased as compared to the impacts listed in the Environmental Report. A more detailed explanation was found in Attachment G to the permit application
24	5/3/18	Kelly Laylock/USEPA	SC DHEC	The mitigation plan provided is conceptual and lacks many necessary details. We request a plan with the 12 elements specified in the mitigation rule including: objectives, site selection, site protection instrument, baseline information, determination of credits, mitigation work plan, maintenance plan, and financial assurances. Without this information, it is unclear if the mitigation plan is adequate. Once a complete plan is submitted, we would like a site visit to the proposed mitigation site.	Applicant is still developing PRMP and intends to submit the Final PRMP that meets the 12 elements specified in the mitigation rule at a later date. A site visit can be coordinated with EPA and any other regulatory agency that is interested.

Coast Guard Preliminary Notice to Landowners



16591/SC 274
July 27, 2018

PRELIMINARY PUBLIC NOTICE (04-18)

The United States Coast Guard is soliciting public comments on a proposal by Palmetto Railways to construct a fixed railroad bridge. The purpose of this project is to provide a safe, functional and efficient crossing serving rail and vessel traffic. The need for this proposal is to construct a railroad bridge, which will connect the Camp Hall Commerce Park to a point where it will connect to pre-existing CSX railway tracks by an approximately 23 mile long new rail line. A Coast Guard Bridge Permit application has not yet been submitted but will be required for this project.

WATERWAY AND LOCATION: Santee Cooper Diversion Canal, mile 71.3, 33° 22'10" N latitude and 80° 07'32" W longitude. It is 1.25 miles downstream of the SC 45/US 17 bridge, approximately 1.8 miles northwest of the mouth of Lake Moultrie and approximately 2.95 miles southeast from Lake Marion near Cross, Berkeley County, South Carolina. The canal depth is not tidally influenced.

PROPOSED MINIMUM NAVIGATIONAL CLEARANCES:

Horizontal: 100 feet

Vertical: 40 feet

ENVIRONMENTAL CONSIDERATIONS: The Surface Transportation Board (STB) and U.S. Army Corps of Engineers will act jointly as lead federal agencies for satisfying requirements of The National Environmental Policy Act (NEPA). The co-lead federal agencies are producing an Environmental Assessment (EA) outlining the environmental impacts of the overall proposed project.

SOLICITATION OF COMMENTS: Mariners are requested to express their views on navigational access and safety issues, including the need for clearance gauges and extended nighttime navigation through the proposed bridge.

Boat owners in the project vicinity are requested to provide information about their vessels including vessel type, length overall, draft, beam, and height from the waterline to the highest fixed point and to appurtenant structures (e.g. tuna towers, flying bridges, fixed antennas and radar units) and whether these appurtenant structures can be disassembled, dismantled or lowered. Also provide where the vessel is primarily moored and the frequency of passage under the proposed bridge (i.e. number of times per month). Provide comments giving sufficient detail to establish a clear understanding of reasons for support of or opposition to the proposed project.

Written comments will be received and made part of the case record at the office of the Commander (dpb), Seventh Coast Guard District, 909 SE 1st Ave., Ste. 432, Miami, FL 33131-3028, for a 30-day period from the date of this Public Notice. The Project manager for this application is Mr. Gwin Tate, who can be reached at (305) 415-6747, or by mail at the above address. We request this information be brought to the attention of any person having an interest in this project who may not be aware of this public notice.

Additional information on the project may be found on the project website address at:
<http://www.camphallrailnepa.com/>

This is a web-searchable copy and is not the official, signed version; however, other than the signature being omitted, it is a duplicate of the official version.

Camp Hall Rail Line Draft EA

Note to File

September 6, 2018

Report from Gwin Tate, USCG, on Response to USCG Preliminary Notice #16591/SC 274

Response #2: Caller wanted to know if the proposed railway extension would cross local roads, preventing emergency vehicles from passing the crossing in a timely manner, and causing a long detour to the local hospital. I let the caller know that the potential rail location could affect local vehicular traffic temporarily at a railroad crossing, but it wouldn't be any different than any other crossing.

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

From: Tate, William G CIV

Sent: Friday, August 17, 2018 1:20 PM

To: 'William.Graham53@Yahoo.Com' <William.Graham53@Yahoo.Com>

Subject: FW: CAMP HALL RAIL PROJECT

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

From: Tate, William G CIV

Sent: Friday, August 17, 2018 1:17 PM

To: 'William.Graham53@Yahoo.Com' <William.Graham53@Yahoo.Com>

Subject: CAMP HALL RAIL PROJECT

Good afternoon Mr. Graham,

I've scanned 2 images into the copier and had them e-mailed to me. However, I see at the moment, as OFTEN happens, the "copier cannot connect to the server". As such, so far the images haven't appeared in my "In" box. However, below is the website link to the project, and the contact for Tarek "T" Ravenel is below. T is the person with the railroad, so is best qualified to respond to any questions regarding the railroad locations other than across the Santee-Diversion Canal.

If the images do not appear in my "In" box today before I leave to catch my train at 1:30, I WILL get them to you Monday.

Regards,

- Gwin

W. Gwin Tate III

Bridge Management Specialist

Federal (County Court) Mediator

Coast Guard Bridge Branch

909 SE 1st Ave. Ste. 432

Miami, FL 33131

Phone: (305) 415-6747

Hours: 6:00-2:30

<https://na01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.camphallrailnepa.com%2F&data=02%7C01%7CDiana.Wood%40stb.gov%7C02d57baaaebe4d1b33f208d614125942%7Cbc02aaca e24c420db143ce9537c42d7b%7C0%7C0%7C636718466380541057&sdata=ELyKGMAVc4zwH%2B4 qHD6FNC9L3vjDpBtk7gPomYJf6Fs%3D&reserved=0>

Thanks

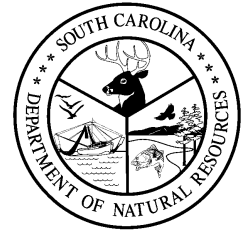
T Ravenel

Director of Special Projects

540 East Bay Street | Charleston, SC 29403 | Office: 843.737.8440 | Cell: 843.277.5582

South Carolina Department of Natural Resources

1000 Assembly Street Suite 336
PO Box 167
Columbia, SC 29202



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

October 10, 2018

Electronic submission

Ms. Elizabeth Williams
U.S. Army Corps of Engineers
Regulatory Division
69-A Hagood Avenue
Charleston, South Carolina 29403

RE: P/N SAC 2016-1395, Palmetto Railways, Mr. Jeff McWhorter

Dear Ms. Williams:

Personnel with the South Carolina Department of Natural Resources (SCDNR) have reviewed the additional information provided for the proposed project and offer the following comments.

Project Summary

The proposed work consists of constructing an industrial rail line, connecting the CSXT Cross Subdivision near the Santee Cooper Cross Generating Station and the Camp Hall Commerce Park. The proposed rail line will service the new Volvo Cars manufacturing facility, as well as future proposed development within the Camp Hall Commerce Park. The applicant proposes to impact approximately 120.01 acres of wetlands and 537.20 linear feet of non-wetland waters of the United States. In detail, permanent cut/fill is proposed in 103.12 acres of wetlands and mechanical clearing is proposed in 16.89 acres. Permanent pipe is proposed in 315.20 linear feet of non-wetland waters and permanent morphological impact is proposed in 222 linear feet of non-wetland waters of the United States.

Agency Comments

SCDNR previously provided comments on the proposed railway in letters dated September 28, 2017 and May 3, 2018. In our most recent letter, SCDNR requested that the permit be held in abeyance until the applicant provides an explanation for the increase in proposed jurisdictional impacts and provides a revised Permittee Responsible Mitigation Plan (PRMP). The additional information has adequately addressed our concerns regarding the increase in jurisdictional impacts. The revised PRMP plan will be discussed in more detail below.

We also recommended in our May 3, 2018 letter that construction activities not occur in the waters of the Diversion Canal between January and April to minimize impacts to diadromous fish species and that the applicant should coordinate with the Atlantic States Marine Fisheries Commission (ASMFC) regarding blueback herring and American shad. The additional information provided includes a list

of best management practices but does not adequately address our concerns regarding the seasonal impact of the proposed construction activities on diadromous fish.

Proposed Mitigation

SCDNR recommended that the PRMP include additional information addressing the twelve elements of the 2008 Compensatory Mitigation Rule and the Charleston District guidance for the development of a PRMP. SCDNR has reviewed the information provided in the PRMP dated September 19, 2018 and offers the following specific comments.

3.0 Watershed Approach

The Cooper River is referenced as the “Copper” River in the last sentence of the first paragraph. There are several other places in the document where this occurs. This should be corrected in the final PRMP.

4.2 Site Selection

SCDNR recommends that a latitude/longitude or GPS coordinate be included in the Final PRMP.

4.5 Determination of Credits

Temporal Loss

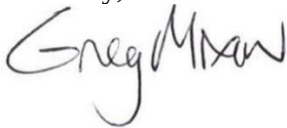
The credit calculations for all mitigation units are based on a temporal loss of 0 – 5 years (-0.1). Typically a temporal loss of 20+ years (-0.4) is used for mitigation activities involving the removal of bedded pines with replanting (Unit 2) and the replanting of cutover wetlands (Unit 5). This is provided for information purposes only since SCDNR finds that recalculating using the appropriate temporal loss factor should still provide sufficient compensatory mitigation credits to offset the proposed impacts.

Agency Recommendation

SCDNR submits that the Fairlawn C1 Parcel Mitigation site will provide adequate compensatory mitigation for the proposed impacts and we have no further objections to permit issuance provided that our previously stated concerns regarding diadromous fish are adequately addressed.

If you have questions or need more information, please contact me at mixong@dnr.sc.gov or 803-734-3282.

Sincerely,



Greg Mixon
Office of Environmental Programs

cc: SCDHEC-EQC
SCDHEC-OCRM
NMFS
FWS
EPA