

#EI-26205

Wood, Diana

From: Overton, Randall D CIV <Randall.D.Overton@uscg.mil>
Sent: Wednesday, September 27, 2017 3:10 PM
To: Wood, Diana
Cc: D07-DG-DISTRICTSTAFF-DPB
Subject: Preliminary Consultation for Palmetto Railways - STB Finance Docket No. 36095 - Construction and Operation Exemption-In Berkeley County, South Carolina

Dear Ms. Wood,

This email is in response to your letter dated September 8, 2017, addressed to US Coast Guard Chief, Bridge Branch in Miami, FL. Your letter request determinations for resource jurisdiction and permitting requirement for a short-line rail track purposed by Palmetto Railways to be located in Berkley County, SC. The purposed rail line would cross the Diversion Canal between Lake Marion and Lake Moultrie (also known as the Santee-Cooper Diversion Canal). The Santee-Cooper Diversion Canal is a navigable water of the United States as defined in 33 CFR 2.36. Because the purposed rail line will cross navigable waters of the United States a Coast Guard Bridge Permit pursuant to the General Bridge Act of 1946 33 U.S.C. §525 is required.

It is our understanding the Surface Transportation Board (STB), Office of Environmental Analysis (OEA), and the US Army Corps of Engineers (USACE), Charleston District have assumed the role as lead federal agency (co-lead agencies). We require a letter from STB(OEA) and the USACE stating that they will serve as co-lead federal agencies for the National Environmental Policy Act and other applicable environmental control laws such as the National Historic Preservation Act, Threatened and Endangered Species Act and the Invasive Species Act. The Coast Guard agrees to serve as a Cooperating Agency for this project and request that we be given the opportunity to review the environmental document before it is finalized.

The Coast Guard request that a navigation impact study be completed by the applicant or their consultant as earlier as possible and prior to selection of design alternative for the bridge crossing the Santee-Cooper Canal. The Coast Guard will use the findings of the navigation impact report, along with an independent review of the waterway, to provide the applicant (as well as the STB OEA, and USACE) with preliminary "minimum navigational clearances" the bridge must meet to obtain a Coast Guard permit.

The navigation report should include among other items:

1. Present governing structures (bridges on the waterway - navigational clearances available for access and egress of the waterway), any other structure on the waterway which may govern navigation on the waterway (transmission cables, navigation locks etc.).
2. Heights of vessels transiting through the waterway. The objective is to ensure that a new bridge will provide safe passage of vessels plying the waterway. We want to avoid possible delays in the project due to proposed bridge designs which will obstruct vessel traffic.

Please review the Navigation Impact Report guidelines in the Coast Guard Bridge Permit Application Guide located at <https://na01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.dco.uscg.mil%2FOur-Organization%2FAssistant-Commandant-for-Prevention-Policy-CG-5P%2FMarine-Transportation-Systems-CG-5PW%2FOffice-of-Bridge-Programs%2FBridge-Permit-Application-Process%2F&data=02%7C01%7Cdiana.wood%40stb.gov%7Cf50641d27ca840aaf27b08d505db6e2d%7Cbc02aaca24c420db143ce9537c42d7b%7C0%7C0%7C636421362383987966&sdata=SoM7friGJuoeH99R6UiMtkN%2BIR1M2IMuziDRwFzNJUI%3D&reserved=0>

The weblink above also contains helpful information you will need when making application for a Coast Guard Bridge Permit.

Please let me know if you have questions or concerns about the navigation impact report or the application process.

The mailing address for our office is:

Commander (dpb)
Coast Guard Seventh District
Attn: Bridge Branch
909 SE 1st Ave Suite 432
Miami, FL 33131

Thank you,

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