



ENVIRONMENTAL RE-EVALUATION FORM

FHWA South Carolina

State File #	P041314	Fed Project #	P041314	Project ID	P041314	Route	I-526	County	Charleston
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Project Name/Description

I-526 Lowcountry Corridor Long Point Road Interchange Improvements

The South Carolina Department of Transportation (SCDOT) and Federal Highway Administration (FHWA) are proposing improvements to the Interstate 526 (I-526) and Long Point Road interchange in the Town of Mount Pleasant, South Carolina.

1. DOCUMENT TYPE: ☐ EIS ☒ EA ☐ CE (non Programmatic) ☐ PCE (No FHWA Approval Required)

A. Other Actions Associated with the Project:

- ☐ Section 4(f) Evaluation
☒ Section 106 Compliance
☒ Wetland Finding/Section 404 Compliance
☒ T & E Species Biological Assessment
☐ None

2. DOCUMENT APPROVAL DATE:

08/22/2024

3. DATE(S) OF PRIOR RE-EVALUATIONS:

4. PROJECT DEVELOPMENT STAGE:

- ☐ Final Design
☒ ROW
☐ Construction
☐ Other, Specify

5. HAS DESIGN OR ROW CHANGED SINCE THE LAST APPROVAL?:

(if "NO" then Go To Item 7)

☒ YES

☐ NO

6. DESCRIPTION OF CURRENT PROJECT/DESIGN CHANGES:

See attached description of current project/design changes.

7. HAVE THERE BEEN SIGNIFICANT CHANGES IN THE AFFECTED ENVIRONMENT OR HAVE THE ENVIRONMENTAL STUDIES BEEN UPDATED SINCE THE LAST PROJECT APPROVAL?: (If "NO" to both Items 5 and 7, Go To Item 10)

☒ YES☐ NO

8. APPROVED DOCUMENT(S) RE-EVALUATION:

A. REVIEW OF EFFECTS: (Complete this section if "YES" to either Item 5 or Item 7)

SOCIAL ENVIRONMENT

CHANGE

REMARKS

1. Land Use	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
2. Community	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
3. Relocations	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
4. Churches/Institutions	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
5. Title VI/E.O. 12898	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
6. Economic	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
7. Controversy	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
8. Other; Specify	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	

NATURAL ENVIRONMENT

CHANGE

REMARKS

1. Wetlands	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
2. Water Quality	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
3. Wild/Scenic Rivers	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
4. Farmland	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
5. T & E Species	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	See Biological Assessment Addendum #2
6. Floodplains	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
7. Other; Specify	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	

PHYSICAL ENVIRONMENT

CHANGE

REMARKS

1. Noise	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	See Noise Update Memo
2. Air Quality	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
3. Energy/Mineral Resources	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
4. Construction/Utilities	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
5. UST's	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
6. Hazardous Waste Sites	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
7. Other; Specify	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	

CULTURAL ENVIRONMENT	CHANGE	REMARKS
1. Historic Sites	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
2. Archaeological Resources	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. Other; Specify	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

PERMITS	CHANGE	REMARKS
1. U.S. Coast Guard	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
2. Forest Service/USACE/USFWS Land	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
3. Section 404	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	In progress
4. Other; Specify	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

Have the required permits been obtained? ☐ YES ☒ NO

If "YES" what is the expiration date?

***If permits have expired, permits will need updated and attached to re-evaluation.**

9. NEED FOR PUBLIC INVOLVMENT:

☒ A public hearing/public information meeting was held for the project on:

☒ There have been no changes in project design or environmental effects which would require a public hearing [or additional public hearing if one has already been held] or public information meeting.

☐ The change(s) in project design and/or effects require(s) an additional public hearing/public information meeting. The meeting is scheduled for:

10. FINDINGS/CONCLUSIONS:

☒ Based on the analysis contained in this re-evaluation, it has been determined that the change in project design and/or environmental effects would not significantly alter the conclusions reached in the approved environmental document and/or previous re-evaluation(s).

☐ There have been no changes in the design/ROW of this project nor have there been changes in project effects or the affected environment. Therefore, the conclusions reached in the approved environmental document and/or previous re-evaluation(s) remain valid.

Prepared By: Will McGoldrick Digitally signed by Will McGoldrick
Date: 2025.05.23 13:26:17 -04'00'

Date: May 23, 2025

For Non Programmatic CEs:

Concurred (FHWA): AARON MICHAEL DAWSON Digitally signed by AARON MICHAEL DAWSON
Date: 2025.06.10 08:28:54 -04'00'

Date: Jun 10, 2025

NEPA ENVIRONMENTAL COMMITMENTS FORM
ENVIRONMENTAL COMMITMENTS FOR THE PROJECT



Date: 05/23/2025



NEPA ENVIRONMENTAL COMMITMENTS FORM



Project ID	P041314	County:	Charleston	District:	District 6	Doc Type:	FONSI Reevaluation	Total # of Commitments:	19
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Project Name: I-526/Long Point Road Interchange Improvements Project

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 **South Carolina Department of Transportation (SCDOT) Responsible** measures are adhered to. If there are questions regarding the commitments listed, please contact:

CONTACT NAME:	Kit Scott, PE	PHONE:	(803) 737-1138
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ENVIRONMENTAL COMMITMENTS FOR THE PROJECT

Community - Transportation and Traffic	NEPA Doc Ref:	EA Chapter 4, Section 4.1	Responsibility:	Contractor
SCDOT and the contractor will coordinate with emergency service providers such as police, fire protection, and ambulance services prior to the start of construction to maintain access for emergency vehicles.				
				<input type="checkbox"/> Special Provision

Relocations	NEPA Doc Ref:	EA Chapter 4, Section 4.4	Responsibility:	SCDOT
The SCDOT will acquire all new right-of-way and process any relocations in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S. C. 4601 et seq.). The purpose of these regulations is to ensure that owners of real property to be acquired for Federal and federally-assisted projects are treated fairly and consistently, to encourage and expedite acquisition by agreements with such owner, to minimize litigation and relieve congestion in the courts, and to promote public confidence in Federal and federally-assisted land acquisition programs. Relocation resources would be made available to all eligible displaced residents, including tenants, without discrimination, consistent with the requirements of the Civil Rights Act of 1964 and the Housing and Urban Development Act of 1974.				
				<input type="checkbox"/> Special Provision

Air Quality	NEPA Doc Ref:	EA Chapter 4, Section 4.5	Responsibility:	Contractor
The contractor(s) will ensure particulate matter emissions will be minimized by using appropriate fugitive dust control measures. Construction-related Mobile Source Air Toxics (MSAT) emissions will be minimized to the maximum extent practicable. Provisions will be included in project plans and specifications requiring contractors to make every reasonable effort to minimize construction air quality impacts through abatement measures, as appropriate.				
The contractor(s) will ensure that all construction equipment is properly tuned and maintained. Idling time will be minimized to save fuel and reduce emissions. There will be no open burning of removed vegetation.				
				<input type="checkbox"/> Special Provision

ENVIRONMENTAL COMMITMENTS FOR THE PROJECT

Noise	NEPA Doc Ref:	EA Chapter 4, Section 4.7	Responsibility:	SCDOT
SCDOT will inform local planning officials of future, generalized noise levels expected to occur in the project vicinity after FHWA has made a final decision on the environmental document.				
				<input type="checkbox"/> Special Provision

Noise	NEPA Doc Ref:	FONSI Chapter 4, Section 4.8; Reevaluation – Addendum Noise Barrier Technical Memo	Responsibility:	SCDOT
<p>SCDOT will develop a public relations plan addressing notices to be sent to the public for updates and notifications regarding schedule, upcoming construction activities, and potential temporary impacts (e.g., noise, traffic shifts, etc.). The public relations plan will be used to prepare the public notices that will be used by SCDOT's communications office and other methods and means of notification as outlined in the public relations plan. Timeframes for notification and updates shall be included in the public relations plan and may require approval from the Resident Construction Engineer (RCE).</p> <p>The contractor shall follow SCDOT construction standard procedure as defined in SCDOT Construction Manual and Standards and Specifications.</p> <p>A total of four noise barriers were determined to be feasible and reasonable and recommended as mitigation of traffic noise for the Preferred Alternative. A detailed description of the noise barrier locations and/or noise abatement measures are presented in the Noise Analysis Report (Appendix E).</p> <p>Based on studies completed to date, SCDOT intends to install highway traffic noise abatement measures in the form of five noise barriers. These preliminary abatement measures are based upon preliminary design. The noise abatement walls are identified in the Noise Analysis Report are Noise Wall 1a/3/6/8 (located north of I-526 and west of Long Point Road between the Wando River bridge and Belle Hall Parkway); Noise Wall NW 2a/4 (located south of I-526 between the Wando River bridge and Ridge Road); Noise Wall 5a (located south of I-526 and west of Long Point Road between I-526 and Wando Park Boulevard); Noise Wall 9 (located south of I-526 and east of Long Point Road between Lone Tree Drive and the bridge at Hobcaw Creek); and Noise Wall 12 (located north of I-526 and east of Long Point Road between Long Point Road and the bridge at Hobcaw Creek).</p> <p>The noise barriers above were determined to be feasible and reasonable in the report and shall be constructed by the CONTRACTOR. A final confirmation of the configuration, placement and installation of the abatement measures will be made upon completion of the project's final design and final noise analysis completed by the CONTRACTOR.</p> <p>To minimize future traffic noise impacts on currently undeveloped lands of Type I projects, per 23 CFR 772.17 SCDOT shall inform local officials by providing a copy of the noise analysis within whose jurisdiction the proposed highway project is located.</p>				
				<input type="checkbox"/> Special Provision

Water Quality	NEPA Doc Ref:	EA Appendix K, Section 5.0	Responsibility:	SCDOT
<p>The contractor will be required to minimize possible water quality impacts through implementation of best management practices (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.</p>				
				<input type="checkbox"/> Special Provision

ENVIRONMENTAL COMMITMENTS FOR THE PROJECT

Stormwater	NEPA Doc Ref:	EA Appendix K, Section 4.2	Responsibility:	SCDOT/Contractor
<p>Stormwater control measures, both during construction and post-construction, are required for SCDOT projects with land disturbance and/or constructed in the vicinity of 303(d), total maximum daily load (TMDL), outstanding resource water (ORW), tidal, and other sensitive waters in accordance with SCDOT's MS4 Permit. The selected contractor would be required to minimize potential stormwater impacts through implementation of construction BMPs, reflecting policies contained in 23 CFR 650 B and SCDOT's Supplemental Specifications on Seed and Erosion Control Measures (latest edition).</p>				
				<input type="checkbox"/> Special Provision

Wetlands	NEPA Doc Ref:	EA Chapter 4, Section 4.9	Responsibility:	SCDOT/Contractor
<p>The limits of any clearing, grading, or fill in wetlands will be delineated and shown on approved permitted plans by USACE and SCDES. SCDOT and the contractor will comply with all applicable permits and permit conditions for the placement of fill in wetlands. Compensatory mitigation would be required to offset unavoidable losses of Waters of the U.S. (WOTUS) per USACE requirements.</p>				
				<input type="checkbox"/> Special Provision

Individual Permit	NEPA Doc Ref:	EA Chapter 4, Section 4.10	Responsibility:	SCDOT
<p>Impacts to jurisdictional waters will be permitted under a Department of the Army Section 404 permit from the USACE. For impacts to freshwater wetlands, SCDOT plans to purchase credits from an USACE approved Mitigation Bank. The specific bank to purchase Salt Marsh credits for those impacts in the critical area has not been identified, however the Department commits to purchasing these credits from an USACE approved mitigation bank.</p>				
				<input type="checkbox"/> Special Provision

Floodplains	NEPA Doc Ref:	EA Chapter 4, Section 4.11	Responsibility:	SCDOT/Contractor
<p>The Engineer of Record will send a set of final plans and request for floodplain management compliance to Charleston County's Floodplain Administrator.</p>				
				<input type="checkbox"/> Special Provision

Floodplains	NEPA Doc Ref:	EA Chapter 4, Section 4.11	Responsibility:	SCDOT/Contractor
<p>Hydraulic and hydrologic studies will be completed by the contractor on the Preferred Alternative during the final design phase of the project. Bridge structures will be designed per FEMA standards. The project will be designed in an effort to meet "No-Rise" requirements. Pursuant to the FEMA certification, the project will be designed to allow for no more than 1-foot increase in flood elevations. In the event a "No-Rise" condition cannot be achieved, coordination with FEMA will require the preparation of a Conditional Letter of Map Revision (CLOMR)/Letter of Map Revision (LOMR) package for the encroachment.</p>				
				<input type="checkbox"/> Special Provision

ENVIRONMENTAL COMMITMENTS FOR THE PROJECT

Threatened and Endangered Species – All species	NEPA Doc Ref:	EA Chapter 4, Section 4.13; Appendix J; Reevaluation Biological Evaluation Addendum #2	Responsibility:	SCDOT/Contractor
<ul style="list-style-type: none"> • Consultation with USFWS will be reinitiated if/when new rule and listing designation goes into effect for any species. • To the extent practicable, tree removal will not exceed what is required for project construction (Preferred Alternative alignment and temporary work areas). Tree-clearing restrictions would take place between April 1st through July 31st and December 15th through February 15th. 				
				<input type="checkbox"/> Special Provision

Migratory Bird Treaty Act	NEPA Doc Ref:	EA Chapter 4, Section 4.14	Responsibility:	Contractor
<p>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. 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.</p> <p>The contractor shall notify the RCE at least four (4) weeks prior to construction/demolition/maintenance of bridges and box culverts. The RCE will coordinate with SCDOT's Environmental Services Office (ESO), Compliance Division, to determine if there are any active birds using the structure. After 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 SCDOT's ESO Compliance Division. The ESO Compliance Division will determine the next course of action.</p> <p>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.</p>				
				<input type="checkbox"/> Special Provision

Essential Fish Habitat	NEPA Doc Ref:	EA Chapter 4, Section 4.17/Appendix K, Section 4.1	Responsibility:	SCDOT/Contractor
<ul style="list-style-type: none"> • Temporary silt/turbidity curtains will be installed prior to the commencement of in-water work, where practicable. The contractor will be required to utilize SCDOT BMPs for soil and erosion control during construction. • For construction activities associated with the two bridges over the unnamed tributary to Rathall Creek, which may include the widening of shoulders and bridge structures, no temporary or permanent piles will be placed in the channel of the creek. • The Contractor will be required to minimize impacts of siltation and erosion through implementation of BMPs. • SCDOT, FHWA, and the contractor will develop the mitigation plan in coordination with the appropriate resource agencies. A final mitigation plan will be developed for the 404/401 permit and will include consideration for impacts to essential fish habitat as part of that plan. 				
				<input type="checkbox"/> Special Provision

ENVIRONMENTAL COMMITMENTS FOR THE PROJECT

Hazardous Materials	NEPA Doc Ref:	EA Chapter 4, Section 4.18	Responsibility:	SCDOT/Contractor
<p>SCDOT will avoid hazardous materials sites where practicable or sufficiently remediate so that the public will not be exposed to potential health risks. The contractor(s) will follow SCDOT's Standard Specifications, which include provisions to protect the health and safety of persons in the proximity of construction and staging sites. Lead and asbestos testing would be conducted prior to construction to ensure that materials are handled appropriately.</p> <p>If avoidance of hazardous materials is not a viable alternative and soils that appear to be contaminated are encountered during construction, SCDES will be informed immediately. Hazardous materials will be tested and removed and/or treated in accordance with the Environmental Protection Agency (EPA) and SCDES requirements. SCDES Hazardous Waste Treatment, Storage, and Disposal compliance staff can be contacted at 803-898-0290.</p>				
				<input type="checkbox"/> Special Provision

Hazardous Materials	NEPA Doc Ref:	EA Appendix L, Section 6.3	Responsibility:	SCDOT/Contractor
<p>Prior to right-of-way acquisition or construction activities, additional field investigations may be required at parcels of concern identified during the Hazardous Materials/Waste Survey. Seven parcels of concern were identified and recommended for further investigation prior to land disturbance or ROW activities. A Phase II Assessment will be required on the parcels of concern with the potential to be affected by activities within the project footprint. The list of parcels of concern and recommended soil and groundwater sampling are presented in the Hazardous Materials/Waste Survey (Appendix L). Sampling shall follow applicable SCDES environmental standard operating procedures.</p> <p>Any right-of-way acquisition or construction activities occurring on parcels not evaluated in the Hazardous Materials/Waste Survey must complete an analysis to determine potential for Hazardous Materials/Waste. This shall include a review of available state and federal environmental records to obtain information regarding any past or current hazardous waste disposal sites, reported petroleum or hazardous waste releases, listed hazardous waste generation, transportation, storage, or disposal facilities, listed solid waste disposal facilities, and other issues related to reported environmental contamination problems. If additional parcels of concern are identified, and are to be impacted, a Phase II Assessment will be needed.</p>				
				<input type="checkbox"/> Special Provision

Cultural Resources	NEPA Doc Ref:	EA Chapter 4, Section 4.19	Responsibility:	Contractor
<p>During construction, 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. If any such remains are encountered, the RCE will be immediately notified and all work in the vicinity of the discovered materials and site work shall cease until the SCDOT Archaeologist directs otherwise.</p> <p>If unanticipated cultural materials (for example, large, intact artifacts or animal bones; large soils stains or patterns of soil stains; buried brick or stone structures; clusters of brick or stone) or human skeletal remains are discovered during construction activities, then the resident construction engineer (RCE) will be immediately notified and all work near the discovered materials will cease until an evaluation can be made by the SCDOT archaeologist in consultation with South Carolina State Historic Preservation Office (SHPO) and Catawba Indian Nation Tribal Historic Preservation Office (CIN-THPO).</p>				
				<input type="checkbox"/> Special Provision

Cultural Resources	NEPA Doc Ref:	EA Chapter 4, Section 4.19	Responsibility:	SCDOT/Contractor
<p>The Preferred Alternative will result in an adverse effect on the archaeological site 38CH2683. SCDOT and the contractor will comply with the memorandum of agreement (MOA) for the site in coordination with SHPO, SCDOT, FHWA, and stakeholders.</p>				
				<input type="checkbox"/> Special Provision

Cultural Resources - MOA	NEPA Doc Ref:	EA Appendix N	Responsibility:	SCDOT/Contractor
<ul style="list-style-type: none"> • SCDOT's archaeological consultant, or staff, will develop a treatment plan for data recovery investigations at Archaeological Site 38CH2683. The treatment plan will include a description of the project's research design and sampling strategy. The treatment plan will be submitted to SHPO for review and approval prior to any fieldwork. The SHPO will make a reasonable effort to review the treatment plan(s) no later than thirty days after receipt. All archaeological and historical investigation will be carried out by professionals who meet Secretary of the Interior's qualifications. • All plans and reports developed for the treatment of Archaeological Site 38CH2683 shall incorporate guidance from the Secretary of the Interior's "Standards and Guidelines for Archaeological Documentation" (48 FR 44734-37) and the President's Advisory Council on Historic Preservation publication, Treatment of Archaeological Properties (ACHP 1980). In addition, these materials will be consistent with South Carolina Standards and Guidelines for Archaeological Investigations (2013). • At least one on-site (or virtual) meeting between the SCDOT, FHWA, and SHPO will take place during field investigations in order to discuss any necessary revisions to the original scope of work. Any revisions made to the original scope of work will be attached to the approved treatment plan and this agreement. • A draft technical report of data recovery investigations will be submitted to the SHPO for review and approval within twelve (12) months from the last day of fieldwork. The draft technical report will be consistent with the standards outlined in South Carolina Standards and Guidelines for Archaeological Investigations (2013). The SHPO reserves the right to submit the draft technical report to qualified professional archaeologists for the purpose of peer review. • Within three months of the draft report approval, SCDOT will provide one bound copy and one digital copy for SHPO and two bound copies and one PDF copy of the final technical report for the South Carolina Institute of Archaeology and Anthropology (SCIAA). The PDF file will be developed according to the specifications and requirements of the SHPO. A separate digital abstract from the report (in Word or html format) will also be provided to SHPO. The abstract file can be provided on the same CD as the PDF file. • SCDOT will ensure that all artifacts recovered during archaeological investigations are stabilized and processed for curation at the SCIAA. SCDOT will notify SHPO when artifacts have been given over to SCIAA for curation. • SCDOT shall develop a public education component related to the data recovery investigations at Archaeological Site 38CH2683. SCDOT shall submit a plan for the public education component to SHPO within six months of completing data recovery investigations at Archaeological Site 38CH2683. SCDOT shall implement a plan for developing public materials within two years of completing data recovery investigations at Archaeological Site 38CH2683. • If unanticipated cultural materials (e.g., large, intact artifacts or animal bones; large soils stains or patterns of soil stains; buried brick or stone structures; clusters of brick or stone) or human skeletal remains are discovered during construction activities, then the Resident Construction Engineer shall be immediately notified and all work in the vicinity of the discovered materials shall cease until an evaluation can be made by the SCDOT archaeologist in consultation with SHPO. • Each year following the execution of this MOA until it expires or is terminated, the SCDOT shall provide all parties to this MOA a summary report detailing work carried out pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in FHWA's and SCDOT's efforts to carry out the terms of this MOA. 				
				<input type="checkbox"/> Special Provision

DESCRIPTION OF CURRENT PROJECT/DESIGN CHANGES:

Additional right-of-way between The Artisan Mount Pleasant assisted living facility (formerly Atria) and Hobcaw Creek. This additional right-of-way is needed to enclose the proposed construction limits for the proposed Noise Wall 9 Part 1.

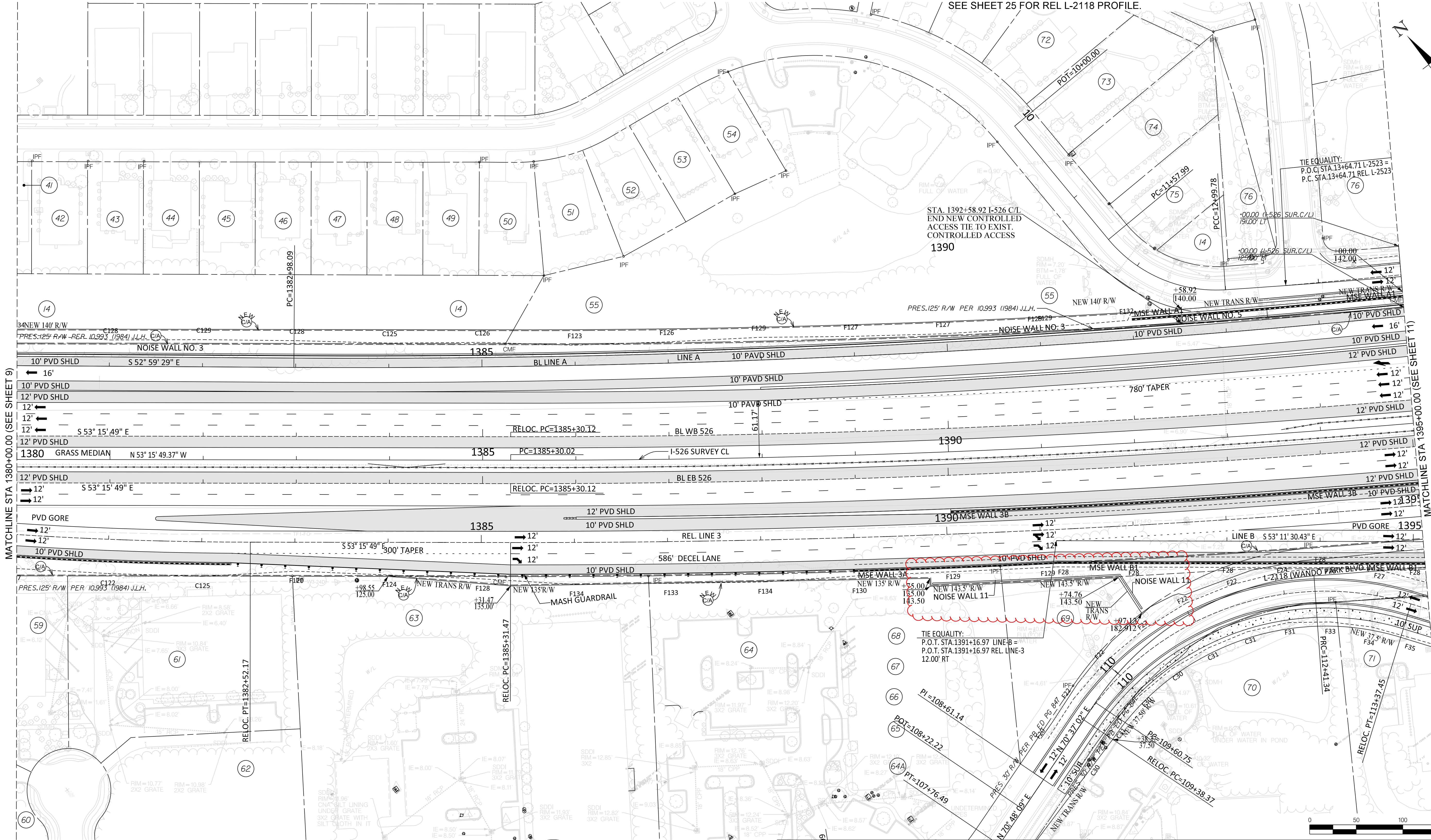
Additional noise analysis was conducted based on new receptor information. See Noise Update Memo. An additional Noise Wall (5a) has been added between Station (Sta.) 1389+75 to 1392+97. This noise wall requires additional right-of-way. Eleven (11) voting ballots were sent to the benefited receptors of the proposed noise wall. Six (6) ballots were returned with five (5) "Yes" votes and one (1) "No" vote for the proposed wall.

Additionally, Noise Wall 1 and 1a were moved further from the shoulder (away from the roadway) to accommodate sign structures between Sta. 1347+25 to 1359+35 (Wando River bridge to Unnamed Tidal Creek bridge). This change had no additional right-of-way impacts.

Changes in range mapping for the Northern long-eared bat resulted in an updated effect determination. The previous determination was "may affect, not likely to adversely affect". The new determination is "no effect". With this change, the environmental commitments for Threatened and Endangered Species have been revised. Specifically, the temporary lighting commitment related to bats has been lifted.

FED. RD. DIST. NO.	STATE	COUNTY	PROJECT ID	ROUTE NO.	SHEET NO.
3	S.C.	CHARLESTON	P041314	I-526	10

SEE SHEET 10A FOR I 526 PROFILES.
SEE SHEETS 21 & 22 FOR LINE-A PROFILE.
SEE SHEETS 23 & 24 FOR REL LINE-3 PROFILE.
SEE SHEET 25 FOR REL L-2118 PROFILE.



MATCHLINE STA 1380+00.00 (SEE SHEET 9)

MATCHLINE STA 1395+00.00 (SEE SHEET 11)



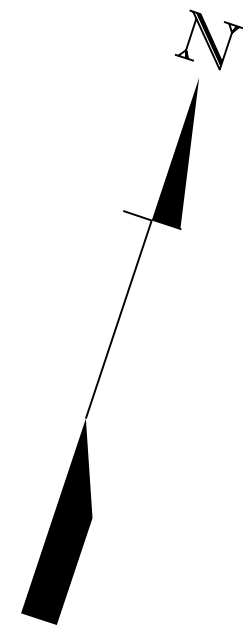
REV. NO.	BY	DATE	DESCRIPTION OF REVISION
5			
4			
3			
2			
1			

CONCEPTUAL PLANS
FOR INFORMATION
ONLY

SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION
COLUMBIA, S.C.

ROADWAY PLAN
I 526
STA 1380+00 TO STA 1395+00

SCALE 1" = 50'



* PRES. R/W REF: TOWN OF MOUNT PLEASANT PROJECT 2223-077-JR
MARITIME PORT DISTRICT INTERSECTION IMPROVEMENTS -
LONT POINT ROAD, WANDO PARK BLVD., & HOBCEW BLUFF DR.

CDM Smith

5			
4			
3			
2			
1			
REV. NO.	BY	DATE	DESCRIPTION OF REVISION

CONCEPTUAL PLANS
FOR INFORMATION
ONLY

SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION
COLUMBIA, S.C.

ROADWAY PLAN

S-97 (LONG POINT RD)
STA 31+00 TO STA 46+00

SCALE 1" = 50'



TECHNICAL MEMORANDUM: ADDENDUM FOR NOISE BARRIER AT THE PORTSIDE CENTER ON WANDO PARK BOULEVARD



Prepared for:



Prepared by:



February 2025

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Table 2-1	Recommended Noise Wall 5a

LIST OF FIGURES

Figure 1	Recommended Noise Walls
Figure 2	Recommended Noise Wall 5a

1.0 ADDITIONAL NOISE WALL FOR THE PORTSIDE CENTER

This addendum describes the evaluation of an additional noise wall for the I-526 Long Point Road project at the Portside Center office building on Wando Park Boulevard.

1.1 REQUEST FOR EVALUATION

SCDOT received the following comment regarding the noise from the proposed Long Point Road project from a tenant at the Portside Center office building.

“We used the outdoor space just outside our office for both training activities and break space and at this point it is already reaching the level that it is hard to hear a conversation during the winter months when the foliage is sparse. I am really concerned about the closer proximity; loss of trees and sound breaks and the truck jake brakes as they slow down to exit. Help me understand the process here for insuring we don’t lose functionality of our space please.”

The feasibility and reasonableness for a noise wall at this location was evaluated. Noise Wall 5a was found to be both feasible and reasonable and is recommended for construction.

SCDOT Policy and FHWA require identification whether it is “likely” or “unlikely” that noise barriers will be installed. “Likely” does not mean a firm commitment. The NW 5a traffic noise abatement measure is presently considered “likely” in the vicinity of the I-526 LCC EAST - Long Point Road Interchange project and is recommended. However, if conditions substantially change during final design, the presently recommended abatement measure may not be provided.

1.2 RECOMMENDED NOISE WALL 5A

Two outdoor patios and two balconies are located on the Wando Park Boulevard side of the Portside Center office building. Receptors were placed in these locations. Three of the four receptors are considered impacts from the proposed project. Proposed NW 5a will benefit all four receptors.

Noise abatement measures must be feasible and reasonable, as defined below. Feasibility deals with engineering considerations and the ability to achieve a 5 dB noise reduction. Reasonableness weighs the amount of required noise barrier area against the benefits that would be provided by the barrier. The viewpoints of the benefited property owners and residents will be considered by SCDOT in its final decision regarding reasonableness.

Feasibility

Acoustic Feasibility. It is SCDOT's policy that a noise reduction of at least 5 dB(A) must be achieved for at least three (3) receptors determined to be impacted for the noise abatement measure to be acoustically feasible.

Engineering Feasibility. Feasibility deals with engineering considerations. The ability to achieve noise reduction may be limited by:

1. Topography – Determine if the abatement measure could be constructed given the topography of the location.
2. Safety - Maintaining a clear recovery zone, sight distance and accommodation of disabled vehicles.
3. Drainage – Issues created by directing water along, under, or away from an abatement measure.
4. Utilities - Large overhead power lines, underground water, sewer, gas, oil, etc., can have a significant impact on costs and design options.
5. Maintenance – Potential issues from location of abatement measure and construction materials.
6. Access - Refers to the ingress and egress to properties that would be affected by the noise abatement measure.
7. The exposed height of the noise abatement measure cannot exceed 25 feet based on constructability constraints.

Constructability Review - A constructability review should be conducted prior to any proposed noise abatement measure/barrier being shown to the public during the NEPA analysis. This review will determine whether any project-specific engineering or construction considerations may affect the abatement/barrier cost in such a way that make abatement unreasonable, which would thereby preclude any exhibition of the abatement measure to the public. Factors to consider but are not limited to site distance, barrier height, topography, drainage, utilities, and maintenance of the abatement measure, maintenance access to adjacent properties, and access to adjacent properties.

This would be factored into the cost-effectiveness reasonableness criterion discussed below.

Reasonableness

There are Three Mandatory Reasonable Factors that must be met for a noise abatement measure to be considered reasonable. The Three Mandatory Reasonable Factors must collectively be achieved in order for a noise abatement measure to be deemed reasonable. Failure to achieve any one of the reasonable factors will result in the noise abatement measure being deemed not reasonable.

1. **Noise reduction design goal.** It is SCDOT's policy that a noise reduction of at least 7 dB(A) must be achieved for at least one (1) benefitted receptor.
2. **Cost effectiveness.** The allowable cost of the abatement will be 1,500 square feet for each benefitted receptor. The square footage per benefitted receptor will be reanalyzed at most every 5 years.
3. **Viewpoints of the property owners and residents of the benefitted receptors.** SCDOT shall solicit the viewpoints of all of the benefitted receptors and document a decision on either desiring or not desiring the noise abatement measure. The viewpoints will be solicited as part of the public involvement process through a voting procedure during NEPA. The method of obtaining the votes shall be determined on a project-by-project basis, but may include flyers, door-to-door surveys, a public meeting, or a mailing. The voting ballot will explain that the noise abatement shall be constructed unless a majority (greater than 50% of the benefitted receptors) of votes not desiring noise abatement is received.

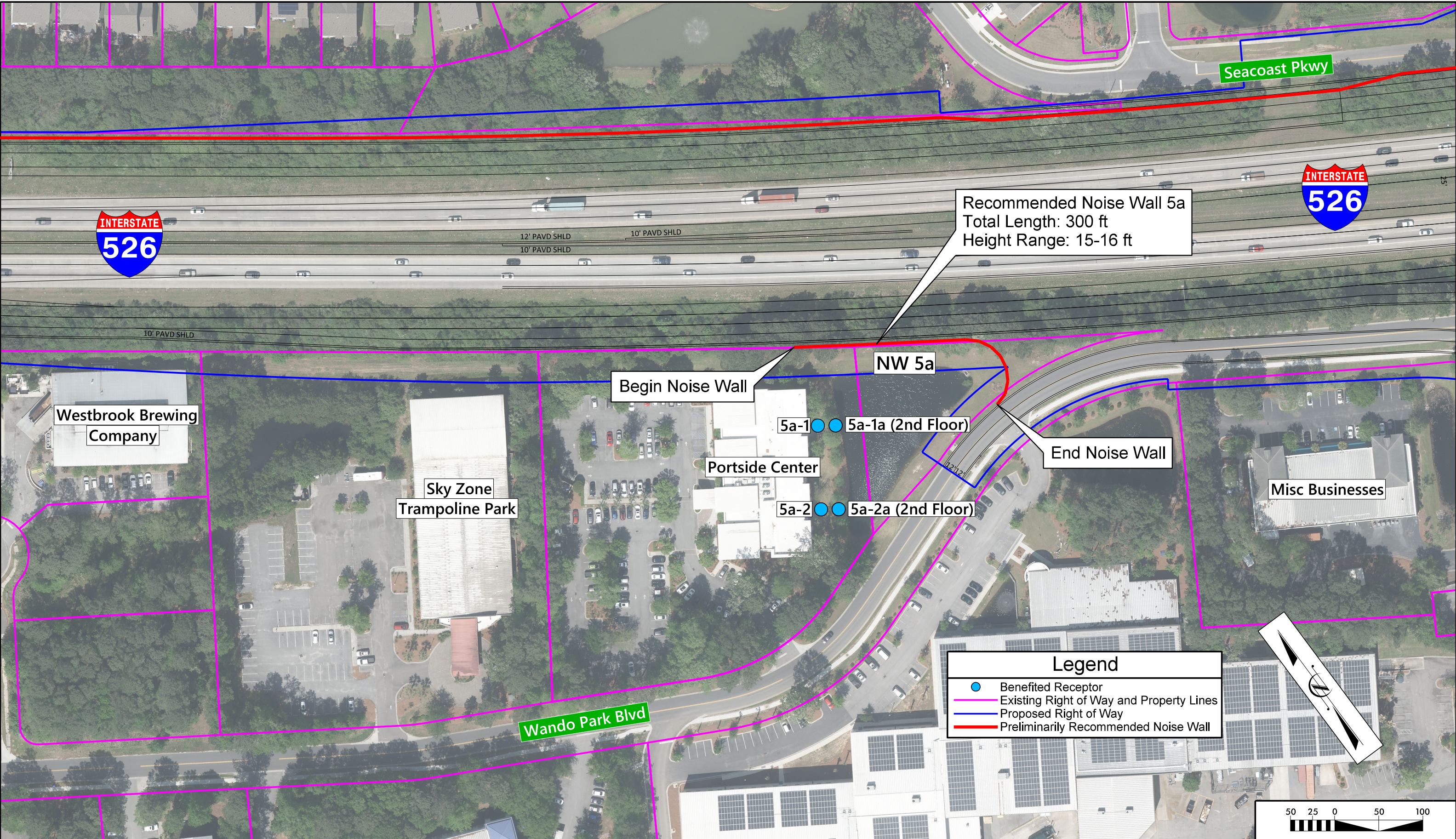


Table 1-1: Impact Table

Receptor Number	Existing Level	Proposed Level	Impacted?
R5a-1		74	Yes
R5a-1a		75	Yes
R5a-2		71	Yes
R5a-2a		72	Yes

Table 2-2: Recommended Noise Wall 5a

Barrier Namer	Length	Area	Number of Benefited Receptors	Area per Benefited Receptor/Allowable Area per Benefited Receptor
NW 5a	300 feet	4,541 sq. ft.	4	1135 sq. ft.

1.3 CONCLUSION

Traffic noise and temporary construction noise can be a consequence of transportation projects, especially in areas near high-volume and high-speed existing steady-state traffic noise sources. This Noise Analysis Addendum utilized computer models created with the FHWA Traffic Noise Model software (TNM 2.5), validated to field-collected traffic noise monitoring data, to predict future noise levels and define impacted receptors along the proposed new highway project.

For Design Year 2050 traffic volumes the Build condition is predicted to create four (4) traffic noise impacts at the Portside Center office building. Furthermore, construction noise impacts – some of them potentially substantial – may occur due to the proximity of numerous noise-sensitive receptors to project construction activities. It is the recommendation of this Noise Analysis Addendum that all reasonable efforts should be made to minimize exposure of noise-sensitive areas to construction noise impacts.

Consideration for noise abatement measures was given to all impacted receptors. In accordance with the SCDOT Policy, NW 5a is preliminarily recommended as meeting feasibility and reasonableness criteria. A final decision on noise wall construction will be made upon completion of the project final design. Any changes in noise abatement measures as detailed in this report must be approved by SCDOT prior to implementation. For the proposed project, traffic noise abatement evaluated for the project design recommends NW 5a for construction.

☐ — YES, I prefer the noise barrier construction
☒ — NO, I do not prefer the noise barrier construction
It's ugly. Too ugly.

Clearly mark your preference within the corresponding box.
Your ballot must be postmarked by May 4, 2025 for consideration.

I-526 EAST- Long Point Road Interchange

SCDOT use only ☐ NW 5a

☒ — YES, I prefer the noise barrier construction
☐ — NO, I do not prefer the noise barrier construction

Clearly mark your preference within the corresponding box.
Your ballot must be postmarked by May 4, 2025 for consideration.

I-526 EAST- Long Point Road Interchange

SCDOT use only ☐ NW 5a

☒ — YES, I prefer the noise barrier construction
☐ — NO, I do not prefer the noise barrier construction

Clearly mark your preference within the corresponding box.
Your ballot must be postmarked by May 4, 2025 for consideration.

I-526 EAST- Long Point Road Interchange

SCDOT use only ☐ NW 5a

☒ — YES, I prefer the noise barrier construction
☐ — NO, I do not prefer the noise barrier construction

Clearly mark your preference within the corresponding box.
Your ballot must be postmarked by May 4, 2025 for consideration.

I-526 EAST- Long Point Road Interchange

SCDOT use only ☐ NW 5a

☒ — YES, I prefer the noise barrier construction
☐ — NO, I do not prefer the noise barrier construction

Clearly mark your preference within the corresponding box.
Your ballot must be postmarked by May 4, 2025 for consideration.

I-526 EAST- Long Point Road Interchange

SCDOT use only ☐ NW 5a

☒ — YES, I prefer the noise barrier construction
☐ — NO, I do not prefer the noise barrier construction

Clearly mark your preference within the corresponding box.
Your ballot must be postmarked by May 4, 2025 for consideration.

I-526 EAST- Long Point Road Interchange

SCDOT use only ☐ NW 5a



ENDANGERED SPECIES ACT USFWS BIOLOGICAL EVALUATION ADDENDUM #2

Prepared for:



Prepared by:



March 25, 2025

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1.0 INTRODUCTION

This addendum addresses a change in protected species range mapping, project effect determinations for Endangered Species Act (ESA) listed species, and a new proposed species listing.

As required by the United States Fish and Wildlife Service (USFWS), the South Carolina Department of Transportation (SCDOT) has reinitiated consultation on species with a change in effect determination. A previous addendum (dated July 25, 2024) was incorporated into the Federal Highway Administration Finding of No Significant Impact (FONSI).

Since the July 2024 addendum, SCDOT has continued to monitor the status of ESA listed species through the USFWS Information for Planning and Consultation (IPaC) as the I-526 and Long Point Road Interchange Improvements (Project) continues design prior to construction.

A list of ESA protected species expected to occur in the project action area was obtained from the Charleston Field Office of the USFWS using the IPaC web tool (IPaC Project Code 2024-0106922) (Attachment A). The official species list provided by USFWS from IPaC no longer includes the Northern long-eared bat (NLEB, *Myotis septentrionalis*). The NLEB is still listed as an endangered species, but the official range mapping of the species no longer covers the Project action area. Therefore, SCDOT proposes to revise the species effect determination for the species.

Additionally, the USFWS has updated the status of the Monarch butterfly to 'proposed threatened' as of December 2024.

2.0 EFFECTS ANALYSIS

2.1 INSECTS

2.1.1 Monarch butterfly

The Monarch Butterfly was proposed for federal listing in December 2024. However, no restrictions will take effect until the proposal is finalized. Until then, proposed species do not receive protection under the Endangered Species Act (ESA), except that federal action agencies must ensure their actions do not jeopardize the species' existence.

The project is not expected to jeopardize the continued existence of the species. Additionally, the project action area does not contain proposed critical habitat. SCDOT will reinitiate consultation with USFWS if the proposed threatened listing designation goes into effect.

2.2 MAMMALS

2.2.1 Northern long-eared bat

Although the NLEB is listed as endangered, the official species range map no longer includes the project area, and the species is not included on the official species list from IPaC. Therefore, SCDOT proposes to update the project effect determination from 'may affect, not likely to adversely affect' to 'no effect'.

SCDOT had previously utilized the USFWS *Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and Northern Long-Eared Bat*. This programmatic biological opinion is no longer applicable because the species range maps no longer cover the project action area. Therefore, SCDOT proposes to lift previous environmental commitments from the programmatic biological opinion that were included in the FONSI.

3.0 CONCLUSIONS

Please refer to Table 3.1 for a revised list of project effect determinations for all ESA listed species.

3.1 INSECTS

3.1.1 Monarch butterfly

The project is not expected to jeopardize the continued existence of the species. SCDOT will reinitiate consultation with USFWS if the proposed threatened listing designation goes into effect.

3.2 MAMMALS

3.2.1 Northern long-eared bat

The NLEB range mapping has been updated and the species is no included on the official USFWS IPaC species list. Therefore, SCDOT has revised the effect determination to 'no effect' for NLEB. This revision includes lifting previous environmental commitments specific to the NLEB.

Table 3.1 Charleston County ESA Listed Species

Common Name	Federal Protection Status	Effect Determination
Amphibian Species		
Frosted flatwoods salamander	Endangered; Critical Habitat	No effect
Bird Species		
American wood stork	Threatened	May affect, not likely to adversely affect
Bald eagle	BGEPA	No mortality
Eastern black rail	Threatened	May affect, not likely to adversely affect
Piping plover	Threatened	May affect, not likely to adversely affect
Red-cockaded woodpecker	Threatened	No effect
Red knot	Endangered	May affect, not likely to adversely affect
Insect Species		
Monarch butterfly*	Proposed Threatened	Not required
Mammal Species		
Northern long-eared bat	Endangered	No effect
Tricolored bat**	Proposed Endangered	Not required
West Indian manatee***	Threatened	No effect
Reptile Species		
Green sea turtle****	Endangered	No effect
Kemp's Ridley sea turtle****	Endangered	No effect
Plant Species		
American chaffseed	Endangered	No effect
Canby's dropwort	Endangered	No effect
Pondberry	Endangered	No effect
Seabeach amaranth	Threatened	No effect

* Proposed for listing on December 12, 2024; effective date to be determined

** Proposed for listing on September 14, 2022; effective date to be determined

*** Also regulated under the Marine Mammal Protection Act

**** Species under the joint jurisdiction of USFWS and NOAA Fisheries

APPENDIX A – USFWS IPAC SPECIES LIST



United States Department of the Interior

FISH AND WILDLIFE SERVICE

South Carolina Ecological Services
176 Croghan Spur Road, Suite 200
Charleston, SC 29407-7558
Phone: (843) 727-4707 Fax: (843) 727-4218



In Reply Refer To:

02/13/2025 14:49:12 UTC

Project Code: 2024-0106922

Project Name: Long Point Road Interchange Improvements

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see <https://www.fws.gov/program/migratory-bird-permit/what-we-do>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Marine Mammals
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

South Carolina Ecological Services

176 Croghan Spur Road, Suite 200

Charleston, SC 29407-7558

(843) 727-4707

PROJECT SUMMARY

Project Code: 2024-0106922

Project Name: Long Point Road Interchange Improvements

Project Type: Government / Municipal (Non-Military) Construction

Project Description: Improvements to the interchange of I-526 and Long Point Road

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@32.84545225,-79.87377024075812,14z>



Counties: Charleston County, South Carolina

ENDANGERED SPECIES ACT SPECIES

There is a total of 12 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [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.

MAMMALS

NAME	STATUS
Tricolored Bat <i>Perimyotis subflavus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered
West Indian Manatee <i>Trichechus manatus</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. <i>This species is also protected by the Marine Mammal Protection Act, and may have additional consultation requirements.</i> Species profile: https://ecos.fws.gov/ecp/species/4469	Threatened

BIRDS

NAME	STATUS
Eastern Black Rail <i>Laterallus jamaicensis ssp. jamaicensis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10477	Threatened
Piping Plover <i>Charadrius melodus</i> Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Red-cockaded Woodpecker <i>Dryobates borealis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7614	Threatened
Rufa Red Knot <i>Calidris canutus rufa</i> There is proposed critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened

REPTILES

NAME	STATUS
Green Sea Turtle <i>Chelonia mydas</i> Population: North Atlantic DPS There is proposed critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6199	Threatened
Kemp's Ridley Sea Turtle <i>Lepidochelys kempii</i> There is proposed critical habitat for this species. Species profile: https://ecos.fws.gov/ecp/species/5523	Endangered

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> There is proposed critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

FLOWERING PLANTS

NAME	STATUS
American Chaffseed <i>Schwalbea americana</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1286	Endangered
Canby's Dropwort <i>Oxypolis canbyi</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7738	Endangered
Pondberry <i>Lindera melissifolia</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1279	Endangered

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

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 OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

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 habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

1. The [Bald and Golden Eagle Protection Act](#) of 1940.

2. The [Migratory Birds Treaty Act](#) of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are Bald Eagles and/or Golden Eagles in your [project](#) area.

Measures for Proactively Minimizing Eagle Impacts

For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the [National Bald Eagle Management Guidelines](#). You may employ the timing and activity-specific distance recommendations in this document when designing your project/activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to [Bald Eagle Nesting and Sensitivity to Human Activity](#).

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

If disturbance or take of eagles cannot be avoided, an [incidental take permit](#) may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the [Do I Need A Permit Tool](#). For assistance making this determination for golden eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

Ensure Your Eagle List is Accurate and Complete

If your project area is in a poorly surveyed area in IPaC, 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](#), 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 bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Jul 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 (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

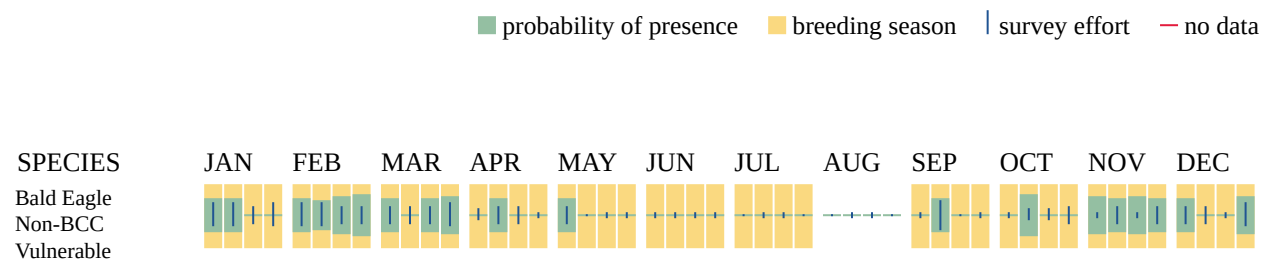
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

Vertical black lines; 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.



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>

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.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

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.

NAME	BREEDING SEASON
American Kestrel <i>Falco sparverius paulus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9587	Breeds Apr 1 to Aug 31
American Oystercatcher <i>Haematopus palliatus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8935	Breeds Apr 15 to Aug 31
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Jul 31
Black Skimmer <i>Rynchops niger</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/5234	Breeds May 20 to Sep 15
Brown-headed Nuthatch <i>Sitta pusilla</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9427	Breeds Mar 1 to Jul 15
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Chuck-will's-widow <i>Antrostomus carolinensis</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9604	Breeds May 10 to Jul 10

NAME	BREEDING SEASON
Coastal (waynes) Black-throated Green Warbler <i>Setophaga virens waynei</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/11879	Breeds May 1 to Aug 15
Eastern Whip-poor-will <i>Antrastomus vociferus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10678	Breeds May 1 to Aug 20
Grasshopper Sparrow <i>Ammodramus savannarum perpallidus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8329	Breeds Jun 1 to Aug 20
Gull-billed Tern <i>Gelochelidon nilotica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9501	Breeds May 1 to Jul 31
King Rail <i>Rallus elegans</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8936	Breeds May 1 to Sep 5
Least Tern <i>Sternula antillarum antillarum</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/11919	Breeds Apr 25 to Sep 5
Lesser Yellowlegs <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Marbled Godwit <i>Limosa fedoa</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9481	Breeds elsewhere
Painted Bunting <i>Passerina ciris</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9511	Breeds Apr 25 to Aug 15
Prairie Warbler <i>Setophaga discolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9513	Breeds May 1 to Jul 31

NAME	BREEDING SEASON
Prothonotary Warbler <i>Protonotaria citrea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9439	Breeds Apr 1 to Jul 31
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10
Ruddy Turnstone <i>Arenaria interpres morinella</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/10633	Breeds elsewhere
Rusty Blackbird <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9478	Breeds elsewhere
Saltmarsh Sparrow <i>Ammospiza caudacuta</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9719	Breeds May 15 to Sep 5
Semipalmated Sandpiper <i>Calidris pusilla</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9603	Breeds elsewhere
Swallow-tailed Kite <i>Elanoides forficatus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8938	Breeds Mar 10 to Jun 30
Whimbrel <i>Numenius phaeopus hudsonicus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/11991	Breeds elsewhere
Willet <i>Tringa semipalmata</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10669	Breeds Apr 20 to Aug 5
Wilson's Plover <i>Charadrius wilsonia</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9722	Breeds Apr 1 to Aug 20

NAME	BREEDING SEASON
Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	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 (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

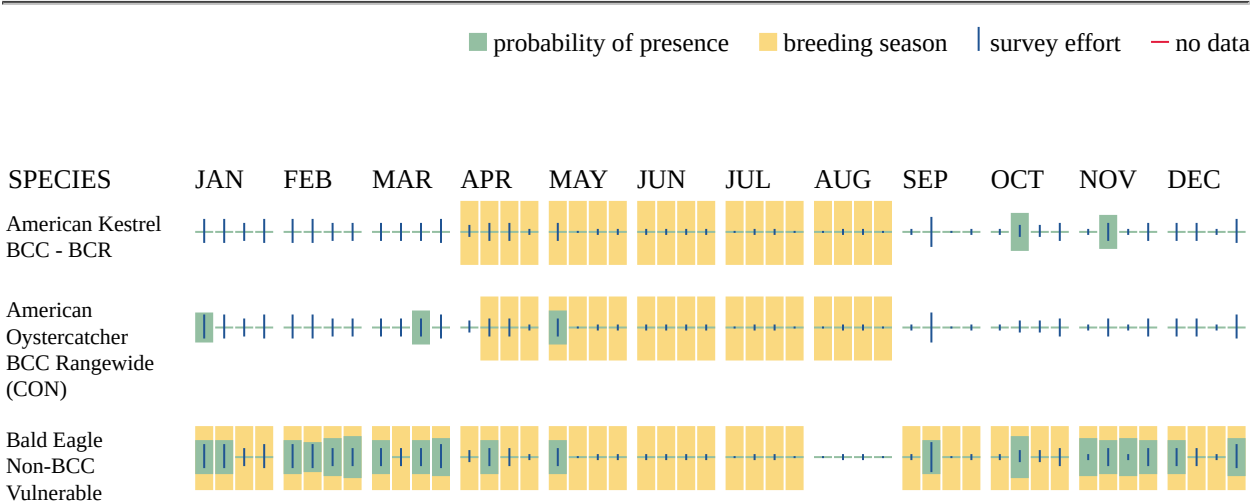
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

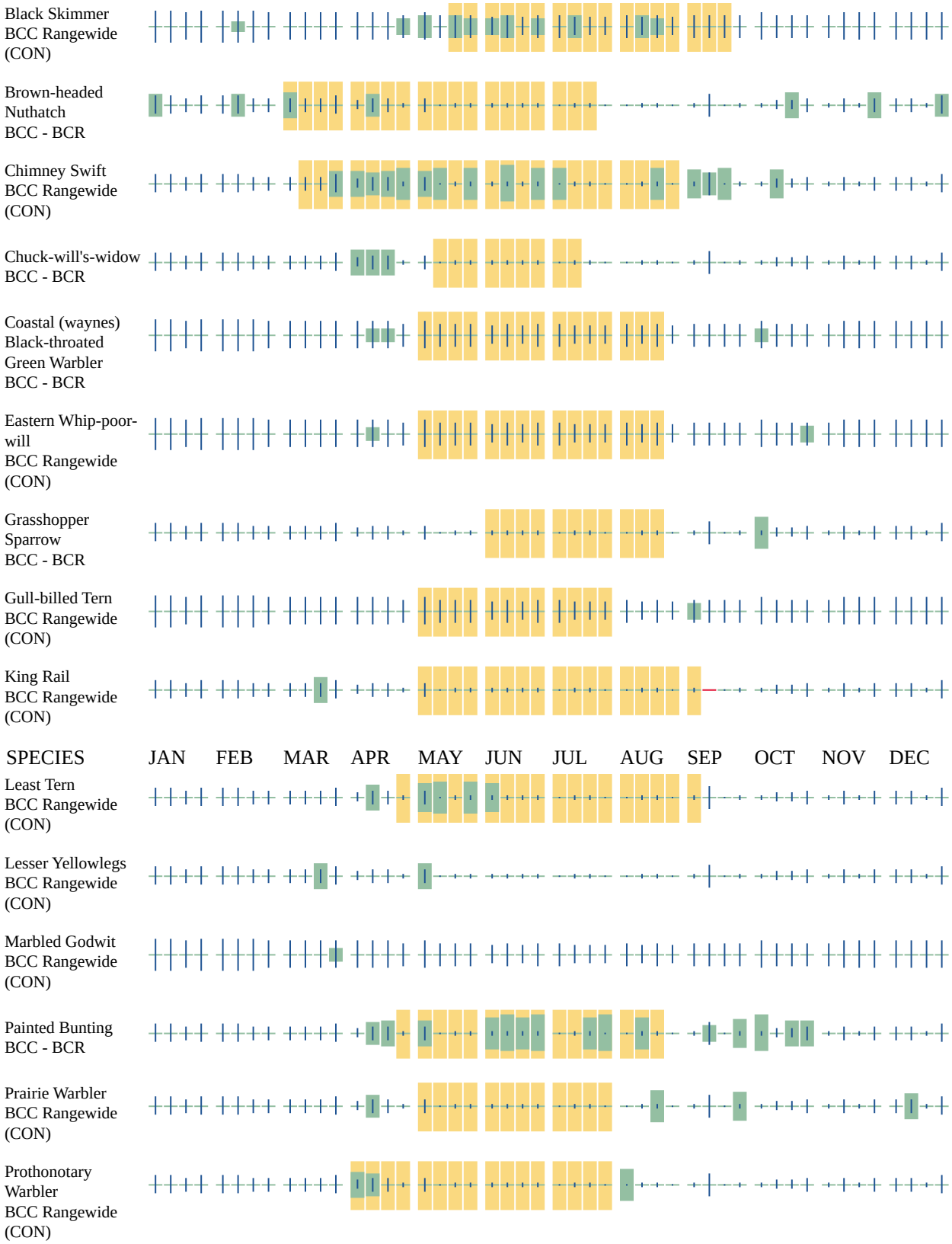
Survey Effort (|)

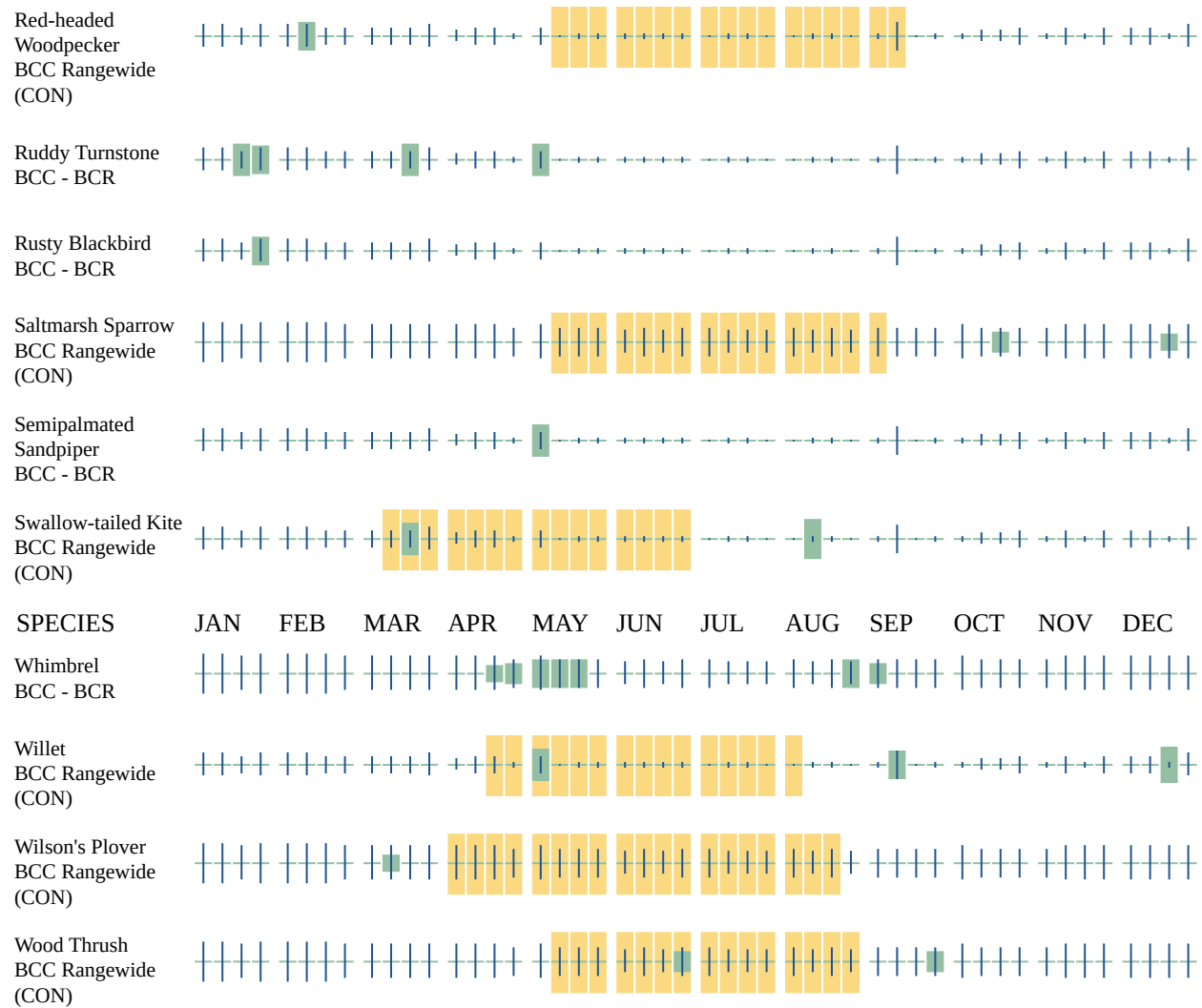
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (—)

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







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>

MARINE MAMMALS

Marine mammals are protected under the [Marine Mammal Protection Act](#). Some are also protected under the Endangered Species Act¹ and the Convention on International Trade in Endangered Species of Wild Fauna and Flora².

The responsibilities for the protection, conservation, and management of marine mammals are shared by the U.S. Fish and Wildlife Service [responsible for otters, walruses, polar bears, manatees, and dugongs] and NOAA Fisheries³ [responsible for seals, sea lions, whales, dolphins, and porpoises]. Marine mammals under the responsibility of NOAA Fisheries are **not** shown on this list; for additional information on those species please visit the [Marine Mammals](#) page of the NOAA Fisheries website.

The Marine Mammal Protection Act prohibits the take of marine mammals and further coordination may be necessary for project evaluation. Please contact the U.S. Fish and Wildlife Service Field Office shown.

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1. The [Endangered Species Act](#) (ESA) of 1973.
 2. The [Convention on International Trade in Endangered Species of Wild Fauna and Flora](#) (CITES) is a treaty to ensure that international trade in plants and animals does not threaten their survival in the wild.
 3. [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.

NAME

West Indian Manatee *Trichechus manatus*

Species profile: <https://ecos.fws.gov/ecp/species/4469>

WETLANDS

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.

FRESHWATER FORESTED/SHRUB WETLAND

- PFO1/4A
- PFO1A

- PFO1C

ESTUARINE AND MARINE WETLAND

- E2USN
- E2EM1/USN
- E2EM1Nh
- E2US/EM1N
- E2EM1P
- E2EM1N

ESTUARINE AND MARINE DEEPWATER

- E1UBL

FRESHWATER POND

- PABHx
- PUBHx

FRESHWATER EMERGENT WETLAND

- PEM1C

IPAC USER CONTACT INFORMATION

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LEAD AGENCY CONTACT INFORMATION

Lead Agency: South Carolina Department of Transportation

