



Comment noted. A statement was added to the Project Commitments (refer to page S-10) to address the 90 day advance notification required if geodetic control monuments are impacted.

Additional text has been included to address the potential impacts to aquatic resources (refer to Section 3.15.6, page 3-226 through 3-227).

A discussion of migratory diadromous fish was added to Section 3.15.6 (refer to pages 3-226 and 3-227).



Additionally, we recommend adding a specific section on essential fish habitat (EFH). The purpose of this section would be to clearly inform readers that the project area does not contain areas designated as EFH for federally managed fishery species.

Section 3.14 Protected Species.

Section 3.14.4.8, pages 3-217 and 3-218 include the statement: "Spawning and larval stages of the life cycle typically occur in freshwater channels of large, unobstructed river basins from *as far inland as the fall line* to the zone of tidal influence in estuarine and brackish channels." The inland limit should be revised to refer to the "lower Piedmont," instead of the "fall line." Reference should also be made to the recent designation of Atlantic sturgeon (*Acipenser oxyrinchus*) as a candidate for listing under the Endangered Species Act.

Section 3.14.5.

The second sentence should be revised to include consultation with NOAA Fisheries pursuant to section 7 of the Endangered Species Act. That consultation should be directed to Mr. David Bernhart of our Protected Resources Division, Southeast Regional Office, NOAA Fisheries, 263 13th Avenue South, St. Petersburg, Florida 33701-5511.

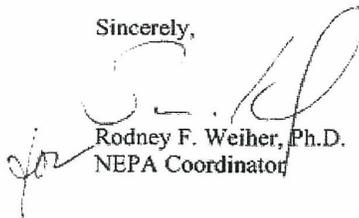
These comments originate from two Offices within NOAA: the National Marine Fisheries Service's Southeast Regional Office and the National Ocean Service's National Geodetic Survey. The contacts for these offices respectively are:

Prescott Brownell
Fishery Biologist
NOAA NMFS SERO
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NOAA's National Geodetic Survey
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We hope our comments will assist you. Thank you for giving us the opportunity to review this document.

Sincerely,



Rodney F. Weiher, Ph.D.
NEPA Coordinator

Enclosure
cc: (via electronic mail)
NOS/NGS, Harm
SCDOT, Metts
SCDNR
SCDHEC
FWS, Charleston
COE, Charleston
EPA, Atlanta
F/SER, Keys
F/SER4
F/SER4, Dale



A discussion of essential fish habitat has been included in Section 3.15.6 (refer to pages 3-226 and 3-227).

The text in Section 3.15.3.2 (refer to pages 3-221) has been revised to refer to the “lower Piedmont” instead of the “fall line.” The document does not include text regarding the Atlantic sturgeon as a protected species since it is still a candidate species for listing under the *Endangered Species Act*. In the event that the Atlantic sturgeon becomes listed, additional studies would be performed to evaluate the potential for impacts to the sturgeon from the proposed project.

The document was revised to include NOAA Fisheries consultation pursuant to Section 7 (refer to Section 3.15.3, pages 3-213 and 3-214).



March 6, 2008

Mr. Wayne D. Roberts
Chief Archaeologist
SC Department of Transportation
Post Office Box 191
Columbia, SC 29202-0191

Re: Brockington and Associates' Draft Report *Intensive Architectural Survey of the Three Proposed Alternates, I-73 Northern Corridor, Dillon and Marlboro Counties, South Carolina* and *Intensive Architectural Survey of the Three Proposed Alternates, I-73 Northern Corridor, Dillon and Marlboro Counties, South Carolina, Addendum Report*

Dear Mr. Roberts:

Thank you for submitting the reports referenced above, which we received in July 2007. The State Historic Preservation Office's (SHPO) comments on these reports come well outside of our goal of a thirty-day review period due to the need for additional research, meetings, site visits, and reevaluations due to design changes. The SHPO appreciates the South Carolina Department of Transportation's (SCDOT) patience in this matter and assistance in evaluating the findings of these reports.

The National Register of Historic Places (NRHP) eligibility recommendations made in these reports are found in the appendices of both reports in tables labeled "B-2." The SHPO concurs with the eligibility recommendations made in these tables **with the exception of sites 0890 (Hebron Colored School) and 0011 (Beauty Spot Court Office—referred to in the table as site 0011.01)**, both located in Marlboro County. These sites were recommended "not eligible" by SCDOT's consultant, but the SHPO recommends that both sites are eligible for the NRHP. To clarify, the SHPO finds the following sites addressed in these reports to be NRHP eligible:

- Marlboro County sites 0005.01 & 0005.02—outbuildings associated with the NRHP listed McLaurin House
- Marlboro County site 0011—Beauty Spot Court Office.



Comment noted. The Preferred Alternative would directly impact only the structural resource Beauty Spot Court Office site, causing an adverse effect to the eligible historic resource. A mitigation plan was developed in coordination with the SHPO that includes preparing a publication for public distribution, such as a brochure or poster, that focuses on the history of the Beauty Spot Motor Court Office and provides a brief history of motor court and early automobile-related tourism in Marlboro County (refer to SHPO letter dated March 6, 2008 in Appendix A, and the signed Memorandum of Agreement between SCDOT and SHPO dated July, 2008 in Appendix A). A Draft Section 4(f) Evaluation was developed (refer to Appendix E).



- Marlboro County site 0887—Hebron United Methodist Church
- Marlboro County site 0888—Hebron Academy
- Marlboro County site 0889—Hebron cemetery
- Marlboro County site 0890—Hebron Colored School
- Marlboro County site 0915—Sparks House
- Marlboro County site 0918—unidentified house at 1105 Road S-18
- Marlboro County site 0919—Oakley House
- Marlboro County site 0928—Brightsville School
- Marlboro County site 0929—Brightsville School Teacherage
- Marlboro County site 0981—Manning House
- Marlboro County site 1095—unidentified house at 834 SC Highway 9
- Marlboro County site 1107—Mimosa Plantation house
- Dillon County sites 0727.00 through 0727.06—Alford House and associated agricultural outbuildings

None of the sites listed above will be affected by the present preferred alignment for I-73 except for Marlboro County site 0011, the Beauty Spot Court Office. The SHPO finds that the preferred alignment will have an adverse effect on the Beauty Spot Court Office. The SHPO understands that SCDOT, its consultants, and the Federal Highway Administration (FHWA) believe site 0011 is not eligible. The SHPO staff met with these parties on March 4, 2008 to discuss this difference of opinion.

The SHPO believes that site 0011 is eligible for the NRHP under Criterion A for its role in and contribution to automobile or highway-related tourism in the United States and under Criterion C as an early and good example of what is often referred to as “roadside architecture.” Roadside architecture resources are properties whose development and function directly correlated with automobile travel in this country, such as gas stations, roadside cafes and restaurants, tourist attractions, and motor courts and motels. A great number of these resources are associated with the post-World War II boom in leisure travel by automobile. Less prevalent are the roadside architecture resources dating to the “interwar” years of the 1920s and 1930s. The Beauty Spot Court Office belongs to this class of rare, early roadside architecture resources.

The SHPO acknowledges that the Beauty Spot Court has lost integrity as a complex due to the loss of the cabins and outbuildings associated with the office building; however, the SHPO feels that the Beauty Spot Court Office by itself makes a strong architectural statement that conveys an early chapter in the story of roadside architecture. The building’s main features and form as an eclectic interpretation of the Colonial Revival are intact, and the majority of alterations to the building are either on secondary facades or are historic alterations. The Beauty Spot Court Office is one of a very few pre-World War II motor court related buildings in South Carolina and the SHPO believes it is invaluable in telling the story of the automobile-related tourism that grew over the 20th century to become the state’s biggest industry.



Comments noted.

Comments noted.



We are providing these comments to assist you with your responsibilities as agency official designee, as defined under 36 CFR 800.2, to ensure compliance with Section 106 of the National Historic Preservation Act. If you have any questions, please call me at (803) 896-6184.

Sincerely,

David Kelly
SC SHPO
Department of Transportation Project Coordinator

cc: Patrick Tyndall, FHWA
Shane Belcher, FHWA
Randy Williamson, SCDOT
Skip Johnson, The LPA Group
Ed Salo, Brockington and Associates



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Interstate 73 FEIS: I-95 to North Carolina



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August 22, 2007

S. C. Department of Transportation
Attn: J. Wayne Hall
C/O Ron Patton, Director
Planning and Environmental
955 Park Street
Room 515
P. O. Box 191
Columbia, SC 29202-0191

Re: Draft Environmental Impact Statement (DEIS) for the proposed Interstate 73 Northern Corridor in Marlboro and Dillon Counties, South Carolina and Richmond County, North Carolina.

Dear ^{Wayne} Mr. Hall:

The South Carolina Department of Health and Environmental Control (SCDHEC) is providing comments regarding the above referenced DEIS. As you are aware, SCDHEC's Bureau of Water administers applicable regulations pertaining to water quality standards and classifications, including wetland protection, in accordance with the South Carolina Pollution Control Act, the Federal Clean Water Act, the State Stormwater Management and Sediment Reduction Act, Construction in Navigable Waters Permitting, and associated regulations for all of these statutes. Chapter 1, Section 1.2.2.3 describes how SCDHEC evaluates impacts. The information in this section is accurate; however, mitigation sequencing (i.e., impact avoidance, minimization, and compensation) could be added. Information regarding SCDHEC permitting programs, standards, use support and impairment status is accurate; however, it was noted that Table 3.64 (303(d) list) is located on Page 261 rather than Page 255, as indicated in the Table of Contents.

The proposed project consists of constructing a limited access interstate highway on new alignment from Interstate (I)-95 in Dillon County, northwest through Marlboro County, South Carolina to I-74 in Richmond County, North Carolina. Initially, the road would accommodate 2 lanes of traffic in each direction; however, a 6-lane facility with rail lines and frontage roads could be developed in the future. The preferred alternative (Alternative 2) would be approximately 36.8 miles in length and would impact approximately 114.3 acres of wetlands and 8,143 linear feet of streams. The purpose of the proposed project is to provide an interstate link between the southernmost proposed segment of I-73 (between I-95 and the Myrtle Beach area) and the North Carolina I-73/I-74 corridor to serve residents, businesses, and travelers in accordance with congressional intent.

Many alternatives, including "No Build" were considered based on the project purpose, need and associated impacts to the human and natural environment. After eliminating many alternatives, six preliminary build alternatives were eventually developed that had the least potential impacts and were recommended for further study. Finally, 3 reasonable build alternatives were developed based on Agency Coordination Team (ACT) evaluation and public input. The preferred alternative (Alternative 2) is shorter in length and would have less impact to wetlands acreage than the other reasonable build alternatives considered; however, the wetland value (768.1) is slightly higher than Alternative 3. The majority direct wetlands impacts would result from the placement of fill material in wooded swamp areas (66.4 acres). The preferred alternative would have more impacts to streams than Alternative 1, but less than Alternative 3. The actual jurisdictional delineations for wetlands and streams have yet to be completed for the project.

SOUTH CAROLINA DEPARTMENT OF HEALTH AND ENVIRONMENTAL CONTROL
2600 Bull Street • Columbia, SC 29201 • Phone: (803) 898-3432 • www.scdhec.gov