



Palmetto
RAILWAYS

HEL-26298

May 1, 2018

Ms. Holli Dawn Martin
SCDHEC-OCRM
1362 McMillan Ave, Suite 400
Charleston, SC 29405

Re: SAC-2016-1395 Camp Hall Rail, Berkeley County

Dear Ms. Martin:

On behalf of Palmetto Railways (PR), please see our responses to your comments received via email on April 9, 2018 regarding the Camp Hall Rail Clean Water Act Section 404/401 Individual Permit Application.

- 1. The individual permit application for the federal permit must contain the standard Consistency Determination (CD) statement: "The proposed activity complies with the enforceable policies of the approved SC Coastal Zone Management Program (SCCZMP) and will be conducted in a manner consistent with the Program."**

The proposed activity complies with the enforceable policies of the approved SC Coastal Zone Management Program (SCCZMP) and will be conducted in a manner consistent with the Program.

- 2. Applicant shall furnish the SCCZMP with necessary data and information along with the CD Evaluation that includes a set of findings relating coastal effects of the proposal and associated facilities to the relevant enforceable policies of the SCCZMP. Applicants shall demonstrate that the activity will be consistent with the enforceable policies of the SCCZMP and consideration of policies in the nature of recommendations. Also required is a copy of the permit application; all material relevant to the SCCZMP provided to the Federal Agency in support of the application; information not included in items above-detailed description of proposed activity, associated facilities, maps, diagrams, and technical data when written description will not adequately describe proposal.**

A copy of the permit application was provided to Ocean and Coastal Resource Management (OCRM) by the U.S. Army Corps of Engineers. The following demonstrates how the proposed activity is consistent with the enforceable policies of the SCCZMP. The Transportation Policy Group Checklist is also attached for your review.

In the coastal zone, OCRM review and certification of railway permit applications is based on the following policies:

- a) Railways shall be located away from salt, brackish or freshwater wetlands, to the extent feasible. In cases where these wetlands cannot be avoided, bridging rather than filling to create railway beds will be required wherever feasible.***

The Proposed Project's route is an approximately 22.6-mile corridor 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. Additionally, the Proposed Project route is located at the convergence of two distinct river basins: (1) the project route is located predominantly in the upper reaches of the Cypress Swamp Watershed of the 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.

As noted in Attachment C to the permit application, 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 two categories: permanent impact (fill and dredge), and mechanical clearing. "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 U.S. 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, and has preliminarily identified the Francis Beidler Forest Mitigation Bank to fulfill those credit requirements. 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. Once the PRM is complete, PR proposes to transfer the property to the United States Forest Service (USFS) for permanent protection of the site and provision of public access to 1,300 acres of land, including 740 acres of wetlands.

b) Railroad structures through salt, brackish or freshwater wetlands or water bodies must be designed so as not to alter natural waterflow or circulation. Where bridging is not feasible, provision of adequate culverts or other means for water to flow through or under the structure will be required.

A Preliminary Hydraulic Study for Camp Hall Commerce Park Rail Spur was prepared in January 2018. The study analyzed the Proposed Project route and recommended the sizes and quantities of culverts necessary to meet or exceed Berkeley County stormwater regulations. There are no existing drainage structures that are recommended to be retained or replaced for

the Proposed Project route. Two drainage crossings of the Proposed Project route are within Federal Emergency Management Agency (FEMA) Zone A Special Flood Hazard areas, one at Black Creek and one at the Diversion Canal. The structures at these crossings were designed to obtain a "No-Rise" certification, and a scour analysis for a rail trestle bridge over the Diversion Canal was performed. All culverts for primary drainages were designed to convey, at a minimum, the flow of a 25-year rainfall event with a reasonable amount of freeboard below the base of the rail. All culverts for secondary drainages were designed to convey the flow of a 100-year rainfall event with a head of two (2) feet or greater below the base of the rail.

c) Bridges over navigable water bodies must provide adequate clearance for commercial or pleasure craft, where appropriate.

The route crosses the Diversion Canal between Lake Marion and Lake Moultrie. Palmetto Railways is coordinating with the appropriate entities with regulatory jurisdiction over such crossings, including the U.S. Coast Guard, regarding the proposed bridge clearances over the navigable water body.

d) Railway projects in wetland or water areas are strongly encouraged to include provision for placement of other utilities, such as cables or transmission lines, in their design to reduce the need for future disruption of adjacent wetlands or waterways.

The placement of utilities, such as cables or transmission lines, is beyond the scope of the Proposed Project. However, PR will consider future placement of utilities within the rail right-of-way on a case-by-case basis.

e) To the extent feasible design of railways shall include techniques to prevent direct drainage of runoff water into adjacent water bodies and stabilization of embankments to minimize erosion and water quality degradation due to sedimentation.

As noted in Attachment C to the permit application, 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 Best Management Practices (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 Stormwater Pollution Prevention Plan (SWPPP) as required by the industrial stormwater National Pollutant Discharge Elimination System (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 devices 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.
- f) Conversion of abandoned railroad tracks, bridges and rights-of-way in the coastal zone for reuse as transportation or utility corridors or for recreational uses, such as fishing piers or bicycle trails, is encouraged.***

Not applicable. The project does not include abandonment of railroad tracks, bridges, or right-of-way.

- g) The extension of new railway corridors should be based on comprehensive evaluation of the need to provide improved access to existing industrialized areas, or to planned or proposed developments suitable for manufacturing sites.***

The project is consistent with the policy described above. The permit application and the Environmental Report for the Proposed Project provide a detailed analysis of the project purpose, need, and alternatives analysis. 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 an existing tenant, as well as future tenants and industry within the Camp Hall Commerce Park for transportation, distribution, and logistics.

Please reference the attached SCDHEC-OCRM State Coastal Zone Consistency (CZC) Certification Request Form and Policy Group II – Transportation Facilities Checklist. Should you have any questions regarding the material presented herein, please feel free to contact me at 843.737.8440 or TRavenel@palmettorail.com

Sincerely,

A handwritten signature in blue ink, appearing to read 'Tarek Ravenel', is positioned above the printed name.

Tarek Ravenel

Director of Special Projects



Policy Group II - Transportation

Project Name: Camp Hall Rail Project

TMS: _____

The Agency's Coastal Zone Consistency (CZC) certification review of all activities within the Coastal Zone that require a State permit will be based on the policies contained within project based checklists. For the CZC request to be complete, you must answer the questions contained within the policies segment relative to your project by checking off all that apply. More than one checklist may apply to your project based on the plan proposal. For example, a road or highway project might also require dredging and filling of coastal wetlands.

A) Port Facilities:

Required: Will your proposed port project or port plans...

- a) ☐ take place in existing industrialized areas where sufficient support facilities are available including public utilities, rail and highway transportation access, and navigational channels which are already maintained or does the project demonstrate feasible alternatives or an overriding public interest and describe how substantial environmental damage can be minimized?

☐ or is this N/A?

- b) ☐ occur in areas that have adequate high ground (non-wetland) acreage for proposed development and near-term expansion plans, and related facilities and away from productive salt, brackish or freshwater wetlands or does the project demonstrate that no other feasible alternatives exist or an overriding public interest and any substantial environment damage can be minimized?

☐ or is this N/A?

- c) ☐ (for filling, ditching, clearing, or excavation of wetlands) demonstrate mitigation sites or practices to offset the losses of wetlands consistent with the Division's Mitigation Guidelines? The types of mitigation include wetland buffers, creation of wetlands, and restoration of existing wetlands, offsite mitigation, and mitigation banking. Provide details of mitigation on an attached document.

☐ or is this N/A?

- d) ☐ to the extent feasible, be located on existing channels so that the need for initial and maintenance dredging can be minimized?

☐ or is this N/A?

- e) ☐ be consistent with the Priority of Uses of each listed Geographic Areas of Particular Concern (GAPCs) as discussed in the Geographic Areas of Particular Concern (GAPCs) Policies and Priority of Uses document located on the Resources section of the CZC webpage?

☐ or is this N/A?

- f) ☐ require maintenance dredging and access to adequate upland (non-wetland) spoil areas, ocean disposal, or other environmentally acceptable alternative disposal techniques to meet the long-term demands for soil disposal?

☐ or is this N/A?

- g) ☐ provide for the handling of dangerous and volatile cargoes and materials in relatively isolated or restricted areas, so that in the event of accident, measures can be implemented to contain any spills or other contamination with minimal environmental damage and limited threat to the health, safety and welfare of the public?

☐ or is this N/A?

- h) ☐ have wharves, piers, mooring dolphins and other port related structures that do not restrict or block navigation or alter the natural pattern of water currents?
☐ or is this N/A?
- i) ☐ meet existing air and water quality standards, as regulated by the EPA and DHEC?
☐ or is this N/A?
- j) ☐ be sited, constructed and operated in a manner that is consistent with local and State development objectives as set forth in public documents such as comprehensive plans, zoning ordinances and performance standards?
☐ or is this N/A?
- k) ☐ consider the potential of being located near any marina, docks and piers, transportation facilities (especially bridges), cables and pipelines and other relevant activities?
☐ or is this N/A?
- l) ☐ contain plans for any necessary breakwater or other wake protection measures along major navigable ship channels where appropriate in order to reduce erosion damage?
☐ or is this N/A?
- m) ☐ include bulkheads and other type of containment walls associated with port development consistent with the Erosion Control Policies contained in Chapter X of the CZMP?
☐ or is this N/A?
- n) ☐ include dredging and dredge spoil disposal activities associated with port development consistent with the Dredging Policies contained in Chapter VIII of the CZMP?
☐ or is this N/A?
- o) ☐ include piers and dockage consistent with the Marine Related Activities Policies contained in Chapter VI of the CZMP?
☐ or is this N/A?
- p) ☐ include transportation projects associated with port development consistent with the Transportation Policies contained in Chapter II of the CZMP?
☐ or is this N/A?
- q) ☐ include manufacturing aspects associated with port development (and related industrial development) consistent with the as stated in the Coastal Industries policies contained in Chapter III of the CZMP?
☐ or is this N/A?

Recommended policies to be considered for port and harbor development projects in the Coastal Zone:

- a. *Encouraging comprehensive study of potential secondary impacts of port and harbor development projects;*
- b. *Maximizing the use of existing developed port areas, when feasible, before establishing new facilities in relatively undeveloped areas;*
- c. *Encouraging the State Ports Authority (SPA) to diversify their activities and areas of concern to include the promotion of sports and commercial fisheries and other marine activities.*

Required:

As applicant or agent, having completed all appropriate checklists and having read the applicable policies, I certify that this project is consistent with the South Carolina Coastal Zone Management Program based on the information outlined above and supplemental information attached.

Signature and date

B) Roads and Highways (including bridges and transit facilities)

Required: Will your proposed road and highway project or plans...

- | |
|---|
| a) ☐ (bridges and causeways) avoid having a negative impact on navigation, which might restrict port and harbor activities in the area?

☐ or is this N/A? |
| b) ☐ be aligned to avoid salt, brackish and freshwater wetlands wherever feasible or allows for bridging of any wetlands and all navigable waterways rather than filling to create roadbeds?

☐ or is this N/A? |
| c) ☐ make use of existing fill areas or embankments for widening and improvement projects, wherever feasible, where the median and right-of-way widths are limited to lessen the impact on salt, brackish, and freshwater wetlands?

☐ or is this N/A? |
| d) ☐ (for filling, ditching, clearing, or excavation of wetlands) demonstrate mitigation sites or practices to offset the losses of wetlands consistent with DHEC OCRM Mitigation Guidelines? The types of mitigation include wetland buffers, creation of wetlands, and restoration of existing wetlands, offsite mitigation, and mitigation banking. Provide details of mitigation in the summary section below.

☐ or is this N/A? |
| e) ☐ be designed so as not to cause substantial changes in natural waterflow and circulation through salt, brackish or freshwater wetlands or water bodies?

☐ or is this N/A? |
| f) ☐ provide adequate clearance for commercial or pleasure craft for bridges over navigable water bodies?

☐ or is this N/A? |
| g) ☐ be consistent with the Priority of Uses of each listed Geographic Areas of Particular Concern (GAPCs) as discussed in the Geographic Areas of Particular Concern (GAPCs) Policies and Priority of Uses document located on the Resources section of the CZC webpage?

☐ or is this N/A? |
| h) ☐ minimize direct drainage of roadway runoff into adjacent water bodies by filtering runoff water, such as grass ditching or vegetative buffers during construction and in later maintenance?

☐ or is this N/A? |
| i) ☐ include a provision for placement of other utilities, such as cables or transmission lines, in the design of road/highway and bridging projects in to reduce the need for future disruption of adjacent wetlands or waterways?

☐ or is this N/A? |
| j) ☐ be aligned to avoid salt, brackish and freshwater wetlands wherever feasible, and where applicable must provide bridges, culverts or other means to maintain circulation and water flow for the construction of private roadways for private access while incorporating permeable surfaces such as gravel or shell should be used rather than pavement when practicable?

☐ or is this N/A? |
| k) ☐ include spoil disposal areas associated with a highway project consistent with the Dredging Policies contained in Chapter VIII of the CZMP?

☐ or is this N/A? |

- l) ☐ (for proposed access to previously undeveloped barrier islands) be designed and constructed with only private funds, unless an overwhelming public interest is demonstrated?

☐ or is this N/A?

- m) ☐ where feasible, accommodate foot paths and fishing catwalks and platforms?

☐ or is this N/A?

- n) ☐ be a result of cooperative and coordinative efforts between DHEC and SCDOT in the development and implementation of policy and long-term planning in the coastal zone?

☐ or is this N/A?

Recommended policies to be considered for road and highway projects in the Coastal Zone:

- a. *Encouraging comprehensive study of the potential for secondary growth inducement from new road and highway construction;*
- b. *Study of mass transit alternatives to road or highway construction in urban areas;*
- c. *Encouraging project designs and route alignments which consider the impacts on locally-designated "Scenic Highways" and on other aesthetic considerations, for example, enhancement and protection of scenic vistas and preservation of unique tree canopies and other natural areas.*

Required:

As applicant or agent, having completed all appropriate checklists and having read the applicable policies, I certify that this project is consistent with the South Carolina Coastal Zone Management Program based on the information outlined above and supplemental information attached.

Signature and date

C) Airports:

Required: Will your proposed airport project or plans...

- a) ☐ (for a new airport facility) avoid impacts to salt, brackish or freshwater wetlands to the extent feasible or demonstrate that no feasible alternatives exist or there is an overriding public interest and that any substantial environmental damage can be minimized?

☐ or is this N/A?

- b) ☐ (for filling, ditching, clearing, or excavation of wetlands) demonstrate mitigation sites or practices to offset the losses of wetlands consistent with DHEC OCRM Mitigation Guidelines? The types of mitigation include wetland buffers, creation of wetlands, and restoration of existing wetlands, offsite mitigation, and mitigation banking. Provide a summary of mitigation details on an attached document.

☐ or is this N/A?

- c) ☐ incorporate best available techniques and methods during the design for the construction and maintenance of the airport to avoid erosion or sedimentation problems and to prevent stormwater runoff from aircraft storage areas, parking lots and support facilities from directly entering and degrading adjacent surface water bodies or underground resources?

☐ or is this N/A?

- d) ☐ demonstrate that you will meet applicable Federal and State air quality and noise control guidelines?

☐ or is this N/A?

- e) ☐ be consistent with the Priority of Uses of each listed Geographic Areas of Particular Concern (GAPCs) as discussed in the Geographic Areas of Particular Concern (GAPCs) Policies and Priority of Uses document located on the Resources section of the CZC webpage?

☐ or is this N/A?

Recommended policies to be considered for airport projects in the Coastal Zone:

- a. *Consideration of the existing and planned transportation system or network in the area, for example, relationship to other airports and access to adequate transportation service by other modes;*
- b. *Encouragement of joint-use or regional airport facilities where feasible (for example, joint military and civilian airports);*
- c. *Compatibility with character and use of the area; local governments are encouraged to develop plans and procedures which maintain appropriate, compatible use areas around existing airports;*
- d. *Alignment of approach corridors and corresponding noise zones during airport planning should consider any bird rookeries located in the area.*

Required:

As applicant or agent, having completed all appropriate checklists and having read the applicable policies, I certify that this project is consistent with the South Carolina Coastal Zone Management Program based on the information outlined above and supplemental information attached.

Signature and date

D) Railways:

Will your proposed railway project or plans...

- a) ☒ (bridges and causeways) avoid having a negative impact on navigation, which might restrict port and harbor activities in the area?

☐ or is this N/A?

- b) ☒ be located away from salt, brackish or freshwater wetlands to the maximum extent feasible or incorporate bridging rather than filling to create railway beds?

☐ or is this N/A?

- c) ☒ (for filling, ditching, clearing, or excavation of wetlands) demonstrate mitigation sites or practices to offset the losses of wetlands consistent with DHEC OCRM Mitigation Guidelines? The types of mitigation include wetland buffers, creation of wetlands, and restoration of existing wetlands, offsite mitigation, and mitigation banking. Provide details of mitigation in the summary section below.

☐ or is this N/A?

- d) ☒ be designed so as not to alter natural waterflow or circulation with a bridge or when bridging is not feasible, plan for adequate culverts or other means for water to flow through or under the structure?

☐ or is this N/A?

- e) ☒ provide adequate clearance for commercial or pleasure craft, where appropriate for bridges over navigable water bodies?

☐ or is this N/A?

- f) ☐ include provisions for future placement of utilities, such as cables or transmission lines, in the design to reduce the need for future disruption of adjacent wetlands or waterways?

☒ or is this N/A?

- g) ☒ include techniques to prevent direct drainage of runoff water into adjacent water bodies and stabilization of embankments to minimize erosion and water quality degradation due to sedimentation?
- ☐ or is this N/A?
- h) ☐ include a mechanism that any future abandoned railroad tracks, bridges and other rights-of-way be reused as transportation or utility corridors or for recreational uses such as fishing piers or bicycle trails?
- ☒ or is this N/A?
- i) ☒ be a result of a comprehensive evaluation of the need to provide improved access to existing industrialized areas, or to planned or proposed developments suitable for manufacturing sites if applicable?
- ☐ or is this N/A?
- j) ☒ be consistent with the Priority of Uses of each listed Geographic Areas of Particular Concern (GAPCs) as discussed in the Geographic Areas of Particular Concern (GAPCs) Policies and Priority of Uses document located on the Resources section of the CZC webpage?
- ☐ or is this N/A?

Recommended policies to be considered for railway projects in the Coastal Zone:

- a. *Minimizing possible aesthetic impacts from placement of rail lines and bridges;*
- b. *Integrating railroad planning and development with other transportation facilities, in order to provide adequate transportation systems; for example, where feasible, new highway bridges might be designed to include railways (especially in urban areas where land is more limited and transportation needs are greatest);*
- c. *In floodplain areas railway alignment should parallel the path of water flow, to the extent feasible, in order to minimize disruption of the floodplain ecosystem.*

Required:

As applicant or agent, having completed all appropriate checklists and having read the applicable policies, I certify that this project is consistent with the South Carolina Coastal Zone Management Program based on the information outlined above and supplemental information attached.

Signature and date

E) Parking Facilities:

Required: Will your proposed parking facility project or plans...

- a) ☐ avoid the filling or other permanent alteration of productive salt, brackish or freshwater wetlands or demonstrate that no feasible alternatives exist, that the facility is directly associated with a water-dependent activity, any substantial environmental impacts can be minimized, and an overriding public interest can be demonstrated?
- ☐ or is this N/A?
- b) ☐ (for filling, ditching, clearing, or excavation of wetlands) demonstrate mitigation sites or practices to offset the losses of wetlands consistent with DHEC OCRM Mitigation Guidelines? The types of mitigation include wetland buffers, creation of wetlands, and restoration of existing wetlands, offsite mitigation, and mitigation banking.
- ☐ or is this N/A?
- c) ☐ is compliant with applicable Federal and State water quality standards specifically those addressing drainage and discharge of storm water runoff?
- ☐ or is this N/A?

- d) ☐ be consistent with the Priority of Uses of each listed Geographic Areas of Particular Concern (GAPCs) as discussed in the Geographic Areas of Particular Concern (GAPCs) Policies and Priority of Uses document located on the Resources section of the CZC webpage?

☐ or is this N/A?

Recommended policies to be considered for parking facilities:

- a. Use of permeable surface materials such as gravel or shell rather than pavement, where appropriate, with consideration to possible air quality and groundwater impacts;*
- b. Retaining the maximum possible natural drainage and vegetative cover between parking spaces;*
- c. Provision of buffer areas around parking areas located adjacent to the critical areas, as visual and storm water runoff buffers.*

Required:

As applicant or agent, having completed all appropriate checklists and having read the applicable policies, I certify that this project is consistent with the South Carolina Coastal Zone Management Program based on the information outlined above and supplemental information attached.

Signature and date



DHEC OCRM State Coastal Zone Consistency (CZC) Certification Request Form

Project Name:

Camp Hall Rail Project

Applicant Information:

Contact Name Jeff McWhorter, Palmetto Railways

Address 540 East Bay Street, Charleston, SC 29403

Phone # 843-727-2067

E-mail jmcwhorter@palmettorail.com

Agent/Engineer Information:

Contact Name

Address

Phone #

E-mail

Site details:

Location/Address: Project City: Pringleton/Cross

Project Zip Code: 29468

Latitude: Begin: 33.40422N/End: 33.16340N

Longitude: Begin: 80.09814W/End: 80.23396W

County: Berkeley

TMS:

Type of Permit Requested:

(ex. Landfills, Mining, Wastewater, etc.)

Clean Water Act Section 404/401 Individual Permit

Name of Permitting Authority(s):

(ex. DHEC Bureau of Water)

U.S. Army Corps of Engineers, Charleston District;
SCDHEC Water Quality Certification and Wetlands Section

Description of Proposed Activity(s):

● including total disturbed area, name of and distance to nearest waterbody, and onsite non-jurisdictional wetland impacts and acreage.

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 route is approximately 22.7 miles long, varying in width, and will travel south and west, crossing the Diversion Canal between Lakes Marion and Moultrie (nearest waterbody), 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.

All applicable Project Policy Checklist(s) that apply to the proposed project must be submitted with this request form. (See www.scdhec.gov/environment/ocrm/czc for available Policy Checklists)

Submitted By: _____ Date: _____