South Carolina Department of Health and Environmental Control
Office of Ocean and Coastal Resource Management
104 Parker Drive
Beaufort, South Carolina 29906

November 6, 2013
Permit Application Public Notice
Clarendon Farms, LLC, OCRM-13-304-G

The Department has received an application for a permit for the alteration of a critical area. The application was submitted pursuant to the Coastal Zone Management Act (Act 123) of 1977 South Carolina General Assembly. The application in brief, is described as follows:

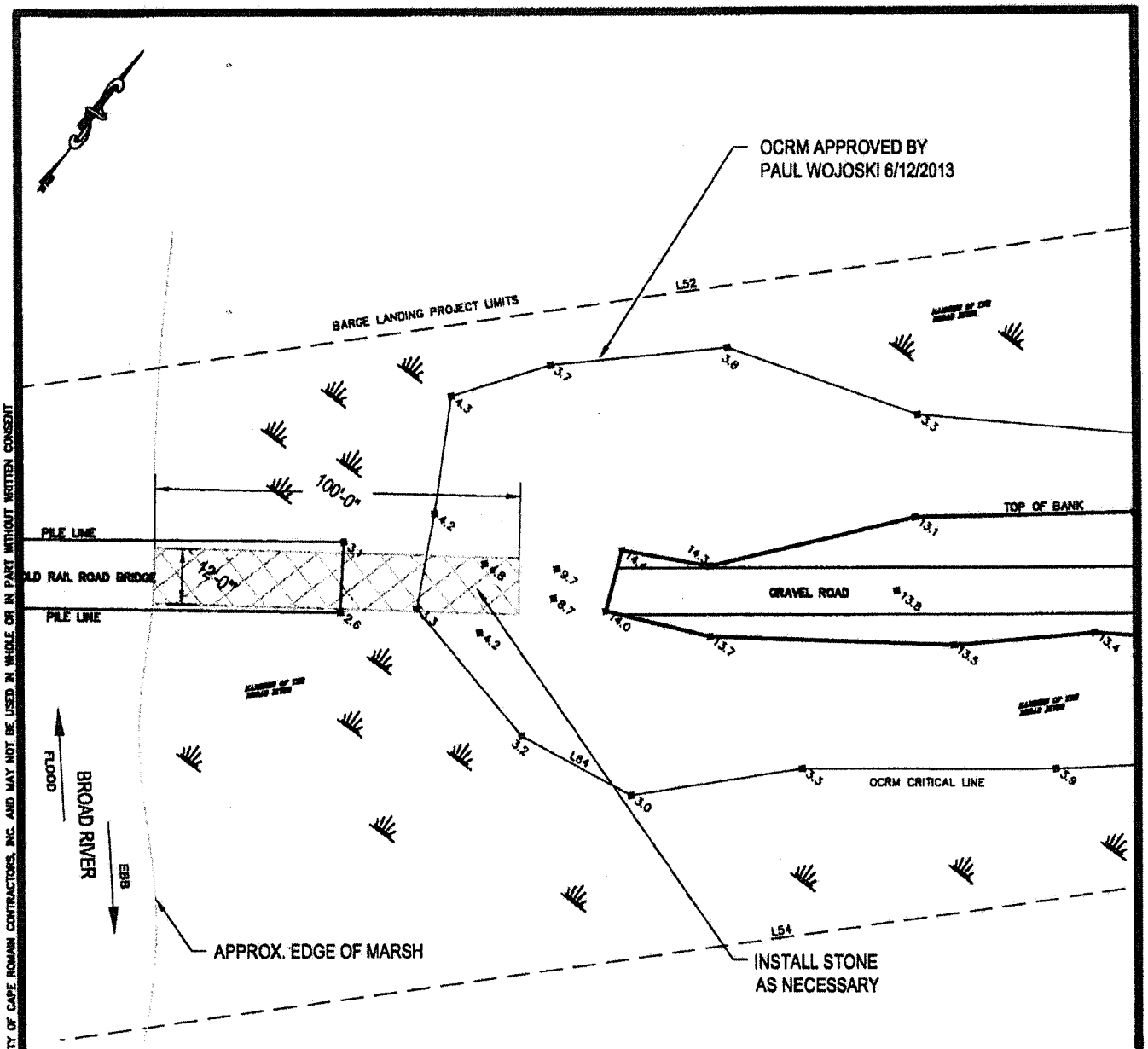
LOCATION: **On and adjacent to Broad River, Haulover Creek and an unnamed tributary of Haulover Creek at 300 Haulover Creek Drive, Beaufort, Beaufort County, South Carolina. TMS: R700 034 000 001 0000.**

WORK: **The work as proposed consists of replacing two existing bridges and constructing a barge landing. Bridge #1 is proposed to be 18' x 90' with a clearance 40' in the creek channel and 25' on either side of the creek channel. The existing riprap will be replenished as needed to stabilize the new bridge structure. The existing piles and bridge deck will be removed prior to construction of the new bridge. If pilings cannot be jetted out and removed via crane, they will be cut flush with the mud line. Bridge #2 is proposed to be 18' x 360' with a clearance of 40' in the creek. The existing piles and bridge deck will be removed prior to construction of the new bridge. If pilings cannot be jetted out and removed via crane, they will be cut flush with the mud line. The Barge Landing will consist of a 12' x 100' section of #4 stone in an existing abandoned rail bed. The stone will be installed to provide a firm base for equipment transfer, approximately 6" above marsh grade. The work as described is to provide equipment and transportation to Halls Island. PLEASE NOTE: The Corps of Engineers is issuing their Nationwide Permit #18 for the barge landing work. The bridge work falls under the Federal review of the US Coast Guard.**

This public notice is being distributed to all known interested persons and agencies to assist in developing facts on which a decision by the Department can be based. Comments concerning the proposed work must be submitted in writing, setting forth sufficient detail to furnish a clear understanding of the reasons for support or opposition.

Comments regarding this application must be received by the Department on or before **December 6, 2013**. For more information, please contact:
Geordy Madlinger at **843-846-9400** or via email at **madlingj@dhec.sc.gov**.

NOTE: Plans depicting the proposed work are available and will be provided upon receipt of a written request or may be viewed on the Department website at **www.scdhec.gov/environment/ocrm/public_notice.htm.**



PLAN–BARGE LANDING

SCALE: 1/32=1'-0" 48" 0 8' 16' 32'

REF.#_____

DATUM: MEAN SEA LEVEL (NAVD 88) PROPOSED: BARGE LANDING

PROJECT LOCATION: HAULOVER CREEK DRIVE, SEABROOK, SOUTH CAROLINA 29941

LATITUDE: 32° 31' 26" N IN: BROAD RIVER

LONGITUDE: 80° 50' 05" W AT: SEABROOK, SOUTH CAROLINA
BEAUFORT COUNTY, SOUTH CAROLINA

ADJACENT PROPERTY OWNERS:
1.
2.
3.
4.

APPLICATION BY: JASON HEWETT-CLARENDON FARMS
80 CLARENDON PLANTATION DRIVE
BEAUFORT, SOUTH CAROLINA 29906

DRAWN BY: DJO FILE NAME: HALLS ISLAND

SHEET: 2 OF 4 DATE: OCTOBER 25, 2013

SOUTH CAROLINA
LICENSED PROFESSIONAL ENGINEER
No. 27018
DAVID J. OSGOOD
25 OCT 2013

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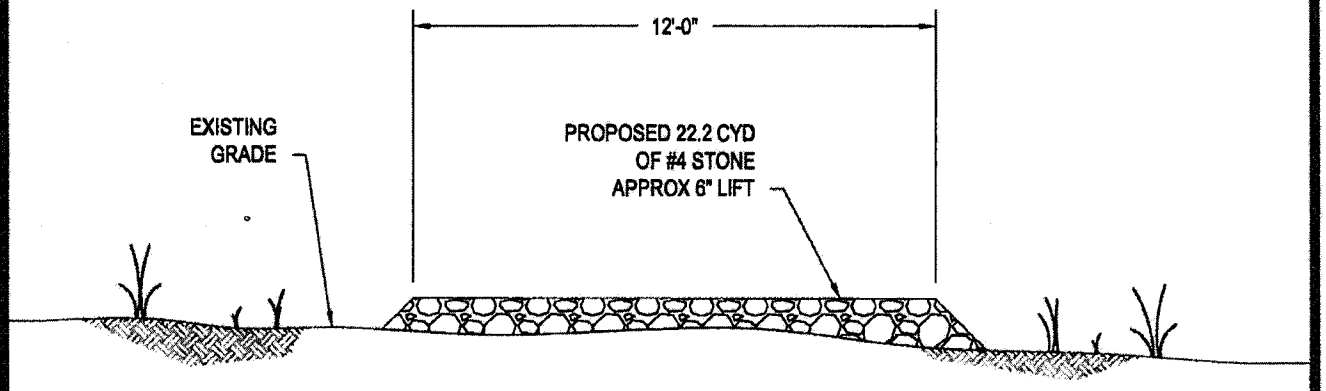

TYPICAL SECTION

SCALE: 1/4"=1'-0" 12" 0 2' 4' 8'

REF.#_____

DATUM: MEAN SEA LEVEL (NAVD 88) PROPOSED: BARGE LANDING
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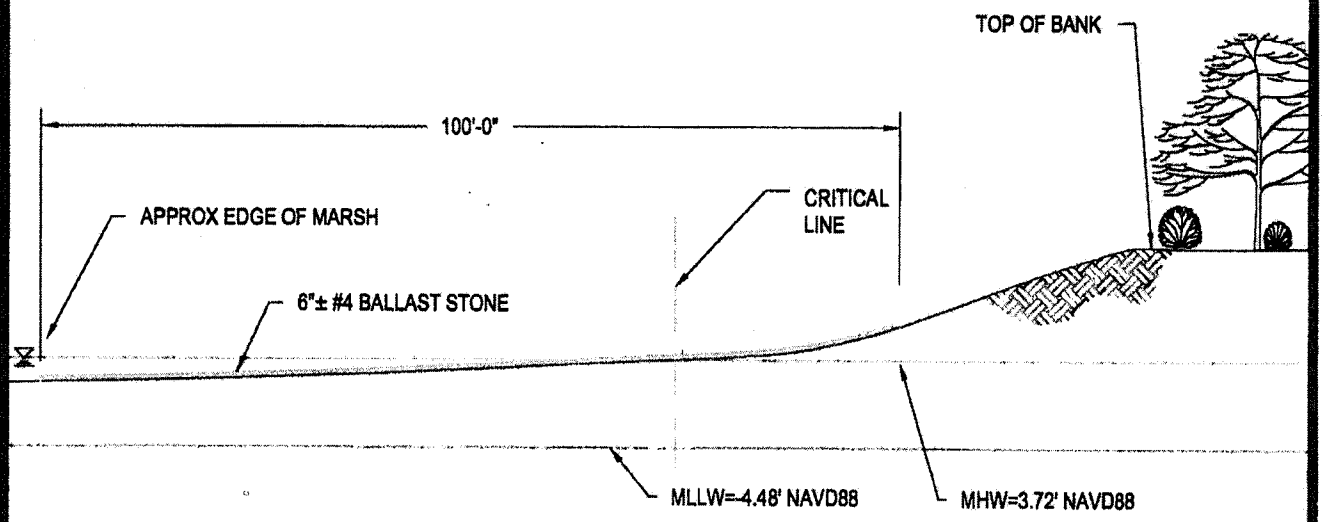

ELEVATION

SCALE: 1/16=1'-0" 48" 0 8' 16' 32'

REF.#_____

DATUM: MEAN SEA LEVEL (NAVD 88)
PROJECT LOCATION: HAULOVER CREEK DRIVE, SEABROOK, SOUTH CAROLINA 29941
LATITUDE: 32° 31' 26" N
LONGITUDE: 80° 50' 05" W

PROPOSED: BARGE LANDING
IN: BROAD RIVER
AT: SEABROOK, SOUTH CAROLINA
BEAUFORT COUNTY, SOUTH CAROLINA

ADJACENT PROPERTY OWNERS:
1.
2.
3.
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APPLICATION BY: JASON HEWETT-CLARENDON FARMS
80 CLARENDON PLANTATION DRIVE
BEAUFORT, SOUTH CAROLINA 29906

DRAWN BY: DJO
FILE NAME: HALLS ISLAND
SHEET: 4 OF 4
DATE: OCTOBER 25, 2013

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER No. 27018 DAVID J. OSGOOD 25 OCT 2013

OCRM-13-304-G

Project Description
Halls Island
Barge Landing & Bridge Replacement
Beaufort County, South Carolina

Introduction:
Clarendon Farms (applicant) land holdings total +/-12,570 acres in Allendale and Beaufort Counties. The land holdings are primarily focused on silviculture, commercial agricultural production, and wildlife management. Clarendon Farms land holdings total +/- 7,400 acres within Allendale County and +/-5,170 acres within Beaufort County. Clarendon Farms Beaufort County land holdings are located in northern Beaufort County near Laurel Bay and Sheldon Communities. The mainland tract consists of +/-2,800 acres located near Laurel Bay, east of and adjacent to Whale Branch and serves as the base of operations. In addition, Clarendon Farms also owns several islands bound by the Broad River to the west, Whale Branch to the south and east, and Haulover Creek to the north. Specifically, these islands consist of Big Barnwell Island, Little Barnwell Island, Ball Island, and Long Point Island and total +/-1,300 acres. Recently, Clarendon Farms purchased the +/- 1,070 acre Halls Island, which is located near Sheldon, west of the Broad River and east of Haulover Creek.

Project Description:
Halls Island currently can be accessed via Haulover Creek Drive and by small watercraft via two dock structures located on the north and south ends of the island. There are two bridges on Haulover Creek Drive. Bridge # 1 crosses an unnamed tributary of Haulover Creek, and Bridge # 2 crosses Haulover Creek. The creosote pile and creosote timber plank bridges are owned by the applicant and are in very poor condition. Currently Clarendon Farms cannot safely access the property with vehicles or equipment for land management activities. The applicant proposes to replace the existing creosote wooden bridges with concrete bridges and construct a barge landing to assist with construction and land management activities.

Barge Landing:
The need for Clarendon Farms to mobilize equipment and vehicles for management of Halls Island is great. Equipment mobilization and transfer for Clarendon Farms other 1,300 acre islands is accomplished via a 60'x24' barge and 25'x12' push boat from the base of operations. A water access evaluation was preformed by the applicant and Sligh Environmental Consultants, Inc. to determine the best location for barge access while still satisfying the applicant's needs and considering other/additional environmental impacts. Upon reviewing environmental conditions such as water depths, widths of creeks, spans of vegetated marsh, location of interior roads, and location of freshwater wetlands adjacent to and on Halls Island, it was determined that the best location for a temporary barge landing is at the Broad River and the western terminating end of Haulover Creek Drive as depicted in the attached exhibits.

Haulover Creek Drive terminates approximately 100' from the Broad River channel. The 100' span from the critical line (MHW line) to the river channel is an abandoned rail road bed that burned several years ago. As shown in the attached typical site photographs, the rail bed contains sections of stone, protruding burnt creosote piles, and sparsely vegetated sections of cord grass (*Spartina patens*).

On July 25, 2013 the US Army Corps of Engineers (USACE) issued a Nationwide Permit #33 (NWP) (SAC 2013-00749-1W) for the temporary barge landing as described below. The NWP provides temporary access for one year from the placement of the structures, and is valid until March 18, 2017. Concurrent with the NWP request, the applicant also applied to the South

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Carolina Department of Health and Environmental Control – Office of Ocean of Coastal Resource Management (OCRM) for a Letter of Permission (LOP) to construct the temporary barge landing, it was later determined that the proposed activity cold not be issued by LOP from OCRM. Since, OCRM has granted permission for Clarendon Farms to remove the creosote timber piles within the Critical Area. Working under the NWP and OCRM permission, the pile removal has been completed.

Upon further consideration and consultation with OCRM, the applicant will no longer peruse the use of concrete slabs to create a temporary barge landing as previously proposed. Instead, Clarendon Farms request permission under the Nationwide Permit #18 (Minor discharges) to construct a permanent barge landing by installing approximately 22.2 cubic yards (0.027 acre) of #4 stone within the abandon rail bed within a 12'x100 section of sparsely vegetated marsh and existing gravel bed as depicted on the attached permit exhibits. The added stone would not need to be raised higher than the existing rock, approximately 6 inches. Only enough #4 stone will be installed to provide a firm base for equipment transfer, approximately 6 inches above adjacent marsh grade. As mentioned above, and depicted on the attached photographs, less than half of this area is currently vegetated and will provide great access for Clarendon Farm's equipment to Hall's Island. The barge landing will be used for equipment and vehicular transfer to Halls Island only and mobilization of construction equipment associated with bridge replacement. No formal mitigation is proposed for the placement of rip rap. Since creosote treatment is a know carcinogen, the removal of approximately 200 creosote timber piles from the Broad River and adjacent marsh should be more than adequate to offset the placement of #4 stone within the abandon rail bed.

The proposed bridge structures, as described below, are designed to support heavy equipment but will primarily be used for personnel access to Halls Island and for silvicultural activities. As mentioned above, Clarendon Farms owns and operates a barge and uses this to access the other 1,300 acres of islands for land management activates. Transferring tractors, bull dozers, and/or excavators that are routinely used by Clarendon Farms via truck and tractor trailer is not a justifiable alternative. Access of the island via tractor trailer from Clarendon Farms headquarters would require mobilization of a wideload tractor trailer, would require SCDOT permits for each mobilization trip, and is also a 22 mile one way trip to access Halls Island via roadway. Due to these reasons, is estimated to access Halls Island with equipment via tractor trailer would require an entire day, would require Clarendon Farms to hire an equipment hauler, and would also require regular SCDOT permits to be obtained prior to mobilization. By way of water, Halls Island is located approximately 4.25 miles up river from their headquarters and would greatly assist in efficiently transporting their equipment. The proposed barge landing will be used by Clarendon Farms for equipment transfer and for construction equipment access during the bridge replacement process only. It is also estimated that there will be no access to the island via Haulover Creek Drive during bridge construction for a period of 2 years.

Bridge #1:
Bridge #1 is located approximately 2,000 feet west of Paige Point Road and Haulover Creek Drive intersection and crosses over an unnamed tributary of Haulover Creek. The existing bridge is depicted in attached Photographs 6 & 7 and is constructed of creosote timber. The bridge measures 90'x12' with 2'high x1'wide guardrails that span the entire length of the bridge. Bridge #1 spans 45' from critical area to critical area. August 2012 inspection report for this bridge notes that *the bridge is in fair shape, but several piles and stringers show loss and decay due to marine borers*. Although the existing Bridge #1 is estimated to be in fair shape, the narrow drivable surface prohibits Clarendon Farms from traversing with a wide load vehicle that would be used in land management activities or silvicultural equipment. Furthermore, the load bearing

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for the existing bridge has not been tested for heavy equipment, and it is estimated that it will not support such movement of loaded tractor trailers or large equipment.

The applicant proposes to replace the existing creosote wooden bridge with a concrete pile supported and concrete deck structure. As depicted on the attached permit exhibits, the proposed concrete bridge will measure 90'x18'. Specifically, the proposed Bridge #1 will be constructed of one 40' and two 30' sections of prestress cored concrete slabs, which will be supported by two pile bents and associated headwalls on either side of the existing causeway. Each pile bent will be constructed of three prestress concrete piles and a 3'x3' cast in place concrete pile cap. The proposed bridge design reduces the number of piles and number of pile bents needed. The existing bridge structure has eight pile bents with six creosote timber piles per bent. The existing piles and deck will be removed completely prior to construction of the proposed bridge. If the six rows of existing piles can not be jetted out and removed with a crane, the existing piles will be cut flush with the mud line. The proposed bridge design utilizes the existing bridge's foot print with the exception of being 6' wider. The additional width of the bridge will result in 270 sq ft (0.006 acre) of additional shading to critical area. The existing bridge provides a vertical clearance of 5'2" at MHW. Although this area is dry at MLW, the proposed bridge will provide a vertical clearance of 5' 7 9/16". The reduction in pile bents will provide 40' of horizontal clearance within the creek channel and 25' of horizontal clearance on either side of the creek channel. Most of this area is located in upland / associated causeway slopes. The existing rip rap/bank stabilization measures surrounding Bridge #1 are in good shape, but will be replenished as necessary to stabilize the proposed bridge structure.

Bridge #2:
Bridge #2 is located approximately 4,500 feet west of Bridge #1 and crosses over Haulover Creek. The existing bridge is depicted in attached Photographs 8 & 9 and is constructed with creosote wooden bridge decking measuring 350'x12'. The bridge #1 span from critical area to critical area is 315'. In an August 2012 bridge inspection report for the Bridge #2 stated, *As the bridge stands it would not be feasible to allow mechanized vehicles/machines to traverse across the structure.* The report also suggests that repair of the bridge is not practicable due to its age and condition. The need for the replacement of this bridge is immediate.

The applicant proposes to replace the existing bridge with a concrete pile supported and concrete deck structure. As depicted on the attached permit exhibits, the proposed concrete bridge will measure 360' x18' and will be constructed within the existing bridge footprint. Specifically, the proposed Bridge #2 will be constructed of eight 40' and two 15' sections of prestress cored concrete slabs, which will be supported by nine pile bents and associated headwalls on either side of the existing causeway. Each pile bent will be constructed of three prestress concrete piles and a 3'x3' cast in place concrete pile cap. The proposed bridge reduces the number of piles and bents needed to support the structure. Currently, there are six creosote timber piles per bent and twenty seven bents that support the existing bridge. The existing piles and deck will be removed completely prior to construction of the proposed bridge. If the twenty seven rows of existing piles can not be jetted out and removed with a crane, the existing piles will be cut flush with the mud line. The proposed bridge structure design utilizes the existing bridge's foot print with the exception of being 6' wider. The additional width of the proposed bridge will result in 1,890 sq ft (0.043 acre) of additional shading to critical area. Similar to the existing bridge, the vertical clearance for the proposed bridge will measure 5'7 9/16" at MHW. The proposed horizontal clearance between pile bents is 40'

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Avoidance and Minimization:
As noted above, a water access evaluation was preformed by the applicant and Sligh Environmental Consultants, Inc. to determine the best location for barge access while still satisfying the applicant's needs and considering other/additional environmental impacts. Upon reviewing environmental conditions such as water depths, widths of creeks, spans of vegetated marsh, location of interior roads, and location of freshwater wetlands adjacent to and on Halls Island, it was determined that the best location for a permanent barge landing is at the Broad River and the western terminating end of Haulover Creek Drive as depicted in the attached exhibits.

Upon identifying the preferred location of the barge landing, the applicant reviewed various methods in order to minimize impacts to the barge landing location. Specifically, alterative methods considered by the applicant to construct the barge landing included; constructing a concrete pier/dock structure, constructing a wooden pier/dock structure, the placement of rip rap within the abandon rail bed, and the placement of #4 stone within the abandon rail bed.

The first alternative barge landing examined was constructing a concrete structure that would extended from the causeway to the broad river channel. For a structure as such to be adequate for a barge landing to move heavy equipment would have to be constructed by sloping from high ground and extend into the Broad River channel. It would be necessary to construct this structure slightly above MHW elevation instead of the typical 4-6 feet above vegetated marsh. Also a large pier head for mooring the barge and equipment offload would need to be constructed within the Broad River. It is estimated that the pier over vegetated mash would have to be a minimum of 16' wide to allow access for equipment such as an excavator, bull dozer, and tractors that would be used for construction of the bridges and land management activates. The footprint of the concrete structure is estimated to be 7,120 square feet (0.049 acre). As reviewed, this structure would completely shade the marsh area underneath and would be completely impervious. Since the concrete structure would impact 0.049 acre of marsh and river the applicant did not pursue any further design or engineering for this alternative. It was also determined that this structure could be a navigation hazard since it would be elevated slightly elevated above the adjacent marsh grade. Additional consideration was also given to the mobilization window that would be required for a permanent structure. Since the structure would be permanent, a short window of ample tidewaters would be allowed for use to allow the barge to moor for equipment offloading and loading.

The second alternative barge landing examined was constructing a wooden structure that would extended from the causeway to the broad river channel. For a structure as such to be adequate for a barge landing to move heavy equipment would have to be constructed by sloping from high ground and extend into the Broad River channel. It would be necessary to construct this structure slightly above MHW elevation instead of the typical 4-6 feet above vegetated marsh. Also a large pier head for mooring the barge and equipment offload would need to be constructed within the Broad River. It is estimated that the pier over vegetated mash would have to be a minimum of 16' wide to allow access for equipment such as an excavator, bull dozer, and tractors that would be used for construction of the bridges and land management activates. The footprint of the wooden structure is estimated to be 7,120 square feet (0.049 acre). This structure would minimize the impact to the marsh slightly more than the similar concrete structure alternative by allowing for gaps between the wooden planks for sunlight and water movement. Since the wooden structure would be large and impact 0.049 acre of marsh and river the applicant did not pursue any further design or engineering for this alternative. It was also determined that this structure could be a navigation hazard since it would be elevated slightly elevated above the adjacent marsh grade. In addition, perpetual maintenance of a wooden barge landing also makes

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this alternative less desirable. Additional consideration was also given to the mobilization window that would be required for a permanent structure. Since the structure would be permanent, a short window of ample tidewaters would be allowed for use to allow the barge to moor for equipment offloading and loading.

Another alternative review was as described above, by placement of rip rap within the existing rail bed. The footprint of already impacted marsh area is wider than the footprint proposed. There would be no need for a pier head for mooring within the Broad River Channel, as this area exhibits a natural slope from the mash to the River Channel. This natural slope will allow for the barge landing to be utilized for a longer period of time through the tide cycle. In which, the barge would be pulled up to the slope and the gate would be dropped on the rip rap area, which would moor the barge and allow for equipment off loading and loading. The proposed width of 12' would provide enough width for Clarendon Farm's equipment while providing a stable area to transfer the equipment with a slight overhang for some of the larger equipment. It is estimated that the blow grade pile sections that will be left in place and the existing gravel bed will provide a stable area for the additional rip rap to be installed. In addition to less of a permanent impact (0.027 acre vs. 0.048 acre) of the footprint of the proposed rip rap barge landing, the area would be pervious and would not be a navigational hazard. This barge landing footprint measures 0.027 acre, a large portion of which is already impacted due to the gravel and piles found within existing rail bed. This alternative would require 0.44 cubic yards of rip rap to be installed. Although the placement of rip rap is a viable alternative to the permanent structures outlined above, further consideration of the stone material used would allow for further avoidance and minimization.

Lastly, the preferred design alternative considered for the permanent barge landing includes the use of #4 stone as opposed to rip rap. The use of smaller #4 stone would allow the barge landing to be constructed in the same footprint as described above, 100' from MHW to the Broad River Channel x 12' wide (0.027 acre area), but would only require 0.22 cubic yards of fill for #4 stone placement. The #4 stone would be added to the existing gravel bed and sparsely vegetate marsh area and would not be constructed higher than 6 inches above existing grade. This design/alternative is the preferred alternative to construct the permanent barge landing and provides for the most avoidance and minimization of wetland impacts while still satisfying the projects needs.

Conclusion:
Clarendon Farms requests permission from OCRM and the USACE to construct a permanent barge landing from the Broad River to an existing causeway off Halls Island for equipment transfer associated with land management activities. The barge landing will require the placement of #4 stone within a 100'x12' section of existing rail bed that is considered critical area/vegetated marsh. Since the access area within vegetated marsh is slightly raised due to the existing rail bed, the placement of the stone will have no downstream flow impacts. Also, since this area is sparsely vegetated, the placement of the rip rap will provide minimal impact to critical area/marsh vegetation. Therefore, no formal mitigation is proposed for the temporary barge landing, but the removal of the creosote timber piles, a know carcinogen, should be considered adequate to offset the placement of additional stone within the existing rail bed.

Clarendon Farms also requests permission from OCRM and the USACE to replace the two existing creosote timber bridge structures. The proposed bridges will be built within the existing bridge footprints, and will reduce the number of piles within the waterway/critical area. The proposed concrete bridges will provide the same or slightly higher vertical clearances and greater horizontal clearances. During bridge construction, the existing rip rap will be replenished as

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necessary to stabilize the new structures. The current bridge footprint is sparsely vegetated due to the existing rip rap and vertical slope of the adjacent causeway. Therefore, it is likely that there will be no impacts to vegetated mash. No mitigation formal is proposed for the proposed bridge shading impacts, but since creosote treatment is a know carcinogen, the removal of the creosote timber bridge structures from waters of the U.S. should be considered adequate to offset the replacement of the two bridges and the barge landing.

Adjacent Property Owners:

Bray's Island Plantation Colony, Inc
Post Office Box 30
Sheldon, South Carolina 29941

Irene Honeck
3340Craft Lane
Aiken, South Carolina 29803

Thomas Rensberry Trust
80 Brays Island Drive
Sheldon, South Carolina 29941

Elizabeth Alexander
1258 Wiscasset Road
Pittston, Maine 04345

Margaretha Miller
138 Natures Trail
Bamberg, South Carolina 29003

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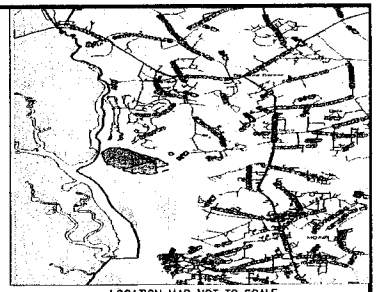
TREE LEGEND

WHOK – WHITE OAK
LAOK – LAUREL OAK
LOK – LIVE OAK
WOK – WATER OAK
ROK – RED OAK
PCAN – PECAN
MAG – MAGNOLIA
HIC – HICKORY
MPL – MAPLE
PLM – PALMETTO
CHY – CHERRY
HLY – HOLLY
CDR – CEDAR
RDB – RED BUD
SAS – SASSAFRAS
DOG – DOGWOOD
SB – SUGARBERRY
P – PINE
G – GUM
B – BAY

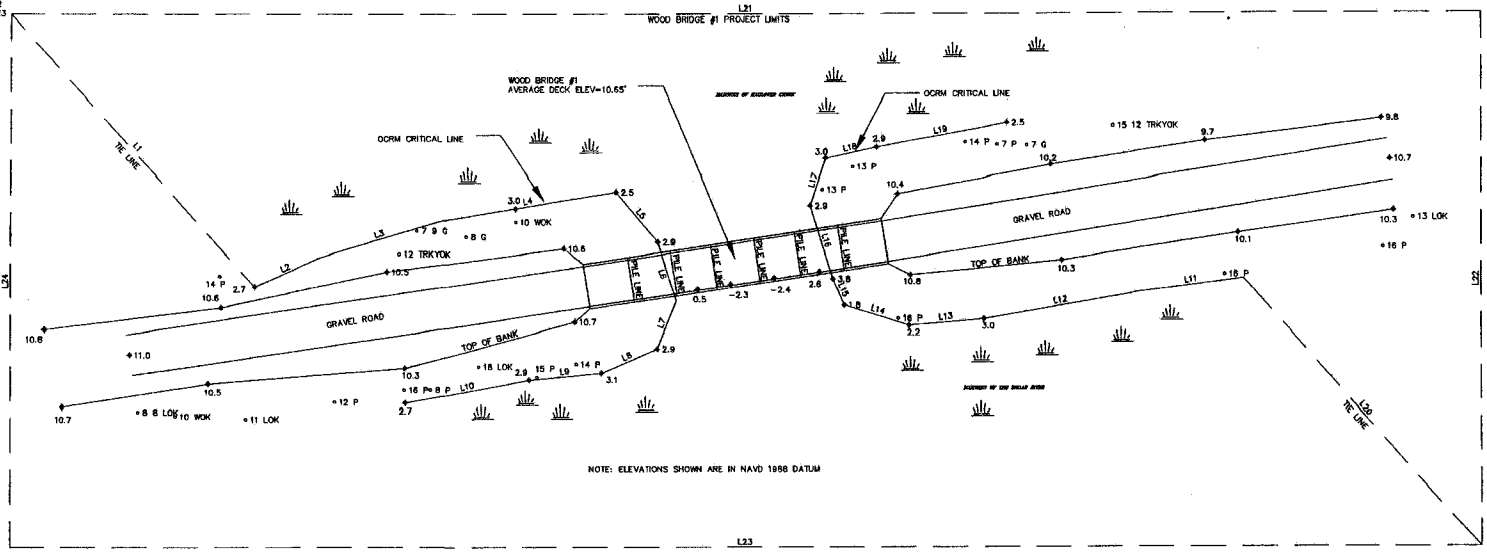
LINE TABLE		
LINE	LENGTH	BEARING
L1	107.03	S41°56'33"E
L2	20.97	N65°34'34"E
L3	37.21	N73°01'50"E
L4	51.81	N80°53'54"E
L5	18.97	S39°38'18"E
L6	18.07	S17°03'26"E
L7	14.89	S21°31'30"W
L8	17.71	S66°22'13"W
L9	21.24	S84°36'10"W
L10	36.99	S79°42'06"W
L11	30.48	S82°28'46"W
L12	46.14	S80°18'19"W
L13	21.58	S85°11'26"W
L14	19.82	N72°41'48"W
L15	8.36	N23°10'28"W
L16	22.44	N17°27'13"W
L17	14.46	N18°35'25"E
L18	15.20	N27°54'31"E
L19	38.40	N79°10'26"E
L20	104.64	N41°36'12"W
L21	429.62	N90°00'00"W
L22	158.90	N00°00'00"W
L23	429.62	N90°00'00"E
L24	158.60	S00°00'00"E



LOCATION MAP NOT TO SCALE

SC GRID COORDINATES
N 258465.52
E 2065303.23

SC GRID COORDINATES
N 258465.52
E 2065732.85



SC GRID COORDINATES
N 258309.92
E 2065303.23

SC GRID COORDINATES
N 258309.92
E 2065732.85

THE AREA SHOWN ON THIS PLAT IS A GENERAL REPRESENTATION OF DHEC-OCRM PERMIT AUTHORITY ON THE SUBJECT PROPERTY. CRITICAL AREAS, BY THEIR NATURE, ARE DYNAMIC AND SUBJECT TO CHANGE OVER TIME. BY GENERALLY DELINEATING THE PERMIT AUTHORITY OF THE DHEC-OCRM, THIS DIFFERS FROM OCRM IN NO WAY WAIVES THE RIGHT TO ASSERT PERMIT JURISDICTION AT ANY TIME IN ANY CRITICAL AREA ON THE SUBJECT PROPERTY, WHETHER SHOWN HEREON OR NOT.

SIGNATURE — DATE 06/12/2013

The critical line shown on this plat is valid for six years from the date of this signature, subject to the cautionary language above.

GRAPHIC SCALE
1 inch = 10 ft.

T SQUARE SURVEYING

T SQUARE SURVEYING
PROFESSIONAL LAND SURVEYORS
P.O. Drawer 238
135 Burnt Church Road
Bluffton, S.C. 29910
tsquare@hargray.com
Phone 843-757-2650 Fax 843-757-5758

JOB No. 13-1220I

STATE OF SOUTH CAROLINA — REGISTERED LAND SURVEYOR — No.26960 — WILLIAM J. SMITH

I HEREBY STATE TO THE BEST OF MY KNOWLEDGE, INFORMATION & BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARD MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS A SURVEY AS SPECIFIED THEREIN.

WILLIAM J. SMITH, PLS # 26960

T SQUARE SURVEYING, LLC — SOUTH CAROLINA — No.4595 — CERTIFICATE OF AUTHORIZATION

THE ABOVE PLAT PREPARED BY ME AT THE REQUEST OF

CLARENDON FARMS

A PLAT TO SHOW OCRM CRITICAL LINE DELINEATION AND TREE AND TOPOGRAPHIC SURVEY ON A PORTION OF HALLS ISLAND, BEAUFORT COUNTY, SOUTH CAROLINA.

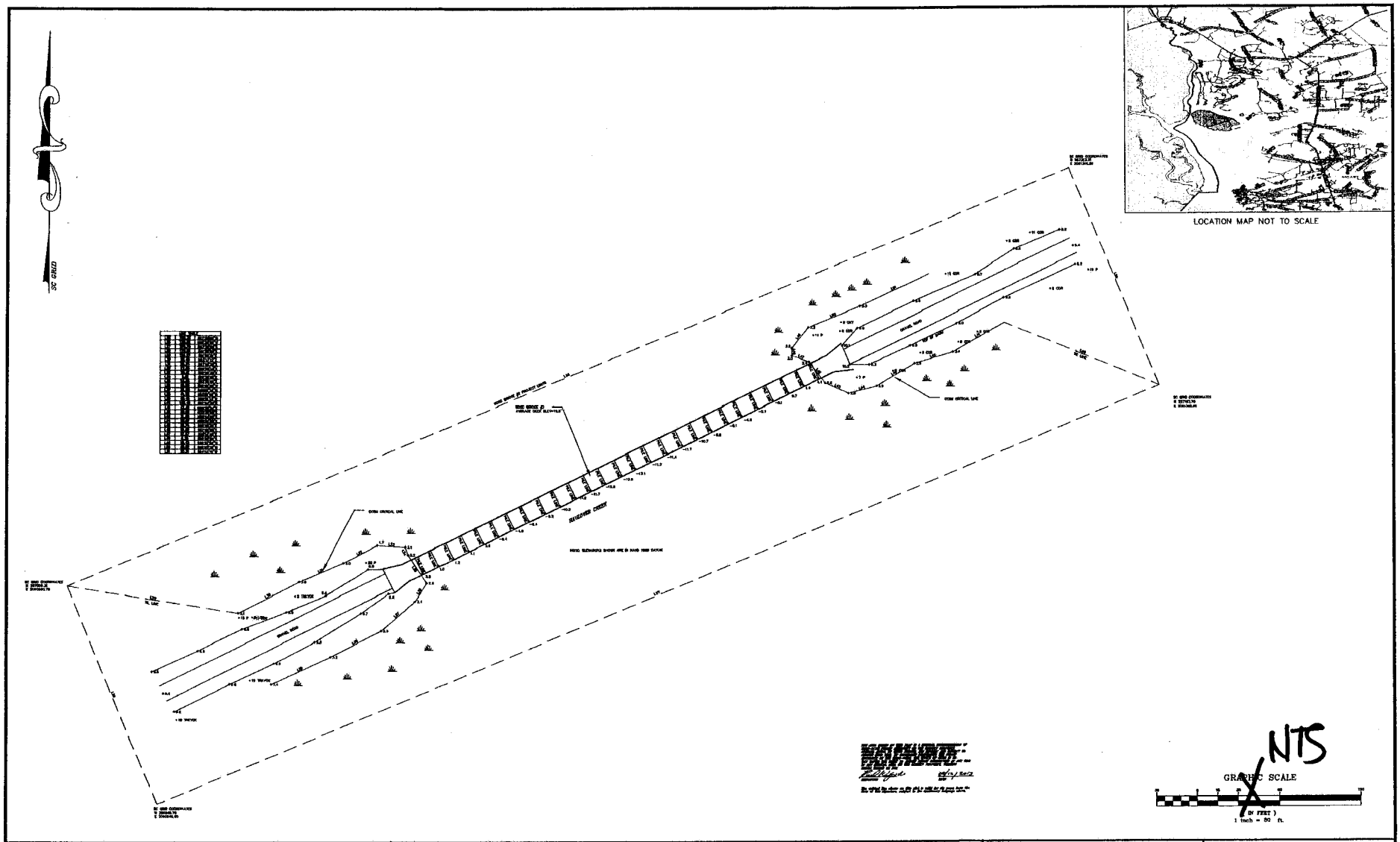
DIST 700., MAP 34, PARCEL 1

Notes
1. This Property May Be Subject To Easements, Protective Covenants And Other Facts That May Be Revealed By A Complete Title Search.
2. This Survey Was Performed Without The Benefit Of A Wetland Delineation.
3. All Building Setback Requirements Should Be Verified With The Proper Authorities Prior To Design And Construction.

DRAWN BY: B.M.S
APPROVED BY: W.J.S
PARTY CHIEF: W.J.S
DATE: MAY 28, 2013

NTS

OCRM-13-304-G



T SQUARE SURVEYING
PROFESSIONAL LAND SURVEYORS
P.O. Drawer 331
139 Burnt Church Road
Bluffton, S.C. 29910
tsquare@energy.com
Phone 843-757-2650 Fax 843-757-5758

JOB No. 13-122D2

STATE OF SOUTH CAROLINA LAND No.26960 WILLIAM J. SMITH

I HEREBY CERTIFY TO THE BEST OF MY KNOWLEDGE, INFORMATION & BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARD DETAIL SURVEYS FOR LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS A SURVEY AS SPECIFIED THEREIN.

WILLIAM J. SMITH PLS # 26960

STATE OF SOUTH CAROLINA T-SQUARE SURVEYING COMPANY, LLC No.4595 CERTIFICATE OF AUTHORIZATION

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DATE:	MAY 28, 2013

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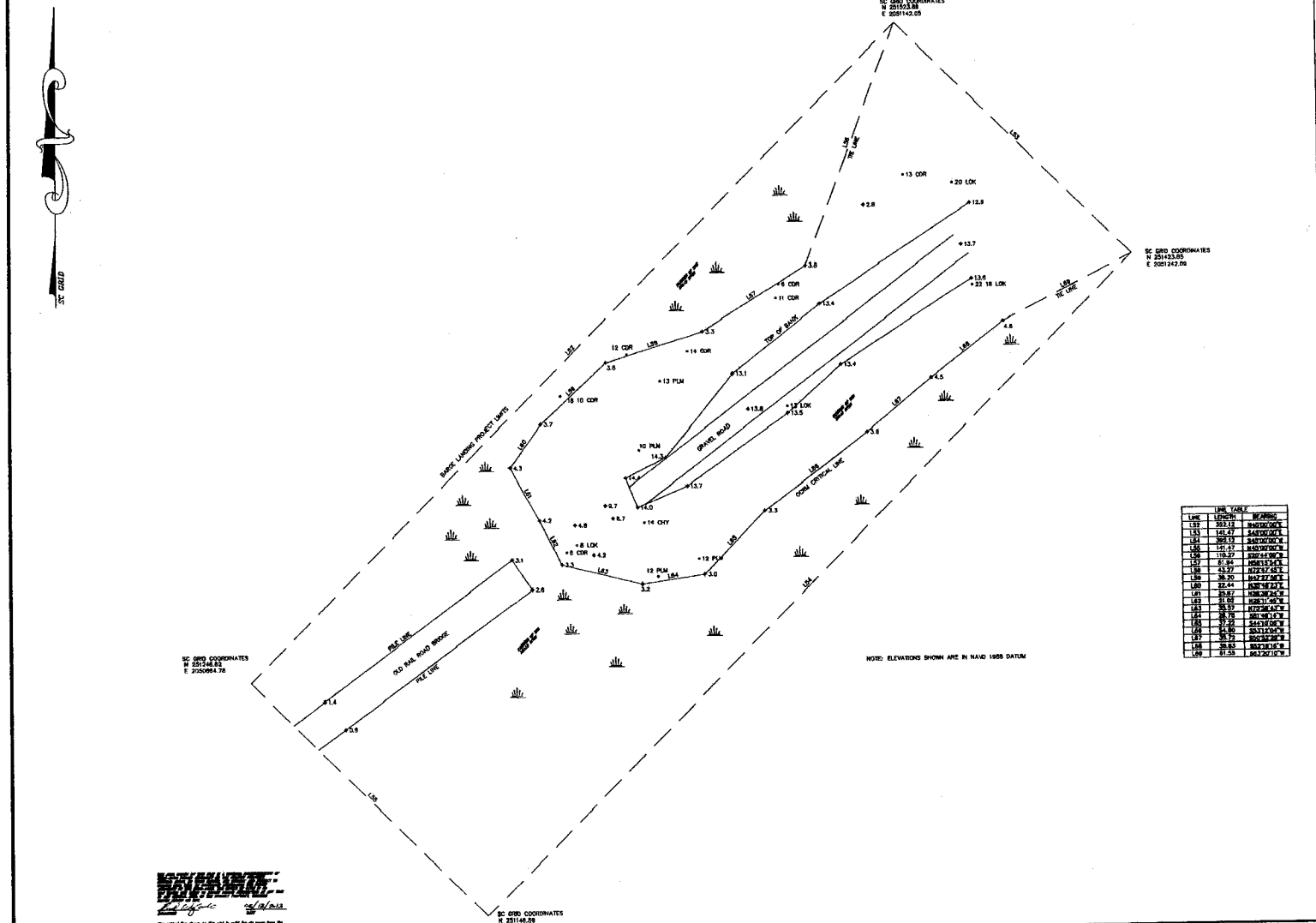

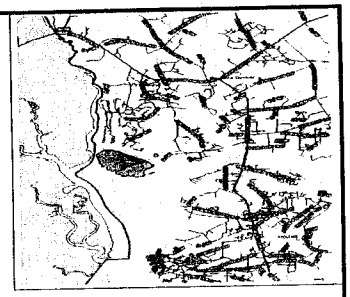

LOCATION MAP NOT TO SCALE

LINE TABLE		
LINE	LENGTH	BEARING
L52	392.12	N40°00'00"E
L53	141.47	S45°00'00"E
L54	392.12	S40°00'00"W
L55	141.47	N40°00'00"W
L56	110.27	S20°44'08"W
L57	61.94	N58°15'54"E
L58	43.27	N72°47'45"E
L59	38.20	N47°27'56"E
L60	22.44	N38°48'23"E
L61	25.67	N38°38'24"W
L62	21.02	N28°11'46"W
L63	35.57	N72°38'43"W
L64	28.78	S81°48'14"W
L65	37.22	S44°10'08"W
L66	54.80	S53°12'04"W
L67	35.72	S50°32'28"W
L68	38.83	S52°18'16"W
L69	61.58	S63°20'10"W

GRAPHIC SCALE NTS

(IN FEET)
1 inch = 100 ft.

T SQUARE SURVEYING

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PROFESSIONAL LAND SURVEYORS
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139 Burnt Church Road
Bluffton, S.C. 29910
tsquare@hargray.com
Phone 843-757-2650 Fax 843-757-5758

JOB No. 13-12203

I HEREBY STATE TO THE BEST OF MY KNOWLEDGE, INFORMATION & BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS A SURVEY AS SPECIFIED THEREIN.

WILLIAM J. SMITH, PLS # 26960

THE ABOVE PLAT PREPARED BY ME AT THE REQUEST OF

CLARENDON FARMS

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DIST 700., MAP 34, PARCEL 1

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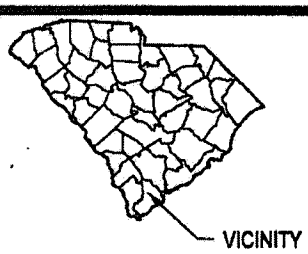

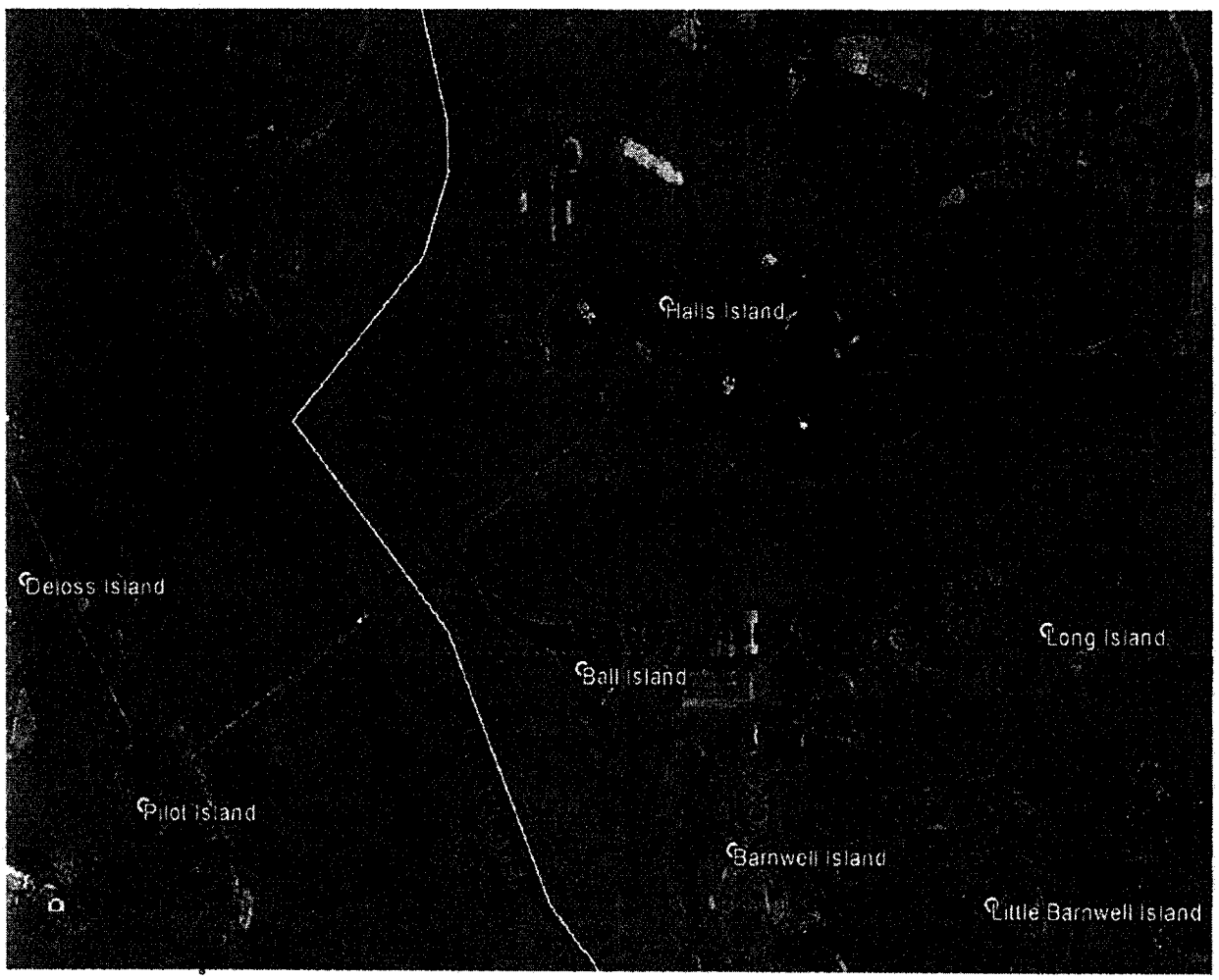

LOCATION

REF.#_____ SCALE: NTS

DATUM: MEAN SEA LEVEL (NAVD 88) PROPOSED: BARGE LANDING
PROJECT LOCATION: HAULOVER CREEK DRIVE, SEABROOK, SOUTH CAROLINA 29941
LATITUDE: 32° 31' 26" N IN: BROAD RIVER
LONGITUDE: 80° 50' 05" W AT: SEABROOK, SOUTH CAROLINA
BEAUFORT COUNTY, SOUTH CAROLINA

ADJACENT PROPERTY OWNERS:
1.
2.
3.
4.

APPLICATION BY: JASON HEWETT-CLARENDON FARMS
80 CLARENDON PLANTATION DRIVE
BEAUFORT, SOUTH CAROLINA 29906
DRAWN BY: DJO FILE NAME: HALLS ISLAND
SHEET: 1 OF 4 DATE: OCTOBER 25, 2013

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER No. 27018 DAVID J. OSGOOD 25 OCT 2013

THESE DRAWINGS AND THE DESIGN THEREON ARE THE PROPERTY OF CAPE ROMAIN CONTRACTORS, INC. AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT WRITTEN CONSENT

OCRM-13-304-G