



APPENDIX E. BISHOPVILLE TRUCK ROUTE PROJECT FARMLANDS TECHNICAL MEMORANDUM

**BISHOPVILLE TRUCK ROUTE
PROJECT
(S-69-08)**

**FINAL FARMLANDS
TECHNICAL MEMORANDUM**

Prepared for:

Federal Highway Administration

&

South Carolina Department of Transportation

November 2021

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Acronyms

CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
FHWA	Federal Highway Administration
FPPA	Farmland Protection Policy Act
GIS	Geographic Information Systems
NRCS	Natural Resources Conservation Service
SSURGO	NRCS Soil Survey Geographic Database
U.S.C.	United States Code
USDA	United States Department of Agriculture

1 INTRODUCTION

The purpose of this memorandum is to evaluate impacts of the Bishopville Truck Route project on farmland soils regulated by the Farmland Protection Policy Act (FPPA). South Carolina Department of Transportation (SCDOT) conducted an assessment of potential effects of the proposed project on prime, unique, and farmland of statewide or local importance.

2 REGULATORY FRAMEWORK

The FPPA, 7 U.S.C. §§ 4201 - 4202, and its implementing regulations, 7 CFR § 658, was enacted to reduce and minimize impacts that federal programs may have on farmlands and protect farmlands from conversion to non-agricultural uses. The purpose of this statute is to prevent the conversion of farmlands to non-agricultural uses by minimizing the impacts that federal programs have on farmlands. Prior to farmlands being used for a federal project, an assessment must be completed to determine if prime, unique, or statewide or locally important farmlands would be converted to non-agricultural uses. If the assessment determines the use of farmland is in excess of the parameters defined by the Natural Resources Conservation Service (NRCS), an agency of the U.S. Department of Agriculture, then the federal agency must take measures to minimize the impacts to these farmlands.

NRCS is the lead agency that determines the suitability of farmlands. NRCS designates eligible farmland as being “prime,” “unique,” or “statewide or locally important farmland .”

Prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, or oil-seed and other crops with minimum inputs of fuel, fertilizer, pesticides, and labor without intolerable soil erosion (7 U.S.C. 4201(c)(1)(A)). Prime farmland includes land that possesses the above characteristics and may include land currently used as cropland, pastureland, rangeland, or forestland. Prime farmland does not include land already in or committed to urban development or water storage.

Unique farmland is land other than prime farmland that is used for the production of specific high-value food and fiber crops (7 U.S.C. 4201(c)(1)(B)). This type of farmland has a combination of soil quality, location, growing season, and moisture supply needed to economically produce high quality or high yields of specific crops when treated and managed according to acceptable farming methods. Examples of such crops include lentils, nuts, annually cropped white wheat, cranberries, citrus and other fruits, olives, and vegetables.

Statewide or locally important farmland is land that has been designated of state or local importance for the production of food, feed, fiber, forage, or oil-seed crops as determined by state or local government agencies but is not of national significance (7 U.S.C. 4201(c)(1)(C)).

At the local level, land use is regulated by Lee County through planning and zoning ordinances.

3 ANALYSIS METHODOLOGY

Analysis of farmland soils and impacts was completed in two steps:

- 1) Review of soils in the project area using the NRCS Soil Survey Geographic Database (SSURGO) for Lee County (NRCS 2019).

The SSURGO database is used to identify soils that are classified by the NRCS as prime and unique farmland, or farmland of statewide or local importance in specific projects areas. Using GIS, the soils data is intersected with the limits of disturbance for each alternative to evaluate impacts.

- 2) Preparation of an NRCS farmland conversion impact rating form based on parcel and tax assessor data provided by Lee County, South Carolina. Farms were identified based on attributes provided in the tax assessors database. Specifically, parcels that were coded with the “AG” classification were considered active farms for the analysis.

The impact rating for each alternative was developed using the implementing regulations for the FPPA, 7 CFR § 658, and the NRCS Part 523 Farmland Protection Policy Act Manual (NRCS 2002). The conversion impact rating methodology uses two values to develop a score that represents the magnitude of the farmland impact: the “relative value” and the “corridor assessment value.” NRCS is responsible for developing the relative value, which is based on a scale of 0 to 100 points. FHWA/SCDOT is responsible for developing the corridor assessment value that pertains to the use of land, the availability of farm support services, investments in existing farms, and the amount of land that could be rendered non-farmable due to the construction of the project and uses a scale of 0 to 160 points.

By totaling the relative value and the corridor assessment value, a combined impact rating score is determined. The maximum combined impact rating score is 260 points (representing the greatest impact for a “corridor type” project such as the proposed truck route). Alternatives receiving a total combined score of less than 160 points are given a minimal level of consideration for protection, and no additional alternatives need to be identified that would avoid farmland impacts (7 CFR § 658.4(c)). If the total combined impact rating score exceeds 160 points, FHWA/SCDOT coordinates with the NRCS to determine an appropriate level of protection for the farmland proposed for conversion. Once the total impact rating score was determined for each alternative, FHWA/SCDOT contacted the NRCS in March 2020 to solicit comments on the proposed project in accordance with the FPPA (see correspondence in Appendix A).

4 EXISTING CONDITIONS

The main food and fiber crops produced in Lee County are grains, oilseeds, dry beans, dry peas, cotton and cottonseed. In South Carolina, Lee County ranks 11th for grain, oilseed, dry bean and dry pea production and 7th for cotton and cottonseed production (out of 46 counties producing these items) (U.S. Department of Agriculture [USDA] 2017). The food and fiber crops were valued at \$36,550,000 in sales in 2017. Poultry and eggs are the top livestock raised in Lee County, and the county ranks 10th in the state for production (out of 46 counties producing these items) and was valued at \$58,733,000 in sales in 2017.

The U.S. Census (2013-2017 American Community Survey) reported 4 percent (260 individuals) of the Lee County total workforce whose primary occupation was in the agricultural industry (farming, fishing, and forestry). The 2017 U.S. Census of Agriculture also reported 231 individuals as full owners of farms, with 188 reporting farming as their primary occupation.

Table 1 provides County and State summary statistics for agricultural land use from the USDA 2012 and 2017 Census of Agriculture. Approximately 42 percent of the land area of Lee County was in farms in 2017, which was a decrease of 12 percent from 2012. The number of farms in the county also decreased by 13 percent between 2012 and 2017, as well as the average farm size, from 369 to 330 acres.

The average size of farms along the alternatives ranges from about 75 to 106 acres, depending on the alternative. Farming infrastructure along the alternative corridors include pivot points used for irrigation. There are 10 pivot points along the alternatives that provide irrigation to 12 farmland parcels (Tax Class “AG”). The wellheads irrigate at distances between 175 and 1,400 feet.

Table 1: Agricultural Land Use in Lee County and South Carolina

	Lee County 2012	Lee County 2017	South Carolina 2012	South Carolina 2017
Approximate Land Area (acres)	262,515	262,515	19,239,040	19,239,040
Land in Farms (acres)	142,449	110,211	4,971,244	4,744,913
Number of Farms	386	334	24,791	25,266
Average Size of Farm (acres)	369	330	197	191

Source: USDA 2012, USDA 2017.

Table 2 summarizes the designated farmland soil types intersected by the 12 alternatives. The NRCS designates six soil types as prime farmland, six soil types as farmland of statewide importance, and one soil type as prime farmland if drained. There are no designated “unique farmlands” intersected by any project build alternatives.

Table 2: Designated Farmland Soil Classes Intersected by Alternatives

Map Unit Symbol	Map Unit Name	Farmland Soil Designation	Total Area (Acres)
NoA	Norfolk loamy sand, 0 to 2 percent slopes	Prime Farmland	381.2
NnA	Noboco-Goldsboro complex, 0 to 2 percent slopes	Prime Farmland	153.0
GoA	Goldsboro sandy loam, 0 to 2 percent slopes	Prime Farmland	114.1
DoA	Dothan loamy sand, 0 to 2 percent slopes	Prime Farmland	50.6
RaA	Rains sandy loam, 0 to 2 percent slopes	Farmland of Statewide Importance	39.3

Map Unit Symbol	Map Unit Name	Farmland Soil Designation	Total Area (Acres)
BaB	Barnwell loamy coarse sand, 2 to 6 percent slopes	Farmland of Statewide Importance	17.7
AuB	Autryville sand, 0 to 4 percent slopes	Farmland of Statewide Importance	12.9
NaB2	Nankin sandy clay loam, 2 to 6 percent slopes, moderately eroded	Farmland of Statewide Importance	12.4
CxA	Coxville sandy loam, 0 to 2 percent slopes	Farmland of Statewide Importance	11.7
NoB	Norfolk loamy sand, 2 to 6 percent slopes	Prime Farmland	7.7
OrA	Orangeburg loamy sand, 0 to 2 percent slopes	Prime Farmland	7.1
LyA	Lynchburg sandy loam, 0 to 2 percent slopes	Prime Farmland if Drained	6.7
BbB2	Barnwell sandy loam, 2 to 6 percent slopes, moderately eroded	Farmland of Statewide Importance	2.4

Source: NRCS 2019 Soil Survey Geographic Database. Note: "Total Area" refers to the sum of the area for 12 alternatives combined.

5 ENVIRONMENTAL CONSEQUENCES

5.1 NO BUILD ALTERNATIVE

Under the No Build Alternative, there would be no conversion of designated farmland to transportation use for construction of the project. However, farmland in the study area may be converted to other uses, such as residential or commercial development, consistent with local land use plans.

5.2 BUILD ALTERNATIVES

Each of the 12 Build Alternatives includes a proposed typical section of two 12-foot travel lanes, a 15-foot center turn lane, 2-foot shoulders, and a 25-foot buffer on either side. Estimated farmland soil impacts by alternative are summarized in **Table 3** and shown in **Figure 1** through **3**.

Construction of any of the 12 Build Alternatives would result in the conversion of farmland to transportation use. Alternative 1 would result in the greatest conversion of designated farmland soils (78.9 acres), and Alternative 10 would cause the least (69.2 acres). For all alternatives, most of the conversion impacts would occur to designated prime farmland. Aside from those acquired for the right of way, no farmlands would be rendered unfarmable and the conversion of farmland to transportation right-of-way is not anticipated to cause a significant disruption to agricultural activities in the area.

Table 3: Farmland Soil Impacts by Alternative

Alternative	Farmland Soil Classification (Acres)				Total
	Prime Farmland	Farmland of Statewide Importance	Prime Farmland if Drained	Not Prime Farmland	
No Build	0.0	0.0	0.0	0.0	0.0
Alternative 1	61.1	7.3	0.5	10.0	78.9
Alternative 2	56.2	8.3	0.6	6.1	71.1
Alternative 3	59.8	8.0	0.5	5.0	73.3
Alternative 4	62.1	5.8	0.5	5.0	73.4
Alternative 5	59.4	7.6	0.5	6.5	74.0
Alternative 6	63.0	8.0	0.5	6.6	78.1
Alternative 7	57.9	7.9	0.6	9.6	76.0
Alternative 8	59.7	8.7	0.6	6.3	75.2
Alternative 9	58.0	7.2	0.5	8.3	74.1
Alternative 10	56.3	7.6	0.5	4.8	69.2
Alternative 11	60.3	5.1	0.5	8.3	74.2
Alternative 12	58.6	5.4	0.5	4.8	69.3

Source: NRCS 2019.

Figure 1: Existing Farmland Soils – Alternatives 1 to 4

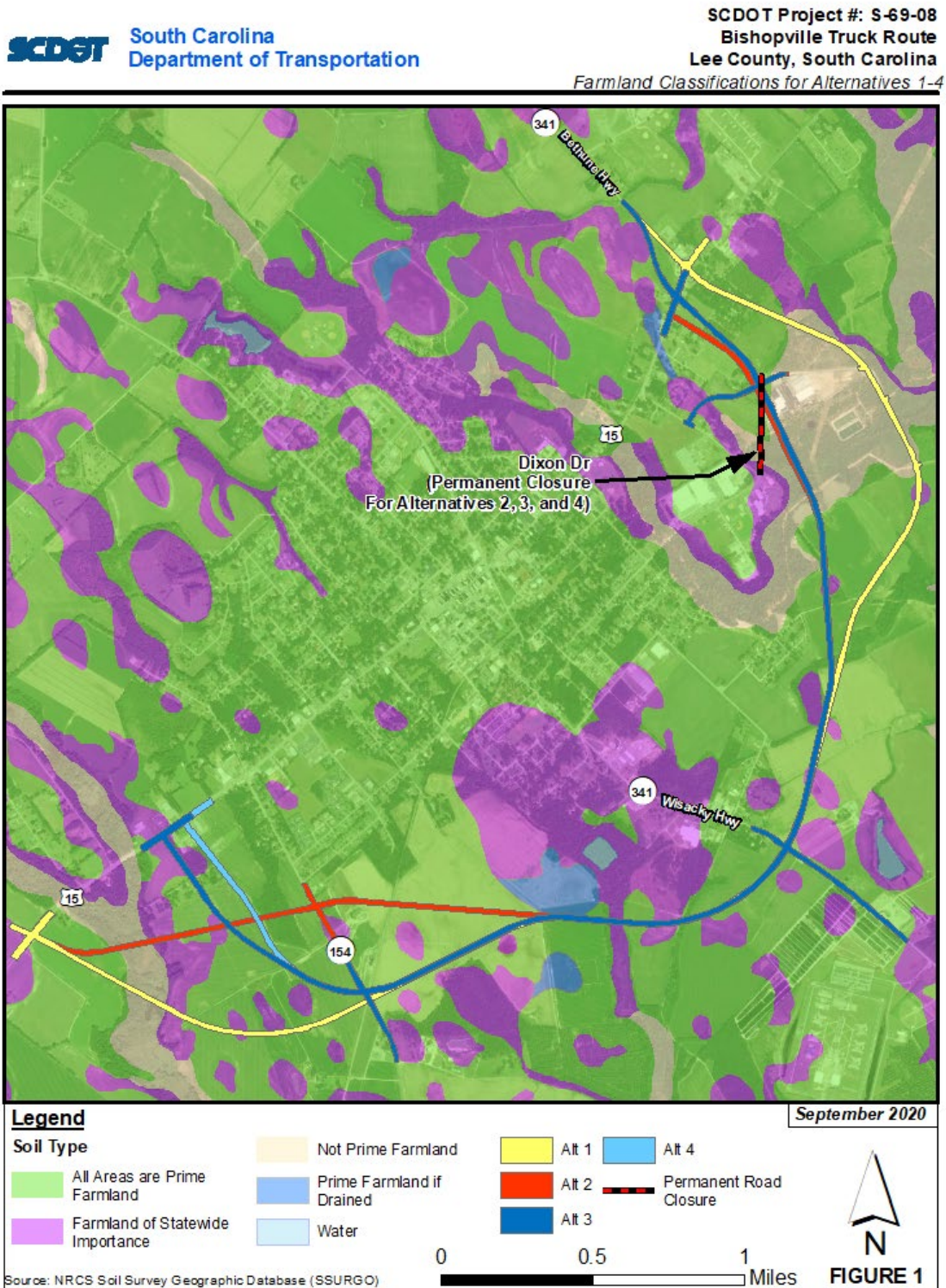


Figure 2: Existing Farmland Soils – Alternatives 5 to 8

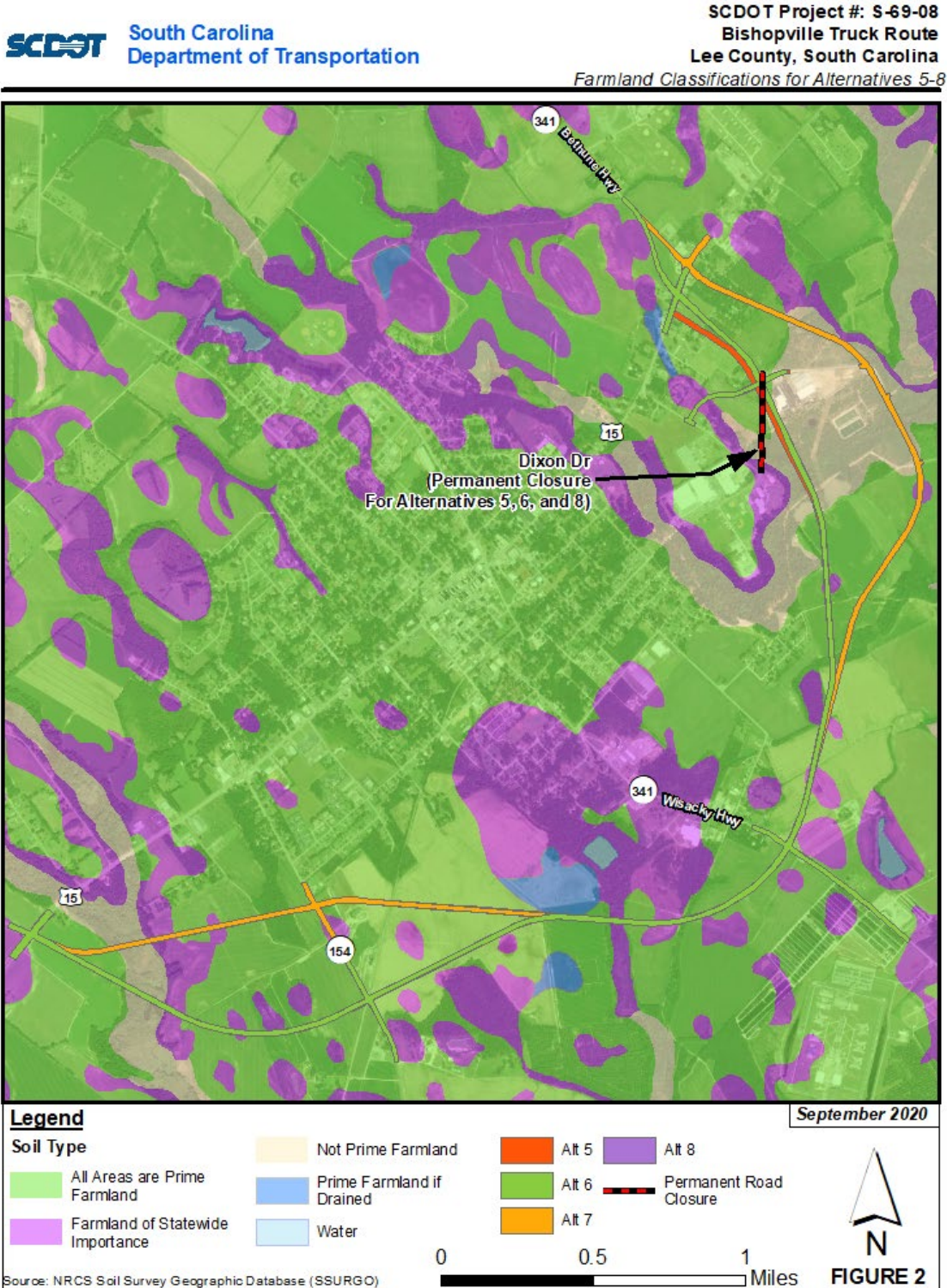
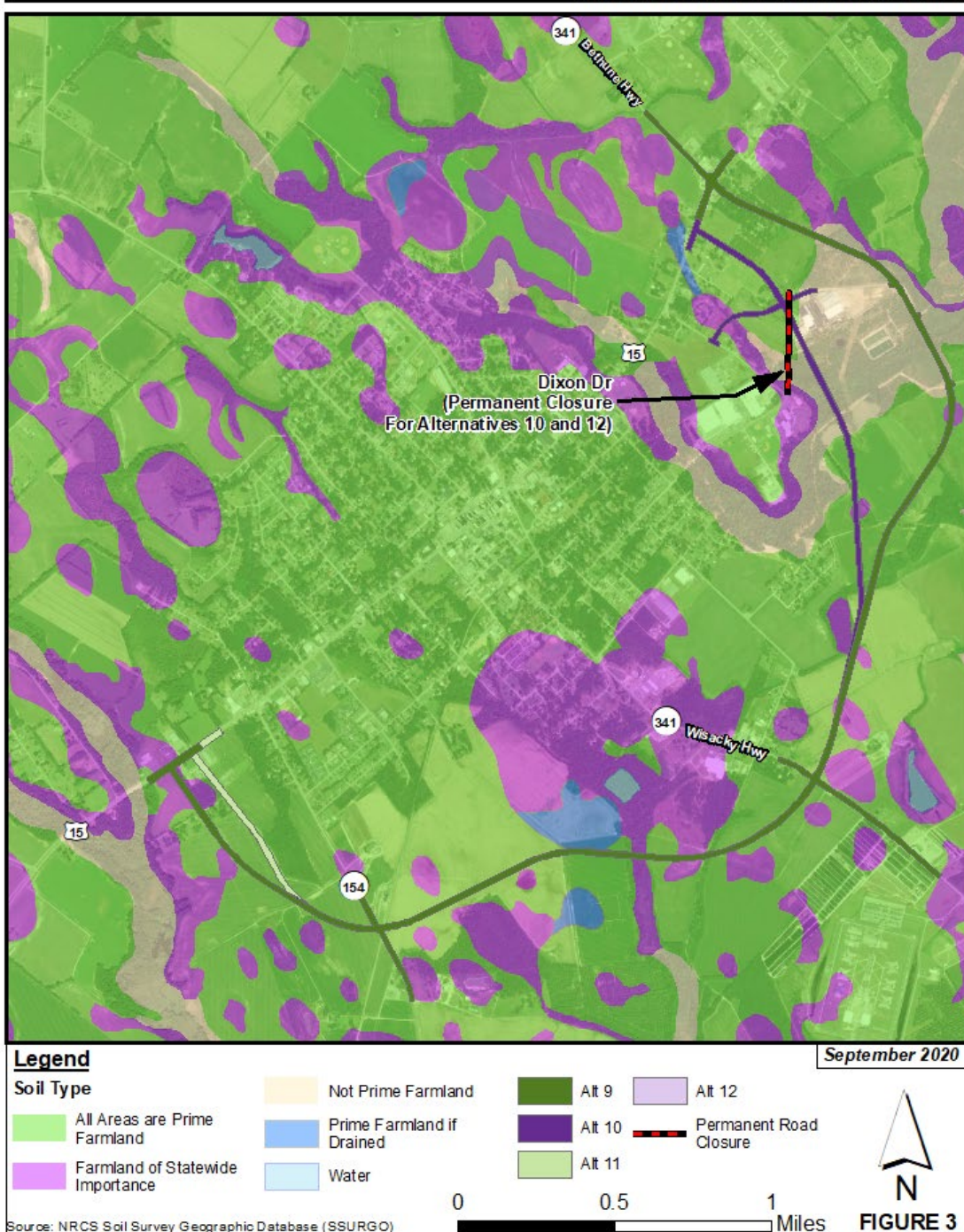


Figure 3: Existing Farmland Soils - Alternatives 9 to 12

SCDOT South Carolina Department of Transportation
 SCDOT Project #: S-69-08
 Bishopville Truck Route
 Lee County, South Carolina
 Farmland Classifications for Alternatives 9-12



Farmland conversion ratings for the 12 Build Alternatives are presented in **Table 4**. The relative value for the alternatives ranged from 80 to 83 points. The corridor assessment value ranged from 93 points to 97 points.

As seen in **Table 4**, the farmland conversion ratings for all 12 alternatives exceed the combined impact rating threshold of 160 points. Although all the alternatives exceeded the combined impact rating threshold, the NRCS stated in their April 15, 2020 response letter, “It is our finding that none of the proposed alternatives significantly impacts prime farmland and farmland of statewide importance in the county since only approximately 0.04% will be converted under any of the scenarios”. Appendix A includes NRCS correspondence and the completed Farmland Impact Rating Conversion forms.

Table 4: NRCS Farmland Conversion Ratings

Alternative	Relative Value	Corridor Assessment Value	Farmland Conversion Rating (Total Points)
Alternative 1	80	93	173
Alternative 2	81	95	176
Alternative 3	83	94	177
Alternative 4	83	93	176
Alternative 5	81	94	175
Alternative 6	81	94	175
Alternative 7	80	96	176
Alternative 8	81	92	173
Alternative 9	81	97	178
Alternative 10	82	93	175
Alternative 11	82	96	178
Alternative 12	83	93	176

6 MITIGATION, ENVIRONMENTAL COMMITMENTS, AND BMPS

Although all the alternatives exceeded the combined impact rating threshold of 160 points, no mitigation is required based on the determination by NRCS (see Appendix A). However, further avoidance and minimization of impacts to farmlands will be evaluated with advanced design for the selected build alternative. In addition, access issues related to divided parcels and the location of pivot points will be addressed during the right-of-way acquisition process.

7 REFERENCES

- U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS). 2019. Soil Survey: Lee County, South Carolina (Area Symbol SC061), Survey Area, Version 21, September 16, 2019. <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>
- U.S. Department of Agriculture (USDA). 2017 Census of Agriculture, South Carolina State and County Data. Accessed December 5, 2019. https://www.nass.usda.gov/Publications/AgCensus/2017/Full_Report/Census_by_State/South_Carolina/index.php
- _____. 2012 Census of Agriculture, 2012 State and County Profiles - South Carolina. Accessed December 5, 2019. https://www.nass.usda.gov/Publications/AgCensus/2012/Online_Resources/County_Profiles/South_Carolina/index.php
- _____. 2002. Part 523 – Farmland Protection Policy Act Manual. Accessed January 6, 2020. https://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb1049240.pdf



10560 Arrowhead Drive, Suite 500
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tel: 703-691-6500
fax: 703-267-6083

March 15, 2020

Daniel Griffin, District Conservationist
Bishopville Service Center
Natural Resources Conservation Service
129 Fairview Avenue
Bishopville, SC 29010-1511

Subject: Bishopville Truck Route Project Environmental Impact Statement (EIS)

Dear Mr. Griffin:

I am writing in regard to the Bishopville Truck Route Project Environmental Impact Statement (EIS) in Lee County. Attached are the farmland conversion impact ratings forms for the twelve alternative corridors under evaluation in the EIS for your review, input and signature. This request is being made in accordance with the Farmland Protection Policy Act (FPPA), 7 U.S.C. §§ 4201 - 4202, and its implementing regulations, 7 CFR § 658.

The analysis was completed using data provided by the NRCS Web Soil Survey for Lee County developed in September 2019. The NRCS soils data revealed that there are six soil types in the alternative corridors that are designated as prime farmland, six soil types designated as farmland of statewide importance, and one soil type designated as prime farmland if drained. There are no "unique farmlands" in any of the alternative corridors.

Construction of any of the build alternatives would result in the conversion of farmland to transportation use. Most of the conversion impacts would occur to designated prime farmland for all the alternatives. No farmlands, besides those acquired for the right of way, would be rendered un-farmable. The conversion of farmland to transportation right-of-way to construct the project should not cause a significant disruption to agricultural activities in the area. Alternative 6 would result in the greatest amount of conversion of designated farmland soils (72.9 acres), and Alternative 10 would cause the least (65.8 acres). The proposed road alignments have been designed to limit impacts to individual farmland parcels.



Please contact me at 303-383-2386 or hadleykl@cdmsmith.com if you have any questions.

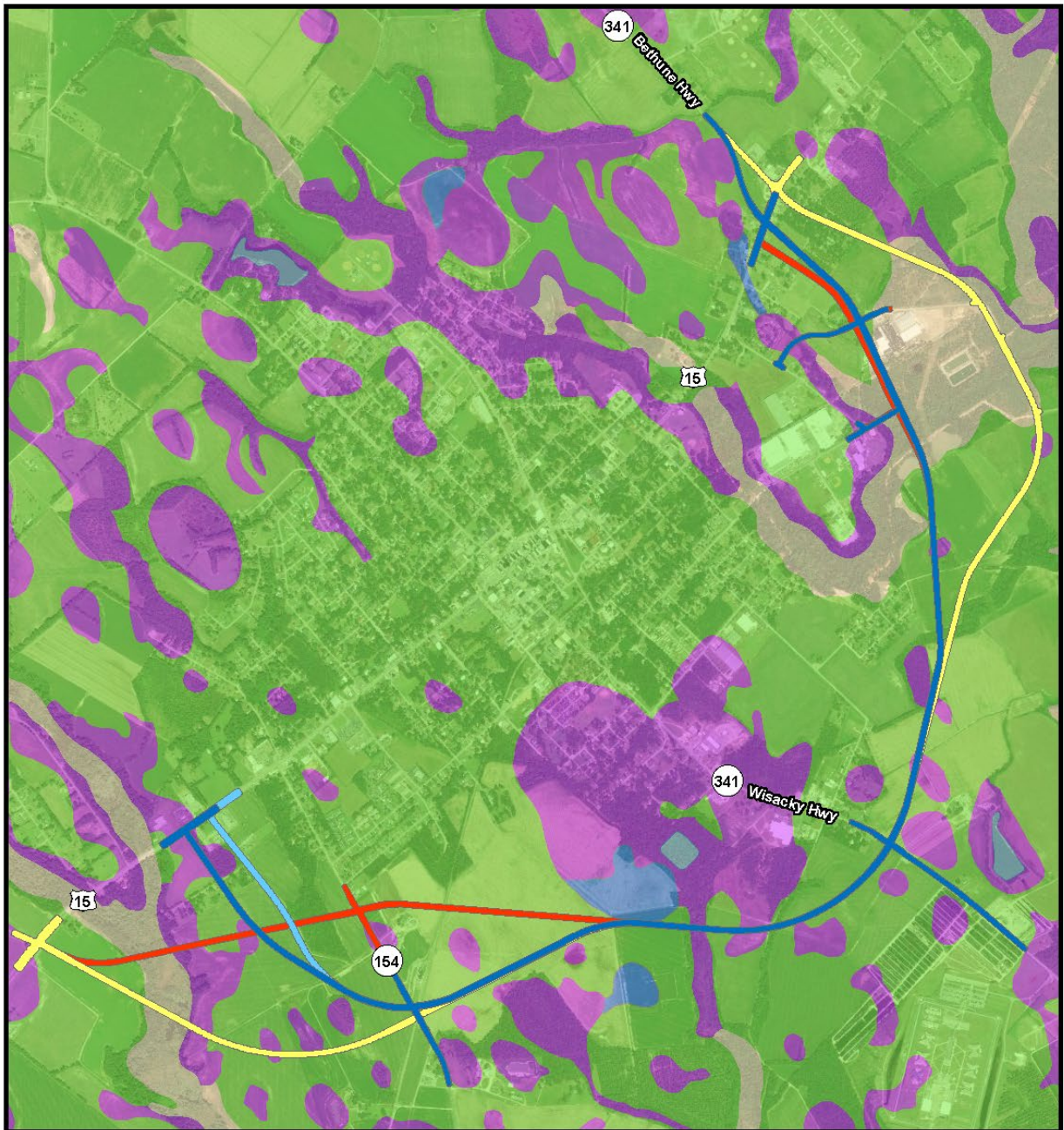
Sincerely,

A handwritten signature in black ink, appearing to read 'Karen Hadley', with a large, stylized flourish at the end.

Karen Hadley
Project Manager
CDM Smith Inc.

Attachments

1. Farmland Soils Maps (Alternatives 1 through 12)
2. Farmland Conversion Impact Rating Forms (Alternatives 1 through 12)

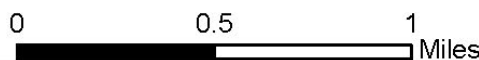


Legend

Soil Type

- | | | | |
|----------------------------------|---------------------------|-------|-------|
| All Areas are Prime Farmland | Not Prime Farmland | Alt 1 | Alt 4 |
| Farmland of Statewide Importance | Prime Farmland if Drained | Alt 2 | Alt 3 |
| Water | | | |

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus, DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



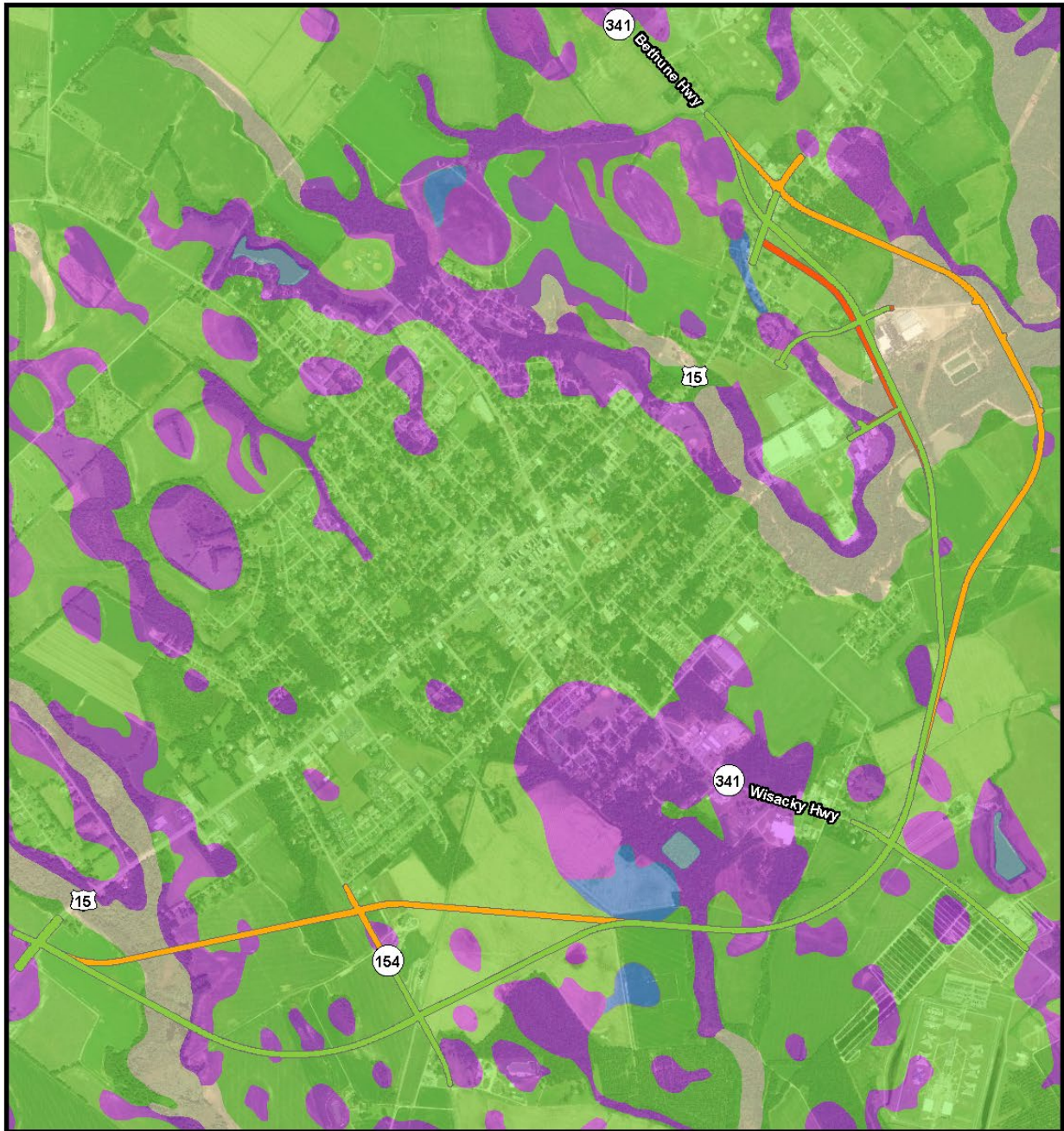
February 2020



FIGURE 1

Figure 1: Designated Farmland Soils (Alternatives 1 through 4)





Legend

Soil Type

All Areas are Prime Farmland

Farmland of Statewide Importance

Not Prime Farmland

Prime Farmland if Drained

Water

Alt 5

Alt 6

Alt 7

Alt 8

February 2020

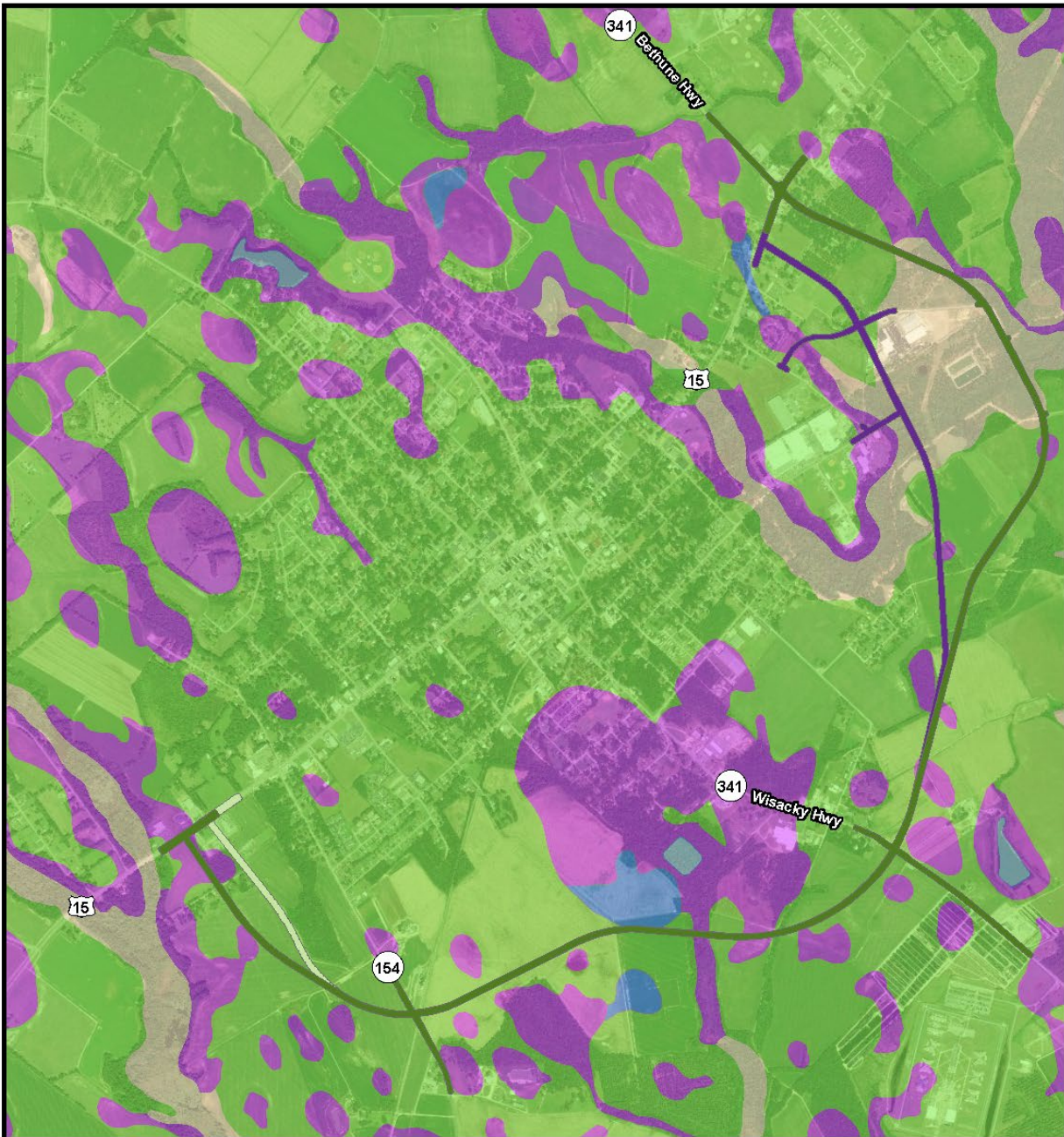
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus, DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

0 0.5 1 Miles



FIGURE 2

Figure 2: Designated Farmland Soils (Alternatives 5 through 8)



Legend

Soil Type

- | | | | |
|----------------------------------|---------------------------|--------|--------|
| All Areas are Prime Farmland | Not Prime Farmland | Alt 9 | Alt 12 |
| Farmland of Statewide Importance | Prime Farmland if Drained | Alt 10 | |
| Water | | Alt 11 | |

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus, DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

0 0.5 1 Miles

February 2020



FIGURE 3

Figure 3: Designated Farmland Soils (Alternatives 9 through 12)

United States Department of Agriculture



Natural Resources Conservation Service
2070 Northbrook Boulevard, Suite A-8
North Charleston, SC 29406

April 15, 2020

Ms. Karen Hadley
CDM Smith
421 Wando Park Boulevard, Suite 210
Mount Pleasant, SC 29464

RE: Bishopville Truck Route Project Environmental Impact Statement (EIS)

Dear Ms. Hadley:

Attached are the completed CPA-106 forms for the proposed Bishopville Truck Route Project in Lee County, SC. All twelve corridors under evaluation contain prime farmland and farmland of statewide importance. However, it is our finding that none of the proposed alternatives significantly impacts prime farmland and farmland of statewide importance in the county since only 0.04% will be converted under any of the scenarios.

For your reference, NRCS policy and procedures on prime and unique farmlands are published in the Code of Federal Regulations 7 CFR 657. The website is <https://www.ecfr.gov/cgi-bin/text-idx?SID=55197b8cffa141a46acecfb125e80ec7&mc=true&node=pt7.6.657&rgn=div5>

Please let me know if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Gabriela Fajardo".

Gabriela Fajardo
Resource Soil Scientist

Enclosures

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

PART I (To be completed by Federal Agency)	3. Date of Land Evaluation Request 3/15/20	4. Sheet 1 of 3
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1. Name of Project Bishopville Truck Project	5. Federal Agency Involved Federal Highway Administration
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2. Type of Project Highway	6. County and State Lee County, South Carolina
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PART II (To be completed by NRCS)	1. Date Request Received by NRCS 4/10/20	2. Person Completing Form Gabriela Fajardo
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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 Average Farm Size 15,602 378
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5. Major Crop(s) Corn, Cotton, Peanuts, Soybeans, Wheat	6. Farmable Land in Government Jurisdiction Acres: 235,128 % 89.4	7. Amount of Farmland As Defined in FPPA Acres: 175,005 % 75.8
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8. Name of Land Evaluation System Used Land Evaluation Site Assessment	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS 4/15/20
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PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor 1	Corridor 2	Corridor 3	Corridor 4
A. Total Acres To Be Converted Directly	68.9	66.4	69.7	69.7
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0.0	0.0	0.0	0.0
C. Total Acres In Corridor	78.9	73.0	75.2	75.2

PART IV (To be completed by NRCS) Land Evaluation Information	Corridor 1	Corridor 2	Corridor 3	Corridor 4
A. Total Acres Prime And Unique Farmland	61.1	56.4	60.0	62.3
B. Total Acres Statewide And Local Important Farmland	7.8	10.1	9.6	7.5
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.04	0.04	0.04	0.04
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	45.0	45.0	45.0	45.0

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)	80	81	83	83
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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 1	Corridor 2	Corridor 3	Corridor 4
1. Area in Nonurban Use	15	14	14	14	14
2. Perimeter in Nonurban Use	10	10	10	10	10
3. Percent Of Corridor Being Farmed	20	20	20	20	20
4. Protection Provided By State And Local Government	20	20	20	20	20
5. Size of Present Farm Unit Compared To Average	10	3	3	2	2
6. Creation Of Nonfarmable Farmland	25	6	6	6	5
7. Availability Of Farm Support Services	5	5	5	5	5
8. On-Farm Investments	20	10	12	12	12
9. Effects Of Conversion On Farm Support Services	25	0	0	0	0
10. Compatibility With Existing Agricultural Use	10	5	5	5	5
TOTAL CORRIDOR ASSESSMENT POINTS	160	93	95	94	93

PART VII (To be completed by Federal Agency)	Corridor 1	Corridor 2	Corridor 3	Corridor 4
Relative Value Of Farmland (From Part V)	100	80	81	83
Total Corridor Assessment (From Part VI above or a local site assessment)	160	93	95	94
TOTAL POINTS (Total of above 2 lines)	260	173	176	177

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: <i>Alan S Hickey</i>	DATE 4/17/20
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NOTE: Complete a form for each segment with more than one Alternate Corridor

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

PART I (To be completed by Federal Agency)	3. Date of Land Evaluation Request 3/15/20	4. Sheet 1 of 3
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1. Name of Project Bishopville Truck Project	5. Federal Agency Involved Federal Highway Administration
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2. Type of Project Highway	6. County and State Lee County, South Carolina
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PART II (To be completed by NRCS)	1. Date Request Received by NRCS 4/10/20	2. Person Completing Form Gabriela Fajardo
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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 Average Farm Size 15,602 378
---	--

5. Major Crop(s) Corn, Cotton, Peanuts, Soybeans, Wheat	6. Farmable Land in Government Jurisdiction Acres: 235,128 % 89.4	7. Amount of Farmland As Defined in FPPA Acres: 175,005 % 75.8
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8. Name of Land Evaluation System Used Land Evaluation Site Assessment	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS 4/15/20
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PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor 5	Corridor 6	Corridor 7	Corridor 8
A. Total Acres To Be Converted Directly	68.9	72.9	66.4	70.2
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0.0	0.0	0.0	0.0
C. Total Acres In Corridor	75.9	80.1	76.0	77.0

PART IV (To be completed by NRCS) Land Evaluation Information	Corridor 5	Corridor 6	Corridor 7	Corridor 8
A. Total Acres Prime And Unique Farmland	59.6	63.2	57.8	60.0
B. Total Acres Statewide And Local Important Farmland	9.4	9.7	7.9	10.4
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.04	0.04	0.04	0.04
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	45.0	45.0	45.0	45.0

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)	81	81	80	81
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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 5	Corridor 6	Corridor 7	Corridor 8
1. Area in Nonurban Use	15	14	14	14	14
2. Perimeter in Nonurban Use	10	10	10	10	10
3. Percent Of Corridor Being Farmed	20	20	20	20	20
4. Protection Provided By State And Local Government	20	20	20	20	20
5. Size of Present Farm Unit Compared To Average	10	3	3	3	3
6. Creation Of Nonfarmable Farmland	25	5	5	7	5
7. Availability Of Farm Support Services	5	5	5	5	5
8. On-Farm Investments	20	12	12	12	10
9. Effects Of Conversion On Farm Support Services	25	0	0	0	0
10. Compatibility With Existing Agricultural Use	10	5	5	5	5
TOTAL CORRIDOR ASSESSMENT POINTS	160	94	94	96	92

PART VII (To be completed by Federal Agency)	Corridor 5	Corridor 6	Corridor 7	Corridor 8
Relative Value Of Farmland (From Part V)	100	81	81	80
Total Corridor Assessment (From Part VI above or a local site assessment)	160	94	94	96
TOTAL POINTS (Total of above 2 lines)	260	175	175	176

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: <i>Alan S Hickey</i>	DATE 4/17/20
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NOTE: Complete a form for each segment with more than one Alternate Corridor

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

PART I (To be completed by Federal Agency)	3. Date of Land Evaluation Request 3/15/20	4. Sheet 1 of 3
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1. Name of Project Bishopville Truck Project	5. Federal Agency Involved Federal Highway Administration
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2. Type of Project Highway	6. County and State Lee County, South Carolina
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PART II (To be completed by NRCS)	1. Date Request Received by NRCS 4/10/20	2. Person Completing Form Gabriela Fajardo
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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 Average Farm Size 15,602 378
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5. Major Crop(s) Corn, Cotton, Peanuts, Soybeans, Wheat	6. Farmable Land in Government Jurisdiction Acres: 235,128 % 89.4	7. Amount of Farmland As Defined in FPPA Acres: 175,005 % 75.8
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8. Name of Land Evaluation System Used Land Evaluation Site Assessment	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS 4/15/20
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PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor 9	Corridor 10	Corridor 11	Corridor 12
A. Total Acres To Be Converted Directly	65.7	65.8	65.9	65.8
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0.0	0.0	0.0	0.0
C. Total Acres In Corridor	74.0	71.1	74.2	71.1

PART IV (To be completed by NRCS) Land Evaluation Information	Corridor 9	Corridor 10	Corridor 11	Corridor 12
A. Total Acres Prime And Unique Farmland	58.1	56.5	60.3	58.8
B. Total Acres Statewide And Local Important Farmland	7.8	9.3	5.7	7.2
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.04	0.04	0.04	0.04
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	45.0	45.0	45.0	45.0

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)	Corridor 9	Corridor 10	Corridor 11	Corridor 12
	81	82	82	83

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points	Corridor 9	Corridor 10	Corridor 11	Corridor 12
1. Area in Nonurban Use	15	14	14	14	14
2. Perimeter in Nonurban Use	10	10	10	10	10
3. Percent Of Corridor Being Farmed	20	20	20	20	20
4. Protection Provided By State And Local Government	20	20	20	20	20
5. Size of Present Farm Unit Compared To Average	10	3	2	3	2
6. Creation Of Nonfarmable Farmland	25	8	5	7	5
7. Availability Of Farm Support Services	5	5	5	5	5
8. On-Farm Investments	20	12	12	12	12
9. Effects Of Conversion On Farm Support Services	25	0	0	0	0
10. Compatibility With Existing Agricultural Use	10	5	5	5	5
TOTAL CORRIDOR ASSESSMENT POINTS	160	97	93	96	93

PART VII (To be completed by Federal Agency)	Corridor 9	Corridor 10	Corridor 11	Corridor 12
Relative Value Of Farmland (From Part V)	100	81	82	82
Total Corridor Assessment (From Part VI above or a local site assessment)	160	97	93	96
TOTAL POINTS (Total of above 2 lines)	260	178	175	176

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: <i>Alan S Hickey</i>	DATE 4/17/20
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NOTE: Complete a form for each segment with more than one Alternate Corridor