



South Carolina Department of Transportation
On Behalf of the Federal Highway Administration - South Carolina Division Office



PROCESSING FORM FOR PROGRAMMATIC CATEGORICAL EXCLUSIONS
NON MAJOR FEDERAL ACTIONS

Project ID P041156

Route S-04-294 (E. Broad Street)

County Anderson

Part 1 - Project Description

Include the Project Name/Description

S-04-294 (E. Broad Street) Bridge Replacement over Wilsons Creek

SCDOT proposes to replace the S-04-294 (E. Broad Street) Bridge over Wilsons Creek in Anderson County. The purpose of this project is to replace the bridge to correct the load restriction placed on it as well as restore all bridge components to good condition. The existing bridge is currently closed and has one or more components in poor condition. The proposed repair involves replacing the current bridge with a new bridge on existing alignment. The bridge will remain closed to traffic until construction is complete.

NEPA studies revealed no significant impacts or effects to resources within the project study area.

It is anticipated that new right of way will be required for the replacement of this structure. The additional right of way needed will include minor, temporary and/or permanent strips. The SCDOT maintains an area from the back of ditch to the back of ditch on each side of the road. Given the rural location and field studies conducted, new acquisitions are not anticipated to have negative effects to resources or landowners and will be located within the existing project study area.

Part 2 - PCE Type

Select the appropriate Categorical Exclusion from 23 CFR Part 771.117 that best fits the entire project from the drop-down menu. **Reference Appendix A of the PCE Agreement for a more detailed description of each CE contained in 23 CFR 771.117.**

23 CFR 771.117(c) Bridge rehabilitation, reconstruction, or replacement or railroad crossing improvements

23 CFR 771.117(d)

Part 3 - Thresholds

To be processed as a Programmatic Categorical Exclusion (PCE) the following conditions must be met in addition to the General Criteria (as outlined in the PCE Agreement between FHWA-SC and SCDOT). Place a "X" in the appropriate box below. If the answer is "Yes" to any of the below criteria, SCDOT will consult with FHWA-SC to determine the appropriate level of NEPA documentation required and forward to FHWA-SC for approval. ***Reference Part 4 of the Processing form or Section IV of the PCE Agreement for more details and definitions regarding each threshold.**

1.	Involves any unusual circumstances as described in <u>*23 CFR Part 771.117(b)</u>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
2.	The acquisition of more than <u>*minor amounts</u> of temporary or permanent strips of right-of-way	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
3.	Involves acquisitions that result in residential or non-residential displacements	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
4.	Involves any adverse impacts to EJ populations	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Part 3 - Thresholds Continued

5.	Results in capacity expansion of a roadway by adding through lanes	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
6.	Involves construction that would result in <u>*major traffic disruptions</u>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
7.	Involves <u>*changes in access control</u> requiring FHWA approval	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
8.	An adverse effect determination under Section 106 of the National Historic Preservation Act.	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
9.	Use of Section 4(f) property that cannot be documented with a FHWA <i>de minimis</i> determination or a programmatic Section 4(f) other than the programmatic evaluation for the use of historic bridges	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
10.	Any use of a Section 6(f) property	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
11.	Requires an Individual USACE 404 Permit	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
12.	Requires an Individual U.S. Coast Guard Permit.	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
13.	Work encroaching in a regulatory floodway, adversely affecting the base floodplain (100 yr.) pursuant to E.O. 11988 and 23 CFR Part 650 Subpart A	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
14.	Construction in, across, or adjacent to a river designated as a National Wild and Scenic River	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
15.	Involves an increase of 15 dBA or greater on any noise receptor or abatement measures are found to be feasible and reasonable due to noise impacts	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
16.	May affect and is likely to adversely affect a Federally listed species or designated critical habitat or projects with impacts subject to the BGEPA	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
17.	Involves acquisition of land for hardship, protective purposes, or early acquisition	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
18.	Does not meet the latest Conformity Determination for air quality non-attainment areas (if applicable).	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
19.	Any known or potential <u>major</u> hazardous waste sites within the right-of-way.	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
20.	Is not included in or is inconsistent with the STIP and/or TIP	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Part 3 Continued - Additional criteria to be completed for disposal of excess right-of-way PCE

1. Is the parcel part of a SCDOT environmental mitigation effort or could it be used for environmental mitigation?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
2. Is there a formal plan to use this parcel for a future transportation project (is it part of an approved LRTP)?	<input type="checkbox"/> Yes	<input type="checkbox"/> No

Part 4 - Threshold Definitions

Unusual Circumstances (23 CFR Part 771.117) - Unusual circumstances are defined as:

- a. Significant environmental impacts;
- b. Substantial controversy on environmental grounds;
- c. Significant impact on properties protected by Section 4(f) of the DOT ACT or Section 106 of the National Historic Preservation Act; or
- d. Inconsistencies with any Federal, State, or local law, requirement, or administrative determination relating to the environmental aspects of the action.

Minor Amount of Right-of-Way (ROW):

A minor amount of ROW is defined as less than 3 acres per linear mile for linear projects or less than 10 acres of impacts for non-linear projects (eg: intersections, bridges), and no removal of major property improvements. Examples of major improvements include residential and business structures, or the removal of other features which would change the functional utility of the property. Removal of minor improvements, such as fencing, landscaping, sprinkler systems, and mailboxes would be allowed.

Major Traffic Disruptions:

A major traffic disruption is defined as an action that would result in: a) adverse effects to through-traffic businesses or schools, b) substantial change in environmental impacts, or c) public controversy associated with the use of the temporary road, detour, or ramp closure.

Changes in Access Control:

Requires approval from FHWA for changes in access control on the Interstate system (eg: Interchange Modification Reports or Interchange Justification Reports).

Environmental Commitments: (Check all that apply)

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> USTs/Hazardous Materials | <input checked="" type="checkbox"/> General Permit | <input checked="" type="checkbox"/> Right of Way |
| <input checked="" type="checkbox"/> Water Quality | <input type="checkbox"/> Individual Permit | <input checked="" type="checkbox"/> Floodplains |
| <input checked="" type="checkbox"/> Migratory Bird Treaty Act | <input type="checkbox"/> Essential Fish Habitat | <input type="checkbox"/> Lead Based Paint |
| <input checked="" type="checkbox"/> Stormwater | <input checked="" type="checkbox"/> Cultural Resources | |
| <input type="checkbox"/> Coast Guard Permit Exclusion | <input type="checkbox"/> Noise | <input type="checkbox"/> Non-Standard Commitment (see below) |

Part of CLRB 2022-1 DB Package 15

Impacts to jurisdictional waters will be less than thresholds outlined in the USACE approved GP for SCDOT projects.

Relevant field studies and environmental reviews have been completed to determine that the project meets the criteria set forth in the Programmatic Categorical Exclusion Agreement signed by FHWA-SC and SCDOT. It is understood that any additions/deletions to the project may void environmentally processing the project as presently classified; consequently, any engineering changes must be brought to the attention of SCDOT Environmental Services Office immediately. A copy of this form is included in the project file and one (1) copy has been provided to FHWA.

Approved By:

Will McGoldrick

Digitally signed by Will McGoldrick
Date: 2022.09.22 09:24:24 -04'00'

Date

Primavera:

☒ Yes

☐ No

NEPA Start Date:

6/27/22

Does the project contain additional commitments?: (if Yes attach to form) ☒ Yes

☐ No

Date: 09/08/2022

SCDOT
NEPA ENVIRONMENTAL COMMITMENTS FORM



Project ID : P041156 County : Anderson District : District 2 Doc Type: PCE Total # of Commitments: 7

Project Name: S-04-294 (E. Broad Street) Bridge Replacement over Wilsons Creek

The Environmental Commitment **Contractor Responsible** measures listed below **are to be included in the contract and must be implemented**. It is the responsibility of the Program Manager to make sure the Environmental Commitment **SCDOT Responsible** measures are adhered to. If there are questions regarding the commitments listed please contact:

CONTACT NAME: Michael Pitts

PHONE #: (803)-737-2566

ENVIRONMENTAL COMMITMENTS FOR THE PROJECT

USTs/Hazardous Materials

NEPA Doc Ref:

Responsibility:

CONTRACTOR

If avoidance of hazardous materials is not a viable alternative and soils that appear to be contaminated are encountered during construction, the South Carolina Department of Health and Environmental Control (SCDHEC) will be informed. Hazardous materials will be tested and removed and/or treated in accordance with the United States Environmental Protection Agency and the SCDHEC requirements, if necessary.

☐ Special Provision

Water Quality

NEPA Doc Ref:

Responsibility:

CONTRACTOR

The contractor will be required to minimize possible water quality impacts through implementation of BMPs, reflecting policies contained in 23 CFR 650B and the Department's Supplemental Specification on Erosion Control Measures (latest edition) and Supplemental Technical Specifications on Seeding (latest edition). Other measures including seeding, silt fences, sediment basins, etc. as appropriate will be implemented during construction to minimize impacts to water quality.

☐ Special Provision

Migratory Bird Treaty Act

NEPA Doc Ref:

Responsibility:


CONTRACTOR

The federal Migratory Bird Treaty Act, 16 USC § 703-711, states that it is unlawful to pursue, hunt, take, capture or kill; attempt to take, capture or kill; possess, offer to or sell, barter, purchase, deliver or cause to be shipped, exported, imported, transported, carried or received any migratory bird, part, nest, egg or product, manufactured or not. The South Carolina Department of Transportation (SCDOT) will comply with the Migratory Bird Treaty Act of 1918 in regard to the avoidance of taking of individual migratory birds and the destruction of their active nests.

The contractor shall notify the Resident Construction Engineer (RCE) at least four (4) weeks prior to construction/demolition/maintenance of bridges and box culverts. The RCE will coordinate with SCDOT Environmental Services Office (ESO), Compliance Division, to determine if there are any active birds using the structure. After this coordination, it will be determined when construction/demolition/maintenance can begin. If a nest is observed that was not discovered after construction/demolition/maintenance has begun, the contractor will cease work and immediately notify the RCE, who will notify the ESO Compliance Division. The ESO Compliance Division will determine the next course of action.

The use of any deterrents by the contractor designed to prevent birds from nesting, shall be approved by the RCE with coordination from the ESO Compliance Division. The cost for any contractor provided deterrents will be provided at no additional cost to SCDOT.


☐ Special Provision


Project ID : <input type="text" value="P041156"/>	SCDOT NEPA ENVIRONMENTAL COMMITMENTS FORM	
ENVIRONMENTAL COMMITMENTS FOR THE PROJECT		

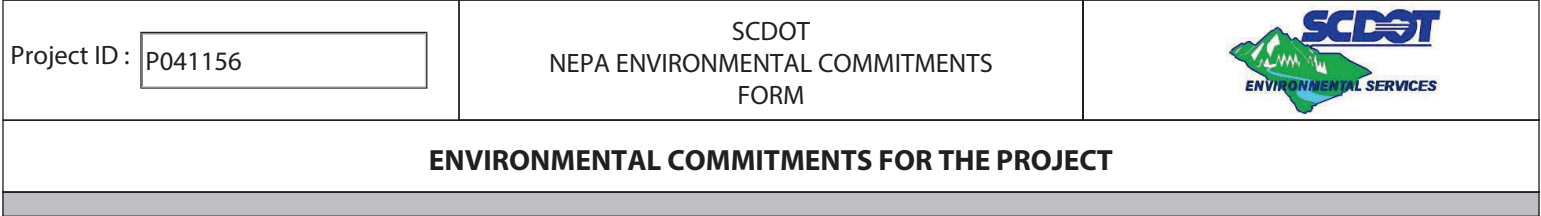
Stormwater	NEPA Doc Ref: <input type="text"/>	Responsibility: <input type="text" value="CONTRACTOR"/>
<p>Stormwater control measures, both during construction and post-construction, are required for SCDOT projects with land disturbance and/or constructed in the vicinity of 303(d), TMDL, ORW, tidal, and other sensitive waters in accordance with the SCDOT's MS4 Permit. The selected contractor would be required to minimize potential stormwater impacts through implementation of construction best management practices, reflecting policies contained in 23 CFR 650 B and SCDOT's Supplemental Specifications on Seed and Erosion Control Measures (latest edition).</p>		
<input type="checkbox"/> Special Provision		

General Permit	NEPA Doc Ref: <input type="text"/>	Responsibility: <input type="text" value="CONTRACTOR"/>
<p>Impacts to jurisdictional waters will be permitted under a Department of the Army Section 404 permit from the U.S. Army Corps of Engineers. Based on preliminary design, it is anticipated that the proposed project would be permitted under SCDOT's General Permit (GP). The required mitigation for this project will be determined through consultation with the USACE and other resource agencies.</p>		
<input type="checkbox"/> Special Provision		

Cultural Resources	NEPA Doc Ref: <input type="text"/>	Responsibility: <input type="text" value="CONTRACTOR"/>
<p>The contractor and subcontractors must notify their workers to watch for the presence of any prehistoric or historic remains, including but not limited to arrowheads, pottery, ceramics, flakes, bones, graves, gravestones, or brick concentrations during the construction phase of the project, if any such remains are encountered, the Resident Construction Engineer (RCE) will be immediately notified and all work in the vicinity of the discovered materials and site work shall cease until the SCDOT Archaeologist directs otherwise.</p>		
<input type="checkbox"/> Special Provision		

Project ID: <input type="text" value="P041156"/>	SCDOT NEPA ENVIRONMENTAL COMMITMENTS FORM	
ENVIRONMENTAL COMMITMENTS FOR THE PROJECT		
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Project ID: <input type="text" value="P041156"/>	SCDOT NEPA ENVIRONMENTAL COMMITMENTS FORM	
ENVIRONMENTAL COMMITMENTS FOR THE PROJECT		
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Floodplains

NEPA Doc Ref:

Responsibility:	CONTRACTOR
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CONTRACTOR

The Engineer of Record will send a set of final plans and request for floodplain management compliance to the local County Floodplain Administrator.

☐ Special Provision

NEPA Doc Ref: Page: XX Paragraph: XX

Page: XX Paragraph: XX

Responsibility:	
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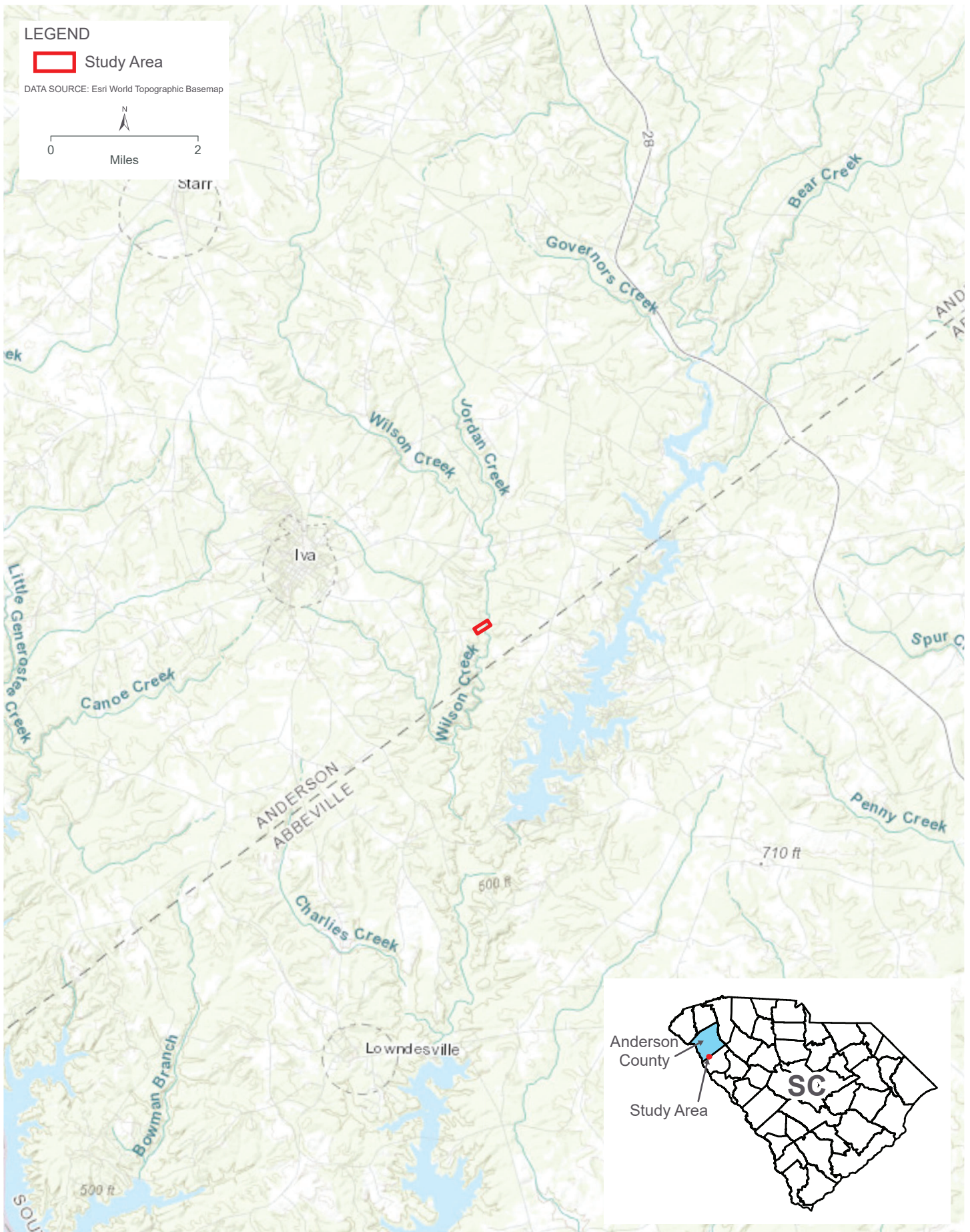
☐ Special Provision

NEPA Doc Ref: Page: XX Paragraph: XX

Page: XX Paragraph: XX

Responsibility:	
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Special Provision




S-294 BRIDGE REPLACEMENT OVER WILSON CREEK


Project Vicinity

Figure 1




LEGEND

 Study Area

 Bridge

DATA SOURCE: Bing Hybrid Aerial Imagery


0 250
Feet





Cultural Resources Project Screening Form

File Number: PIN: Route: County:

Project Name:

Type 1: Resurfacing, installation of fencing, signs, pavement markings, traffic signals, passenger shelters, railroad warning devices, installation of rumble strips, and landscaping

Project Type

Type 2: Bridge replacements on alignment, construction of bicycle/pedestrian facilities, and intersection improvements

Type 3: Projects that do not fall into Type 1 and Type 2 categories (e.g. road widening)

Comments

This project replaces the bridge carrying S-04-294 (East Broad Street) over Wilsons Creek. The archaeological area of potential effect (APE) extends approximately 600 feet from either end of the bridge and 75 feet from the road centerline. The architectural APE extends an additional 300 feet outside of the archaeological APE. HDR conducted a field survey on August 9, 2022 and created a short form report detailing the project. The survey consisted of a pedestrian reconnaissance of the entire archaeological APE augmented by the excavation of shovel test pits (STPs). A total of 24 STP locations were investigated. Six STPs were not excavated due to slope, wetlands, or ground disturbance. The remaining 18 STPs were excavated but produced no cultural resources. No archaeological sites were identified within the archaeological APE. No architectural resources were identified within the APE. The current bridge to be replaced was built in 1958 and has no distinctive or noteworthy details and is neither historically or technologically significant. Although the bridge is over 50 years of age, it qualifies for streamlined review under the Federal Highway Administration's Post 1945 Bridges-Program Comment. This relieves SCDOT from considering the project's proposed effects on the bridge. No historic properties will be affected by this project. No additional cultural resources investigations are recommended.

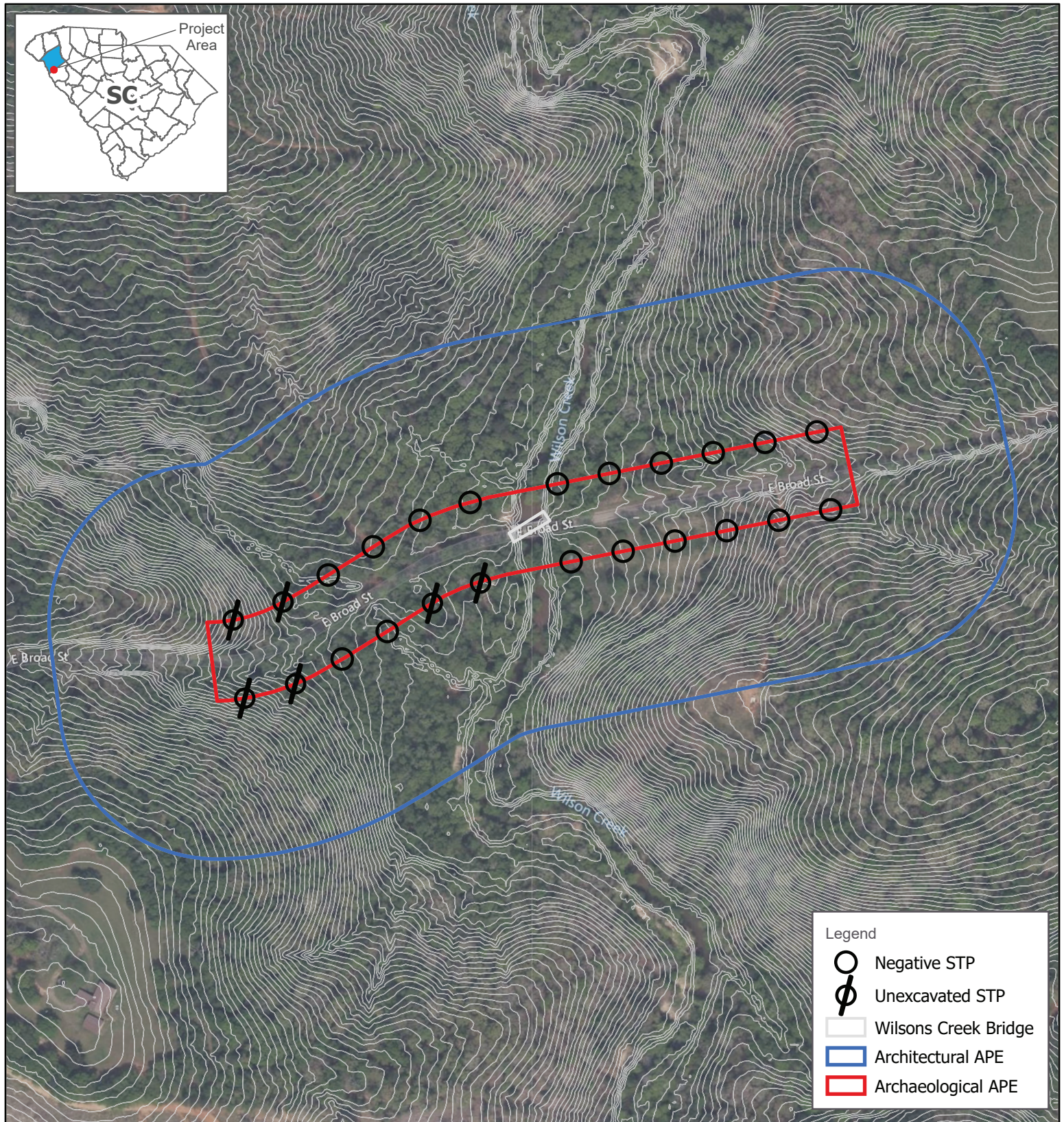
Effect Determination:

*SHPO consultation is required for all Type 3 projects and any project with a No Adverse or Adverse Effect Determination.

This screening form was developed to satisfy documentation requirements for Type I and Type II projects under a Programmatic Agreement between the Federal Highway Administration, the South Carolina State Historic Preservation Office, the US Army Corps of Engineers, and the South Carolina Department of Transportation. For Type I and Type II projects that have no effect on historic properties, the completion of this screening form with supporting documentation (e.g. ArchSite Map) provides evidence of FHWA and SCDOT's compliance with Section 106 of the National Historic Preservation Act.

Prepared by:

Review Date:

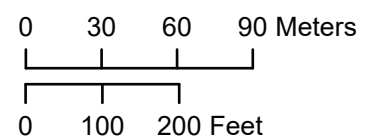


Date:
August 25, 2022



Anderson County S-04-294 Bridge Replacement Over Wilsons Creek

Project ID: P041156





Memo

Date: September 7, 2022

Project: S-294 (E Broad Street) Bridge Replacement over Wilsons Creek
SCDOT PIN #P041156

To: Will McGoldrick – SCDOT

From: Blake Hartshorn – HDR
Eric Mularski, PWS – HDR

Subject: **Natural Resources Survey Technical Memorandum**

HDR conducted a natural resources survey for the South Carolina Department of Transportation (SCDOT) for the S-294 (E Broad Street) Bridge Replacement over Wilsons Creek (Project) on May 25, 2022. The Project will involve the replacement of the S-294 Bridge over Wilsons Creek to improve structural integrity, capacity, and/or safety concerns.

The Study Area encompasses approximately 10.5 acres, and primarily consists of undeveloped forested lands and existing road right-of-way along S-294 (E Broad Street) in Anderson County, South Carolina (Attachment 1, Figures 1 through 3). This technical memorandum provides a summary of HDR's methods and findings from a desktop analysis and an on-site natural resources survey. Attached to this memo are supporting figures, a permit determination form, and HDR's biological assessment.

Desktop Analysis Methods

A desktop analysis was completed as part of an initial Study Area evaluation to identify key environmental resources to be considered for permitting and/or design. The potential resources identified in the desktop evaluation were field-verified by HDR to ensure that critical regulatory items will not adversely impact the Project. The following resources were consulted during the desktop analysis:

- Federal Emergency Management Agency (FEMA) Map Service Center (<https://msc.fema.gov/portal>)
- South Carolina Department of Natural Resources (SCDNR) and South Carolina Natural Heritage Program (SCNHP) (<https://sclportal.dnr.sc.gov/portal/apps/sites/#/natural-heritage-program>)
- U.S. Fish and Wildlife Services (USFWS) Environmental Conservation Online System (ECOS) (<https://ecos.fws.gov/ecpl/>)
- USFWS Information for Planning and Consultation (IPaC) (<https://ecos.fws.gov/ipac/>)
- USFWS National Wetland Inventory (NWI) (<http://www.fws.gov/wetlands>)
- U.S. Geological Survey (USGS) National Hydrography Dataset (NHD) (<http://nhd.usgs.gov/>)

- USGS Topographic Quadrangle Maps (1:24,000-scale) Antreville Quadrangle

Wetlands and Jurisdictional Waters of U.S.

On-site reconnaissance activities identified four streams within the Study Area (Attachment 1, Figure 4). A summary of jurisdictional waters of the U.S. is provided in Table 1.

Table 1. Summary of Delineated Waters of the U.S. within the Study Area

Feature Name	Coordinates (Decimal Degrees)	Type of Aquatic Resource	Cowardin et al. (1979) Classification ¹	Estimated Amount of Aquatic Resource in Study Area
Streams				
Stream 1 Tributary to Wilsons Creek	34.295293 -82.62028	non-section 10 - non-wetland	R5UB1	Length: 436 lf Average Width: 3 lf
Stream 2 Tributary to Wilsons Creek	34.29532 -82.620588	non-section 10 - non-wetland	R4SB5	Length: 75 lf Average Width: 4 lf
Stream 3 Tributary to Wilsons Creek	34.295924 -82.619595	non-section 10 - non-wetland	R6	Length: 226 lf Average Width: 3 lf
Stream 4 Wilsons Creek	35.526585 -80.610398	non-section 10 - non-wetland	R3UB3	Length: 431 lf Average Width: 40 lf
Total Streams:				Length: 1,168 lf

¹ R3UB3: Mud, unconsolidated bottom, upper perennial, riverine.

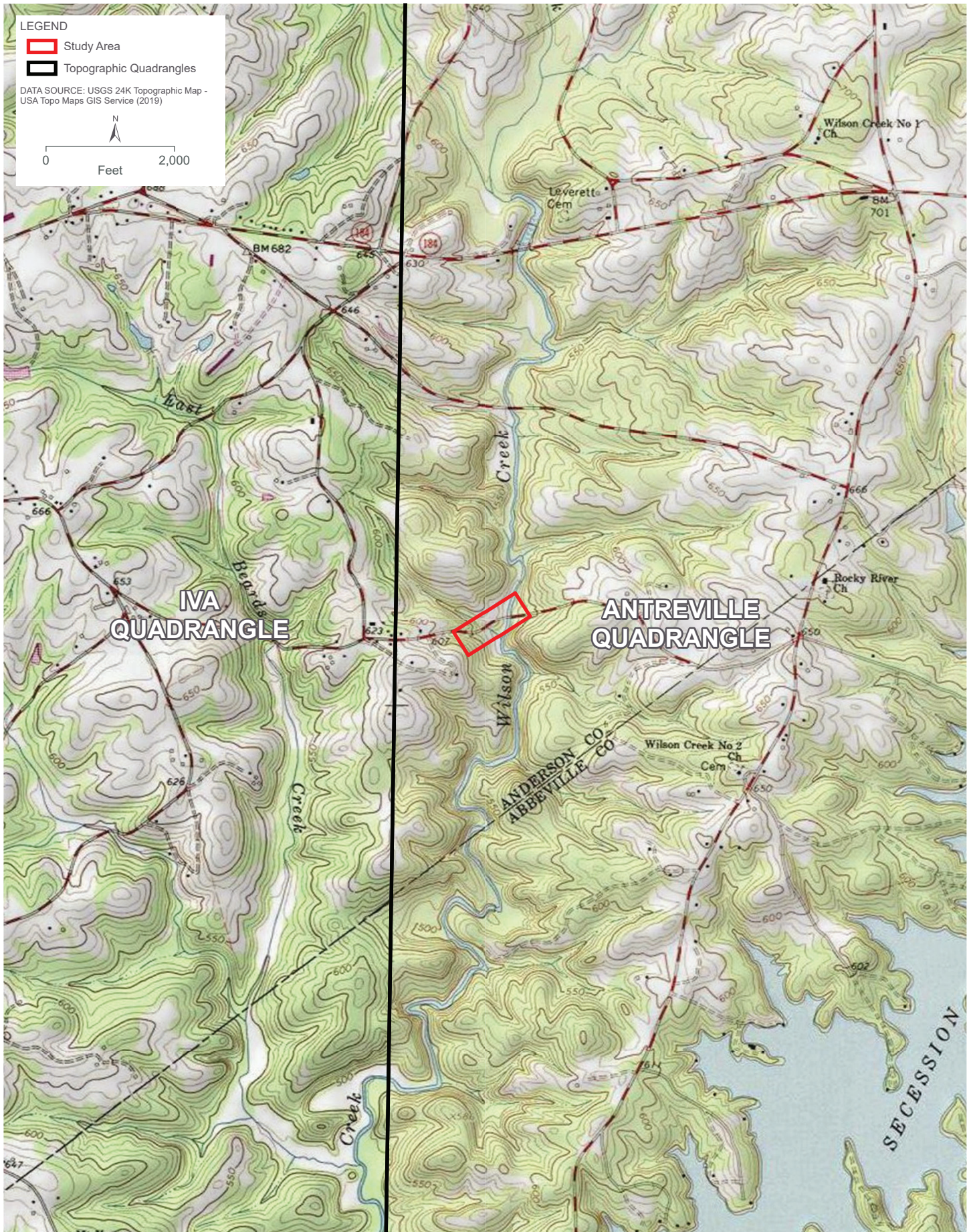
R4SB5: Riverine, intermittent, streambed, with mud bottom.

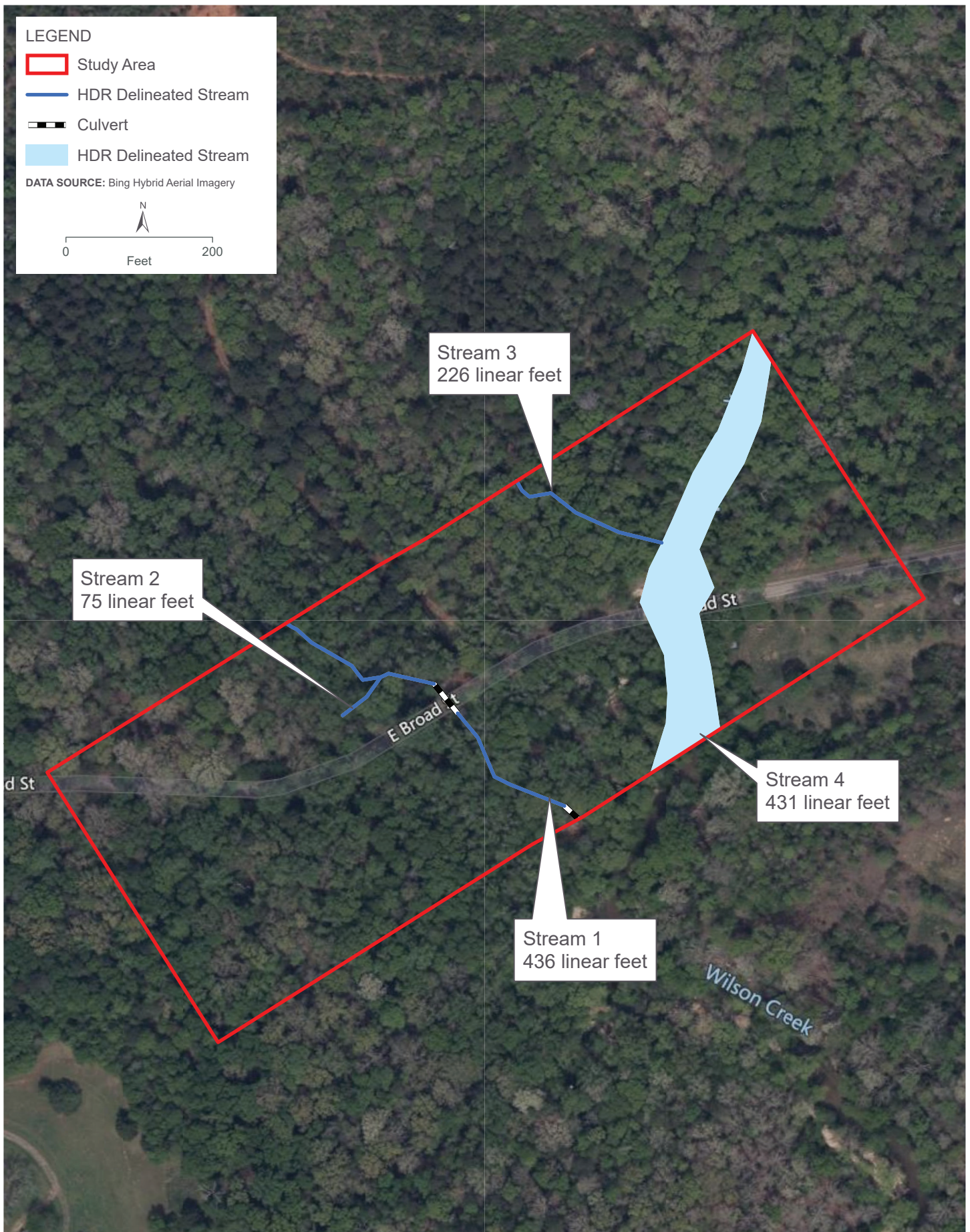
R5UB1: Riverine, unknown perennial, unconsolidated bottom, with a cobble-gravel bottom.

R6: Riverine, ephemeral.

Based on the bridge design, impacts to jurisdictional waters may occur during construction but will meet USACE GP criteria. The SCDOT Permit Determination Form has been completed and is provided as Attachment 2 of this memo.

A field survey was also conducted within the Study Area pursuant to Section 7 of the Endangered Species Act. Results are provided in HDR's biological assessment (Attachment 3). The USFWS IPaC was used to determine what potential federally protected species could be on site. Based upon the field survey findings, the Project is not anticipated to impact threatened or endangered species or critical habitats currently listed by the USFWS.





Date: 9/7/2022

PERMIT DETERMINATION

FROM Blake Hartshorn COMPANY HDR Engineering Inc.

CONTACT INFO (phone and/or email) blake.hartshorn@hdrinc.com

SCDOT PROJECT ENGINEER Micheal Pitts

TO Will McGoldrick - Design Build Coordinator

Project Description Replacing bridge over Wilson Creek along E Broad Street in
in Anderson County, SC

Route or Road No. S-294 County Anderson

CONST. PIN P041156 OTHER PINS or STRUCTURE #

RESPONSE:

☐ It has been determined that no permits are required because:

☒ The following permit(s) is/are necessary:
(Please check which type(s) of permit the project will need)

USACE Permit ☒ GP ☐ IP ☐ 401 ☐ JD

OCRM Permit ☐ CAP ☐ CZC

Navigable ☐ SCDHEC NAVGP — if checked a USCG and/or USACE navigable permit may also be required, but will be determined during the NEPA and Permitting stages.

Other

Water Classification: FW *Print and attach the SCDHEC water quality report*

303(d) listed ☒ no ☐ yes, for *

TMDL developed ☐ no ☒ yes, for * FECAL

*List all that apply using the SCDHEC abbreviations

Comments: S-294 is a bridge replacement project. Impacts to jurisdictional features
are anticipated but would meet GP thresholds.

The determination above was based on the most recently available information at the time. This is a preliminary determination and is subject to change if the design of the project is modified.

Hartshorn, Blake L. Digitally signed by Hartshorn, Blake L.
Date: 2022.09.15 11:20:16 -04'00'

Biologist, SCDOT/Consultant

9/7/2022

Date



Watershed and Water Quality Information

General Information

Applicant Name: SCDOT

Permit Type: Construction

Address: 1410 E BROAD ST, IVA, SC,
29655

Latitude/Longitude: 34.295580 / -82.619181

MS4 Designation: Not in designated area

Monitoring Station: RS-15281

Within Coastal Critical Area: No

Water Classification (Provisional): FW

Waterbody Name: WILSON CREEK

Entered Waterbody Name:

Parameter Description

NH3N	Ammonia	CD	Cadmium	CR	Chromium
CU	Copper	HG	Mercury	NI	Nickel
PB	Lead	ZN	Zinc	DO	Dissolved Oxygen
PH	pH	TURBIDITY	Turbidity	ECOLI	Escherichia coli (Freshwaters)
FC	Fecal Coliform (Shellfish)	BIO	Macroinvertebrates (Bio)	TP	(Lakes) Phosphorus
TN	(Lakes) Nitrogen	CHLA	(Lakes) Chlorophyll a	ENTERO	Enterococcus (Coastal Waters)
HGF	Mercury (Fish Tissue)	PCB	PCB (Fish)		

Impaired Status (downstream sites)

Station	NH3N	CD	CR	CU	HG	NI	PB	ZN	DO	PH	TURBIDITY	ECOLI	FC	BIO	TP	TN	CHLA	ENTERO	HGF	PCB
RS-15281	F	F	F	F	F	F	F	F	F	F	F	N	X	X	X	X	X	X	X	X

F = Standards full supported
N = Standards not supported

A = Assessed at upstream station
X = Parameter not assessed at station

WnTN = Within TMDL, parameter not supported
InTN = In TMDL, parameter not supported

WnTF = Within TMDL, parameter full supported
InTF = In TMDL, parameter full supported

Parameters to be addressed (those not supporting standards)

ECOLI - Escherichia coli (Freshwaters)

Fish Consumption Advisory

Waters of Concern (WOC)

TMDL Information - TMDL Parameters to be addressed

In TMDL Watershed: Yes

TMDL Site: SV-347

TMDL Report No: 012-04

TMDL Parameter: Fecal

TMDL Document Link: https://www.scdhec.gov/sites/default/files/docs/HomeAndEnvironment/Docs/tmdl_rockywilson_fc.pdf

Report Date: August 29, 2022

Biological Assessment of the
S-294 Bridge Replacement over Wilson Creek
Anderson County, SC
SCDOT PIN #P041156

September 7, 2022

Pursuant to Section 7 of the Endangered Species Act, a field survey was conducted within the project corridor. The following list of threatened (T) and endangered (E) species was obtained from the U.S. Fish and Wildlife Service (USFWS):

Birds

Bald eagle (*Haliaeetus leucocephalus*) - Bald and Golden Eagle Protection Act (BGEPA)

Eastern black rail (*Laterallus jamaicensis ssp. jamaicensis*) - T

Mammals

Northern long-eared bat (*Myotis septentrionalis*) - T

Tricolored bat (*Perimyotis subflavus*) – Proposed Endangered

Plants

Smooth coneflower (*Echinacea laevigata*) - E

Methods

The project area was examined by GIS and field reconnaissance methods on May 25, 2022. Habitats surveyed were determined by each species' ecological requirements.

Results

The project consists of replacing a bridge and associated road work on S-294 over Wilson Creek in Anderson County, South Carolina. Land use in the vicinity of the project includes agricultural uses and residences with a large, relatively undisturbed bottomland hardwood swamp forest. Habitat types within the project corridor consist of bottomland forested wetlands dominated by large canopy tree species such as water oak (*Quercus nigra*), winged elm (*Ulmus alata*), and red maple (*Acer rubrum*) with an understory dominated by herbaceous species such as switchcane (*Arundinaria tecta*).

Bottomland hardwoods are typically found on floodplains of rivers and streams and can occur in the Piedmont as well as the Coastal Plain. Typical tree species found in this bottomland hardwood communities include sweetgum (*Liquidambar styraciflua*), loblolly pine (*Pinus taeda*), hackberry (*Celtis laevigata*), overcup oak (*Quercus lyrata*), water oak (*Q. nigra*), sycamore (*Platanus occidentalis*), American holly (*Ilex opaca*), and American elm (*Ulmus americana*). Immature individuals of canopy species were observed within the subcanopy. Vine species present include poison ivy (*Toxicodendron radicans*), and summer grape (*Vitis aestivalis*). The herb layer contains cardinal flower (*Lobelia cardinalis*), longleaf lobelia (*L. elongata*), and sensitive fern (*Onoclea sensibilis*).

The forested upland areas consist primarily of a dense mixed pine forest dominated by loblolly pine and sweetgum.

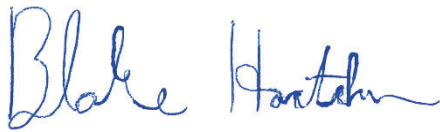
Wilson Creek is classified as a perennial, unconsolidated bottom, riverine system. The creek is somewhat incised with areas of minor bank erosion, and it appears that it occasionally overtops its banks during heavy rain events.

According to the Heritage Trust database of endangered, threatened, and rare species, no federally listed species occur in the vicinity of the project. Additionally, a field review of the project study area showed that there is no suitable habitat for the bald eagle or eastern black rail due to the dense hardwood tree canopy and limited open water and marsh access.

The project was reviewed and found to be consistent with the Federal Highway Association's biological opinion for northern long-eared bat. A copy of the concurrence letter is attached to this report. Tricolored bat habitat was surveyed and identified within the forested areas on site as well as under the S-294 bridge; however, there were no signs of bat usage. A formal survey for tricolored bat was not conducted.

Based upon the lack of suitable and/or observations of listed species in the vicinity of the project, results of the threatened and endangered species study indicate that the proposed action will not impact any threatened or endangered species or critical habitats currently listed by the USFWS.

Submitted by:



Blake Hartshorn
HDR Environmental Scientist
9/7/2022

Enclosure



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:
Project code: 2022-0021459
Project Name: S-294

March 18, 2022

Subject: Consistency letter for the 'S-294' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated March 18, 2022 to verify that the **S-294** (Proposed Action) may rely on the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action will have no effect on the endangered Indiana bat (*Myotis sodalis*) or the threatened Northern long-eared bat (*Myotis septentrionalis*). If the Proposed Action is not modified, **no consultation is required for these two species**. If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or Northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities: If your initial bridge/culvert or structure assessments failed to detect Indiana bats, but you later detect bats prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office within 2 working days of the incident. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action may affect any other federally-listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act

may also be required. In either of these circumstances, please advise the lead Federal action agency accordingly.

The following species may occur in your project area and **are not** covered by this determination:

- Eastern Black Rail *Laterallus jamaicensis ssp. jamaicensis* Threatened
 - Monarch Butterfly *Danaus plexippus* Candidate
 - Smooth Coneflower *Echinacea laevigata* Endangered
-

Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

Name

S-294

Description

S-294

Determination Key Result

Based on the information you provided, you have determined that the Proposed Action will have no effect on the endangered Indiana bat and/or the threatened Northern long-eared bat. Therefore, no consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required for these two species.

Qualification Interview

1. Is the project within the range of the Indiana bat^[1]?

[1] See [Indiana bat species profile](#)

Automatically answered

No

2. Is the project within the range of the Northern long-eared bat^[1]?

[1] See [Northern long-eared bat species profile](#)

Automatically answered

Yes

3. Which Federal Agency is the lead for the action?

A) *Federal Highway Administration (FHWA)*

4. Are *all* project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces^[1]?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum^[1]?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located **within** a karst area?

No

8. Is there *any* suitable^[1] summer habitat for Indiana Bat or NLEB **within** the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

No

9. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

No

10. Does the project include slash pile burning?

No

11. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

Yes

12. Is there *any* suitable habitat^[1] for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's current [summer survey guidance](#) for our current definitions of suitable habitat.

No

13. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

No

14. Will the project involve the use of **temporary** lighting *during* the active season?

No

15. Will the project install new or replace existing **permanent** lighting?

No

16. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

No

17. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage, rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

Yes

18. Will the project raise the road profile **above the tree canopy**?

No

19. Is the location of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the project action area is not within suitable Indiana bat and/or NLEB summer habitat and is outside of 0.5 miles of a hibernaculum.

20. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the bridge is more than 1,000 feet from the nearest suitable habitat and is therefore considered unsuitable for use by bats

Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on February 24, 2022. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

IPaC User Contact Information

Agency: Department of Transportation

Name: Ann-Marie Altman

Address: 955 Park Street

City: Columbia

State: SC

Zip: 29201

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Phone: 8037370946

BRIDGE REPLACEMENT SCOPING TRIP RISK ASSESSMENT FORM

COUNTY: Anderson

DATE: 09/15/2022

ROAD #: S-04-294

STREAM CROSSING: Wilson Creek

Purpose & Need for the Project:

SCDOT proposes to replace the S-04-294 (E. Broad St.) Bridge over Wilson Creek in Anderson County. The purpose of this project is to replace the bridge to correct the load restriction placed on it as well as restore bridge components to good condition. The existing bridge is posted for load restrictions and has one or more components in poor condition.

I. FEMA Acknowledgement

Is this project located in a regulated FEMA Floodway? ☐ Yes ☒ No

Panel Number: 45007C0536E Effective Date: 09/29/2011 (See Attached)

II. FEMA Floodmap Investigation

FEMA Flood Profile Sheet Number _____ illustrates the existing 100 year flood:

- ☐ Passes under the existing low chord elevation.
- ☐ Is in contact with the existing low chord elevation.
- ☐ Overtops the existing bridge finished grade elevation.

III. No Rise/CLOMR Preliminary Determination

- ☒ Preliminary assessment indicates this project may be constructed to meet the "No-Rise" requirements. A detailed hydraulic analysis will be performed to verify this assessment.

Justification: Bridge is located in FEMA Zone AE without a floodway established. Preliminary analysis indicates the proposed bridge will satisfy all SCDOT criteria for a finding of "No Impact".

- ☐ Preliminary assessment indicates this project may require a CLOMR/LOMR. Impacts will be determined by a detailed hydraulic analysis.

Justification:

BRIDGE REPLACEMENT SCOPING TRIP RISK ASSESSMENT FORM

IV. Preliminary Bridge Assessment

A. Locate Existing Plans

a. Bridge Plans ☒ Yes File No. Unk. Sheet No. Unk. (See Attached)
☐ No

b. Road Plans ☐ Yes File No. _____ Sheet No. _____ (See Attached)
☒ No

B. Historical Highwater Data

a. USGS Gage ☐ Yes Gage No. _____ Results: _____
☒ No

b. SCDOT/USGS Documented Highwater Elevations
☐ Yes Results: _____
☒ No

c. Existing Plans ☐ Yes See Above
☒ No

V. Field Review

A. Existing Bridge

Length: 75 ft. Width: 27.6 ft. Max. span Length: 15 ft.

Alignment: ☒ Tangent ☐ Curved

Bridge Skewed: ☐ Yes ☒ No Angle: _____

End Abutment Type: Spill through

Riprap on End Fills: ☒ Yes ☐ No Condition: Poor

Superstructure Type: Flat slab concrete deck

Substructure Type: Timber piles

Utilities Present: ☒ Yes ☐ No

Describe: Conduit attached to bridge

Debris Accumulation on Bridge: Percent Blocked Horizontally: <5 %

Percent Blocked Vertically: <5 %

Hydraulic Problems: ☒ Yes ☐ No

Describe: Some small branches accumulating on piers within the channel. Washout of the roadway around end bent.

BRIDGE REPLACEMENT SCOPING TRIP RISK ASSESSMENT FORM

V. Field Review (cont.)

B. Hydraulic Features

a. Scour Present: ☒ Yes ☐ No Location: Abutments

b. Distance from F.G. to Normal Water Elevation: ~11 ft.

c. Distance from Low Steel to Normal Water Elev.: ~10 ft.

d. Distance from F.G. to High Water Elevation: -0.5 ft.

e. Distance from Low Steel to High Water Elev.: -1.5 ft.

f. Channel Banks Stable: ☒ Yes ☐ No

Describe:

Banks stable outside of bridge. Stream relatively straight and uniform in the vicinity of the bridge.

g. Soil Type: sand/gravel

h. Exposed Rock: ☐ Yes ☒ No Location: _____

i. Give Description and Location of any structures or other property that could be damaged due to additional backwater.

Floodplain upstream and downstream of the bridge are undeveloped. No structures in the vicinity of the project.

C. Existing Roadway Geometry

a. Can the existing roadway be closed for an On-Alignment Bridge Replacement

☒ Yes ☐ No

Describe:

Roadway is currently closed.

If "yes", does the existing vertical and horizontal curves meet the proposed design speed criteria?

Yes

If "No", will the proposed bridge be:

☐ Staged Constructed

☐ Replaced on New Alignment

BRIDGE REPLACEMENT SCOPING TRIP RISK ASSESSMENT FORM

VI. Field Review (cont.)

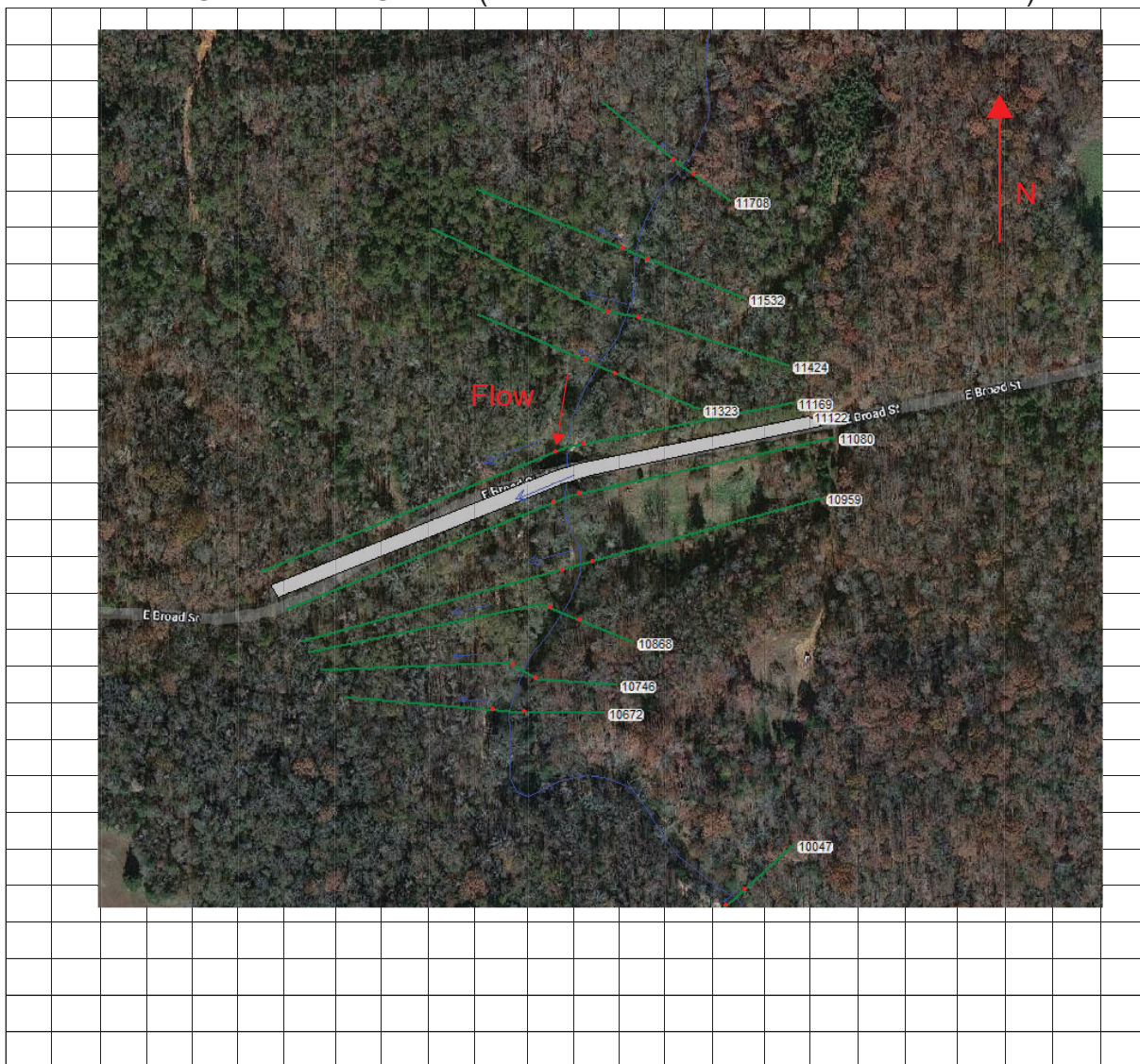
A. Proposed Bridge Recommendation:

Length: 100 ft. Width: 27.6 ft. Elevation: 532 ft.

Span Arrangement: Single span

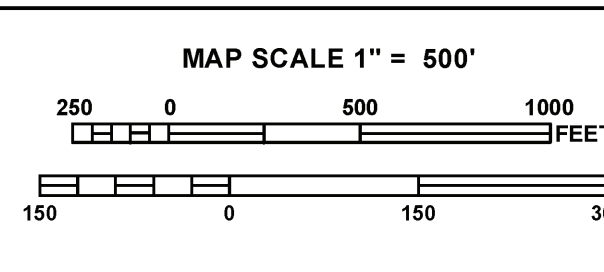
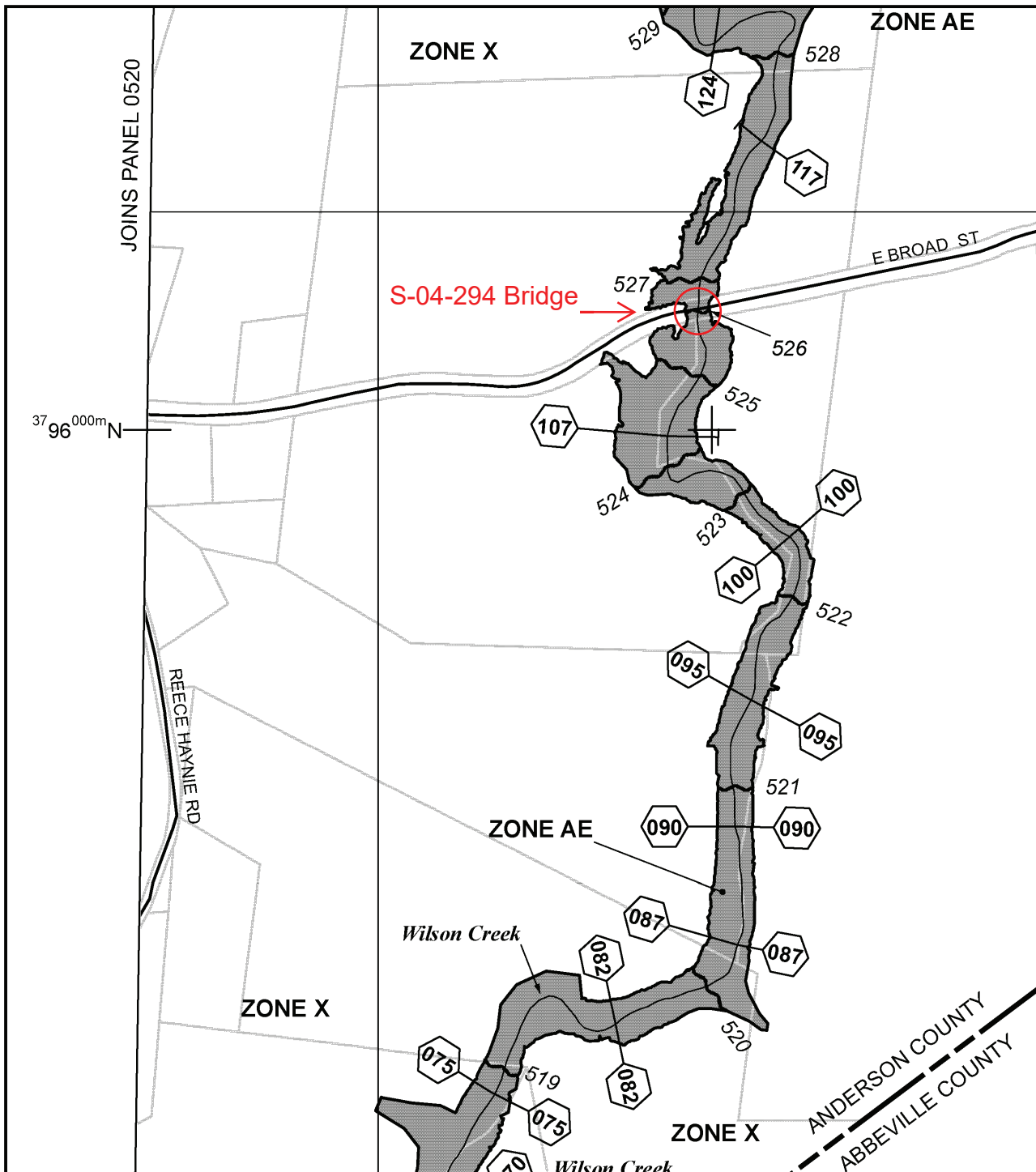
Notes: _____

BRIDGE SITE DIAGRAM: (Show North Arrow and Direction of Flow)



Performed By: Thomas Miller

Title: Hydraulic Engineer



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0536E

FIRM

FLOOD INSURANCE RATE MAP

**ANDERSON COUNTY,
SOUTH CAROLINA
AND INCORPORATED AREAS**

PANEL 536 OF 600

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
ANDERSON COUNTY	450013	0536	E

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
45007C0536E

EFFECTIVE DATE
SEPTEMBER 29, 2011

Federal Emergency Management Agency

This is an official FIRMette showing a portion of the above-referenced flood map created from the MSC FIRMette Web tool. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For additional information about how to make sure the map is current, please see the Flood Hazard Mapping Updates Overview Fact Sheet available on the FEMA Flood Map Service Center home page at <https://msc.fema.gov>.

**South Carolina Department of Transportation
Location and Hydraulic Design of Encroachments on Floodplains Checklist**

23 CFR 650, this regulation shall apply to all encroachments and to all actions which affect base floodplains, except for repairs made with emergency funds. Note: These studies shall be summarized in the environmental review documents prepared pursuant to 23 CFR 771.

I. PROJECT DESCRIPTION

The South Carolina Department of Transportation (SCDOT) proposes to replace the closed/load restricted bridge crossing of Wilsons Creek along Road S-04-294 (E. Broad St) in Anderson County.

The proposed improvement would replace the structurally deficient bridge and include associated roadway improvements to accommodate the proposed bridge.

A. Narrative Describing Purpose and Need for Project

- a. Relevant Project History:
- b. General Project Description and Nature of Work (attach Location and Project Map):
- c. Major Issues and Concerns:

The primary purpose of the project is to replace the structurally deficient bridge. Roadway improvements are limited to those associated with accommodating the new structure.

The project crosses Wilsons Creek which is shown on the Flood Insurance Rate Map (FIRM) Panel 45007C0536E. Wilson Creek is designated as a Special Flood Hazard Area Zone AE without a designated floodway. The floodplain in the vicinity of the project was established by a limited detail study. The project is not expected to be a significant or longitudinal encroachment as defined under 23 CFR 650A, nor is it expected to have an appreciable environmental impact on the base flood elevation. In addition, the project would be developed to comply with all appropriate floodplain regulations and guidelines.

B. Are there any floodplain(s) regulated by FEMA located in the project area?

Yes ☒

No ☐

C. Will the placing of fill occur within a 100-year floodplain?

Yes ☒

No ☐

D. Will the existing profile grade be raised within the floodplain?

The roadway grade will be raised to eliminate roadway/bridge overtopping conditions for the base flood and to accommodate the larger bridge structure.

E. If applicable, please discuss the practicability of alternatives to any longitudinal encroachments.

Minor longitudinal encroachments are expected based on the revised roadway profile. The bridge will be constructed on existing alignment to reduce longitudinal impacts.

F. Please include a discussion of the following: commensurate with the significance of the risk or environmental impact for all alternatives containing encroachments and those actions which would support base floodplain development:

a. What are the risks associated with implementation of the action?

Risks are minimal; the project will replace the existing bridge with larger bridge opening. The increased opening will have a negligible impact on the BFE's along the floodplain.

b. What are the impacts on the natural and beneficial floodplain values?

The project is not expected to negatively impact the floodplain values, as the hydraulic conditions will be retained/improved.

c. What measures were used to minimize floodplain impacts associated with the action?

A similar bridge size will be used and constructed on the existing alignment.

- d. Were any measures used to restore and preserve the natural and beneficial floodplain values impacted by the action?

Not applicable.

- G. Please discuss the practicability of alternatives to any significant encroachments or any support of incompatible floodplain development.

The impacts are not considered significant encroachments and would not support incompatible floodplain development. The proposed project will have no significant impact to base flood elevations along the stream and will not impact the potential for development within the floodplain.

- H. Were local, state, and federal water resources and floodplain management agencies consulted to determine if the proposed highway action is consistent with existing watershed and floodplain management programs and to obtain current information on development and proposed actions in the affected? Please include agency documentation.

The hydraulic modeling for the project was developed utilizing the effective data obtained from FEMA. All analysis for the project was performed in accordance with SCDOT, FEMA, and local regulations.

As the project progresses to final construction plans, the hydraulic modeling will be updated based on the final bridge layout. Upon completion, the results will be evaluated, and it will be determined if the project complies with a "No-Impact Certification" or required Conditional Letter of Map Revision prior to construction.

____ Thomas Miller _____

SCDOT Hydraulic Engineer

____ 9-15-2022 _____

Date