



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

State ID

Fed Project #

Route

County

Part 1 - Project Description

Include the Project Name/Description

US 15 Bridge Replacements over Indian Field Swamp

The South Carolina Department of Transportation (SCDOT) proposes to replace the bridge on US 15 over Indian Field Swamp in Dorchester County, SC. The existing bridge is 68' long and was constructed in 1929 and is currently load posted restricting vehicular traffic weighing over a certain amount. The bridge will be replaced on alignment utilizing a closed and detour route. The new bridge one will be extended and longer than the existing and will accommodate two 12 foot lanes with 4 feet of paved shoulder and 6 feet of earthen shoulders.

The purpose of the project is to correct structural deficiencies and bring the design up to today's standards.

A public information meeting was held in St George on Tuesday, October 29, 2019. Information about the project and anticipated time-lines were provided. Postcards and a newspaper advertisement were sent out prior to the meeting to provide the public with information in advance. Approximately 14 individuals attended the information meeting and one written comment was received. Documentation is included in the PCE.

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)

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)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
2.	The acquisition of more than *minor amounts of temporary or permanent strips of right-of-way	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Part 3 - Thresholds Continued

3.	Involves acquisitions that result in residential or non-residential displacements	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
4.	Results in capacity expansion of a roadway by adding through lanes	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
5.	Involves construction that would result in <u>*major traffic disruptions</u>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
6.	Involves <u>*changes in access control</u> requiring FHWA approval	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
7.	An adverse effect determination under Section 106 of the National Historic Preservation Act.	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
8.	Use of Section 4(f) property that cannot be documented with a FHWA <i>de minimis</i> determination or a programmatic Section 4(f) other than the programmatic evaluation for the use of historic bridges	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
9.	Any use of a Section 6(f) property	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
10.	Requires an Individual USACE 404 Permit	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
11.	Requires an Individual U.S. Coast Guard Permit.	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> 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	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
13.	Construction in, across, or adjacent to a river designated as a National Wild and Scenic River	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
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	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> 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	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
16.	Involves acquisition of land for hardship, protective purposes, or early acquisition	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
17.	Does not meet the latest Conformity Determination for air quality non-attainment areas (if applicable).	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
18.	Any known or potential <u>major</u> hazardous waste sites within the right-of-way.	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
19.	Is not included in or is inconsistent with the STIP and/or TIP	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

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

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

Part 4 - Threshold Definitions

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

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

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

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

Major Traffic Disruptions:

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

Changes in Access Control:

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

Additional Comments if Needed:

Through public coordination, it was brought to the attention of the SCDOT that local emergency fire service providers had concerns about the close and detour approach for replacement. Information was provided to the project manager showing that in emergencies they had permission from the SCDOT to cross the existing load posted bridge. Service providers requested consideration of a proposed solution to continue to provide timely, first response services in emergency situations for the residents north of the existing bridge during the closure period. Documentation is included below demonstrating this coordination. The coordination led to the SCDOT making a commitment to work with local emergency fire service providers on a mutually agreeable solution.

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

Prepared By: WILL MCGOLDRICK

Date: Jan 7, 2020

Will McGoldrick

Will McGoldrick
 cn=Will McGoldrick, o=SCDOT, ou=Environmental Services Office,
 email=mcgoldr@scdot.org, c=US
 2020.01.08 08:04:34 -05'00'

Primavera: Yes No

P2S Date: Jun 11, 2019

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

Date: 12/02/2019



Project ID: P037127 County: Dorchester District: District 6 Doc Type: PCE Total # of Commitments: 8

Project Name: US 15 BRIDGE REPLACEMENT OVER INDIAN FIELD SWAMP

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: WILL MCGOLDRICK

PHONE #: 803-737-1326

ENVIRONMENTAL COMMITMENTS FOR THE PROJECT

USTs/Hazardous Materials

NEPA Doc Ref:

Responsibility:

CONTRACTOR

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

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.

Non-Standard Commitment

NEPA Doc Ref:

Responsibility:

CONTRACTOR

MIGRATORY BIRDS

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 will 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. SCDOT will be responsible for the removal/management of any active bird nests.



Project ID: P037127

SCDOT
NEPA ENVIRONMENTAL COMMITMENTS
FORM



ENVIRONMENTAL COMMITMENTS FOR THE PROJECT

Stormwater

NEPA Doc Ref:

Responsibility:

CONTRACTOR

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

General Permit

NEPA Doc Ref:

Responsibility:

SCDOT

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.

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.

Project ID: P037127

SCDOT
NEPA ENVIRONMENTAL COMMITMENTS
FORM



ENVIRONMENTAL COMMITMENTS FOR THE PROJECT

Floodplains

NEPA Doc Ref:

Responsibility:

CONTRACTOR

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

Non-Standard Commitment

NEPA Doc Ref:

Responsibility:

SCDOT

Emergency Services Agreement

The SCDOT will coordinate with the local fire department to develop an agreement to maintain timely emergency services for residents on the north side of the project prior to construction.

NEPA Doc Ref:

Responsibility:



Cultural Resources Project Screening Form

File Number: PIN: Route: County:

Project Name:

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

Project Type

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

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

Comments

This project consists of replacing the bridge carrying US-15 over Indian Field Swamp. No new right-of-way is expected. The area of potential effects (APE) is approximately 1,980 ft long and up to 115 ft wide. The APE was reviewed using ArchSite and historical topographic maps and aeriels. Review indicated two historic resources, a historic bridge (Asset No 335) and a historic box culvert (Site 440 0060), were within the APE. Both are assessed as not eligible for the National Register of Historic Places (NRHP). A cultural resources survey of the APE was conducted Oct. 9, 2019. It consisted of a pedestrian reconnaissance of the entire APE augmented by the excavation of 6 shovel test pits (STP). Thirty other STP locations were investigated but not excavated due to hydric soil, utilities, and ground disturbance. No artifacts were recovered. One historic resource was recorded (Site No 1271), an early twentieth century residence recommended not eligible for the NRHP. Historic research indicated a mid-twentieth century community pool and recreation area stood southeast of the APE. It appears to have been razed and filled in by the mid-1970s. It is unlikely that any previously undiscovered cultural resources will be impacted by this project. No additional cultural resources investigations are recommended.

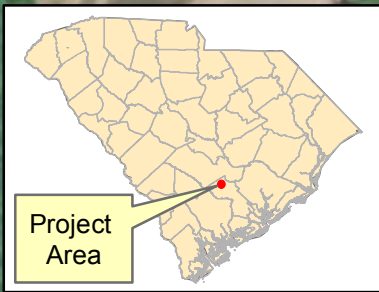
Effect Determination:

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

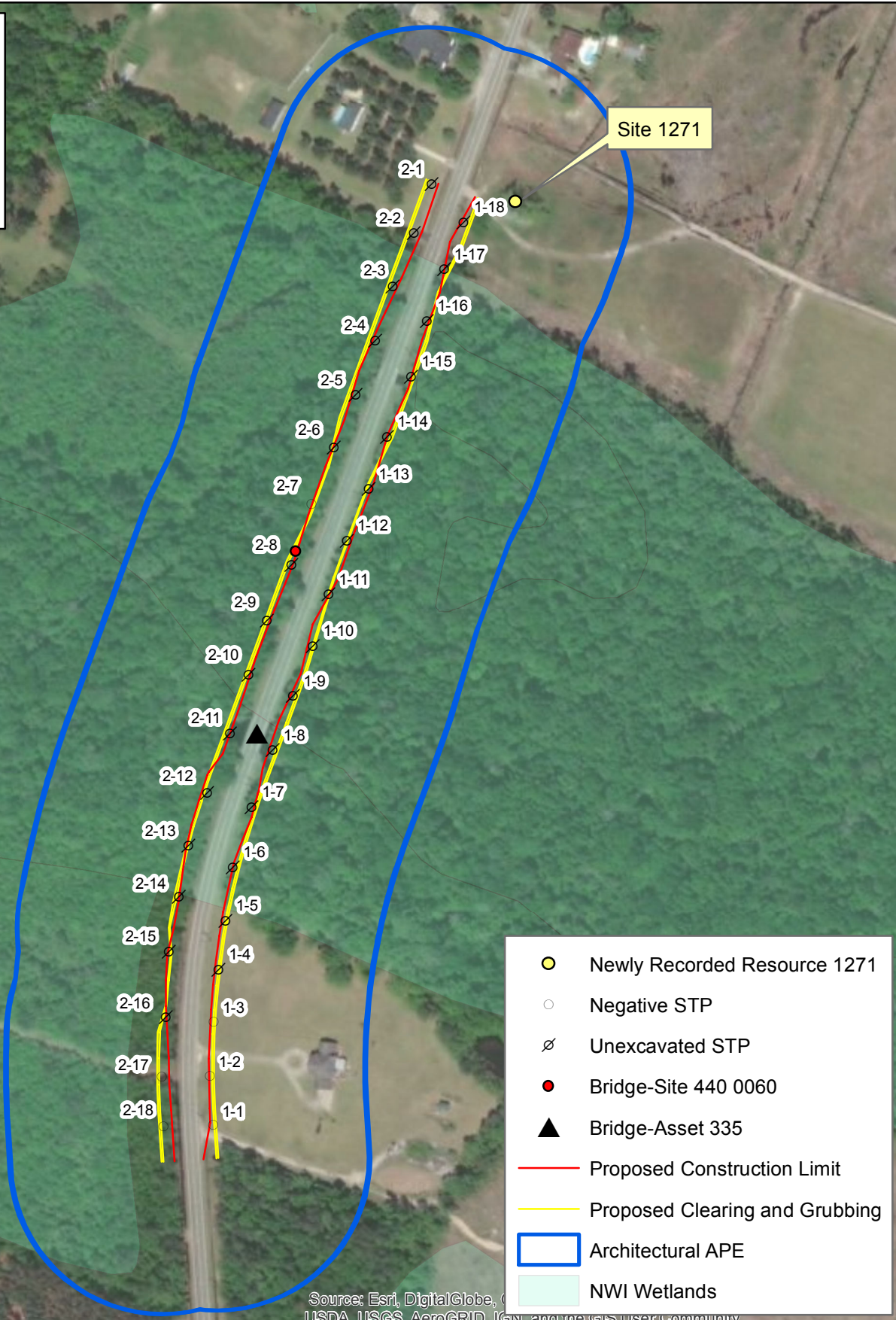
This screening form was developed to satisfy documentation requirements for Type I and Type II projects under a Programmatic Agreement between the Federal Highway Administration, the South Carolina State Historic Preservation Office, the US Army Corps of Engineers, and the South Carolina Department of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

Prepared by:

Review Date:



Project Area



Site 1271

- Newly Recorded Resource 1271
- Negative STP
- ∅ Unexcavated STP
- Bridge-Site 440 0060
- ▲ Bridge-Asset 335
- Proposed Construction Limit
- Proposed Clearing and Grubbing
- Architectural APE
- NWI Wetlands

Source: Esri, DigitalGlobe, USDA, USGS, AeroGRID, IGN, and the GIS User Community

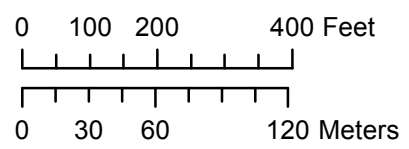
Date:
October 14, 2019

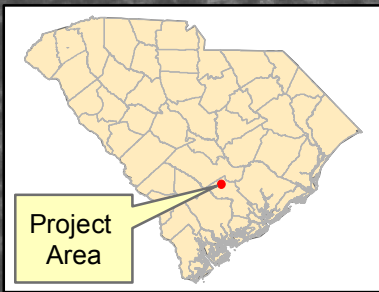


**US-15 Bridge
Replacement over
Indian Field Swamp**

Dorchester County

Project ID: P037127





- Newly Recorded Resource 1271
- Proposed Construction Limit
- Proposed Clearing and Grubbing

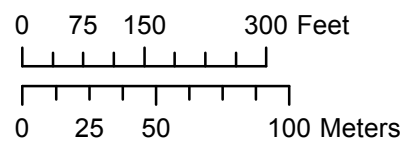
Date:
October 14, 2019



US-15 Bridge
Replacement over
Indian Field Swamp

Dorchester County
1957

Project ID: P037127



Biological Survey of US 15
Bridge Replacements over Indian Field Swamp
Dorchester County, S.C.
P037127
July 30, 2019

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:

Bald and Golden Eagle Protection Act (BGEPA)

Bald eagle (*Haliaeetus leucocephalus*)

Animals

Red-cockaded woodpecker (*Picoides borealis*) – E

American wood stork (*Mycteria Americana*)-T

Shortnose sturgeon (*Acipenser brevirostrum*) - E

Atlantic sturgeon (*Acipenser oxyrinchus*) – E

Candidate Species

Gopher tortoise (*Gopherus Polyphemus*)

At-Risk Species

Gopher frog (*Lithobates capito*)

Monarch butterfly (*Donaus plexippus*)

Tri-colored bat (*Perimyotis subflavus*)

Bog asphodel (*Narthecium americanum*)

Eastern diamondback rattlesnake (*Cratalus adamanteus*)

Southern hognose snake (*Heterodon simus*)

Spotted turtle (*Clemmys guttata*)

Methods

The project area was examined by GIS and field reconnaissance methods on July 24, 2019. Habitats surveyed were determined by each species' ecological requirements.

Results

The project consists of replacing two structures and associated road work on US 15 over Indian Field Swamp in Dorchester County, South Carolina. Land use in the vicinity of the project includes maintained residential areas, forested upland areas, and a large relatively undisturbed bottomland hardwood swamp forest. Habitat types within the project corridor consist of palustrine forested wetlands dominated by large canopy tree species such as laurel oak (*Quercus laurifolia*), bald cypress (*Taxodium distichum*) and

red maple (*Acer rubrum*). The forested upland areas consist primarily of a dense understory of mixed pines and hardwood trees dominated by species such as loblolly pine (*Pinus taeda*), sweetgum (*Liquidambar styraciflua*), and red maple (*Acer rubrum*). There are also several residential lots located within the project study area. In addition to the roadway embankment, there is also a maintained overhead utility line right of way adjacent to the road.

According to the Heritage Trust database of endangered, threatened and rare species, there was a historic occurrence of a nesting colony of red-cockaded woodpeckers (RCW) documented in the vicinity of the project area in 1993. This colony was observed on a private tract of land managed for quail located approximately one half mile from the project site. A study of aerial imagery revealed that this property has recently been clear cut. Currently, no stands of pines that would potentially serve as foraging area for the red-cockaded woodpecker exist in the project right of way. Since there is no nesting or foraging habitat within the project area, and no recent observations of the species near the study area, the proposed project is expected to have no effect on the RCW.

There were no other occurrences of any other threatened or endangered species shown on the Heritage Trust database in the vicinity of the project. The bald eagle nests near large bodies of water where it can fish. The project area is not located near any large bodies of water, and no eagles or nests were observed during the field visit. Wood storks have a preference for shallow water wetlands and/or islands surrounded by open water. The project area does not contain the habitat types preferred by wood storks for foraging or nesting. The shortnose and Atlantic sturgeons are found in the Atlantic Ocean and some of the larger river systems that drain into it. The braided swamp system of Indian Field Swamp is not suitable habitat for either sturgeon species.

Based on lack of suitable habitat and/or no observations of the listed species in the vicinity of the project, results of the threatened and endangered species study indicate that the proposed action will have no effect upon any threatened or endangered species or critical habitats currently listed by the USFWS.

Chris Beckham

July 30, 2019

From: [Beckham, Chris](#)
To: [McGoldrick, Will](#)
Cc: [Altman, Ann-Marie](#)
Subject: FW: 15 NLEB
Date: Tuesday, January 07, 2020 10:29:19 AM
Attachments: [NE Consistency Letter FHWA FRA FTA Programmatic Consultation for Transportation Projects affecting NLEB or Indiana Bat 2019-11-04.pdf](#)

Will,

The biological assessment for the US 15 project over Indian Field Swamp was prepared on July 30, 2019. Since that time, the Northern long-eared bat (NLEB) was added to the US Fish and Wildlife Service list of threatened and endangered species for Dorchester County. On November 4, 2019, the project was reviewed and found to be consistent with the FHWA Programmatic Biological Opinion for Transportation Projects. The attached letter confirms that the project will have no effect on the NLEB. Please include this email and the attached letter as documentation that this species has been evaluated.

Thanks,
Chris

From: Altman, Ann-Marie <AltmanAM@scdot.org>
Sent: Tuesday, January 7, 2020 10:08 AM
To: Beckham, Chris <BeckhamJC@scdot.org>
Subject: 15 NLEB

Ann-Marie Altman
Permits Manager- Upstate



United States Department of the Interior



FISH AND WILDLIFE SERVICE
South Carolina Ecological Services
176 Croghan Spur Road, Suite 200
Charleston, SC 29407-7558
Phone: (843) 727-4707 Fax: (843) 727-4218
<http://www.fws.gov/charleston/>

IPaC Record Locator: 285-18951671

November 04, 2019

Subject: Consistency letter for the '15 over indian field swamp' project (TAILS 04ES1000-2020-R-0101) under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated to verify that the **15 over indian field swamp** (Proposed Action) may rely on the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action will have **no effect** on the endangered Indiana bat (*Myotis sodalis*) or the threatened Northern long-eared bat (*Myotis septentrionalis*). If the Proposed Action is not modified, **no consultation is required for these two species**.

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

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

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

- Canby's Dropwort, *Oxypolis canbyi* (Endangered)
 - Pondberry, *Lindera melissifolia* (Endangered)
 - Red-cockaded Woodpecker, *Picoides borealis* (Endangered)
 - Wood Stork, *Mycteria americana* (Threatened)
-

Project Description

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

Name

15 over indian field swamp

Description

bridge

Determination Key Result

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

Qualification Interview

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

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

Automatically answered

No

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

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

Automatically answered

Yes

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

A) Federal Highway Administration (FHWA)

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

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

No

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

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

No

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

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

No

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

No

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

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

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

No

9. Does the project include maintenance of the surrounding landscape at existing facilities (e.g., rest areas, stormwater detention basins)?

No

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

No

11. Does the project include slash pile burning?

No

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

Yes

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

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

No

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

Yes

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

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

No

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

No

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

No

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

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

Yes

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

No

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

Automatically answered

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

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

Automatically answered

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

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

Automatically answered

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

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

This key was last updated in IPaC on March 16, 2018. Keys are subject to periodic revision.

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

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

Date: 10/11/19

PERMIT DETERMINATION

FROM WILL MCGOLDRICK COMPANY SCDOT

CONTACT INFO (phone and/or email) 803-737-1326/MCGOLDRIWR@SCDOT.ORG

SCDOT PROJECT ENGINEER JAE MATTOX

TO Will McGoldrick - Design Build Coordinator

Project Description REPLACE US 15 BRIDGE OVER INDIAN FIELD SWAMP

Route or Road No. US15 County DORCHESTER

CONST. PIN P037127 OTHER PINS or STRUCTURE # _____

RESPONSE:

It has been determined that no permits are required because:

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

USACE Permit GP IP 401 JD

OCRM Permit CAP CZC

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

Other _____

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

303(d) listed no yes, for * DO, ECOLI, HGF

TMDL developed no yes, for * FECAL

*List all that apply using the SCDHEC abbreviations

Comments: _____

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

Will McGoldrick
c=US
2019.10.11 11:39:40 -0400

Biologist, SCDOT/Consultant

10/11/19

Date



6/17/2019

Watershed and Water Quality Information

General Information

Applicant Name:	SCDOT	Permit Type:	MS4
Latitude:	33.2299	Longitude:	-80.5397
MS4 Designation:	Not in designated area	Monitoring Station:	E-032
Within Coastal Critical Area:	NO	Water Classification (Provisional):	FW-SP
Waterbody Name:	INDIAN FIELD SWAMP	Entered Waterbody Name:	

Parameter Descriptions

NH3N
CR
CU
HG
NI
PB
ZN
DO
PH

Ammonia
Chromium
Copper
Mercury
Nickel
Lead
Zinc
Dissolved Oxygen
pH

FC
FCB
BIO
TP
TN
CHLA
ENTERO
HGF
PCB

Fecal Coliform
Fecal Coliform (Shellfish)
Macroinvertebrates (Bio)
(Lakes) Phosphorus
(Lakes) Nitrogen
(Lakes) Chlorophyll a
(Beach) Enterococcus
Mercury (Fish)
PCB (Fish)

Impaired Status (downstream sites)

Station	NH3N	CR	CU	HG	NI	PB	ZN	DO	PH	TURBIDITY	ECOLI	FCB	BIO	TP	TN	CHLA	ENTERO	HGF	PCB
E-032	F	F	F	F	F	X	F	N	F	F	T	A	X	X	X	X	X	X	X
RS-14179	A	A	A	A	A	X	A	A	A	A	A	A	X	X	X	X	X	X	X
E-601	A	A	A	A	A	X	A	A	A	A	A	A	X	X	X	X	X	N	X
E-015	A	A	A	A	A	X	A	A	A	A	A	A	X	X	X	X	X	A	X

F = Standards Fully Supported
N = Standards Not Supported

A = Assessed at Upstream Station
X = Parameter Not Assessed at Station

T = Within TMDL Approved Watershed

Parameters to be addressed (those not supporting standards)

DO

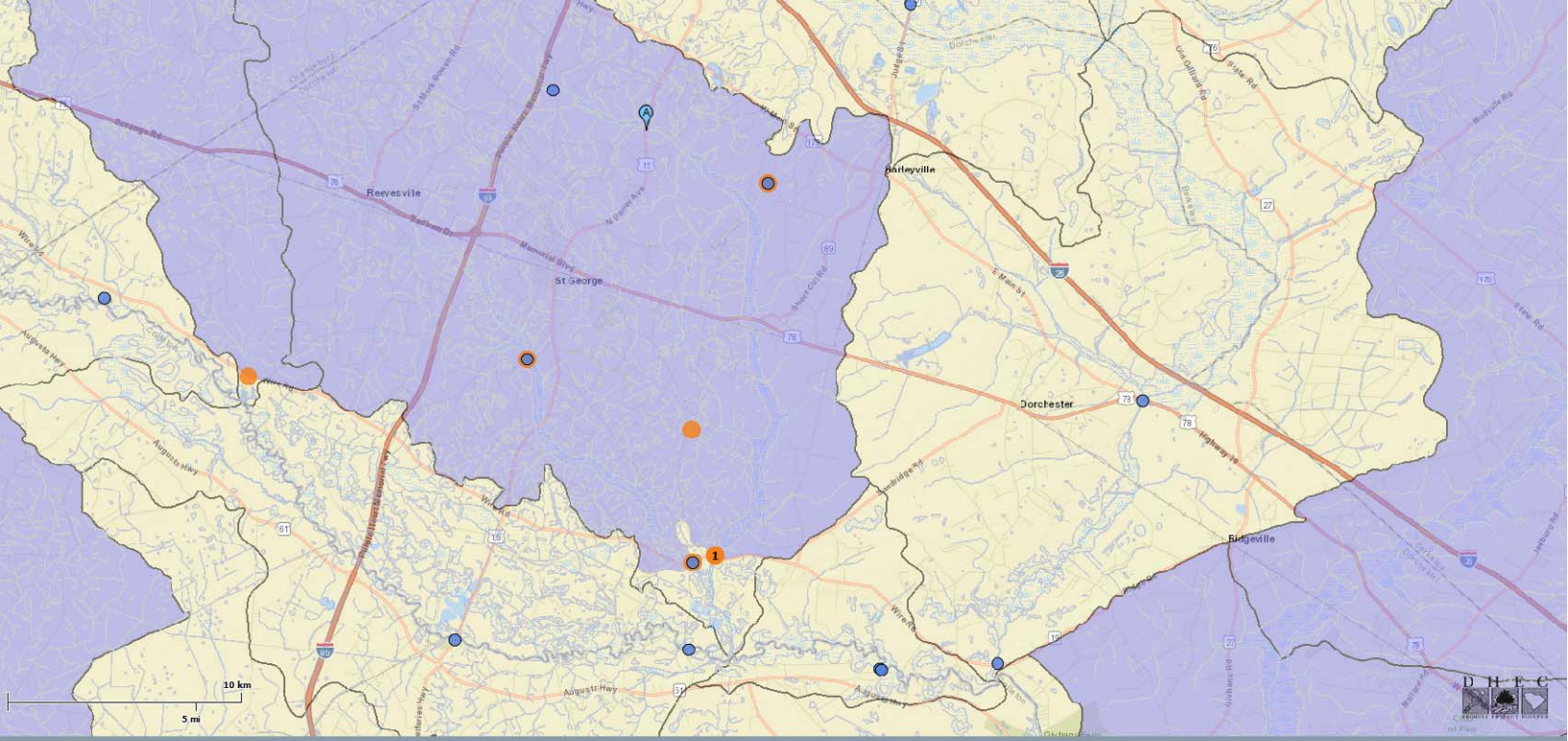
ECOLI

Fish Consumption Advisory

HGF

TMDL Information - TMDL Parameters to be addressed

In TMDL Watershed:	Yes	TMDL Site:	E-032
TMDL Report No:	008-07	TMDL Parameter:	Fecal
TMDL Document Link:	https://www.scdhec.gov/sites/default/files/docs/HomeAndEnvironment/Docs/tmdl_indianfield_fc.pdf		



Map Legend X

Map Layer	Map Symbol
<input checked="" type="checkbox"/> Monitoring Stations	
<input checked="" type="checkbox"/> TMDL Stations	
<input checked="" type="checkbox"/> Watersheds (10 Digits Hydrologic Units)	
<input type="checkbox"/> Coastal Critical Area	
<input type="checkbox"/> MS4 Designation	
<input checked="" type="checkbox"/> TMDL Watershed	
<input type="checkbox"/> 319 Project Area	
<input checked="" type="checkbox"/> Selected Monitoring Stations	
<input checked="" type="checkbox"/> Streams*	
* Grayed out until mid-level of full zoom	
Location Searched	
Location Accepted	

US 15 BRIDGE

NWI MAP

Legend

PFO1/3B

PFO1A

PFO1C

PFO4/1A

PFO1A

US 15 over Indian Field Swamp

PFO

Wetland Types

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

Status Map

- Digital Data
- No Data

Google Earth

© 2013 Google

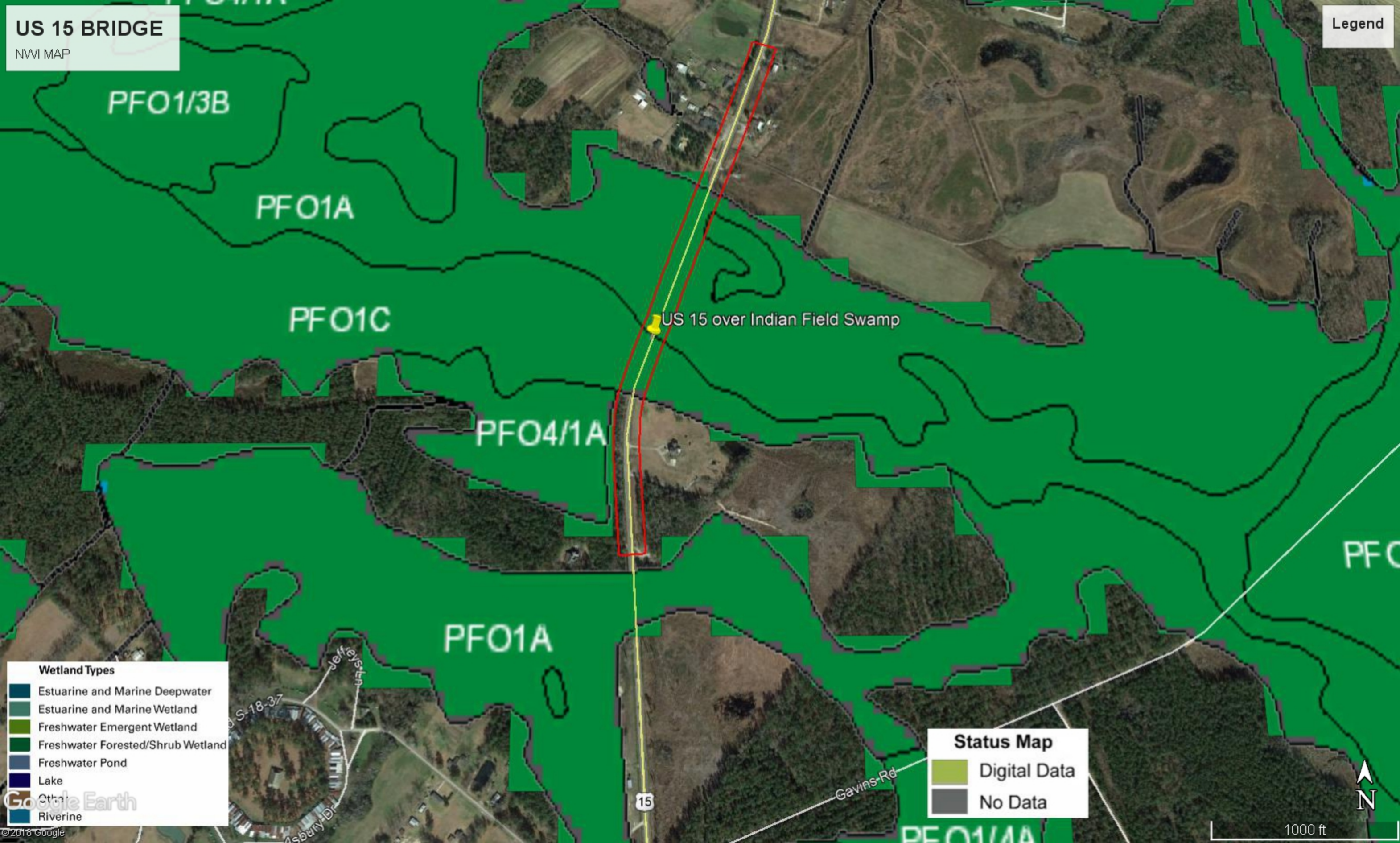
15

Gavins Rd

Jeffrey St
S-18-37
Asbury Dr



1000 ft



US 15 Indian Field

Write a description for your map.

Legend



National Flood Hazard Layer FIRMMette



33°13'59.84"N



USGS The National Map: Orthoimagery, Data refreshed April, 2019. 0 250 500 1,000 1,500 2,000 Feet 1:6,000 33°13'29.74"N

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
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary

MAP PANELS		Digital Data Available
		No Digital Data Available
		Unmapped

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 6/17/2019 at 10:19:36 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.

80°32'41.52"W

80°32'4.06"W





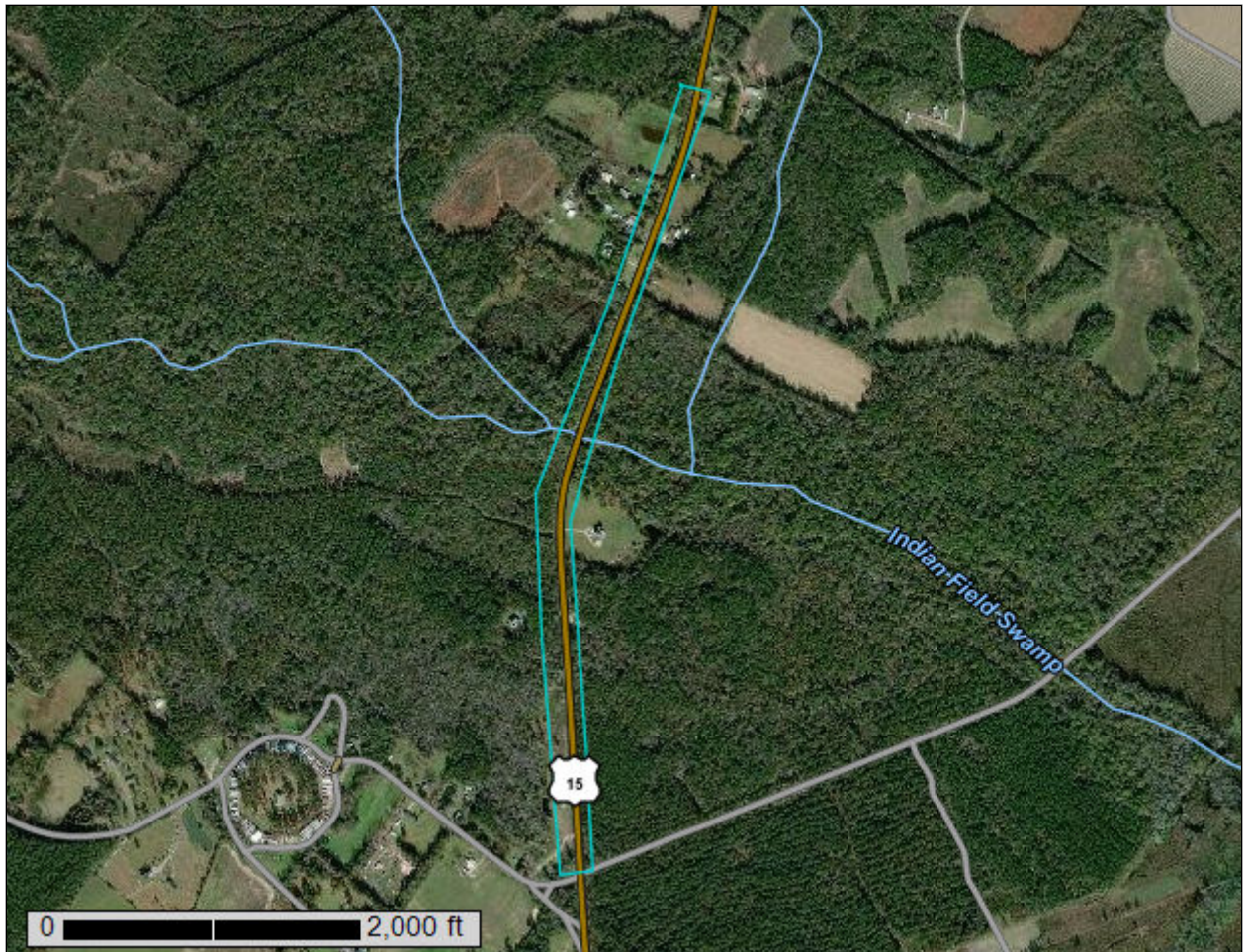
United States
Department of
Agriculture

NRCS

Natural
Resources
Conservation
Service

A product of the National
Cooperative Soil Survey,
a joint effort of the United
States Department of
Agriculture and other
Federal agencies, State
agencies including the
Agricultural Experiment
Stations, and local
participants

Custom Soil Resource Report for Dorchester County, South Carolina



Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (<http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/>) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (<https://offices.sc.egov.usda.gov/locator/app?agency=nrcs>) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

Custom Soil Resource Report

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

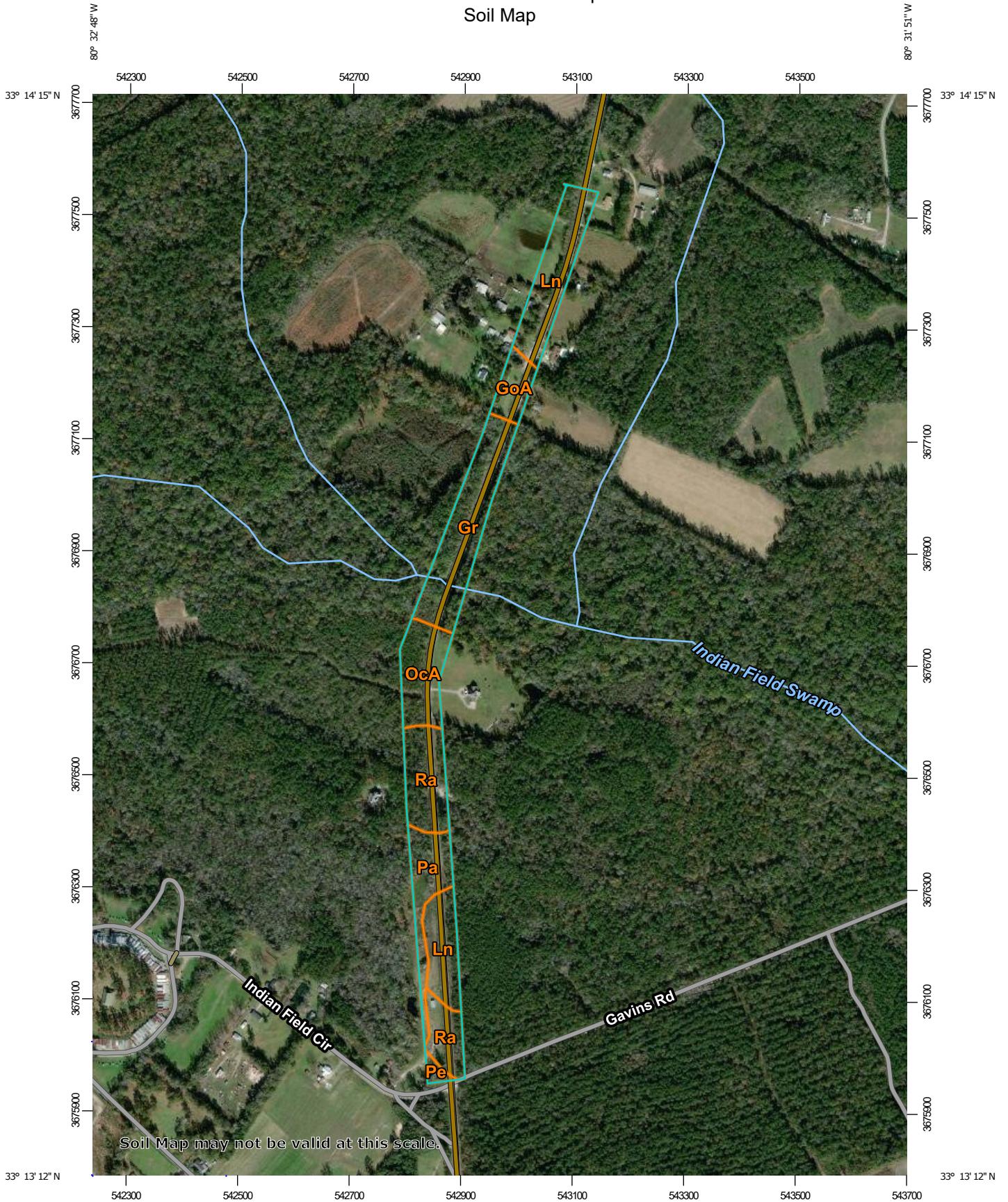
Custom Soil Resource Report

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

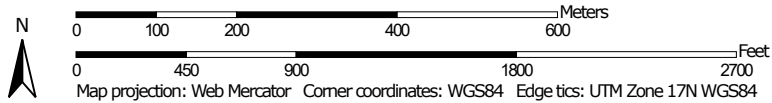
Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Custom Soil Resource Report Soil Map




Map Scale: 1:9,420 if printed on A portrait (8.5" x 11") sheet.




MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines


 Soil Map Unit Points

Special Point Features






-  Blowout
-  Borrow Pit
-  Clay Spot
-  Closed Depression
-  Gravel Pit
-  Gravelly Spot
-  Landfill
-  Lava Flow
-  Marsh or swamp
-  Mine or Quarry
-  Miscellaneous Water
-  Perennial Water
-  Rock Outcrop
-  Saline Spot
-  Sandy Spot
-  Severely Eroded Spot
-  Sinkhole
-  Slide or Slip
-  Sodic Spot

-  Spoil Area
-  Stony Spot
-  Very Stony Spot
-  Wet Spot
-  Other
-  Special Line Features

Water Features

 Streams and Canals

Transportation

-  Rails
-  Interstate Highways
-  US Routes
-  Major Roads
-  Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Dorchester County, South Carolina
 Survey Area Data: Version 14, Sep 15, 2018

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 26, 2011—Dec 15, 2017

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
GoA	Goldsboro loamy sand, 0 to 2 percent slopes	1.6	5.9%
Gr	Grifton fine sandy loam, frequently flooded	6.2	22.9%
Ln	Lynchburg loamy sand, 0 to 2 percent slopes	7.3	27.0%
OcA	Ocilla sand, 0 to 2 percent slopes	3.4	12.5%
Pa	Pantego sandy loam	2.9	10.9%
Pe	Pelham sand	0.4	1.3%
Ra	Rains sandy loam	5.3	19.5%
Totals for Area of Interest		27.0	100.0%

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it

Custom Soil Resource Report

was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Dorchester County, South Carolina

GoA—Goldsboro loamy sand, 0 to 2 percent slopes

Map Unit Setting

National map unit symbol: 4c26
Elevation: 0 to 120 feet
Mean annual precipitation: 40 to 58 inches
Mean annual air temperature: 63 to 72 degrees F
Frost-free period: 240 to 285 days
Farmland classification: All areas are prime farmland

Map Unit Composition

Goldsboro and similar soils: 97 percent
Minor components: 2 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Goldsboro

Setting

Landform: Marine terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Loamy marine deposits

Typical profile

Ap - 0 to 7 inches: loamy sand
E - 7 to 14 inches: loamy sand
Bt - 14 to 62 inches: sandy clay loam
BCg - 62 to 80 inches: sandy clay loam

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Moderately well drained
Runoff class: Low
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr)
Depth to water table: About 24 to 36 inches
Frequency of flooding: None
Frequency of ponding: None
Available water storage in profile: Moderate (about 7.2 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 2w
Hydrologic Soil Group: C
Ecological site: Loamy Rise, Moderately Wet (R153AY001GA)
Hydric soil rating: No

Minor Components

Rains

Percent of map unit: 2 percent
Landform: Depressions, marine terraces

Custom Soil Resource Report

Landform position (three-dimensional): Tread
Down-slope shape: Concave, linear
Across-slope shape: Concave, linear
Hydric soil rating: Yes

Gr—Grifton fine sandy loam, frequently flooded

Map Unit Setting

National map unit symbol: 4c27
Elevation: 0 to 120 feet
Mean annual precipitation: 40 to 58 inches
Mean annual air temperature: 63 to 72 degrees F
Frost-free period: 240 to 285 days
Farmland classification: Not prime farmland

Map Unit Composition

Grifton and similar soils: 95 percent
Minor components: 3 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Grifton

Setting

Landform: Flood plains
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Loamy marine deposits

Typical profile

A - 0 to 6 inches: fine sandy loam
Eg - 6 to 10 inches: fine sandy loam
Btg - 10 to 61 inches: sandy clay loam
Cg - 61 to 80 inches: sandy loam

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Poorly drained
Runoff class: Very high
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr)
Depth to water table: About 6 to 12 inches
Frequency of flooding: Frequent
Frequency of ponding: None
Available water storage in profile: Moderate (about 8.7 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 6w
Hydrologic Soil Group: B/D

Custom Soil Resource Report

Hydric soil rating: Yes

Minor Components

Osier

Percent of map unit: 3 percent
Landform: Depressions, stream terraces
Landform position (three-dimensional): Tread
Down-slope shape: Concave, linear
Across-slope shape: Concave, linear
Hydric soil rating: Yes

Ln—Lynchburg loamy sand, 0 to 2 percent slopes

Map Unit Setting

National map unit symbol: 2t1p5
Elevation: 30 to 200 feet
Mean annual precipitation: 44 to 50 inches
Mean annual air temperature: 63 to 65 degrees F
Frost-free period: 240 to 265 days
Farmland classification: Prime farmland if drained

Map Unit Composition

Lynchburg and similar soils: 95 percent
Minor components: 5 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Lynchburg

Setting

Landform: Marine terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Loamy marine deposits

Typical profile

Ap - 0 to 7 inches: loamy sand
BE - 7 to 13 inches: sandy loam
Bt - 13 to 17 inches: sandy clay loam
Btg1 - 17 to 54 inches: sandy clay loam
Btg2 - 54 to 80 inches: sandy clay

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Somewhat poorly drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr)
Depth to water table: About 6 to 18 inches
Frequency of flooding: None

Custom Soil Resource Report

Frequency of ponding: None

Available water storage in profile: Low (about 5.3 inches)

Interpretive groups

Land capability classification (irrigated): None specified

Land capability classification (nonirrigated): 2w

Hydrologic Soil Group: B/D

Hydric soil rating: No

Minor Components

Ocilla

Percent of map unit: 3 percent

Landform: Marine terraces

Landform position (three-dimensional): Tread

Down-slope shape: Linear

Across-slope shape: Linear

Ecological site: Loamy Rise, Moderately Wet (R153AY001GA)

Hydric soil rating: No

Pelham

Percent of map unit: 1 percent

Landform: Depressions on marine terraces

Landform position (three-dimensional): Tread

Down-slope shape: Concave, linear

Across-slope shape: Concave, linear

Hydric soil rating: Yes

Coxville, drained

Percent of map unit: 1 percent

Landform: Depressions on marine terraces

Landform position (three-dimensional): Tread

Down-slope shape: Linear, concave

Across-slope shape: Linear, concave

Hydric soil rating: Yes

OcA—Ocilla sand, 0 to 2 percent slopes

Map Unit Setting

National map unit symbol: 4c2p

Elevation: 0 to 120 feet

Mean annual precipitation: 40 to 58 inches

Mean annual air temperature: 63 to 72 degrees F

Frost-free period: 240 to 285 days

Farmland classification: Farmland of statewide importance

Map Unit Composition

Ocilla and similar soils: 94 percent

Minor components: 6 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Ocilla

Setting

Landform: Marine terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Loamy marine deposits

Typical profile

A - 0 to 7 inches: sand
E - 7 to 23 inches: loamy sand
B - 23 to 65 inches: sandy loam
BCg - 65 to 80 inches: sandy loam

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Somewhat poorly drained
Runoff class: Low
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr)
Depth to water table: About 12 to 30 inches
Frequency of flooding: None
Frequency of ponding: None
Available water storage in profile: Low (about 5.4 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 3w
Hydrologic Soil Group: B/D
Ecological site: Loamy Rise, Moderately Wet (R153AY001GA)
Hydric soil rating: No

Minor Components

Rains

Percent of map unit: 2 percent
Landform: Depressions, marine terraces
Landform position (three-dimensional): Tread
Down-slope shape: Concave, linear
Across-slope shape: Concave, linear
Hydric soil rating: Yes

Osier

Percent of map unit: 2 percent
Landform: Depressions, stream terraces
Landform position (three-dimensional): Tread
Down-slope shape: Concave, linear
Across-slope shape: Concave, linear
Hydric soil rating: Yes

Pelham

Percent of map unit: 2 percent
Landform: Depressions, marine terraces
Landform position (three-dimensional): Tread
Down-slope shape: Concave, linear

Custom Soil Resource Report

Across-slope shape: Concave, linear
Hydric soil rating: Yes

Pa—Pantego sandy loam

Map Unit Setting

National map unit symbol: 4c2s
Elevation: 0 to 120 feet
Mean annual precipitation: 40 to 58 inches
Mean annual air temperature: 63 to 72 degrees F
Frost-free period: 240 to 285 days
Farmland classification: Farmland of statewide importance

Map Unit Composition

Pantego and similar soils: 95 percent
Minor components: 2 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Pantego

Setting

Landform: Depressions, marine terraces
Landform position (three-dimensional): Tread
Down-slope shape: Concave, linear
Across-slope shape: Concave, linear
Parent material: Loamy marine deposits

Typical profile

Ap - 0 to 12 inches: sandy loam
Eg - 12 to 18 inches: loamy sand
Btg1 - 18 to 37 inches: sandy clay loam
Btg2 - 37 to 74 inches: sandy clay
BCg - 74 to 80 inches: sandy clay loam

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Very poorly drained
Runoff class: Very high
Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.57 in/hr)
Depth to water table: About 0 to 18 inches
Frequency of flooding: None
Frequency of ponding: None
Available water storage in profile: Moderate (about 7.2 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 6w
Hydrologic Soil Group: C/D
Hydric soil rating: Yes

Minor Components

Rains

Percent of map unit: 2 percent
Landform: Depressions, marine terraces
Landform position (three-dimensional): Tread
Down-slope shape: Concave, linear
Across-slope shape: Concave, linear
Hydric soil rating: Yes

Pe—Pelham sand

Map Unit Setting

National map unit symbol: 4c2t
Elevation: 0 to 120 feet
Mean annual precipitation: 40 to 58 inches
Mean annual air temperature: 63 to 72 degrees F
Frost-free period: 240 to 285 days
Farmland classification: Farmland of statewide importance

Map Unit Composition

Pelham and similar soils: 95 percent
Minor components: 2 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Pelham

Setting

Landform: Depressions, marine terraces
Landform position (three-dimensional): Tread
Down-slope shape: Concave, linear
Across-slope shape: Concave, linear
Parent material: Loamy marine deposits

Typical profile

A - 0 to 4 inches: sand
Eg - 4 to 35 inches: sand
Btg - 35 to 80 inches: sandy clay loam

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Poorly drained
Runoff class: Very high
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr)
Depth to water table: About 0 to 12 inches
Frequency of flooding: None
Frequency of ponding: None
Available water storage in profile: Low (about 5.1 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 3w
Hydrologic Soil Group: B/D
Hydric soil rating: Yes

Minor Components

Rains

Percent of map unit: 2 percent
Landform: Depressions, marine terraces
Landform position (three-dimensional): Tread
Down-slope shape: Concave, linear
Across-slope shape: Concave, linear
Hydric soil rating: Yes

Ra—Rains sandy loam

Map Unit Setting

National map unit symbol: 4c2w
Elevation: 0 to 120 feet
Mean annual precipitation: 40 to 58 inches
Mean annual air temperature: 63 to 72 degrees F
Frost-free period: 240 to 285 days
Farmland classification: Farmland of statewide importance

Map Unit Composition

Rains and similar soils: 90 percent
Minor components: 4 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Rains

Setting

Landform: Depressions, marine terraces
Landform position (three-dimensional): Tread
Down-slope shape: Concave, linear
Across-slope shape: Concave, linear
Parent material: Loamy marine deposits

Typical profile

A - 0 to 4 inches: sandy loam
Eg - 4 to 9 inches: sandy loam
Btg1 - 9 to 42 inches: sandy clay loam
Btg2 - 42 to 56 inches: sandy clay loam
BCg - 56 to 80 inches: sandy clay loam

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches

Custom Soil Resource Report

Natural drainage class: Poorly drained
Runoff class: Very high
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr)
Depth to water table: About 0 to 12 inches
Frequency of flooding: None
Frequency of ponding: None
Available water storage in profile: Moderate (about 7.7 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 3w
Hydrologic Soil Group: B/D
Hydric soil rating: Yes

Minor Components

Pantego

Percent of map unit: 2 percent
Landform: Depressions, marine terraces
Landform position (three-dimensional): Tread
Down-slope shape: Concave, linear
Across-slope shape: Concave, linear
Hydric soil rating: Yes

Pelham

Percent of map unit: 2 percent
Landform: Depressions, marine terraces
Landform position (three-dimensional): Tread
Down-slope shape: Concave, linear
Across-slope shape: Concave, linear
Hydric soil rating: Yes

References

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- United States Department of Agriculture, Natural Resources Conservation Service. National range and pasture handbook. <http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/landuse/rangepasture/?cid=stelprdb1043084>

Custom Soil Resource Report

United States Department of Agriculture, Natural Resources Conservation Service. National soil survey handbook, title 430-VI. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/scientists/?cid=nrcs142p2_054242

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United States Department of Agriculture, Soil Conservation Service. 1961. Land capability classification. U.S. Department of Agriculture Handbook 210. http://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcs142p2_052290.pdf

**Proposed Bridge Replacement on US 15
Over Indian Field Swamp in
Dorchester County**

Public Information Meeting

Meeting:

The South Carolina Department of Transportation (SCDOT) has scheduled a Public Information Meeting for October 29, 2019, concerning the proposed bridge replacement in Dorchester County.

The meeting will be held from 5:00 p.m. to 7:00 p.m. at Dorchester County Courthouse, 5200 E Jim Bilton Boulevard, St. George, SC 29477. The meeting will have a drop-in type format with displays for viewing and citizens will have the opportunity to provide written comments. Project information, including meeting materials and comment forms will also be available on the SCDOT website (<http://www.scdot.org>, Public Involvement Portal – Public Meeting Calendar). Additional project information is available at <http://arcg.is/19xbqb> (case sensitive),

Purpose:

The purpose of this meeting is to provide an opportunity to review and discuss individually with representatives from SCDOT the proposed bridge replacement over Indian Field Swamp. **Another purpose of this meeting is to gather information from the public or any interested organization on historic or cultural resources in the area.** The project is intended to replace a structurally deficient and functionally obsolete bridge. Personnel from SCDOT will be available to answer questions and discuss the project with interested citizens on an individual basis.

Contact:

Additional information concerning the project may be obtained by contacting Kate Drafts, SCDOT Program Manager, at 803-737-1231 or by email at draftskr@scdot.org. Persons with disabilities who may require special accommodations should contact Ms. Betty Gray at 803-737-1395.

SCDOT South Carolina Department of Transportation



PUBLIC ANNOUNCEMENT AND MEETING NOTICE

US 15 over Indian Field Swamp Bridge Replacement Project Dorchester County, SC

Public Information Meeting

Tuesday, October 29, 2019

5:00 – 7:00 PM

Dorchester County Council Chambers

Kenneth F. Waggoner Services Center

201 Johnston Street

St. George, SC 29477

Additional project information is available at <http://arcg.is/19xbqb> (case sensitive), or by visiting www.scdot.org (Select Programs & Projects - Current Projects –Lowcountry Region – US 15 Bridge Replacement over Indian Field Swamp in Dorchester County)

For questions or concerns, please contact Kate Drafts at 803-737-1231 or draftskr@scdot.org.



PUBLIC ANNOUNCEMENT AND MEETING NOTICE

US 15 over Indian Field Swamp Bridge Replacement Project Dorchester County, SC

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5:00 – 7:00 PM

Dorchester County Council Chambers

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201 Johnston Street

St. George, SC 29477

Additional project information is available at <http://arcg.is/19xbqb> (case sensitive), or by visiting www.scdot.org (Select Programs & Projects - Current Projects –Lowcountry Region – US 15 Bridge Replacement over Indian Field Swamp in Dorchester County)

For questions or concerns, please contact Kate Drafts at 803-737-1231 or draftskr@scdot.org.



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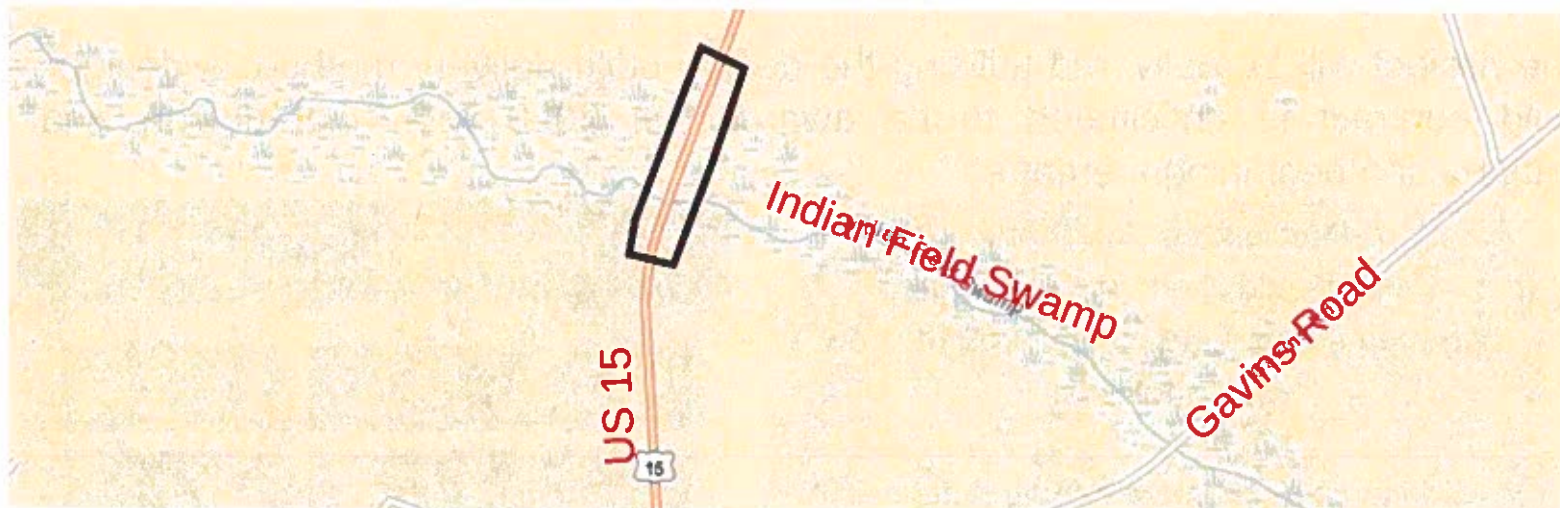
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US 15 BRIDGE REPLACEMENT OVER INDIAN FIELD SWAMP IN DORCHESTER COUNTY

Public Information Meeting

PROJECT LOCATION



WELCOME

The South Carolina Department of Transportation (SCDOT) welcomes you to this public information meeting. We appreciate your attendance at this meeting and encourage your feedback. The purpose of this meeting is to provide the public an opportunity to review and discuss the proposed improvements. You are welcome to review the displays and either make a verbal or written comment.

PROJECT HIGHLIGHTS

Project Purpose

The South Carolina Department of Transportation (SCDOT) proposes replacing the existing US 15 bridge over Indian Field Swamp located in Dorchester County, South Carolina. The bridge is currently load restricted, causing impacts to mobility, and is classified as structurally deficient. The purpose of the project is to correct structural deficiencies and to bring the design up to today's standards.

Detour

During construction of the new bridge, US 15 between US 78 and US 178 will be closed to non-local traffic. The detour route will be Interstate 95 between Exit 77 (US 78) and Exit 82 (US 178). Anticipated closure duration is 75 days.

Schedule

The project will be delivered utilizing the design-build delivery method. A design-build contract is anticipated to be awarded in 2020 with final design and construction beginning thereafter.

Requested Feedback

If you would like to submit written comments about the project, you may do so as follows:

- 1) Complete a comment form and deposit it in the comment box located in this meeting room.
- 2) Mail or e-mail your comments using the contact information provided.

SCDOT will compile all comments given at the public information meeting along with those that are mailed into an official public meeting file. All materials from tonight's meeting can be found at:

<http://arcb.is/19Xbqb> (case sensitive)

Comments should be submitted no later than November 13, 2019.

Anticipated Schedule

Design	Winter 2020
Construction	Spring 2020

Kate Drafts, P.E.
Design-Build Project Manager

955 Park Street, Room 421,
Columbia, SC 29201

Email: DraftsKR@scdot.org

Phone: (803) 737-1231

Title VI compliance: SCDOT complies with all requirements set forth by Federal regulations issued by the U.S. Department of Transportation under the Title VI of the Civil Rights Act of 1964, as amended. Any persons who believe that he or she has been discriminated against because of race, color, religion, sex, age, handicap or disability, or nation origin under a program receiving federal aid has the right to file a complaint with SCDOT.

The complaint shall be filed with the Title VI Program Compliance Coordinator, at the Office of Business Development & Special programs, 955 Park Street, Suite 117, Columbia, SC 29202 or at 803.737.5095. The complaint should be submitted no later than 180 days after the date of the alleged act of discrimination. It should outline as completely as possible the facts and circumstances of the incident and should be signed by the person making the complaint.



PUBLIC INFORMATION MEETING SIGN IN SHEET

Tuesday, October 29, 2019

US 15 Bridge Replacement over Indian Field Swamp Dorchester County

NAME (please print)	ADDRESS (please print)
Patsy G. Knight	171 Country Club Blvd, St. George, SC 29477
Frank P. Watts	546 Duhan Chapel Rd, Harleyville
Dee Causey	10104 Charleston Hwy, St. George SC 29448
W. Rodney Causey	" " " "
Melissa Matthews	2426 Hwy 15N Harleyville 29448
Dorothy Saulisaury	2301 Hwy 15N Harleyville 29448
Tommy WEEKS	218 WESTBURY RD, ST. GEORGE
Charloteh Week	SAME
David Wagers Jr	259 clubhouse circle, St. George SC
Katelyn Wagers	same
Susan Hart	208 Harts Rd, Bowman 29018
Helen Hard	SCDOT
Walter Deierlein	PO Box 9167 Columbia, SC 29290
David Wagers	1616 Hwy 15W St. George SC 29477

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.



PUBLIC INFORMATION MEETING SIGN IN SHEET

Tuesday, October 29, 2019

US 15 Bridge Replacement over Indian Field Swamp Dorchester County

NAME (please print)

ADDRESS (please print)

10/29/19

Patty Taylor

Patty Taylor

Ellen Struble

Ellen Struble

Kenny Wagner

1022 Wayfare 29412

Tha: Trinh

5551 Joseph Blvd Lane 29487

Steve Deierlein

PO Box 9167 Columbia, SC

Christopher Baker

1685 Emmet Rd

Crad Jaynes

SCTPA PO Box 811 Lexington SC ~~29072~~ 29071

Michael Phillips

R.C.C.

Charles Ackerman

P.O. Box 342 Haneyville, S.C. 29448

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.

**PUBLIC INFORMATION MEETING
COMMENT SHEET**

Tuesday, October 29, 2019

**US 15 Bridge Replacement over Indian Field Swamp
Dorchester County**

NAME

Mr, Mrs, Ms, Mr & Mrs
(Please choose one)

Melissa Matthews

MAILING ADDRESS

2426 Hwy 15 N Harleyville SC 29448
Street/Route City State Zip Code

PHONE NUMBER

843560 1356

COMMENTS

I realize the stated detour for this will be I-95. I would like to request y'all work w/ the county to maintain Gavins to Polly ^(div rd) so when we want a different route than the interstate, it is safe & won't tear up our vehicles. I am wondering what will happen if there is an accident / grid lock on I-95; as they usually detour on our hwy 15 N, already.

~~Thank you for your attention~~

Thank you

Mail Comments to:



Kate Drafts
SC Department of Transportation
Design-Build Office, 421
955 Park Street
Columbia, SC 29201

Do you wish to receive a response to this comment?
Yes No

If you would prefer an email response, write your email address on the line below.

bugnjohn@gmail.com

Project Website: <http://arcg.is/19Xbqb> (case sensitive) or www.scdot.org (Public Involvement Portal- Current Projects)

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act. Written comments will be accepted until November 13, 2019.

From: [Drafts, Kate R.](#)
To: [McGoldrick, Will](#)
Subject: FW: US 15 over Indian Field Swamp
Date: Monday, December 02, 2019 8:21:30 AM

FYI.

From: Drafts, Kate R.
Sent: Tuesday, November 26, 2019 12:55 PM
To: bugnjohn@gmail.com
Subject: US 15 over Indian Field Swamp

Ms. Matthews,

Thank you for your comment regarding the US 15 over Indian Field Swamp bridge. I believe we spoke at the public information meeting on October 29th, but wanted to follow up with you on your concern regarding the detour route. The project team is pursuing an accelerated schedule with a very short closure duration in the non-peak travel season in order to minimize the impact to the public. We feel that this consideration to detour timing and duration will help alleviate impacts while also ensuring that the goal of replacing the bridge in a safe and efficient manner is met.

Thank you for your concern, and please let me know if you have any further questions.

Kate Drafts, P.E., DBIA

Program Manager | SCDOT – Design-Build



955 Park Street - Rm 421 - Columbia, SC 29201

803.737.1231 (office) | 803.917.9934 (cell)

draftskr@scdot.org



Forestry Association

OF SOUTH CAROLINA

October 29, 2019

TO: SC Department of Transportation

FR: SC Timber Producers Association

Crad Jaynes
President

Forestry Association of South Carolina
Cam Crawford
President

RE: Support for Bridge Replacement Project on U.S. Hwy 15 Over Indian Field Swamp in
Dorchester County, SC.

On behalf of South Carolina Timber Producers Association and the Forestry Association of South Carolina, we want to express our support for the bridge replacement project located on U.S. Hwy 15 over Indian Field Swamp in Dorchester County, SC.

U.S. Hwy 15 serves as a major route for the transportation of unmanufactured forest products from timber harvesting sites to wood receiving mill locations for both north and south bound trucks. Currently the bridge is posted with severe weight restrictions for wood trucks as well as other heavy trucks utilizing this route.

This route is very important to our SC forestry industry wood supply chain to move unmanufactured forest products from timber harvesting sites to wood receiving mills. The bridge weight restrictions now over Indian Field Swamp impacts the wood supply chain from the forest landowner to the logger to the wood receiving mill.

The transportation of unmanufactured forest products from timber harvesting sites to wood receiving mills has been impacted due to this load restricted bridge. Wood trucks have had to alter their routes to avoid this load restricted bridge. Wood trucks are having to use alternative rural area routes and are unable to use the interstate due to weight differences for the interstate versus state roads.

The use of alternative routes has created increased transportation costs for the wood trucks as well as the wood supply chain. Wood trucks are paid freight costs based on the shortest distance from a timber harvesting site to the wood receiving mill regardless of route differences.

Our associations recommend the SC Department of Transportation place this bridge project at the "top" of the bridge replacement improvement project list and move forward to have this project completed as quickly as possible.

Kindest regards,

Crad Jaynes
President
SC Timber Producers Association

Cam Crawford
President
Forestry Association of South Carolina

From: [Drafts, Kate R.](#)
To: [McGoldrick, Will](#)
Subject: FW: US 15 Bridge Replacement over Indian Field Swamp
Date: Tuesday, December 03, 2019 10:43:58 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[Hwy 15 Bridge Project Memo 11-19-19.pdf](#)

The initial correspondence from Dorchester County is below, and the letter is also attached to this chain.

Thanks,
Kate

From: Jason Carraher <JCarraher@dorchestercountysc.gov>
Sent: Wednesday, November 20, 2019 5:04 PM
To: Drafts, Kate R. <DraftsKR@scdot.org>; Mattox, Jae H. <MattoxJH@scdot.org>
Cc: Robbins, Robby <RobbinsRD@scdot.org>; Jason Ward <WardJ@dorchestercountysc.gov>; Rebecca L. Vance <RVance@dorchestercountysc.gov>; Malcolm K. Burns <MBurns2@dorchestercountysc.gov>; Tres Atkinson <tatkinson@dorchestercountysc.gov>; Henderson, Timothy R <HendersoTR@scdot.org>
Subject: RE: US 15 Bridge Replacement over Indian Field Swamp

***** This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. *****

Kate,

Thank you for a very productive meeting last week to discuss the issues outlined in my previous email. Please see attached for correspondence from Deputy Chief Malcolm Burns regarding the cost of additional staffing during the bridge construction. We look forward to hearing back from you.

Jason Carraher, PE
Director of Public Works
& County Engineer
Dorchester County
2120 East Main Street Dorchester, SC 29437
Office: (843) 832-0070



Tres Atkinson
Fire Chief



Malcolm Burns
Deputy Chief

Dorchester County Fire Rescue

101 Ridge Street, Suite 6
St. George, SC 29477
Tel: 843-563-0214/843-832-0214
Fax: 843-832-0276

TO: Jason Carraher
FROM: Malcolm Burns
RE: Hwy 15 Bridge Project
DATE: 11-19-19

Jason,

We are very concerned about the replacement of the swamp bridge on Highway 15 North and its impact on our response time to the areas north of the bridge. I had our guys take the fire truck out and drive the route, and alternate routes, and the results are pretty alarming.

- Baseline- it took 5 minutes, 35 seconds to go from Station 9 on Dutch Krakeel Rd to the first house on the north side of the bridge via Highway 15 N.
- Alternate Route #1- 15 minutes, 20 seconds to go from Station 9 to the first house on the north side of the bridge via Interstate 95 N, to Highway 178 E, to Highway 15 N.
- Alternate Route #2- 16 minutes, 58 seconds to go from Station 9 to the first house on the north side of the bridge via Brit Green Rd to Highway 15 S, to Farmers Market Rd, to Mulberry Rd, to Highway 178 E, to Highway 15 N.
- Alternate Route # 3- via Gavin's Rd, which would be the shortest route, cannot be utilized by the fire department due to the weight limit on the two bridges on Gavin's Rd. Also, in inclement weather, this road becomes very slick, almost to the point of being impassible at times. I drove down it the other day and the "washboard" condition of it was so bad I literally was only able to go 10-25 mph; not an effective speed for an emergency vehicle responding to a call for help. EMS, the Sheriff's Office, and our Command vehicles can still use this route, which is great, but it won't help us with our large apparatus and only if the road is covered somehow (rock or gravel) and regularly maintained during the bridge replacement process.

Due to the extended response times, and the relatively low number of volunteer members that live north of the bridge, we feel to adequately protect the citizens of that area, we need to staff the fire station in Rosinville during the bridge replacement project. Our plan would be to staff it 12 hours per day, which is based on covering the time of day in which the call volume is the greatest as well as when

From: [Malcolm K. Burns](#)
To: [Jason Carraher](#)
Cc: [Tres Atkinson](#)
Subject: FW: Fire Apparatus Weights
Date: Thursday, November 21, 2019 4:01:55 PM

There was no official letter but here is the email that was to serve as the exception.

From: Malcolm Burns <chief950@yahoo.com>
Sent: Wednesday, October 17, 2012 3:25 PM
To: Malcolm K. Burns <MBurns2@dorchestercounty.net>
Subject: Fw: Fire Apparatus Weights

----- Forwarded Message -----

From: "Floyd, Lee" <FloydRL@dot.state.sc.us>
To: Malcolm Burns <chief950@yahoo.com>
Cc: Tres Atkinson <tatkinson@dorchestercounty.net>
Sent: Tuesday, July 10, 2012 10:47 AM
Subject: RE: Fire Apparatus Weights

Chief Burns:

After reviewing the information provided, you may take this e-mail as an exception in responding to an emergency event only regarding this bridge. However, if at some point in the future we have to lower the restriction, I will have to revisit again. Since the bridge is now restricted, it is placed on a 12 month inspection cycle for additional inspection.

If you have additional questions please let me know.

Richard "Lee" Floyd, PE
State Bridge Maintenance Engineer
SCDOT

From: Malcolm Burns [<mailto:chief950@yahoo.com>]
Sent: Tuesday, July 10, 2012 10:33 AM
To: Floyd, Lee
Cc: Tres Atkinson
Subject: Fw: Fire Apparatus Weights

Good Morning,

I just wanted to touch base and see if you had received the attached information I sent previously regarding our fire apparatus. We are anxious to hear back on whether we need to alter our response routes or if we are exempt from these postings being we are operating emergency vehicles.

Any information you can provide would be greatly appreciated and feel free to call me on my cell at 843-636-4014.

Thank you,
Chief Malcolm Burns
St. George Fire Department
109 Dutch Krakeel Rd
St. George, SC 29477
843-563-2700

----- Forwarded Message -----

From: Malcolm Burns <chief950@yahoo.com>
To: "floydrl@scdot.org" <floydrl@scdot.org>
Sent: Tuesday, May 1, 2012 2:29 PM
Subject: Fire Apparatus Weights

Mr. Floyd,

You and I spoke a few weeks back regarding a newly posted bridge on Hwy. 15 N between St. George and Rosinville. We were concerned that this new posting would seriously hamper our emergency response in this end of Dorchester County. I have attached a list of the fire apparatus that could have the need to travel across that bridge at a moments' notice. Please look it over and let me know if there are any exemptions or exceptions that you could give that would allow us to continue to use this very critical route.

Please let me know if you need any additional information.

Thank you,
Chief Malcolm Burns

St. George Fire Department
109 Dutch Krakeel Road
St. George, SC 29477
843-563-2700 phone
843-563-0274 fax
stgeorgefire@yahoo.com

From: Jason Carraher

Sent: Wednesday, November 6, 2019 9:24 AM

To: draftskr@scdot.org; MattoxJH@scdot.org

Cc: Robby Robbins <RobbinsRD@scdot.org>; Jason Ward <WardJ@dorchestercountysc.gov>; Rebecca L. Vance <RVance@dorchestercountysc.gov>; Malcolm K. Burns <MBurns2@dorchestercountysc.gov>; Tres Atkinson <tatkinson@dorchestercountysc.gov>; Tim Henderson <hendersotr@scdot.org>

Subject: US 15 Bridge Replacement over Indian Field Swamp

Importance: High

Dorchester County appreciates the undertaking of the subject project by the DOT and it's efforts to replace the County's deficient bridges. After speaking with Dorchester County's Deputy Fire Chief, he has expressed several concerns (see attached email) regarding their ability to respond to incidents in the western end of the County with the detour in place. As Chief Burns outlined in his email, the proposed detour triples their response time. We understand that a staged construction approach can add costs and time to a project but considering the potential impacts to public safety, we request that you reconsider the detour option. If you or your staff would like to discuss this in greater detail, please let me know and we can arrange a meeting. Thank you in advance for your prompt attention to this matter.

Jason Carraher, PE

Director of Public Works

& County Engineer

Dorchester County

2120 East Main Street Dorchester, SC 29437

Office: (843) 832-0070



From: Malcolm K. Burns <MBurns2@dorchestercountysc.gov>

Sent: Wednesday, November 6, 2019 9:02 AM

To: Jason Carraher <JCarraher@dorchestercountysc.gov>

Cc: Rebecca L. Vance <RVance@dorchestercountysc.gov>; Tres Atkinson <tatkinson@dorchestercountysc.gov>

Subject: Hwy 15 Bridge

Jason,

As we discussed the other day, we are very concerned about the replacement of the swamp bridge on Highway 15 North and it's impact on our response time to the areas north of the bridge. I had our guys take the fire truck out and drive the route, and alternate routes, and the results are pretty alarming.

- Baseline- it took 5 minutes, 35 seconds to go from Station 9 on Dutch Krakeel Rd to the first

house on the north side of the bridge via Highway 15 N.

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Tripling our response time to the areas to the north of the swamp bridge is a huge deal for us. Our fire station in Rosinville is a volunteer station so our Station 9 crews routinely respond to that area for fires, medical calls, and motor vehicle accidents. If there is any way we can continue to use a portion of this bridge during construction, it would certainly allow us to serve this community better and much faster. I understand that this is a State road, and you are limited in what you can do, but any assistance in this matter would be greatly appreciated.

Thanks,

Malcolm K. Burns II

Deputy Chief

Dorchester County Fire Rescue

101 Ridge Street, Suite 6 St. George, SC 29477

Office: (843) 563-0214 Fax: (843) 832-0276 Cell: (843) 518-1388

Email: mburns2@dorchestercountysc.gov



our volunteer staffing levels are at our lowest. We would staff it with a 3-person Engine Company consisting of a Captain, an Engineer, and a Firefighter identical to the staffing levels at our other paid stations. Per OSHA, NFPA, and our department guidelines, this is the minimum number of fire personnel operating on a structure fire that can enter a burning building to rescue an individual which is why we chose this as the staffing model for this project. Plus, the station that normally responds to this area is our St. George station which is staffed with a 3-person Engine Company. Based on a 3-person Engine Company staffing the Rosinville station 12 hours per day, 7 days per week for the entire 15-week project period, the total cost would be \$138,699, or \$11,558.21 per week. Obviously, any reduction in the project timeline would reduce the overall staffing cost and conversely any project delays over the projected time period would result in a cost increase.

We feel this staffing option will be the best way to serve the citizens of the Rosinville community during this bridge project. All of the alternate routes listed add a significant delay to our response time and everyone knows that time is critical in a life-saving situation. Please let me know if you need any additional information or explanation.

Respectfully,

A handwritten signature in blue ink, appearing to read "Malcolm K. Burns II", is placed over a light gray rectangular background.

Malcolm K. Burns II

Deputy Chief