

ENVIRONMENTAL ASSESSMENT CDBG-MIT CHARLES TOWN ROAD IMPROVEMENTS

PREPARED FOR:

LEXINGTON COUNTY

PREPARED BY:

TETRA TECH, INC.



AUGUST 2021



**U.S. Department of Housing and Urban
Development**

451 Seventh Street, SW
Washington, DC 20410
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Environmental Assessment Determinations and Compliance Findings for HUD-assisted Projects 24 CFR Part 58

Project Information

Project Name: CDBG-MIT Charles Town Road Improvements

Responsible Entity: Lexington County

State/Local Identifier: South Carolina/Lexington County

Preparer: Cliff Jarman, Tetra Tech, Inc.

Certifying Officer Name and Title: Lynn Sturkie, County Administrator

Consultant (if applicable): Tetra Tech, Inc.

Point of Contact: John Bock, john.bock@tetrattech.com

Project Location: Charles Town Road, Lexington County (see Project Area Map in Appendix A)

Additional Location Information: None

Direct Comments to: Sandy Fox, Grants Manager; sfox@lex-co.com

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:

The proposed project would improve the resiliency of a section of Charles Town Road approximately 17.5 miles southeast of Batesburg-Leesville, Lexington County, South Carolina. Charles Town Road is a graded, dirt road that runs northwest-southeast between Fairview Road (State Highway 178) and Pine Street (State Highway 302).

The proposed project would involve regrading and paving approximately 2.1 miles of Charles Town Road between Convent Church Road and Hartley Quarter Road. Currently, Lexington County does not have a uniform, dedicated, right-of-way (ROW) along this road. A new 50-foot ROW (25 feet on either side of the road center) would be acquired for the improved road. The improved road would primarily follow the existing alignment. Additional ROW may be needed for drainage easements at portions of the road; these easements are estimated to add an additional 25 feet on either side of the road centerline. This 100-foot-wide project corridor is expected to encompass all project activity areas, including those needed for staging equipment, vehicles, and supplies.

Expected construction activities include clearing vegetation, grubbing, relocating utility infrastructure, and fine grading and surfacing approximately 10,870 linear feet of roadway by use of 2-inch Hot Mix Asphalt Surface Course Type C and 6-inch Graded Aggregate Base Course. The new road and associated drainage would be designed and constructed to carry a 25-year storm event. Where needed, the project also would involve erosion repairs and slope stabilization. Depth of disturbance is expected to be no more than 6 feet below current ground surface.

The design of the intersection of Charles Town Road with Convent Church Road would involve minimal change to the current intersection. Subject to approval by the South Carolina Department of Transportation, no construction of new turn lanes or acceleration/deceleration lanes would occur. The need for detour plans for resident and emergency access would be determined during the design phase.

Modification of existing utilities, including movement of existing utility lines, would be coordinated with the utility providers. Individual utility providers would be responsible for easements for utilities.

The details presented in this review represent bounding conditions, such that any changes to the project are expected to result in a smaller construction footprint and fewer impacts. Any substantive changes to the scope of work of the proposed activity would require reevaluation of compliance with the National Environmental Policy Act (NEPA) and other laws and Executive Orders.

This review addresses all U.S. Department of Housing and Urban Development (HUD) NEPA requirements under 24 CFR Part 58. However, it does not address all federal, state, and local requirements. Acceptance of federal funding requires the recipient to comply with all federal, state, and local laws, and obtain all appropriate federal, state, and local environmental permits and clearances for this project.

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:

Charles Town Road is a graded, dirt road in substandard condition and prone to erosion; it does not drain water properly. Charles Town Road is vulnerable to flooding and erosion issues that affect response times for emergency service providers and access for citizens. This project is needed to increase the safety of Charles Town Road and Census Tract 209.03, Block Group 1's 2,775 residents, and to reduce future road closures and infrastructure repair costs due to impacts from heavy rain events.

The purpose of the proposed project is to mitigate effects of future flooding and erosion issues by stabilizing the road surface and improving existing storm drainage features, thereby limiting the number of temporary road closures. Without the proposed project, Charles Town Road would remain vulnerable to flooding and erosion.

Existing Conditions and Trends [24 CFR 58.40(a)]:

The project area is the dirt Charles Town Road and areas adjacent to the road. The road is graded and is wide enough for two vehicles to pass each other. At portions of the road, drainage ditches are present along one or both of its sides. This disturbed area is up to 26 feet wide along the road corridor.

The portion of Charles Town Road within the project area is bordered by utilities, thick vegetation, and dirt driveways for access to private residences.

Funding Information

Grant Number	HUD Program	Funding Amount
B-18-UP-45-0001	CDBG-MIT	\$2,097,150

Estimated Total HUD Funded Amount:

\$2,097,150

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]:

\$2,097,150

Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
<p>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6</p>		
<p>Airport Hazards 24 CFR Part 51 Subpart D</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Requirements of 24 CFR Part 51 Subpart D prohibit incompatible land uses on property within runway protection zones, clear zones, and accident potential zones. Projects require additional review if they are within 2,500 feet of a civil airport or 15,000 feet of a military airport.</p> <p>The project would not involve incompatible uses, such as construction of new homes, substantial rehabilitation of existing homes, acquisition of undeveloped land, activities that significantly prolong the physical or economic life of existing incompatible facilities or change uses of the facilities to incompatible uses, activities that significantly increase density or number of people at the site, or activities that introduce explosive, flammable, or toxic materials to the area.</p> <p>The National Plan of Integrated Airport Systems (NPIAS) was reviewed for civil, commercial service airports near the project area. As shown on the Airports Map in Appendix A, no civilian airports are within 2,500 feet of the project area, and no military airports are within 15,000 feet of the project area.</p> <p>No further compliance activities are necessary.</p> <p>Source: Appendix A: Airports Map</p>
<p>Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>HUD financial assistance may not be used for most activities in units of the Coastal Barrier Resources System (CBRS). There are 584 CBRS units, encompassing approximately 1.3 million</p>

Improvement Act of 1990 [16 USC 3501]		acres of land and associated aquatic habitat, 23 of which are along the Atlantic coast of South Carolina. The project area is not within a CBRS unit. Source: Appendix A: Coastal Barrier Resources Map
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project area is not in the 100-year Special Flood Hazard Area (SFHA), as indicated on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Community Panel Number 45063C0480J, effective July 5, 2018. Lexington County is a participant in the National Flood Insurance Program (NFIP) requiring adoption and enforcement of floodplain management regulations that meet or exceed the minimum NFIP standards and requirements. The project would not involve construction of any insurable buildings. No further compliance activities are necessary. Source: Appendix A: Floodplain Management Map
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5		
Clean Air Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	According to the U.S. Environmental Protection Agency (EPA) Green Book Criteria Pollutant Nonattainment Summary Report, Lexington County, South Carolina, is not within a nonattainment area or maintenance area for any of the criteria pollutants. Air quality effects related to the project would be limited to the area and duration of construction. Implementation of standard best management practices (BMPs) would control dust and other emissions during construction activities. Increases in traffic are not anticipated as a result of the project, and therefore would not be likely to contribute to air emissions. No further compliance activities are necessary. Source: Appendix C
Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project area is not within the Coastal Zone Management Act as defined by the State's Coastal Zone Management Program. The project would not adversely affect the coastal zone.

		<p>No further compliance activities are necessary.</p> <p>Source: Appendix A: Coastal Zone Management Map</p>
<p>Contamination and Toxic Substances</p> <p>24 CFR Part 50.3(i) & 58.5(i)(2)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>HUD policy requires that project sites and adjacent areas be free of hazardous materials, contamination, toxic chemicals and gases, and radioactive substances that could affect the health and safety of property occupants. Under 24 CFR Part 58.5(i)(2)(i), a review was completed to determine whether hazardous materials, contamination, toxic chemicals and gases, or radioactive substances are present and may affect the health and safety of occupants or conflict with the intended property use.</p> <p>The project would not remove or add residents from the vicinity of these listed facilities, and therefore would not expose new populations to hazards or nuisances. The intended use of the project area, similar to the existing use, would not be affected by listed facilities.</p> <p>A site inspection of the project area on March 19, 2021, did not find indications of petroleum storage, polychlorinated biphenyls (PCBs), hazardous operations, or other evidence of site contamination or recognized environmental conditions (RECs).</p> <p>Site contamination was evaluated by examining EPA’s NEPAassist mapping and the EPA Facility Registry Service (FRS): Facility Interests Dataset digital spatial data for Superfund (National Priority List [NPL]) and Brownfields (Assessment Cleanup and Redevelopment Exchange System [ACRES]) sites within 1 mile of the project area and for Resource Conservation and Recovery Act (RCRA), Toxic Release Inventory System (TRIS), and Toxic Substances Control Act (TSCA) sites within 3,000 feet of the project area.</p> <p>No NPL or ACRES facilities were identified within 1 mile of the project area. No FRS listings were identified within 3,000 feet of the project area.</p> <p>Lexington County would implement measures to minimize exposure of workers and the public to any hazardous materials that may be discovered during construction, including preparation of a soil management plan to manage any</p>

		<p>contaminated soil that may be encountered during construction.</p> <p>Source: Appendix A: NEPAAssist Map - 1-Mile Buffer and NEPAAssist Map - 3,000-Foot Buffer</p>
<p>Endangered Species</p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>Review of this project area was completed using an Official Species List from the U.S. Fish and Wildlife Service’s (USFWS) Information for Planning and Consultation (IPaC) website. Identified species of concern in the vicinity of the project area are:</p> <ul style="list-style-type: none"> • Red-cockaded woodpecker (<i>Picoides borealis</i>, endangered) • Smooth coneflower (<i>Echinacea laevigata</i>, endangered). <p>No critical habitats have been designated for these species, and no critical habitats were identified within the project area.</p> <p>The South Carolina Department of Natural Resources (SCDNR) Rare, Threatened and Endangered Species Inventory (RTESI) contains current records of the red-cockaded woodpecker within Lexington County. The SCDNR RTESI reports that the last reported instance of a red-cockaded woodpecker in Lexington County occurred more than 40 years ago. To mitigate potential impacts on this species, a qualified biologist would conduct a pre-construction survey in the project area for habitat, nests, and eggs of the red-cockaded woodpecker and/or migratory birds. If the red-cockaded woodpecker or other migratory birds are found on site, BMPs would be implemented for avoiding harassment and harm to the red-cockaded woodpecker or migratory birds. These BMPs would include, to the maximum extent practicable, scheduling ground-disturbing activities and all vegetation removal, trimming, and grading of vegetated areas outside of April through July for the red-cockaded woodpecker or outside of the peak bird breeding season using all available resources to identify peak breeding months for local bird species. BMPs also include minimizing impacts on pine tree habitat where feasible through establishment of buffers adjacent to direct-effect construction areas. If impacts on the woodpecker cannot be avoided, Lexington County would conduct further Section 7 consultation with USFWS.</p>

		<p>Smooth coneflower occurs primarily in open woods, cedar barrens, roadsides, dry limestone bluffs, utility line ROWs, and other sunny to partly sunny situations in North Carolina, South Carolina, Virginia, and Georgia. Per the 2011 USFWS Smooth Coneflower 5-year Review: Summary and Evaluation, no populations are present in Lexington County. Additionally, the smooth coneflower is not listed as an endangered, threatened, or at-risk (under review) species in Lexington County per the USFWS Charleston Field Office</p> <p>In accordance with Section 7 of the Endangered Species Act, Lexington County sent a letter to USFWS dated June 7, 2021, which requested USFWS concurrence with the County's determination that this project would not likely adversely affect red-cockaded woodpecker, and would have no effect on the smooth coneflower. On June 8, 2021, USFWS responded that the Department of Commerce, HUD, and Rural Developments Clearance letter should serve as its response to the County's request for concurrence.</p> <p>No further compliance activities are necessary.</p> <p>Source: Appendix D</p>
<p>Explosive and Flammable Hazards</p> <p>24 CFR Part 51 Subpart C</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Locations of HUD-assisted projects involving new residents, an increase in residential density, or introduction of new explosive and flammable hazards must have acceptable separation distances (ASD) between residences and the stationary hazardous operations that store, handle, or process chemicals or petrochemicals of an explosive or flammable nature.</p> <p>The proposed project does not include a hazardous facility (i.e., one that mainly stores, handles, or processes flammable or combustible chemicals like bulk fuel storage facilities or refineries). Planned activities in the project area do not include installation of storage tanks. Furthermore, the scope of the proposed project does not include development, construction, conversion, or rehabilitation activities that would increase residential densities. The project would not introduce new housing or sensitive public uses in the project area that could be exposed to explosive or flammable hazards.</p>

		No further compliance activities are necessary.
<p>Farmlands Protection</p> <p>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>The Farmland Protection Policy Act (FPPA) pertains to conversion of farmland (directly or indirectly) to nonagricultural use. For the purpose of FPPA, farmland includes prime farmland, unique farmland, land of statewide or local importance, forest land, pastureland, cropland, or other land, but not water or urban built-up land. Based on the Natural Resources Service Web Soil Survey for the project area, approximately 6.4 acres of farmland subject to the FPPA is within the project area: 3.0 acres of prime farmland and 3.4 acres of farmland of statewide importance.</p> <p>The project would convert undisturbed farmland soils to non-agricultural uses. Because the project would disturb more than the 3 acres of these protected soils, it would not fall under the Natural Resources Conservation Service (NRCS) small acreage exemption of 3 acres or less.</p> <p>Form NRCS-CPA-106 for corridor projects was submitted to the NRCS for evaluation on May 27, 2021. On June 1, 2021, NRCS provided its land evaluation information regarding the project area. Total scores for the relative value of farmland and the total value of the corridor were below the maximum for adverse impacts on farmland. Therefore, the proposed conversion is consistent with the FPPA. In a letter dated June 1, 2021, NRCS foresaw no significant impact on prime and statewide important farmlands in the County because only 0.02 percent would be converted by the proposed project. NRCS strongly encouraged application of accepted erosion control methods during construction, and placement of topsoil back as the surface layer.</p> <p>No further compliance activities are necessary.</p> <p>Source: Appendix E</p>
<p>Floodplain Management</p> <p>Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project area is not in the 100-year SFHA, as indicated on the FEMA FIRM Community Panel Number 45063C0480J, effective on July 5, 2018. The entire project area is within the Zone X area of minimal flood hazard.</p> <p>No further compliance activities are necessary.</p> <p>Source: Appendix A: Floodplain Management Map</p>

<p>Historic Preservation</p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>No National Register of Historic Places (NRHP)-listed or -eligible historic resources or historic districts are within or adjacent to the project area.</p> <p>Consultation with the South Carolina State Historic Preservation Office (SHPO) under Section 106 of the National Historic Preservation Act regarding the project began with a consultation request to that office dated May 26, 2021. On June 14, 2021, the SHPO concluded that based on the description of the proposed undertaking's Area of Potential Effect (APE) and results of an effort to identify historic properties within the APE, the project would affect no properties listed in or eligible for listing in the NRHP.</p> <p>Consultations with the Catawba Indian Nation, the Eastern Band of Cherokee Indians, and the Muscogee (Creek) Nation began with letters to those tribes dated May 26, 2021; no responses to those letters have been received to date.</p> <p>No further compliance activities are necessary.</p> <p>Source: Appendix F</p>
<p>Noise Abatement and Control</p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>HUD guidance at 24 CFR Part 51 requires review of potential noise generators in the vicinity of a project site, including major roadways (greater than 10,000 vehicles per day) within 1,000 feet, railroads within 3,000 feet, and military or Federal Aviation Administration-regulated airfields within 15 miles. According to the HUD Noise Guidebook, the acceptable day/night noise level (DNL) is 65 decibels (dB). The purpose of this review is to ascertain the impacts of existing noise sources in the area on new residents or other sensitive receptors.</p> <p>The CDBG-MIT Charles Town Road Improvements project would not involve establishment of new residences, an increase in residents, or introduction of other noise-sensitive uses. The project does not require further evaluation under HUD's noise regulation.</p> <p>No further compliance activities are necessary.</p>
<p>Sole Source Aquifers</p> <p>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>According to the EPA Source Water Protection, Sole Source Aquifer Protection Program, Lexington County has no sole source aquifers. The closest sole source aquifer is the Volusia-Floridan Aquifer System, approximately 343</p>

		<p>miles south of the project area. Also, the project involves no activities that could affect sole source aquifers.</p> <p>No further compliance activities are necessary.</p>
<p>Wetlands Protection</p> <p>Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>As shown on the Wetlands Protection Map in Appendix A, no wetlands are in the project area, according to the National Wetlands Inventory (NWI) database.</p> <p>Several NWI wetland areas are near the project area, and they would not be affected by the proposed project.</p> <p>No further compliance activities are necessary.</p> <p>Source: Appendix A: Wetlands Map</p>
<p>Wild and Scenic Rivers</p> <p>Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>No federally designated Wild and Scenic Rivers are within or in the immediate vicinity of the project area.</p> <p>No further compliance activities are necessary.</p>
<p>ENVIRONMENTAL JUSTICE</p>		
<p>Environmental Justice</p> <p>Executive Order 12898</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Environmental justice means assurance of protection of the environment and human health equally for all people regardless of race, color, national origin, or income. Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations," requires HUD to consider how federally assisted projects may exert disproportionately high and adverse human health or environmental effects on minority and low-income populations.</p> <p>The minority and low-income screening factors in EPA's EJSCREEN data were used to identify potential environmental justice populations in the area of the project. The tool uses demographic factors as general indicators of a community's potential susceptibility to environmental factors. The minority population is the percent of individuals in a block group who list their Census racial status as a race other than white alone and/or list their ethnicity as Hispanic or Latino. Low-income in this case is the percent of a Census block group's population in households where the household income is less than or equal to twice the federal poverty level. A percentage of these populations in the project area higher than the state averages is an</p>

		<p>indicator of relatively high concentrations of susceptible populations in the project area.</p> <p>The South Carolina average minority population in the EJSCREEN 2020 data was 36 percent, and the state average low-income population was 36 percent. In the area surrounding the project area, the minority population percentage is 21 percent, which is below the state average. The low-income population percentage is 59 percent, which is above the state average.</p> <p>The project would not generate adverse resource or health effects or adversely impact residential, commercial, or community facilities or services that may be of importance to environmental justice communities. The project would not disproportionately generate adverse environmental impacts on environmental justice communities. The project would benefit these populations by stabilizing the road surface and reducing the number of temporary road closures affecting public safety response and access for residents during times of flooding. This project does not conflict with the goals of Executive Order 12898.</p> <p>No further compliance activities are necessary.</p> <p>Source: Appendix A: Environmental Justice – Percent Minority Map, Environmental Justice – Percent Low Income Map, and EJSCREEN Report</p>
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Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor Adverse Impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	<p>Lexington County does not have zoning in the project area. Charles Town Road is an existing road. The project would not require any changes in zoning. The project is one of several road maintenance/improvement projects planned by Lexington County.</p> <p>The project requires establishment of a larger ROW and easement to accommodate the wider road. Land use in parcels adjacent to Charles Town Road would not change as a result of this project.</p>
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	3	<p>Charles Town Road is vulnerable to flooding and erosion issues. The purpose of the proposed project is to mitigate effects of future flooding and erosion issues by stabilizing the road surface and improving existing storm drainage features.</p> <p>The design of the road includes drainage ditches and other features to control stormwater runoff and minimize soil erosion where needed.</p> <p>Lexington County would complete a geotechnical investigation and implement all resulting recommended measures.</p> <p>Additionally, surface runoff and ponding would be controlled during construction with proper site grading, berm construction around exposed areas, and installation of sump pits with pumps.</p>

Hazards and Nuisances including Site Safety and Noise	3	<p>The proposed project, once constructed, would not create any new hazards or nuisances or create any new site safety or noise issues.</p> <p>During construction, access roads, driveways, and utilities would be temporarily disturbed while they are realigned to the new road footprint. Application of standard construction BMPs is anticipated to protect the public from any site safety hazards. During implementation of the project, grading, paving, and revegetation activities may result in temporary elevation of ambient noise levels in immediate areas around active construction areas. Noise impacts would be addressed by conducting these activities in accordance with local noise regulations and with proper construction equipment maintenance.</p>
Energy Consumption	2	The project would not involve any change in energy demand. Regional energy use would not change.

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	1	<p>Temporary employment of workers related to construction activities would result, but no new permanent jobs would be created as a result of this project. These workers are expected to come from the greater region.</p> <p>The proposed project would not negatively impact employment or income patterns.</p>
Demographic Character Changes, Displacement	2	The proposed project would not result in demographic character changes or displacement. Due to the nature of the project area, no relocations or demolition of residential structures or businesses would take place as part of this project.

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	The project would not result in any change to regional or local area educational and cultural facilities or increase demand for them.
Commercial Facilities	3	Any commercial facilities along Charles Town Road may be impacted slightly due to temporary access difficulties during construction. The resulting long-term beneficial impact would be better access during rain events. The project would not increase demand for commercial facilities.
Health Care and Social Services	2	Health care and social services facilities would not be impacted by the proposed project. The proposed project would benefit access to health care and social services by the public, as well as

		emergency vehicle access to the area during storm events. The project would not increase demand for these facilities.
Solid Waste Disposal / Recycling	3	Grubbing and grading along the existing road would generate solid waste. Project-wide salvaging/recycling of materials would occur as determined feasible with other program requirements. All other waste materials would be taken to the appropriate landfills. A solid waste management plan would be developed and implemented to ensure all potentially hazardous solid waste is handled properly, and that daily capacities of landfills and other solid waste facilities would not be exceeded.
Waste Water / Sanitary Sewers	3	The proposed project could temporarily impact wastewater and sewer service because of possible necessary movement of utilities to adjust to the new road and easements. The project would not increase demand for service.
Water Supply	3	The proposed project could temporarily impact water service because of possible necessary movement of utilities to adjust to the new road and easements. The project would not increase demand for service.
Public Safety - Police, Fire and Emergency Medical	1	The proposed project would improve access by police, fire, and emergency medical resources to the area during flood events. The project would not increase demand for these services.
Parks, Open Space and Recreation	2	The proposed project would not create or destroy any new parks, open space, or recreational activities. It also would not increase use of those facilities.
Transportation and Accessibility	3	The proposed project would result in minor temporary traffic increases and access issues during construction. A traffic and transportation management plan would be implemented to address those short-term traffic effects and to indicate the safest routes during construction. The long-term impacts would be beneficial because of improved access during heavy rain events. The road widening and drainage improvements would allow emergency service providers access to residents and businesses.

Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	No unique natural features or groundwater resources are present in the project area or would be affected by the proposed project.
Vegetation, Wildlife	3	Most proposed project activities would occur along the existing road. Widening of the road would necessitate some grubbing adjacent to the existing road, resulting in removal of some wildlife habitat. The Migratory Bird Treaty Act of 1918 (MBTA) prohibits taking, attempting to take, capturing, killing, selling/purchasing,

		possessing, transporting, and importing migratory birds (including ground-nesting species), their eggs, parts, and nests, except when specifically authorized by the Department of the Interior. The MBTA also prohibits harassment of nesting birds and young during the breeding season. Removal of trees and other vegetation during project construction may affect migratory birds. Prior to any vegetation clearing that would occur between March 15 and September 15, Lexington County would employ a qualified biologist to conduct pre-construction surveys for bird nests and eggs to avoid impacts on migratory birds.
Other Factors		No other factors were identified that would be affected by the proposed project.

Additional Studies Performed:

None

Field Inspection (Date and completed by):

Lee Harley performed a site inspection of the project area on March 19, 2021.

List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]:

List of Appendices

- Appendix A: Maps
- Appendix B: Site Inspection Report
- Appendix C: Clean Air
- Appendix D: Endangered Species
- Appendix E: Farmlands Protection
- Appendix F: Historic Preservation

List of Permits Obtained:

None

Public Outreach [24 CFR 50.23 & 58.43]:

A combined Notice of Finding of No Significant Impact and Notice of Intent to Request Release of Funds will appear in a local newspaper. All known interested parties will receive copies of that public notice.

Cumulative Impact Analysis [24 CFR 58.32]:

The proposed project is one of several road and drainage improvement and flood mitigation projects that Lexington County expects to undertake to mitigate damage, reduce future risk of flooding, increase public safety, and create more resilient infrastructure. Lexington County proposes similar projects on Bagpipe Road, Culler Road, Volliedale Drive, Gary Hallman Circle, and Crout Pond Way/Nathan Miller Road. Collectively, these projects would improve approximately 9.6 miles of road subject to repeated flooding. The CDBG-MIT Charles Town Road Improvements project would contribute to these beneficial impacts. However, it and the

above-cited projects also would adversely affect air quality, noise, wetlands, utilities, and traffic and transportation, although these adverse effects are expected to be insignificant because the above-cited projects are not in similar geographic locations, are not likely to overlap temporally, and would implement mitigation measures and BMPs to reduce their impacts. Associated reductions in flooding, erosion, and roadway damage are unlikely to result in increased use and would not result in increased potential for development in the immediate area in the long-term.

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]

Due to the location of the existing road, the No Action Alternative is the only alternative to the Proposed Action. Because its purpose is to improve the existing road, the proposed project is limited to the location of Charles Town Road, and no other location was considered.

No Action Alternative [24 CFR 58.40(e)]:

Under the No Action Alternative, Charles Town Road would remain vulnerable to flooding and erosion due to storm events. Impairment of public safety vehicle access would continue.

Residents, structures, and infrastructure would remain subject to damaging floods, and exposure of residents to health and safety hazards and economic hardships from flooding would continue.

Summary of Findings and Conclusions:

This Environmental Assessment finds that proposed activities for this project would exert no significant adverse impact on quality of the human environment. The proposed project would be an appropriate use of Community Development Block Grant – Mitigation (CDBG-MIT) funds. The project’s financial component would increase resiliency of the immediate area and help area families and business owners during heavy rain events. The proposed project does not require preparation of an Environmental Impact Statement.

Mitigation Measures and Conditions [40 CFR 1505.2(c)]

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.


Law, Authority, or Factor	Mitigation Measure
Endangered Species	Lexington County would employ a qualified biologist to conduct a pre-construction survey for red-cockaded woodpecker habitat, nests, and eggs to avoid impacts on the woodpecker and/or migratory birds. If the woodpecker or other migratory birds are found on site, Lexington County would implement BMPs for avoiding harassment and harm to the woodpecker or migratory birds. These BMPs would include, to the maximum extent practicable, scheduling ground-disturbing activities and all vegetation removal, trimming, and

Law, Authority, or Factor	Mitigation Measure
	grading of vegetated areas outside of April through July for the woodpecker or outside of the peak bird breeding season using all available resources to identify peak breeding months for local bird species. BMPs also would include minimizing impacts on pine tree habitat where feasible through establishment of buffers adjacent to direct-effect construction areas. If impacts on the woodpecker cannot be avoided, Lexington County would conduct further Section 7 consultation with USFWS.
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	Lexington County would complete a geotechnical investigation and implement all resulting recommended measures.
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	Lexington County would control surface runoff and ponding during construction with measures that could include proper site grading, berm construction around exposed areas, and installation of sump pits with pumps.
Hazards and Nuisances including Site Safety and Noise	Lexington County would conduct these activities in accordance with local noise regulations and would properly maintain its construction equipment.
Hazards and Nuisances including Site Safety and Noise	Lexington County would apply standard BMPs, such as coordination with utility providers in marking existing underground infrastructure, slow excavation near utilities, construction fencing, and detours to protect workers and the public from hazards during construction.
Solid Waste Disposal/Recycling	Lexington County would develop and implement a solid waste management plan to ensure that all potentially hazardous solid waste is handled properly and that daily capacities of landfills and other solid waste facilities are not exceeded.
Transportation and Accessibility	Lexington County would develop and implement a traffic and transportation management plan to minimize traffic effects during the construction phase.
Vegetation, Wildlife	For any vegetation clearing that would occur between March 15 and September 15, Lexington County would employ a qualified biologist to conduct pre-construction surveys for bird nests and eggs to avoid impacts on migratory birds.

Determination:

Finding of No Significant Impact [24 CFR 58.40(g)(1); 40 CFR 1508.27]
The project will not result in a significant impact on the quality of the human environment.

Finding of Significant Impact [24 CFR 58.40(g)(2); 40 CFR 1508.27]
The project may significantly affect the quality of the human environment.

Preparer Signature:  Date: August 19, 2021

Name/Title/Organization: Clifford J. Jarman/Senior Environmental Scientist/Tetra Tech, Inc.

Certifying Officer Signature:  Date: August 19, 2021

Name/Title: Lynn Sturkie/County Administrator

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).

Appendix A

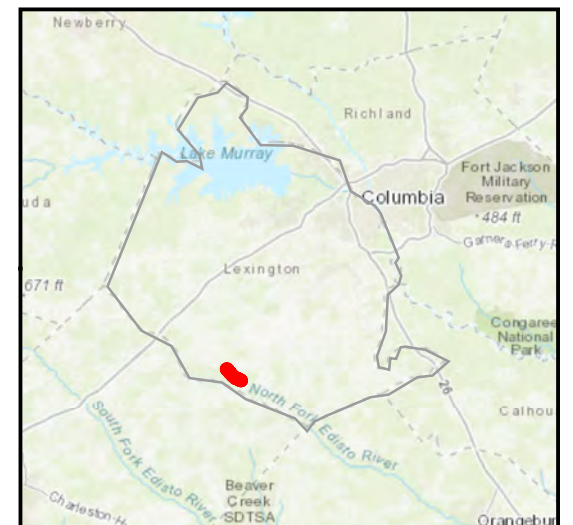
Maps



Legend

 Project Area

**LEXINGTON COUNTY
SOUTH CAROLINA**

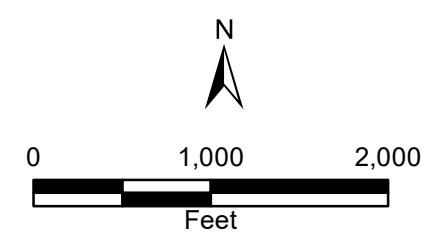


**Project Area Map
Charles Town Road Improvements**

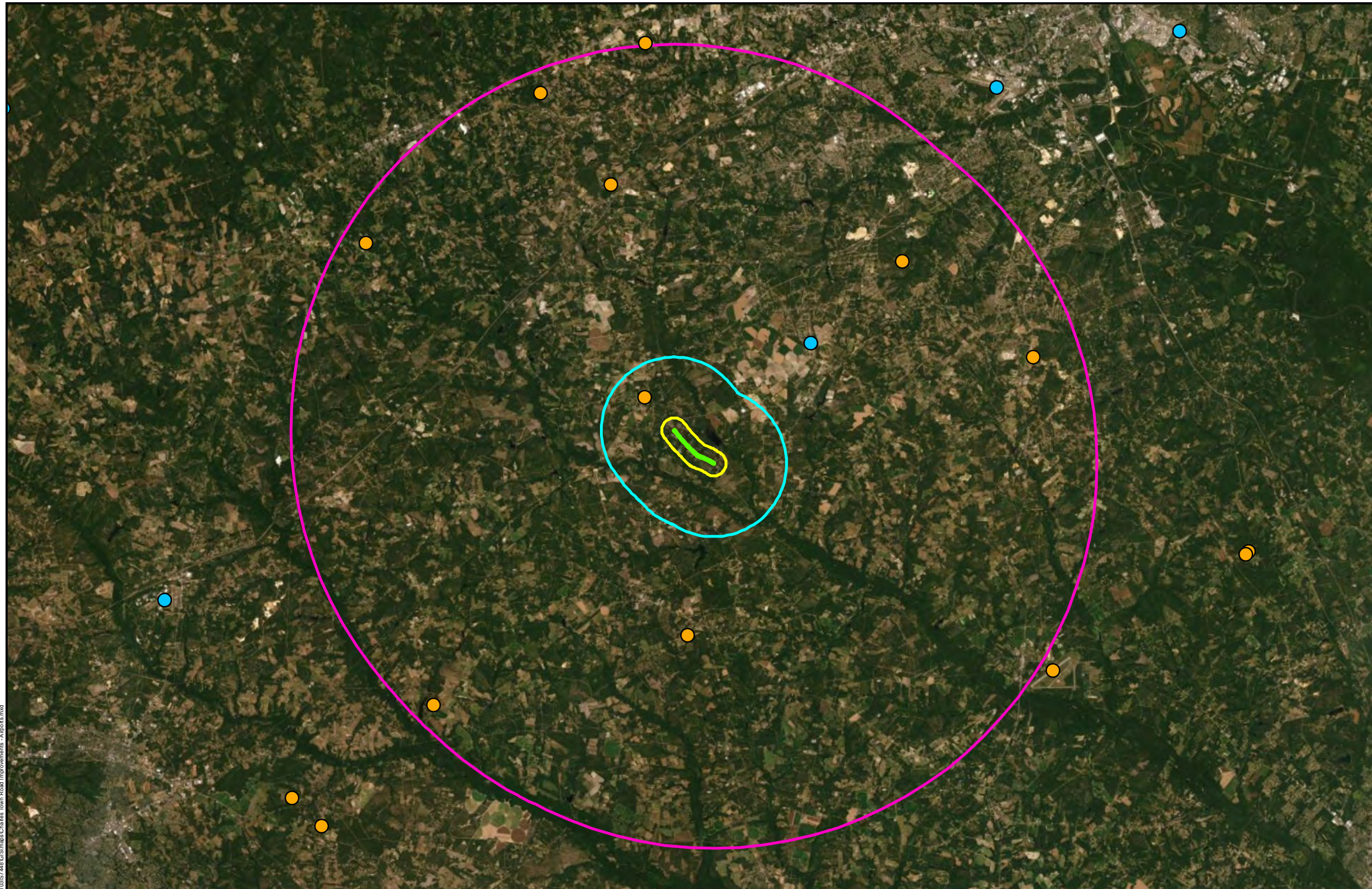


Source: ESRI 2021.

Author: GK Date: 2/16/2021



File Path: C:\Projects\TDR Lexington County\CDP&MT E&C_1031574461\GIS\map\Charles Town Road Improvements - Project Area.mxd



Legend

Airports

- Private Use
- Public Use
- Project Area
- 2,500-Foot Project Area Buffer
- 15,000-Foot Project Area Buffer
- 15-Mile Project Area Buffer

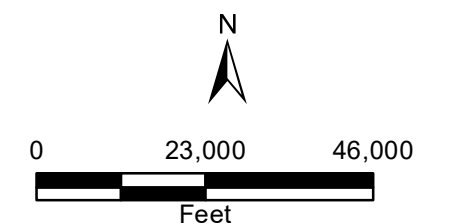
**LEXINGTON COUNTY
SOUTH CAROLINA**



**Airports Map
Charles Town Road Improvements**

Source: Assistant Secretary for Research and Technology/Bureau of Transportation Statistics (BTS) National Transportation Atlas Database (NTAD), July 16, 2020. ESRI 2021.

Author: GK Date: 4/1/2021



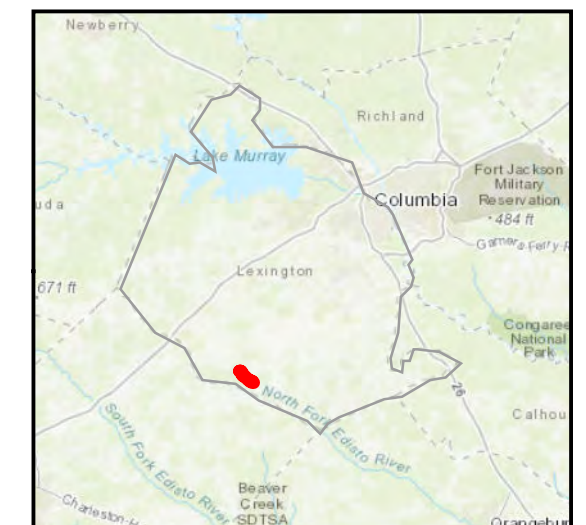
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Legend

- Project Area
- CBRS Polygons

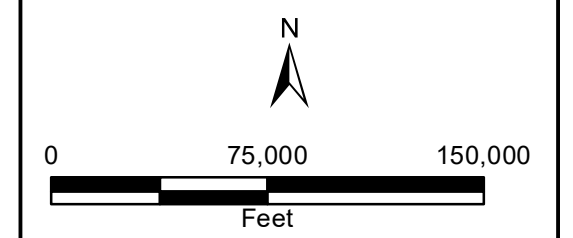
**LEXINGTON COUNTY
SOUTH CAROLINA**



**Coastal Barrier Resources Map
Charles Town Road Improvements**

Source: U. S. Fish and Wildlife Service, 2018, CBRS_Polygons, published March 13, 2019, Internet website: <https://www.fws.gov/cbra/Maps/Boundaries.html>.
ESRI 2021.

Author: GK Date: 4/1/2021



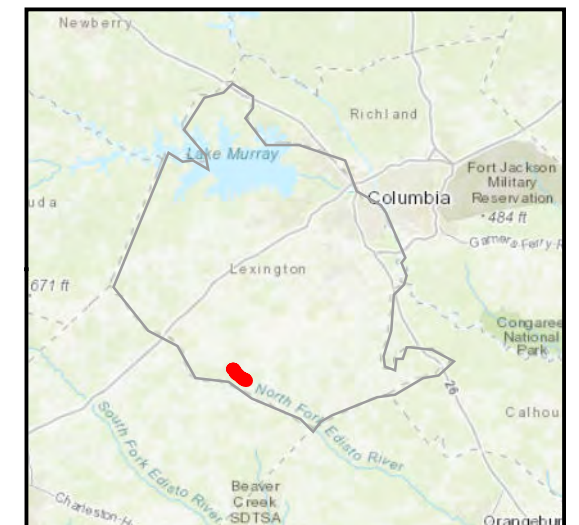
File Path: C:\Projects\ITDR_Lexington County CBRS-MIT EAs_1015144\GIS\maps\Charles Town Road Improvements - CBRS.mxd



Legend

- Project Area
- Firm Panel 45063C0480J, Effective 07/05/2018**
- Flood Zones**
- Zone A - within the 1% annual chance flood
- Zone X- Area of minimal flood hazard

LEXINGTON COUNTY SOUTH CAROLINA

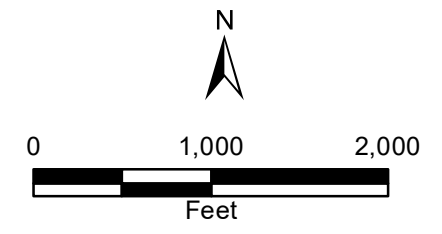


**Floodplain Management Map
Charles Town Road Improvements**



Source: Federal Emergency Management Agency, National Flood Hazard Layer (NFHL), Lexington County, January 23, 2021. ESRI 2021.

Author: GK Date: 3/24/2021



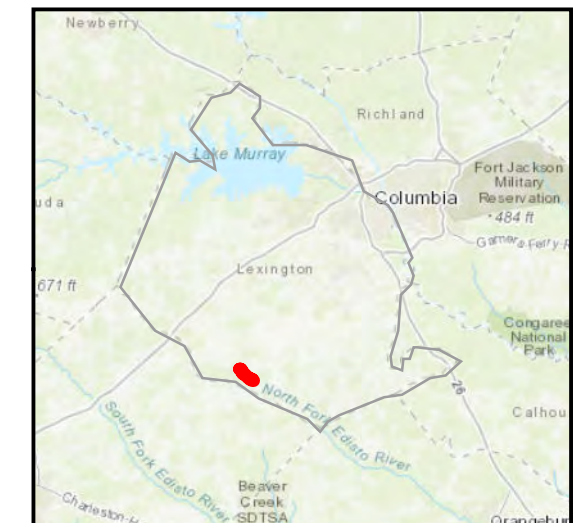
File Path: C:\Projects\TDR Lexington County\CDIS-MIT-Edo_1015144\GIS\Map\Charles Town Road Improvements - Flood Zones.mxd



Legend

- Project Area
- Federal Coastal Consistency Boundary

**LEXINGTON COUNTY
SOUTH CAROLINA**



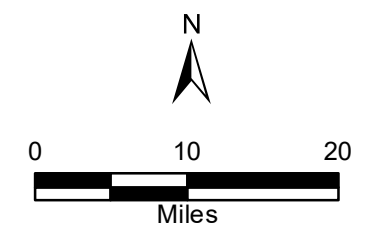
**Coastal Zone Management Map
Charles Town Road Improvements**

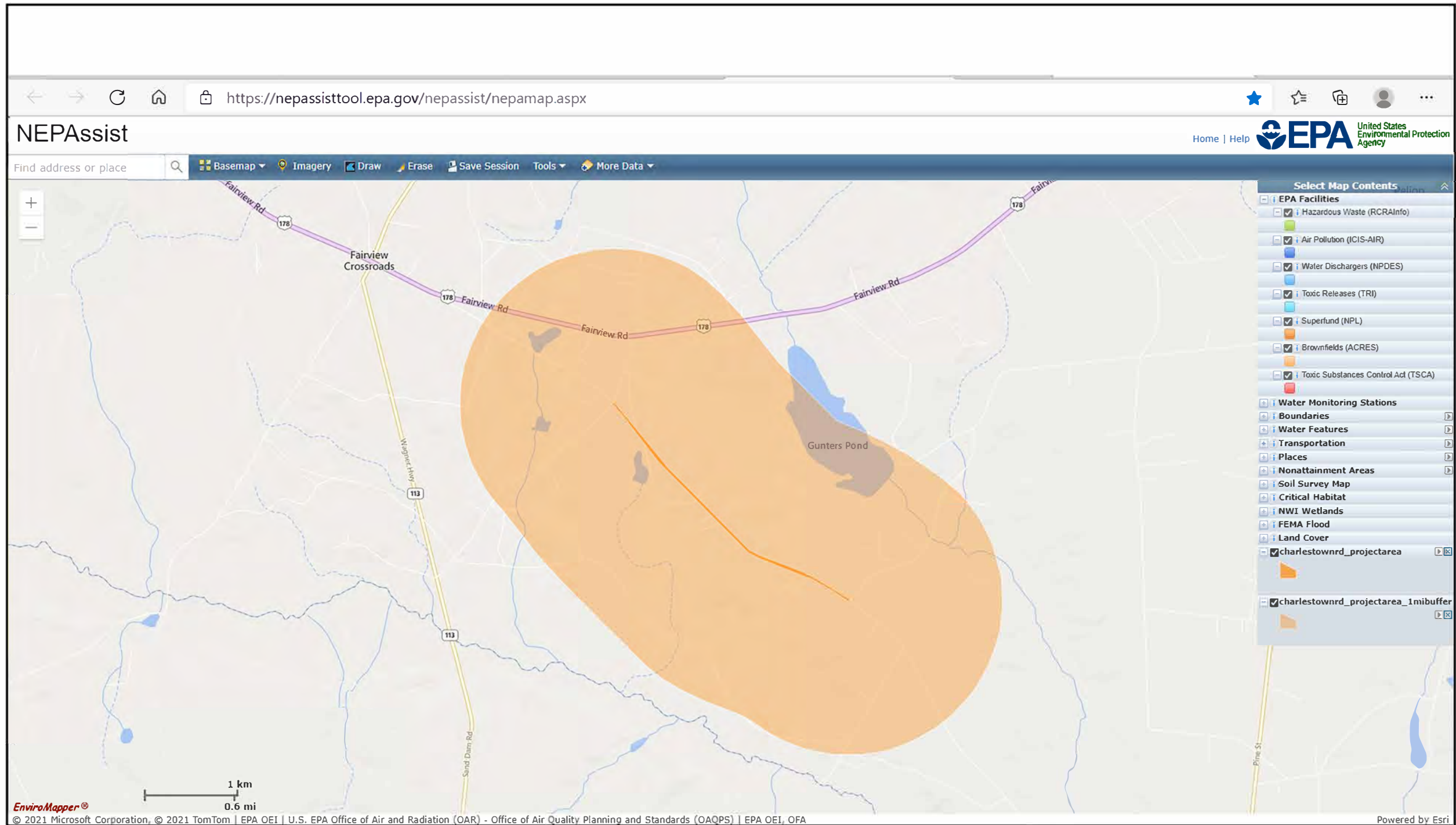


Source: NOAA Office for Coastal Management (NOAA/OCM), Coastal Zone Management Act Boundary, August 8, 2018. ESRI 2020.

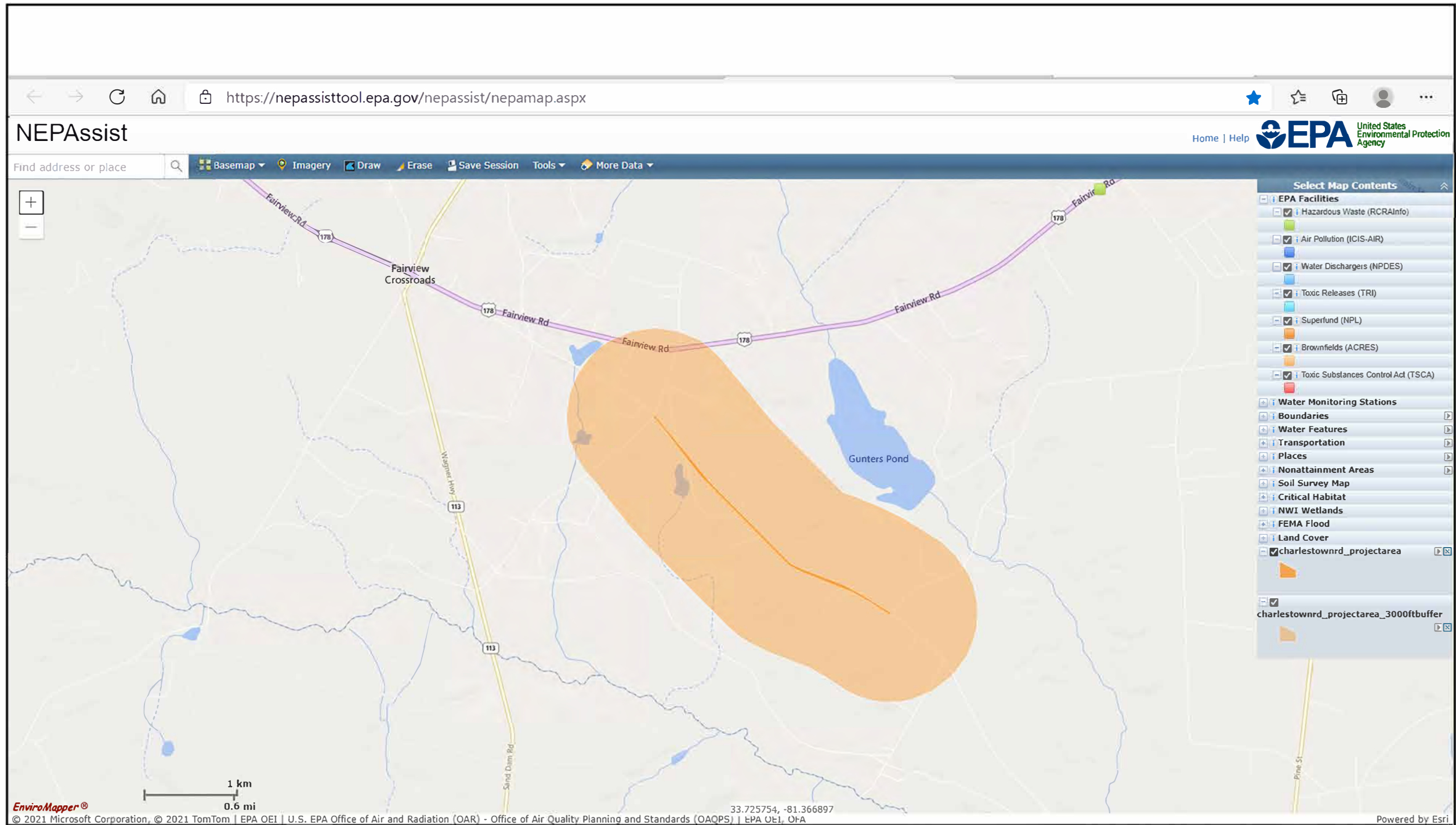
Author: GK

Date: 4/1/2021





**NEPAssist Map – 1–Mile Buffer
Charles Town Road Improvements**



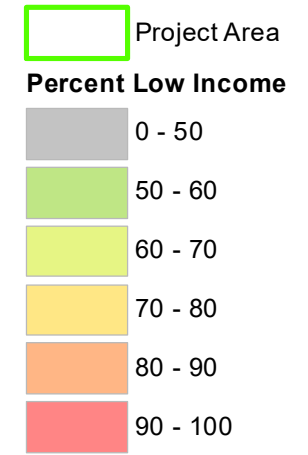
LEXINGTON COUNTY SOUTH CAROLINA



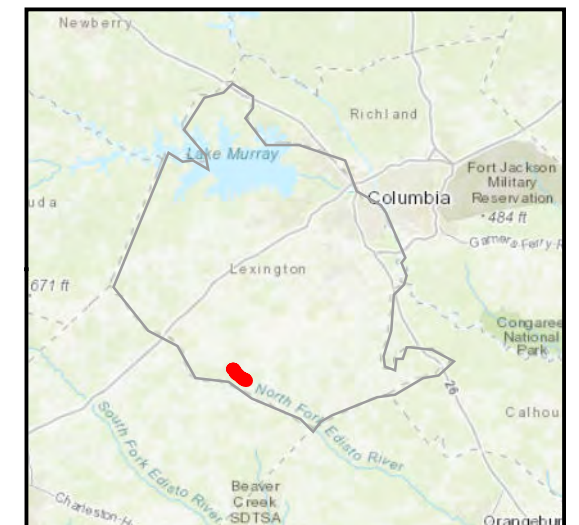
**NEPAAssist Map – 3,000-Foot Buffer
Charles Town Road Improvements**



Legend



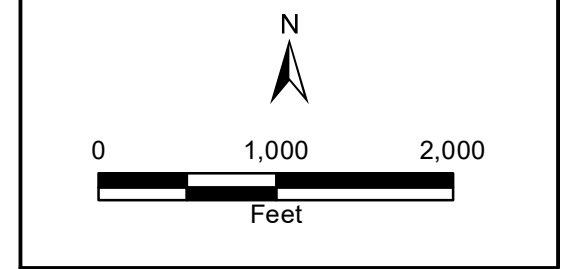
**LEXINGTON COUNTY
SOUTH CAROLINA**



Source: U.S. Environmental Protection Agency, 2020. 2020 EJSCREEN Indexes - 2020 Public Release, ftp://newftp.epa.gov/EJSCREEN/2020/EJSCREEN_2020_StatePctile_Public.gdb.zip. Published on September 8, 2020. ESRI 2021.

Author: GK Date: 4/1/2021

**Environmental Justice – Percent Low Income Map
Charles Town Road Improvements**



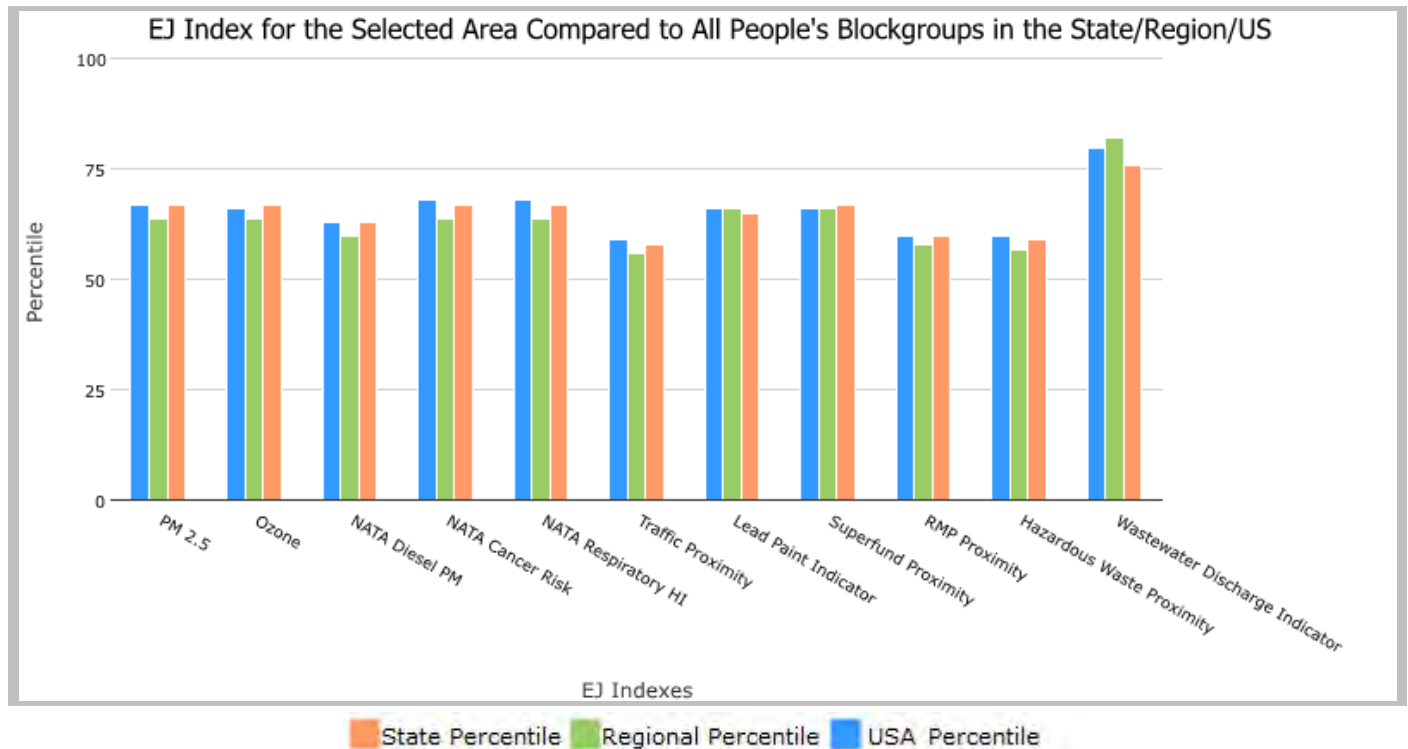
File Path: C:\Projects\TTR\Lexington County\CDIS-MT-EJ-1015144\GIS\maps\Charles Town Road Improvements - Environmental Justice - Percent Low Income Map.mxd

1 mile Ring Centered at 33.735540,-81.328440, SOUTH CAROLINA, EPA Region 4

Approximate Population: 603

Input Area (sq. miles): 3.14

Selected Variables	State Percentile	EPA Region Percentile	USA Percentile
EJ Indexes			
EJ Index for PM2.5	67	64	67
EJ Index for Ozone	67	64	66
EJ Index for NATA* Diesel PM	63	60	63
EJ Index for NATA* Air Toxics Cancer Risk	67	64	68
EJ Index for NATA* Respiratory Hazard Index	67	64	68
EJ Index for Traffic Proximity and Volume	58	56	59
EJ Index for Lead Paint Indicator	65	66	66
EJ Index for Superfund Proximity	67	66	66
EJ Index for RMP Proximity	60	58	60
EJ Index for Hazardous Waste Proximity	59	57	60
EJ Index for Wastewater Discharge Indicator	76	82	80

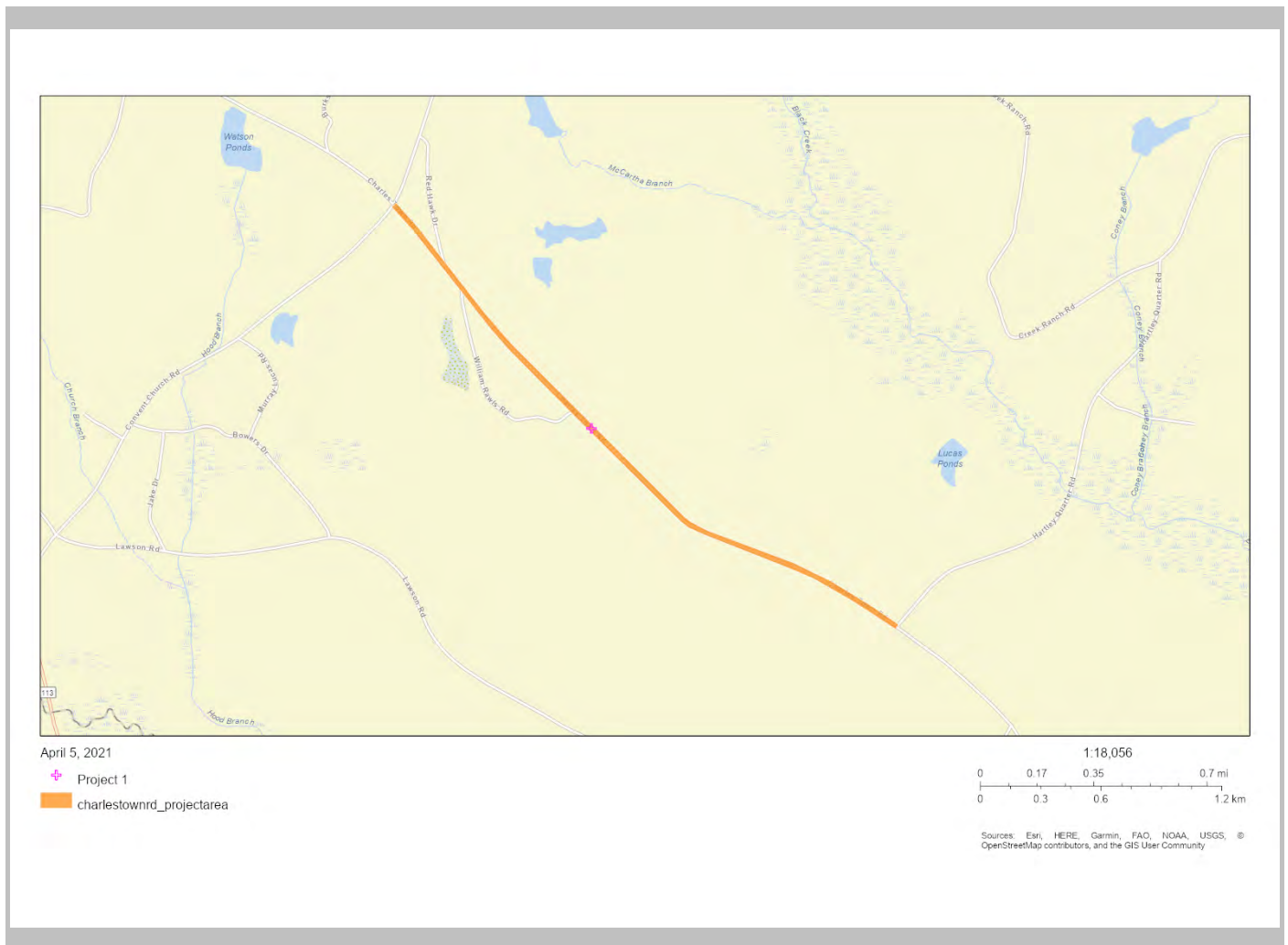


This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.

1 mile Ring Centered at 33.735540,-81.328440, SOUTH CAROLINA, EPA Region 4

Approximate Population: 603

Input Area (sq. miles): 3.14



Sites reporting to EPA	
Superfund NPL	0
Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF)	0

EJSCREEN Report (Version 2020)



1 mile Ring Centered at 33.735540,-81.328440, SOUTH CAROLINA, EPA Region 4

Approximate Population: 603

Input Area (sq. miles): 3.14

Selected Variables	Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA
Environmental Indicators							
Particulate Matter (PM 2.5 in $\mu\text{g}/\text{m}^3$)	8.52	8.51	46	8.57	49	8.55	48
Ozone (ppb)	37.8	39.1	34	38	45	42.9	19
NATA* Diesel PM ($\mu\text{g}/\text{m}^3$)	0.159	0.308	10	0.417	<50th	0.478	<50th
NATA* Cancer Risk (lifetime risk per million)	37	38	34	36	50-60th	32	70-80th
NATA* Respiratory Hazard Index	0.53	0.53	47	0.52	50-60th	0.44	70-80th
Traffic Proximity and Volume (daily traffic count/distance to road)	0	180	6	350	5	750	4
Lead Paint Indicator (% Pre-1960 Housing)	0.043	0.14	37	0.15	39	0.28	26
Superfund Proximity (site count/km distance)	0.035	0.094	34	0.083	48	0.13	31
RMP Proximity (facility count/km distance)	0.055	0.46	5	0.6	6	0.74	5
Hazardous Waste Proximity (facility count/km distance)	0.051	0.62	5	0.91	6	5	5
Wastewater Discharge Indicator (toxicity-weighted concentration/m distance)	0.00014	0.38	52	0.65	65	9.4	55
Demographic Indicators							
Demographic Index	40%	36%	62	37%	60	36%	63
People of Color Population	21%	36%	33	39%	36	39%	38
Low Income Population	59%	36%	85	36%	85	33%	87
Linguistically Isolated Population	9%	1%	96	3%	87	4%	82
Population With Less Than High School Education	21%	13%	80	13%	80	13%	80
Population Under 5 years of age	8%	6%	71	6%	70	6%	68
Population over 64 years of age	8%	17%	10	17%	14	15%	18

* The National-Scale Air Toxics Assessment (NATA) is EPA's ongoing, comprehensive evaluation of air toxics in the United States. EPA developed the NATA to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that NATA provides broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the NATA analysis can be found at: <https://www.epa.gov/national-air-toxics-assessment>.

For additional information, see: www.epa.gov/environmentaljustice

EJSCREEN is a screening tool for pre-decisional use only. It can help identify areas that may warrant additional consideration, analysis, or outreach. It does not provide a basis for decision-making, but it may help identify potential areas of EJ concern. Users should keep in mind that screening tools are subject to substantial uncertainty in their demographic and environmental data, particularly when looking at small geographic areas. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports. This screening tool does not provide data on every environmental impact and demographic factor that may be relevant to a particular location. EJSCREEN outputs should be supplemented with additional information and local knowledge before taking any action to address potential EJ concerns.

Appendix B
Site Inspection Report

SITE INSPECTION REPORT

SITE INSPECTION REPORT		
Address: Charles Town Road Improvements	City:	Zip Code: 29070
Lot:	Parcel ID: Charles Town Road Improvements	Census Tract:
Latitude/Longitude (accurate to the 1,000,000 place, i.e. 30.447977/-91.187922)	Latitude: 33.675401	Longitude: -81.352832
Date of Visit: 03/19/2021	Time: 10:45:00	
Field Visit Conducted By: Lee Harley		

EXISTING ENVIRONMENTAL CONDITIONS ON & AROUND SITE:

Petroleum Storage:	Site-Specific Property Observations	Area Observations
Is there any evidence or indication of an underground storage tank (UST) may be located on site?	No	No
If yes, are they in use?	No	No
Are there any out-of-service underground fuel tanks?	No	No
Is there any evidence that any AST on the property are leaking?	No	No
Are there any barrels, piles of trash, gas totes, paint cans, drums, or any other suspicious containers?	No	No
Did you ask the homeowner what the suspicious containers contents are?		
Description of containers:		
Description of observations:		(Include Lat/Long)

Polychlorinated Biphenyls (PCB):	Site-Specific Property Observations	Area Observations
Is there any evidence or indication of leaking electrical equipment (transformer - ground or pole mounted, capacitor, or hydraulic equipment) present on site?	No	No
Description of observations:		(Include Lat/Long)
Hazardous Operations:	Site-Specific Property Observations	Area Observations
Is there any evidence of manufacturing operations utilizing or producing hazardous substances at or in close proximity to the site?	No	No
Is there any evidence or indication that past operations located on or in close proximity to the property used hazardous substances or radiological materials that may have been released into the environment?	No	No
Description of observations:		(Include Lat/Long)

Other Evidence of Site Contamination or Recognized Environmental Conditions:	Site-Specific Property Observations	Area Observations
Is there any visual evidence of corroded drums or containers; pits, ponds, lagoons, or pools of hazardous substances or petroleum products; mounds of rubble, garbage, or solid waste; distressed vegetation; or surface staining?	No	No
Are there observable pungent, foul, or noxious odors?	No	No
Description of observations:		(Include Lat/Long)
Wetlands:	Site-Specific Property Observations	Area Observations
Is there any visual evidence of freshwater or other types of wetlands on or adjacent to the subject property?	No	Yes
Description of observations:		(Include Lat/Long) Noted in other pictures

Riparian Areas:	Site-Specific Property Observations	Area Observations
Is there any visual evidence of streams, rivers, or other riparian areas on or adjacent to the subject property?	No	No
Description of observations:	Noted in pictures	(Include Lat/Long) creek under bridge on paved section
Other:	Site-Specific Property Observations	Area Observations
Description of observations:	Charles town rd road	(Include Lat/Long) Charles town rd

Other Site Photos

Photo Explanation/Description: looking down from Pine St

Photo Direction: West



Other Site Photos

Photo Explanation/Description: looking down pine st at Charles town

Photo Direction: North



Other Site Photos

Photo Explanation/Description: looking down pine st at Charles town

Photo Direction: South



Other Site Photos

Photo Explanation/Description: unpaved section looking toward pine st

Photo Direction: East



Other Site Photos

Photo Explanation/Description: unpaved section

Photo Direction: West



Other Site Photos

Photo Explanation/Description: unpaved section

Photo Direction: East



Other Site Photos

Photo Explanation/Description: unpaved section

Photo Direction: West



Other Site Photos

Photo Explanation/Description: unpaved section

Photo Direction: East



Other Site Photos

Photo Explanation/Description: unpaved section

Photo Direction: West



Other Site Photos

Photo Explanation/Description: where paved section starts

Photo Direction: East



Other Site Photos

Photo Explanation/Description: where paved section begins

Photo Direction: West



Other Site Photos

Photo Explanation/Description: paved section

Photo Direction: East



Other Site Photos

Photo Explanation/Description: paved section

Photo Direction: West



Other Site Photos

Photo Explanation/Description: creek under bridge on paved section

Photo Direction: North



Other Site Photos

Photo Explanation/Description: bridge on paved section

Photo Direction: West



Other Site Photos

Photo Explanation/Description: paved section

Photo Direction: East



Other Site Photos

Photo Explanation/Description: paved section

Photo Direction: West



Other Site Photos

Photo Explanation/Description: where paved section ends

Photo Direction: East



Other Site Photos

Photo Explanation/Description: where paved section ends

Photo Direction: West



Other Site Photos

Photo Explanation/Description: unpaved section at Lawson rd

Photo Direction: Southeast



Other Site Photos

Photo Explanation/Description: unpaved section at Lawson rd

Photo Direction: Northwest



Other Site Photos

Photo Explanation/Description: looking down Lawson rd at Charles Town

Photo Direction: Southwest



Other Site Photos

Photo Explanation/Description: unpaved section

Photo Direction: Southeast



Other Site Photos

Photo Explanation/Description: unpaved section

Photo Direction: Northwest



Other Site Photos

Photo Explanation/Description: unpaved section

Photo Direction: Southeast



Other Site Photos

Photo Explanation/Description: unpaved section

Photo Direction: Northwest



Other Site Photos

Photo Explanation/Description: unpaved section

Photo Direction: Southeast



Other Site Photos

Photo Explanation/Description: unpaved section

Photo Direction: Northwest



Other Site Photos

Photo Explanation/Description: unpaved section at greens bridge rd

Photo Direction: Southeast



Other Site Photos

Photo Explanation/Description: unpaved section at greens bridge rd

Photo Direction: Northwest



Other Site Photos

Photo Explanation/Description: looking down greens bridge rd from Charles town

Photo Direction: Southwest



Other Site Photos

Photo Explanation/Description: unpaved section at Hartley Quarter rd

Photo Direction: Southeast



Other Site Photos

Photo Explanation/Description: unpaved section at Hartley Quarter rd

Photo Direction: Northwest



Other Site Photos

Photo Explanation/Description: unpaved section looking down Hartley Quarter rd

Photo Direction: Northeast



Other Site Photos

Photo Explanation/Description: unpaved section

Photo Direction: Southeast



Other Site Photos

Photo Explanation/Description: unpaved section

Photo Direction: Northwest



Other Site Photos

Photo Explanation/Description: unpaved gravel section

Photo Direction: East



Other Site Photos

Photo Explanation/Description: unpaved gravel section

Photo Direction: West



Other Site Photos

Photo Explanation/Description: unpaved section

Photo Direction: Southeast



Other Site Photos

Photo Explanation/Description: unpaved section

Photo Direction: Northwest



Other Site Photos

Photo Explanation/Description: unpaved section at William crawls rd

Photo Direction: Southeast



Other Site Photos

Photo Explanation/Description: unpaved section at William crawls rd

Photo Direction: Northwest



Other Site Photos

Photo Explanation/Description: unpaved section looking down William rawls rd

Photo Direction: Southwest



Other Site Photos

Photo Explanation/Description: unpaved section

Photo Direction: Southeast



Other Site Photos

Photo Explanation/Description: unpaved section

Photo Direction: Northwest



Other Site Photos

Photo Explanation/Description: unpaved section where William crawls rd comes back

Photo Direction: Southeast



Other Site Photos

Photo Explanation/Description: unpaved section where William crawls rd comes back

Photo Direction: Northwest



Other Site Photos

Photo Explanation/Description: unpaved section looking down William crawls rd

Photo Direction: South



Other Site Photos

Photo Explanation/Description: unpaved section looking down William rawls

Photo Direction: North



Other Site Photos

Photo Explanation/Description: unpaved section at covent church rd

Photo Direction: Southeast



Other Site Photos

Photo Explanation/Description: unpaved section where it crosses Covent church rd

Photo Direction: Northwest



Other Site Photos

Photo Explanation/Description: looking down Covent church rd

Photo Direction: Northeast



Other Site Photos

Photo Explanation/Description: looking down Covent church rd

Photo Direction: Southwest



Other Site Photos

Photo Explanation/Description: unpaved section

Photo Direction: Southeast



Other Site Photos

Photo Explanation/Description: unpaved section

Photo Direction: Northwest



Other Site Photos

Photo Explanation/Description: unpaved section

Photo Direction: Southeast



Other Site Photos

Photo Explanation/Description: unpaved section

Photo Direction: Northwest



Other Site Photos

Photo Explanation/Description: unpaved section

Photo Direction: Southeast



Other Site Photos

Photo Explanation/Description: unpaved section at pond where road is washed out

Photo Direction: Northwest



Other Site Photos

Photo Explanation/Description: pond

Photo Direction: North



Other Site Photos

Photo Explanation/Description: pond

Photo Direction: South



Other Site Photos

Photo Explanation/Description: washed out section or road on pond dam

Photo Direction: Northwest



Other Site Photos

Photo Explanation/Description: unpaved section at washed pond crossing

Photo Direction: Southeast



Other Site Photos

Photo Explanation/Description: unpaved section

Photo Direction: Northwest



Other Site Photos

Photo Explanation/Description: unpaved section at Rhonda Rish rd

Photo Direction: Southeast



Other Site Photos

Photo Explanation/Description: unpaved section at Rhonda Rish rd

Photo Direction: Northwest



Other Site Photos

Photo Explanation/Description: looking down Rhonda Rish rd

Photo Direction: East



Other Site Photos

Photo Explanation/Description: looking down Rhonda Rish rd

Photo Direction: North



Other Site Photos

Photo Explanation/Description: unpaved section

Photo Direction: Southeast



Other Site Photos

Photo Explanation/Description: unpaved section

Photo Direction: Northwest



Other Site Photos

Photo Explanation/Description: looking down Charles town rd where it meets HW 178

Photo Direction: Southeast



Other Site Photos

Photo Explanation/Description: looking down HW 178

Photo Direction: Northwest





APN#: Charles Town Road Improvements	Date/Time: 03/19/2021 10:45:00
Address: Charles Town Road Improvements,	
Surveyor(s): Lee Harley	



Notes:

Appendix C

Clean Air



You are here: EPA Home > Green Book > >National Area and County-Level Multi-Pollutant Information >Criteria Pollutant Nonattainment Summary Report

Criteria Pollutant Nonattainment Summary Report

Data is current as of June 30, 2021

The NO₂ nonattainment area became a maintenance area on September 22, 1998. The 8-hour Ozone (1997) standard was revoked on April 6, 2015 and the 1-hour Ozone (1979) standard was revoked on June 15, 2005. All Carbon Monoxide areas were redesignated to maintenance areas as of September 27, 2010.

Mouse over the underlined number of counties to see the area name; click to see the associated counties. | [View Report Footnotes](#)
[Download National Dataset: dbf](#) | [xls](#) | [Data dictionary \(PDF\)](#)

State(s)	General Area Name	8-Hour Ozone (2015)			8-Hour Ozone (2008)			PM-2.5 (2012)			PM-2.5 (2006)			PM-2.5 (1997)			PM-10 (1987)			SO2 (2010)			SO2 (1971)			LEAD (2008)				
		2010 Pop.	No. Ctys	Cat./Class	2010 Pop.	No. Ctys	Cat./Class	2010 Pop.	No. Ctys	Cat./Class	2010 Pop.	No. Ctys	Cat./Class	2010 Pop.	No. Ctys	Cat./Class	2010 Pop.	No. Ctys	Cat./Class	2010 Pop.	No. Ctys	Cat./Class	2010 Pop.	No. Ctys	Cat./Class	2010 Pop.	No. Ctys	Cat./Class		
AK	Fairbanks											87	1	Ser																
AZ	Douglas/Paul Spur (Cochise County)															17	1	Mod												
AZ	Hayden/Miami															11	2	Mod	5	2	NonAtt	5	1	NonAtt	5	2	NonAtt			
AZ	Nogales											31	1	Mod				30	1	Mod										
AZ	Phoenix-Mesa	3,945	3	Mar	3,850	2	Mod									3,853	2	Ser												
AZ	Rillito (Pima County)															1	1	Mod												
AZ	West Pinal											52	1	Mod				283	1	Ser										
AZ	Yuma	87	1	Mar												101	1	Mod												
CA	Amador and Calaveras Cos (Central Mountain Cos)	46	1	Mar																										
CA	Chico	38	1	Mar	46	1	Mar																							
CA	Imperial County	220	1	Mar	220	1	Mar																							
CA	Imperial County	175	1	Mar	175	1	Mod	154	1	Mod	154	1	Mod																	
CA	Los Angeles-South Coast Air Basin	15,703	4	Ext	15,719	4	Ext	15,716	4	Ser	15,716	4	Ser	15,716	4	Mod										9,437	1	NonAtt		
		1	1	Ser	1	1	Ser																							
		1	2	Mar	3	2	Mod																							
CA	Mariposa and Tuolumne Cos (Southern Mountain Cos)	55	1	Mar																										
		18	1	Mar	18	1	Mod																							
CA	Mono County															0	1	Mod												
CA	Nevada Co. (Western Part)	82	1	Mod	82	1	Ser																							
CA	Owens Valley															7	1	Ser												

		8-Hour Ozone (2015)			8-Hour Ozone (2008)			PM-2.5 (2012)			PM-2.5 (2006)			PM-2.5 (1997)			PM-10 (1987)			SO2 (2010)			SO2 (1971)			LEAD (2008)		
CA	Plumas County							6	1	Mod																		
CA	Sacramento Metro	2,240	6	Mod	2,241	6	Sev5				2,206	5	Mod															
CA	San Diego	3,077	1	Mod	3,095	1	Ser																					
CA	San Francisco-Bay Area	6,969	9	Mar	6,973	9	Mar				6,971	9	Mod															
CA	San Joaquin Valley	95	1	Mod	95	1	Ser																					
		3,842	8	Ext	3,842	8	Ext	3,842	8	Mod	3,842	8	Ser	3,842	8	Ser	126	1	Ser									
CA	San Luis Obispo	1	1	Mar	2	1	Mar																					
CA	Searles Valley																4	1	Mod									
CA	Southeast Desert Modified AQMA																258	1	Ser									
		425	1	Sev5	426	1	Sev5										237	1	Mod									
		867	2	Sev5	868	2	Sev5																					
CA	Tuscan Buttes	0	1	Mar	0	1	Mar																					
CA	Ventura County	821	1	Ser	823	1	Ser																					
CA	Yuba City	0	1	Mar																								
CO	Denver-Boulder-Greeley-Ft. Collins-Loveland	3,330	9	Mar	3,330	9	Ser																					
CT	Greater Connecticut	1,629	5	Mar	1,629	5	Ser																					
DC-MD-VA	Washington	5,136	15	Mar																								
GA	Atlanta	3,669	7	Mar																								
GU	Piti-Cabras																6	1	NonAtt	1	1	NonAtt						
GU	Tanguisson Power Plant																						1	1	NonAtt			
IA	Muscatine County																30	1	NonAtt									
ID	Pocatello													1	2	Mod												
ID	Shoshone County							7	1	Mod																		
IL-IN-WI	Chicago-Joliet-Napier	8,614	9	Mar	9,180	11	Ser																					
IN	Fort Wayne-Huntington-Auburn																21	1	NonAtt									
KS	Salina																									0	1	NonAtt
KY	Henderson-Webster Counties																7	2	NonAtt									
KY-IN	Louisville	1,061	5	Mar																								

		8-Hour Ozone (2015)			8-Hour Ozone (2008)			PM-2.5 (2012)			PM-2.5 (2006)			PM-2.5 (1997)			PM-10 (1987)			SO2 (2010)			SO2 (1971)			LEAD (2008)		
LA	Evangeline Parish																			0	1	NonAtt						
LA	New Orleans																			36	1	NonAtt						
MA-NH	Boston-Worcester-Manchester				17	1	Mar																					
MD	Baltimore	2,663	6	Mar	2,663	6	Mod													990	2	NonAtt						
MI	Allegan County	47	1	Mar																								
MI	Benton Harbor	157	1	Mar																								
MI	Detroit-Ann Arbor																			52	1	NonAtt						
		4,705	7	Mar																254	1	NonAtt						
MI	Muskegon	147	1	Mar																								
MN	Minneapolis-St. Paul																									9	1	NonAtt
MO	Iron, Dent, and Reynolds Counties																									0	3	NonAtt
MO	New Madrid County																			0	1	NonAtt						
MO-IL	St. Louis																			0	1	NonAtt						
		2,236	6	Mar																62	1	NonAtt				5	1	NonAtt
MO-KS	Kansas City																			57	1	NonAtt						
MT	Billings/Laurel																						7	1	NonAtt			
MT	Butte													34	1	Mod												
MT	Lame Deer													1	1	Mod												
MT	Libby													9	1	Mod												
MT	Polson (Lake County)																4	1	Mod									
MT	Ronan (Lake County)																3	1	Mod									
MT	Thompson Falls																1	1	Mod									
MT	Whitefish (Flathead County)																6	1	Mod									
NM	Anthony																3	1	Mod									
NM	Sunland Park	13	1	Mar																								
NV	Las Vegas	1,892	1	Mar																								
NY	Jamestown				135	1	Mar																					
NY	St. Lawrence County																			12	1	NonAtt						
NY-NJ-CT	New York-N. New Jersey-Long Island	20,217	24	Mod	20,217	24	Ser							1,586	1	Mod												
OH	Cleveland-Akron-Elyria	2,780	7	Mar																								
OH-KY-IN	Cincinnati-Middletown-Wilmington	1,929	7	Mar																								
OR	Klamath Falls										47	1	Mod															

		8-Hour Ozone (2015)	8-Hour Ozone (2008)	PM-2.5 (2012)	PM-2.5 (2006)	PM-2.5 (1997)	PM-10 (1987)	SO2 (2010)	SO2 (1971)	LEAD (2008)
OR	Oakridge				4 1 Mod		4 1 Mod			
PA	Clearfield and Indiana Counties							93 2 NonAtt		
PA	Lancaster		519 1 Mar							
PA	Pittsburgh-New Castle		2,356 7 Mar	1,223 1 Mod	21 1 Mod	21 1 Mod		15 1 NonAtt		18 1 NonAtt
PA	Reading							127 1 NonAtt	5 1 NonAtt	29 1 NonAtt 19 1 NonAtt
PA	Warren County		411 1 Mar					18 1 NonAtt		
PA-NJ	Allentown-Bethlehem-Easton		712 3 Mar						109 1 NonAtt	
PA-NJ-DE-MD	Philadelphia-Wilmington-Atlantic City		197 1 Mar							
		7,437 16 Mar	7,437 16 Mar							
PR	Arecibo									32 1 NonAtt
PR	Guayama-Salinas							23 1 NonAtt		
PR	San Juan							275 5 NonAtt		
TN	Johnson City-Kingsport-Bristol							15 1 NonAtt		
TX	Dallas-Fort Worth	6,202 9 Mar	6,280 10 Ser							
TX	El Paso						649 1 Mod			
TX	Fairfield							4 2 NonAtt		
TX	Houston-Sugar Land-Baytown	5,773 6 Mar	5,892 8 Ser							
TX	Howard County							0 1 NonAtt		
TX	Hutchinson County							15 1 NonAtt		
TX	Mount Pleasant							0 1 NonAtt		
TX	Navarro County							2 1 NonAtt		
TX	San Antonio	1,715 1 Mar								
TX	Tatum							2 2 NonAtt		
UT	Provo	516 1 Mar			518 1 Ser					
UT	Salt Lake City	1,616 4 Mar			1,665 5 Ser				1,030 1 NonAtt	
UT	Tooele County								58 1 NonAtt	
UT	Uinta Basin	47 2 Mar								
VA	Giles County							0 1 NonAtt		
WA	Whatcom County							0 1 NonAtt		
WI	Manitowoc County	49 1 Mar								

Appendix D

Endangered Species

Bock, John

From: Caldwell, Mark <mark_caldwell@fws.gov>
Sent: Tuesday, June 8, 2021 1:16 PM
To: Bock, John
Subject: RE: [EXTERNAL] South Central Lexington County Roads Section 7 Consultation
Attachments: South Central Lexington USFWS Consultation Letter.pdf; Culler Road USFWS Consultation Letter.pdf; Charles Town Road USFWS Consultation Letter.pdf

 **CAUTION:** This email originated from an external sender. Verify the source before opening links or attachments. 

John,

The Service has received and reviewed the three road improvement projects (attached) in Lexington County, SC. Please visit our website www.fws.gov/southeast/charleston/project-planning and download the Department of Commerce, HUD, and Rural Developments Clearance letter to serve as our response. We recommend that you contact the SC Department of Natural Resources for information regarding any species of State concern.

Mark

Mark A. Caldwell
Deputy Field Supervisor
US Fish and Wildlife Service
South Atlantic-Gulf Region
South Carolina Ecological Services
176 Croghan Spur Road, Suite 200
Charleston, SC 29407
843-300-0426 (direct line)
843-870-0041 (cell)
843-300-0189 – facsimile

If the sky is the limit, then how could our astronauts have landed on the moon?

This email correspondence and any attachments to and from this sender is subject to the Freedom of Information Act and may be disclosed to third parties.

From: Bock, John <John.Bock@tetrattech.com>
Sent: Monday, June 7, 2021 3:38 PM
To: McCoy, Thomas <thomas_mccoy@fws.gov>; Caldwell, Mark <mark_caldwell@fws.gov>
Cc: Fox, Sandy <SFox@lex-co.com>; Breene, Cynthia <Cynthia.Breene@tetrattech.com>
Subject: [EXTERNAL] South Central Lexington County Roads Section 7 Consultation

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

On behalf of Lexington County, please find attached a request for concurrence with the Section 7 determinations for the South Central County Road Improvements Project. Please let us know if you have any questions or need any additional information. Thank you.



United States Department of the Interior
FISH AND WILDLIFE SERVICE
176 Croghan Spur Road, Suite 200
Charleston, South Carolina 29407
May 30, 2019



**U.S. Fish and Wildlife Service Clearance to Proceed with U.S.
Department of Commerce, U.S. Department of Housing and Urban Development, and U.S.
Department of Agriculture Projects**

The U.S. Fish and Wildlife Service (Service) is one of two lead Federal Agencies mandated with the protection and conservation of Federal trust resources, including threatened and endangered species listed under the Endangered Species Act of 1973 (16 U.S.C. 1531 *et seq.*) (ESA). The U.S. Department of Commerce (DOC), U.S. Department of Housing and Urban Development (HUD), as well as the U.S. Department of Agriculture (USDA) allocate grant funds for rural development projects. Accordingly, obligations under the ESA and the National Environmental Policy Act (NEPA) require HUD and USDA to perform an environmental impact review prior to a project's approval. Primarily, these projects involve repair, maintenance, or reconstruction of existing facilities on previously developed land.

Many of the DOC, HUD, and USDA projects result in no adverse impacts to federally protected species. In determining if your project will have an effect on federally protected species or designated critical habitat under the jurisdiction of the Service, we provide this guidance, relative to the criteria listed below, applicable to many DOC, HUD, and USDA project requests. If the project description falls in one of the categories and the Federal agency, or their designee, determines there is no effect or impact to federally protected species or designated critical habitat, no further action is required under section 7 of the ESA. Please note this guidance applies only to projects in South Carolina.

Description of DOC, HUD, and USDA Projects Covered

The following types of projects have been evaluated by the Service in accordance with ESA and NEPA:

1. Purchase machinery, equipment, and supplies for use in existing structures and buildings.
2. Finance or refinance existing structures or properties. Transfer of loans where the original lending or mortgage institutions for existing projects are no longer holding the loans and the properties transfer via back loans.
3. Construct, expand, maintain, remove, replace, or rehabilitate structures on developed or otherwise disturbed areas. Examples of developed or disturbed areas include paved, filled, graveled, routinely mowed vegetated grasses, agricultural fields, and pasturelands. Undeveloped areas are those sites where natural vegetation dominates.
4. New, refurbished, or expanded parking lots and amenities associated with existing or proposed private, commercial, or industrial developments that do not expand into previously undeveloped areas.
5. Implement streetscape beautification projects. Examples of these projects include the removal and replacement of existing sidewalks, curbing, or gutters; demolishing and

disposing of existing curbing; installing irrigation systems for plants; installing or replacing streetlights, benches, or trashcans; and installing handicap sidewalk ramps or new sidewalks within city limits in right of ways.

6. Repair, replace, or renovate existing wastewater treatment facilities, water supply facilities, and storm water facilities (such as drainage ditches and ponds) without expansion of the existing site boundary.
7. Install or replace pipelines or transmission lines using trenchless technology (directional drilling) techniques. Trenchless technology eliminates the need to disturb the environment caused by excavating and backfilling trenches.
8. Install or replace pipelines by trench and back fill within previously disturbed lands such as, but not limited to, maintained easements and transportation right of ways provided a protected species survey is performed and no protected species are found on the site.

The Service recommends that project proponents indicate which of the criteria are applicable to the project when submitting to the appropriate permitting agency.

Northern Long-eared Bat Consideration

The Service issued a nationwide programmatic biological opinion (PBO) for the northern long-eared bat (*Myotis septentrionalis*, NLEB) on January 5, 2016. The PBO was issued pursuant to section 7(a)(2) of the ESA to address impacts that Federal actions may have on this species. In addition, the Service published a final 4(d) rule on January 14, 2016, which details special consultation provisions for Federal actions that may affect the NLEB. Briefly, the PBO and the 4(d) rule allow for "incidental" take of the NLEB throughout its range under certain conditions. Take is defined in section 3 of the ESA as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect, or to attempt to engage in any such conduct. Further, incidental take is defined as take that results from, but is not the purpose of, carrying out an otherwise lawful activity. Under the PBO and 4(d) rule, all incidental take of the NLEB is exempted from the ESA's take prohibitions under certain conditions. However, incidental take is prohibited within one quarter mile from known hibernacula and winter roost, or within 150 feet from a known maternity roost tree during the months of June and July.

In consideration of known hibernacula, winter roosts, and maternity roost tree locations in South Carolina, this letter hereby offers blanket concurrence for a may affect, but is not likely to adversely affect determination for the NLEB if the proposed work occurs more than one quarter mile from known hibernacula, winter roosts, or is further than 150 feet from a known maternity roost trees. If an activity falls within one-quarter mile of hibernacula or winter roost or within 150 feet of a maternity roost tree additional consultation with the Service will be required. As a conservation measure for all projects it is recommended that all tree clearing activities be conducted during the NLEB inactive season of November 15th to March 31st of any given year.

Clearance to Proceed

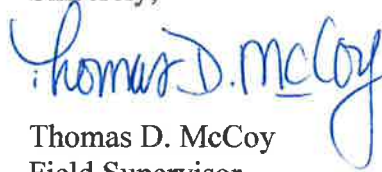
For all of the above listed projects that meet the criteria, have no effect or impact upon federally protected species or designated critical habitat, and, if applicable, meet the requirements of the NLEB 4(d) rule no further coordination with the Service is necessary. This letter may be

downloaded and serve as the Service's concurrence letter for your project. The protected species survey or assessment conducted for the property should be included with this letter when submitting the project to Federal permitting agencies.

Please note that obligations under the ESA must be reconsidered if: (1) new information reveals impacts of this identified action may affect any listed species or critical habitat in a manner not previously considered; (2) this 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 Service recommends that project proponents contact the South Carolina Department of Natural Resources regarding potential impacts to State protected species. If the proposed project will impact streams and/or wetlands, please contact the U.S. Army Corps of Engineers, Charleston District. The Service appreciates your cooperation in the protection of federally listed species and their habitats in South Carolina.

Sincerely,



Thomas D. McCoy
Field Supervisor



County of Lexington

212 South Lake Drive, Ste. 401, Lexington SC 29072 Phone: (803)785-8121 Fax: (803)785-8188

DISASTER RECOVERY PROGRAM

June 7, 2021

Mr. Tom McCoy
Field Supervisor
South Carolina Ecological Services Field Office
U.S. Fish and Wildlife Service
176 Croghan Spur Road, Suite 200
Charleston, SC 29407

RE: Charles Town Road Improvements Project

Dear Mr. McCoy:

Lexington County has received an allocation through a Community Development Block Grant – Mitigation Program (CDBG-MIT) from the U.S. Department of Housing and Urban Development to help fund mitigation efforts resulting from recent storms. Under the CDBG-MIT funding umbrella, funding will be allocated for regrading and paving approximately 2.1 miles of Charles Town Road between Convent Church Road and Hartley Quarter Road in Lexington County (see attached Project Area Map).

Lexington County is facilitating the federally required environmental review for the CDBG-MIT Charles Town Road Improvements Project in accordance with 24 CFR Part 58. As part of the federal compliance effort, Lexington County is requesting informal threatened and endangered (T&E) species consultation from the U.S. Fish and Wildlife Service (USFWS) under Section 7 of the Endangered Species Act concerning the Charles Town Road Improvements Project.

A USFWS Official Species List for the project area was generated through the Information for Planning and Consultation (IPaC) website and is attached to this letter.

Mammals

There are no mammals listed in USFWS Official Species List for the Charles Town Road Improvements Project footprint.

Birds

The endangered red-cockaded woodpecker (*Picoides borealis*) has been found in Lexington County. The South Carolina Department of Natural Resources (SCDNR) Rare, Threatened, and Endangered Species Inventory (RTESI) contains current records of the red-cockaded woodpecker within Lexington County. The SCDNR RTESI reports that the last reported instance of a red-cockaded woodpecker in Lexington County is greater than 40 years old.



County of Lexington

212 South Lake Drive, Ste. 401, Lexington SC 29072 Phone: (803)785-8121 Fax: (803)785-8188

DISASTER RECOVERY PROGRAM

To mitigate potential impacts on this species, a pre-construction survey will be performed in the project area by a qualified biologist for habitat, nests and eggs to avoid impacts on the red-cockaded woodpecker and/or migratory birds. If the red-cockaded woodpecker or other migratory birds are found onsite, best management practices (BMPs) would be implemented for avoiding harassment and harm to the red-cockaded woodpecker or migratory birds. These BMPs include to the maximum extent practicable, scheduling ground-disturbing activities and all vegetation removal, trimming, and grading of vegetated areas outside of April through July for the red-cockaded woodpecker or outside of the peak bird breeding season using all available resources to identify peak breeding months for local bird species. BMPs also include minimizing impacts to pine tree habitat where feasible through buffers adjacent to direct impact construction areas. If impacts to the woodpecker cannot be avoided, Lexington County would conduct further Section 7 consultation with the USFWS.

Reptiles

There are no reptiles listed in USFWS Official Species List for the Charles Town Road Improvements Project footprint.

Insects

There are no insects listed in USFWS Official Species List for the Charles Town Road Improvements Project footprint.

Plants

The endangered plant species smooth coneflower (*Echinacea laevigata*) is listed in USFWS Official Species List for the Charles Town Road Improvements Project footprint. Smooth coneflower occurs primarily in open woods, cedar barrens, roadsides, dry limestone bluffs, utility line rights-of-way and other sunny to partly sunny situations in North Carolina, South Carolina, Virginia, and Georgia. Historically, the species habitat was prairie-like or post oak-blackjack oak savannah type that was maintained by fires set by Native Americans. There are eight populations in South Carolina; however, per the 2011 USFWS Smooth Coneflower (*Echinacea laevigata*) 5-year Review: Summary and Evaluation, there are no populations in Lexington County. Additionally, the smooth coneflower is not listed as an endangered, threatened or at-risk (under review) species in Lexington County per the USFWS Charleston Field Office. This letter finds no effect on the smooth coneflower as a result of this project.

Determination

Pursuant to Section 7 of the Endangered Species Act and based on the information presented above, Lexington County requests from the USFWS a letter of concurrence with its finding of Not Likely to Adversely Affect for the red-cockaded woodpecker and a finding of no effect for the smooth coneflower. Lexington County is dedicated to providing disaster assistance to address the impacts of recent storms in Lexington County as quickly as possible. Please respond no later than 30 days from receipt of this letter.



County of Lexington

212 South Lake Drive, Ste. 401, Lexington SC 29072 Phone: (803)785-8121 Fax: (803)785-8188

DISASTER RECOVERY PROGRAM

Please contact me with your comments or any questions at sfox@lex-co.com or at the address in the letterhead.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sandy Fox".

Sandy Fox
Title VI and Grants Manager

Attachments:

Project Area Map

Official Species List

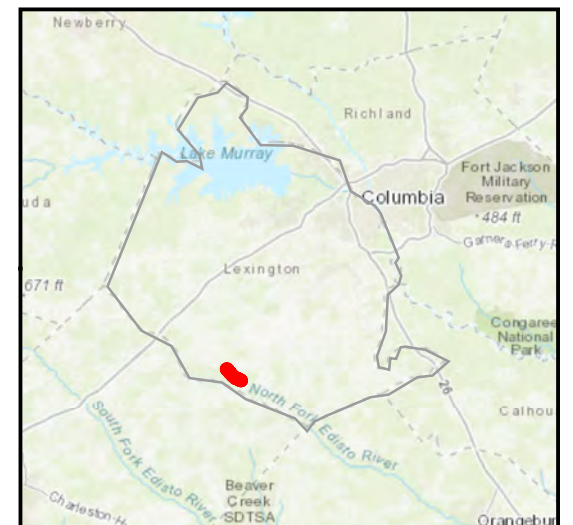
Table 1 - Federal Threatened and Endangered Species



Legend

 Project Area

**LEXINGTON COUNTY
SOUTH CAROLINA**

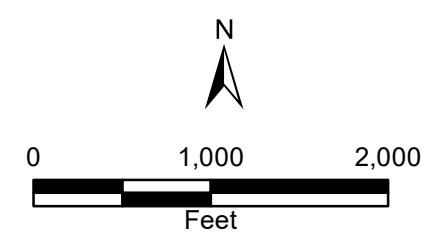


**Project Area Map
Charles Town Road Improvements**



Source: ESRI 2021.

Author: GK Date: 2/16/2021



File Path: C:\Projects\TDR Lexington County\CDP&MT E&C_1031574461\GIS\map\Charles Town Road Improvements - Project Area.mxd



United States Department of the Interior



FISH AND WILDLIFE SERVICE
South Carolina Ecological Services
176 Croghan Spur Road, Suite 200
Charleston, SC 29407-7558
Phone: (843) 727-4707 Fax: (843) 727-4218
<http://www.fws.gov/charleston/>

In Reply Refer To:

June 02, 2021

Consultation Code: 04ES1000-2021-SLI-0749

Event Code: 04ES1000-2021-E-01701

Project Name: CDBG-MIT Charles Town Road Improvements

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at:

<http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>;

<http://www.towerkill.com>; and

[http://](http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html)

www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
 - USFWS National Wildlife Refuges and Fish Hatcheries
 - Migratory Birds
-

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

South Carolina Ecological Services

176 Croghan Spur Road, Suite 200

Charleston, SC 29407-7558

(843) 727-4707

Project Summary

Consultation Code: 04ES1000-2021-SLI-0749
Event Code: 04ES1000-2021-E-01701
Project Name: CDBG-MIT Charles Town Road Improvements
Project Type: Pre- and post-disaster grant activity
Project Description: The proposed project would improve the resiliency of a section of Charles Town Road, approximately 17.5 miles southeast of Batesburg-Leesville, Lexington County, South Carolina. Charles Town Road is a graded, dirt road that runs northwest-southeast between Fairview Road (State Highway 178) and Pine Street (State Highway 302).

The proposed project would involve regrading and paving approximately 2.1 miles of Charles Town Road between Convent Church Road and Hartley Quarter Road. Currently, Lexington County does not have a uniform, dedicated, right-of-way (ROW) along this road. A new 50-foot ROW (25 feet on either side of the road center) would be acquired for the improved road. The improved road would primarily follow the existing alignment. Additional ROW may be needed for drainage easements at portions of the road; these easements are estimated to add an additional 25 feet on either side of the road centerline. This 100-foot-wide project corridor is expected to encompass all project activity areas, including those needed for staging equipment, vehicles, and supplies.

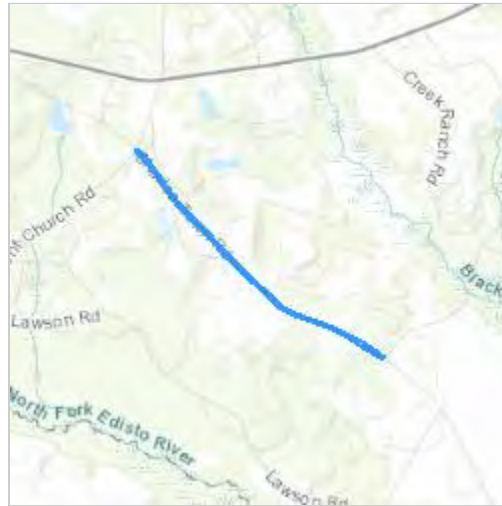
The construction activities would include clearing vegetation, grubbing, relocating utility infrastructure, and fine grading and surfacing approximately 10,870 linear feet of roadway using 2-inch Hot Mix Asphalt Surface Course Type C and 6-inch Graded Aggregate Base Course. The new road and associated drainage would be designed and constructed to carry a 25-year storm event. Where needed, the project also would involve erosion repairs and slope stabilization. The depth of disturbance is expected to be no more than 6 feet below the current ground surface.

The design of the intersection of Charles Town Road with Convent Church Road would involve minimal change to the current intersection. Subject to approval by the South Carolina Department of Transportation, there would be no new turn lanes or acceleration/deceleration lanes. If necessary, detour plans for resident and emergency access would be determined during the design phase.

Modification of existing utilities, including movement of existing utility lines, would be coordinated with the utility providers. Easements for utilities would be the responsibility of the individual utility providers.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@33.73610575,-81.32913909239528,14z>



Counties: Lexington County, South Carolina

Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Birds

NAME	STATUS
Red-cockaded Woodpecker <i>Picoides borealis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7614	Endangered

Flowering Plants

NAME	STATUS
Smooth Coneflower <i>Echinacea laevigata</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3473	Endangered

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

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1. The [Migratory Birds Treaty Act](#) of 1918.
 2. The [Bald and Golden Eagle Protection Act](#) of 1940.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Common Ground-dove <i>Columbina passerina exigua</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Feb 1 to Dec 31
Eastern Whip-poor-will <i>Antrostomus vociferus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Aug 20
Kentucky Warbler <i>Oporornis formosus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 20

NAME	BREEDING SEASON
Prairie Warbler <i>Dendroica discolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Jul 31
Prothonotary Warbler <i>Protonotaria citrea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 1 to Jul 31
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Aug 31

Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.



County of Lexington

212 South Lake Drive, Ste. 401, Lexington SC 29072 Phone: (803)785-8121 Fax: (803)785-8188

DISASTER RECOVERY PROGRAM

Table 1
Federal Threatened and Endangered Species

Common Name and Scientific Name	Federal/State Status
Birds	
Red-cockaded Woodpecker (<i>Picoides borealis</i>)	E/E
Plants	
Smooth Coneflower (<i>Echinacea laevigata</i>)	E/-

Sources:

USFWS. 2021. Official species list of threatened and endangered species that may occur in the proposed project location (Project Name: CDBG-MIT Charles Town Road Improvements). Requested by Tetra Tech via USFWS Information for Planning and Consultation (IPaC) website, June 2, 2021.

South Carolina Department of Natural Resources, Rare, Threatened, and Endangered Species Inventory [web application] available at <https://experience.arcgis.com/experience/af61ba156d054cc7b3e27d09a0c35c0f> and accessed on June 2, 2021.

Appendix E

Farmlands Protection

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 5/27/21	4. Sheet 1 of 1
1. Name of Project CDBG-MIT Charles Town Road Improvements		5. Federal Agency Involved Housing and Urban Development	
2. Type of Project Paved road and unpaved ROW		6. County and State Lexington County, South Carolina	

PART II (To be completed by NRCS)		1. Date Request Received by NRCS 5/27/21	2. Person Completing Form Kristine Ryan
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated 13,177	Average Farm Size 90
5. Major Crop(s) Corn, Cotton, Small Grains	6. Farmable Land in Government Jurisdiction Acres: 102,585 % 21	7. Amount of Farmland As Defined in FPPA Acres 161,909 % 33	
8. Name Of Land Evaluation System Used NCCPI	9. Name of Local Site Assessment System NONE	10. Date Land Evaluation Returned by NRCS 6/1/21	

	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	25			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0			
C. Total Acres In Corridor	25			

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	3			
B. Total Acres Statewide And Local Important Farmland	3			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.02			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	63			

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	53			
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PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points		Corridor A	Corridor B	Corridor C	Corridor D
1. Area in Nonurban Use	15	15				
2. Perimeter in Nonurban Use	10	7				
3. Percent Of Corridor Being Farmed	20	1				
4. Protection Provided By State And Local Government	20	0				
5. Size of Present Farm Unit Compared To Average	10	10				
6. Creation Of Nonfarmable Farmland	25	0				
7. Availability Of Farm Support Services	5	5				
8. On-Farm Investments	20	0				
9. Effects Of Conversion On Farm Support Services	25	0				
10. Compatibility With Existing Agricultural Use	10	0				
TOTAL CORRIDOR ASSESSMENT POINTS	160	38	0	0	0	0

PART VII (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)	100	53	0	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	38	0	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	91	0	0	0	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
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5. Reason For Selection:

Signature of Person Completing this Part: 

DATE: **6/14/21**

NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points
90 to 20 percent - 14 to 1 point(s)
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points
90 to 20 percent - 9 to 1 point(s)
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points
90 to 20 percent - 19 to 1 point(s)
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)

As large or larger - 10 points
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points
Some required services are available - 4 to 1 point(s)
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points
Moderate amount of on-farm investment - 19 to 1 point(s)
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points



June 1, 2021

County of Lexington
212 South Lake Drive, Ste. 401
Lexington, SC 29072

Attention: Sandy Fox

Subject: CDBG-MIT Charles Town Road Improvements

I have reviewed the information provided in your correspondence dated May 27, 2021, concerning the proposed Charles Town Road Improvement project located in Lexington County, South Carolina. This review is part of the National Environmental Policy Act (NEPA) evaluation for the Housing and Urban Development (HUD). I have evaluated the proposed site as required by the Farmland Protection Policy Act (FPPA).

Attached is a completed CPA-106 form for the proposed road improvement. The proposed site includes 3 acres of prime farmland; 3 acres of statewide important farmland; and 19 acres of non-prime farmland. This proposed project will impact statewide important farmland in the county because .02% of important farmland will be converted. NRCS strongly encourages the use of accepted erosion control methods during construction and to place topsoil back as the surface layer.

For future reference, NRCS policy and procedures on prime and unique farmlands are published in the Code of Federal Regulations 7CFR657. The website is: https://www.ecfr.gov/cgi-bin/text-idx?SID=a5afcfaf7f6185ee7c835d365b1d478c&mc=true&tpl=/ecfrbrowse/Title07/7tab_02.tpl. Detailed information can be found in Section 657.5 on this website.

If you have further questions, please contact me at 803.253.3896 or by email at kristine.ryan@usda.gov.

Sincerely,

Kristine Ryan
State Soil Scientist



County of Lexington

212 South Lake Drive, Ste. 401, Lexington SC 29072 Phone: (803)785-8121 Fax: (803)785-8188

DISASTER RECOVERY PROGRAM

May 26, 2021

Kristine Ryan
State Soil Scientist
USDA-Natural Resources Conservation Service
Strom Thurmond Federal Building, Room 950
1835 Assembly Street
Columbia, SC 29201

Re: CDBG-MIT Charles Town Road Improvements

Dear Ms. Ryan:

This package has been compiled by Lexington County, South Carolina, for purposes of conducting consultation pursuant to the Farmland Protection Policy Act (FPPA). Lexington County has determined that portions of the proposed action are located on prime farmland soils and soils that are considered farmland of statewide importance. The project would regrade and pave approximately 2.1 miles of Charles Town Road between Convent Church Road and Hartley Quarter Road (see Figure 1). Currently, Lexington County does not have a uniform, dedicated, right-of-way (ROW) along this road. A new 50-foot ROW (25 feet on either side of the road center) would be acquired for the improved road. The improved road would primarily follow the existing alignment. Additional ROW may be needed for drainage easements at portions of the road; these easements are estimated to add an additional 25 feet on either side of the road centerline. The construction activities would include clearing vegetation, grubbing, utility relocation, fine grading, and surfacing. The project would disturb approximately 3.0 acres of prime farmland soils and 3.4 acres of farmland of statewide importance, for a total of 6.4 acres of potentially protected soils within a corridor covering approximately 25.0 acres (see Figure 2).

The purpose of this letter is to provide the Natural Resources Conservation Service (NRCS) notice of the proposed project and to document FPPA compliance. Please find attached the Form NRCS-CPA-106 for your review and use.

If you have questions or require additional information regarding this request, please contact me via e-mail at sfox@lex-co.com. Thank you for your time and consideration.

Sincerely,

A handwritten signature in blue ink that reads "Sandy Fox".

Sandy Fox
Title VI and Grants Manager

Attachments
Form NRCS-CPA-106
Maps
National Land Cover Database Land Use Data
USDA 2017 Census of Agriculture County Profile

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)	3. Date of Land Evaluation Request	4. Sheet 1 of _____
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1. Name of Project	5. Federal Agency Involved
2. Type of Project	6. County and State

PART II (To be completed by NRCS)		1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated	Average Farm Size
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: _____ %	7. Amount of Farmland As Defined in FPPA Acres: _____ %	
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor				

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)				
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PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points	Corridor A	Corridor B	Corridor C	Corridor D
1. Area in Nonurban Use	15				
2. Perimeter in Nonurban Use	10				
3. Percent Of Corridor Being Farmed	20				
4. Protection Provided By State And Local Government	20				
5. Size of Present Farm Unit Compared To Average	10				
6. Creation Of Nonfarmable Farmland	25				
7. Availability Of Farm Support Services	5				
8. On-Farm Investments	20				
9. Effects Of Conversion On Farm Support Services	25				
10. Compatibility With Existing Agricultural Use	10				
TOTAL CORRIDOR ASSESSMENT POINTS	160				

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100				
Total Corridor Assessment (From Part VI above or a local site assessment)	160				
TOTAL POINTS (Total of above 2 lines)	260				

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
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5. Reason For Selection:

Signature of Person Completing this Part:	DATE
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NOTE: Complete a form for each segment with more than one Alternate Corridor



Legend

 Project Area

**LEXINGTON COUNTY
SOUTH CAROLINA**

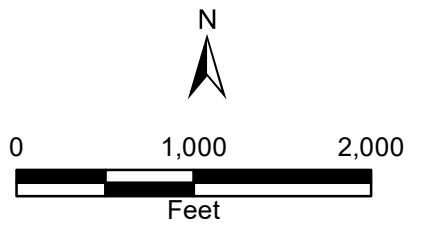


**Figure 1 - Project Area Map
Charles Town Road Improvements**



Source: ESRI 2021.

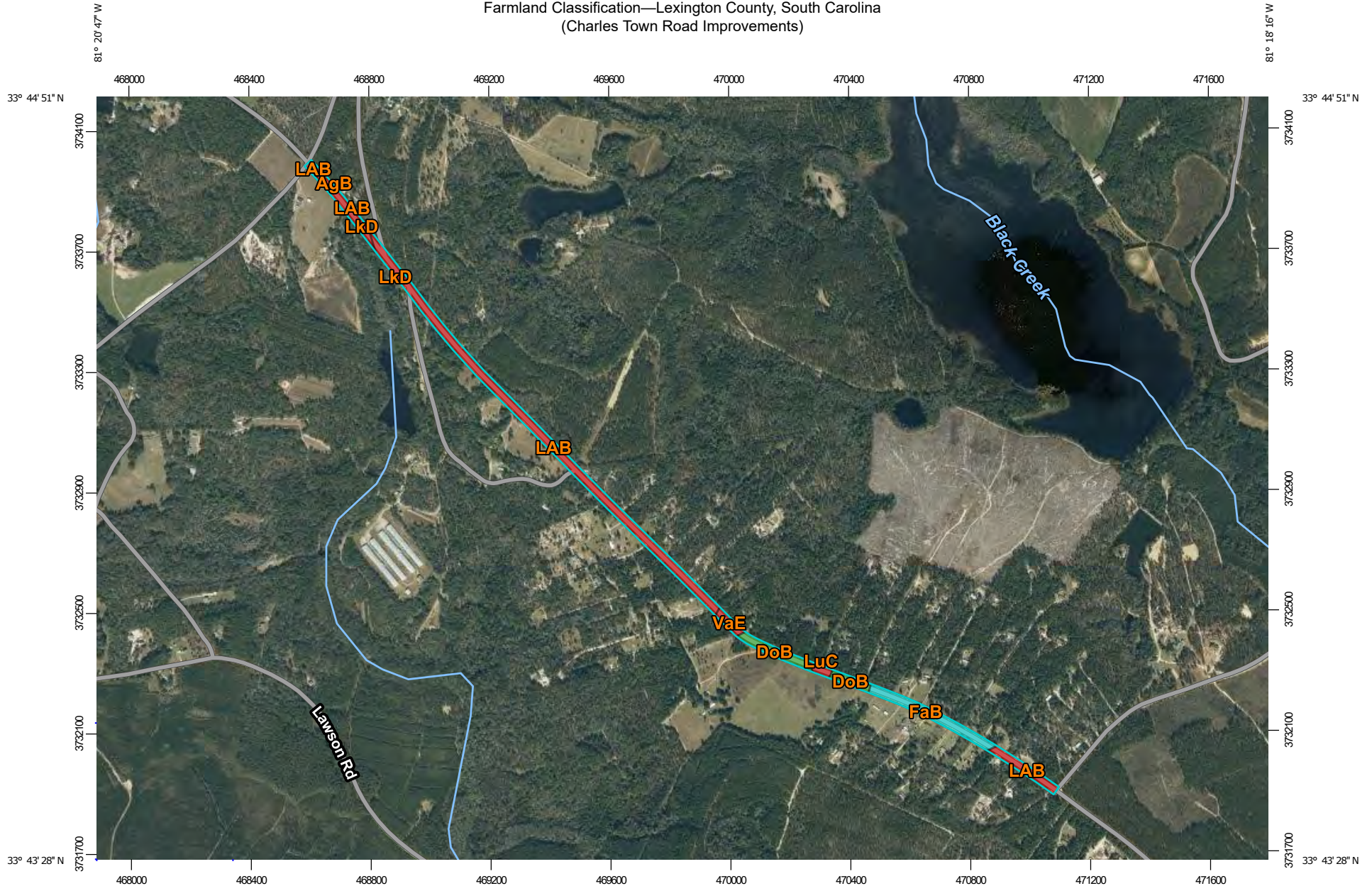
Author: GK Date: 2/16/2021



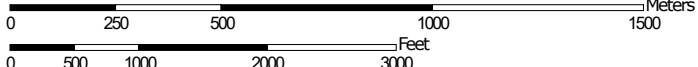
File Path: C:\Projects\TDR Lexington County\CDP&MT E&C_1031574461\GIS\map\Charles Town Road Improvements - Project Area.mxd

Figure 2

Farmland Classification—Lexington County, South Carolina
(Charles Town Road Improvements)



Map Scale: 1:17,900 if printed on A landscape (11" x 8.5") sheet.




Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 17N WGS84

Farmland Classification—Lexington County, South Carolina
(Charles Town Road Improvements)









MAP LEGEND








Area of Interest (AOI)






 Area of Interest (AOI)








Soils



Soil Rating Polygons

-  Not prime farmland
-  All areas are prime farmland
-  Prime farmland if drained
-  Prime farmland if protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated
-  Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season









-  Prime farmland if subsoiled, completely removing the root inhibiting soil layer
-  Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
-  Prime farmland if irrigated and reclaimed of excess salts and sodium
-  Farmland of statewide importance
-  Farmland of statewide importance, if drained
-  Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if irrigated

-  Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if irrigated and drained
-  Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer
-  Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60


































-  Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium
-  Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if warm enough
-  Farmland of statewide importance, if thawed
-  Farmland of local importance
-  Farmland of local importance, if irrigated

-  Farmland of unique importance
-  Not rated or not available

Soil Rating Lines

-  Not prime farmland
-  All areas are prime farmland
-  Prime farmland if drained
-  Prime farmland if protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated
-  Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season

Farmland Classification—Lexington County, South Carolina
(Charles Town Road Improvements)

	Prime farmland if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium		Farmland of unique importance		Prime farmland if subsoiled, completely removing the root inhibiting soil layer
	Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of statewide importance, if irrigated and drained		Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season		Soil Rating Points Not prime farmland		Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
	Prime farmland if irrigated and reclaimed of excess salts and sodium		Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season		Prime farmland if drained		Prime farmland if irrigated and reclaimed of excess salts and sodium
	Farmland of statewide importance		Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if warm enough		Prime farmland if protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance
	Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of statewide importance, if thawed		Prime farmland if irrigated		Farmland of statewide importance, if drained
	Farmland of statewide importance, if irrigated				Farmland of local importance		Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
					Farmland of local importance, if irrigated		Prime farmland if irrigated and drained		Farmland of statewide importance, if irrigated
							Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season		

Farmland Classification—Lexington County, South Carolina
(Charles Town Road Improvements)

Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season	Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium	Farmland of unique importance Not rated or not available	<p>The soil surveys that comprise your AOI were mapped at 1:20,000.</p>
Farmland of statewide importance, if irrigated and drained	Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season	<p>Water Features Streams and Canals</p>	<p>Please rely on the bar scale on each map sheet for map measurements.</p>
Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season	Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season	<p>Transportation</p>	<p>Source of Map: Natural Resources Conservation Service Web Soil Survey URL: Coordinate System: Web Mercator (EPSG:3857)</p>
Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer	Farmland of statewide importance, if warm enough	Rails	<p>Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.</p>
Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60	Farmland of statewide importance, if thawed	Interstate Highways	<p>This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.</p>
	Farmland of local importance	US Routes	<p>Soil Survey Area: Lexington County, South Carolina Survey Area Data: Version 19, Jun 3, 2020</p>
	Farmland of local importance, if irrigated	Major Roads	<p>Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.</p>
		Local Roads	<p>Date(s) aerial images were photographed: Apr 23, 2014—Nov 3, 2019</p>
		<p>Background</p>	<p>The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.</p>
		Aerial Photography	

Farmland Classification

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
AgB	Alaga loamy sand, 0 to 4 percent slopes	Not prime farmland	1.2	4.7%
DoB	Dothan loamy sand, 2 to 6 percent slopes	All areas are prime farmland	3.0	12.0%
FaB	Fuquay loamy sand, 0 to 6 percent slopes	Farmland of statewide importance	3.4	13.7%
LAB	Lakeland soils, undulating	Not prime farmland	15.1	60.4%
LkD	Lakeland sand, 6 to 15 percent slopes	Not prime farmland	0.9	3.8%
LuC	Lucy loamy sand, 6 to 10 percent slopes	Not prime farmland	0.5	2.1%
VaE	Vaucluse loamy sand, 10 to 25 percent slopes	Not prime farmland	0.8	3.3%
Totals for Area of Interest			25.0	100.0%

Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

Aggregation Method: No Aggregation Necessary

Aggregation is the process by which a set of component attribute values is reduced to a single value that represents the map unit as a whole.

A map unit is typically composed of one or more "components". A component is either some type of soil or some nonsoil entity, e.g., rock outcrop. For the attribute being aggregated, the first step of the aggregation process is to derive one attribute value for each of a map unit's components. From this set of component attributes, the next step of the aggregation process derives a single value that represents the map unit as a whole. Once a single value for each map unit is derived, a thematic map for soil map units can be rendered. Aggregation must be done because, on any soil map, map units are delineated but components are not.

For each of a map unit's components, a corresponding percent composition is recorded. A percent composition of 60 indicates that the corresponding component typically makes up approximately 60% of the map unit. Percent composition is a critical factor in some, but not all, aggregation methods.

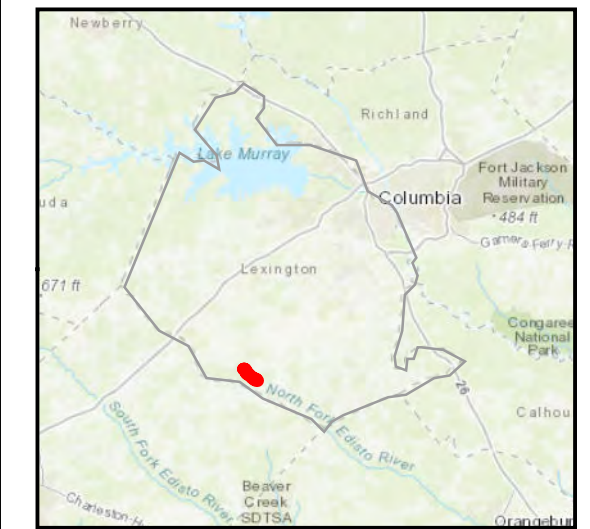
The majority of soil attributes are associated with a component of a map unit, and such an attribute has to be aggregated to the map unit level before a thematic map can be rendered. Map units, however, also have their own attributes. An attribute of a map unit does not have to be aggregated in order to render a corresponding thematic map. Therefore, the "aggregation method" for any attribute of a map unit is referred to as "No Aggregation Necessary".

Tie-break Rule: Lower

The tie-break rule indicates which value should be selected from a set of multiple candidate values, or which value should be selected in the event of a percent composition tie.



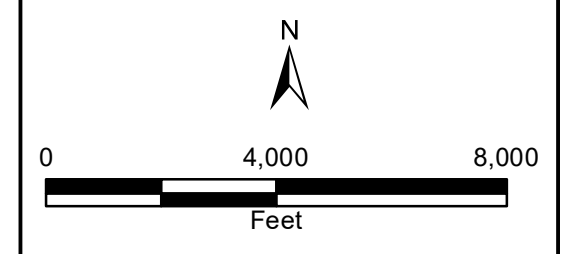
**LEXINGTON COUNTY
SOUTH CAROLINA**



**Figure 3 - Land Use Map
Charles Town Road Improvements**



Source: USDA/NRCS 2011 National Land Cover Dataset, ESRI 2020.
Author: GK Date: 5/12/2021



File Path: C:\Projects\TDR_Lexington County\CDIS-MIT_EA_1015144\GIS\maps\Charles Town Road Improvements - Land Use.mxd

Charlestown Road Project Area 1-Mile Buffer

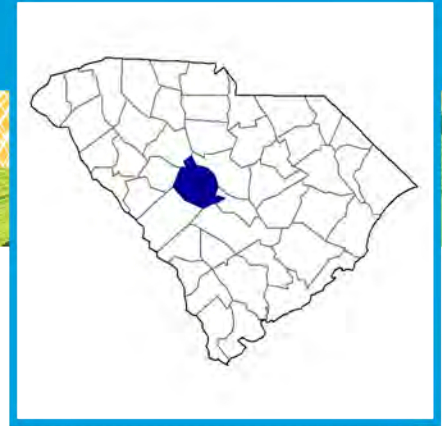
LAND COVER	ACRES
Barren Land	6.80
Cultivated Crops	188.37
Deciduous Forest	613.33
Developed, Low Intensity	20.80
Developed, Open Space	187.95
Emergent Herbaceous Wetlands	3.40
Evergreen Forest	1308.00
Hay/Pasture	212.56
Herbaceous	1155.81
Mixed Forest	267.37
Open Water	183.33
Shrub/Scrub	149.56
Woody Wetlands	396.05
TOTAL	4693.32

Charlestown Road Project Area Perimeter

LAND COVER	FEET
Cultivated Crops	1408.00
Deciduous Forest	385.10
Developed, Open Space	7682.55
Evergreen Forest	881.97
Hay/Pasture	2056.78
Herbaceous	9240.81
Mixed Forest	306.98
TOTAL	21962.20

Charlestown Road Project Area

LAND COVER	ACRES
Cultivated Crops	2.21
Deciduous Forest	0.17
Developed, Open Space	7.07
Evergreen Forest	0.71
Hay/Pasture	2.23
Herbaceous	12.30
Mixed Forest	0.28
TOTAL	24.97



Lexington County South Carolina

Total and Per Farm Overview, 2017 and change since 2012

	2017	% change since 2012
Number of farms	1,137	+12
Land in farms (acres)	102,585	-5
Average size of farm (acres)	90	-15
Total	(\$)	
Market value of products sold	222,183,000	+35
Government payments	600,000	-9
Farm-related income	3,996,000	(D)
Total farm production expenses	165,011,000	-25
Net cash farm income	61,767,000	+256
Per farm average	(\$)	
Market value of products sold	195,411	+20
Government payments (average per farm receiving)	5,659	+14
Farm-related income	12,973	(D)
Total farm production expenses	145,129	-33
Net cash farm income	54,324	+239

7 Percent of state agriculture sales

Share of Sales by Type (%)

Crops	32
Livestock, poultry, and products	68

Land in Farms by Use (%) ^a

Cropland	47
Pastureland	14
Woodland	31
Other	8

Acres irrigated: 13,177

13% of land in farms

Land Use Practices (% of farms)

No till	5
Reduced till	4
Intensive till	13
Cover crop	7

Farms by Value of Sales

	Number	Percent of Total ^a
Less than \$2,500	638	56
\$2,500 to \$4,999	111	10
\$5,000 to \$9,999	113	10
\$10,000 to \$24,999	113	10
\$25,000 to \$49,999	39	3
\$50,000 to \$99,999	24	2
\$100,000 or more	99	9

Farms by Size

	Number	Percent of Total ^a
1 to 9 acres	220	19
10 to 49 acres	502	44
50 to 179 acres	294	26
180 to 499 acres	93	8
500 to 999 acres	18	2
1,000 + acres	10	1

Market Value of Agricultural Products Sold

	Sales (\$1,000)	Rank in State ^b	Counties Producing Item	Rank in U.S. ^b	Counties Producing Item
Total	222,183	1	46	436	3,077
Crops	72,143	2	46	813	3,073
Grains, oilseeds, dry beans, dry peas	5,497	16	46	1,612	2,916
Tobacco	(D)	13	13	(D)	323
Cotton and cottonseed	1,037	22	31	433	647
Vegetables, melons, potatoes, sweet potatoes	(D)	1	46	57	2,821
Fruits, tree nuts, berries	(D)	(D)	45	(D)	2,748
Nursery, greenhouse, floriculture, sod	6,435	9	41	334	2,601
Cultivated Christmas trees, short rotation woody crops	160	1	31	202	1,384
Other crops and hay	3,485	17	46	742	3,040
Livestock, poultry, and products	150,040	2	46	303	3,073
Poultry and eggs	146,094	2	45	82	3,007
Cattle and calves	2,606	13	46	2,041	3,055
Milk from cows	(D)	17	26	(D)	1,892
Hogs and pigs	197	12	44	753	2,856
Sheep, goats, wool, mohair, milk	213	4	46	750	2,984
Horses, ponies, mules, burros, donkeys	342	8	46	634	2,970
Aquaculture	(D)	12	22	(D)	1,251
Other animals and animal products	(D)	(D)	45	(D)	2,878

Total Producers ^c	1,755	Percent of farms that:	Top Crops in Acres ^d
Sex		Have internet access	Forage (hay/haylage), all
Male	1,120	80	Vegetables harvested, all
Female	635		Corn for grain
Age		Farm organically	Soybeans for beans
<35	125	1	Collards
35 – 64	1,031		
65 and older	599		
Race		Sell directly to consumers	Livestock Inventory (Dec 31, 2017)
American Indian/Alaska Native	23	4	Broilers and other meat-type chickens
Asian	-		Cattle and calves
Black or African American	28	Hire farm labor	Goats
Native Hawaiian/Pacific Islander	-	14	Hogs and pigs
White	1,704		Horses and ponies
More than one race	-	Are family farms	Layers
Other characteristics		98	Pullets
Hispanic, Latino, Spanish origin	15		Sheep and lambs
With military service	233		Turkeys
New and beginning farmers	410		

See 2017 Census of Agriculture, U.S. Summary and State Data, for complete footnotes, explanations, definitions, commodity descriptions, and methodology.

^a May not add to 100% due to rounding. ^b Among counties whose rank can be displayed. ^c Data collected for a maximum of four producers per farm.

^d Crop commodity names may be shortened; see full names at www.nass.usda.gov/go/cropnames.pdf. ^e Position below the line does not indicate rank.

(D) Withheld to avoid disclosing data for individual operations. (NA) Not available. (Z) Less than half of the unit shown. (-) Represents zero.

Appendix F
Historic Preservation



June 14, 2021

Sandy Fox
Grants Administrator
Lexington County
SFox@lex-co.com

Re: CDBG-MIT Charles Town Road Improvements Project
Fairview Crossroads vicinity, Lexington County, South Carolina
SHPO Project No. 21-JS0185

Dear Ms. Fox:

Thank you for your May 26, 2021 letter and project review submittal, which we received electronically on May 27, 2021, regarding the Charles Town Road Improvements Project. We also received a Section 106 Project Review Form, maps, a project description, and the project area street views as supporting documentation for this undertaking. The State Historic Preservation Office (SHPO) is providing comments to Lexington County and to the US Department of Housing and Urban Development pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR 800. Consultation with the SHPO is not a substitution for consultation with Tribal Historic Preservation Offices, other Native American tribes including those with state recognition, local governments, or the public.

Our office knows of no documented historic properties that are eligible for listing or listed in the National Register of Historic Places in the proposed Areas of Potential Effect (APEs). The APEs have not been previously surveyed for cultural resources/historic properties.

Based on the description of the Area of Potential Effect (APE) and the identification of historic properties within the APE, our office concurs with the assessment that no properties listed in or eligible for listing in the National Register of Historic Places will be affected by this project.

If archaeological materials are encountered during construction, the procedures codified at 36 CFR 800.13(b) will apply. Archaeological materials consist of any items, fifty years old or older, which were made or used by man. These items include, but are not limited to, stone projectile points (arrowheads), ceramic sherds, bricks, worked wood, bone and stone, metal and glass objects, and human skeletal materials. The federal agency or the applicant receiving federal assistance should contact our office immediately.

Please refer to SHPO Project Number 21-JS0185 in any future correspondence regarding this project. If you have any questions, please contact me at (803) 896-6129 or jsylvest@scdah.sc.gov.

Sincerely,

John D. Sylvest

John D. Sylvest
Project Review Coordinator
State Historic Preservation Office



County of Lexington

212 South Lake Drive, Ste. 401, Lexington SC 29072 Phone: (803)785-8121 Fax: (803)785-8188

DISASTER RECOVERY PROGRAM

May 26, 2021

VIA E-MAIL

John D. Sylvest, Project Review Coordinator
South Carolina Department of Archives and History
State Historic Preservation Office (SHPO)
8301 Parklane Road
Columbia, SC 29223

**Subject: Section 106 Consultation
CDBG-MIT Charles Town Road Improvements
Fairview Crossroads Vicinity, Lexington County, South Carolina**

Dear Mr. Sylvest:

Lexington County is developing an environmental assessment for a proposed infrastructure improvement project involving an existing rural road to enhance the county's resiliency and to reduce the impacts of major storms on public safety and damage to property.

Funding for the county's infrastructure and facilities improvements program has been provided through a U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant – Mitigation (CDBG-MIT) program grant. As a direct recipient of a HUD CDBG-MIT grant, the county has assumed, pursuant to 24 CFR Part 58, responsibility for the federal agency's obligations to address various environmental and related laws, including Section 106 of the National Historic Preservation Act of 1966, as amended.

Charles Town Road is a two-lane dirt road in southwestern Lexington County. The proposed improvements to Charles Town Road involve an approximately 2.06-mile section of the road between Covenant Church Road and Hartley Quarter Road, 1.8 miles southeast of Fairview Crossroads. Improvements include acquisition of right-of-way (ROW), regrading, paving, erosion repair, slope stabilization, drainage improvements, and, as necessary, relocation of utility lines.

A Secretary of the Interior-qualified historic preservation professional, Christopher L. Borstel, Ph.D., RPA, of Tetra Tech, Inc., has reviewed the proposed project and its location and concluded that it is unlikely that the proposed improvements will adversely affect any archaeological or historical resources that are potentially eligible for the National Register of Historic Places. We therefore recommend a finding of no historic properties affected for the project.

This letter requests review and concurrence with this recommended finding pursuant to Section 106 and its enabling regulations, 36 CFR Part 800. Included with this letter is your office's Section 106 Project Review Form and attachments. Maps in Attachment A depict the location of

Page 2

the road. Attachment B is a project description, while Attachment C includes selected street-level views of the project corridor from Google Earth.

We would appreciate a response at your earliest opportunity.

Please contact me with your comments or any questions at sfox@lex-co.com or at the address in the letterhead.

Sincerely yours,



Sandy Fox
Title VI and Grants Administrator

On behalf of Lynn Sturkie, Lexington County Certifying Officer

Enclosures:

Section 106 Review Form with Attachments

A – Maps

B – Project Description

C – Project Area Streetviews

PROJECT DESCRIPTION

1. Indicate the type of project (new construction, rehabilitation, replacement/repair, demolition, relocation, acquisition, infrastructure, other) and provide a detailed description of the proposed project, including related activities (staging areas, temporary roads, excavations, etc.), which will be carried out in conjunction with the project. Attach additional pages if necessary. If a detailed scope of work is not available yet, please explain and include all preliminary information:
2. Describe the length, width, and depth of all proposed ground disturbing activities, as applicable (defined as any construction activity that affects the soil within a project area, including excavating, digging, trenching, drilling, augering, backfilling, clearing, or grading):
3. Will this project involve phases of construction? If so, please describe the work to be conducted under each phase.
4. How many acres are in the project area? For building rehabilitation projects, list the building's approximate square footage.
5. Describe the current land use and conditions within and immediately adjacent to the project area (e.g. farmland, forest, developed, etc.) as well as prior land use and previous disturbances within and immediately adjacent to the project area (e.g. grading, plowing, mining, timbering, housing, commercial, industrial, road or other construction, draining, etc.).

DETERMINING THE AREA OF POTENTIAL EFFECTS (APE)

All projects/undertakings have an APE. The APE is the geographic area or areas within which a project/undertaking may directly or indirectly cause changes in the character or use of historic properties, if such properties exist. These changes can be direct (physical) or indirect (visual, noise, vibration) effects. The APE varies with the project type and should factor in the setting, topography, vegetation, existing and planned development, and orientation of resources to the project. For example, if your project includes:

- Rehabilitation, demolition, or new construction then your APE might be the building or property itself and the surrounding properties with a view of the project.
- Road/Highway construction or improvements, streetscapes, etc., then the APE might be the length of the project corridor and the surrounding properties/setting with a view of the project.
- Above-ground utilities, such as water towers, pump stations, retention ponds, transmission lines, etc., then your APE might be the area of ground disturbance and the surrounding properties/setting with a view of the project.
- Underground utilities, then your APE might be the area of ground disturbance and the setting of the project.

6. Provide a written description of the Area of Potential Effect (APE).

IDENTIFICATION OF HISTORIC PROPERTIES

A historic property is defined as any prehistoric or historic district, site, building, structure, or object listed in or eligible for listing in the National Register of Historic Places (NRHP).

7. Is the project located within or adjacent to a property or historic district listed in or eligible for listing in the NRHP?

YES NO If yes, provide the name of the property or district:

8. Are there any buildings or structures that are 50 years old or older within the project APE?

YES NO If yes, provide approximate age:

9. Are any of the buildings or structures in Question 8 listed in or eligible for listing in the NRHP?

YES NO If yes, identify the properties by name, address, or SHPO site survey number. If no, provide an explanation as to why the properties are not eligible for the NRHP.

10. List all historical societies, local governments, members of the public, Indian tribes, and any other sources consulted in addition to the SHPO to identify known and potential historic properties and note any comments received.

11. Does the landowner know of any archaeological resources found within the APE?

YES NO DO NOT KNOW If yes, please describe:

12. Has a cultural resources and/or a historic properties identification survey been conducted in the APE?

YES NO DO NOT KNOW If yes, provide the title, author, and date of the report(s):

13. Based on the information contained in questions 7 – 12, please check one finding:

Historic Properties are present in the APE

Historic Properties are not present in the APE

ASSESSMENT OF PROJECT EFFECT

PLEASE CHOOSE ONE DETERMINATION:

No Historic Properties Affected (i.e., none are present or they are present but the project will have no effect upon them)

No Adverse Effect on historic properties (i.e., historic properties are present but will not be adversely effected)

Adverse Effect on historic properties (i.e., historic properties are present and will be adversely effected)

Due Diligence Project (An effect determination does not apply due to no federal involvement)

Please explain the basis for you determination. If No Adverse Effect or Adverse Effect, explain why the Criteria of Adverse Effect (found at [36 CFR 800.5\(a\)\(1\)](#)) were found not applicable, or applicable, including any conditions on the project to avoid or minimize potential adverse effects, or efforts taken to avoid or minimize potential adverse effects.

SUBMITTAL CHECKLIST -- Did you provide the following documentation?

A completed Section 106 Project Review Form:

- The Form must be completed in its entirety, as it is not the SHPO's responsibility to identify historic properties or to make a determination of effect of the undertaking on historic properties.
- The appropriate federal agency information must be indicated on the Form. Contact the federal agency requiring consultation with the SHPO for this information. For US Housing and Urban Development projects under 24 CFR 58, the local government is the federal agency/responsible entity.
- Include email contact information for all parties that are to receive our response via email. We no longer respond via mailed hard copy, unless requested.
- One (1) Project Review Form may be utilized for batching undertakings that are duplicative in scope and within geographic areas no larger than a single county.
- The Form is a fillable PDF, but you may also print and complete by hand. A double-sided print is acceptable.

Map(s) indicating:

- The precise location of the project and extent of the Area of Potential Effect (APE), not too zoomed in or out in scale.
- Include a subscriber or public view SC ArchSite (GIS) map indicating the precise location of the project and extent of the APE. [SC ArchSite](http://www.scarchsite.org/default.aspx) is an online inventory of all known cultural resources in South Carolina. SC ArchSite can be directly accessed at <http://www.scarchsite.org/default.aspx>.
- In urban areas, a detailed city map and/or parcel map.

Current, high resolution color photographs (2 photos max per page) illustrating:

- For all projects, views to and from the overall project location and extent of the Area of Potential Effect (APE), showing the relationship to adjacent buildings, structures, or sites.
- For new construction or projects including ground disturbing activities, ground and/or aerial views documenting previous ground disturbance and existing site conditions.
- For building or structure rehabilitation projects, full views of each side (if possible), views of important architectural details, and views of areas that will be affected by proposed alterations or rehabilitation work to the exterior or interior.
- Photographs must describe or label the views presented, or be keyed to a site map.
- Black and white photocopied, unclear, thumbnail, or obstructed view photographs are not acceptable.

Project plans (if applicable and available) including:

- Scopes of work and/or project narratives
- Site plans or sketches (existing vs proposed)
- Project drawings and specifications for work on a historic building or structure
- Elevations

Our ability to complete a timely project review largely depends on the quality and detail of the documentation submitted. If insufficient documentation is provided we may need to request additional materials, which will prolong the review process. For complex projects, some may find it advantageous to hire a [preservation professional](#) with expertise in history, architectural history and/or archaeology.

NOTE: If the project involves the rehabilitation of a building or structure listed in or eligible for listing in the National Register of Historic Places, please complete and submit the [Historic Building Supplement](#) in addition to this Form.

When planning to submit a project for review, please remember that our office has 30 calendar days per regulations from the date of receipt to review federal projects and 45 days per SHPO policy to review due diligence projects.

Please **DO NOT** send Project Review Forms by email or fax. We recommend that you use certified mail, FedEx, or UPS to determine if your project has been delivered.

Please send this completed Form along with supporting documentation to:

Review & Compliance Program, SC Department of Archives & History, 8301 Parklane Road, Columbia, SC 29223

Attachment A

Maps

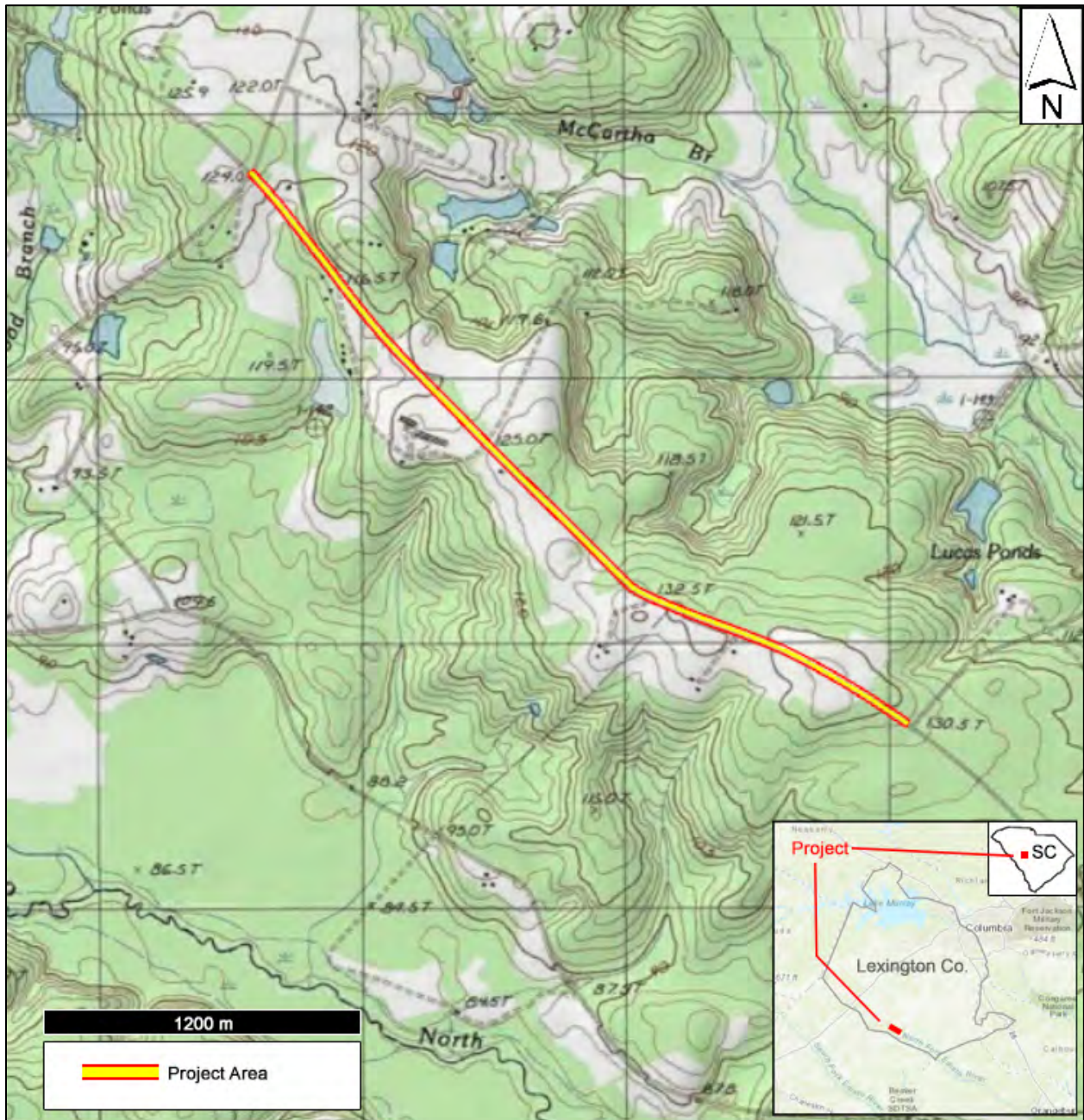
Lexington County, South Carolina, Part 58 Environmental Review for HUD Grant
Request for Section 106 Comment on Potential Effects of Proposed Activity

Attachment A

Project: CDBG-MIT Charles Town Road Improvements

Address:

Covenant Church Road to Hartley
Quarter Road



Project Location on a Portion of the *Wagener, SC*, USGS 7.5-Minute Series Quadrangle Map (1986 Edition)

BASE IMAGE SOURCE: GOOGLE EARTH

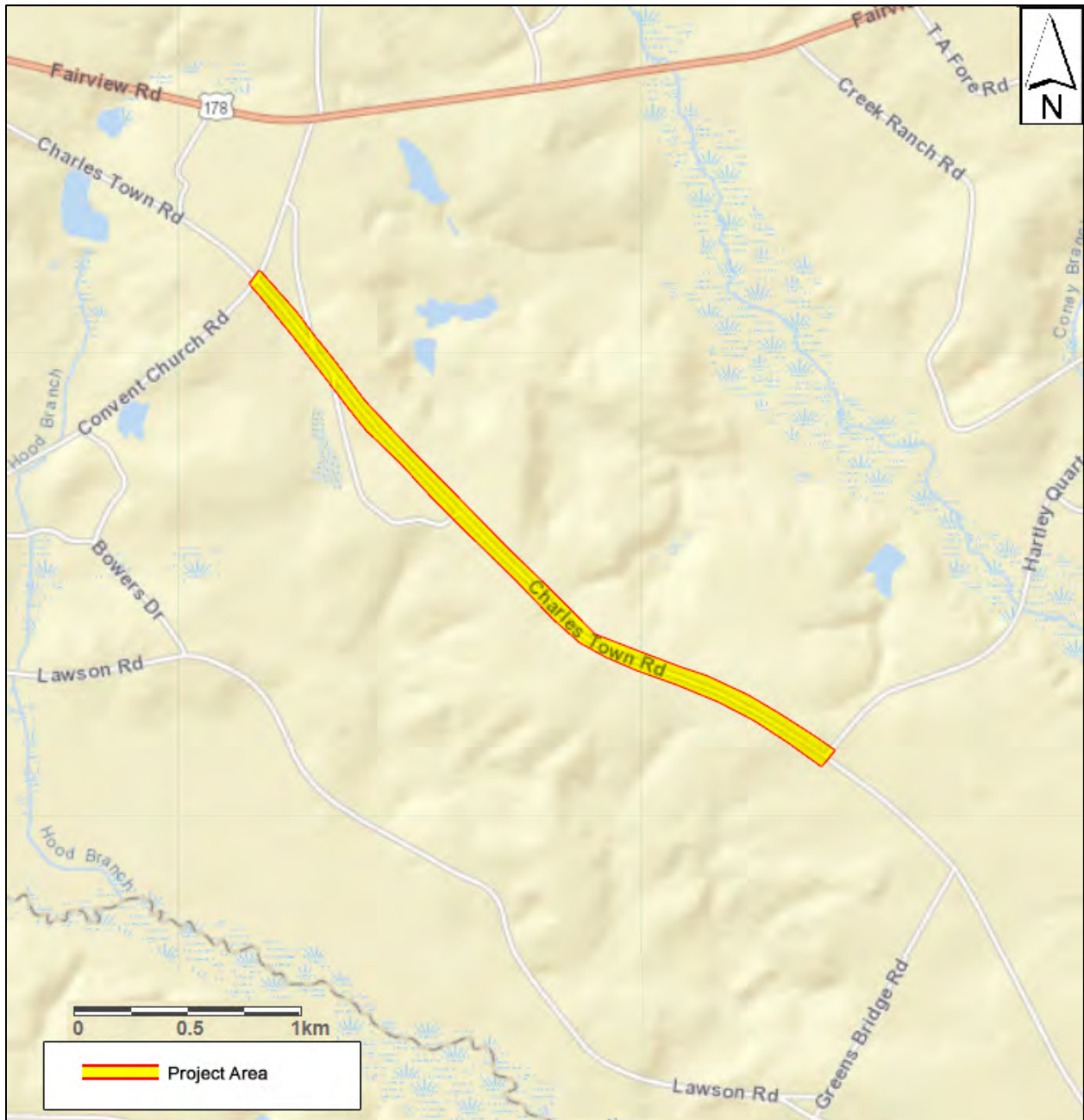
**Lexington County, South Carolina, Part 58 Environmental Review for HUD Grant
Request for Section 106 Comment on Potential Effects of Proposed Activity**

Attachment A

Project: CDBG-MIT Charles Town Road Improvements

Address:

Covenant Church Road to Hartley
Quarter Road



Project Location on the South Carolina SHPO SC ArchSite GIS Application

BASE IMAGE SOURCE: SC SHPO ARCSITE V. 3.2

Redacted – Confidential Archaeological Site Location Information Omitted

Attachment B

Project Description

Attachment B

Description of the Proposed Project

The proposed project would improve the resiliency of a section of Charles Town Road, approximately 17.5 miles southeast of Batesburg-Leesville, in southwestern Lexington County, South Carolina. Charles Town Road is a graded, dirt road that runs northwest-southeast between Fairview Road (State Highway 178) and Pine Street (State Highway 302).

The proposed project would involve regrading and paving approximately 2.06 miles of Charles Town Road between Convent Church Road (33.745529°N, 81.339044°W) and Hartley Quarter Road (33.726704°N, 81.312052°W). The centerline midpoint of the project is at 33.734424°N, 81.327109°W. Currently, Lexington County does not have a uniform, dedicated, right-of-way (ROW) along this road. A new 50-foot ROW (25 feet on either side of the road center) would be acquired for the improved road. The improved road would primarily follow the existing alignment. Additional ROW may be needed for drainage easements at portions of the road; these easements are estimated to add an additional 25 feet on either side of the road centerline. This 100-foot-wide project corridor is expected to encompass all project activity areas, including those needed for staging equipment, vehicles, and supplies.

The construction activities would include clearing vegetation, grubbing, relocating utility infrastructure, and fine grading and surfacing approximately 10,870 linear feet of roadway using 2-inch Hot Mix Asphalt Surface Course Type C and 6-inch Graded Aggregate Base Course. The new road and associated drainage would be designed and constructed to carry a 25-year storm event. Where needed, the project also would involve erosion repairs and slope stabilization. The depth of disturbance is expected to be no more than 6 feet below the current ground surface.

The design of the intersection of Charles Town Road with Convent Church Road would involve minimal change to the current intersection. Subject to approval by the South Carolina Department of Transportation, there would be no new turn lanes or acceleration/deceleration lanes. If necessary, detour plans for resident and emergency access would be determined during the design phase.

Modification of existing utilities, including movement of existing utility lines, would be coordinated with the utility providers. Easements for utilities would be the responsibility of the individual utility providers.

The details presented in this review represent the bounding conditions, such that any changes to the project are expected to result in a smaller construction footprint and fewer impacts. Any substantive changes to the scope of work of the proposed activity would require reevaluation of compliance with the National Environmental Policy Act (NEPA) and other laws and Executive Orders.

This review addresses all of the U.S. Department of Housing and Urban Development (HUD) NEPA requirements under 24 CFR Part 58. However, it does not address all federal, state, and local requirements. Acceptance of federal funding requires the recipient to comply with all federal, state, and local laws, and obtain all appropriate federal, state, and local environmental permits and clearances for this project.

Statement of Purpose and Need for the Proposal

Charles Town Road is a graded, dirt road that is in substandard condition and is prone to erosion and does not drain water properly. Charles Town Road is vulnerable to flooding and erosion issues that affect response times for emergency service providers and access for citizens. This project is needed to increase the safety of Charles Town Road and Census Tract 209.03, Block Group 1's 2,775 residents and to reduce future road closures and infrastructure repair costs due to impacts from heavy rain events.

The purpose of the proposed project is to mitigate the effects of future flooding and erosion issues by stabilizing the road surface and improving existing storm drainage features. This would limit the number of temporary road closures. Without the proposed project, Charles Town Road would remain vulnerable to flooding and erosion.

Existing Conditions and Trends

The project area is the dirt Charles Town Road and areas adjacent to the road. The road is graded and is wide enough for two vehicles to pass each other. Portions of the road have drainage ditches along one or both sides of the road. This disturbed area is typically 30- to 35-feet wide along the road corridor, including the 22-foot-wide roadway.

The portion of Charles Town Road comprising the project area is bordered by agricultural fields, house lot frontages, oak-pine forest, dirt driveways for access to private residences, and aboveground utility lines. Houses are predominantly manufactured homes (trailers or modular homes) and are generally set back from the road at distances of 200 feet or more.

Attachment C

Project Area Streetviews

**Lexington County, South Carolina, Part 58 Environmental Review for HUD Grant
Request for Section 106 Comment on Potential Effects of Proposed Activity**

Attachment C

Project: CDBG-MIT Charles Town Road Improvements Address: Covenant Church Road to Hartley Quarter Road



Photo 1. Google Earth street-view dated November 2007 showing a typical portion of Charles Town Road. View northwest from the vicinity of the intersection of William Rawls Road (33.741987°N, 81.335608°W), approximately 1,700 feet east of the western end of the project.

**Lexington County, South Carolina, Part 58 Environmental Review for HUD Grant
Request for Section 106 Comment on Potential Effects of Proposed Activity**

Attachment C

Project: CDBG-MIT Charles Town Road Improvements **Address:** Covenant Church Road to Hartley Quarter Road



Photo 2. Google Earth street-view dated November 2007 showing a typical portion of Charles Town Road. View northwest from approximately 1,200 feet west of the intersection of Hartley Quarter Road (33.728470°N, 81.315467°W), which is the eastern end of the project area.



Tribal Directory Assessment Information



Contact Information for Tribes with Interests in Lexington County, South Carolina

Tribal Name		County Name					
- Catawba Indian Nation		Lexington					
Contact Name	Title	Mailing Address	Work Phone	Fax Number	Cell Phone	Email Address	URL
Dr. Wenonah G. Haire	THPO and Catawba Cultural Center Executive Director	1536 Tom Steven Road Rock Hill, SC 29730	(803) 328-2427 ext. 224	(803) 328-5791		wenonah.haire@catawba.com	http://www.catawbaindian.net/
Bill Harris	Chief	996 Avenue of the Nations Rock Hill, SC 29730	(803) 366-4792	(803) 327-4853		bill.harris@catawbaindian.net	http://www.catawbaindian.net/
- Eastern Band of Cherokee Indians		Lexington					
Contact Name	Title	Mailing Address	Work Phone	Fax Number	Cell Phone	Email Address	URL
Russell Townsend	Tribal Historic Preservation Specialist	PO Box 455 Cherokee, NC 28719	(828) 554-6851	(828) 497-1590		rustown@nc-chokeee.com	https://ebci.com/
Richard Sneed	Principal Chief	PO Box 455 Cherokee, NC 28719	(828) 359-7002	(828) 497-7007		paxtmyer@nc-chokeee.com	https://ebci.com/
- Muscogee (Creek) Nation		Lexington					
Contact Name	Title	Mailing Address	Work Phone	Fax Number	Cell Phone	Email Address	URL
David Hill	Principal Chief	PO Box 580 Okmulgee, OK 74447	(800) 482-1979	(918) 756-2911		dhill@mcn-nsn.gov	http://www.mcn-nsn.gov
Corain Lowe-Zepeda	THPO	PO Box 580 Okmulgee, OK 74447	(918) 732-7835	(918) 758-0649		section106@mcn-nsn.gov	http://www.mcn-nsn.gov

1 - 3 of 3 results



County of Lexington

212 South Lake Drive, Ste. 401, Lexington SC 29072 Phone: (803)785-8121 Fax: (803)785-8188

DISASTER RECOVERY PROGRAM

May 26, 2021

VIA E-MAIL

Dr. Wenonah G. Haire
THPO and Catawba Cultural Center Executive Director
Catawba Indian Nation
1536 Tom Steven Road
Rock Hill, SC 29730

Subject: Invitation to Comment Pursuant to Section 106 of the National Historic Preservation Act
CDBG-MIT Charles Town Road Improvements, Fairview Crossroads Vicinity
CDBG-MIT Culler Road Improvements, Swansea Vicinity
CDBG-MIT South Central Lexington County Road Improvements (Three Road Segments), Gilbert Vicinity and Samaria Vicinity
Lexington County, South Carolina
Respond by June 28, 2021

Dear Dr. Haire:

Lexington County, South Carolina, is proposing to make improvements to five sections of existing dirt roads in the southwestern, southeastern, and south-central parts of the county (Attachment A, maps). The proposed projects are intended to improve the resistance of the roads to flood damage and to enhance the county's storm resilience and public safety. Funding for the proposed improvements is being provided by the U.S. Department of Housing and Urban Development (HUD) under a Community Development Block Grant – Mitigation (CDBG-MIT) grant. Lexington County is a direct recipient of the CDBG-MIT grant, and it has assumed, pursuant to 24 CFR Part 58, responsibility for the federal agency's obligations to address various environmental and related laws, including Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108). We are hereby inviting your comment on the project as a representative of the federally recognized Catawba Indian Nation, which has an established historical interest in the cultural resources of Lexington County.

The projects and the involved road segments are as follows:

CDBG-MIT Charles Town Road Improvements: The proposed improvements to Charles Town Road involve an approximately 2.06-mile section of the road between Convent Church Road (33.745529°N, 81.339044°W) and Hartley Quarter Road (33.726704°N, 81.312052°W) (Attachment A, Map 1), 1.8 miles southeast of Fairview Crossroads and approximately 17.5 miles southeast of Batesburg-Leesville, in southwestern Lexington County. The project's area of potential effects (APE), involving a corridor 100 feet wide, is estimated to be 25 acres, with a depth of disturbance of up to 6 feet.

CDBG-MIT Culler Road Improvements: The proposed improvements to Culler Road involve an approximately 1.44-mile section of the road from Calvary Church Road (33.761312°N, 80.989015°W) to the Calhoun County line (33.779363°N, 80.993206°W) (Attachment A, Map 2), approximately 6.5 miles east-northeast of Swansea and 15.8 miles south of the state capital at Columbia in southeastern Lexington County. The project's APE, involving a corridor 100 feet wide, is estimated to be 17 acres, with a depth of disturbance of up to 6 feet.

CDBG-MIT South Central Lexington County Road Improvements: This project includes three non-contiguous road segments in the south-central section of Lexington County. The segments are:

- *Volliedale Drive:* The proposed improvements involve an approximately 1.39-mile section of Volliedale Drive between Crout Pond Way (33.891243°N, 81.386495°W) and Juniper Springs Road (33.902340°N, 81.371294°W) (Attachment A, Map 3A), 8.6 miles east of Batesburg-Leesville. The segment APE, involving a corridor 100 feet wide, is estimated to be 17 acres, with a depth of disturbance of up to 6 feet.
- *Gary Hallman Circle:* The proposed improvements involve an approximately 2.20-mile section of the road from west and north of Valley Stream Road/Interstate 20 (33.837617°N, 81.427578°W) to Marcellus Road 0.5 mile north of the Interstate 20 overpass (33.853386°N, 81.415688°W) (Attachment A, Map 3B), 7.7 miles southeast of Batesburg-Leesville. The segment APE, involving a corridor 100 feet wide, is estimated to be 27 acres, with a depth of disturbance of up to 6 feet.
- *Crout Pond Way/Nathan Miller Road:* The proposed improvements involve an approximately 1.20-mile section of the road between Juniper Springs Road (33.892566°N, 81.371298°W) and Old Charleston Road (33.896722°N, 81.358548°W) (Attachment A, Map 3A), 9.7 miles east of Batesburg-Leesville. The segment APE, involving a corridor 100 feet wide, is estimated to be 15 acres, with a depth of disturbance of up to 6 feet.

The proposed improvements involve regrading and paving the existing roads as two-lane thoroughfares, generally following their existing alignments. Construction activities will include clearing vegetation, grubbing, relocating utility infrastructure, fine grading, and roadway surfacing using 2-inch hot mix asphalt surface course Type C on a 6-inch graded aggregate base course. The new road and associated drainage will be designed and constructed to carry a 25-year storm event. Where needed along that alignment, the project will also involve erosion repairs and slope stabilization.

Currently, Lexington County does not have uniform, dedicated, rights-of-way (ROWs) along these roads. New 50-foot ROWs (25 feet on either side of the road center) will be acquired for the improved roads. Additional ROW may be needed for drainage easements along certain portions of the roads. These easements are estimated to add an additional 25 feet on either side of the road centerlines. These 100-foot-wide project corridors are expected to encompass all project activities, including those needed for staging equipment, vehicles, and supplies. The maximum depth of ground disturbance in all instances is expected to be no more than 6 feet. In all instances, the APE is defined as the centerline length of the project by the 100-foot-wide corridor by 6 feet below the existing grade.

Available information indicates that the existing roads occupy corridors that have already been disturbed by construction and maintenance activities. Review of South Carolina's online cultural resources inventories by an archaeological professional found that there are no archaeological sites and no historic properties within or in the near vicinity of any of the project segments. The corridors are situated in upland areas with a relatively low overall potential for containing significant archaeological resources. Consequently, Lexington County's archaeological consultant recommended a finding of No Historic Properties Affected to the SHPO. Response to this recommendation is pending.

We invite your comments should you have information regarding cultural resources that might be pertinent to assessing the potential environmental effects of any of these projects or if you have other concerns. **Please provide your comments within 30 days.** We will incorporate all comments received into the environmental review and will take them into consideration in planning for the proposed activity.

Please contact me with your comments or any questions at sfox@lex-co.com or at the address in the letterhead.

Sincerely yours,



Sandy Fox
Title VI and Grants Manager

Attachment A – Maps

Cc: Bill Harris, Chief, Catawba Indian Nation

Attachment A

Maps

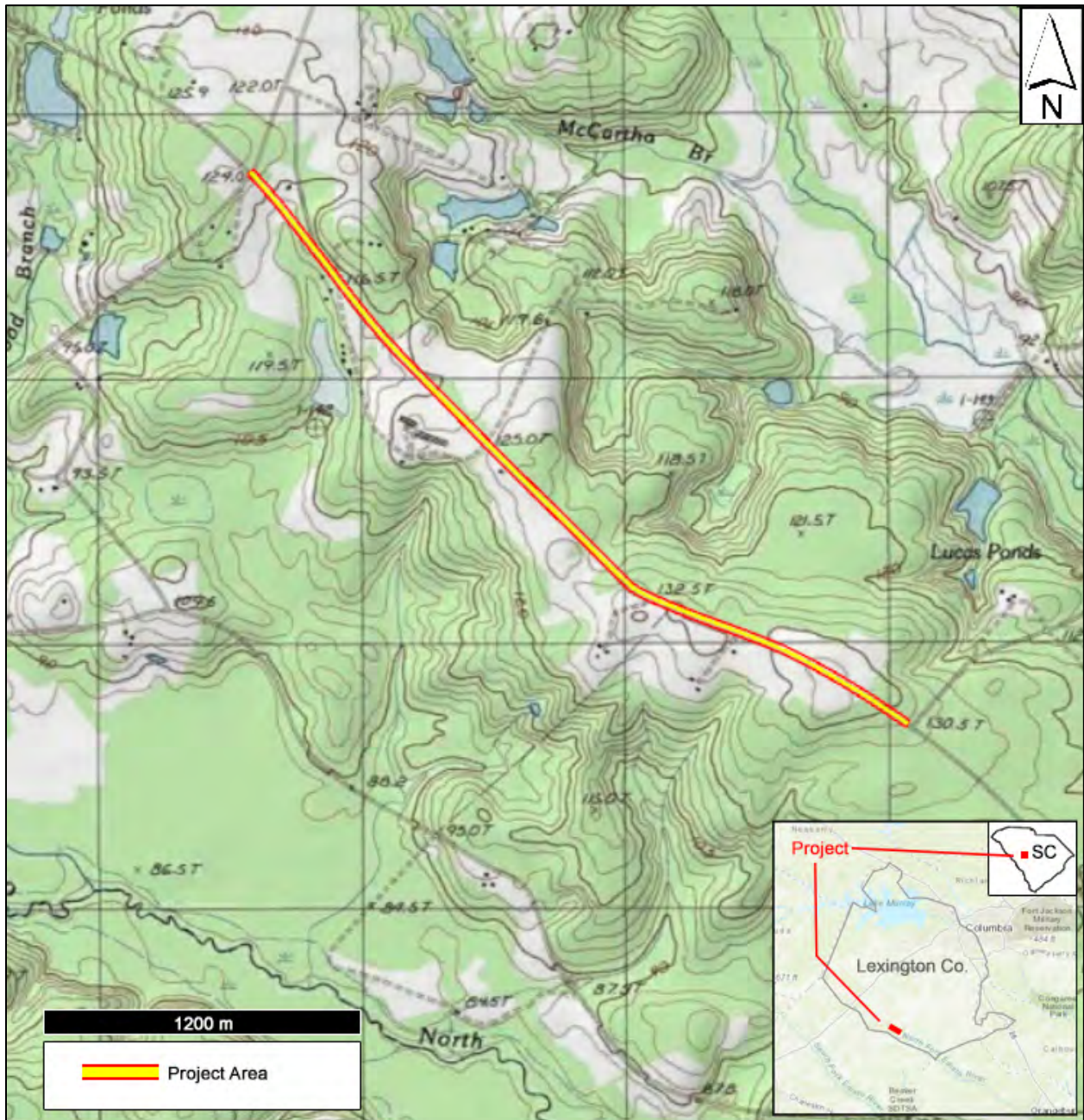
Lexington County, South Carolina, Part 58 Environmental Review for HUD Grant Request for Section 106 Comment on Potential Effects of Proposed Activity

Attachment A

Project: CDBG-MIT Charles Town Road Improvements

Address:

Covenant Church Road to Hartley Quarter Road



Map 1. Location of the Charles Town Road Improvements on a Portion of the *Wagener, SC*, USGS 7.5-Minute Series Quadrangle Map (1986 Edition)

BASE IMAGE SOURCE: GOOGLE EARTH

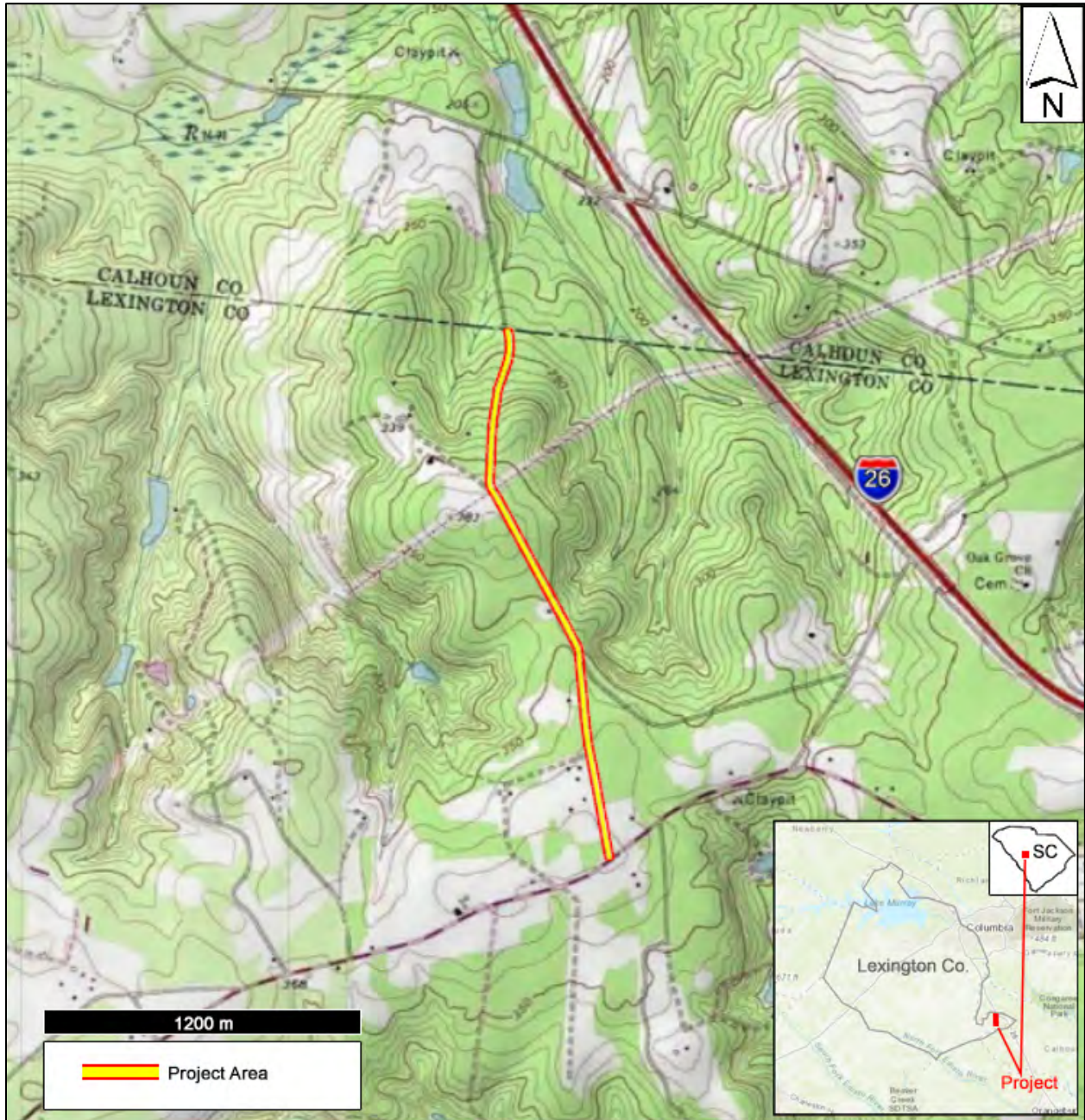
Lexington County, South Carolina, Part 58 Environmental Review for HUD Grant
Request for Section 106 Comment on Potential Effects of Proposed Activity

Attachment A

Project: CDBG-MIT Culler Road Improvements

Address:

Calvary Church Road to Calhoun
County Line



Map 2. Location of the Cullers Road Improvement Project on Portions of the *Gaston, SC* (left), and *Saylor's Lake, SC* (right), USGS 7.5-Minute Series Quadrangle Maps ((1972 Editions; Photorevised 1982)

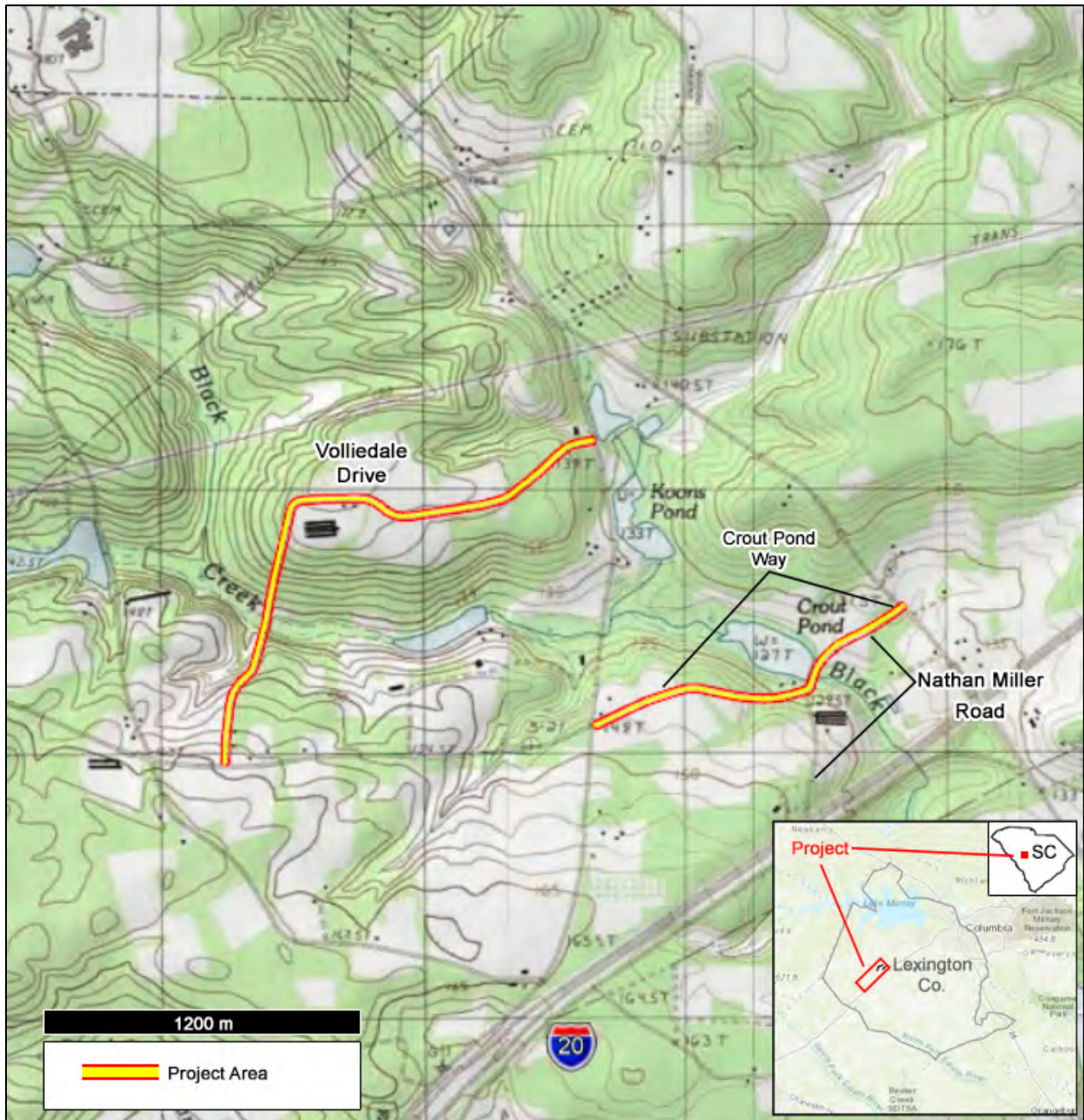
BASE IMAGE SOURCE: GOOGLE EARTH

Lexington County, South Carolina, Part 58 Environmental Review for HUD Grant
Request for Section 106 Comment on Potential Effects of Proposed Activity

Attachment A

Project: CDBG-MIT South Central Lexington
County Road Improvements

Address: Volliedale Drive, Gary Hallman Circle, and
Crout Pond Way/Nathan Miller Road



Map 3A. Locations of the Volliedale Drive and Crout Pond Way/Nathan Miller Road Projects as Shown on Portions of the *Gilbert, SC* (left), and *Barr Lake, SC* (right), USGS 7.5-Minute Series Quadrangle Maps (1986 Editions).

The western three-quarters of the Volliedale Drive Project is shown on the *Gilbert, SC*, quadrangle, while the eastern quarter of the Volliedale Drive Project and all of the Crout Pond Way/Nathan Miller Road Project appears on the *Barr Lake, SC*, quadrangle.

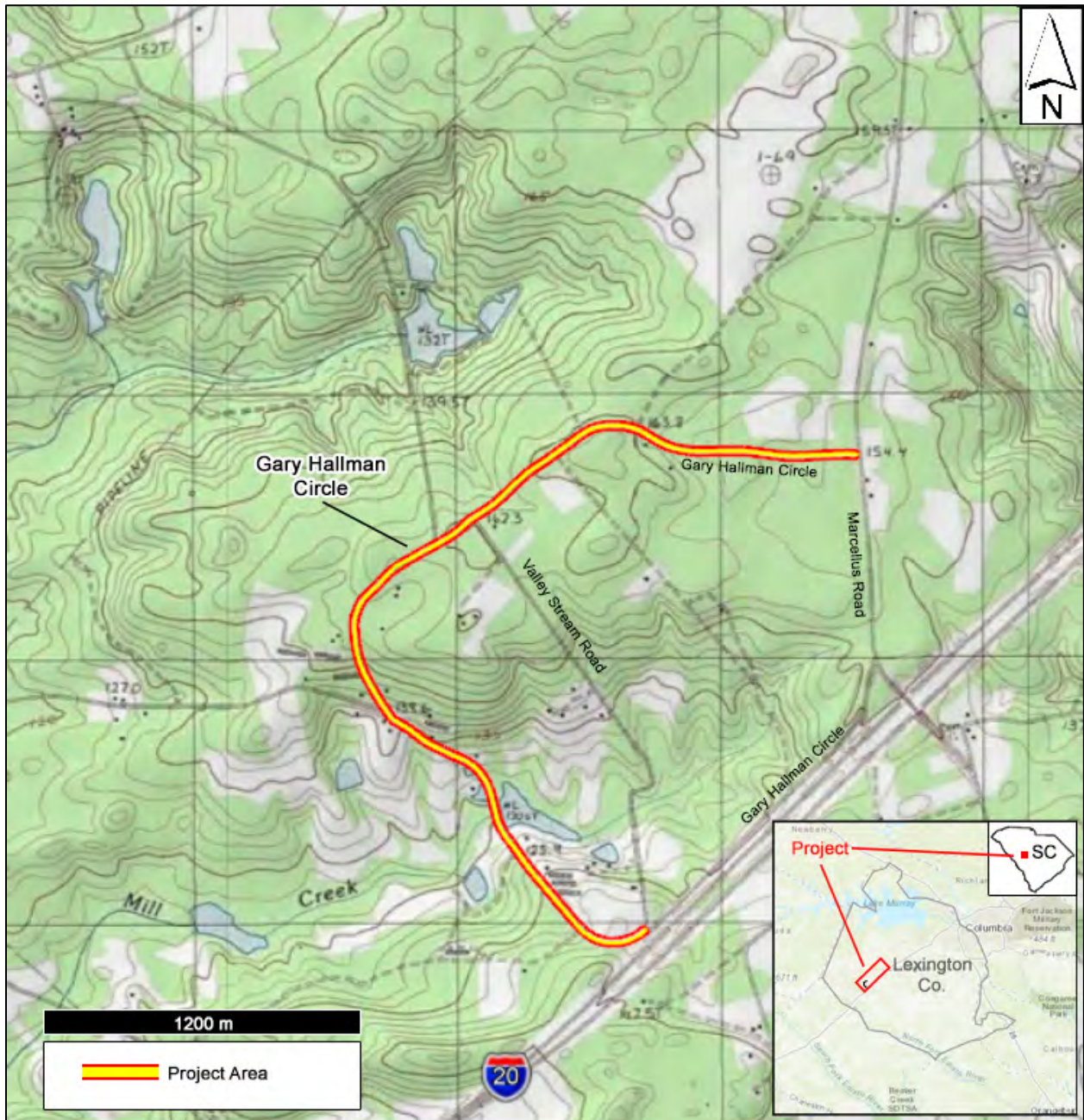
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Lexington County, South Carolina, Part 58 Environmental Review for HUD Grant Request for Section 106 Comment on Potential Effects of Proposed Activity

Attachment A

Project: CDBG-MIT South Central Lexington County Road Improvements

Address: Vollidale Drive, Gary Hallman Circle, and Crout Pond Way/Nathan Miller Road



Map 3B. Location of the Gary Hallman Circle Project as Shown on a Portion of the Steedman, SC, USGS 7.5-Minute Series Quadrangle Map (1986 Edition).

BASE IMAGE SOURCE: GOOGLE EARTH



County of Lexington

212 South Lake Drive, Ste. 401, Lexington SC 29072 Phone: (803)785-8121 Fax: (803)785-8188

DISASTER RECOVERY PROGRAM

May 26, 2021

VIA E-MAIL

Mr. Bill Harris
Chief
Catawba Indian Nation
996 Avenue of the Nations
Rock Hill, SC 29730

Subject: Invitation to Comment Pursuant to Section 106 of the National Historic Preservation Act
CDBG-MIT Charles Town Road Improvements, Fairview Crossroads Vicinity
CDBG-MIT Culler Road Improvements, Swansea Vicinity
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Sincerely yours,



Sandy Fox
Title VI and Grants Manager

On behalf of Lynn Sturkie, Lexington County Certifying Officer

Attachment A – Maps

Cc: Wenonah G. Haire, THPO, Catawba Indian Nation

Attachment A

Maps

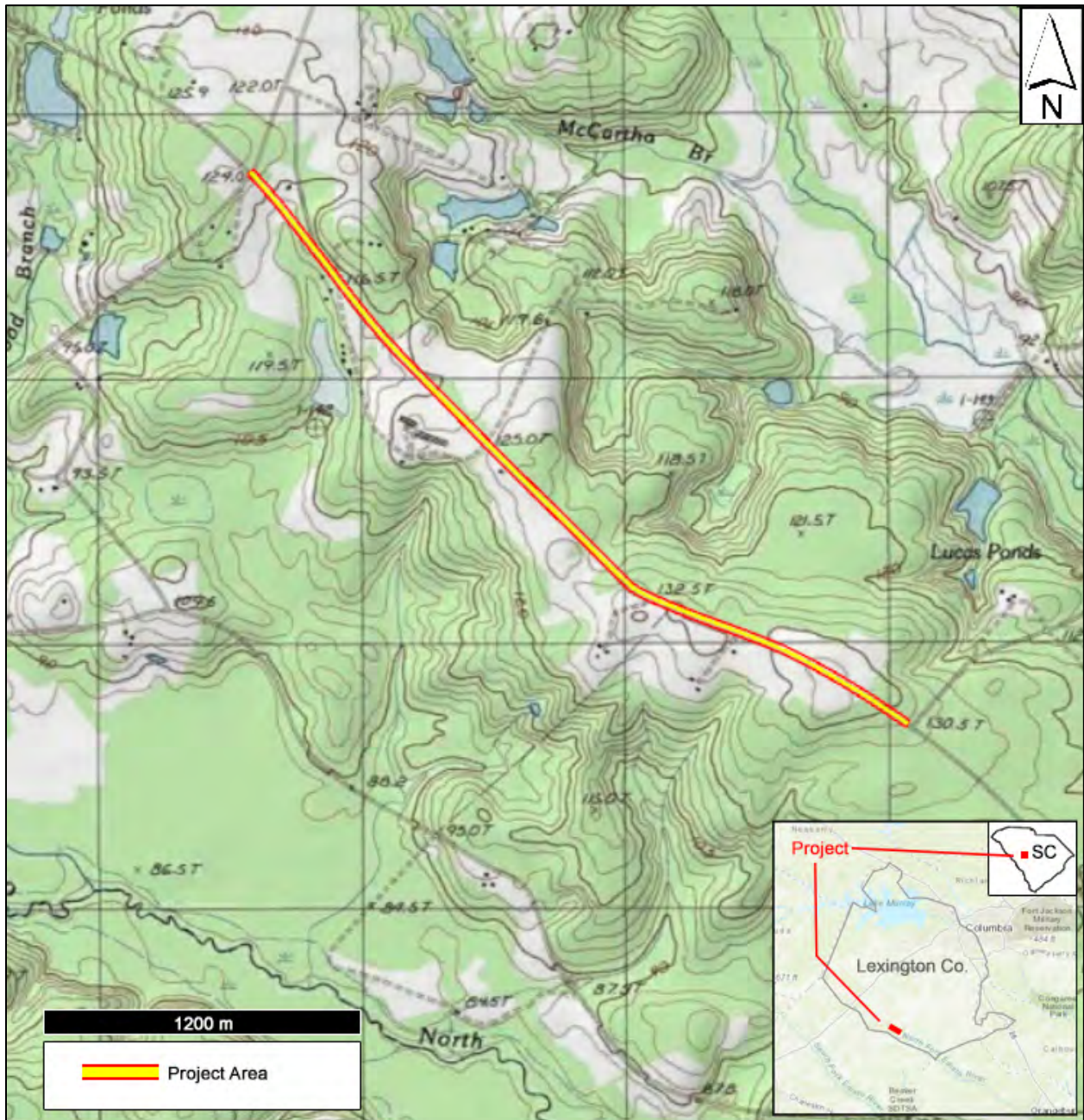
Lexington County, South Carolina, Part 58 Environmental Review for HUD Grant
Request for Section 106 Comment on Potential Effects of Proposed Activity

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Project: CDBG-MIT Charles Town Road Improvements

Address:

Covenant Church Road to Hartley
Quarter Road



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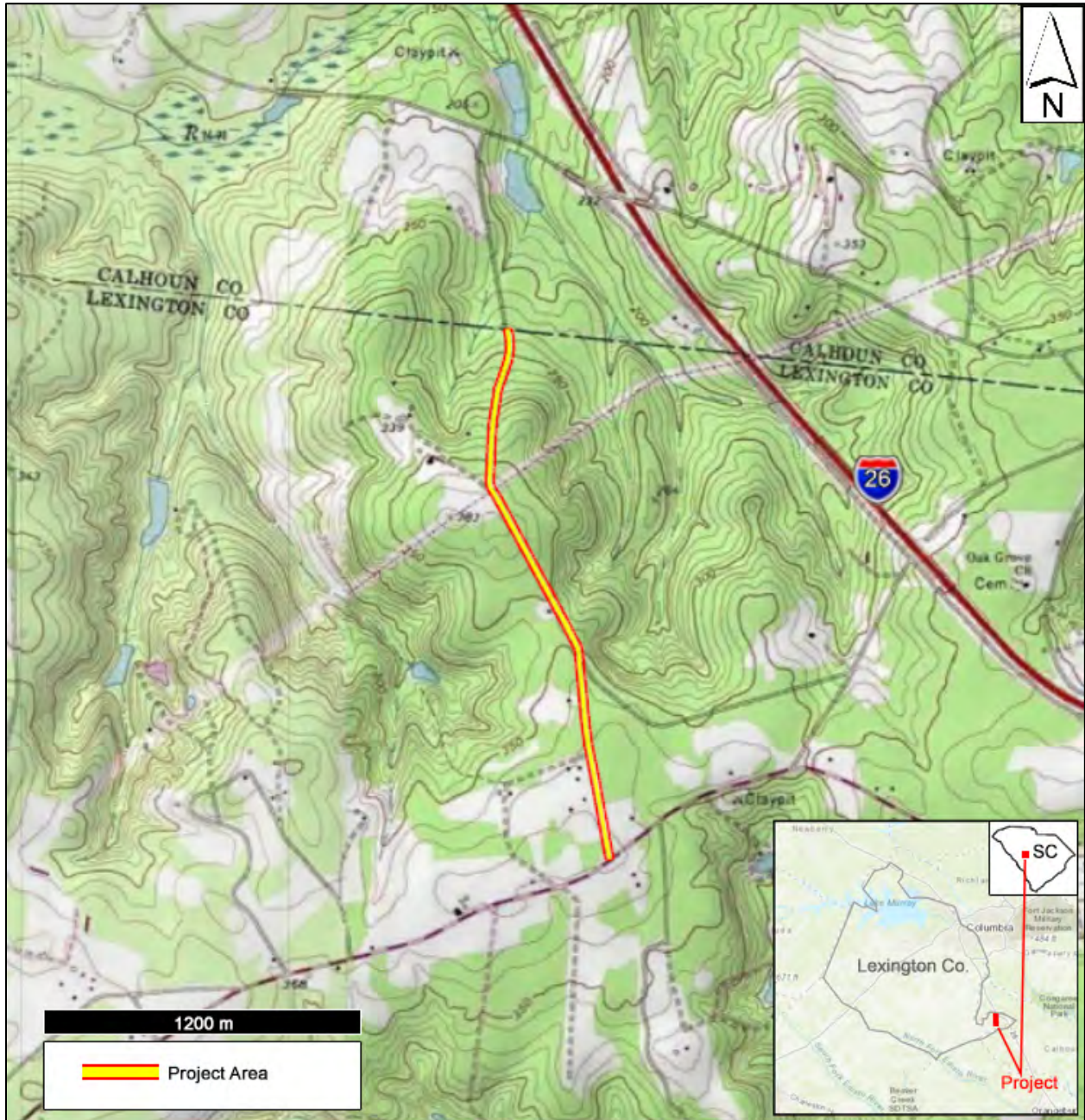
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Calvary Church Road to Calhoun
County Line



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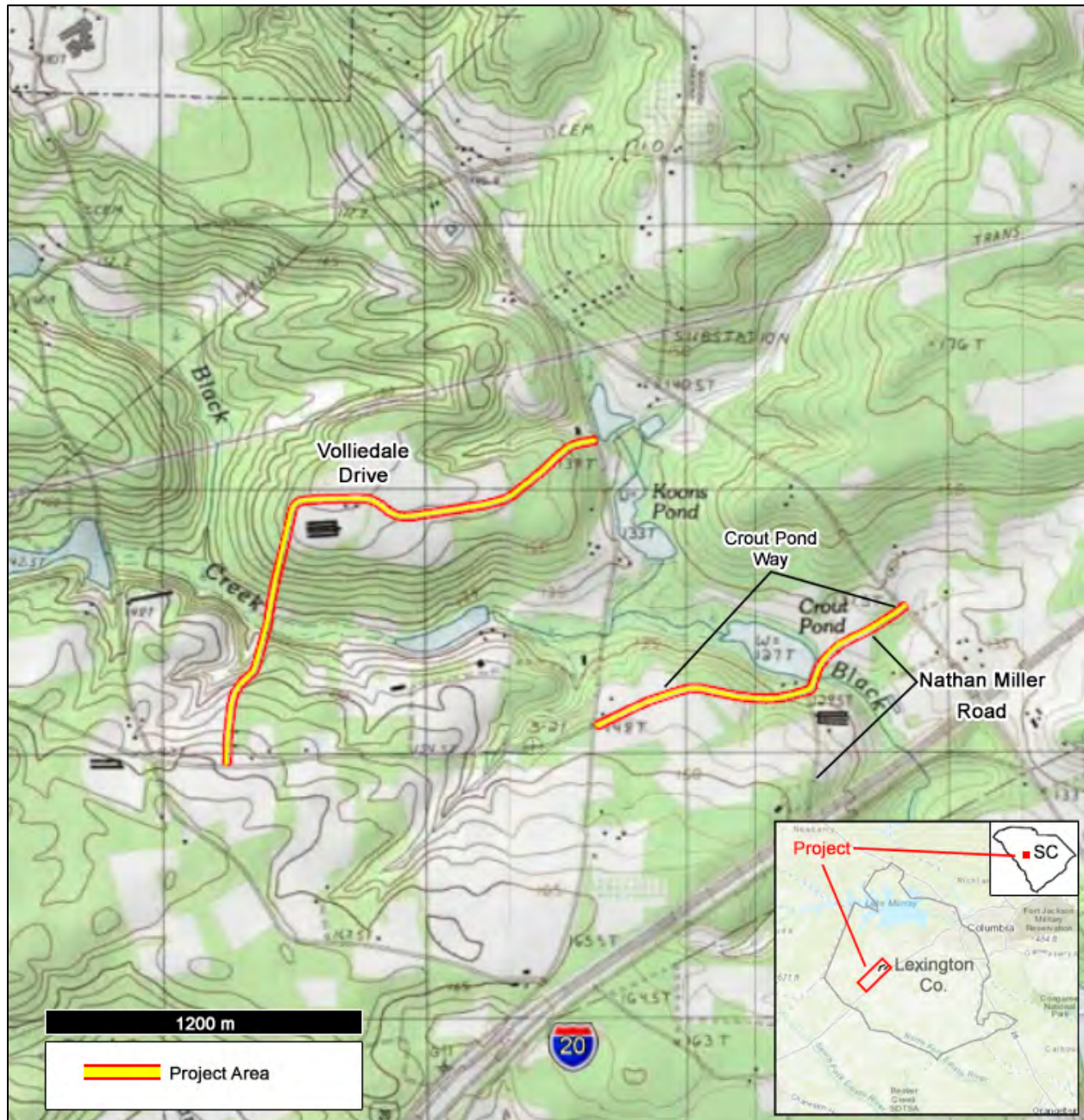
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Lexington County, South Carolina, Part 58 Environmental Review for HUD Grant
Request for Section 106 Comment on Potential Effects of Proposed Activity

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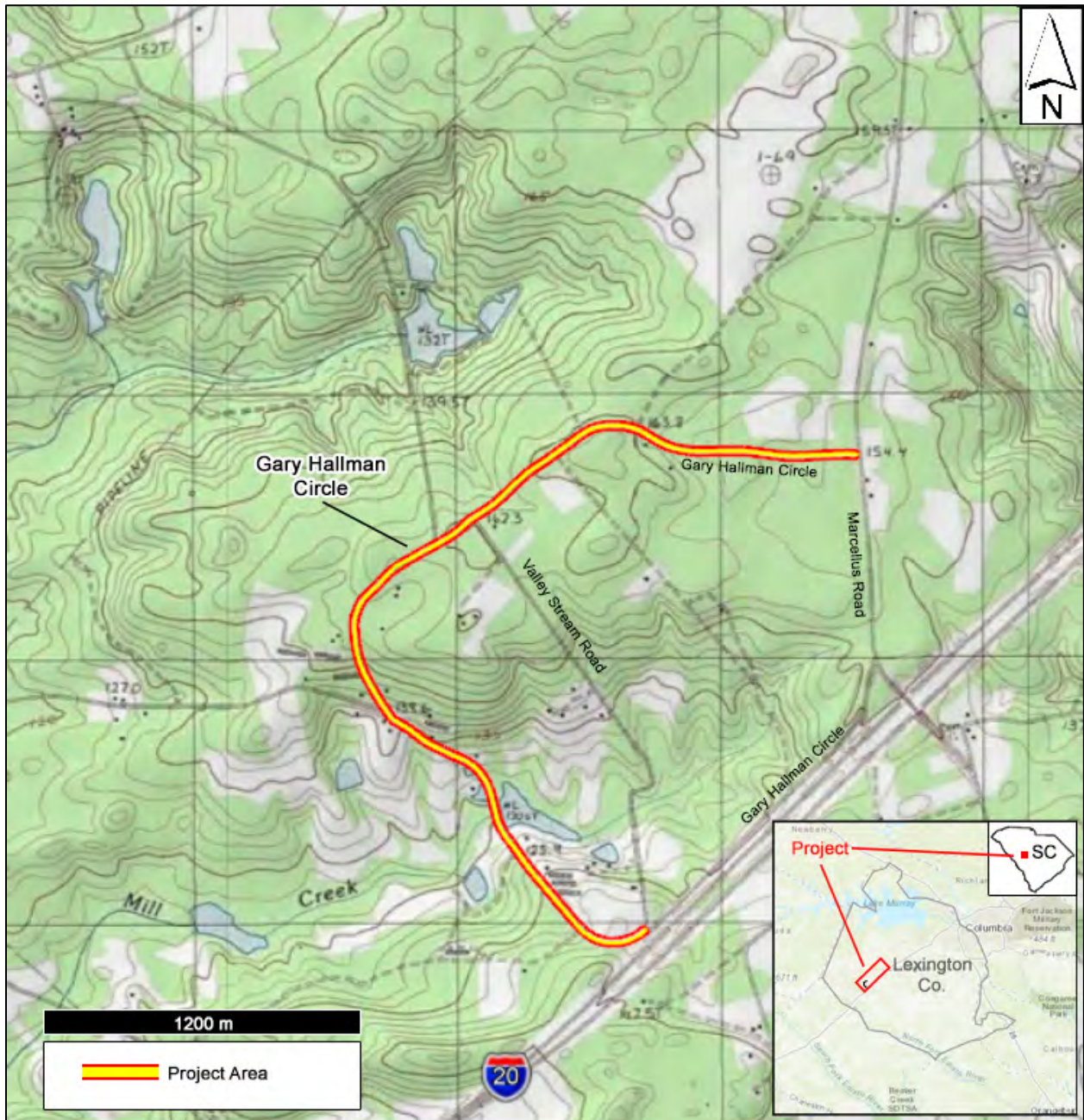
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Attachment A

Project: CDBG-MIT South Central Lexington County Road Improvements

Address: Vollidale Drive, Gary Hallman Circle, and Crout Pond Way/Nathan Miller Road



Map 3B. Location of the Gary Hallman Circle Project as Shown on a Portion of the Steedman, SC, USGS 7.5-Minute Series Quadrangle Map (1986 Edition).

BASE IMAGE SOURCE: GOOGLE EARTH



County of Lexington

212 South Lake Drive, Ste. 401, Lexington SC 29072 Phone: (803)785-8121 Fax: (803)785-8188

DISASTER RECOVERY PROGRAM

May 26, 2021

VIA E-MAIL

Mr. Russell Townsend
Tribal Historic Preservation Specialist
Eastern Band of Cherokee Indians
P.O. Box 455
Cherokee, NC 28719

Subject: Invitation to Comment Pursuant to Section 106 of the National Historic Preservation Act
CDBG-MIT Charles Town Road Improvements, Fairview Crossroads Vicinity
CDBG-MIT Culler Road Improvements, Swansea Vicinity
CDBG-MIT South Central Lexington County Road Improvements (Three Road Segments), Gilbert Vicinity and Samaria Vicinity
Lexington County, South Carolina
Respond by June 28, 2021

Dear Mr. Townsend:

Lexington County, South Carolina, is proposing to make improvements to five sections of existing dirt roads in the southwestern, southeastern, and south-central parts of the county (Attachment A, maps). The proposed projects are intended to improve the resistance of the roads to flood damage and to enhance the county's storm resilience and public safety. Funding for the proposed improvements is being provided by the U.S. Department of Housing and Urban Development (HUD) under a Community Development Block Grant – Mitigation (CDBG-MIT) grant. Lexington County is a direct recipient of the CDBG-MIT grant, and it has assumed, pursuant to 24 CFR Part 58, responsibility for the federal agency's obligations to address various environmental and related laws, including Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108). We are hereby inviting your comment on the project as a representative of the federally recognized Eastern Band of Cherokee Indians, which has an established historical interest in the cultural resources of Lexington County.

The projects and the involved road segments are as follows:

CDBG-MIT Charles Town Road Improvements: The proposed improvements to Charles Town Road involve an approximately 2.06-mile section of the road between Convent Church Road (33.745529°N, 81.339044°W) and Hartley Quarter Road (33.726704°N, 81.312052°W) (Attachment A, Map 1), 1.8 miles southeast of Fairview Crossroads and approximately 17.5 miles southeast of Batesburg-Leesville, in southwestern Lexington County. The project's area of potential effects (APE), involving a corridor 100 feet wide, is estimated to be 25 acres, with a depth of disturbance of up to 6 feet.

CDBG-MIT Culler Road Improvements: The proposed improvements to Culler Road involve an approximately 1.44-mile section of the road from Calvary Church Road (33.761312°N, 80.989015°W) to the Calhoun County line (33.779363°N, 80.993206°W) (Attachment A, Map 2), approximately 6.5 miles east-northeast of Swansea and 15.8 miles south of the state capital at Columbia in southeastern Lexington County. The project's APE, involving a corridor 100 feet wide, is estimated to be 17 acres, with a depth of disturbance of up to 6 feet.

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- *Volliedale Drive:* The proposed improvements involve an approximately 1.39-mile section of Volliedale Drive between Crout Pond Way (33.891243°N, 81.386495°W) and Juniper Springs Road (33.902340°N, 81.371294°W) (Attachment A, Map 3A), 8.6 miles east of Batesburg-Leesville. The segment APE, involving a corridor 100 feet wide, is estimated to be 17 acres, with a depth of disturbance of up to 6 feet.
- *Gary Hallman Circle:* The proposed improvements involve an approximately 2.20-mile section of the road from west and north of Valley Stream Road/Interstate 20 (33.837617°N, 81.427578°W) to Marcellus Road 0.5 mile north of the Interstate 20 overpass (33.853386°N, 81.415688°W) (Attachment A, Map 3B), 7.7 miles southeast of Batesburg-Leesville. The segment APE, involving a corridor 100 feet wide, is estimated to be 27 acres, with a depth of disturbance of up to 6 feet.
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Sandy Fox
Title VI and Grants Manager

On behalf of Lynn Sturkie, Lexington County Certifying Officer

Attachment A – Maps

Cc: Richard Sneed, Principal Chief, Eastern Band of Cherokee Indians

Attachment A

Maps

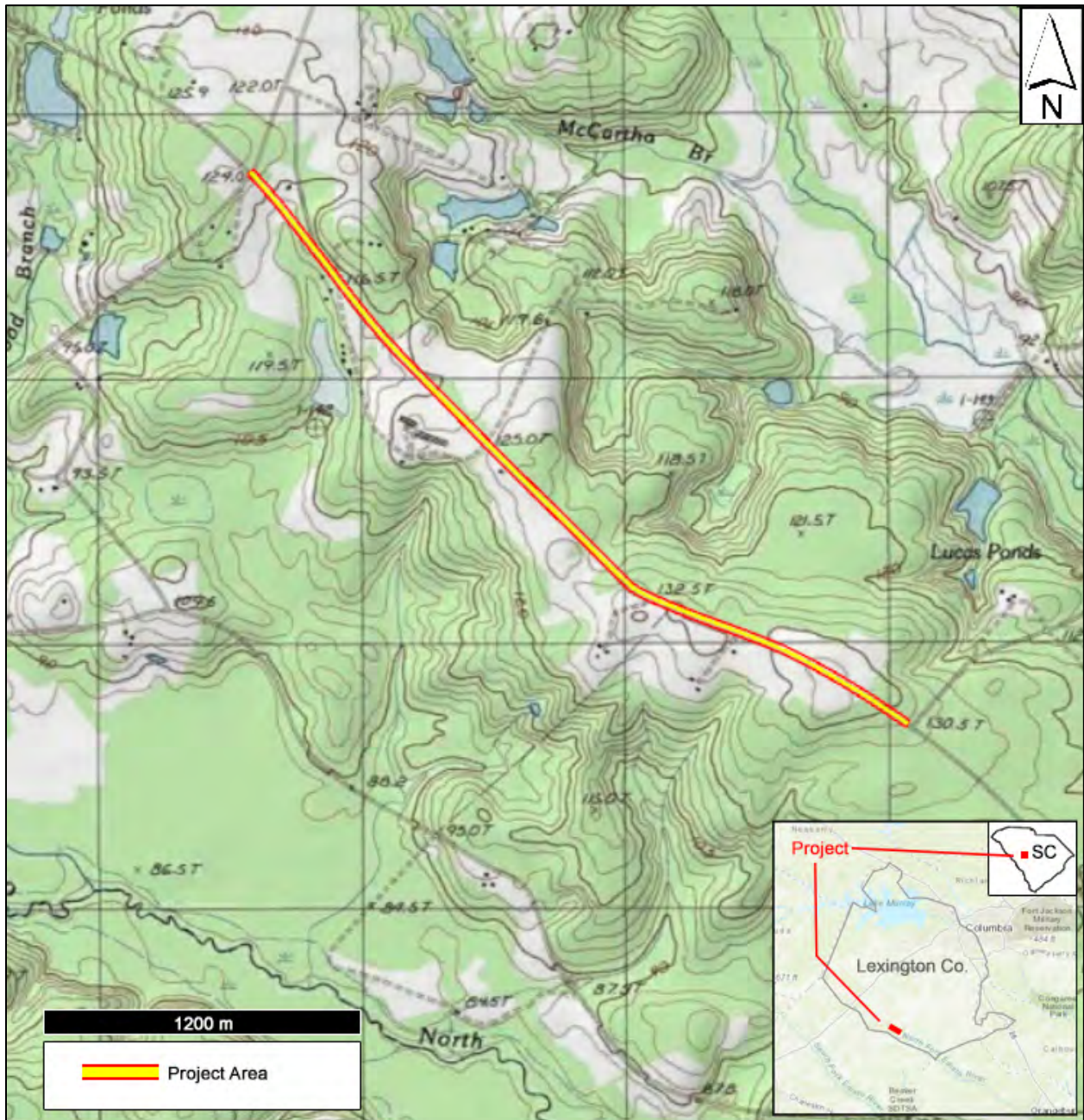
Lexington County, South Carolina, Part 58 Environmental Review for HUD Grant Request for Section 106 Comment on Potential Effects of Proposed Activity

Attachment A

Project: CDBG-MIT Charles Town Road Improvements

Address:

Covenant Church Road to Hartley Quarter Road



Map 1. Location of the Charles Town Road Improvements on a Portion of the *Wagner, SC*, USGS 7.5-Minute Series Quadrangle Map (1986 Edition)

BASE IMAGE SOURCE: GOOGLE EARTH

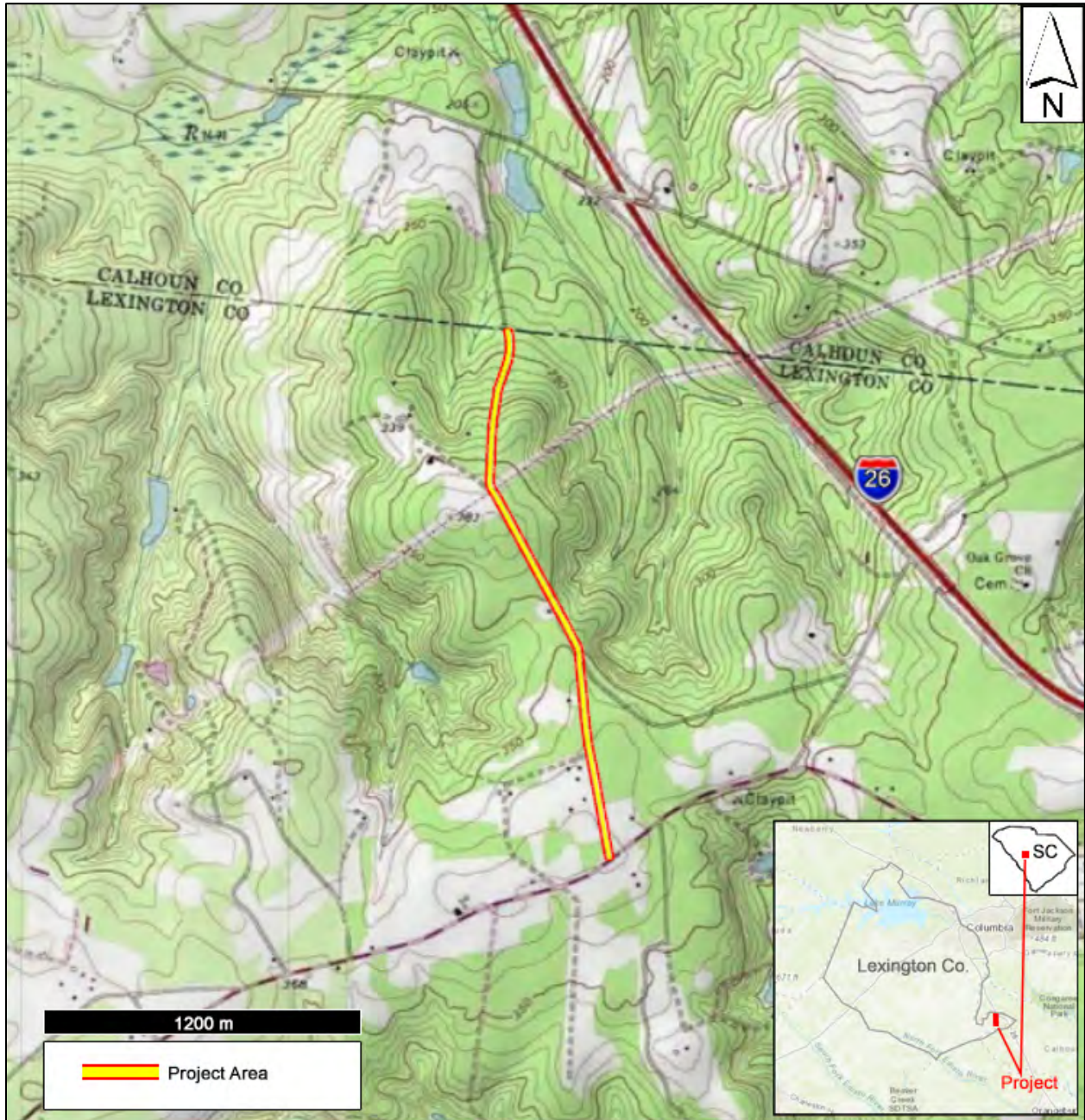
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Request for Section 106 Comment on Potential Effects of Proposed Activity

Attachment A

Project: CDBG-MIT Culler Road Improvements

Address:

Calvary Church Road to Calhoun
County Line



Map 2. Location of the Cullers Road Improvement Project on Portions of the *Gaston, SC* (left), and *Saylor's Lake, SC* (right), USGS 7.5-Minute Series Quadrangle Maps ((1972 Editions; Photorevised 1982)

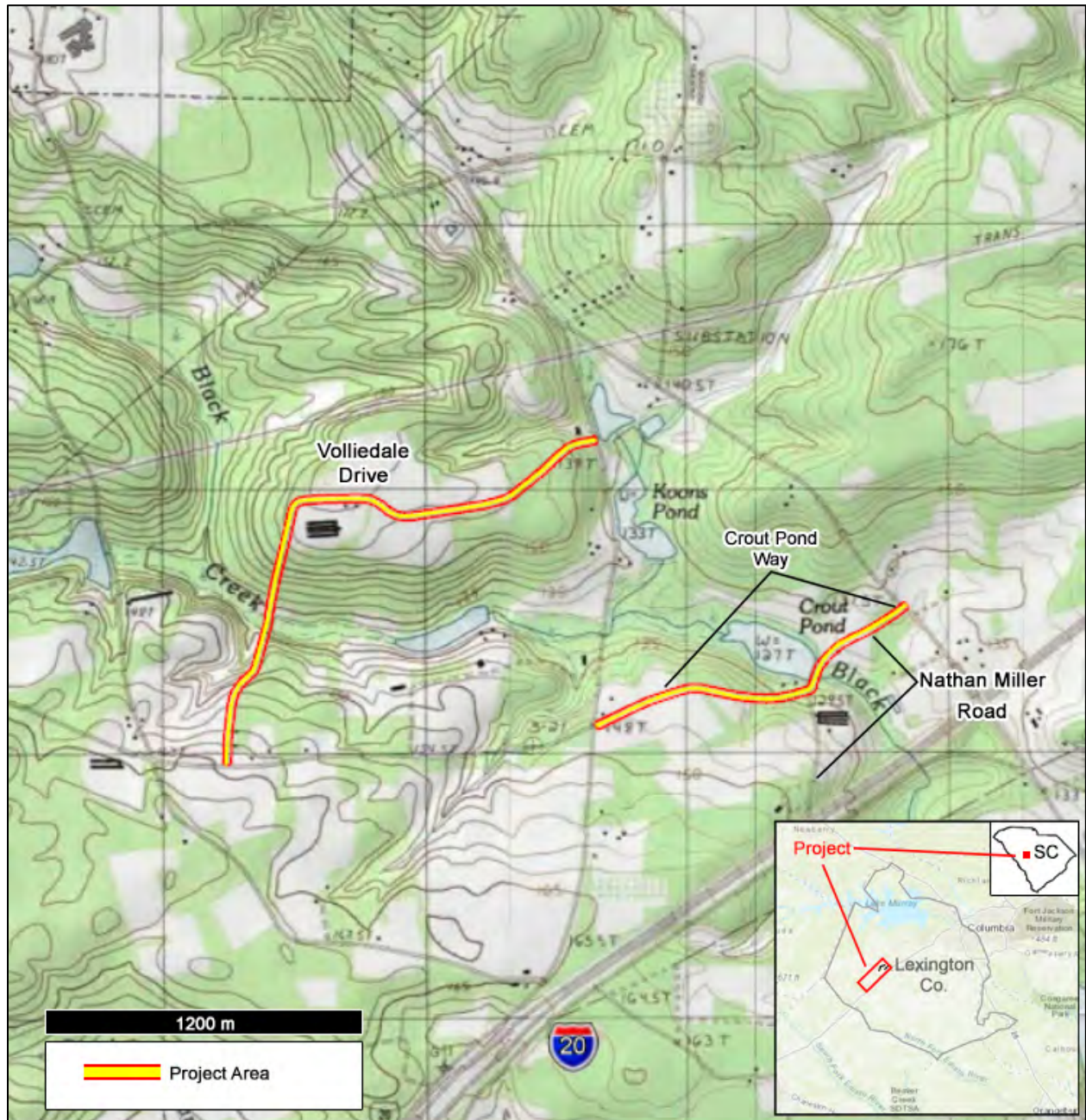
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Lexington County, South Carolina, Part 58 Environmental Review for HUD Grant
Request for Section 106 Comment on Potential Effects of Proposed Activity

Attachment A

Project: CDBG-MIT South Central Lexington
County Road Improvements

Address: Volliedale Drive, Gary Hallman Circle, and
Crout Pond Way/Nathan Miller Road



Map 3A. Locations of the Volliedale Drive and Crout Pond Way/Nathan Miller Road Projects as Shown on Portions of the *Gilbert, SC* (left), and *Barr Lake, SC* (right), USGS 7.5-Minute Series Quadrangle Maps (1986 Editions).

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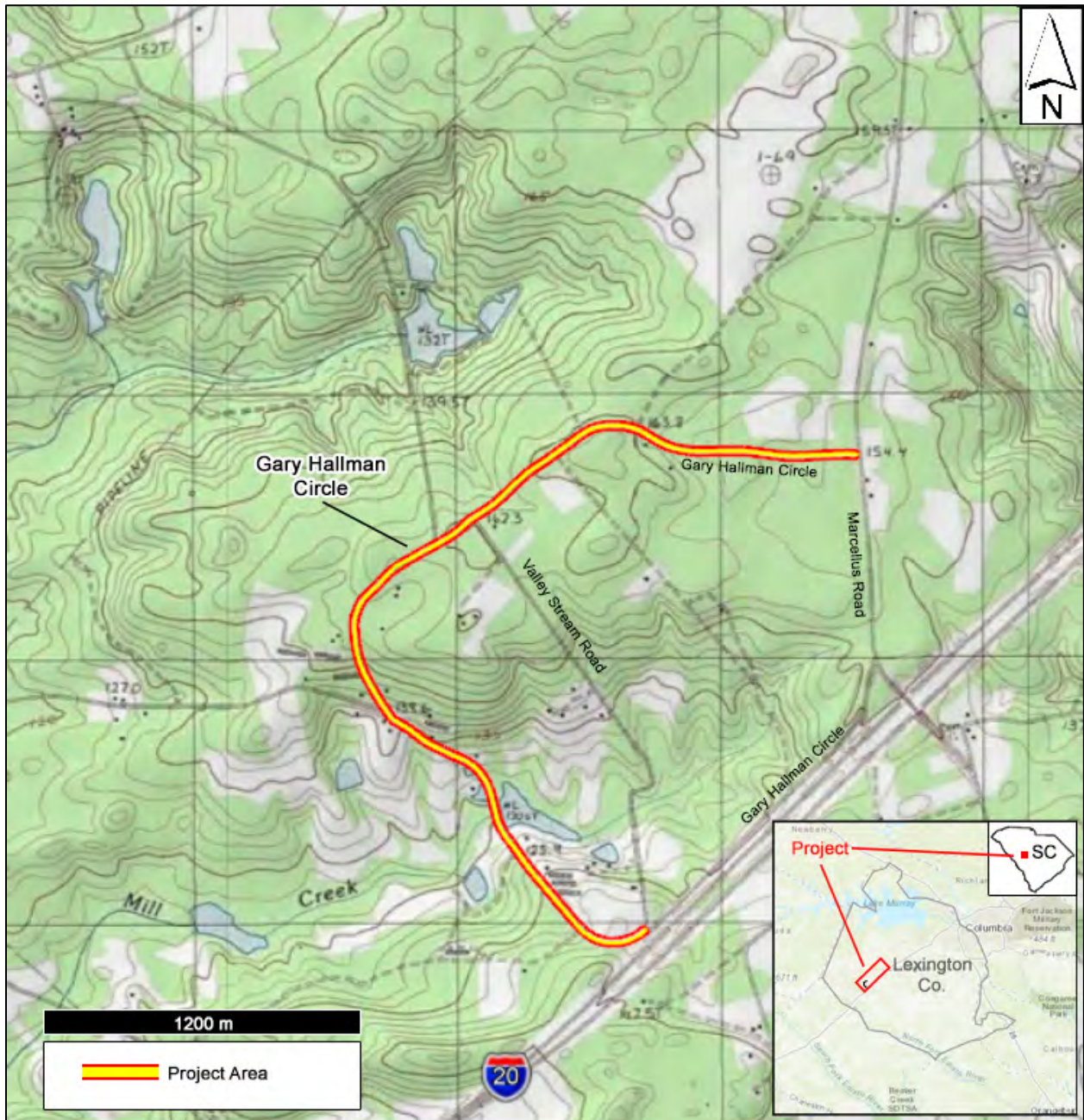
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Lexington County, South Carolina, Part 58 Environmental Review for HUD Grant Request for Section 106 Comment on Potential Effects of Proposed Activity

Attachment A

Project: CDBG-MIT South Central Lexington County Road Improvements

Address: Vollidale Drive, Gary Hallman Circle, and Crout Pond Way/Nathan Miller Road



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County of Lexington

212 South Lake Drive, Ste. 401, Lexington SC 29072 Phone: (803)785-8121 Fax: (803)785-8188

DISASTER RECOVERY PROGRAM

May 26, 2021

VIA E-MAIL

Mr. Richard Sneed
Principal Chief
Eastern Band of Cherokee Indians
P.O. Box 455
Cherokee, NC 28719

Subject: Invitation to Comment Pursuant to Section 106 of the National Historic Preservation Act
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Respond by June 28, 2021

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Sandy Fox
Title VI and Grants Manager

On behalf of Lynn Sturkie, Lexington County Certifying Officer

Attachment A – Maps

Cc: Russell Townsend, Tribal Historic Preservation Specialist, Eastern Band of Cherokee Indians

Attachment A

Maps

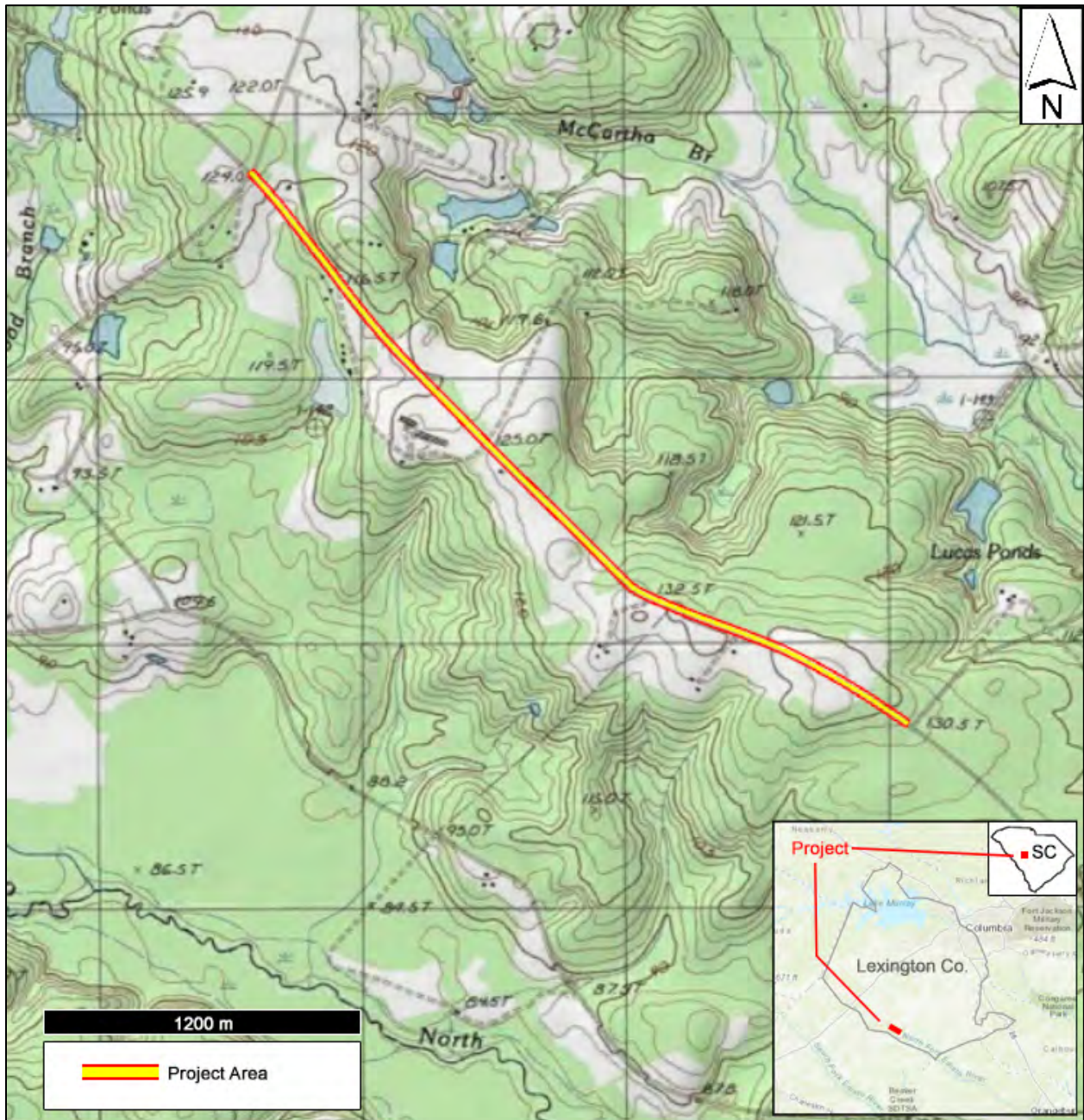
Lexington County, South Carolina, Part 58 Environmental Review for HUD Grant
Request for Section 106 Comment on Potential Effects of Proposed Activity

Attachment A

Project: CDBG-MIT Charles Town Road Improvements

Address:

Covenant Church Road to Hartley
Quarter Road



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BASE IMAGE SOURCE: GOOGLE EARTH

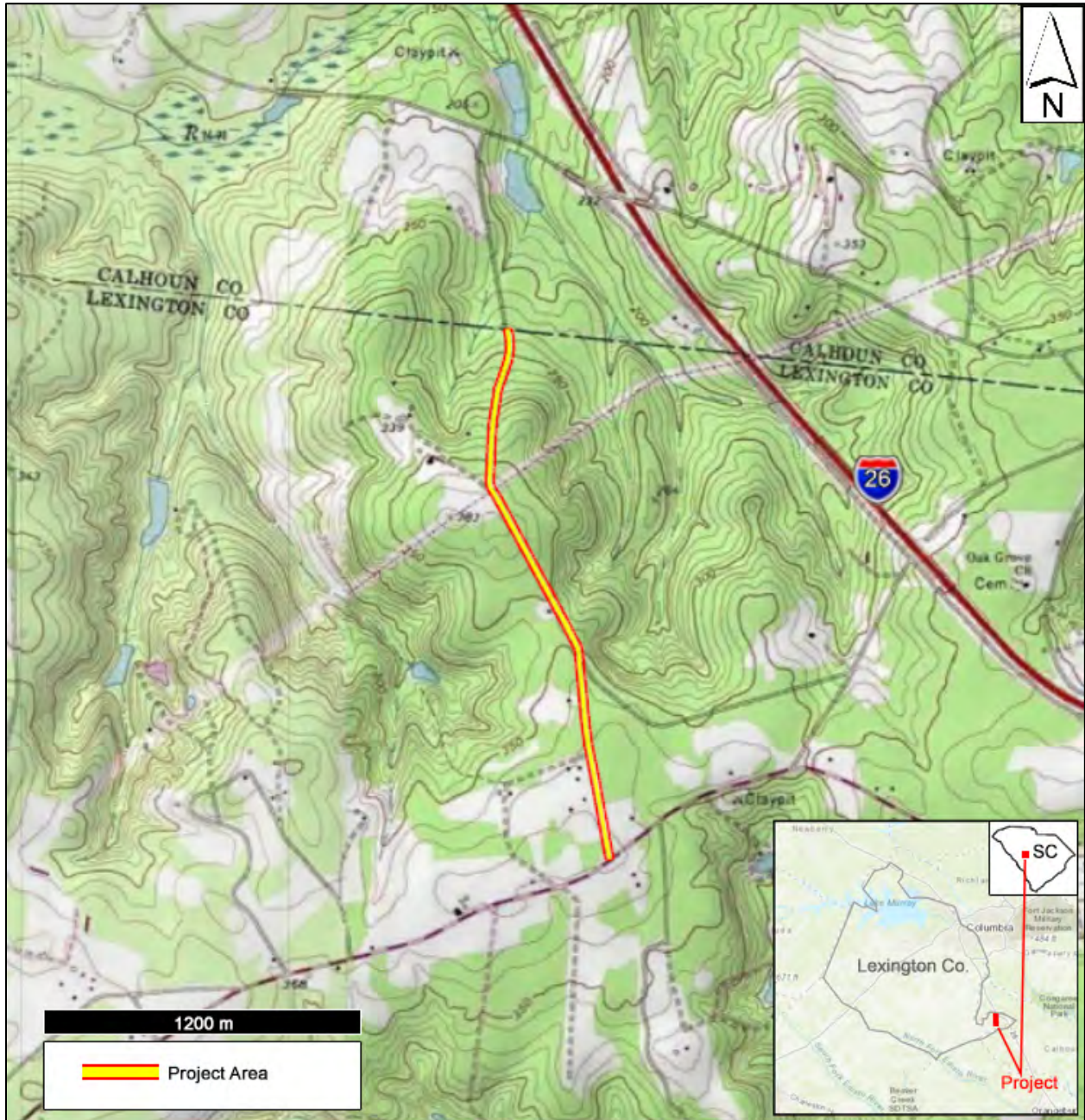
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Attachment A

Project: CDBG-MIT Culler Road Improvements

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County Line



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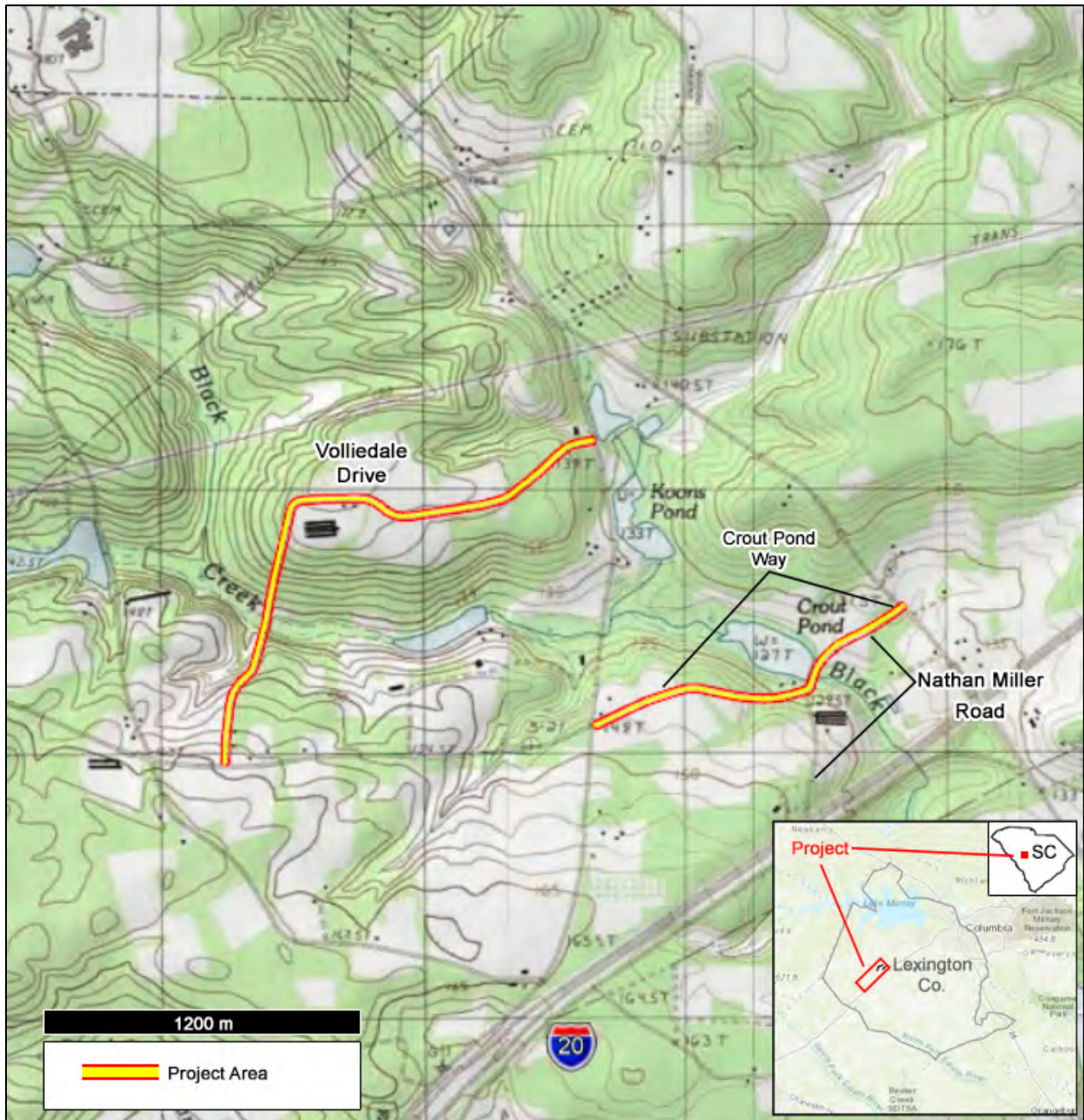
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**Lexington County, South Carolina, Part 58 Environmental Review for HUD Grant
Request for Section 106 Comment on Potential Effects of Proposed Activity**

Attachment A

Project: CDBG-MIT South Central Lexington
County Road Improvements

Address: Volliedale Drive, Gary Hallman Circle, and
Crout Pond Way/Nathan Miller Road



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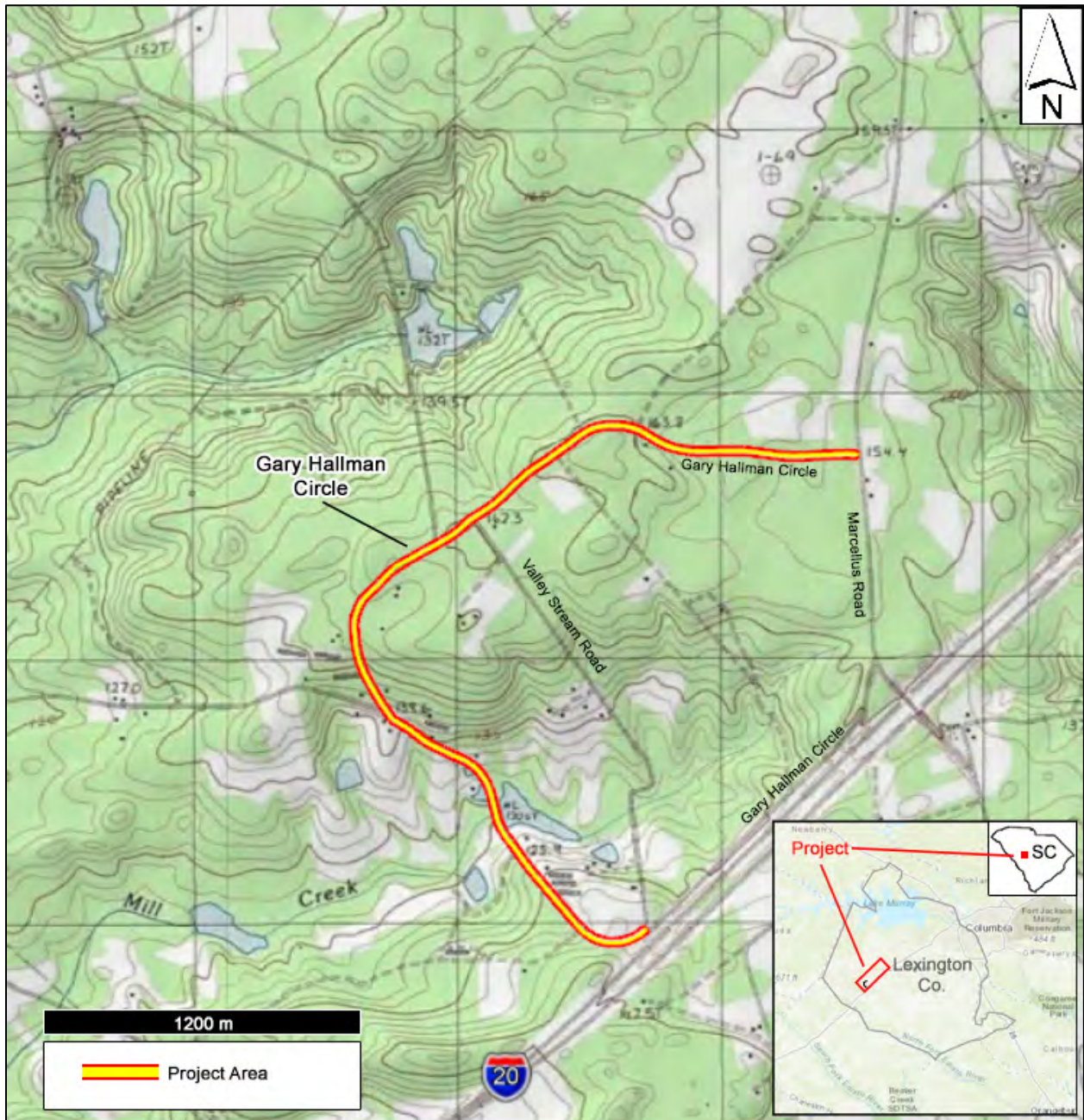
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Lexington County, South Carolina, Part 58 Environmental Review for HUD Grant Request for Section 106 Comment on Potential Effects of Proposed Activity

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County of Lexington

212 South Lake Drive, Ste. 401, Lexington SC 29072 Phone: (803)785-8121 Fax: (803)785-8188

DISASTER RECOVERY PROGRAM

May 26, 2021

VIA E-MAIL

Mr. David Hill
Principal Chief
Muscogee (Creek) Nation
P.O. Box 580
Okmulgee, OK 74447

Subject: Invitation to Comment Pursuant to Section 106 of the National Historic Preservation Act
CDBG-MIT Charles Town Road Improvements, Fairview Crossroads Vicinity
CDBG-MIT Culler Road Improvements, Swansea Vicinity
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On behalf of Lynn Sturkie, Lexington County Certifying Officer

Attachment A – Maps

Cc: Corain Lowe-Zepeda, THPO, Muscogee (Creek) Nation

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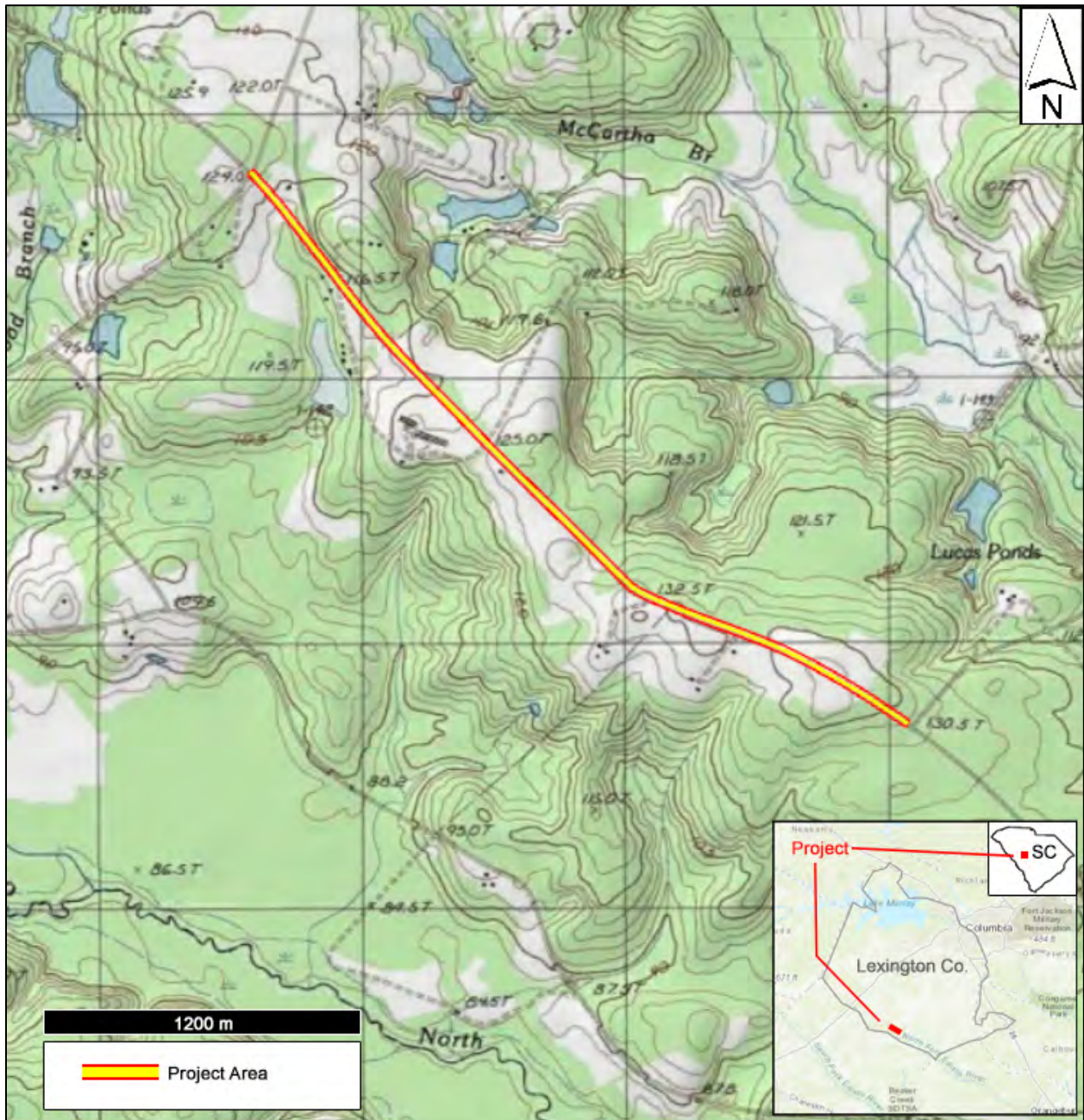
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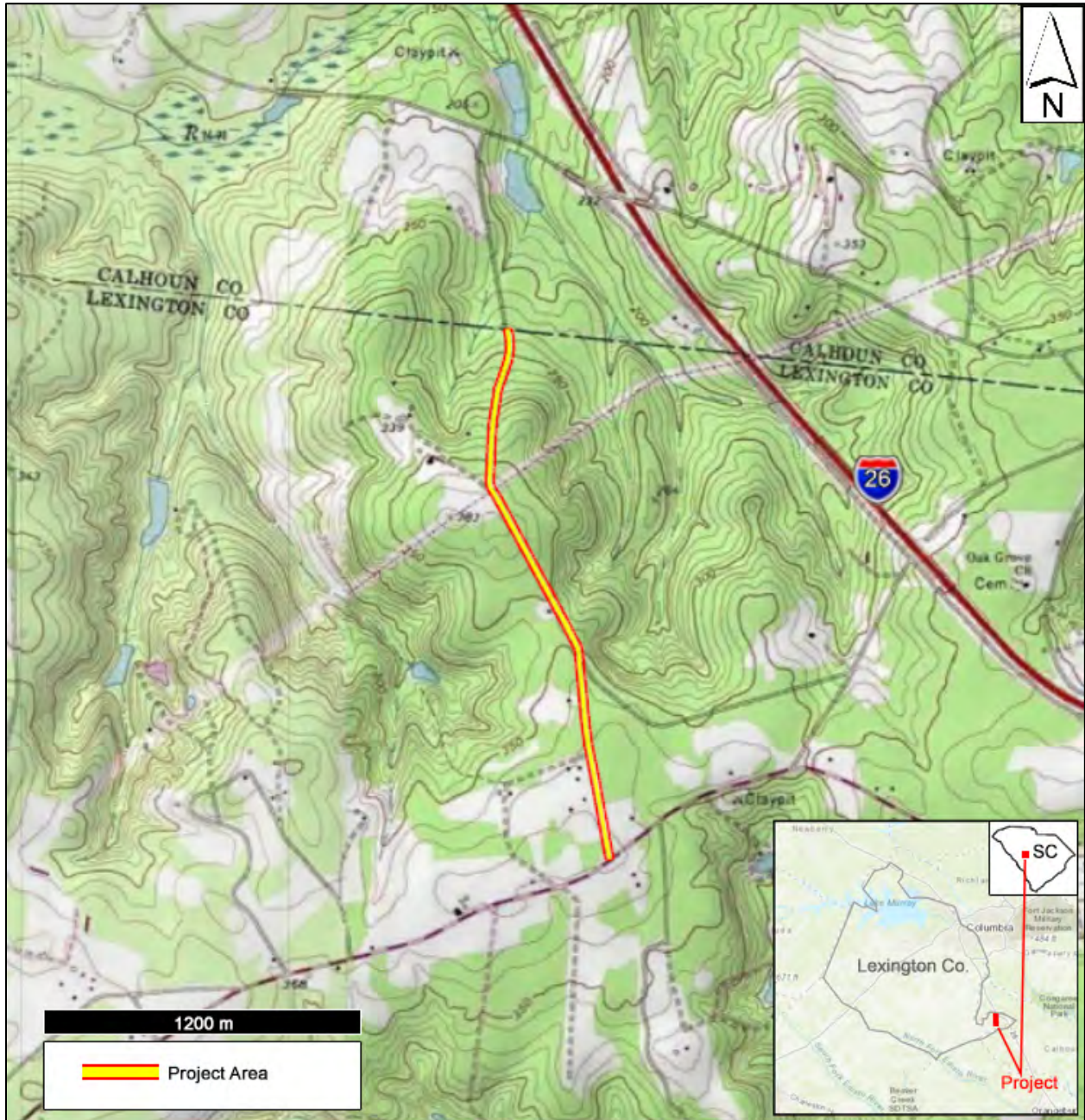
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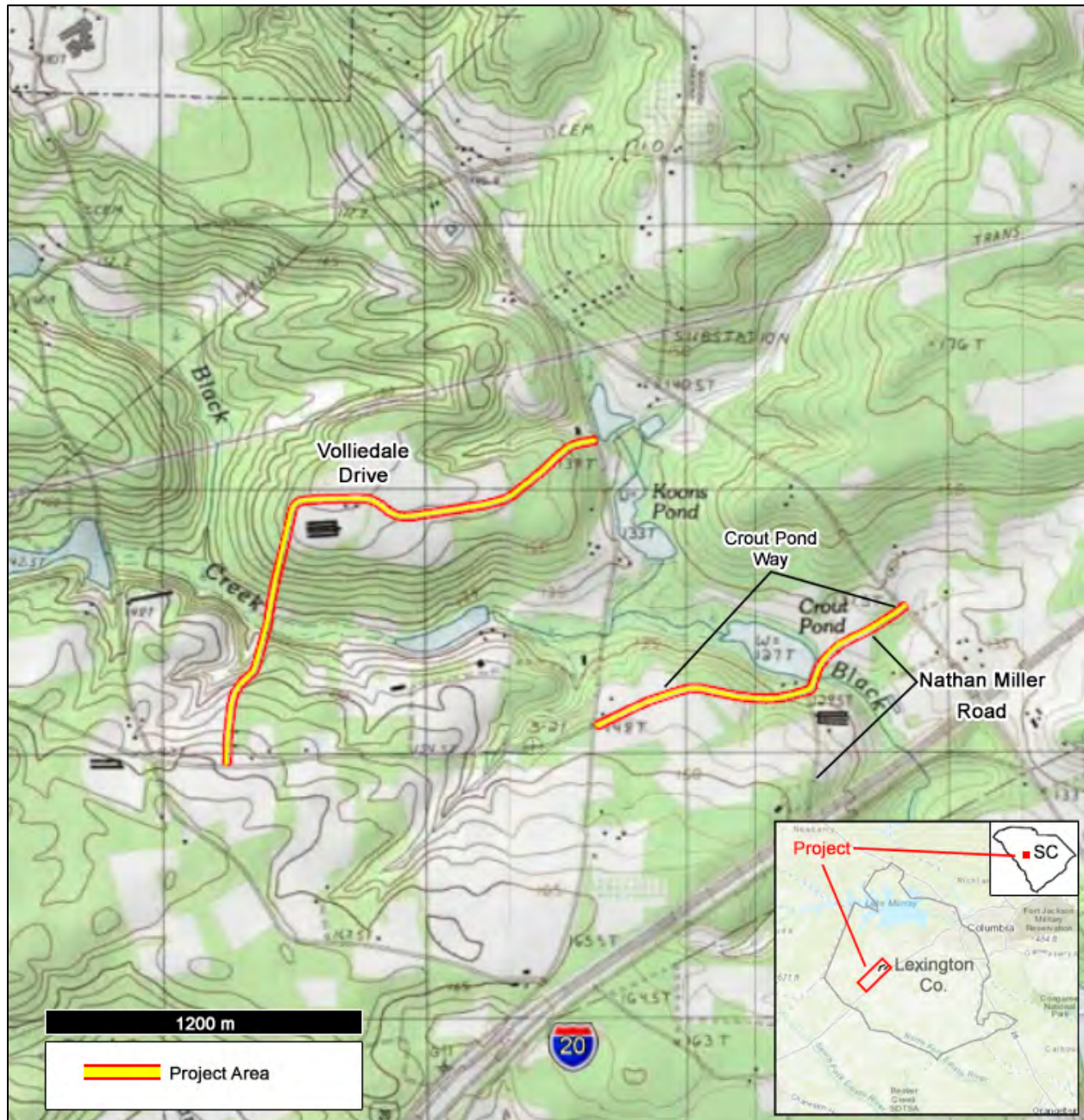
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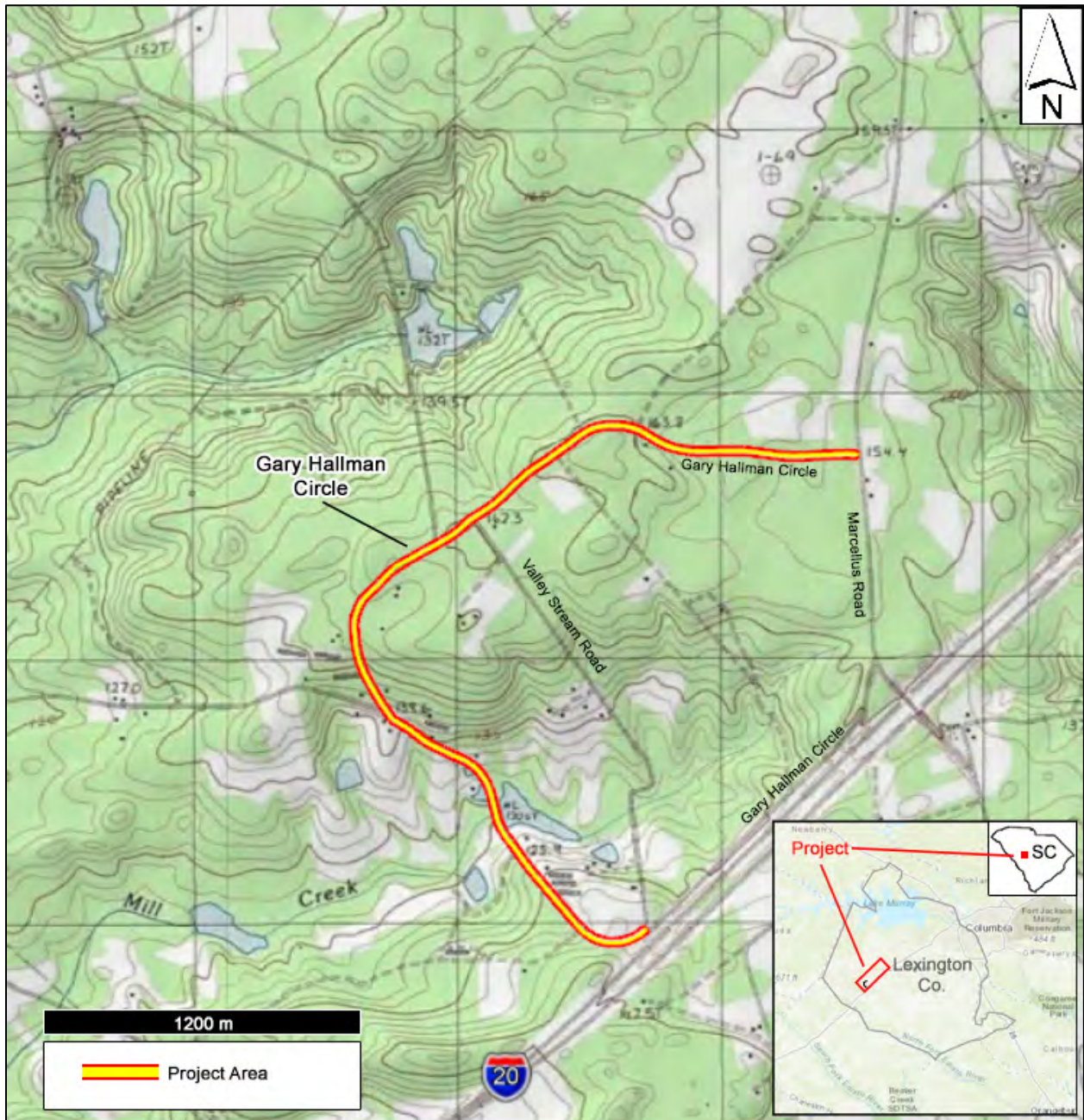
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BASE IMAGE SOURCE: GOOGLE EARTH



County of Lexington

212 South Lake Drive, Ste. 401, Lexington SC 29072 Phone: (803)785-8121 Fax: (803)785-8188

DISASTER RECOVERY PROGRAM

May 26, 2021

VIA E-MAIL

Ms. Corain Lowe-Zepeda
Tribal Historic Preservation Officer
Muscogee (Creek) Nation
P.O. Box 580
Okmulgee, OK 74447

Subject: Invitation to Comment Pursuant to Section 106 of the National Historic Preservation Act
CDBG-MIT Charles Town Road Improvements, Fairview Crossroads Vicinity
CDBG-MIT Culler Road Improvements, Swansea Vicinity
CDBG-MIT South Central Lexington County Road Improvements (Three Road Segments), Gilbert Vicinity and Samaria Vicinity
Lexington County, South Carolina
Respond by June 28, 2021

Dear Ms. Lowe-Zepeda:

Lexington County, South Carolina, is proposing to make improvements to five sections of existing dirt roads in the southwestern, southeastern, and south-central parts of the county (Attachment A, maps). The proposed projects are intended to improve the resistance of the roads to flood damage and to enhance the county's storm resilience and public safety. Funding for the proposed improvements is being provided by the U.S. Department of Housing and Urban Development (HUD) under a Community Development Block Grant – Mitigation (CDBG-MIT) grant. Lexington County is a direct recipient of the CDBG-MIT grant, and it has assumed, pursuant to 24 CFR Part 58, responsibility for the federal agency's obligations to address various environmental and related laws, including Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108). We are hereby inviting your comment on the project as a representative of the federally recognized Muscogee (Creek) Nation, which has an established historical interest in the cultural resources of Lexington County.

The projects and the involved road segments are as follows:

CDBG-MIT Charles Town Road Improvements: The proposed improvements to Charles Town Road involve an approximately 2.06-mile section of the road between Convent Church Road (33.745529°N, 81.339044°W) and Hartley Quarter Road (33.726704°N, 81.312052°W) (Attachment A, Map 1), 1.8 miles southeast of Fairview Crossroads and approximately 17.5 miles southeast of Batesburg-Leesville, in southwestern Lexington County. The project's area of potential effects (APE), involving a corridor 100 feet wide, is estimated to be 25 acres, with a depth of disturbance of up to 6 feet.

CDBG-MIT Culler Road Improvements: The proposed improvements to Culler Road involve an approximately 1.44-mile section of the road from Calvary Church Road (33.761312°N, 80.989015°W) to the Calhoun County line (33.779363°N, 80.993206°W) (Attachment A, Map 2), approximately 6.5 miles east-northeast of Swansea and 15.8 miles south of the state capital at Columbia in southeastern Lexington County. The project's APE, involving a corridor 100 feet wide, is estimated to be 17 acres, with a depth of disturbance of up to 6 feet.

CDBG-MIT South Central Lexington County Road Improvements: This project includes three non-contiguous road segments in the south-central section of Lexington County. The segments are:

- *Volliedale Drive:* The proposed improvements involve an approximately 1.39-mile section of Volliedale Drive between Crout Pond Way (33.891243°N, 81.386495°W) and Juniper Springs Road (33.902340°N, 81.371294°W) (Attachment A, Map 3A), 8.6 miles east of Batesburg-Leesville. The segment APE, involving a corridor 100 feet wide, is estimated to be 17 acres, with a depth of disturbance of up to 6 feet.
- *Gary Hallman Circle:* The proposed improvements involve an approximately 2.20-mile section of the road from west and north of Valley Stream Road/Interstate 20 (33.837617°N, 81.427578°W) to Marcellus Road 0.5 mile north of the Interstate 20 overpass (33.853386°N, 81.415688°W) (Attachment A, Map 3B), 7.7 miles southeast of Batesburg-Leesville. The segment APE, involving a corridor 100 feet wide, is estimated to be 27 acres, with a depth of disturbance of up to 6 feet.
- *Crout Pond Way/Nathan Miller Road:* The proposed improvements involve an approximately 1.20-mile section of the road between Juniper Springs Road (33.892566°N, 81.371298°W) and Old Charleston Road (33.896722°N, 81.358548°W) (Attachment A, Map 3A), 9.7 miles east of Batesburg-Leesville. The segment APE, involving a corridor 100 feet wide, is estimated to be 15 acres, with a depth of disturbance of up to 6 feet.

The proposed improvements involve regrading and paving the existing roads as two-lane thoroughfares, generally following their existing alignments. Construction activities will include clearing vegetation, grubbing, relocating utility infrastructure, fine grading, and roadway surfacing using 2-inch hot mix asphalt surface course Type C on a 6-inch graded aggregate base course. The new road and associated drainage will be designed and constructed to carry a 25-year storm event. Where needed along that alignment, the project will also involve erosion repairs and slope stabilization.

Currently, Lexington County does not have uniform, dedicated, rights-of-way (ROWs) along these roads. New 50-foot ROWs (25 feet on either side of the road center) will be acquired for the improved roads. Additional ROW may be needed for drainage easements along certain portions of the roads. These easements are estimated to add an additional 25 feet on either side of the road centerlines. These 100-foot-wide project corridors are expected to encompass all project activities, including those needed for staging equipment, vehicles, and supplies. The maximum depth of ground disturbance in all instances is expected to be no more than 6 feet. In all instances, the APE is defined as the centerline length of the project by the 100-foot-wide corridor by 6 feet below the existing grade.

Available information indicates that the existing roads occupy corridors that have already been disturbed by construction and maintenance activities. Review of South Carolina's online cultural resources inventories by an archaeological professional found that there are no archaeological sites and no historic properties within or in the near vicinity of any of the project segments. The corridors are situated in upland areas with a relatively low overall potential for containing significant archaeological resources. Consequently, Lexington County's archaeological consultant recommended a finding of No Historic Properties Affected to the SHPO. Response to this recommendation is pending.

We invite your comments should you have information regarding cultural resources that might be pertinent to assessing the potential environmental effects of any of these projects or if you have other concerns. **Please provide your comments within 30 days.** We will incorporate all comments received into the environmental review and will take them into consideration in planning for the proposed activity.

Please contact me with your comments or any questions at sfox@lex-co.com or at the address in the letterhead.

Sincerely yours,



Sandy Fox
Title VI and Grants Manager

On behalf of Lynn Sturkie, Lexington County Certifying Officer

Attachment A – Maps

Cc: David Hill, Principal Chief, Muscogee (Creek) Nation

Attachment A

Maps

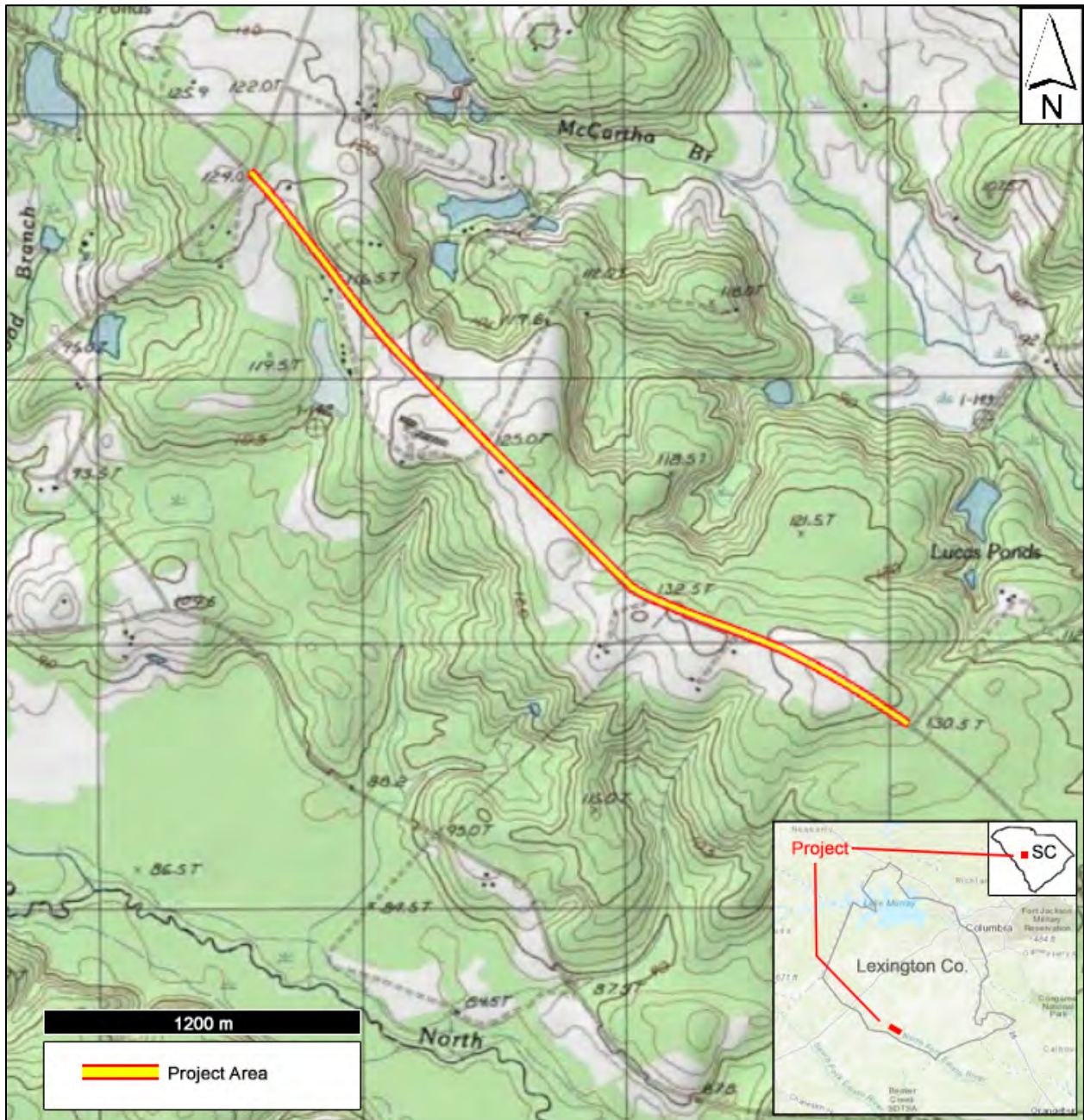
Lexington County, South Carolina, Part 58 Environmental Review for HUD Grant
Request for Section 106 Comment on Potential Effects of Proposed Activity

Attachment A

Project: CDBG-MIT Charles Town Road Improvements

Address:

Covenant Church Road to Hartley
Quarter Road



Map 1. Location of the Charles Town Road Improvements on a Portion of the *Wagner, SC*, USGS 7.5-Minute Series Quadrangle Map (1986 Edition)

BASE IMAGE SOURCE: GOOGLE EARTH

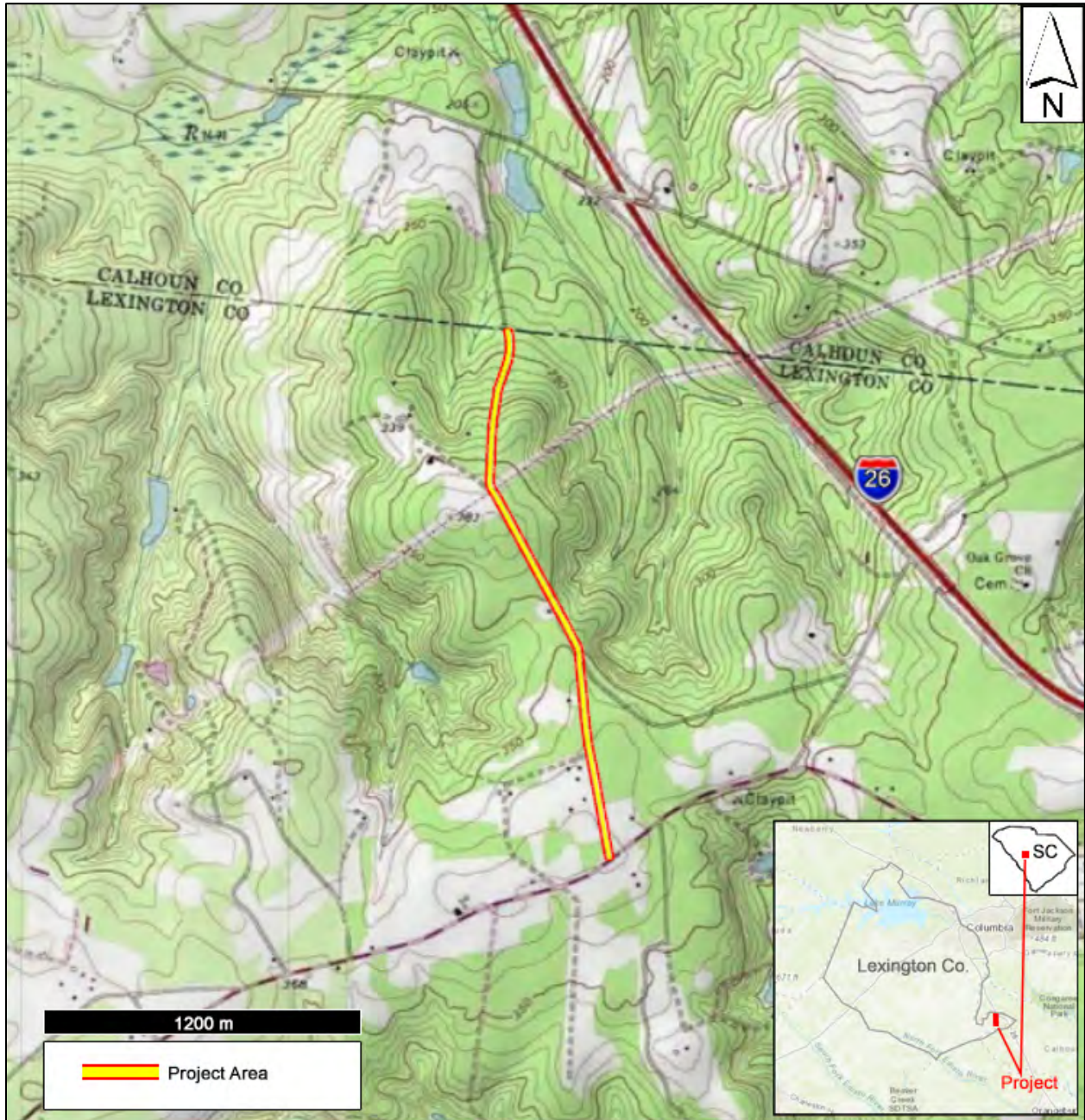
Lexington County, South Carolina, Part 58 Environmental Review for HUD Grant
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Attachment A

Project: CDBG-MIT Culler Road Improvements

Address:

Calvary Church Road to Calhoun
County Line



Map 2. Location of the Cullers Road Improvement Project on Portions of the *Gaston, SC* (left), and *Saylor's Lake, SC* (right), USGS 7.5-Minute Series Quadrangle Maps ((1972 Editions; Photorevised 1982)

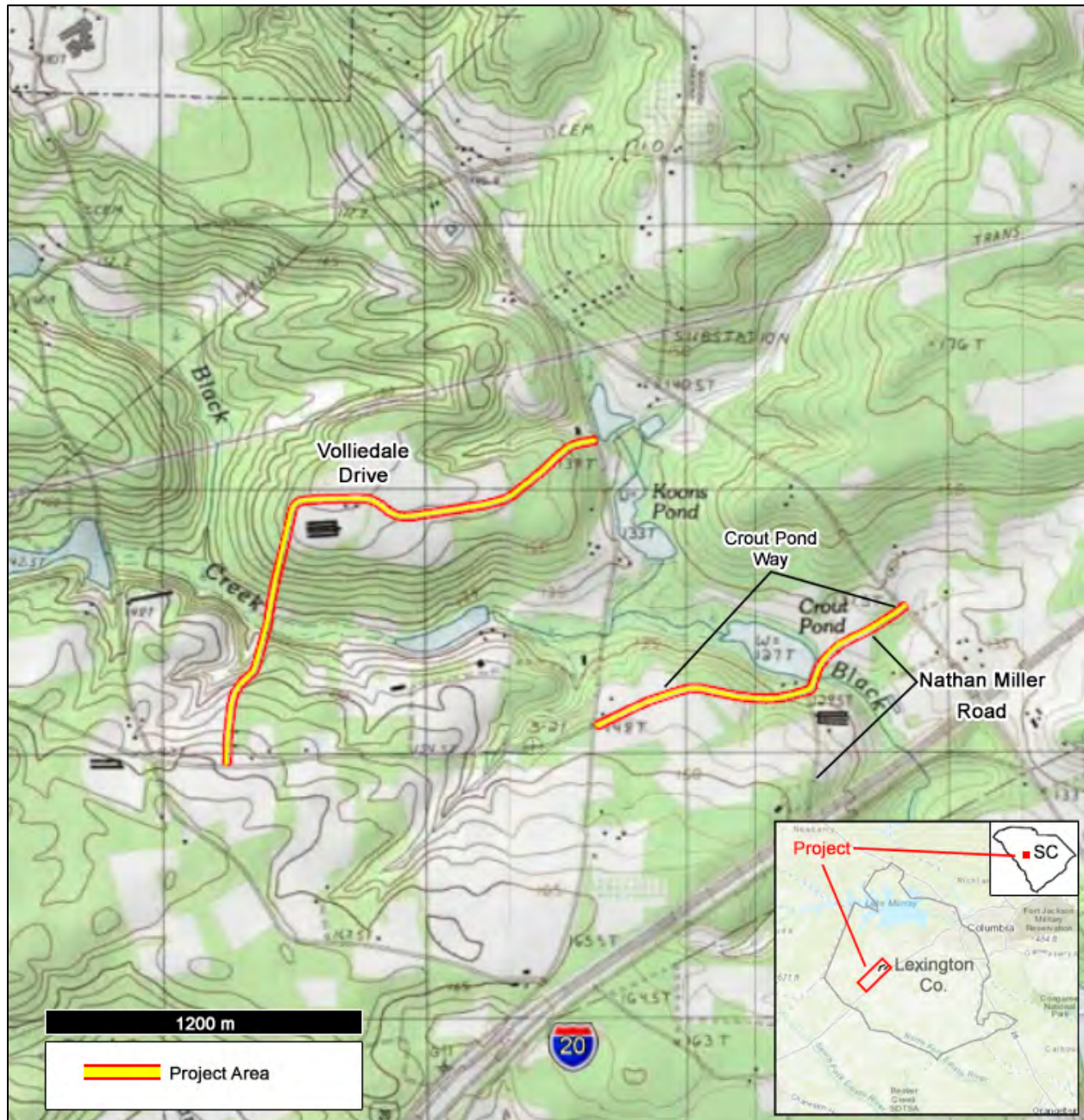
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Lexington County, South Carolina, Part 58 Environmental Review for HUD Grant
Request for Section 106 Comment on Potential Effects of Proposed Activity

Attachment A

Project: CDBG-MIT South Central Lexington
County Road Improvements

Address: Volliedale Drive, Gary Hallman Circle, and
Crout Pond Way/Nathan Miller Road



Map 3A. Locations of the Volliedale Drive and Crout Pond Way/Nathan Miller Road Projects as Shown on Portions of the *Gilbert, SC* (left), and *Barr Lake, SC* (right), USGS 7.5-Minute Series Quadrangle Maps (1986 Editions).

The western three-quarters of the Volliedale Drive Project is shown on the *Gilbert, SC*, quadrangle, while the eastern quarter of the Volliedale Drive Project and all of the Crout Pond Way/Nathan Miller Road Project appears on the *Barr Lake, SC*, quadrangle.

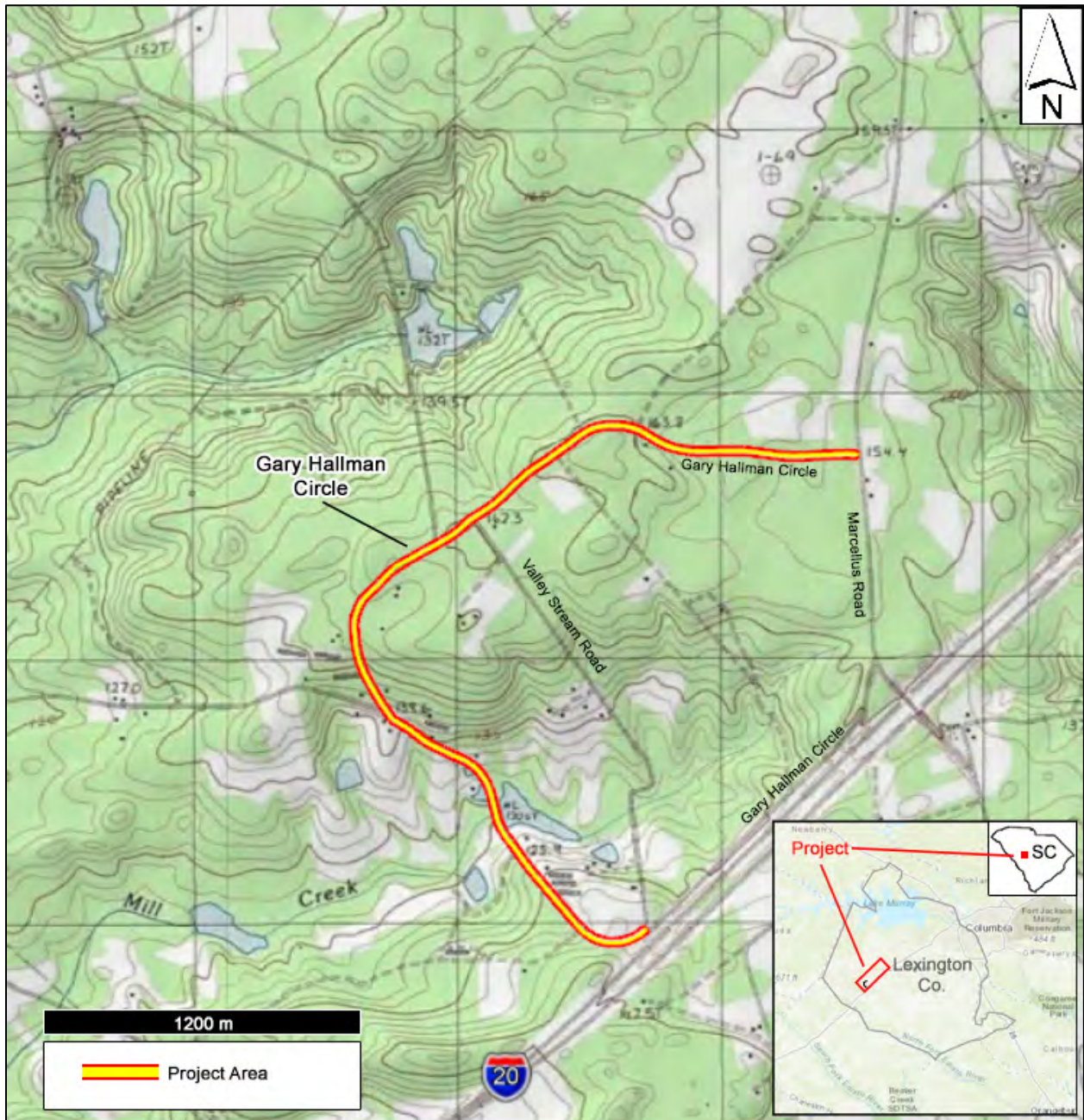
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Lexington County, South Carolina, Part 58 Environmental Review for HUD Grant Request for Section 106 Comment on Potential Effects of Proposed Activity

Attachment A

Project: CDBG-MIT South Central Lexington County Road Improvements

Address: Vollidale Drive, Gary Hallman Circle, and Crout Pond Way/Nathan Miller Road



Map 3B. Location of the Gary Hallman Circle Project as Shown on a Portion of the Steedman, SC, USGS 7.5-Minute Series Quadrangle Map (1986 Edition).

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