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	P042879	Route	SC 83	County	Marlboro

Part 1 - Project Description

Include the Project Name/Description

SC Bridge Replacement over the Little Pee Dee River

Bridge Replacement - SC 83 Little Pee Dee River, Marlboro County. Bridge is packaged together with S-58 over Beaverdam Creek in Dillon County as a part of Bridge Package 27. Asset ID 0814. Project Rank: 2014-17

The purpose of this project is to correct the load restriction placed on the bridge and restore all components to good condition. This bridge was constructed in 1937 and was recently inspected in June of 2024 and found to be in a condition that was unsuitable for vehicular traffic and was subsequently closed 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.	Results in capacity expansion of a roadway by adding through lanes	☐ Yes	☒ No

Part 3 - Thresholds Continued

5.	Involves construction that would result in *major traffic disruptions	☐ Yes	☒ No
6.	Involves *changes in access control requiring FHWA approval	☐ Yes	☒ No
7.	An adverse effect determination under Section 106 of the National Historic Preservation Act.	☐ Yes	☒ No
8.	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
9.	Any use of a Section 6(f) property	☐ Yes	☒ No
10.	Requires an Individual USACE 404 Permit	☐ Yes	☒ No
11.	Requires an Individual U.S. Coast Guard Permit.	☐ Yes	☒ No
12.	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
13.	Construction in, across, or adjacent to a river designated as a National Wild and Scenic River	☐ Yes	☒ No
14.	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
15.	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
16.	Involves acquisition of land for hardship, protective purposes, or early acquisition	☐ Yes	☒ No
17.	Does not meet the latest Conformity Determination for air quality non-attainment areas (if applicable).	☐ Yes	☒ No
18.	Any known or potential major hazardous waste sites within the right-of-way.	☐ Yes	☒ No
19.	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)

SCDES Navigable Waters Permit

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 Apr 16, 2025

NEPA Start Date: Feb 5, 2025

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

Date: 04/16/2025

NEPA ENVIRONMENTAL COMMITMENTS FORM

Project ID : P042879 County : Marlboro District : Doc Type: PCE Total # of Commitments: 7

Project Name: SC 83 over little Pee Dee River

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

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

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

Project ID : P042879	SCDOT NEPA ENVIRONMENTAL COMMITMENTS FORM	SCDOT ENVIRONMENTAL SERVICES

ENVIRONMENTAL COMMITMENTS FOR THE PROJECT

General Permit	NEPA Doc Ref:		Responsibility:	CONTRACTOR

Impacts to jurisdictional waters will be permitted under a Department of the Army Section 404 permit from the U.S. Army Corps of Engineers. Based on preliminary design, it is anticipated that the proposed project would be permitted under SCDOT's General Permit (GP). The required mitigation for this project will be determined through consultation with the USACE and other resource agencies.

☐ 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

Floodplains	NEPA Doc Ref:		Responsibility:	CONTRACTOR

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

County Floodplain Administrator.

☐ Special Provision

Project ID : P042879	SCDOT NEPA ENVIRONMENTAL COMMITMENTS FORM	SCDOT ENVIRONMENTAL SERVICES

ENVIRONMENTAL COMMITMENTS FOR THE PROJECT

Non-Standard Commitment	NEPA Doc Ref:		Responsibility:	CONTRACTOR

SCDES Navigable Waters Permit

A SCDES Navigable Waters permit for SC 83 over Little Pee Dee River will be required. The CONTRACTOR shall prepare all necessary documentation for the permit application and provide to the ESO for submittal. ESO will apply and coordinate with SCDES to obtain the permit. The CONTRACTOR shall comply with all applicable permit conditions in the approved SCDES Navigable Waters permit.

☐ Special Provision

	NEPA Doc Ref:		Responsibility:	

☐ Special Provision

	NEPA Doc Ref:		Responsibility:	

☐ Special Provision

Cultural Resources Project Screening Form

File Number: | PIN: 42879 | Route: SC 83 | County: Marlboro

Project Name:

SC 83 over Little Pee Dee River Bridge Replacement Project

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 will replace the bridge carrying SC 83 over the Little Pee Dee River. The bridge will be replaced on alignment and a small amount of new ROW may be required. The study area extends 75 feet to each side of the roadway centerline and 800 feet from either end of the bridge. The archaeological survey examined the study area. The architectural survey examined the APE, which consisted of a 300-foot buffer around the study area. The APE was reviewed using ArchSite, Google Earth, Web Soil Survey, historic topographic maps, and aerial photographs. The review determined that one previously recorded resource, the Willis-McDonald House, is located within the APE. The dwelling, constructed in 1840 and moved to its current location in 1975, was not given a SHPO Site No. when originally recorded in a county-wide survey. It was assigned SHPO Site No. 2739 and revisited as part of this survey. Web Soil Survey maps the majority of the soils within the study area as poorly drained and frequently flooded. A cultural resources field survey, consisting of a pedestrian reconnaissance of the entire APE, augmented by the excavation of shovel tests, was conducted by HDR on 11-18-24 and documented in a short form report (attached). Thirty-two shovel test locations were investigated. Of these 21 were not excavated due wetlands and steep roadside berms/ditches. One isolated find, consisting of a residual pre-contact sherd and rhyolite flake fragment was identified. It is by definition not eligible for the NRHP. Two architectural resources were recorded. SHPO Site No. 2738, the bridge to be replaced (Asset #814), was built in 1937. It is a concrete stringer bridge that is not eligible for the NRHP. SHPO Site No. 2739 requires additional research to determine its NRHP eligibility. However, it is located outside of the project construction limits and will not be affected. 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: 2/5/2025

ARCHAEOLOGICAL FIELD REPORT
SCDOT ENVIRONMENTAL SECTION

TITLE: Cultural Resources Survey of the SC 83 over Little Pee Dee River Bridge Replacement Project, Marlboro County, South Carolina
CONSULTANT: HDR
DATE OF RESEARCH: 2024
ARCHAEOLOGIST: Joshua N. Fletcher
ARCHITECTURAL HISTORIAN: Jessica M. Forbes
COUNTY: Marlboro
PROJECT: SC 83 over Little Pee Dee River Bridge Replacement Project
SCDOT PIN: P042879

DESCRIPTION: The South Carolina Department of Transportation (SCDOT) proposes to replace the SC 83 over Little Pee Dee River bridge in Marlboro County. This bridge was constructed in 1937, was inspected in June of 2024, and found to be in a condition that was unsuitable for vehicular traffic and was subsequently closed to traffic. The new bridge will be approximately 170 feet long, widened from 26 feet to 36 feet, and will be constructed on the existing alignment. The grade will be raised two to three feet above the existing grade, which will extend the current toe of slope out an additional 10 feet on each side of the approaches. It is anticipated that minor amounts of right-of-way (ROW) will be required for the replacement of this structure. The minor amount of ROW needed will include temporary and/or permanent strips. The archaeological area of potential effect (APE) is 75 feet from either side of the road centerline (150 feet wide total) and 800 feet from either end of the bridge. The architectural APE extends 300 feet outside the archaeological APE. Figure 1 presents the project location on the U.S. Geological Survey (USGS) 1972 *Clio, SC* and 1971 *Minturn, SC* quadrangles.

LOCATION: The project is located on SC 83, northeast of Clio, South Carolina.

USGS QUADRANGLE: *Clio, SC* and *Minturn, SC*
DATE: 1972 and 1971 **SCALE:** 7.5' **UTM: ZONE:** 17 **DATUM**: NAD27
PROJECT CENTERPOINT: EASTING: 637433 **NORTHING:** 3830930

ENVIRONMENTAL SETTING: The project is located to the north and south of SC 83. This road passes through (via a cut bank) a fairly high bluff to the west of the Little Pee Dee River. The portion of SC 83 to the east of the river is built atop a tall earthen causeway above the swamp surrounding the river. Land use within the APE includes residential, agricultural, and forested upland areas with a bottomland hardwood forest riparian corridor surrounding the Little Pee Dee River.

NEAREST RIVER/STREAM AND DISTANCE: Little Pee Dee River is at the center of the APE.

SOIL TYPES: Noboco loamy sand (0 to 2 percent slopes), Ogeechee sandy loam, Pamlico muck (frequently flooded), and Troup sand (0 to 6 percent slopes)

REFERENCE FOR SOILS INFORMATION: Natural Resources Conservation Service (NRCS). 2024. Soils Surveys for Marlboro County, SC. (https://websoilsurvey.nrcs.usda.gov/app/). Accessed December 2024.

GROUND SURFACE VISIBILITY: **0%** __ **1-25%** X **26-50%** __ **51-75%** _ **76-100%** __

CURRENT VEGETATION: A bottomland hardwood forest community is located adjacent to the Little Pee Dee River, largely in an extensive swamp to the east of the river. The bluff to the west of the river is wooded in mixed pines and hardwoods. A large grassy lawn and fallow agricultural fields are located in the western portion of the APE.

INVESTIGATION: On November 18, 2024, the project archaeologist (Josh Fletcher) consulted the ArchSite program to determine if previously identified archaeological sites are located within a half mile of the APE. One

archaeological site (Site 38ML0013) is located within this radius (see Figure 1). Site 38ML0013 consists of a large scatter of Native American artifacts located approximately 0.48 miles to the north of the current APE; the site was not assessed for eligibility in the National Register of Historic Places (NRHP). Also on November 18, 2024, Mr. Fletcher searched the NRHP files of the South Carolina Department of Archives and History (SCDAH), using the ArchSite program to identify previous investigations and previously identified resources. There has been one previous cultural resources investigation in the APE. In 2012, Brockington and Associates (Salo et al. 2012) conducted an architectural survey of Marlboro County. Two previously recorded historic architectural resources (SHPO Site Number 0970 and 2789) are located within a half mile of the APE. SHPO Site Number 0970 is Red Bluff Cemetery, which dates to 1863. SHPO Site Number 0970, which was recorded during the county-wide architectural survey of Marlboro County (Salo et al. 2012), is not eligible for listing in the NRHP. SHPO Site Number 2789, the Willis–McDonald House, is located in the architectural APE. The dwelling, built ca. 1840 and moved to its current location in 1975, was recorded in a countywide survey conducted in 1978, but was not assigned a SHPO Site Number until this investigation. It was unevaluated for NRHP eligibility prior to this survey.

ARCHAEOLOGICAL SURVEY: Investigators conducted an intensive archaeological survey on December 5, 2024. The archaeological survey consisted of intensive shovel testing within upland areas. No shovel tests were excavated within wetland areas or areas with steep slope. All shovel test locations were visited, and visual inspection was conducted within areas that displayed good ground surface visibility. Figure 2 presents the locations of shovel tests and identified archaeological resources in the APE on a modern aerial photograph. Figures 3-5 present typical views of the project area.

Investigators traversed a total of four shovel test transects, one in each of the four quadrants surrounding the bridge. The transects were placed approximately 75 feet from the road centerline. Shovel tests were excavated at 100-foot intervals along each transect, where possible. Investigators visited 32 shovel test locations and excavated a total of 11 shovel tests. The shovel tests were excavated to an average depth of 55 centimeters below surface (cmbs) and ranged from 50 to 60 cmbs in depth. Shovel tests generally exposed a 10YR5/2 grayish brown sandy loam from 0 to 15 cmbs, over a 10YR 6/8 brownish yellow sandy loam from 15 to 40 cmbs, underlain by a 10YR8/6 yellow compact fine sand subsoil at 40 to 60-plus cmbs. The fill from these tests was sifted through 0.25-inch (0.635-cm) mesh hardware cloth. Investigators identified one isolated find (Isolate 1) during the survey.

Isolate 1 is located in a grassy field near the bluff to the west of the Little Pee Dee River in the southwest quadrant of the project. Figure 6 presents a view of this area. Investigators excavated six shovel tests at 7.5-meter intervals around the initial find in an attempt to recover additional artifacts and define the artifact cluster; one of these delineation shovel tests was positive. Delineations were limited by slope and the limits of the archaeological APE. Isolate 1, recovered from 0–30 cmbs, consists of one residual Pre-Contact sherd and one rhyolite flake fragment. For a complete artifact inventory, see Appendix A. Due to the low frequency of material at this locale and the lack of cultural features, HDR recommends Isolate 1 not eligible for the NRHP. Further management consideration of Isolate 1 is not warranted.

ARCHITECTURAL SURVEY: Investigators conducted the architectural resources survey on December 5, 2024, and recorded a total of one historic-age (50 years of age or older at the time of survey; constructed in 1974 or before) architectural resource. Year built dates were not available in the Marlboro County Assessor's online data consulted ahead of field survey; therefore, historic aerial photography and topographic maps were utilized to identify potential historic-age resources in the architectural APE. The bridge carrying SC 83 over the Little Pee Dee River was constructed in 1937 and is the only newly recorded historic-age resource in the architectural APE. One previously recorded architectural resource, the Willis–McDonald House (SHPO Site Number 2789), is located in the architectural APE and was revisited during the survey.

Statewide Survey of Historic Properties survey forms were completed for the newly recorded and revisited resources (Appendix B). The bridge carrying SC 83 over the Little Pee Dee River (SHPO Site Number 2738) is recommended not eligible for listing in the NRHP due to a lack of historic and engineering significance under Criteria A–D. THE NRHP recommendation for SHPO Site Number 2739 is "Requires Additional Research."

SHPO Site Number 2738

The bridge (Asset ID 814; SCDOT Structure Number # 3540008300100) carrying SC 83 over the Little Pee Dee River (Figure 7 through Figure) was built in 1937. Due to its age, the bridge, assigned SHPO Site Number 2738, does not qualify for streamlined review under the Federal Highway Administration's Post-1945 Bridges Program Comment. SCDOT previously evaluated the bridge as not eligible in its historic bridge survey, but the structure was not formally recorded.

The 10-span steel beam bridge measures 251 feet in length (25.5 feet per span) and has a width of 22 feet from curb to curb. The bridge has a cast-in-place concrete deck supported by spans comprising five 18-inch-wide steel beams (stringers). The substructure consists of 11 timber pile bents, which are in-kind replacements of the original material, per SCDOT records. Each abutment comprises a concrete wing wall, timber back wall, and a timber bent. The bridge has concrete curb railings supported by concrete brackets positioned atop cantilevered deck sections.

According to *A Context for Common Historic Bridge Types*, a nationwide road bridge context, steel began to replace iron as a preferred building material in the 1890s due to an increase in the fabrication capabilities of the steel industry and lower costs of steel bridge components. Steel fabrication capabilities further improved in the early twentieth century, and the steel beam (stringer) bridge developed as plants could "…roll steel I-beams and channels of just about any length and depth required by bridge designers, without warping the member" (Parsons Brinckerhoff and Engineering and Industrial Heritage [PB&EIH] 2005:3-107). The steel H-beam, which Bethlehem Steel pioneered in 1908, allowed architects and engineers to design taller and longer structures. Rolled beams became commonly used in highway bridge construction in the 1920s and 1930s (PB&EIH 2005:3-107).

While the subject bridge is technically 10 spans given the number of substructure units, the superstructure consists of five 50-foot-long segments, based on a standardized design for continuous steel stringer bridges adopted by South Carolina's Bridge Division in 1930. This plan—Standard Plan No. S-314—was for a continuous two-span bridge, with each span measuring 25 feet long, for an overall length of 50 feet. The two-span, continuous units could be multiplied as many times as necessary to achieve the desired length of crossing. The economical bridge design, which could be adapted for roadways of varying widths, called for a concrete deck supported by timber pile bents; the design remained a state standard through the mid-1950s.

While the bridge is a part of South Carolina's highway infrastructure, as an individual resource, the SC 83 Bridge over Little Pee Dee River is not found to have made a significant contribution to the history of transportation in Marlboro County or the state of South Carolina, and is therefore not significant under Criterion A. The bridge is not known to have been associated with individuals that were historically significant, and, therefore, it is not significant under Criterion B. The steel beam bridge is not significant under Criterion C for its design or construction, due to the use of common construction materials and building techniques. The nationwide road bridge context indicates bridges of this type have low significance nationally, and those with early construction dates, extended span lengths, intact integrity, and use of early, innovative fabricating techniques are the examples within the category that may possess a higher of level of significance (PB&EIH 2005:3-108). This bridge is of a common type popular nationwide by the late 1930s and is based on a standardized plan utilized across South Carolina between 1930 and the mid-1950s. The bridge does not solve a unique engineering problem, is not considered the work of a master, nor are its engineering traits specific to the region or exemplary in any way. The bridge's common construction is unlikely to yield new information or answer important research questions about local, state, or national history, and is not significant under Criterion D as a result. Therefore, SHPO Site Number 2738 is not found to have significance under Criterion A–D and is recommended not eligible for listing in the NRHP.

<u>SHPO Site Number 2739</u>

SHPO Site Number 2739, the Willis–McDonald House (Figure 17 through Figure 20), was built ca. 1837 (ca. 1840 in some sources) and moved to its current location in 1975. The dwelling was recorded in a countywide survey conducted in 1978 but was not assigned a SHPO Site Number until this investigation. It was unevaluated for NRHP eligibility prior to this survey. During this investigation, the dwelling was surveyed from the ROW and, due to the distance, it was difficult to determine materials.

The 1.5-story dwelling is situated approximately 575 feet (0.11 miles) south of the southwestern abutment of the bridge carrying SC 83 over the Little Pee Dee River (SHPO Site Number 2738). The dwelling, which faces southwest, consists of a primary, side-gabled volume, with a rear gable-roofed dormer. A front-gabled wing with a rectangular footprint is attached to the western elevation of the primary volume (Figure 18 through Figure 20). The

primary volume appears to be a double pen form, built in the Tidewater South tradition, with influences from the Greek Revival style, which was popular between 1825 and 1860 (McAlester 2018:126–127; 248). Both wings of the dwelling have composition shingle roofing. The side-gabled volume has two exterior, brick, end chimneys. The dwelling is clad in horizontal lapped and flush siding, which appears to be wood and/or fiber cement. The primary volume has a full-width, integral front porch and a partial-width, shed-roofed back porch with exposed rafter ends. The front porch features six Doric-style column supports with a handrail and balustrade. Two single-leaf, paneled doors are centered on the façade, with a 9/9 window at either end of the façade. Each of the two doors has a multi-light transom (at least four lights visible from the ROW). Windows on the rear (northeastern) elevation are 6/6 sash with screens in the lower sash. The rear porch has sliding glass doors between square columns, with a partially glazed door at the eastern end of the porch. A low balustrade is present between the columns. Visible windows on the northeastern and southwestern elevations of the side wing are 6/6 sash. The dwelling (including the addition) has brick foundation walls with lattice panels and plywood panels. A front-gabled, detached garage (constructed between 1983 and 1994), which also faces southwest, is located approximately 60 feet north of the side wing (NETR Online 2025).

The dwelling was originally located between Clio and McColl on SC-381, approximately 1.8 miles northwest of its present location. Milby Willis constructed the home; in 1905, Sion Lloyd McDonald bought the home, where he lived until his death in 1927. At the time of survey, Hubbard W. McDonald, Jr. was listed as the owner in county records (Marlboro County 2025). A photo dating to 1906 shows that, at its original location, an addition with a Mansard roof and two internal brick chimneys was located on the façade. The dwelling faced south. The end of the addition began at the left (west) end of the façade and extended west. The rear porch was not covered as of 1907, and brick piers with no foundation walls or infill supported both wings of the building (Marlborough Historical Society 2007). Additional research would be required to determine the potential significance of the dwelling under Criteria A, B, and/or C. However, even if the resource were determined eligible, the currently proposed project would not impact any potential character-defining features or aspects of integrity that would contribute to the dwelling's significance under Criteria A, B, and/or C due to its distance from the project area, and a view that is almost entirely obscured by changes in topography and the presence of mature vegetation between the two points.

REMARKS AND RECOMMENDATIONS: HDR identified one archaeological resource (Isolate 1) and two historic-age architectural resources during the survey. Isolate 1 and SHPO Site Number 2738 are recommended not eligible for listing in the NRHP; SHPO Site Number 2739 requires further research to determine potential NRHP significance. No previously recorded historic properties are within the project area. Therefore, the project as currently planned will not affect any historic properties. If current proposed plans change, additional survey may be necessary.

SIGNATURE:  **DATE:** January 27, 2025

SIGNATURE:  **DATE**: January 27, 2025

REFERENCES CITED

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Salo, Edward, Jason Ellerbee, Kristina Lanphear, and Paige Wagoner. 2012. *Historic Architectural Survey of Marlboro County, South Carolina*. Prepared for Marlboro County, the South Carolina Department of Transportation, and South Carolina Department of Archives and History. Prepared by Brockington and Associates, Inc.

LIST OF FIGURES

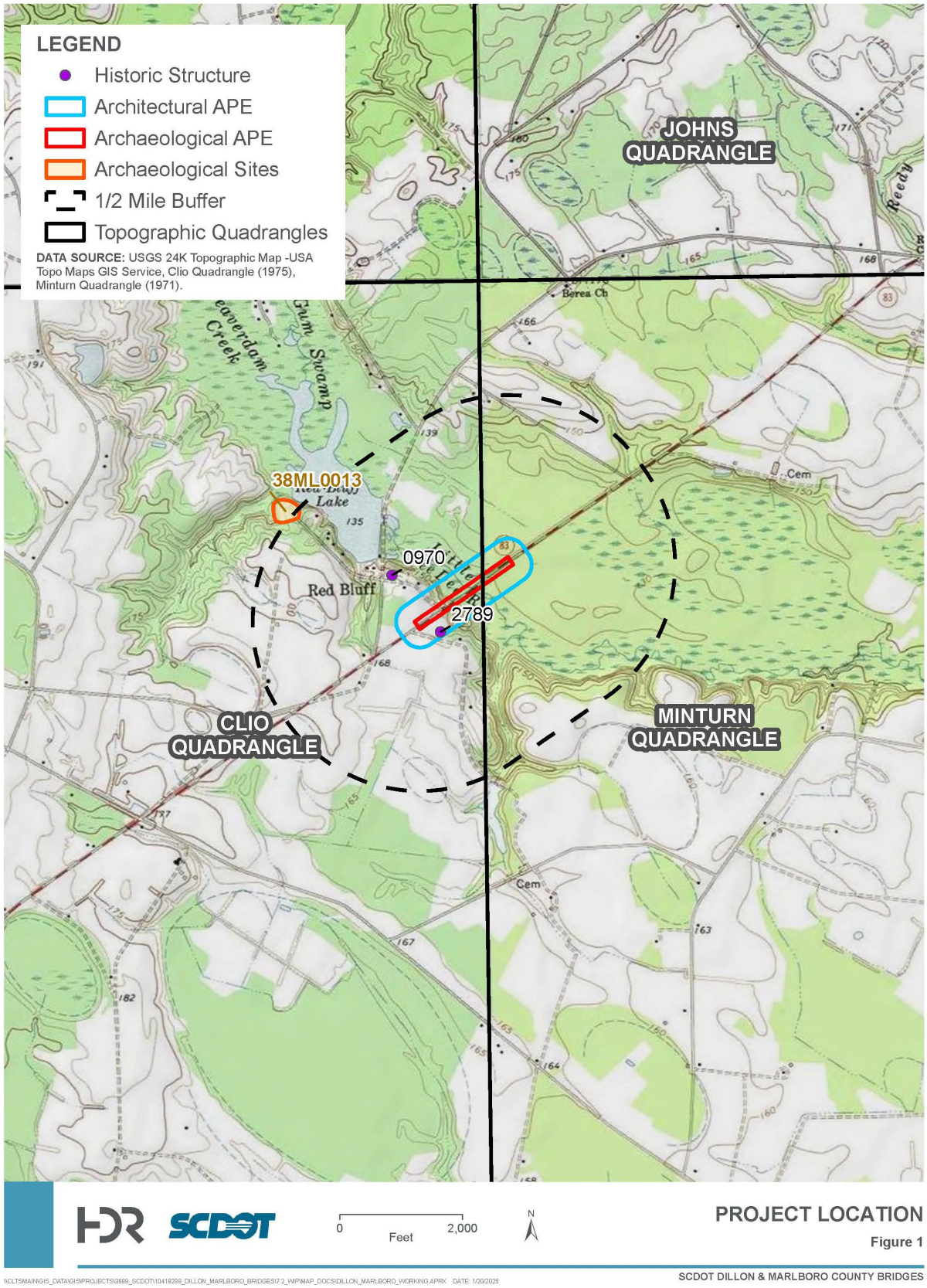


Figure 1. Location of the SC 83 over Little Pee Dee River Bridge Replacement Project.

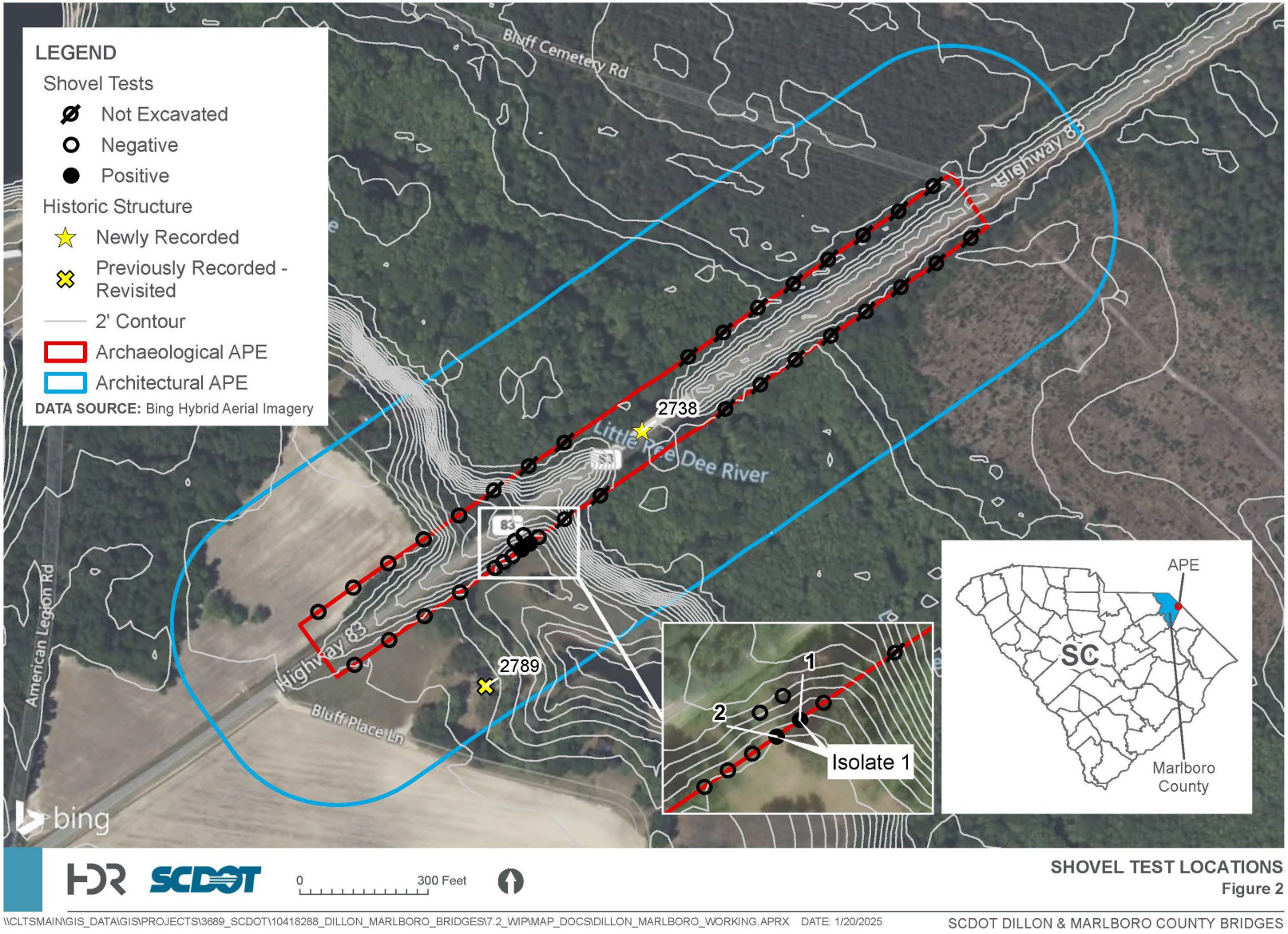


Figure 2. Aerial image showing shovel test locations and newly recorded cultural resources.

Figure 3. View of SC 83 and the bridge, looking east.

Figure 4. View of SC 83 and the bridge, looking northeast.

Figure 5. View of SC 83, looking east.

Figure 6. View of the area of Isolate 1 in the southwest quadrant of the APE, looking northeast.

Figure 7. SHPO Site Number 2738, looking southwest.

Figure 8. SHPO Site Number 2738, looking southwest.

Figure 9. SHPO Site Number 2738, looking northeast.

Figure 10. SHPO Site Number 2738, looking northeast.

Figure 11. SHPO Site Number 2738, looking southwest.

Figure 12. SHPO Site Number 2738, looking southwest.

Figure 13. SHPO Site Number 2738, looking east.

Figure 14. SHPO Site Number 2738, looking east.

Figure 15. SHPO Site Number 2738, looking southwest.

Figure 16. SHPO Site Number 2738, looking east.

Figure 17. SHPO Site Number 2739, looking northeast.

Figure 18. SHPO Site Number 2739, looking east.

Figure 19. SHPO Site Number 2739, looking south.

Figure 20. SHPO Site Number 2739, looking south.

South Carolina Department of Transportation

Biological Assessment Report

Project Title: SC-83 Over Little Pee Dee River

County: Marlboro

SCDOT PIN: P042879

Date: 8/12/2024

Prepared By: Keith Walker

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

Description

Project P042879 will replace the existing bridge on SC-83 over the Little Pee Dee River in Marlboro County. The new bridge will be approximately 170' long, widened for 26' to 36' and will be constructed on the existing alignment. The grade will be raised 2-3 feet above the existing grade, which will extend the current toe of slope out an additional 10 feet on each side of the approaches.

Species List

Species	**Common Name**	**Status**
Haliaeetus leucocephalus	Bald Eagle	BGEPA
Picoides borealis	Red-cockaded Woodpecker	Endangered
Danaus plexippus	Monarch Butterfly	Candidate
Oxypolis canbyi	Canby's Dropwort	Endangered

Birds

Haliaeetus leucocephalus: No Effect. The project crosses the Little Pee Dee River however, there are no documented cases of eagles at this site. No nests or individuals were observed.

Picoides borealis: No Effect. RCW habitat consists of open mature pines with little or no midstory and a dense understory. The project area is primarily closed canopy hardwoods and does not contain suitable RCW habitat. No individuals or cavity trees were observed.

Plant Species

Oxypolis canbyi: No Effect. Canby's Dropwort inhabits a variety of Coastal Plain habitats that have little or no canopy cover and are prone to long periods of inundation such as cypress ponds, wet pine savannas, and Carolina bays. The portions of the project area appear to be subject to long periods of inundation but have a dense closed canopy. No individuals were observed.

Insects:

Danaus plexippus: No Effect – Candidate species

Results

Based on desktop reviews, no listed species are found in or near the project site. During the site visit, no federally listed species or suitable habitats for any listed species were observed. Since no federally protected species or suitable habitats for any federally listed species were observed in the project area, no federally protected species will be adversely affected by the proposed project.

PERMIT DETERMINATION

Date: Feb 18, 2025 Project ID: P042879

From: Caycee Cleaver Company: SCDOT

Contact Info (phone and/or email): cleavercc@scdot.org

Permit Manager: Will McGoldrick - Alternative Delivery Coordinator

Project Name: SC 83 over Little Pee Dee River

County: Marlboro (Optional) Structure #: 0814

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:

◉ 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: Great Pee Dee Mitigation Bank

Comments: status of mit check on 2-18-25

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.

Will McGoldrick Digitally signed by Will McGoldrick Date: 2025.02.18 15:27:08 -05'00' Feb 18, 2025

Biologist, SCDOT/Consultant Date

Revised 04/2024

Healthy People Healthly Communities

Watershed and Water Quality Information

General Information

Applicant Name: Caycee Cleaver
Address: 2223 BLUFF CEMETERY RD, CLIO, SC, 29525
MS4 Designation: Not in designated area
Within Coastal Critical Area: No
Waterbody Name: LITTLE PEE DEE RIVER
Permit Type: Construction
Latitude/Longitude: 34.611226 / -79.500627
Monitoring Station: PD-365
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
PD-365	X	F	F	F	F	F	F	F	F	F	F	WnTN	X	X	X	X	X	X	X	X

F = Standards full supported
N = Standards not supported
A = Assessed at upstream station
X = Parameter not assessed at station
WnTN = Within TMDL, parameter not supported
InTN = In TMDL, parameter not supported
WnTF = Within TMDL, parameter full supported
InTF = In TMDL, parameter full supported

Parameters to be addressed (those not supporting standards)

ECOLI - Escherichia coli (Freshwaters)

Fish Consumption Advisory

Waters of Concern (WOC)

TMDL Information - TMDL Parameters to be addressed

In TMDL Watershed: Yes
TMDL Report No: 009-06
TMDL Document Link: https://www.scdhec.gov/sites/default/files/docs/HomeAndEnvironment/Docs/tmdl_littlepd_fc.pdf
TMDL Site: PD-365
TMDL Parameter: Fecal

Report Date: July 19, 2024

National Flood Hazard Layer FIRMette

FEMA

79°30'21"W 34°36'55"N

79°29'44"W 34°36'26"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 7/19/2024 at 11:52 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

SC 83 over Little Pee Dee River

Freshwater - Forested and Shrub Wetland

Legend

- DANIELS CHAPEL
- Marlboro 0814 SC83 over Little Pee Dee River
- Red Bluff Fishery
- Reedy Branch Baptist Church
- River

94
189
DANIELS CHAPEL
189
Red Bluff Lake
Bluff Cemetary Rd
83
Red Bluff Fishery
Marlboro 0814 SC83 over Little Pee Dee River
83
94
Bluff Pl
Reedy Branch Baptist Church
Taylor Rd
83
Google Earth
Image © 2024 Airbus
N
2000 ft

SC 83 over Little Pee Dee River

Legend

- DANIELS CHAPEL
- Marlboro 0814 SC83 over Little Pee Dee River
- Red Bluff Fishery
- Reedy Branch Baptist Church
- River

Red Bluff Lake
Red Bluff Lake
Bluff Cemetery Rd
Red Bluff
Red Bluff Fishery
Marlboro 0814 SC83 over Little Pee Dee River
Little Pee Dee R
DANIELS CHAPEL
Reedy Branch Baptist Church
Bluff Pl
Taylor Rd
94
189
83
139
135
150
50
30
Google Earth
Earth Point
N
2000 ft
mage © 2024 Airbus

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

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

I. PROJECT DESCRIPTION

The SCDOT proposes to replace the SC-83 bridge over Little Pee Dee River to good condition in order to re-open to traffic.

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. This bridge was constructed in 1937 and was recently inspected in June of 2024 and found to be in a condition that was unsuitable for vehicular traffic and was subsequently closed to traffic. The new bridge will be approximately 30 feet wide and 160 feet long and meet current design standards.

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?

Yes. The existing profile grade will be raised within the FEMA Zone A floodplain.

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

The longitudinal encroachments will be negligible if any on this project. SCDOT is rehabilitating this structure on alignment.

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 bridge is being replaced because of structural issues and not hydraulic. The new bridge should qualify for a statement of no impact.

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

No impacts are anticipated.

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

No impacts are anticipated.

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

No impacts are anticipated.

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

No encroachments are anticipated.

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 for the project will be performed in accordance with SCDOT, FEMA, and local regulations.

Levi McLeod Digitally signed by Levi McLeod Date: 2024.09.03 11:53:35 -04'00'

SCDOT Hydraulic Engineer

9/3/2024

Date

BRIDGE SCOPE AND RISK ASSESSMENT FORM

COUNTY: Marlboro DATE: _____

ROAD #: SC 83 STREAM CROSSING: Little Pee Dee River

Purpose & Need for the Project:

This bridge was constructed in 1937 and was recently inspected in June of 2024 and found to be in a condition that was unsuitable for vehicular traffic and was subsequently closed to traffic. The purpose of this project is to correct the load restriction placed on the bridge and restore all components to good condition. The new bridge will be approximately 46 feet wide and 270 feet long and meet current design standards.

I. FEMA Acknowledgement

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

Panel Number: _____ Effective Date: _____ (See Attached)

II. FEMA Floodmap Investigation

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

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

III. No Rise/CLOMR Preliminary Determination

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

Justification:

☐ 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. SP-877 Sheet No. 18 (See Attached)

b. Road Plans ☑ Yes ☐ No File No. SP-877 Sheet No. 9 (See Attached)

B. Historical Highwater Data

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

b. SCDOT/USGS Documented Highwater Elevations

☐ Yes ☐ No Results: _____

c. Existing Plans ☑ Yes ☐ No See Above

V. Field Review

A. Existing Bridge

Length: 251 ft. Width: 25.7 ft. Max. span Length: 25.5 ft.

Alignment: ☑ Tangent ☐ Curved

Bridge Skewed: ☐ Yes ☑ No Angle: _____

End Abutment Type: Spill thru

Riprap on End Fills: ☐ Yes ☑ No Condition: in need of riprap

Superstructure Type: steel girders

Substructure Type: timber piles

Utilities Present: ☑ Yes ☐ No

Describe: 2" metal conduit attached along north side of bridge

Debris Accumulation on Bridge: Percent Blocked Horizontally: 0 %

Percent Blocked Vertically: 0 %

Hydraulic Problems: ☑ Yes ☐ No

Describe: minor embankment erosion and scour noted on underwater inspection report. Timber pile decay.

BRIDGE SCOPE AND RISK ASSESSMENT FORM

V. Field Review (cont.)

B. Hydraulic Features

a. Scour Present: ☑ Yes ☐ No Location: 4.4' general since 2006 (UW repo

b. Distance from F.G. to Normal Water Elevation: 14.5 ft.
c. Distance from Low Steel to Normal Water Elev.: 12.2 ft.
d. Distance from F.G. to High Water Elevation: 6.4 ft.
e. Distance from Low Steel to High Water Elev.: 4.1 ft.

f. Channel Banks Stable: ☑ Yes ☐ No
Describe:

g. Soil Type: Sandy

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.

C. Existing Roadway Geometry

a. Can the existing roadway be closed for an On-Alignment Bridge Replacement
☑ Yes ☐ No
Describe:
Bridge is currently closed with detour in place. Low volume primary route.

If "yes", does the existing vertical and horizontal curves meet the proposed design speed criteria?
No horizontal curves in the vicinity and ample room to tie down profile vertically.

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

BRIDGE SCOPE AND RISK ASSESSMENT FORM

VI. Field Review (cont.)

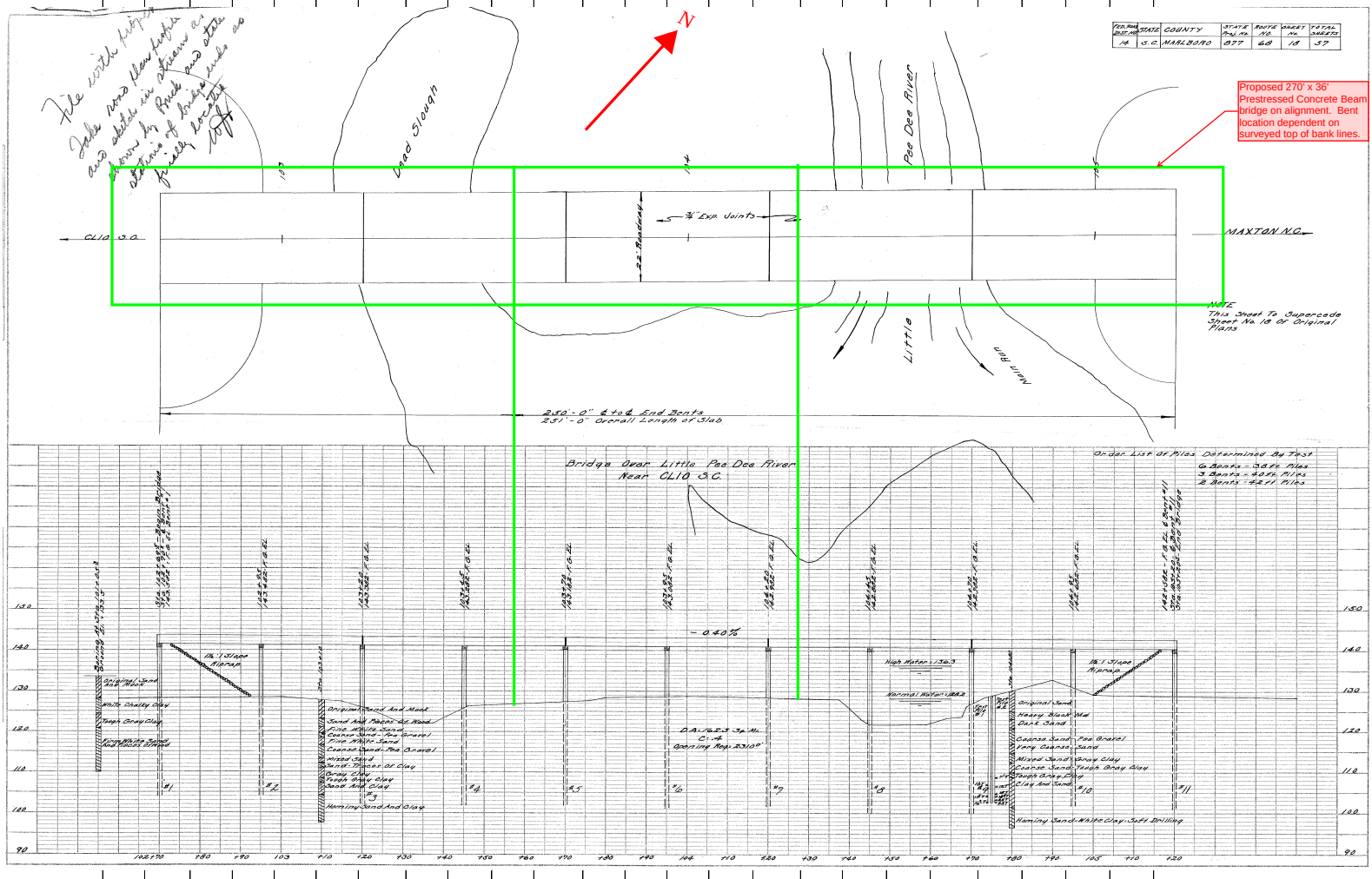
A. Proposed Bridge Recommendation:

Length: 270 ft. Width: 36 ft. Elevation: 145.7 ft.

Span Arangement: 95'-80'-95' = 270' continuous

Notes: Proposed AASHTO Type III prestressed concrete Beam

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



Performed By: John Caver & Levi McLeod