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	P042511	Route	S-37-168	County	Oconee

Part 1 - Project Description

Include the Project Name/Description

S-37-168 (Little Choestoea Road) Bridge Replacement over Tributary to Choestoea Creek.

South Carolina Department of Transportation (SCDOT) proposes to replace the S-37-168 (Little Choestoea Road) Bridge over Tributary to Choestoea Creek in Oconee County.

The purpose of this project is to correct the load restriction placed on the bridge and restore all components to good condition. The existing bridge is posted for load restrictions and has one or more components in poor condition. The bridge was built in 1969. According to the SCDOT Structure Inventory and Appraisal Report from March 2021, the bridge has a sufficiency rating of 57.5. The bridge is currently open to traffic.

NEPA studies revealed no significant impacts or effects to resources within the 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 *23 CFR Part 771.117(b)	☐ Yes	☒ No
2.	The acquisition of more than *minor amounts of temporary or permanent strips of right-of-way	☐ Yes	☒ No
3.	Involves acquisitions that result in residential or non-residential displacements	☐ Yes	☒ No
4.	Involves any adverse impacts to EJ populations	☐ Yes	☒ No

PCE Processing Form Continued:

Part 3 - Thresholds Continued			
5.	Results in capacity expansion of a roadway by adding through lanes	☐ Yes	☒ No
6.	Involves construction that would result in *major traffic disruptions	☐ Yes	☒ No
7.	Involves *changes in access control requiring FHWA approval	☐ Yes	☒ No
8.	An adverse effect determination under Section 106 of the National Historic Preservation Act.	☐ Yes	☒ No
9.	Use of Section 4(f) property that cannot be documented with a FHWA *de minimis* determination or a programmatic Section 4(f) other than the programmatic evaluation for the use of historic bridges	☐ Yes	☒ No
10.	Any use of a Section 6(f) property	☐ Yes	☒ No
11.	Requires an Individual USACE 404 Permit	☐ Yes	☒ No
12.	Requires an Individual U.S. Coast Guard Permit.	☐ Yes	☒ 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	☐ Yes	☒ No
14.	Construction in, across, or adjacent to a river designated as a National Wild and Scenic River	☐ Yes	☒ 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	☐ Yes	☒ 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	☐ Yes	☒ No
17.	Involves acquisition of land for hardship, protective purposes, or early acquisition	☐ Yes	☒ No
18.	Does not meet the latest Conformity Determination for air quality non-attainment areas (if applicable).	☐ Yes	☒ No
19.	Any known or potential major hazardous waste sites within the right-of-way.	☐ Yes	☒ No
20.	Is not included in or is inconsistent with the STIP and/or TIP	☐ Yes	☒ 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?	☐ Yes	☐ No
2. Is there a formal plan to use this parcel for a future transportation project (is it part of an approved LRTP)?	☐ Yes	☐ 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)

☒ USTs/Hazardous Materials	☐ General Permit	☐ Right of Way
☒ Water Quaility	☐ Individual Permit	☐ Floodplains
☒ Migratory Bird Treaty Act	☐ Essential Fish Habitat	☐ Lead Based Paint
☒ Stormwater	☒ Cultural Resources	
☐ Coast Guard Permit Exclusion	☐ Noise	☐ Non-Standard Commitment (see below)

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 bought 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: Caycee Cleaver Date April 10, 2025

Primavera: ☒ Yes ☐ No NEPA Start Date: 02/28/2025

Does the project contain additional commitments?: (if Yes attach to form) ☒ Yes ☐ No

Date: 03/03/2025

NEPA ENVIRONMENTAL COMMITMENTS FORM

Project ID : P042511 | County : Oconee | District : District 3 | Doc Type: PCE | Total # of Commitments: 5

Project Name: S-37-168 Little Choestoea Road over Tributary to Choestoea 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 : P042511	SCDOT NEPA ENVIRONMENTAL COMMITMENTS FORM	SCDOT ENVIRONMENTAL SERVICES

ENVIRONMENTAL COMMITMENTS FOR THE PROJECT

Stormwater	NEPA Doc Ref:		Responsibility:	CONTRACTOR

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).

☐ Special Provision

Cultural Resources	NEPA Doc Ref:		Responsibility:	CONTRACTOR

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.

☐ Special Provision

	NEPA Doc Ref:		Responsibility:	

☐ Special Provision

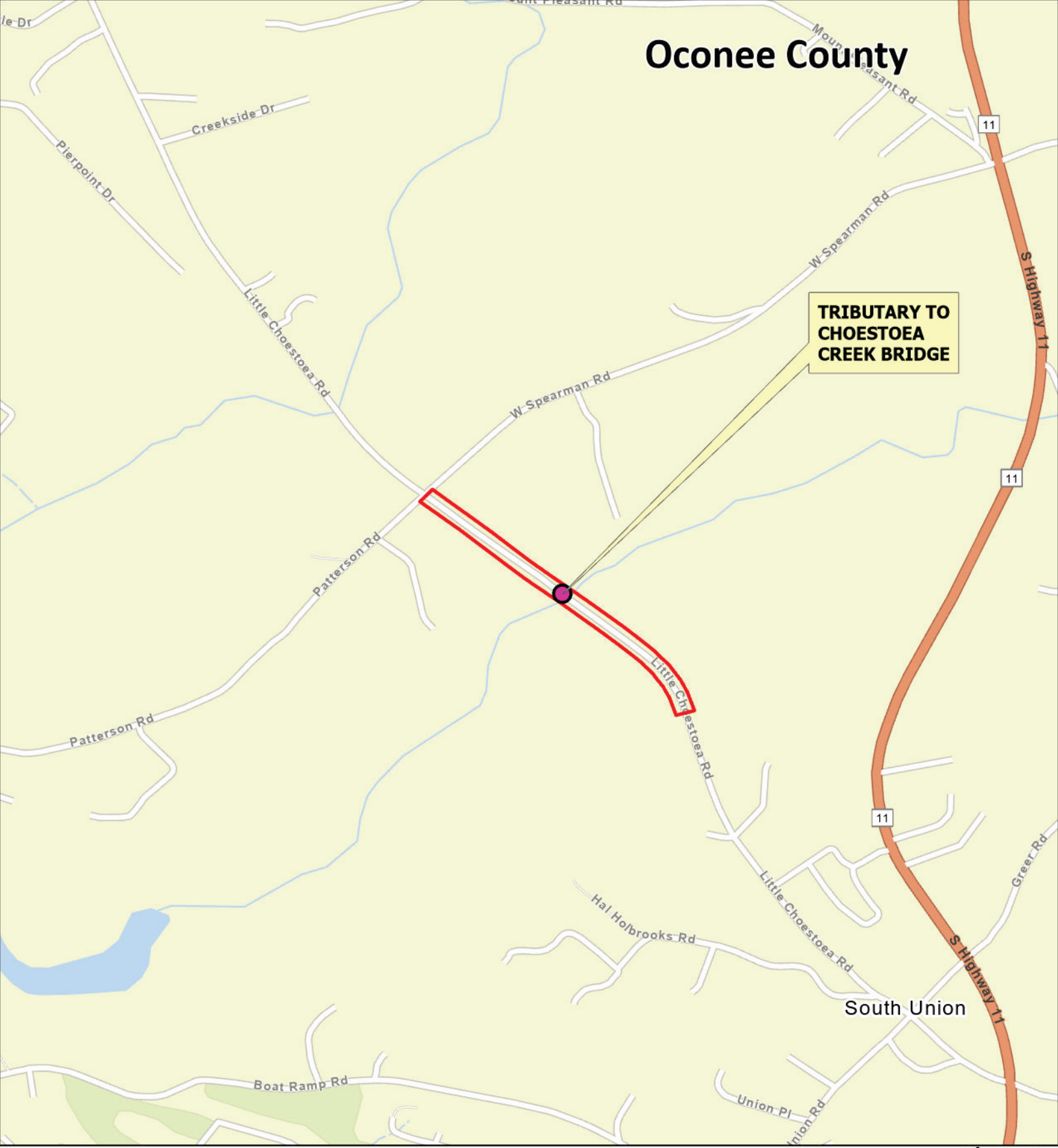
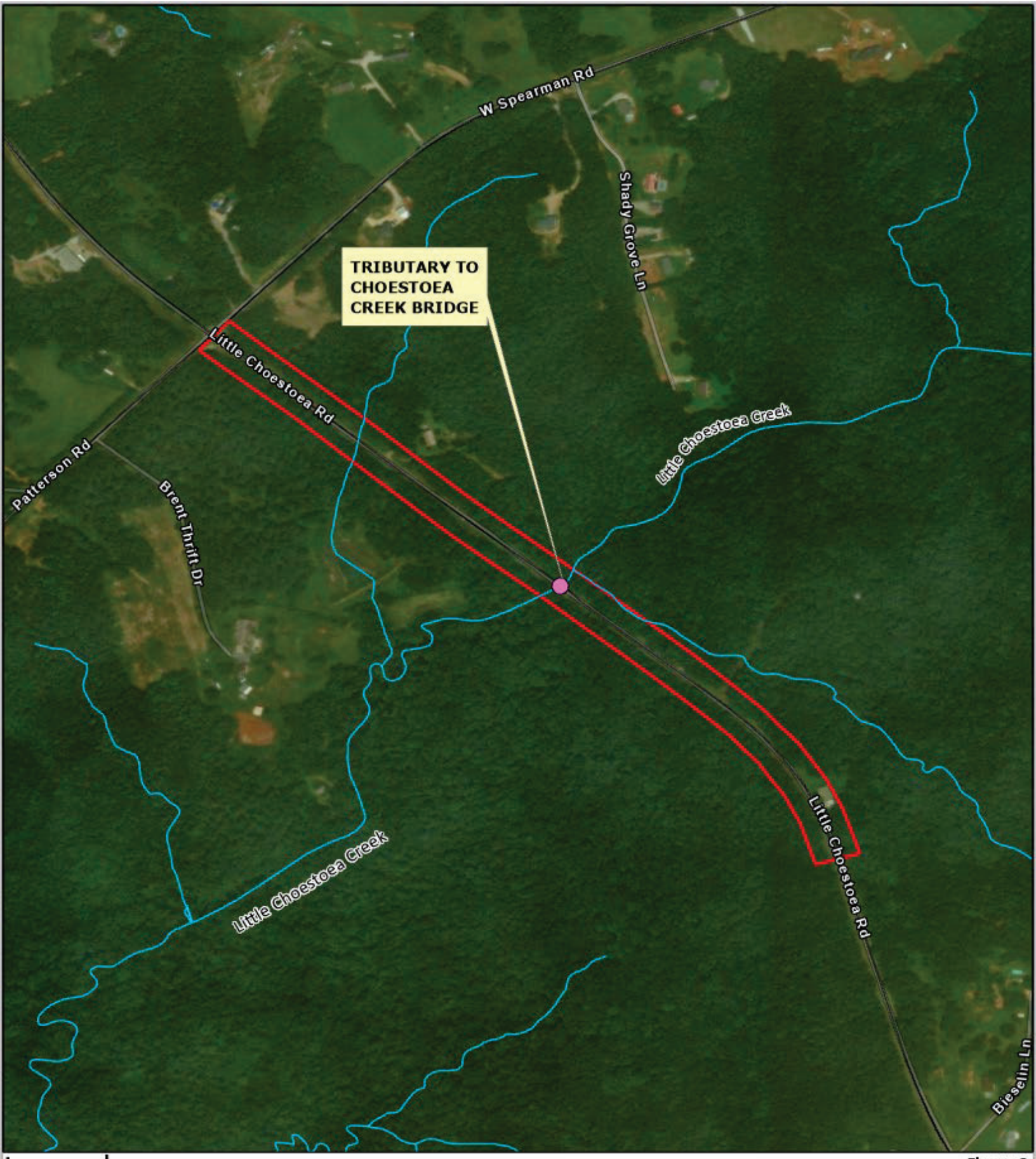


Figure 1.
Vicinity Map
Replacement of SC Bridge 5594
on Little Choestoea Road
over Trib. to Choestoea Creek
in Oconee County, SC



Legend

- Stream
- S-37-168 Study Area
- Road
- Bridge

N

0 0.06 0.12 Mile

HNTB

Figure 2.
Study Area Map
Replacement of SC Bridge 5594 on Little Choestoea Road over Trib. to Choestoea Creek in Oconee County, SC

Attachments

Attachment A- Cultural Resources Field Report

Attachment B- Natural Resources Technical Memorandum

Attachment C- Bridge Replacement Scoping Risk Assessment Form

Attachment D- Floodplain Checklist

Attachment A- Cultural Resources Field Report

Cultural Resources Project Screening Form

File Number: | PIN: 42512 | Route: S-37-168 | County: Oconee

Project Name:

S-37-168 (Little Choestoea Rd) over Little Choestoea Creek Bridge Replacement

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

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)

Project Type: 2

Comments

This project replaces the bridge carrying S-37-168 (Little Choestoea Road) over Little Choestoea Creek. The bridge will be replaced on alignment and it is anticipated that minor amounts of new right-of-way (ROW) will be required. The archaeological project area is 75 feet from the road centerline (150 feet total) and 1,500 feet from either side of the bridge. The architectural survey examined all above-ground resources with sightlines to the bridge. New South Associates conducted background research and a cultural resources field survey in August and November of 2023 and created a short form report detailing the project (attached). The survey consisted of a pedestrian reconnaissance of the entire archaeological APE augmented by the excavation of shovel test pits (STPs). A total of 64 shovel test locations were investigated in the project area, but only one was excavated due to slope, exposed subsoil, paved/gravel surfaces, buried utilities, or restricted areas. That shovel test was negative for cultural material. No architectural resources were recorded. The current bridge to be replaced (Asset ID 05821) is a concrete slab bridge constructed in 1970. It is not yet 50 years old and therefore not survey eligible. Although it is 50 years of age, it was not formally recorded and evaluated for inclusion on the NRHP because it qualifies for streamlined review under the Federal Highway Administration's Post-1945 Bridges Program Comment. No historic properties will be affected by this project. No additional cultural resources investigations are recommended.

Effect Determination: No Historic Properties Affected

*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: Rebecca Shepherd | Review Date: 1/10/2024

CULTURAL RESOURCE FIELD REPORT

SCDOT ENVIRONMENTAL SECTION

TITLE: Phase I Cultural Resources Survey of Proposed Improvements to the S-37-168 Bridge over a Tributary of the Little Choestoea Creek

DATE OF RESEARCH: 7/27/23, 8/31/2023, 11/15/23 **ARCHAEOLOGIST:** Kelly Higgins, MA, RPA

ARCHITECTURAL HISTORIAN: Sean Stucker, MHP

COUNTY: Oconee **PROJECT**: Closed and Load Restricted Bridge Replacements- Package 19

F. A. No.: **File No.** **PIN**: P042511

DESCRIPTION:

The South Carolina Department of Transportation (SCDOT) proposes to replace various closed or load-restricted bridges including the S-37-168 (Little Choestoea Road) bridge over the Little Choestoea Creek tributary in Oconee County, South Carolina. The project area is defined as that area within 75 feet of either side of the proposed roadway centerline and extending 1500 feet from either edge of the bridges. The archaeological survey covered the entire project corridor, while the architectural survey examined the APE, which was defined as all above-ground resources with sightlines to the bridges. This cultural resource survey was performed under contract with HNTB.

LOCATION:

The project corridor is located approximately 7 miles south of Westminster in southwestern Oconee County, South Carolina (Figure 1).

USGS QUADRANGLE: Oakway, SC **DATE:** 1986 **SCALE:** 1:24000

UTM: NAD83 **ZONE:** 17S **EASTING:** 310615 **NORTHING:** 3826705

ENVIRONMENTAL SETTING:

The project corridor is situated in the Piedmont physiographic region, which is characterized by rolling hills formed from extensive weathering of ancient mountain ranges. More specifically, the project corridor is located within the Southern Inner Piedmont ecoregion containing rolling to hilly upland with schist, granite, and gneiss bedrock. The topography in the project corridor ranges from 780 feet above mean sea level (amsl) where the project crosses the Little Choestoea Creek tributary to 860 feet amsl at the southeastern terminus. The surrounding landscape is rural, with scattered single-family residences present. Steep, deep ditches and tall embankments in the right of way can be found throughout the corridor.

NEAREST RIVER/STREAM AND DISTANCE:

The project corridor is bisected by a parallel tributary of Little Choestoea Creek (No HUC listed). This tributary joins Little Choestoea Creek approximately one mile southwest of the project corridor; Little Choestoea Creek's confluence with Lake Hartwell-Seneca River (HUC 0306010108) is also about a mile to the southwest of the project corridor. Hartwell-Seneca is a tributary of the Savannah River (HUC 03060103), and it stretches approximately 20 miles southeast of the project area.

SOIL TYPE:

Soils in the project corridor were formed from residuum weathered from granite and/or gneiss, clayey ancient alluvium, or loamy alluvium derived from igneous and metamorphic rock. All of the soils are well drained. Additionally, approximately 58 percent of the soils are eroded to severely eroded and 11 percent are frequently flooded. By the early twentieth century, continuous row cropping destroyed soil nutrients, and large tracts of farmland were rendered unsuitable for cultivation (Table 1, Figure 2).

Table 1. Soils Mapped in the Project Area

Map Unit	Map Name	Drainage Class	Notes	Acres in Project Area	Percent of Project Area
CcD3	Cecil clay loam	Well Drained	10–15% slopes, severely eroded	1.3	13.1
CdE2	Cecil sandy loam	Well Drained	15–25% slopes, eroded	0.0	0.2
CdF2	Cecil sandy loam	Well Drained	25–35% slopes, eroded	3.9	38.4
Gh	Gullied land	Well Drained	Hilly	0.6	6.3
LcE3	Lloyd clay loam	Well Drained	15–35% slopes, severely eroded	2.3	22.6
Mv	Riverview-Chewacla complex	Well Drained	0–2% slopes, frequently flooded	0.8	8.2
PaE3	Pacolet clay loam	Well Drained	15–25% slopes, severely eroded	1.1	11.2
Total				10.2	100

REFERENCE FOR SOILS INFORMATION:

USDA-NCRS Soil Survey Division, Custom Soil Resource Report (websoilsurvey.sc.egov.usda.gov)

GROUND SURFACE VISIBILITY: 0% __ 1-25% _X_ 26-50% __ 51-75% ___ 76-100% ___

CURRENT VEGETATION:

The vegetation in the project corridor primarily consists of mixed pines and hardwoods with a light understory. However, secondary brush is dense along ditches scattered throughout the project corridor and a dense patch of kudzu is present at the southeastern terminus. Exposed subsoil is present throughout the corridor and manicured lawns can be found in the vicinity of residences (Figure 3).

INVESTIGATION:

The archaeological investigation was conducted on November 15, 2023. Kelly Higgins, MA, RPA, served as Field Director and was assisted in the field by Archaeologist Lauren Christian, MA, RPA. This survey included a pedestrian walkover of the entire project area and the excavation of shovel tests at 30-meter (100-foot) intervals within the project area. Areas with greater than 50 percent surface visibility were examined for cultural material. Shovel tests were placed along a single transect approximately 50 feet from either side of Little Choestoea Road. Field notes on soil profiles were made on excavated shovel tests using a custom Memento Database; shovel tests that were not excavated were given a reason in the notes. Soils from excavated shovel tests were screened through 0.25-inch hardware cloth to aid in artifact recovery. Location data was recorded for all investigated shovel test locations using handheld GPS instruments. The architectural survey was conducted on August 31, 2023, by Architectural Historian Sean Stucker, MHP. This investigation examined all above-ground resources with sightlines to the bridges.

BACKGROUND RESEARCH

New South Associates, Inc. (NSA) conducted background research prior to fieldwork using the ArchSite GIS database maintained by the South Carolina Institute of Archaeology and Anthropology (SCIAA) and the South Carolina Department of Archives and History (SCDAH). The background research identified one prior cultural resources survey but found no historic structures, archaeological sites, or other recorded cultural resources within the 0.5-mile search radius (Figure 4).

The prior survey was conducted by Brockington and Associates, Inc., in 2022 in support of the Doc Johns-Port Bass Transmission Line project. The linear reconnaissance survey evaluated an approximately 10-mile-long corridor running roughly north/south on the east side of the project area, but it identified no new archaeological sites or architectural resources (Bailey and Koszarsky 2022).

SURVEY RESULTS

The archaeological survey did not identify any new archaeological sites or isolated finds within the project corridor, and the architectural survey, likewise, did not record any new resources (Figures 5 and 6). The results of both surveys are discussed below.

ARCHAEOLOGY

The archaeological survey consisted of pedestrian walkover and the examination of 61 shovel test locations along a single transect approximately 50 feet on either side of the roadway centerline. Of these, 60 were not excavated due to slopes greater than 15 degrees, exposed subsoil, paved or gravel surfaces, posted private property, buried utilities, and standing water. One excavated shovel test was negative for cultural material.

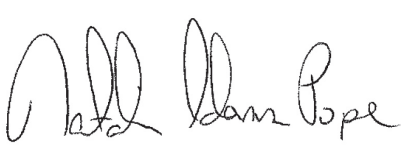
The shovel test profile for the excavated test consisted of approximately 10 centimeters of reddish brown (2.5YR 4/4) silty clay subsoil (Figure 7). This soil profile is consistent throughout the project corridor, where a thin layer of sod covers the ground surface, directly below which lies the subsoil. Most of the project corridor is lined with either high embankments or steep drop-offs in the right-of-way and precludes the excavation of shovel tests. This archaeological investigation did not result in the identification of any new archaeological sites or isolated finds.

ARCHITECTURAL SURVEY

No newly recorded or previously surveyed architectural historic resources were identified within the APE. The bridge carrying S-37-168 over the Little Choestoea Creek tributary was constructed in 1969 and was not evaluated, per the exemptions associated with the FHWA's Post-1945 Bridges Program Comment (U.S. Department of Transportation, Federal Highway Administration 2012). This bridge (ID 05594) is of a common type, with a concrete-slab substructure and a combination of steel and wood cross-braced piers that are set into the creek bed and banks, a precast-concrete panel deck structure, and a bituminous decking surface. The multi-span bridge has 7 segments of 15 feet each and stretches 105 feet from end to end (Figure 8).

REMARKS AND RECOMMENDATIONS:

This Phase I cultural resources survey did not identify any new archaeological sites or isolated finds, nor did it record any new or revisit any previously recorded architectural resources. The proposed project, as currently defined, would have no effects on historic properties.

SIGNATURE:  **DATE:** January 05, 2024

Natalie Adams Pope, MA, RPA
Principal Investigator

BIBLIOGRAPHY AND FIGURES

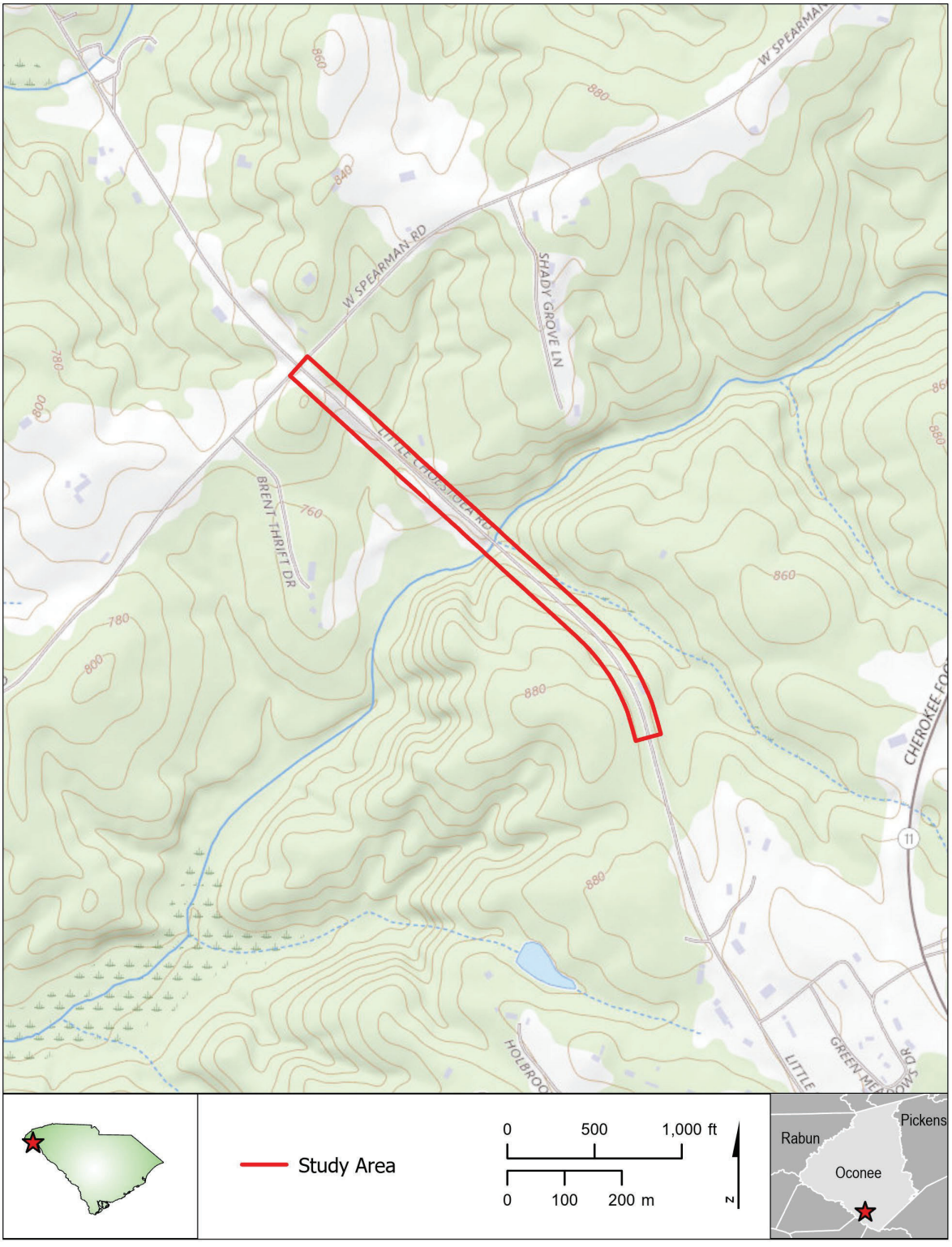
Bailey, Ralph, and Leigh Koszarsky

2022 *Cultural Resources Survey of the Doc Johns-Port Bass Transmission Line*. Brockington and Associates, Inc., Oconee County, South Carolina. South Carolina Department of Archives and History.

U.S. Department of Transportation, Federal Highway Administration

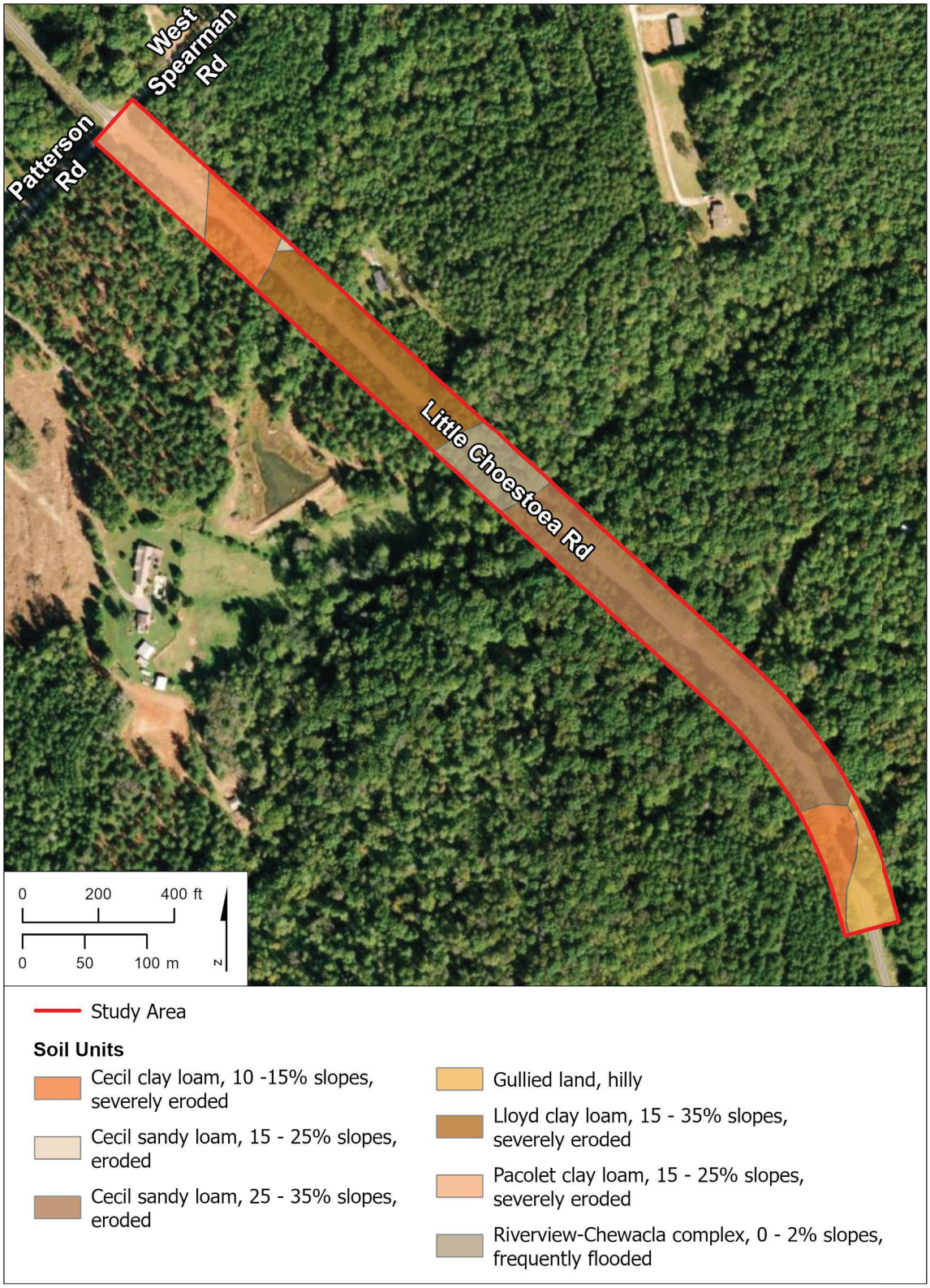
2012 Program Comment for Actions Affecting Post-1945 Concrete and Steel Bridges. Advisory Council on Historic Preservation, Washington, D.C.

Figure 1. Project Location Map



Basemap: USGS National Map (2023)

Figure 2. Soils in the Project Corridor



Basemap: USDA NAIP (2021)

Figure 3. Current Conditions in the Project Corridor

a. Project Corridor Overview Showing Steep Slopes Throughout, facing southeast

b. Exposed Subsoil in Central Portion of Corridor, facing northwest

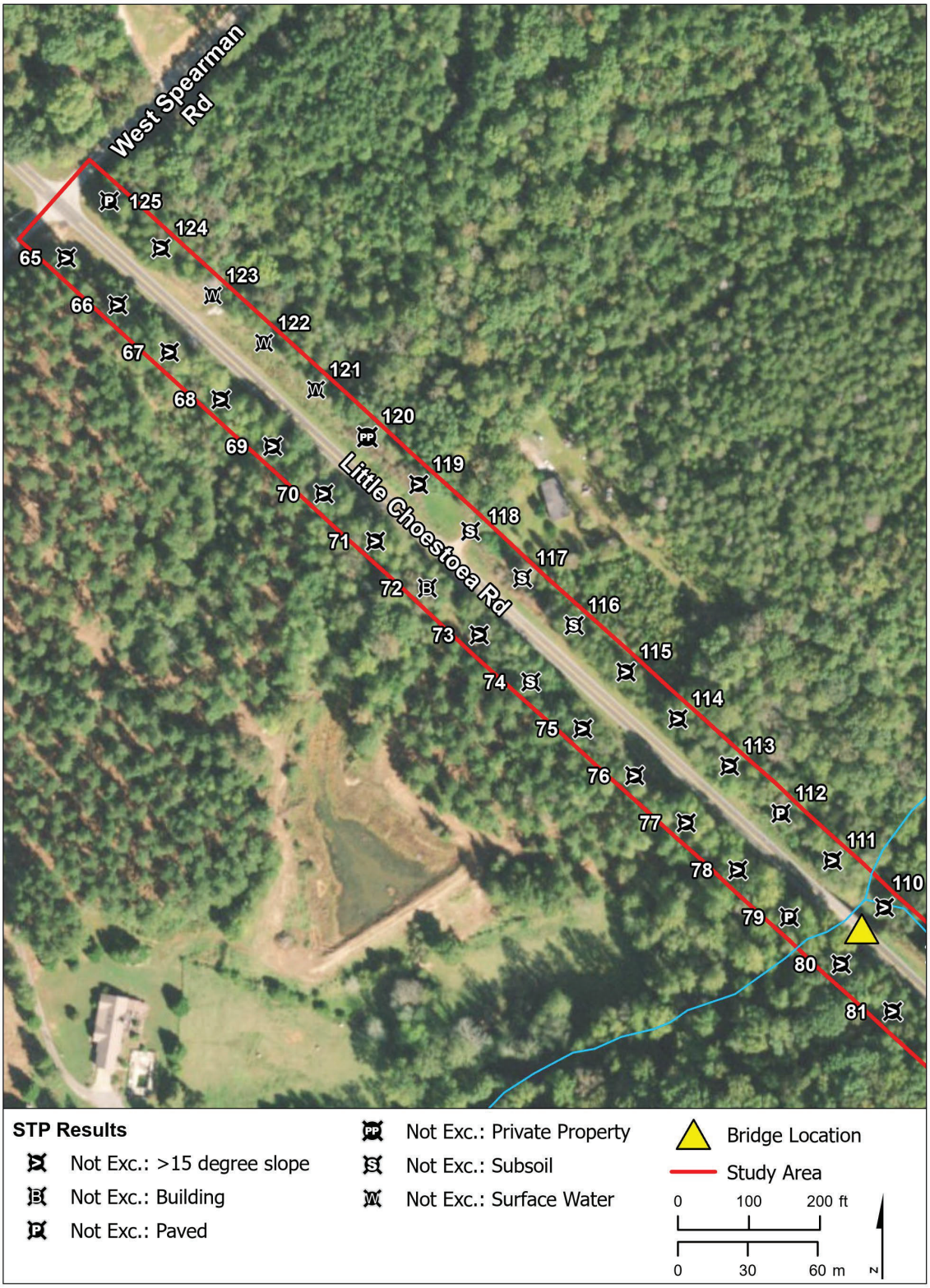
c. Tall Embankments Lining Road, facing west

d. Dense Vegetation and Steep Drop Off Road, facing southeast

Figure 4. Previously Recorded Resources within 0.5-mile of the Project Corridor

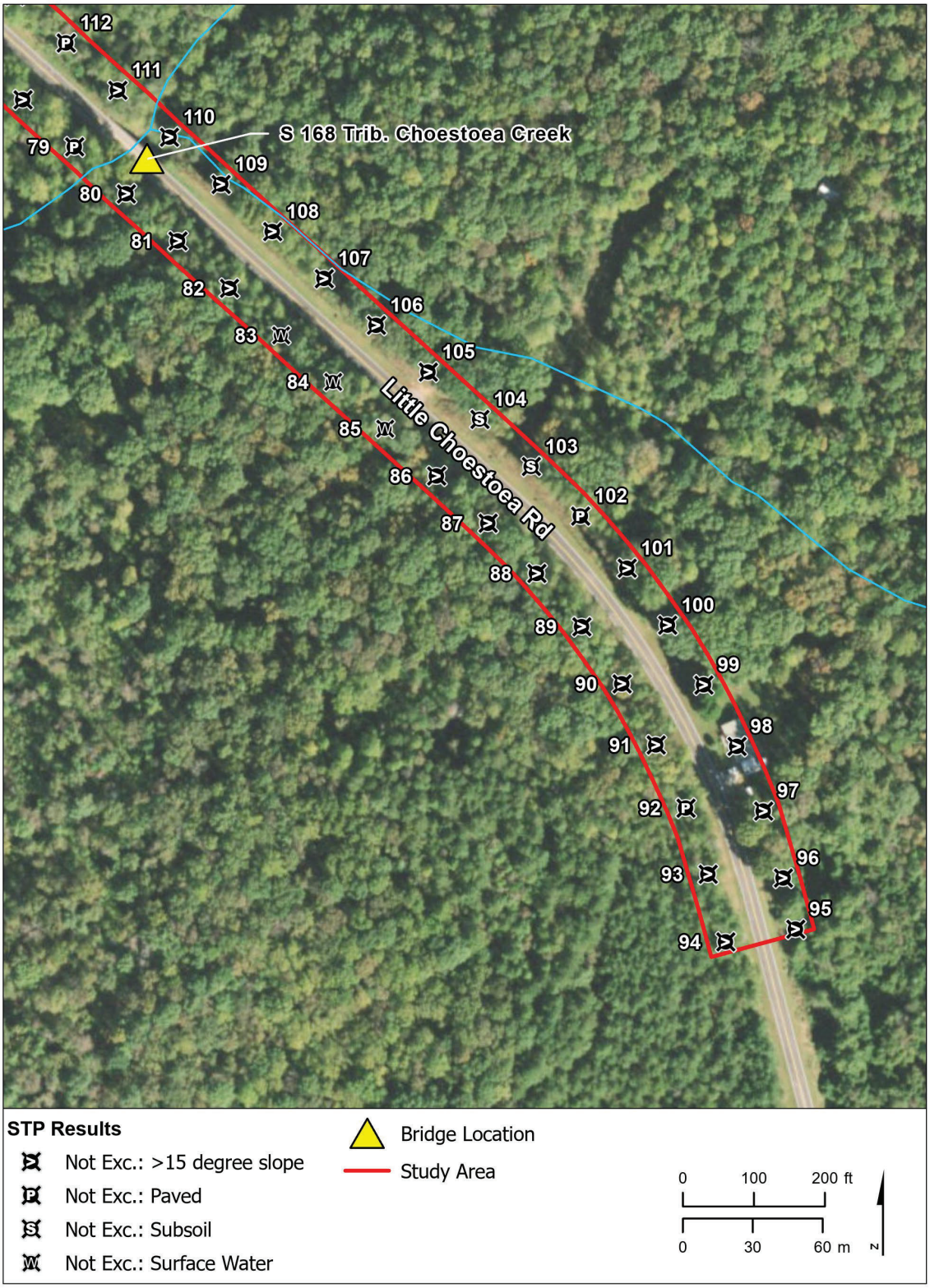
Basemap: USDA NAIP (2021)

Figure 5. Shovel Test Map and Bridge Location (1 of 2)



Basemap: USDA NAIP (2021)

Figure 6. Shovel Test Map and Bridge Location (2 of 2)



Basemap: USDA NAIP (2021)

Figure 7. Shovel Test Profile

Figure 8: S-37-168 Bridge (ID 05594) over Little Choestoea Creek Tributary, Built 1969 and Not Assessed

a. Bridge Overview, Facing Northeast

b. Bridge Structure Detail, Facing Northeast

Attachment B- Natural Resources Technical Memorandum

Natural Resources Technical Memorandum

S-168 (Little Choestoea Road) Bridge Replacement over Tributary to Little Choestoea Creek

SCDOT Project ID: P042511

ROBBINS & DEWITT

February 28, 2025

Introduction

The South Carolina Department of Transportation (SCDOT) proposes to replace the S-168 bridge over Tributary to Little Choestoea Creek in Oconee County, South Carolina. The project is in the approximately 7 miles south of Westminster, SC. The project is located in the Tugaloo Watershed (03060102 8-digit Hydrologic Unit Code) and the 45a Southern Inner Piedmont Level IV Ecoregion. Please see Attachment A, Figure 1 for a Site Location Map.

A Project Study Area (PSA) has been established, based on preliminary design, to encompass all potential impacts of the project. The PSA encompasses an area approximately 6.90 acres in size and approximately 2,000 feet (0.38 mile) in total length, generally centered on Little Choestoea Creek in either direction. Furthermore, the PSA is 150 feet in total width, generally centered on the centerline of Little Choestoea Road.

Robbins & DeWitt conducted a desktop analysis, scientific literature review, and field surveys for natural resources associated with the proposed bridge replacement. This technical memorandum provides a summary of methods and findings related to natural resources and potential project related impacts. Attached to this memorandum are supporting figures, a SCDOT Permit Determination Form, South Carolina Department of Health and Environmental Control (SCDHEC) Watershed and Water Quality Information Report, and a biological evaluation for federally protected species.

Desktop Analysis Methods

A desktop analysis was completed as part of an initial evaluation of the PSA to identify key environmental resources to be considered for permitting and/or avoidance and minimization by the design team. The potential resources identified in the desktop evaluation were field verified by Robbins & DeWitt to ensure that critical regulatory items would not be adversely impacted by the project. The following resources were consulted during the desktop analysis:

- Federal Emergency Management Agency (FEMA) Map Service Center (https://msc.fema.gov/portal)
- SCDHEC Watershed Atlas (https://gis.dhec.sc.gov/watersheds)
- South Carolina Department of Natural Resources (SCDNR) and South Carolina Natural Heritage Program (SCNHP) (https://schtportal.dnr.sc.gov/portal/apps/sites/#/natural-heritage-program)
- SCDNR Digital Elevation Mapping (DEM) and Light Detection and Ranging (LiDAR) (https://www.dnr.sc.gov/GIS/lidar.html)
- SCDNR Open Source Geospatial Data (https://data-scdnr.opendata.arcgis.com/)
- U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey (https://websoilsurvey.nrcs.usda.gov/app/)
- U.S. Fish and Wildlife Services (USFWS) Environmental Conservation Online System (ECOS) (https://ecos.fws.gov/ecp/)
- 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) – Oakway, SC Quadrangle

Jurisdictional Waters of the U.S.

After completing the desktop analysis, Robbins & DeWitt performed field reviews to determine the boundaries of jurisdictional waters of the U.S., including wetlands, in the PSA. Field reviews were conducted on January 4, 2024. A summary of jurisdictional features identified in the PSA is provided in Tables 1 and 2.

Table 1 - Summary of Delineated Wetlands in the Project Study Area

Wetland	Latitude	Longitude	Area (acre)
WA	34.563750	-83.062752	0.05
Total			**0.05 acres**

Table 2 - Summary of Delineated Streams and Non-Wetland Waters in the Project Study Area

Stream	Latitude	Longitude	Centerline Length (feet)	Area (acre)
SA	34.563365	-83.062744	79	0.01
SB	34.561955	-83.060542	159	0.06
SC	34.561576	-83.059685	60	0.01
Total			**298 feet**	**0.08 acres**

Permitting Considerations

Based on the conceptual bridge design, impacts to jurisdictional waters have been avoided; therefore, a Section 404/401 permit is not anticipated. A completed SCDOT Permit Determination Form and SCDHEC Watershed and Water Quality Information Report are provided in Attachment B.

Federally Protected Species

Environmental scientists performed literature and field reviews to determine the likelihood of protected species within the PSA and the potential for project-related impacts. Field reviews were conducted on July 19, 2023, January 4, 2024, and April 16, 2024. The SCDNR South Carolina Natural Heritage Species Viewer was also reviewed to determine the presence of known populations of protected species within the vicinity of the project. Based on the literature and field reviews it is determined that the proposed project will have a biological conclusion of 'no effect' on federally protected species. A Biological Evaluation is provided in Attachment C.

Migratory Birds

Certain bird species are protected under the Migratory Bird Treaty Act of 1918. The USFWS IPaC online database was reviewed for information pertaining to migratory bird species. Migratory birds were observed nesting on the existing bridge.

Vegetation

Land use in the PSA includes undeveloped lands and residential housing. The only natural community observed in the PSA was a small stream forest. Refer to the Biotic Communities section in Attachment C for a detailed description of vegetation observed in the PSA.

Soils

According to the (USDA-NRCS) Soil Survey Geographic (SSURGO) data, seven Soil Map Units (SMU) are mapped within the PSA. Each SMU IS included in Table 3 below.

Table 3 - Soil Map Units (SMU) in the Project Study Area

SMU	SMU Name	Area (acres)	Percentage of PSA
CcD3	Cecil clay loam, 10 to 15 percent slopes, severely eroded	1.3	13.3%
CdE2	Cecil sandy loam, 15 to 25 percent slopes, eroded	0.0	0.3%
CdF2	Cecil sandy loam, 25 to 35 percent slopes, eroded	3.9	38.8%
Gh	Gullied land, hilly	0.6	5.6%
LcE3	Lloyd clay loam, 15 to 35 percent slopes, severely eroded	2.3	22.8%
Mv	Riverview-Chewacla complex, 0 to 2 percent slopes, frequently flooded	0.8	8.4%
PaE3	Pacolet clay loam, 15 to 25 percent slopes, severely eroded	1.1	10.9%

If you have any questions, or if Robbins & DeWitt can be of additional assistance, please feel free to contact Matt DeWitt at (864) 201-8446 or matt.dewitt@robbins-dewitt.com.

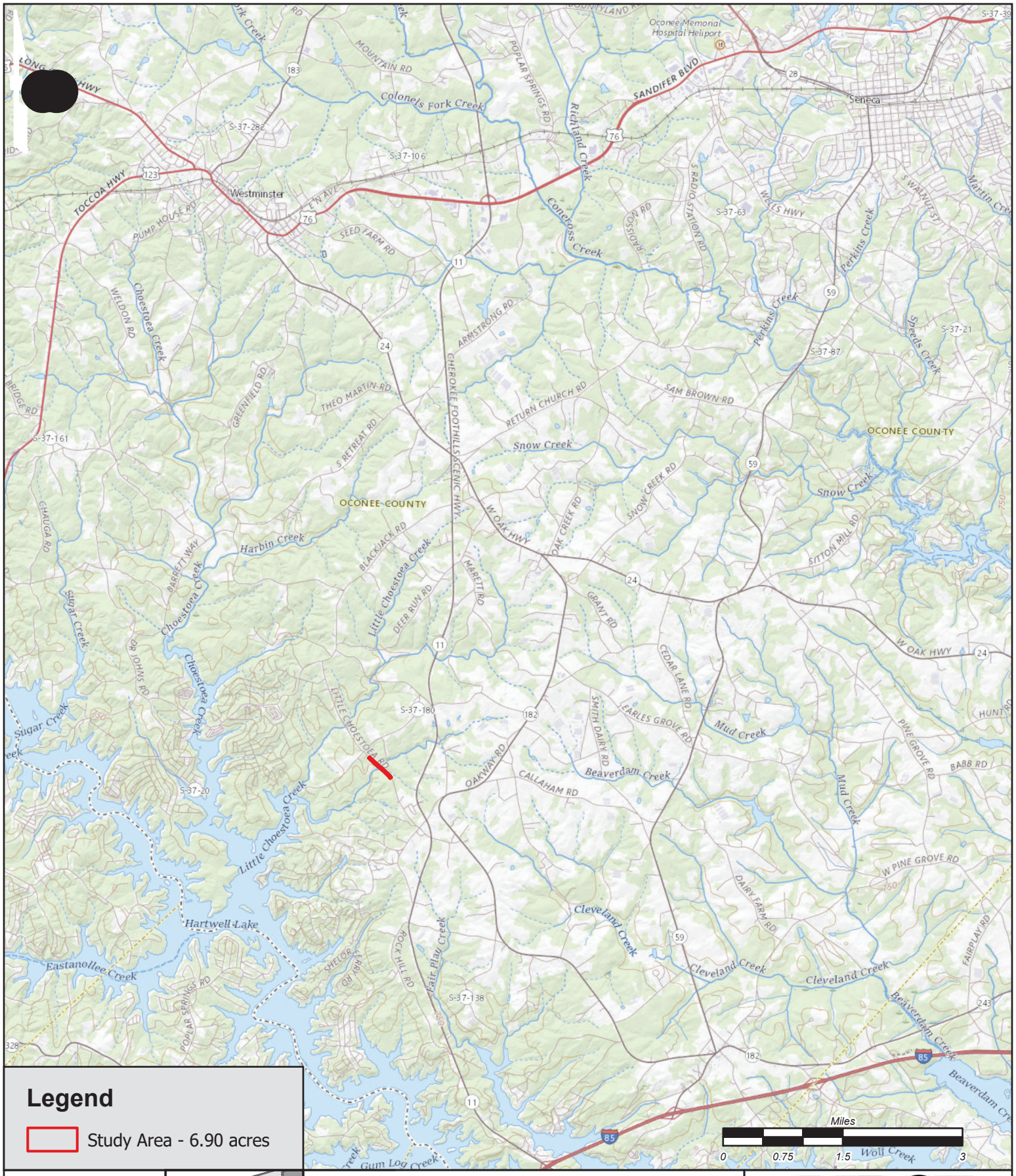
Respectfully Submitted

Matt DeWitt, AICP
Robbins & DeWitt, LLC

Attachment A

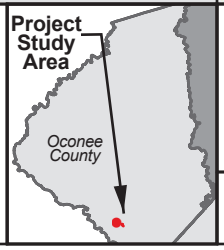
Figures

ROBBINS
& DEWITT



Legend

Study Area - 6.90 acres



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www.Robbins-DeWitt.com

S-168 BRIDGE REPLACEMENT
OVER TRIBUTARY TO LITTLE CHOESTOEA CREEK
PROJECT ID: P042511

OCONEE COUNTY, SOUTH CAROLINA

Source: USGS National Map (2023)

SCDOT
South Carolina Department of Transportation

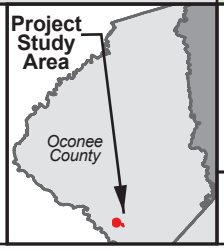
DRAWN BY: TRC	DATE: 01/24/2024

PROJECT VICINITY

FIGURE 1

Legend

Study Area - 6.90 acres



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S-168 BRIDGE REPLACEMENT
OVER TRIBUTARY TO LITTLE CHOESTOEA CREEK
PROJECT ID: P042511

OCONEE COUNTY, SOUTH CAROLINA

Source: USGS National Map (2023); USGS Oakway, SC Quadrangle (2020)

SCDOT®
South Carolina Department of Transportation

DRAWN BY: TRC | DATE: 01/24/2024

USGS TOPOGRAPHIC MAPPING

FIGURE 2

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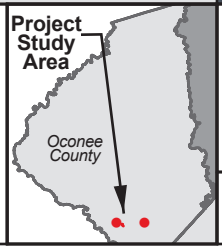

S-168 BRIDGE REPLACEMENT
OVER TRIBUTARY TO LITTLE CHOESTOEA CREEK
PROJECT ID: P042511

OCONEE COUNTY, SOUTH CAROLINA

Source: USGS NHD Flowlines (2018); SC Geodetic High Resolution 6-inch, RGB Aerial Imagery [Statewide, South Carolina (2020)]

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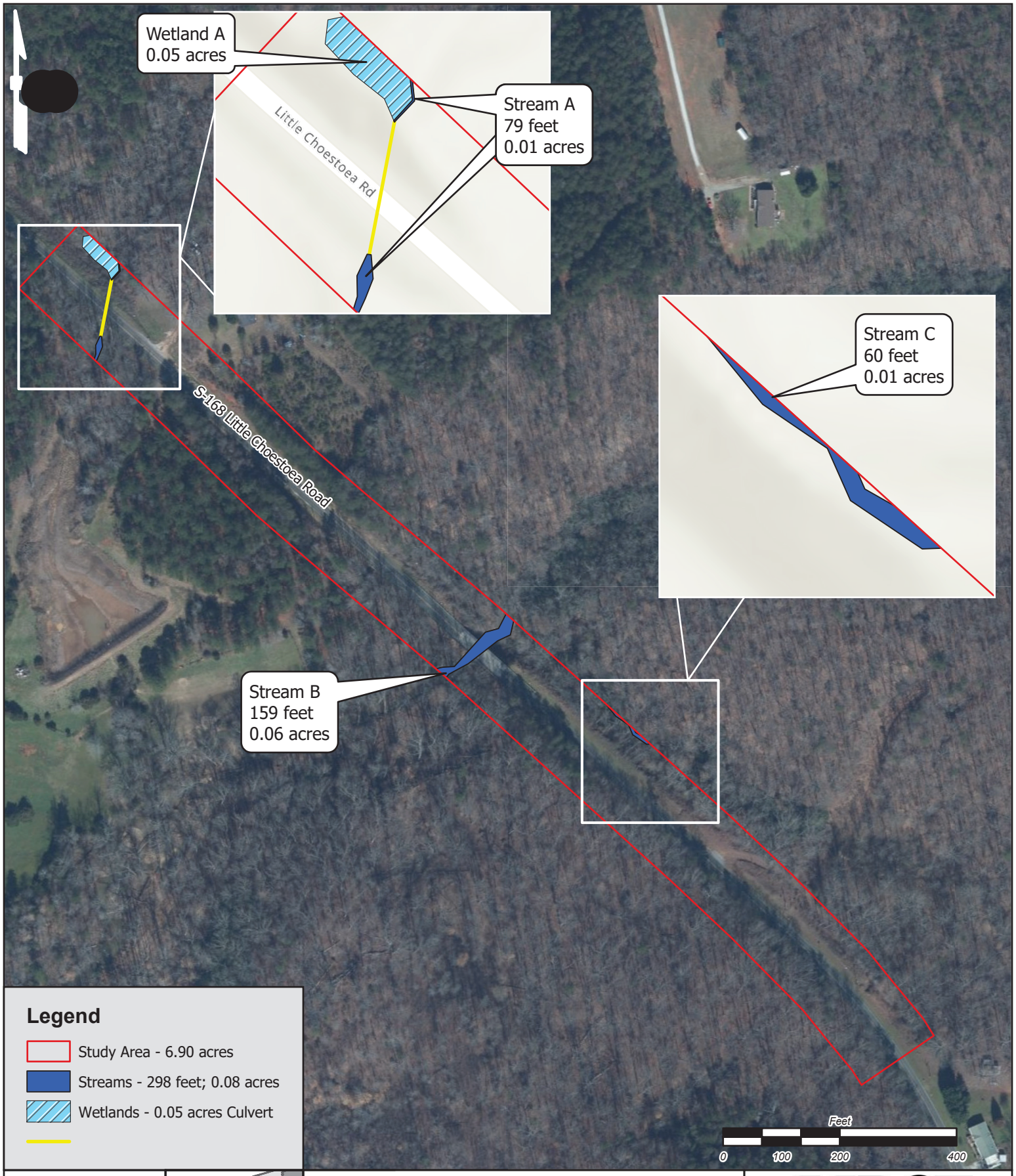
South Carolina Department of Transportation

DRAWN BY: TRC	DATE: 01/24/2024

AERIAL IMAGERY

FIGURE 3



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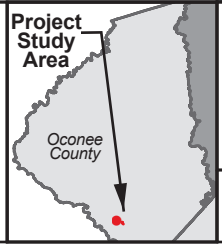

S-168 BRIDGE REPLACEMENT
OVER TRIBUTARY TO LITTLE CHOESTOEA CREEK
PROJECT ID: P042511

OCONEE COUNTY, SOUTH CAROLINA

Source: Approximate boundaries of WOTUS were delineated on January 4, 2024; SC Geodetic High Resolution 6-inch, RGB Aerial Imagery [Statewide, South Carolina (2020)]

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DRAWN BY: TRC	DATE: 01/24/2024

APPROXIMATE BOUNDARIES OF WOTUS

FIGURE 4

Attachment B

SCDOT Permit Determination Form & Water Quality Information Report

ROBBINS & DEWITT

PERMIT DETERMINATION

Date: Jan 29, 2025 Project ID: P042511

From: Matt DeWitt Company: Robbins & DeWitt

Contact Info (phone and/or email): matt.dewitt@robbins-dewitt.com

Permit Manager: Will McGoldrick - Alternative Delivery Coordinator

Project Name: S-168(Little Choestoea Rd) Bridge Replacement over Tributary to Little Choestoea Creek

County: Oconee (Optional) Structure #:

STUDY AREA:

Does there appear to be WOTUS in the study area? (•) YES ( ) NO

PERMIT TYPE:

(•) It has been determined that no permit is required because:

Based on the conceptual bridge design, impacts to jurisdictional waters have been avoided.

( ) The following permit(s) is/are necessary:

(Please check which type(s) of permit the project will need)

USACE Permit GP [ ] IP [ ] NWP [ ]

OCRM Permit Individual CAP [ ] CAP GP [ ]

Navigable Permit State NAV [ ] USCG [ ]

408 PROJECT INFO:

Is it within a 408 Project: ( ) YES (•) NO

408 Project Name:

MITIGATION:

Mitigation Bank: (•) YES ( ) NO

Mitigation Bank Name: Big Generostee Creek

Comments:

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.

Matt DeWitt

Biologist, SCDOT/Consultant

Jan 29, 2025

Date

Revised 04/2024

SC DES

SC Department of Environmental Services

Watershed and Water Quality Information

General Information

Applicant Name: SCDOT
Address: 461 Little Choestoea Rd, Westminster, SC, 29693
MS4 Designation: Not in designated area
Within Coastal Critical Area: No
Waterbody Name: Unnamed Trib

Permit Type: Construction
Latitude/Longitude: 34.562364 / -83.061035
Monitoring Station: SV-790
Water Classification (Provisional): FW
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
SV-790	X	X	X	X	X	X	X	X	X	X	X	X	X	N	X	X	X	X	X	X
SV-234	X	X	X	X	X	X	X	X	X	X	X	X	X	A	X	X	X	X	X	N
SV-363	X	F	F	F	F	F	F	F	F	F	F	F	X	A	F	F	F	X	X	A

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)

BIO - Macroinvertebrates (Bio)

Fish Consumption Advisory

PCB - PCB (Fish)

Waters of Concern (WOC)

TMDL Information - TMDL Parameters to be addressed

In TMDL Watershed: No
TMDL Report No:
TMDL Document Link:

TMDL Site:
TMDL Parameter:

Report Date: January 27, 2025

Attachment C

Biological Evaluation – Section 7 of the Endangered Species Act

ROBBINS & DEWITT

Introduction

The proposed project consists of replacing the S-168 (Little Choestoea Road) bridge over Tributary to Little Choestoea Creek, and associated road work, in Oconee County, South Carolina.

Pursuant to Section 7 of the Endangered Species Act (ESA), a field survey was conducted within the Project Study Area (PSA) for the project. A Resource List was requested from the USFWS Information for Planning and Consultation (IPaC) in April 2024, to detail protected species under USFWS jurisdiction that are known or expected to be in or near the project area. Table 1 below includes the species that appear on the IPaC Resource List.

Federally Protected Species

Species with the federal classification of Endangered (E) or Threatened (T) or Threatened due to Similarity of Appearance (T [S/A]) are protected under the ESA of 1973, as amended (16 U.S.C. 1531 et seq.). Although Section 7 of the ESA does not provide protections for Candidate species, they are listed in Table 1 in the event of a status changes prior to completion of the project. Additionally, species that are proposed for listing are not subject to Section 7 compliance until the time they are formally listed. The bald eagle is protected by the Bald and Golden Eagle Protection Act (BGEPA) and is included in this evaluation.

Table 1: Threatened and Endangered Species

Category	Common Name	Scientific Name	Protection Status
Bird	Bald eagle	*Haliaeetus leucocephalus*	BGEPA
Mammal	Tricolored Bat	*Perimyotis sublavus*	Proposed Endangered
Insects	Monarch Butterfly	*Danaus Plexippus*	Proposed Threatened
Flowering Plant	Small Whorled Pogonia	*Isotria medeloides*	Threatened
Flowering Plant	Smooth Coneflower	*Echinacea laevigata*	Threatened

Methodology

Environmental scientists performed literature and field reviews to determine the likelihood of protected species within the PSA and the potential for project-related impacts. Field reviews were conducted on July 19, 2023, January 4, 2024, and April 16, 2024. The SCDNR South Carolina Natural Heritage Species Viewer was also reviewed to determine the presence of known populations of protected species within the vicinity of the project.

Biotic Communities

Land use in the PSA includes undeveloped lands and residential housing. One monoculture stand of pine trees is also found in the northwestern portion of the PSA. The only natural community observed in the PSA was a small stream forest.

Small stream forests typically consist of an open to dense understory or shrub layer and a sparse to dense herb layer. The canopy contained a mixture of bottomland and mesophytic trees including river birch (*Betula nigra*), sycamore (*Platanus occidentalis*), sweetgum (*Liquidambar styraciflua*), loblolly pine (*Pinus taeda*), and red maple (*Acer rubrum*).

Results

The SCDNR South Carolina Natural Heritage Species Viewer identifies no occurrences of protected species within a one-mile radius of the PSA.

Field reviews of the PSA found no suitable habitat for bald eagle, small whorled pogonia, or smooth coneflower.

Suitable habitat for tricolored bat exists in the PSA. Roosting habitat exists under the existing S-168 bridge and in cavities and crevices of trees within the PSA. A visual inspection and borescope review of cavities and crevices in trees within the PSA did not result in observation of bat species. A Structures Survey Data Sheet and Habitat Assessment Data Sheet are included in Attachment D.

Conclusions

Based on the literature and field reviews, it is determined that the proposed project will have a biological conclusion of 'no effect' on protected species.

The project team will re-evaluate the project's effect on tricolored bats at the time the species is formally listed under the ESA, and, if necessary, initiate consultation at that time.

If you have any questions, or if Robbins & DeWitt can be of additional assistance, please feel free to contact Matt DeWitt at (864) 201-8446 or matt.dewitt@robbins-dewitt.com.

Respectfully Submitted

Matt DeWitt, AICP
Robbins & DeWitt, LLC

Attachment D

Biological Assessment Attachments

ROBBINS & DEWITT

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Oconee County, South Carolina

Local office

South Carolina Ecological Services

(843) 727-4707
(843) 727-4218

176 Croghan Spur Road, Suite 200
Charleston, SC 29407-7558

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
Tricolored Bat Perimyotis subflavus Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

Insects

NAME	STATUS
Monarch Butterfly Danaus plexippus Wherever found There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

Flowering Plants

NAME	STATUS
Small Whorled Pogonia Isotria medeoloides No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/1890	Threatened
Smooth Coneflower Echinacea laevigata Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/3473	Threatened

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Bald & Golden Eagles

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act [2] and the Migratory Bird Treaty Act (MBTA) [1]. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their nests, should follow appropriate regulations and implement required avoidance and minimization measures, as described in the various links on this page.

The data in this location indicates that no eagles have been observed in this area. This does not mean eagles are not present in your project area, especially if the area is difficult to survey. Please review the 'Steps to Take When No Results Are Returned' section of the Supplemental Information on Migratory Birds and Eagles document to determine if your project is in a poorly surveyed area. If it is, you may need to rely on other resources to determine if eagles may be present (e.g. your local FWS field office, state surveys, your own surveys).

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

Bald & Golden Eagles FAQs

What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are an eagle (Bald and Golden Eagle Protection Act requirements may apply).

Proper interpretation and use of your eagle report
On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort line or no data line (red horizontal) means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide you in knowing when to implement avoidance and minimization measures to eliminate or reduce potential impacts from your project activities or get the appropriate permits should presence be confirmed.

How do I know if eagles are breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the RAIL Tool and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If an eagle on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your "IPaC PROBABILITY OF PRESENCE SUMMARY" at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

Interpreting the Probability of Presence Graphs

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:
The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Migratory birds

The Migratory Bird Treaty Act (MBTA)[1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service). The incidental take of migratory birds is the injury or death of birds that results from, but is not the purpose, of an activity. The Service interprets the MBTA to prohibit incidental take.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

Measures for Proactively Minimizing Migratory Bird Impacts

Your IPaC Migratory Bird list showcases birds of concern, including Birds of Conservation Concern (BCC), in your project location. This is not a comprehensive list of all birds found in your project area. However, you can help proactively minimize significant impacts to all birds at your project location by implementing the measures in the Nationwide avoidance and minimization measures for birds document, and any other project-specific avoidance and minimization measures suggested at the link Measures for avoiding and minimizing impacts to birds for the birds of concern on your list below.

Ensure Your Migratory Bird List is Accurate and Complete

If your project area is in a poorly surveyed area, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information on Migratory Birds and Eagles document, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

Review the FAQs
The FAQs below provide important additional information and resources.

NAME	BREEDING SEASON
Chuck-will's-widow Antrostomus carolinensis This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds May 10 to Jul 10
Kentucky Warbler Geothlypis formosa This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 20
Red-headed Woodpecker Melanerpes erythrocephalus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Wood Thrush Hylocichla mustelina This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Aug 31

Probability of Presence Summary

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

Probability of Presence (■)

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

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

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

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

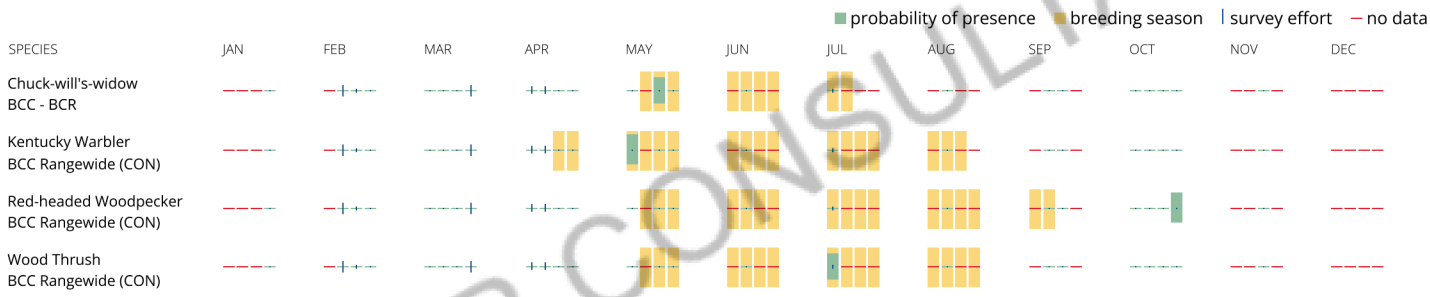
Breeding Season (▪)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Migratory Bird FAQs

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

Nationwide Avoidance & Minimization Measures for Birds describes measures that can help avoid and minimize impacts to all birds at any location year-round. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is one of the most effective ways to minimize impacts. To see when birds are most likely to occur and breed in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location, such as those listed under the Endangered Species Act or the Bald and Golden Eagle Protection Act and those species marked as "Vulnerable". See the FAQ "What are the levels of concern for migratory birds?" for more information on the levels of concern covered in the IPaC migratory bird species list.

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

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, and to verify survey effort when no results present, please visit the Rapid Avian Information Locator (RAIL) Tool.

Why are subspecies showing up on my list?

Subspecies profiles are included on the list of species present in your project area because observations in the AKN for the species are being detected. If the species are present, that means that the subspecies may also be present. If a subspecies shows up on your list, you may need to rely on other resources to determine if that subspecies may be present (e.g. your local FWS field office, state surveys, your own surveys).

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

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

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

How do I know if a bird is breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the RAIL Tool and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your "IPaC PROBABILITY OF PRESENCE SUMMARY" at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

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

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

Although it is important to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially BCC species. For more information on avoidance and minimization measures you can implement to help avoid and minimize migratory bird impacts, please see the FAQ "Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds".

Details about birds that are potentially affected by offshore projects

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

Proper interpretation and use of your migratory bird report

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

Interpreting the Probability of Presence Graphs
Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:
The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Facilities

National Wildlife Refuge lands

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

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

FRESHWATER FORESTED/SHRUB WETLAND
PFO1A

RIVERINE
R2UBH

A full description for each wetland code can be found at the National Wetlands Inventory website

NOTE: This initial screening does **not** replace an on-site delineation to determine whether wetlands occur. Additional information on the NWI data is provided below.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

BAT HABITAT ASSESSMENT DATA SHEET

Project Name: S-168 OVER TRIBUTARY TO CHOESTOEA CREEK

Date: 2023-07-19, 2024-04-16

County: OCONEE

Surveyor: A. CHANDLER, R. CHANDLER

Lat Long: 34.56193, -83.060555

Brief Project Description
Replacing the S-168 bridge over Tributary to Choestoea Creek.

Project Area			
Project	Total Acres	Forest Acres	Open Acres
	6.9	3.88	3.02
Proposed Tree Removal	Completely Cleared	Partially Cleared (Will Leave Trees)	Preserve Acres – No Clearing
	< 1	< 1	5

Vegetation Cover Types	
Pre-Project	Post-Project
Forested Maintained right-of-way	Forested Maintained right-of-way

Landscape within 5-mile Radius
Flight corridors to other forested areas?
Roadway, utility easements, agricultural fields
Describe Adjacent Properties (e.g., forested, grassland, commercial or residential development, water sources)
Forested, residential development, agricultural, Tributary to Choestoea Creek

Proximity to Public Land
What is the distance from the project area to forested public lands (e.g., national or state forests, national or state parks, conservation areas, wildlife management areas)?
USACE Lake Hartwell: 1 mile west

Sample Site Description	
Sample Site No. (s):	Project Study Area (6.9 acres)

Water Resources at Sample Site			
Stream Type (# and length)	Ephemeral	Intermittent	Perennial
			59.8 lf 158.7 lf 78.4 lf

Pools/Ponds (# and size)		Open and accessible to bats?

Wetland (approx. acres)	Permanent	Seasonal
	0.04 ac	

Describe existing condition of water sources:

Forest Resources at Sample Site			
Closure/Density	Canopy (> 50')	Midstory (20-50')	Understory (< 20')
	1 (1-10%)	2 (11-20%)	4 (41-60%)

Dominant Species of Mature Trees	Pine spp., oak spp., red maple, river birch, sweetgum, sycamore

Exfoliating Bark (%)	1%

Size Composition of Live Trees (%)	Small (3-8 in)	Med (9-15 in)	Large (> 15 in)
	3 (21-40%)	2 (11-20%)	1 (1-10%)

No. of Suitable Snags	1%
Standing dead trees with exfoliating bark, cracks, crevices, or hollows. Snags without these characteristics are not considered suitable.	

1 = 1-10%, 2 = 11-20%, 3 = 21-40%, 4 = 41-60%, 5 = 61-80%, 6 = 81-100%

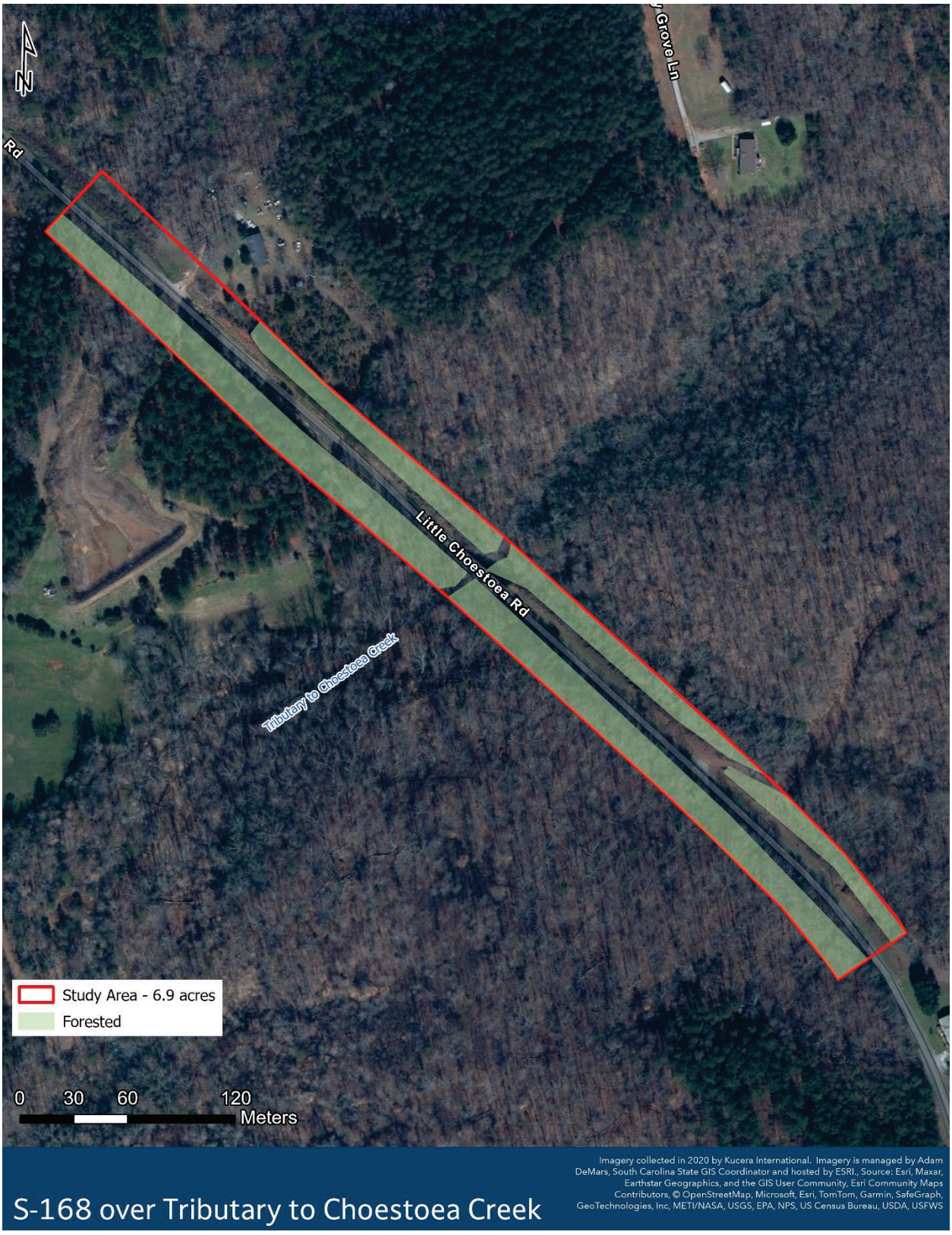
IS THE HABITAT SUITABLE FOR NORTHERN LONG-EARED BATS? NO, OUTSIDE KNOWN RANGE

IS THE HABITAT SUITABLE FOR TRI-COLORED BATS? YES

Additional Comments:

Attach aerial photo of project site with all forested areas labeled and a general description of the habitat.

Photographic Documentation: habitat shots at edge and interior from multiple locations; understory/midstory/canopy; examples of potential suitable snags and live trees; water sources


N
Rd
Grove Ln
Little Choestoea Rd
Tributary to Choestoea Creek
Study Area - 6.9 acres
Forested
0 30 60 120
Meters
Imagery collected in 2020 by Kucera International. Imagery is managed by Adam DeMars, South Carolina State GIS Coordinator and hosted by ESRI., Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community, Esri Community Maps Contributors, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS
S-168 over Tributary to Choestoea Creek

Photograph 1
Date: 2023-07-19
Taken by: M. DeWitt
Tributary, view upstream

Photograph 2
Date: 2023-07-19
Taken by: A. Chandler
From S-168 bridge, tributary and forest

Photograph 3
Date: 2023-07-19
Taken by: A. Chandler
Tributary and forest

Photograph 4
Date: 2023-07-19
Taken by: A. Chandler
Tributary and forest

Bridge/Culvert Bat Assessment Form

Date & Time of Assessment	DOT Project Number or IPaC Code	Route/Facility Carried	County
2023-07-19, 2024-04-16		S-168	Oconee
Federal Structure ID	**Structure Coordinates (latitude and longitude)**	**Structure Height (approximate)**	**Structure Length**
05594	34.56193, -83.060555	26 ft	105 ft

Structure Type (check one)

Bridge Construction Style

	Cast-in-place		Pre-stressed Girder
X	Flat Slab/Box		Steel I-beam
	Truss (Side View)		Covered
	Parallel Box Beam		Other:

Culvert Type

	Box
	Pipe/Round
	Other:

Other Structure

Structure Material (check all that apply)

Deck Material		*Beam Material*		*End/Back Wall Material*	
	Metal		None	x	Concrete
x	Concrete		Concrete	x	Timber
	Timber	x	Steel		Stone/Masonry
	Open grid	x	Timber		Other:
	Other:		Other:		

Culvert Material

	Metal
	Concrete
	Plastic
	Stone/Masonry
	Other:

Creosote Evidence

	Yes	x	No
	Unknown		

Notes:

Crossings Traversed (check all that apply)

x	Bare ground	x	Open vegetation
x	Rip-rap		Closed vegetation
x	Flowing water		Railroad
	Standing water		Road/trail - Type:
	Seasonal water		Other:

Surrounding Habitat (check all that apply)

	Agricultural		Grassland
	Commercial		Ranching
	Residential-urban		Riparian/wetland
x	Residential-rural		Mixed use
x	Woodland/forested		Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)			
■ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	x Not present	Visual - live # dead #		Audible	Species
		Guano		Odor	
		Staining		Photos	
☒ Concrete surfaces (open roosting on concrete)	x Not present	Visual - live # dead #		Audible	Species
		Guano		Odor	
		Staining		Photos	
■ Spaces between concrete end walls and the bridge deck	x Not present	Visual - live # dead #		Audible	Species
		Guano		Odor	
		Staining		Photos	
■ Crack between concrete railings on top of the bridge deck (Gap / Railing)	x Not present	Visual - live # dead #		Audible	Species
		Guano		Odor	
		Staining		Photos	
■ Vertical surfaces on concrete I-beams	x Not present	Visual - live # dead #		Audible	Species
		Guano		Odor	
		Staining		Photos	
■ Spaces between walls, ceiling joists	x Not present	Visual - live # dead #		Audible	Species
		Guano		Odor	
		Staining		Photos	
☒ Weep holes, scupper drains, and inlets/pipes	x Not present	Visual - live # dead #		Audible	Species
		Guano		Odor	
		Staining		Photos	
■ All guiderails	x Not present	Visual - live # dead #		Audible	Species
		Guano		Odor	
		Staining		Photos	
■ All expansion joints	x Not present	Visual - live # dead #		Audible	Species
		Guano		Odor	
		Staining		Photos	

Name: Amanda Chandler

Signature: Amanda Chandler

Photograph 1
Date: 2023-07-19
Taken by: A. Chandler
Underneath bridge

Photograph 2
Date: 2023-07-19
Taken by: A. Chandler
Underneath S-168 bridge, from tributary

Photograph 3
Date: 2024-04-16
Taken by: R. Chandler
Underneath S-168 bridge

Photograph 4
Date: 2024-04-16
Taken by: R. Chandler
From end wall of bridge

Attachment C- Bridge Replacement Scoping Risk Assessment Form

BRIDGE SCOPE AND RISK ASSESSMENT FORM

COUNTY: Oconee DATE: 01/17/2025

ROAD #: S-37-168 STREAM CROSSING: Trib. to Choestoea Creek

Purpose & Need for the Project:

SCDOT proposes to replace the SC Route S-37-168 in Oconee County over the Tributary to Choestoea Creek. The purpose of this project is to correct the load restriction placed on the bridge and restore all 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: 45073C0420C Effective Date: 09/11/2009 (See Attached)

II. FEMA Floodmap Investigation

FEMA Flood Profile Sheet Number N/A 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 not located in a FEMA Flood Zone.

Preliminary analysis indicates the proposed bridge will satisfy all SCDOT criteria for determine a finding of "No Impact".

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

Justification:

BRIDGE SCOPE AND RISK ASSESSMENT FORM

IV. Preliminary Bridge Assessment

A. Locate Existing Plans

a. Bridge Plans ☑ Yes ☐ No File No. 37.522 Sheet No. 6 (See Attached)

b. Road Plans ☑ Yes ☐ No File No. 37.522 Sheet No. 10 (See Attached)

B. Historical Highwater Data

a. USGS Gage ☐ Yes ☑ No Gage No. N/A Results: N/A

b. SCDOT/USGS Documented Highwater Elevations

☐ Yes ☑ No Results: N/A

c. Existing Plans ☑ Yes ☐ No See Above

V. Field Review

A. Existing Bridge

Length: 105 ft. Width: 27.6 ft. Max. span Length: 15 ft.

Alignment: ☑ Tangent ☐ Curved

Bridge Skewed: ☐ Yes ☑ No Angle: N/A

End Abutment Type: Spill-through

Riprap on End Fills: ☐ Yes ☑ No Condition: Deficiencies in Piles

Superstructure Type: Concrete Deck on RC Caps

Substructure Type: Timber Piles

Utilities Present: ☑ Yes ☐ No

Describe: 0.5" utility pipe

Debris Accumulation on Bridge: Percent Blocked Horizontally: 0 %

Percent Blocked Vertically: 0 %

Hydraulic Problems: ☐ Yes ☑ No

Describe:

BRIDGE SCOPE AND RISK ASSESSMENT FORM

V. Field Review (cont.)

B. Hydraulic Features

a. Scour Present: ☐ Yes ☑ No Location: _____

b. Distance from F.G. to Normal Water Elevation: 27.67 ft.
c. Distance from Low Steel to Normal Water Elev.: 26.23 ft.
d. Distance from F.G. to High Water Elevation: 25.47 ft.
e. Distance from Low Steel to High Water Elev.: 24.03 ft.

f. Channel Banks Stable: ☑ Yes ☐ No
Describe: General conditions of banks are good.

g. Soil Type: Mv: Madison very fine sandy loam; CdF2: Cecil sandy loam, 15-25% slo

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.

No nearby structures or property will be detriment by the bridge replacement. Surrounding area is forest with no nearby structures.

C. Existing Roadway Geometry

a. Can the existing roadway be closed for an On-Alignment Bridge Replacement
☑ Yes ☐ No
Describe:

The existing roadway is already closed and has a detour.

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

Existing horizontal alignment has been retained with slight adjustments to vertical curve. These will meet the proposed design speed criteria.

If "No", will the proposed bridge be:
☐ Staged Constructed
☐ Replaced on New Alignment

BRIDGE SCOPE AND RISK ASSESSMENT FORM

VI. Field Review (cont.)

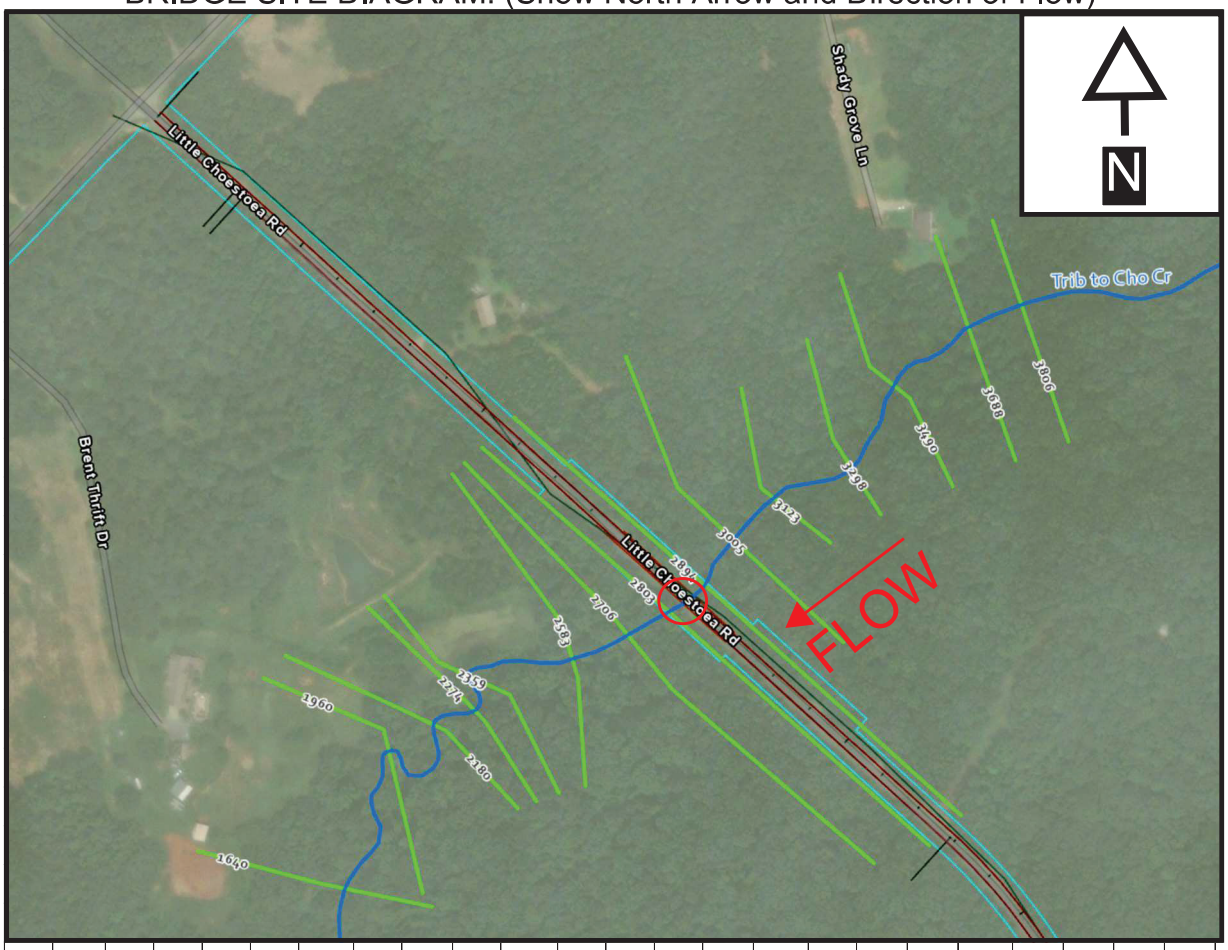
A. Proposed Bridge Recommendation:

Length: 130 ft. Width: 30 ft. Elevation: 753.81 ft.

Span Arangement: 2-span: 90' and 40'

Notes: Proposed replacement is a 2-span (90' and 40') bridge with a 3' diameter circular pier. The proposed structure will have sloping abutments protected with rip rap. The 90' span will be a 33" depth prestressed concrete box beam (Type III) and the 40' span will be a 21" depth (Type II) prestressed concrete cored slab.

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



Performed By: Richard Hinton, PE

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations (BFEs) shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was State Plane South Carolina FIPS 3900. The **horizontal datum** was NAD83, GRS1980 spheroid. Differences in datum, spheroid, projection or state plane zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov/ or contact the National Geodetic Survey at the following address:

Spatial Reference System Division National Geodetic Survey, NOAA Silver Spring Metro Center 1315 East-West Highway Silver Spring, Maryland 20910 (301) 713-3191

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713-3242** or visit its website at http://www.ngs.noaa.gov/.

Base map information shown on this FIRM was provided in digital format by Oconee County, South Carolina.

This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables *in the Flood Insurance Study report (which contains authoritative hydraulic data)* may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

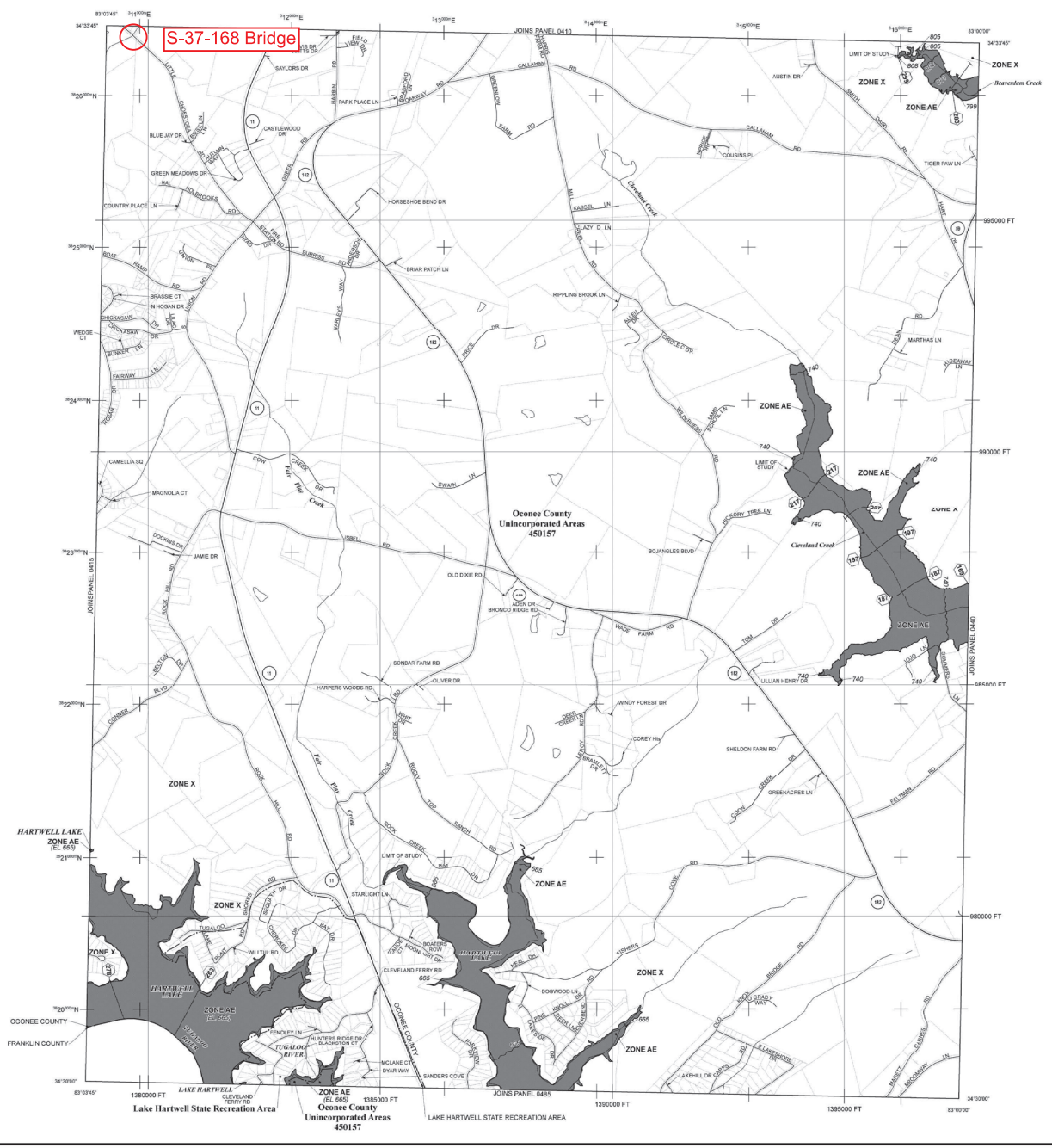
Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, *a Flood Insurance Study report*, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and its website at http://www.msc.fema.gov/.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call **1-877-FEMA MAP** (1-877-336-2627) or visit the FEMA website at http://www.fema.gov/.

DNR

This digital Flood Insurance Rate Map (FIRM) was produced through a unique cooperative partnership between the State of South Carolina and the Federal Emergency Management Agency (FEMA). The State of South Carolina has implemented a long term approach of floodplain management to decrease the costs associated with flooding. This is demonstrated by the State's commitment to map floodplain areas at the local level. As a part of this effort, the state of South Carolina has joined in a Cooperating Technical State agreement with FEMA to produce and maintain this digital FIRM.

http://www.dnr.state.sc.us/



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- **ZONE A** — No Base Flood Elevations determined.
- **ZONE AE** — Base Flood Elevations determined.
- **ZONE AH** — Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- **ZONE AO** — Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- **ZONE AR** — Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- **ZONE A99** — Areas to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.
- **ZONE V** — Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- **ZONE VE** — Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

- **ZONE X** — Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

- **ZONE X** — Areas determined to be outside the 0.2% annual chance floodplain.
- **ZONE D** — Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- Floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths, or flood velocities
- 513 (EL 987) — Base Flood Elevation line and value; elevation in feet*
- Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988

- A — A — Cross section line
- 23 — 23 — Transect line
- 97°07'30", 32°22'30" — Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
- 4275000 FT E — 1000-meter Universal Transverse Mercator grid ticks, zone 17
- 6000000 FT — 5000-foot grid values: South Carolina State Plane coordinate system (FIPSZONE = 3900), Lambert projection
- DX5510 • M1.5 — Bench mark (see explanation in Notes to Users section of this FIRM panel)
- River Mile

MAP REPOSITORIES
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
SEPTEMBER 11, 2009

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 1000'

500 0 500 1,000 1,500 2,000 FEET
300 0 300 600 METERS

NFIP NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0420C

FIRM

FLOOD INSURANCE RATE MAP

OCONEE COUNTY, SOUTH CAROLINA AND INCORPORATED AREAS

PANEL 420 OF 505

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
OCONEE COUNTY	450157	0420	C

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
45073C0420C

EFFECTIVE DATE
SEPTEMBER 11, 2009

Federal Emergency Management Agency

Attachment D- Floodplains Checklist

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

SCDOT proposes to replace the bridge crossing the Tributary to Choestoea Creek along S-37-168 in Oconee County.

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 purpose of this project is to correct the load restriction placed on the bridge and restore all components to good condition. The existing bridge has one or more components in poor condition. Roadway improvements are based on the proposed new structure.

The project crosses the Tributary to Choestoea Creek which is shown on the Flood Insurance Map (FIRM) Panel 45073C0420C. The project is not in a FEMA flood zone. 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 environmental impact on the base flood elevation. In addition, the project would

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 existing profile grade will be raised.

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

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 a larger bridge opening and it will not impact the BFE's.

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

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

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

The project removed all existing piers inside the floodplain and the proposed 3' pier is located outside the BFE.

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

N/A

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 result in a negative impact to the base flood elevations nor potential development.

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.

All analysis was performed in accordance with SCDOT, FEMA, and local regulations. As the project progresses to final design, the hydraulic modeling will be updated based on the final bridge layout.

Lauren Turner, PE
SCDOT Hydraulic Engineer

3-4-2025
Date

Attachment D- Public Comments

Date Received	Full Name	Comment	Response
01/25/2025 22:15:36.812	Jennifer Hopkins	Regarding the two bridges on Little Choestoea Road that are included in this, does this mean that the repairs recently completed were only a temporary fix to use them again until the replacement can be done? Or, is there a mix-up in internal communications regarding these bridges and the repair is sufficient to remain instead of replacing these in the next year or so? I'm confused.	Thank you for your comment on the proposed replacement of the S-37-168 bridges on Little Choestoea Road in Oconee County, South Carolina. SCDOT is proposing to replace the existing S-168 bridges as part of a package of five bridges in Oconee and Spartanburg counties. The bridges were initially closed after they were determined to be structurally deficient and were in SCDOT's queue of closed bridges on secondary roads requiring replacement. SCDOT was recently able to complete temporary repairs to reopen the bridges with posted load limits until the replacement project could be funded. Your feedback has been reviewed and logged in the project record. We appreciate your input and engagement in this important project.
01/29/2025 20:29:42.628	Eric Roessler	To whom this may concern: I just received a "Notice of Project for Comment" in my mailbox today concerning two bridges to be replaced on SR-168. The bridge has been closed for what seems to be almost 2 years now. In my opinion, the notice should have been sent out around the time of the bridge closure. In addition, this is 2025. Barrett Way in Westminster is a State road that is mostly one lane and constructed of dirt and gravel that constantly needs maintenance. I really don't understand why we still have any dirt	Thank you for your comment on the proposed replacement of the S-37-168 bridges on Little Choestoea Road in Oconee County, South Carolina. SCDOT is proposing to replace the existing S-168 bridges as part of a package of five bridges in Oconee and Spartanburg counties. The temporary closure allowed SCDOT to complete temporary repairs on the S-168 bridges to maintain access, with posted load limits, while finalizing replacement plans for the bridges. Regarding your comments on Barrett Way in Westminster, this section of roadway is not included in the proposed bridge replacement project. Please contact the

		roads remaining 2025. The bridge is only rated for 7 tons per axle and won't be adequate for a fully loaded fire engine. I've already dropped my motorcycle due to loss of traction. Can this matter be looked into please?	local resident engineer for the area by visiting this link https://www.scdot.org/scdotcontactus.html. Your feedback has been reviewed and logged in the project record. We appreciate your input and engagement in this important project.
02/05/2025 01:51:48.441	Paul Youngpeter	Regarding the two S-37-168 bridges: The Choestoea Creek bridge had been closed for most of the past two years at least and just recently reopened. Will the work covered in this plan be in addition to that work already done and result in another 2 years of closures and detours? During the recent closure when there was no traffic on the road, several of the properties along Little Choestoea between the two bridges have become dilapidated and overrun with abandoned cars and junk. Another residence is now makeshift outdoor boat storage business apparently. Can the county assess if there are code violations at those properties? Thank you.	Thank you for your comment on the proposed replacement of the S-37-168 bridges on Little Choestoea Road in Oconee County, South Carolina. SCDOT is proposing to replace the existing S-168 bridges as part of a package of five bridges in Oconee and Spartanburg counties. The temporary closure allowed SCDOT to complete temporary repairs on the S-168 bridges to maintain access, with posted load limits, while finalizing replacement plans for the bridges. Please contact the County directly with potential code violation questions. Your feedback has been reviewed and logged in the project record. We appreciate your input and engagement in this important project.

02/09/2025 17:20:19.616	Alice A Kemp	My comment pertains to bridges S-37-168. My question, which you've probably already been asked multiple times but I'll ask again, why did you close these bridges for close to 2 years without doing any work on them at all, and then suddenly reopen them? If they are safe to drive on, why work on them at all? Is that really necessary? I stress the word "necessary". I've seen other examples of SCDOT inefficiencies (to put it mildly) so convince me that this is not just another example of that.	Thank you for your comment on the proposed replacement of the S-37-168 bridges on Little Choestoea Road in Oconee County, South Carolina. SCDOT is proposing to replace the existing S-168 bridges as part of a package of five bridges in Oconee and Spartanburg counties. The temporary closure allowed SCDOT to complete temporary repairs on the S-168 bridges to maintain access, with posted load limits, while finalizing replacement plans for the bridges. Your feedback has been reviewed and logged in the project record. We appreciate your input and engagement in this important project.
1/29/2025 12:34		I agree the bridges on Little Choestoea need replacing. However, you closed the road for almost two years and created a detour and did not even have an approved design, bid or contractor approved. Let’s not make the same mistake again. Don’t waste our time and money again.	Thank you for your comment on the proposed replacement of the S-37-168 bridges on Little Choestoea Road in Oconee County, South Carolina. SCDOT is proposing to replace the existing S-168 bridges as part of a package of five bridges in Oconee and Spartanburg counties. The temporary closure allowed SCDOT to complete temporary repairs on the S-168 bridges to maintain access, with posted load limits, while finalizing replacement plans for the bridges. Your feedback has been reviewed and logged in the project record. We appreciate your input and engagement in this important project.

1/29/2025 9:14	Steve Hundsdorfer	As a resident who uses the road daily I am very disappointed that the SCDOT is planning to close this road AGAIN! After having to use a dangerous detour for nearly 3 years while we waited for bridge repair, the work was finally completed, of course, during that shutdown not a single pothole was addressed. The road needs repair. Additionally, the extended response time from South Union FD and paramedics puts all of the Foxwood Hills and surrounding families at a greater risk. It is hard to understand why it took so very long to complete what turns out to be temporary repairs, and now we will be placed in further jeopardy by another 2 year project to replace the bridges. I suppose I should assume that 6 months after the bridge replacement is completed, you will decide to shut down the road for resurfacing??? How much did the temporary bridge fix cost the SC tax payers? Seems like a huge waste of time and resources! And finally, really it takes 2 full years to replace 2 bridges whose combined length is less than 150 feet? Unbelievable!	Thank you for your comment on the proposed replacement of the S-37-168 bridges on Little Choestoea Road in Oconee County, South Carolina. SCDOT is proposing to replace the existing S-168 bridges as part of a package of five bridges in Oconee and Spartanburg counties.The temporary closure allowed SCDOT to complete temporary repairs on the S-168 bridges to maintain access, with posted load limits, while finalizing replacement plans for the bridges. The estimated 24 month construction duration is for all five bridges. A detailed schedule for individual bridges will be developed and made public once a contractor is secured for the proposed replacements.Your feedback has been reviewed and logged in the project record. We appreciate your input and engagement in this important project.

2/8/2025 15:50	Mike Quarles	Mr. Pitts, Changes in the SCDOT are long overdue. First I want to address the bridge replacement projects. A two year duration is ridiculous. The state needs to streamline the repair process, especially on some of these smaller bridges. I challenge you to watch a video on YouTube entitled “This 19th century German railway bridge was completely replaced in just four days”. It is only 3:49 minutes long. If they can replace a bridge in 4 days surely the USA can replace a bridge in less than 30 days. The SCDOT needs to engineer more prefabricated bridge replacements similar to what is utilized in the above video. Secondly, I have lived in Oconee County all of my 66 years. SC is the #1 state in the US for people to move to. Traffic in Oconee County has significantly increased in the past few years. The SCDOT is not being proactive with improving road safety. Some examples are as follows. Acceleration and deceleration lanes, on and off ramps at major bridges to prevent crossing lanes os traffic. (Ex. Popular Springs Rd. and Hwy. 28 bridge, Hwy. 11 and Hwy. 123 bridge). Thirdly, Potholes. SCDOT for some reason cannot keep up with road repairs except for I-85. The SCDOT needs to do benchmarking in	Thank you for your comment on the proposed bridge replacements in Bridge Package 21. SCDOT is proposing to replace a total of five bridges in Oconee and Spartanburg counties to correct structural deficiencies of the existing bridges and constructing the roadway to meet current design and safety standards. The estimated 24 month construction duration is for all five bridges. A detailed schedule for individual bridges will be developed and made public once a contractor is secured for the proposed replacements. Please visit SCDOT's maintenance request portal at this website https://www.scdot.org/business/maintenance.html to submit work requests and notify SCDOT of repair needs in the area. Your feedback has been reviewed and logged in the project record. We appreciate your input and engagement in this important project.

		Georgia. It is difficult to find a road, in even some of the more rural parts of the state, that don't look like they weren't paved in the past 5 years. I recently traveled from my home to Tennessee. I decided to count potholes from the GA state line on Hwy. 76 to the Tennessee state line. There was only one pothole and it was patched. If that were a SC road there would be hundreds if not thousands of potholes. SCDOT has got to step up their game in this regard. In summary, I realize that some of this does not apply to your current projects. Feel free to share this email with someone in the SCDOT that can make the necessary changes needed to improve our road conditions and traffic flow.	

02/15/2025 21:20:07.854	John Randall Curry	My comments are on the bridges S-37-168. I do not understand why both of these bridges were closed for over 1 year, it is very inconvenient to have to take the detour to get to Hwy 11 South, the road has many curves, and up and downs. Plus, the potholes! Why were the bridges not repaired when they were Closed? If the bridges are safe for travel, put the money toward fixing our roads, for example my road, Blackjack cove Rd, DOT sends out the tar/gravel truck when DOT gets enough complaints and puts down just enough to fill the holes. There are places along the road where if 2 cars meet, someone has to go off-roading. SC deserves better roads, it's embarrassing to enter SC from GA, you just hope you don't blow a tire in one of the many holes. Sincerely, John Curry	Thank you for your comment on the proposed replacement of the S-37-168 bridges on Little Choestoea Road in Oconee County, South Carolina. SCDOT is proposing to replace the existing S-168 bridges as part of a package of five bridges in Oconee and Spartanburg counties. The temporary closure allowed SCDOT tocomplete temporary repairs on the S-168 bridges to maintain access, with posted load limits, while finalizing replacement plans for the bridges. Your feedback has been reviewed and logged in the project record. We appreciate your input and engagement in this important project.

01/29/2025 01:25:36.618	Tim Ward	So if the repair has yet to be done on the Choestoea bridges, why was the road shut down for about a year and a half then reopened recently? I'm confused	Thank you for your comment on the proposed replacement of the S-37-168 bridges on Little Choestoea Road in Oconee County, South Carolina. SCDOT is proposing to replace the existing S-168 bridges as part of a package of five bridges in Oconee and Spartanburg counties. The temporary closure allowed SCDOT to complete temporary repairs on the S-168 bridges to maintain access, with posted load limits, while finalizing replacement plans for the bridges. Your feedback has been reviewed and logged in the project record. We appreciate your input and engagement in this important project.
01/29/2025 18:10:55.937	Michael Panter	Why wasn't the bridges replaced while the choestoea road was closed for nearly three years instead of shutting it down again	Thank you for your comment on the proposed replacement of the S-37-168 bridges on Little Choestoea Road in Oconee County, South Carolina. SCDOT is proposing to replace the existing S-168 bridges as part of a package of five bridges in Oconee and Spartanburg counties. The temporary closure allowed SCDOT to complete temporary repairs on the S-168 bridges to maintain access, with posted load limits, while finalizing replacement plans for the bridges. Your feedback has been reviewed and logged in the project record. We appreciate your input and engagement in this important project.

From: PITTS, MICHAEL, E.
To: crash99_74@yahoo.com
Cc: MCGOLDRICK, WILLIAM, R.; Robert Flagler; Nicole Weirich
Subject: SCDOT Bridge Package 21 - Public Comment Response
Date: Tuesday, March 11, 2025 12:50:17 PM

Good Afternoon –

Thank you for your comment on the proposed bridge replacements in Bridge Package 21. The bridges were initially closed after they were determined to be structurally deficient and were in SCDOT's queue of closed bridges on secondary roads requiring replacement. SCDOT was able to complete temporary repairs to reopen the bridges with posted load limits until the replacement project could begin. SCDOT is proposing to replace a total of five bridges (including these two) in Oconee and Spartanburg counties to correct structural deficiencies of the existing bridges and constructing the roadway to meet current design and safety standards. The estimated 24 month construction duration is for all five bridges. A detailed schedule for individual bridges will be developed and made public once a contractor is secured for the proposed replacements. Please visit SCDOT's maintenance request portal at this website https://www.scdot.org/business/maintenance.html to submit work requests and notify SCDOT of repair needs in the area. Your feedback has been reviewed and logged in the project record. We appreciate your input and engagement in this important project.

Thank you,

Michael Pitts, PE, Assoc. DBIA
Office of Alternative Delivery

P 803-737-2566 **E** pittsme@scdot.org

South Carolina Department of Transportation
955 Park Street, P.O. Box 191, Columbia, SC 29202-0191

From: PITTS, MICHAEL, E.
To: ericroessler13@gmail.com
Cc: MCGOLDRICK, WILLIAM, R.; Robert Flagler; Nicole Weirich
Subject: SCDOT Bridge Package 21 - Public Comment Response
Date: Tuesday, March 11, 2025 12:51:37 PM

Good Afternoon –

Thank you for your comment. This project is focused on replacing the bridges on S-168. Regarding your comments on Barrett Way in Westminster, this section of roadway is not included in the proposed bridge replacement project. Please contact the local resident engineer for the area by visiting this link https://www.scdot.org/scdotcontactus.html. Your feedback and input is appreciated.

Thank you,

Michael Pitts, PE, Assoc. DBIA
Office of Alternative Delivery

P 803-737-2566 **E** pittsme@scdot.org

South Carolina Department of Transportation
955 Park Street, P.O. Box 191, Columbia, SC 29202-0191

From: PITTS, MICHAEL, E.
To: pyoungpeter@gmail.com
Cc: MCGOLDRICK, WILLIAM, R.; Robert Flagler; Nicole Weirich
Subject: SCDOT Bridge Package 21 - Public Comment Response
Date: Tuesday, March 11, 2025 12:56:54 PM

Good Afternoon –

Thank you for your comment on the proposed bridge replacements in Bridge Package 21. The bridges were initially closed after they were determined to be structurally deficient and were in SCDOT's queue of closed bridges on secondary roads requiring replacement. SCDOT was able to complete temporary repairs to reopen the bridges with posted load limits until the replacement project could begin. SCDOT is proposing to replace a total of five bridges (including these two) in Oconee and Spartanburg counties to correct structural deficiencies of the existing bridges and constructing the roadway to meet current design and safety standards. The estimated 24 month construction duration is for all five bridges. A detailed schedule for individual bridges will be developed and made public once a contractor is secured for the proposed replacements. Please visit SCDOT's maintenance request portal at this website https://www.scdot.org/business/maintenance.html to submit work requests and notify SCDOT of repair needs in the area. Your feedback has been reviewed and logged in the project record. We appreciate your input and engagement in this important project.

Thank you,

Michael Pitts, PE, Assoc. DBIA
Office of Alternative Delivery

P 803-737-2566 **E** pittsme@scdot.org

South Carolina Department of Transportation
955 Park Street, P.O. Box 191, Columbia, SC 29202-0191

From: PITTS, MICHAEL, E.
To: kemp24211@gmail.com
Cc: MCGOLDRICK, WILLIAM, R.; Robert Flagler; Nicole Weirich
Subject: SCDOT Bridge Package 21 - Public Comment Response
Date: Tuesday, March 11, 2025 1:16:24 PM

Good Afternoon –

Thank you for your comment on the proposed bridge replacements in Bridge Package 21. The bridges were initially closed after they were determined to be structurally deficient and were in SCDOT's queue of closed bridges on secondary roads requiring replacement. SCDOT was able to complete temporary repairs to reopen the bridges with posted load limits until the replacement project could begin. SCDOT is proposing to replace a total of five bridges (including these two) in Oconee and Spartanburg counties to correct structural deficiencies of the existing bridges and constructing the roadway to meet current design and safety standards. The estimated 24 month construction duration is for all five bridges. A detailed schedule for individual bridges will be developed and made public once a contractor is secured for the proposed replacements. Please visit SCDOT's maintenance request portal at this website https://www.scdot.org/business/maintenance.html to submit work requests and notify SCDOT of repair needs in the area. Your feedback has been reviewed and logged in the project record. We appreciate your input and engagement in this important project.

Thank you,

Michael Pitts, PE, Assoc. DBIA
Office of Alternative Delivery

P 803-737-2566 **E** pittsme@scdot.org

South Carolina Department of Transportation
955 Park Street, P.O. Box 191, Columbia, SC 29202-0191

From: PITTS, MICHAEL, E.
To: stevehuns@gmail.com
Cc: MCGOLDRICK, WILLIAM, R.; Robert Flagler; Nicole Weirich
Subject: SCDOT Bridge Package 21 - Public Comment Response
Date: Tuesday, March 11, 2025 1:18:52 PM

Good Afternoon –

Thank you for your comment on the proposed bridge replacements in Bridge Package 21. The bridges were initially closed after they were determined to be structurally deficient and were in SCDOT's queue of closed bridges on secondary roads requiring replacement. SCDOT was able to complete temporary repairs to reopen the bridges with posted load limits until the replacement project could begin. The estimated 24 month construction duration is for all five bridges. Construction durations per bridge are estimated 3-6 months. A detailed schedule for individual bridges will be developed and made public once a contractor is secured for the proposed replacements. Please visit SCDOT's maintenance request portal at this website https://www.scdot.org/business/maintenance.html to submit work requests and notify SCDOT of repair needs in the area. Your feedback has been reviewed and logged in the project record. We appreciate your input and engagement in this important project.

Thank you,

Michael Pitts, PE, Assoc. DBIA
Office of Alternative Delivery

P 803-737-2566 **E** pittsme@scdot.org

South Carolina Department of Transportation
955 Park Street, P.O. Box 191, Columbia, SC 29202-0191

From: PITTS, MICHAEL, E.
To: 1maquarles@gmail.com
Cc: MCGOLDRICK, WILLIAM, R.; Robert Flagler; Nicole Weirich
Subject: SCDOT Bridge Package 21 - Public Comment Response
Date: Tuesday, March 11, 2025 1:20:03 PM

Good Afternoon –

Thank you for your comment on the proposed bridge replacements in Bridge Package 21. SCDOT is proposing to replace a total of five bridges in Oconee and Spartanburg counties to correct structural deficiencies of the existing bridges and constructing the roadway to meet current design and safety standards. The estimated 24 month construction duration is for all five bridges. A detailed schedule for individual bridges will be developed and made public once a contractor is secured for the proposed replacements. Please visit SCDOT's maintenance request portal at this website https://www.scdot.org/business/maintenance.html to submit work requests and notify SCDOT of repair needs in the area. Your feedback has been reviewed and logged in the project record. We appreciate your input and engagement in this important project.

Thank you,

Michael Pitts, PE, Assoc. DBIA
Office of Alternative Delivery

P 803-737-2566 **E** pittsme@scdot.org

South Carolina Department of Transportation
955 Park Street, P.O. Box 191, Columbia, SC 29202-0191

From: PITTS, MICHAEL, E.
To: randycurry56@yahoo.com
Cc: MCGOLDRICK, WILLIAM, R.; Robert Flagler; Nicole Weirich
Subject: SCDOT Bridge Package 21 - Public Comment Response
Date: Tuesday, March 11, 2025 1:21:12 PM

Good Afternoon –

Thank you for your comment on the proposed bridge replacements in Bridge Package 21. The bridges were initially closed after they were determined to be structurally deficient and were in SCDOT's queue of closed bridges on secondary roads requiring replacement. SCDOT was able to complete temporary repairs to reopen the bridges with posted load limits until the replacement project could begin. SCDOT is proposing to replace a total of five bridges in Oconee and Spartanburg counties to correct structural deficiencies of the existing bridges and constructing the roadway to meet current design and safety standards. The estimated 24 month construction duration is for all five bridges. A detailed schedule for individual bridges will be developed and made public once a contractor is secured for the proposed replacements. Please visit SCDOT's maintenance request portal at this website https://www.scdot.org/business/maintenance.html to submit work requests and notify SCDOT of repair needs in the area. Your feedback has been reviewed and logged in the project record. We appreciate your input and engagement in this important project.

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Office of Alternative Delivery

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From: PITTS, MICHAEL, E.
To: tcwardgodawgs@gmail.com
Cc: MCGOLDRICK, WILLIAM, R.; Robert Flagler; Nicole Weirich
Subject: SCDOT Bridge Package 21 - Public Comment Response
Date: Tuesday, March 11, 2025 1:23:22 PM

Good Afternoon –

Thank you for your comment on the proposed bridge replacements in Bridge Package 21. The bridges were initially closed after they were determined to be structurally deficient and were in SCDOT's queue of closed bridges on secondary roads requiring replacement. SCDOT was able to complete temporary repairs to reopen the bridges with posted load limits until the replacement project could begin. SCDOT is proposing to replace a total of five bridges in Oconee and Spartanburg counties to correct structural deficiencies of the existing bridges and constructing the roadway to meet current design and safety standards. The estimated 24 month construction duration is for all five bridges. A detailed schedule for individual bridges will be developed and made public once a contractor is secured for the proposed replacements. Please visit SCDOT's maintenance request portal at this website https://www.scdot.org/business/maintenance.html to submit work requests and notify SCDOT of repair needs in the area. Your feedback has been reviewed and logged in the project record. We appreciate your input and engagement in this important project.

Thank you,

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Office of Alternative Delivery

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955 Park Street, P.O. Box 191, Columbia, SC 29202-0191

From: PITTS, MICHAEL, E.
To: Michaelpanter39@gmail.com
Cc: MCGOLDRICK, WILLIAM, R.; Robert Flagler; Nicole Weirich
Subject: SCDOT Bridge Package 21 - Public Comment Response
Date: Tuesday, March 11, 2025 1:39:09 PM

Good Afternoon –

Thank you for your comment on the proposed bridge replacements in Bridge Package 21. The bridges were initially closed after they were determined to be structurally deficient and were in SCDOT's queue of closed bridges on secondary roads requiring replacement. SCDOT was able to complete temporary repairs to reopen the bridges with posted load limits until the replacement project could begin. SCDOT is proposing to replace a total of five bridges in Oconee and Spartanburg counties to correct structural deficiencies of the existing bridges and constructing the roadway to meet current design and safety standards. The estimated 24 month construction duration is for all five bridges. A detailed schedule for individual bridges will be developed and made public once a contractor is secured for the proposed replacements. Please visit SCDOT's maintenance request portal at this website https://www.scdot.org/business/maintenance.html to submit work requests and notify SCDOT of repair needs in the area. Your feedback has been reviewed and logged in the project record. We appreciate your input and engagement in this important project.

Thank you,

Michael Pitts, PE, Assoc. DBIA
Office of Alternative Delivery

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