



Palmetto
RAILWAYS

July 13, 2018

#E-26344

John Winkle
Environmental Protection Specialist
Federal Railroad Administration, Office of Program Delivery
1200 New Jersey Avenue SE
W36-317
Washington, DC 20590

Re: STB Docket No. FD 36095, Palmetto Railways – Construction Exemption – In
Berkeley County, South Carolina; Uses of Section 4(f) Properties

To whom it may concern:

At the request and direction of the joint lead agencies for the joint petition for exemption and application to construct and operate a 22.7 mile industrial rail line (hereinafter the Camp Hall Rail Line), the Surface Transportation Board's (Board) Office of Environmental Analysis (OEA) and the United States Army Corps of Engineers, Charleston District (Corps), the purpose of this letter is to continue the consultation process which began with OEA's letter to the Federal Railroad Administration (FRA) dated April 25, 2018, which introduced the Camp Hall Rail Line and invited FRA to become a cooperating agency for the review required of the project under the National Environmental Policy Act (NEPA). This letter is also intended to address the issues raised in the response of FRA Supervisor, Michael Johnsen, which was forwarded to Palmetto Railways by OEA and which alerted OEA of FRA's jurisdiction over the determination of whether the proposed project uses properties which fall under the protections of Section 4(f). The purpose of this letter is to provide FRA, as well as OEA and the Corps, who are copied on this letter, with information regarding the existence of possible Section 4(f) properties that have the potential to be impacted by the proposed alignment of the Camp Hall Rail Line.

I. Introduction

In accordance with the Department of Transportation (DOT) Act of 1966, Title 23, U.S.C.A. § 138, and 49 U.S.C.A. § 303, it is the policy of the United States government, "... that special effort be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites." Section 4(f) has been part of Federal law since the DOT Act was enacted in 1966. In January 1983, as part of the recodification of the DOT Act, Section 4(f) was amended and codified in 49 U.S.C.A. § 303. Palmetto Railways understands that Section 4(f) applies to all transportation agencies within the U.S. Department of Transportation, including FRA.

With respect to the Camp Hall Rail Line, FRA would be responsible for confirming the existence (or non-existence) of properties or resources in the project area which might qualify for protection under Section 4(f), collectively referred to as 4(f) Resources. While not binding on FRA, Palmetto Railways understands that FRA uses FHWA regulations (23 CFR part 774) to guide its interpretation and implementation of Section 4(f). Specifically, Section 4(f) provides that:

"The Secretary of Transportation shall cooperate and consult with the Secretaries of the Interior, Housing and Urban Development, and Agriculture, and with the States, in developing transportation plans and programs that include measures to maintain or enhance the natural beauty of lands crossed by transportation activities or facilities... The Secretary may approve a transportation program or project...requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by Federal, State, or local officials having jurisdiction over the park, area, refuge or site) only if:

- There is no prudent and feasible alternative to using the 4(f) Resource; and
- The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

Based on Palmetto Railways' involvement with FRA on other projects, we further understand that the initial step in a Section 4(f) analysis is to determine whether resources identified in the project scoping phase qualify as 4(f) Resources. If no 4(f) Resources are identified, no additional analysis is required. If 4(f) Resources are identified in the project area, the Secretary of Transportation or applicable USDOT Operating Administration must determine whether there is a "use" of the 4(f) Resource. For the purposes of Section 4(f), a "use" of a 4(f) Resource can occur in one of four primary ways:

- When a resource is permanently incorporated into a transportation project (*i.e.*, demolition or land acquisition);
- When a resource is permanently encumbered by a transportation project (*i.e.*, the acquisition of a permanent easement) that disrupts a Section 4(f) function;
- When there is a temporary occupancy of a resource that is adverse in terms of the Section 4(f)'s purpose (*i.e.*, physical alteration of the resource during construction); or
- When the mere proximity of the project to a 4(f) Resource substantially impairs the features and attributes of the 4(f) Resource it is considered a constructive use of the 4(f) Resource.¹

Palmetto Railways further understands that, once a "use" of a 4(f) Resource is identified, a determination of the intensity or magnitude of impact on the resource is required. A "use" can be described by FRA as either "*de minimis*" or "*not de minimis*." A *de minimis* impact involves the use of

¹ A Constructive use occurs when the transportation project does not incorporate land from a 4(f) Resource but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only when the protected activities, features, or attributes of the resource are substantially diminished.

4(f) Resource that is generally minor in nature and one that, after taking into account avoidance, minimization, mitigation and enhancement measures, results in no adverse effect to the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f). For historic properties, a *de minimis* impact can be inferred from a Section 106 determination of "no adverse effect" or "no historic properties affected." A *de minimis* impact determination requires agency coordination with the officials having jurisdiction over the 4(f) Resources and opportunities for public involvement. For parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact may be made when all three of the following criteria are satisfied: (1) the use of the 4(f) Resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f); (2) the public has been afforded an opportunity to review and comment on the effects of the project; and (3) the official(s) with jurisdiction over the 4(f) Resource are informed of USDOT's *de minimis* impact determination based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

Finally, Palmetto Railways understands that, for a project that results in a determination of "use" of a 4(f) Resource that is not *de minimis*, FRA is tasked with determining whether an alternative to the use exists that is prudent and feasible. An alternative is not feasible if it cannot be built as a matter of sound engineering judgment. In determining whether an alternative is prudent, FRA may consider if the alternative would result in any of the following: (1) compromise the project to a degree that is unreasonable for proceeding with the project in light of its stated purpose and need; (2) unacceptable safety or operational problems; (3) after reasonable mitigation the project results in severe social, economic, or environmental impacts; severe disruption to established communities; severe disproportionate impacts on minority or low-income populations; or severe impacts on environmental resources protected under other federal statutes; (4) additional construction, maintenance, or operational costs of an extraordinary magnitude; (5) other unique problems or unusual factors; and (6) multiple factors that, while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude. If FRA concludes that there is no feasible and prudent alternative to the use of Section 4(f) property, then it may approve only the alternative that causes the least overall harm in light of the statute's preservation purpose. The least overall harm is determined by balancing the following:

- The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property);
- The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection;
- The relative significance of each Section 4(f) property;
- The views of the official(s) with jurisdiction over each Section 4(f) property;
- The degree to which each alternative meets the purpose and need for the project;

- After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f); and
- Substantial differences in costs among the alternatives.

II. Discussion

Existing Conditions

For the proposed route of the Camp Hall Rail Line, the study area for cultural resources is described in detail in the Environmental Report commissioned by Palmetto Railways and submitted to OEA and the Corps as a part of the permitting process. (Camp Hall Environmental Report, § 6.9, p.86). The study area for the project was approximately 23 miles (37.01 km) long and 200 feet (60.96 meters) wide. A Phase I cultural resource survey of the proposed rail corridor was completed between November 8 and December 21, 2016. Additional survey of the proposed Camp Hall Railroad Build-in was conducted in April 2017 due to a slight shift in the proposed alignment.² As a result of the study, the following potential 4(f) Resources were identified, each of which is addressed further below:

- No archaeological sites or isolated finds were encountered within the proposed rail corridor and no additional archaeological investigation was recommended for the proposed survey corridor. Camp Hall Environmental Report at p.87.
- Eight previously recorded architectural, or aboveground, resources within the APE for the historic architectural survey were identified and are listed below. See Camp Hall Environmental Report Table 6-10. Seven of the resources were recommended as ineligible for NRHP listing; however, the diversion canal that connects Lakes Marion and Moultrie (Diversion Canal) was recommended as eligible for NRHP listing and as a contributing element to the NRHP eligible Santee Cooper Hydroelectric Project Historic District.
 - Resource No. 115-0004, J. L. Williams House (Not Eligible);
 - Resource No. 115-0006, Peagler House (No Longer Exists);

² The survey was conducted by Palmetto Railways to assist the Corps and OEA with respect to their analysis of the project under Section 106 of the National Historic Preservation Act (NHIPA), 16 U.S.C.A. § 470. The goals of the survey were to identify cultural resources within the project corridor, make recommendations about the National Register of Historic Places (NRHP) eligibility status of each resource, and evaluate whether the proposed undertaking would have adverse effects on properties eligible for the NRHP. Criteria used for assessing NRIIP eligibility and project effects are set forth in 36 CFR, Part 60.4 (NRHP eligibility criteria) and 36 CFR Part 800 (project effects). The archaeological fieldwork was confined to the 23-mile by 200-ft wide proposed rail corridor for direct impacts; however, the survey included areas of potential indirect impacts within a zone of around one half mile from the centerline of the proposed corridor. In addition, Palmetto Railways developed and discussed fieldwork methodology with the South Carolina State Historic Preservation Office (SHPO) in order to ensure that the survey approach used was adequate. The archaeological methodology included pedestrian inspection and regular interval shovel testing throughout the survey corridor. Shovel testing was conducted along two survey transects that spanned the entire 23 mile by 200-ft wide corridor.

- Resource No. 0806, Unnamed House (Not Eligible);
 - Resource No. 0807, R.L. Singletary Grocery (Not Eligible);
 - Resource No. 0808, Unnamed House (No Longer Exists);
 - Resource No. 0786, Lakes Marion and Moultrie Diversion Canal (Contributes to NRHP district);
 - Resource No. 497-0002, Blackmon-Shuler Cemetery (Not Eligible); and
 - Resource No. 115-0011, Winningham Cemetery (Not Located, Erroneously Mapped).
- Fifty-four additional unrecorded architectural resources were also surveyed and documented during the study. See Camp Hall Environmental Report Table 6-10. Only two of the fifty-four identified resources were recommended as eligible for NRHP listing, as detailed below.
 - Resource No. 1263, Garrett Cemetery (Recommended Eligible); and
 - Resource No. 1270, Bulltown Ditch (Recommended Eligible).
 - The proposed route of the Camp Hall Rail Line also runs parallel and adjacent to portions of property owned by Santee Cooper,³ which are leased to the South Carolina Department of Natural Resources (SCDNR) as wildlife management areas (WMA).
 - The Moultrie Hunt Unit, consisting of over 9,000 acres of property owned and managed by Santee Cooper as a part of the Cross Generating Station and Diversion Canal. Lands are leased to SCDNR under an at-will agreement that provides limited public access for hunting.
 - Finally, the proposed route of the Camp Hall Rail Line crosses a portion of the Palmetto Trail, a 350-mile semi-contiguous pedestrian and bicycle cross-state trail that connects state and county parks, national forests, nature preserves, WMAs, Revolutionary War battlefields, and Native American paths.

³ Santee Cooper, also known as the South Carolina Public Service Authority, is a state-owned electric and water utility and landowner. Santee Cooper owns and is developing the Camp Hall Commerce Park, the location of the Volvo Cars manufacturing facility and the western terminus of the Camp Hall Rail Line. Santee Cooper also owns and utilizes Lakes Marion and Moultrie and their associated channels and canals, as well as significant landholdings surrounding those areas, as a part of its hydroelectric power generation facilities in the area, including the Cross Generating Station, near the eastern terminus of the Camp Hall Rail Line.

Potential Section 4(f) Resources

1. Diversion Canal

Of the eight architectural resources previously identified within the APE, only the Diversion Canal that connects Lakes Marion and Moultrie was recommended as eligible for NRHP listing and as a contributing element to the NRHP eligible Santee-Cooper Hydroelectric Project Historic District, thereby potentially qualifying as a 4(f) Resource. The impacts of the proposed bridge over the Diversion Canal consists of the permanent filling of open water wetlands comprising <1% (2.4 acres) of the impacts within the corridor. The Diversion Canal was originally excavated in 1941. It is 7.5 miles long, approximately 500 feet wide and approximately 12 feet deep. The bottom consists of sand and clay, with some sediments washed downstream from the Santee River. There is very little organic material or vegetation in this part of the canal and it was last dredged in 2014 to remove accumulated silt and sediments on the Lake Moultrie side of the canal. It provides aquatic habitat for a variety of species; however, there is no vegetation associated with the open water wetland. This area is considered *Very Impaired* due to the excavated nature of the canal and the periodic dredging to remove accumulated sediment. Also, spoil has been placed adjacent to the canal on either side, filling wetlands and altering the natural hydrology of these adjacent areas.

The proposed alignment will cross the Diversion Canal approximately 2.75 miles from its northern terminus. A depiction of the location of the proposed bridge crossing the Diversion Canal is attached hereto as Exhibit A. While the Highway 45 Bridge also crosses the canal, this newly proposed crossing is located more than one mile from the existing crossing. Based on this, the portion of the Diversion Canal that will be crossed by the Camp Hall Build-in retains its integrity of location, design, setting, materials, workmanship, feeling, and association. However, visual impacts to the Diversion Canal will be minimal, as the proposed rail over the canal will be proximate to the existing highway crossing of the canal. The current design of the proposed crossing will consist of a six-span bridge would be supported by seven new bents. The in-water structures for the bridge consist only of four bents. Each of the four bents consist of two 8 foot 6 inch-diameter drilled shaft foundations that would be constructed in water, and no piles will be utilized. A total of eight drilled shaft foundations would be placed in water for a total of 453.6 square feet of in-water structures. A description of the avoidance and minimization measures proposed by Palmetto Railways to address potential noise and vibration impacts from construction of the bridge is incorporated in the Mitigation Plan submitted as part of the Section 404 permit application. Given the temporary nature of the construction and the measures undertaken by Palmetto Railways, it is expected that the noise and vibration impacts are within allowable limits and impact thresholds; therefore, no material impacts to the Diversion Canal from the construction or operation of the rail line are anticipated.

With respect to the current use of the Diversion Canal as a connecting feature between two bodies of water (Lakes Marion and Moultrie), recreational activities are incidental, secondary, or occasional to the primary purpose of the Canal, which is a necessary component to Santee Cooper's generation of hydroelectricity. Palmetto Railways, through avoidance, minimization, mitigation and enhancement measures,⁴ will ensure that the project neither permanently disrupts the features of the

⁴ To that end, Palmetto Railways has participated in the Section 106 consultation process for the Camp Hall Rail Line, in connection with the Corps and OEA, in order to gain consensus amongst the identified consulting parties regarding the impacts of the proposed project.

Diversion Canal that contribute to its status as eligible for NRHP listing nor interrupts either the primary or secondary purposes of the Diversion Canal. As a result, notwithstanding the Diversion Canal's identification as a NRHP-eligible resource and a potential 4(f) Resource, and based on the publicly available resources regarding Other Considerations to consider in determining whether a resource qualifies as a 4(f) Resource, the requirements of Section 4(f) may not apply to the proposed work in the Diversion Canal.

2. Garrett Cemetery

Garrett Cemetery, a previously unrecorded site consisting of a small, African American family cemetery, was identified during the survey. The location of the cemetery in relation to the proposed alignment is shown in the depiction attached hereto as Exhibit A. Because a rural, African American cemetery with extant markers that are unique in their construction and materials is a rare occurrence, Palmetto Railways recommended the site as eligible for NRHP listing. Cemeteries are also protected from desecration under South Carolina law. In comments responding to the Palmetto Railways Phase I Survey, SHPO agreed with the recommendation of eligibility for Garrett Cemetery and for a 50-foot buffer area around its perimeter for avoidance. Currently, 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. Based on these designs, Garrett Cemetery is located outside of the area where construction and operation activities will occur and the Camp Hall Rail Line will more than comply with the 50-ft buffer established around the resource. Additionally, as described in the Camp Hall Environmental Report at § 6.4, noise and vibration impacts are within allowable limits and impact thresholds; therefore, no material impacts on Garrett Cemetery from the construction or operation of the rail line are anticipated.

3. Bulltown Ditch

Bulltown Ditch was also identified during the survey. This resource was identified on the 1921 Chicora topographic map; however, it was noted in an 1881 report as part of the Santee Canal system, which was constructed in the late eighteenth century. A depiction of the location of the Bulltown Ditch is included in the attached Exhibit A. Prior to the construction of Lake Moultrie, the Bulltown Ditch served as a feeder canal for the Santee Canal, draining water from Bulltown Swamp towards the canal. Today, Bulltown Ditch extends over 18,000 feet from the Santee Canal off of Lake Moultrie to the Diversion Canal, bisecting Bulltown Bay. This feature is approximately 6 feet wide and 4 feet deep. The canal is crossed by various public and forestry roads as well as the CSX rail line serving the Cross Generating Station through large concrete and metal culverts. This wetland system is highly impacted and is considered a *Very Impaired* wetland feature. It removes hydrology from some areas and is an excavated feature with an adjacent spoil berm that alters hydrology in the immediate area of the ditch. In some areas, the Bulltown Ditch flows through uplands before draining back into wetlands.

Similar to the Diversion Canal, Bulltown Ditch is a waterway⁵ that has no identified recreational purpose, although portions of the ditch do run through the Moultrie Hunt Unit WMA.⁶ Although constructed for the purpose of being a feeder canal for the Santee Canal, today, the primary purpose of the Bulltown Ditch appears to only be a secondary water conveyance mechanism, with all other purposes, including unidentified recreational activities considered incidental, secondary, or occasional to that primary purpose. Therefore, notwithstanding its identification as a Section 106 resource and a potential 4(f) Resource, the requirements of Section 4(f) may not apply.

Even if Section 4(f) were determined to apply, the proposed alignment has been modified through minimization and avoidance measures such that the Camp Hall Rail Line would cross Bulltown Ditch only at its northern end adjacent to the existing CSX A-line rail line. The identified crossing of the Bulltown Ditch has already been impacted by the construction of both the existing CSX A-line and a transmission easement, which allows the ditch to pass beneath those impacts through an existing culvert system. Palmetto Railways has proposed measures to avoid or minimize any potential damage during construction, including proposed stabilization of the bank of Bulltown Ditch near where the rail line would cross the ditch, as well as the extension of the existing culvert in the area to improve the existing conditions. In addition to the proposed crossing, a portion of the rail line near the existing Santee-Cooper Power Plant runs parallel to the ditch approximately 150 feet away, which distance is sufficient to avoid impacts during construction and operation of the line. Regarding noise and vibration, *see* Camp Hall Environmental Report at § 6.4, impacts are within allowable limits and impact thresholds; therefore, no material impacts to the Bulltown Ditch from the construction or operation of the rail line are anticipated.

4. Moultrie Hunt Unit WMA

The Moultrie Hunt Unit WMA was identified during the survey as being within the study area of the proposed alignment.⁷ The Moultrie Hunt Unit consists of over 9,000 acres of Santee Cooper-owned property surrounding Lake Moultrie, portions of which are in the vicinity of and in certain locations adjacent to the Cross Generating Station and Diversion Canal. The Moultrie Hunt Unit is a portion of lands leased to SCDNR under an at-will agreement that allows SCDNR to establish a WMA for the provision of limited public access for hunting in a manner that is compatible with the primary use of the land, which is in support of Santee Cooper's provision of hydroelectric energy to its customers. The proposed alignment of the Camp Hall Rail Line runs parallel to the WMA in certain locations, but was designed such that at no point does the WMA fall within the project corridor. The location of the WMA in relation to the proposed alignment is shown in the depiction attached hereto as Exhibit A. Thus no direct use of the WMA, either permanent or temporary will occur under the proposed project. Additionally, the land that is a part of the WMA is not owned by SCDNR, but

⁵ Bodies of water, including rivers, are generally not subject to the requirements of Section 4(f) unless the primary purpose of the body of water is for park, recreation, or refuge purpose.

⁶ The identified WMA is discussed in more detail, below.

⁷ Under a prior alignment of the Camp Hall Rail Line, the alignment corridor plotted to pass through portions of the Moultrie Hunt Unit WMA (*see, e.g.,* Camp Hall Environmental Report at §§ 3.7.14.1, 6.1.1.1); however, revisions to the preferred alignment have continued as Palmetto Railways has further developed and refined the alignment through avoidance and minimization measures, and it has since been confirmed that the preferred alignment does not pass through any property that is currently included in land leased to SCDNR as WMAs and instead crosses other land owned by Santee Cooper which is parallel and adjacent to land leased to SCDNR as a WMA.

is instead only leased from Santee Cooper for a purpose that is expressly secondary to the ownership interest of Santee Cooper. Further, Palmetto Railways' operation of the rail line, which will result in intermittent use of the rail line consisting of the five estimated trains per week, would be unlikely to result in any indirect impact of sufficient magnitude to severely impact or impair the hunting features and activities of the WMA.

Even if a "use" of the land leased by SCDNR could be inferred, it is questionable whether the Moultrie Hunt Unit WMA qualifies as a 4(f) Resource at all, notwithstanding its designation as a WMA. In order to qualify as 4(f) Resource, the primary purpose of the WMA must be for refuge activities. Here, the lease agreement between Santee Cooper and SCDNR expressly notes that the privileges afforded by the lease agreement are limited to hunting and that such hunting privileges are expressly considered secondary to the primary use of the subject property by Santee Cooper. Additionally, as noted above, because the primary use of the subject property is not for refuge activities, the lease agreement is also expressly terminable at-will by Santee Cooper upon thirty days' written notice. Further, SCDNR does not actively manage the WMA as a refuge beyond application of its general guidelines and principles for wildlife management, including hunting permits, and hunting is limited to archery-only to control local deer populations (in order to not threaten the safety of the adjacent electric power generating facility and canal), and the WMA area around the Cross Generating Station is closed to public access except for special youth-only draw hunts. Finally, the environmental investigation of the rail corridor in the areas of the Moultrie Hunt Unit did not reveal significant waterfowl habitat, colonial nesting birds, protected/threatened/endangered species, mitigation corridors, or other habitat designations that might infer the presence of a refuge. Regarding noise and vibration, *see* Camp Hall Environmental Report at § 6.4, impacts are within allowable limits and impact thresholds; therefore, no material impacts to the Moultrie Hunt Unit WMA from the construction or operation of the rail line are anticipated.

5. Palmetto Trail

The Palmetto Trail was identified during the survey as being within the study area of the proposed alignment. Established in 1994, the Palmetto Trail is an approximately 350-mile, semi-contiguous pedestrian and bicycle trail that connects state and county parks, national forests, nature preserves, WMAs, Revolutionary War battlefields, and Native American paths in South Carolina. The Trail is made up of 26 independent passages that range from 1.3 to 47 miles long. The section of the Trail in the vicinity of the proposed project is the eastern portion of the Lake Moultrie Passage, a 26.9-mile section of the Trail that rings the eastern and northern shores of Lake Moultrie, beginning just northeast of the Diversion Canal at Eadie Lane. *See* Ex. B, Map of Lake Moultrie Passage, Section 2. From the Eadie Lane Trailhead, the Trail backtracks along Eadie Lane until it reaches SC Highway 45. The Trail follows SC Highway 45 north for approximately 0.8 miles, before turning right onto and following Viper Road, a State-owned and maintained road, for 1.2 miles. At approximately mile 34.5 of Viper Road, the Trail turns left (northeast) into the woods and continues in that direction.

The proposed alignment of the Camp Hall Rail Line intersects Viper Road in the section of that public access roadway in which the Trail is described as following the path of and occupying the right-of-way of Viper Road. Accordingly, for the section of the Trail in question, the primary use of the right-of-way is not for recreation as a shared trail, but is instead used primarily for transportation as an integral part of the local and State-wide transportation system. In fact, Viper Road serves as the primary ingress and egress to the Santee Cooper Cross Generating Station, as well as the only ingress

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and egress to the residential communities along Lake Moultrie located at the end of Viper and Halls Roads, respectively.

Even if Section 4(f) were determined to apply, the operation of the rail line, consisting of intermittent use of the rail line in the form of the five estimated trains per week, does not severely impact or impair the recreational features and activities of the Trail. Likewise, regarding noise and vibration, *see* Camp Hall Environmental Report at § 6.4, impacts are within allowable limits and impact thresholds; therefore, no material impacts to the Palmetto Trail from the construction or operation of the rail line are anticipated.

III. Conclusion

In closing, the evidence gathered by Palmetto Railways and its consultants indicates that the Camp Hall Rail Line does not indicate a "use" of any identified 4(f) Resource and should be determined to have, at most, a *de minimis* impact on the Diversion Canal and the Palmetto Trail. Palmetto Railways respectfully requests FRA's review and concurrence with the forgoing Section 4(f) materials and looks forward to working cooperatively with FRA as it conducts its review of the Camp Hall Rail Line.

Thank you for your time and consideration of this project. Please advise of any additional information that you need to facilitate a timely review and decision.

Sincerely,



Jeffrey McWhorter
President and CEO

cc: Victoria Rutson
Travis G. Hughes
James F. Choate, Esquire
Randolph R. Lowell, Esquire
Chad N. Johnston, Esquire

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Berkeley County, South Carolina



**Palmetto Railways
Construction Exemption
Section 4(f) Properties**

Garrett Cemetery

Calanus Pond Rd

Palmetto

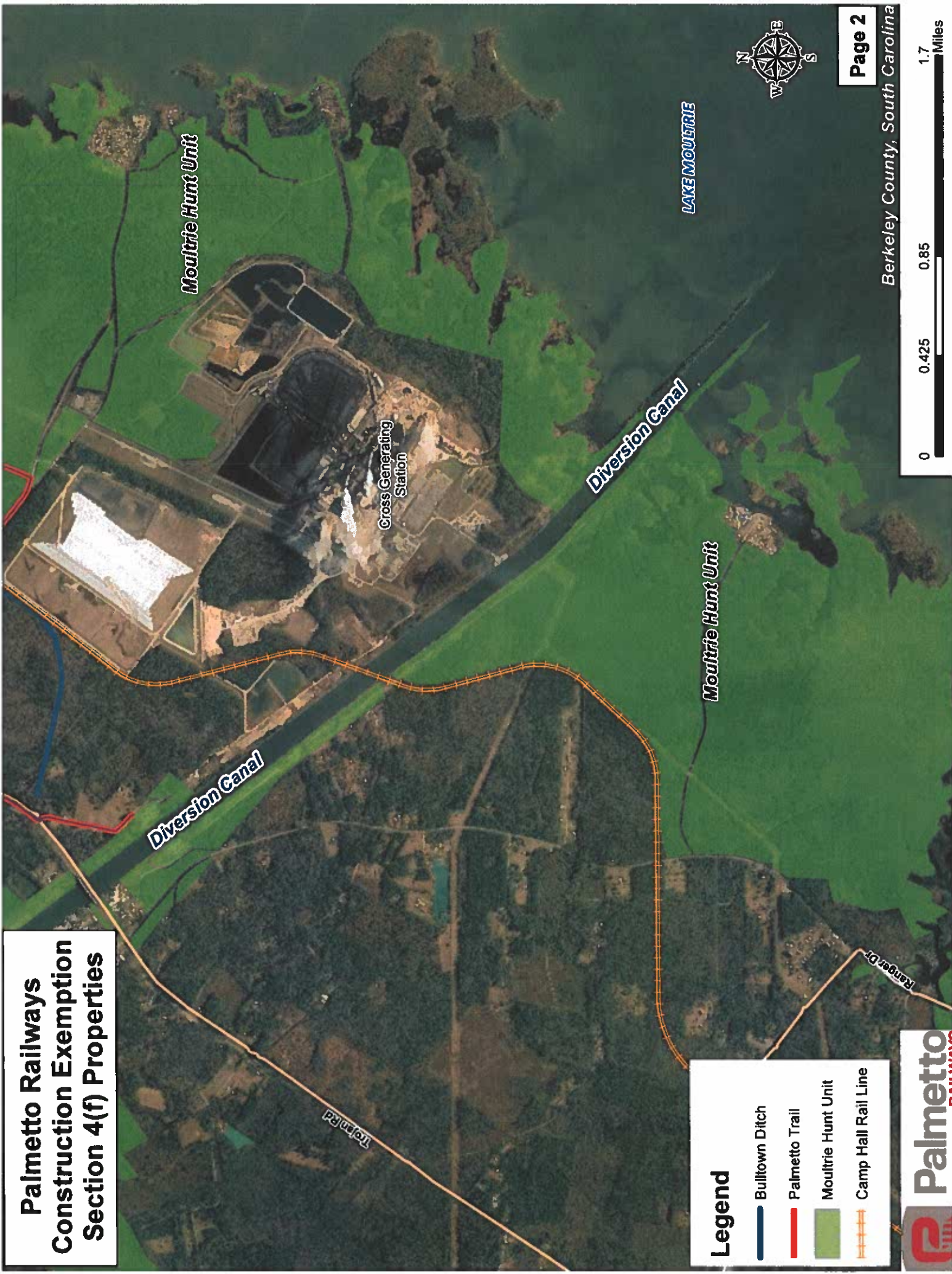


Legend

- Garrett Cemetery
- Camp Hall Rail Line



Palmetto Railways Construction Exemption Section 4(f) Properties



Legend

- Bulltown Ditch
- Palmetto Trail
- Moultrie Hunt Unit
- Camp Hall Rail Line



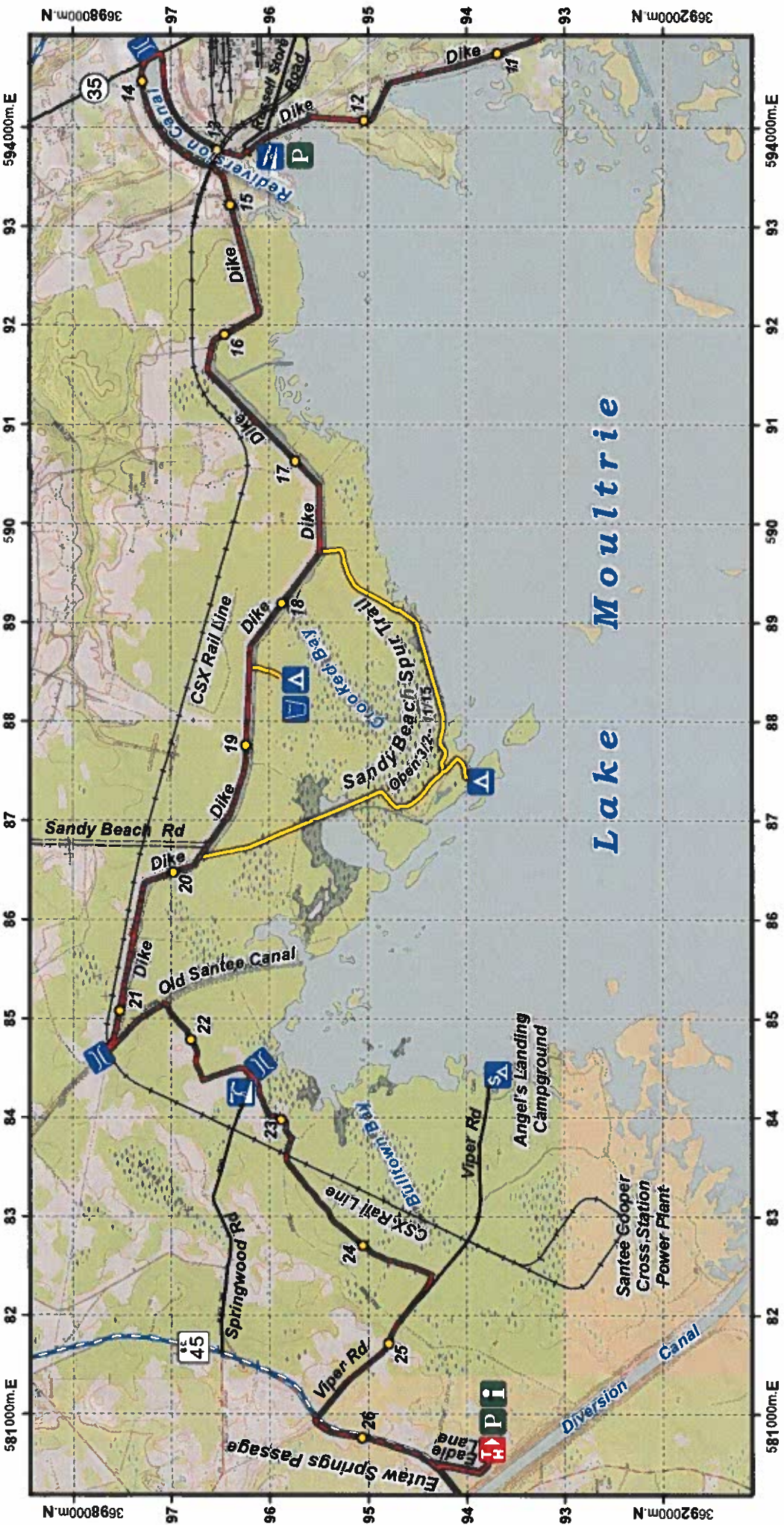
Palmetto Railways Construction Exemption Section 4(f) Properties



Legend

- Builtown Ditch
- Palmetto Trail
- Moultrie Hunt Unit
- Camp Hall Rail Line

Lake Moultrie Passage of the Palmetto Trail - Section 2



Lake Moultrie Passage - Section 2 - Trail Mile 11 to Diversion Canal Trailhead

Lake Moultrie Passage	Unpaved Road	Primitive Camping
Eutaw Springs Passage	CSX Rail Line	Fee Camping
Spur Trail	Parking	Boat Ramp
Mile Marker	Bridge	Supplies
SC Highway	Water	Canoe Launch
State Secondary Rd		Kiosk

Est. 1994

TN

MN

7 1/4°

0 0.5 1 2 Miles

0 0.5 1 2 Kilometers

NAD1927 UTM Zone 17S

Map Scale 1:55,000

© Palmetto Conservation Foundation - June 2014

The LAKE MOULTRIE PASSAGE of the PALMETTO TRAIL

Length: 26.9 Miles

Use: Hiking, Mountain Biking

Difficulty: Easy

Restrictions:

No motor vehicles, no Equestrians

Do not Cross the

Rediversion Canal Railroad Trestle!

Trail Marking: Yellow blazes, Trail Signs

Driving directions:

Southern Trailhead (Swamp Fox):

From Moncks Corner. Take US 52N out of Moncks Corner, cross the Cooper River/Tailrace Canal. From the split with US17A take US52N 3.6 miles to trailhead on right. You will see signage for *National Forrest PARKING AREA Swamp Fox Trail*

From St.Stephen@SC45. Take US 52S 9.2 miles to parking area on left.

The Rediversion Canal Entrance:

From Southern Trailhead(Swamp Fox), Take a right on US52N for approximately 5 miles. At Russellville sign, turn left (west) onto Mandella Road/S-41. Drive 0.75 mile and turn right (north) onto Dennis Ridge Rd/S-35. After 2.9 miles, turn left onto Russell Store Rd/S-204 for 1.3 miles, park at the Russellville Boat Landing.

From St.Stephen@SC45. Take US52S for 1.4 miles. Turn right on Old Mill Rd for 1.2 miles. Continue on Russellville Rd for 1.3 miles. Turn right on S-35 the left onto Russell Store Rd for 1.3 miles; it ends at the boat landing parking.

The Sandy Beach Wildlife Management

Area Entrance:

From Russellville Boat Landing, Take Russell Store Rd 1.3 miles. Turn left on S-35 for 2.3 miles. Turn left on SC45W for 4.7 miles.

Turn left on Sandy Beach Rd. and drive 2.3 miles to the dike and the edge of the WMA.

From Eadie Lane Trailhead, Turn left on Eadie Ln for 0.4 mile. Turn right onto SC45E for 6.5 miles. Turn right onto Sandy Beach Rd and drive 2.3 miles to dike.

Sandy Beach is open from March 2nd to November 15th.

Northern Trailhead & start of Eutaw Springs Passage (Diversion Canal Entrance):

From St.Stephen@US52, travel west on SC45 for 15.25 miles toward the Diversion Canal bridge. Just before the bridge, turn left onto Eadie Lane. See *Eadie Lane Parking Area* below.

From Charleston on I-26, take exit 187; turn east on Old Gilliard Rd/S-27 for 4.0 miles. Turn right on Mudville Rd for 9.6 miles. Continue on SC6W/Ranger Dr for 5.2 miles. Continue on Ranger Dr for 2.9 miles. Turn right onto SC45E cross the Diversion Canal. Turn right onto Eadie Ln, See *Eadie Lane Parking Area* below.

From Columbia on I-26, take exit 154B onto US301N for 6.4 miles. Turn right onto US176S for 10.7 miles. Turn left onto SC45E for 22.5 miles. Turn right onto Eadie Ln, it is the first road on the right after crossing the Diversion Canal. See *Eadie Lane Parking Area* below.

Eadie Lane Trailhead/Parking Area - Follow the road for 0.4 miles (south) to the giant fenced-in "Rock Closure Structure" pile of rocks on your right next to the canal. Park here next to the kiosk.

Because of construction the trail no longer heads south towards the Cross Power Plant. The reroute take the trail back to SC45E where it turns right for 0.8 miles. It turns right onto Viper Rd for 1.2 miles. Here the trail turns left into the woods at mile 24.5 where it rejoins the original trail route.

RULES & PRECAUTIONS

Minimum impact use is in everybody's best interest. To achieve this, we recommend the following practices:

- Pack it in / pack it out
- Stay on designated trails
- Leave what you find
- Respect private property
- Camp only at designated sites
- Use fire responsibly
- Be considerate of fellow trail users
- Carry plenty of food and water
- Don't disturb wildlife or vegetation

FOR ADDITIONAL INFORMATION

Santee Cooper Land Division
Supervisor, Forestry & Undeveloped Lands
One Riverwood Drive
Moncks Corner, SC 29461
(843) 761-8000

Palmetto Conservation Foundation
722 King Street
Columbia, SC 29205-1706
(803) 771-0870
www.palmettoconservation.org
info@palmettoconservation.org



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