



BRIDGE PACKAGE 32

Design-Build Project

Contract ID 5772040

Bamberg, Calhoun, and
Orangeburg Counties

March 12, 2025



S-1210 over Tampa Creek



S-22 over Caw Caw Swamp



S-39 over Cooper Swamp



S-191 over Robert's Swamp



S-458 over Indian Camp Branch



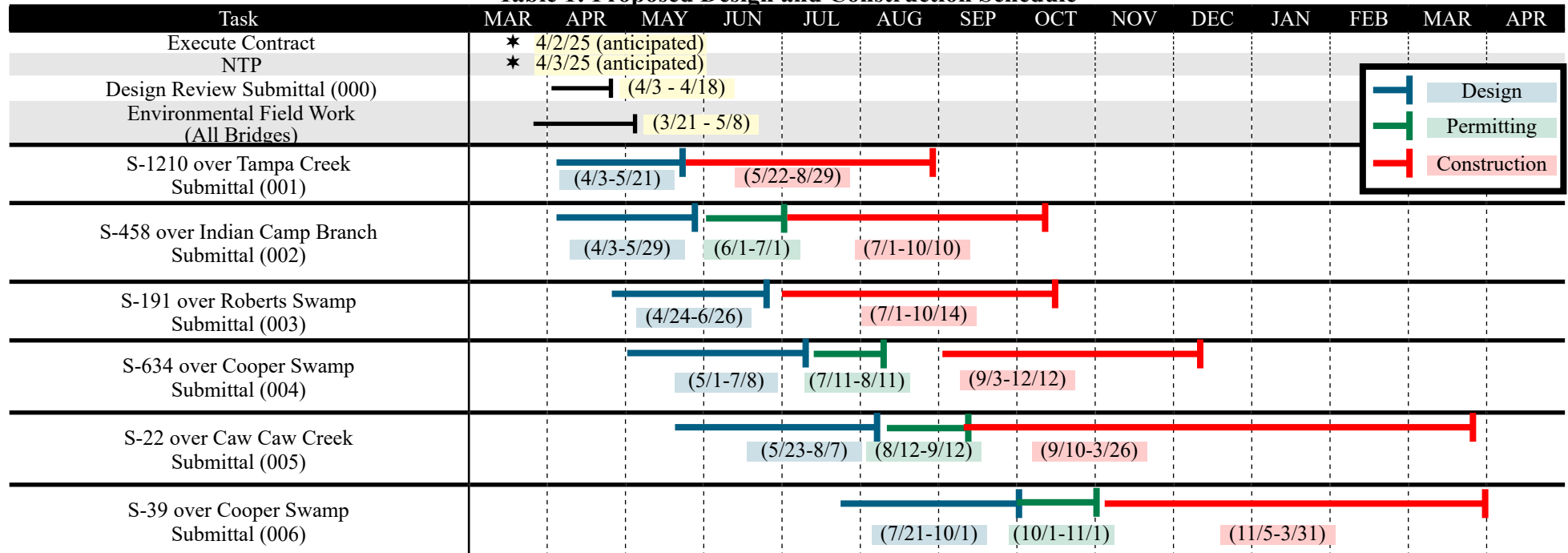
S-634 over Cooper Swamp

1. Project Delivery and Approach

The E.S. Wagner Company, LLC (ESW)-Holt Consulting Company, LLC (Holt) Team have assembled a highly qualified and integrated Team with available resources to deliver this emergency project for SCDOT. ESW and Holt have been working together as Lead Contractor and Lead Design Engineer for over 3 years and during this time have developed and implemented communication protocols and procedures which will ensure successful project delivery. We understand the critical nature of the project – with local residents affected by bridge and road closures and are committed to expediting all phases of the design and construction to meet the Department’s required substantial completion date of March 31, 2026.

Our design team has the capacity and resources ready to complete the work and accelerate delivery of this project. The design team includes Carolina’s Geotechnical Group for geotechnical, Robbins & DeWitt for permitting, Atlas for utility coordination, and McKim and Creed for SUE. The Team has evaluated the necessary submittals and time frames for contract, and has provided the below expedited schedule for this project being certain to follow time frames established in the SCDOT’s RFP and Exhibit 4z. Immediately after bid opening, our Team will request a meeting with SCDOT to review the technical proposal plans and discuss comments or concerns of SCDOT. Occurring simultaneously, our Team will mobilize to begin SUE on S-39 and S-191, geotechnical drilling, and environmental field work. The critical path item will be approval of the Design Review Submittal Schedule and the Design Quality Control (QC) plan (Submittal 000), submitted on either the day of NTP issuance, or day after. If SCDOT is amenable, the Team would request to submit their first project site, S-1210, for review and comment while submittal 000 is under review. This is the same approach the ESW-Holt Team successfully undertook on the expedition of the S-20 bridge site as part of Bridge Package 20, which allowed for significant time savings and completion of that site 210 days ahead of schedule.

Table 1: Proposed Design and Construction Schedule



The team will focus on the S-1210 site first, followed by S-458. S-1210 will utilize a box culvert while S-458 is a single span bridge. S-1210 requires minimal new right-of-way (ROW) as most work will be constructed within existing ROW and our utility coordination efforts determined no relocations are required. Our proposed S-458 design shows new ROW is required to comply with SCDOT's 75 ROW block outs per the RFP. Edisto Electric, Charter, and Palmetto Rural Telephone's lines will require relocation, and should be able to relocate prior to crew mobilization. Both of these sites will not require a land disturbance permit because the disturbed area is less than 0.9 acres. This will allow construction to start approximately 3-weeks earlier than other sites, but will require completion of NW3 permit.

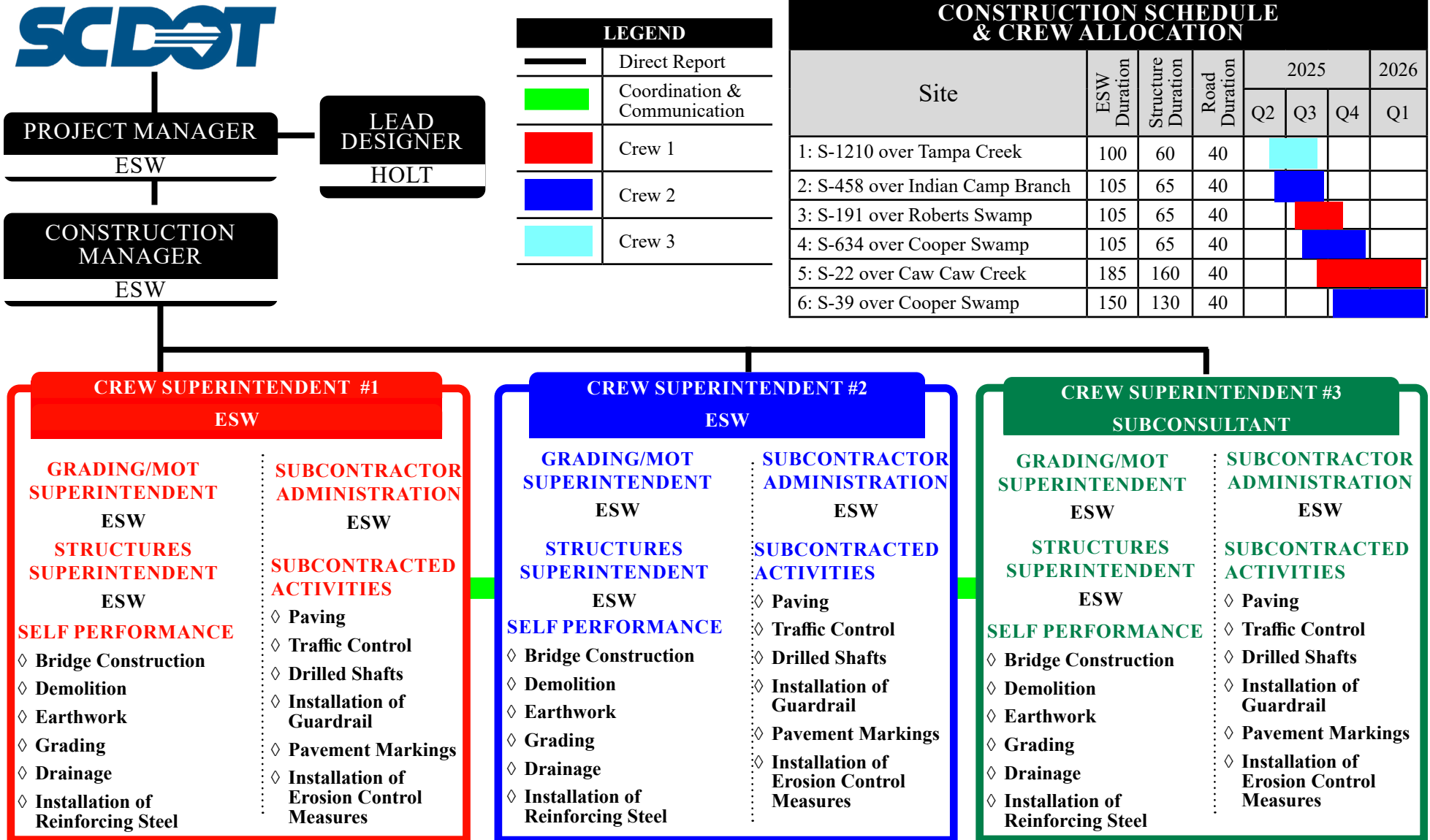
Once final construction plans have been submitted for the S-1210 and S-458, the design team will shift their focus to the S-191 and S-634 sites. Both sites will have similar design and construction approaches being low-volume designed, single span bridges. The proposed roadway profiles were developed to reduce construction limits, minimize impacts to the environment, and move low points away from the bridges. Critical to the S-191 site will be ROW negotiations for relocation of the existing private waterline. Both sites appear to have power lines approximately 30' from the centerline, which may require relocation. Further coordination between our team and the electric companies will be undertaken to confirm if relocations are required. Both of these sites will also not require a land disturbance permit because the disturbed area is less than 0.9 acres, but will require completion of a NW3 permit.

The design for the last two bridges, S-22 and S-39, will commence once S-191 and S-634 have been submitted. Both sites will have similar design and construction approaches requiring SCDOT standard design criteria and being multi-span flat slab bridges. However, they differ significantly in utility impacts and project length. S-39 has significant utility concerns and was pushed to construction last to help coordinate relocations for the existing water and telecom line. S-39's construction is also scheduled to avoid impacts to the Northern Long Eared Bat. S-22 is unique in that it requires significant profile grade adjustments and is the longest bridge in the package, but it does not require significant utility relocations. Both sites will require submittal of a land disturbance permit, and furthermore, the team is prepared to complete a NW14 permit due to anticipated wetland impacts, if necessary.

2. Construction Resources and Site Allocation | ESW will self-perform and dedicate 1-2 clearing and grubbing crews, and 5 grading and structures crews to the project. They have included specialty subcontractors to provide the ESW team with the capacity and resources to complete all 6 sites within the required time frames. Our Team is committed to mobilizing the necessary resources to ensure substantial completion by the required date. ESW has multiple crews available to work 24/7, if needed, with additional out-of-state structure crews readily available. ESW recently completed Bridge Package 15, thereby ensuring resources are available to begin construction on the first sites.

| UTILITY COORDINATION | | | | |
|-------------------------------|-----------------------------|-----------------------|--------------|---------------------|
| Site | Utility | ACT 36 Eligible | Prior Rights | Relocation Facility |
| S-458 over Indian Camp Branch | Edisto Electric Coop | N/A | Yes | Yes |
| | Charter | N/A | No | Yes |
| | Palmetto Rural Telephone | N/A | No | Yes |
| | Frontier Communications | N/A | No | No |
| S-22 over Caw Caw Creek | Tri County Electric | N/A | Yes | Yes |
| | Windstream | N/A | No | Yes |
| S-39 over Cooper Swamp | Orangeburg DPU | Yes | No | Yes |
| | ATT | N/A | No | Yes |
| | Charter | N/A | No | Yes |
| | Orangeburg County Broadband | Yes | No | Yes |
| S-191 over Roberts Swamp | Edisto Electric | N/A | Yes | Yes |
| | ATT | N/A | No | Yes |
| | Charter | N/A | No | Yes |
| | Silver Springs Rural Water | Yes | No | Yes |
| | Norway Telephone | N/A | No | No |
| S-634 over Cooper Swamp | Edisto Electric | N/A | Yes | Yes |
| | Bamberg Public Works | N/A | No | Yes |
| | ATT | N/A | No | Yes |
| S-1210 over Tampa Creek | Aiken Co-op | N/A | Yes | Yes |
| | Williston Telephone | N/A | No | Potential |
| | Carolina Gas Transmission | Not in project limits | | |

The chart and table below illustrate how ESW will utilize multiple crews, as well as utilizing subconsultant crews to tackle the project. The project manager (PM) will lead the design and construction process, having full responsibility for project delivery. The construction manager will report to the PM and manage all construction activities in accordance with the RFC plans and SCDOT specifications. He will keep an open line of communication with crew superintendents, and visit each site a minimum of once per week to ensure the necessary resources are allocated to maximize efficiency. The Lead Designer will be the primary point of contact for design, plan development, right-of-way, utilities, and permitting. Finally, due to the close proximity of Package 32 sites to one another, crews will be able to easily assist at neighboring sites as necessary in order to expedite delivery.



CREW SUPERINTENDENT #1

ESW

GRADING/MOT SUPERINTENDENT

ESW

STRUCTURES SUPERINTENDENT

ESW

SELF PERFORMANCE

- ◇ Bridge Construction
- ◇ Demolition
- ◇ Earthwork
- ◇ Grading
- ◇ Drainage
- ◇ Installation of Reinforcing Steel

SUBCONTRACTOR ADMINISTRATION

ESW

SUBCONTRACTED ACTIVITIES

- ◇ Paving
- ◇ Traffic Control
- ◇ Drilled Shafts
- ◇ Installation of Guardrail
- ◇ Pavement Markings
- ◇ Installation of Erosion Control Measures

CREW SUPERINTENDENT #2

ESW

GRADING/MOT SUPERINTENDENT

ESW

STRUCTURES SUPERINTENDENT

ESW

SELF PERFORMANCE

- ◇ Bridge Construction
- ◇ Demolition
- ◇ Earthwork
- ◇ Grading
- ◇ Drainage
- ◇ Installation of Reinforcing Steel

SUBCONTRACTOR ADMINISTRATION

ESW

SUBCONTRACTED ACTIVITIES

- ◇ Paving
- ◇ Traffic Control
- ◇ Drilled Shafts
- ◇ Installation of Guardrail
- ◇ Pavement Markings
- ◇ Installation of Erosion Control Measures

CREW SUPERINTENDENT #3

SUBCONSULTANT

GRADING/MOT SUPERINTENDENT

ESW

STRUCTURES SUPERINTENDENT

ESW

SELF PERFORMANCE

- ◇ Bridge Construction
- ◇ Demolition
- ◇ Earthwork
- ◇ Grading
- ◇ Drainage
- ◇ Installation of Reinforcing Steel

SUBCONTRACTOR ADMINISTRATION

ESW

SUBCONTRACTED ACTIVITIES

- ◇ Paving
- ◇ Traffic Control
- ◇ Drilled Shafts
- ◇ Installation of Guardrail
- ◇ Pavement Markings
- ◇ Installation of Erosion Control Measures



S-1210 over Tampa Creek



S-22 over Caw Caw Swamp



S-39 over Cooper Swamp



S-191 over Robert's Swamp



S-458 over Indian Camp Branch



S-634 over Cooper Swamp

APPENDIX A.1

Conceptual Bridge Plans



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| REVIEWED | CGB | 3/25 |
|----------|-----|-----------|
| QUAN. | | |
| DR. | JEL | CGB 3/25 |
| DES. | JEL | CGB 3/25 |
| | BY | CHK. DATE |

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LEGEND:

- * - 25 YEAR W.S. ELEV. INCLUDES 0.16 FT OF BACKWATER
- ** - 100 YEAR W.S. ELEV. INCLUDES 0.31 FT OF BACKWATER
- ① - INCREASE SHOULDER 3'-9" FEET WHEN GUARDRAIL IS REQUIRED - SEE ROADWAY PLANS FOR ADDITIONAL DETAILS
- E - EXPANSION
- F - FIXED

NOTES:

- DECK DRAINS ARE REQUIRED.
- BRIDGE END DRAINAGE IS REQUIRED. REFER TO THE ROADWAY PLANS FOR DETAILS.
- FOUNDATION DEPENDENT UPON FINAL GEOTECHNICAL DESIGN.
- DETAILED SURVEY INFORMATION NOT AVAILABLE. APPROXIMATE WATER EDGE WILL BE LABELED IN FUTURE PLANS.

PLAN

VERTICAL CURVE 2 DATA

P.I. STATION (FT) : 106+72.34
P.I. ELEVATION : 218.55
CURVE LENGTH (FT) : 525.0'
g1 in % : -5.94%
g2 out % : -0.50%

VERTICAL CURVE 3 DATA

P.I. STATION (FT) : 115+27.06
P.I. ELEVATION : 214.28
CURVE LENGTH (FT) : 500.0'
g1 in % : -0.50%
g2 out % : +4.70%

SECTION ALONG ϕ SURVEY S-22

PLANS PREPARED BY:
HOLT CONSULTING COMPANY, LLC
2801 DEVINE STREET, SUITE 201
COLUMBIA, SC 29205
(803) 771-4658



SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BRIDGE PLAN AND PROFILE

COUNTY: CALHOUN

ROUTE: S-22

CONCEPTUAL
PLANS - NOT FOR
CONSTRUCTION

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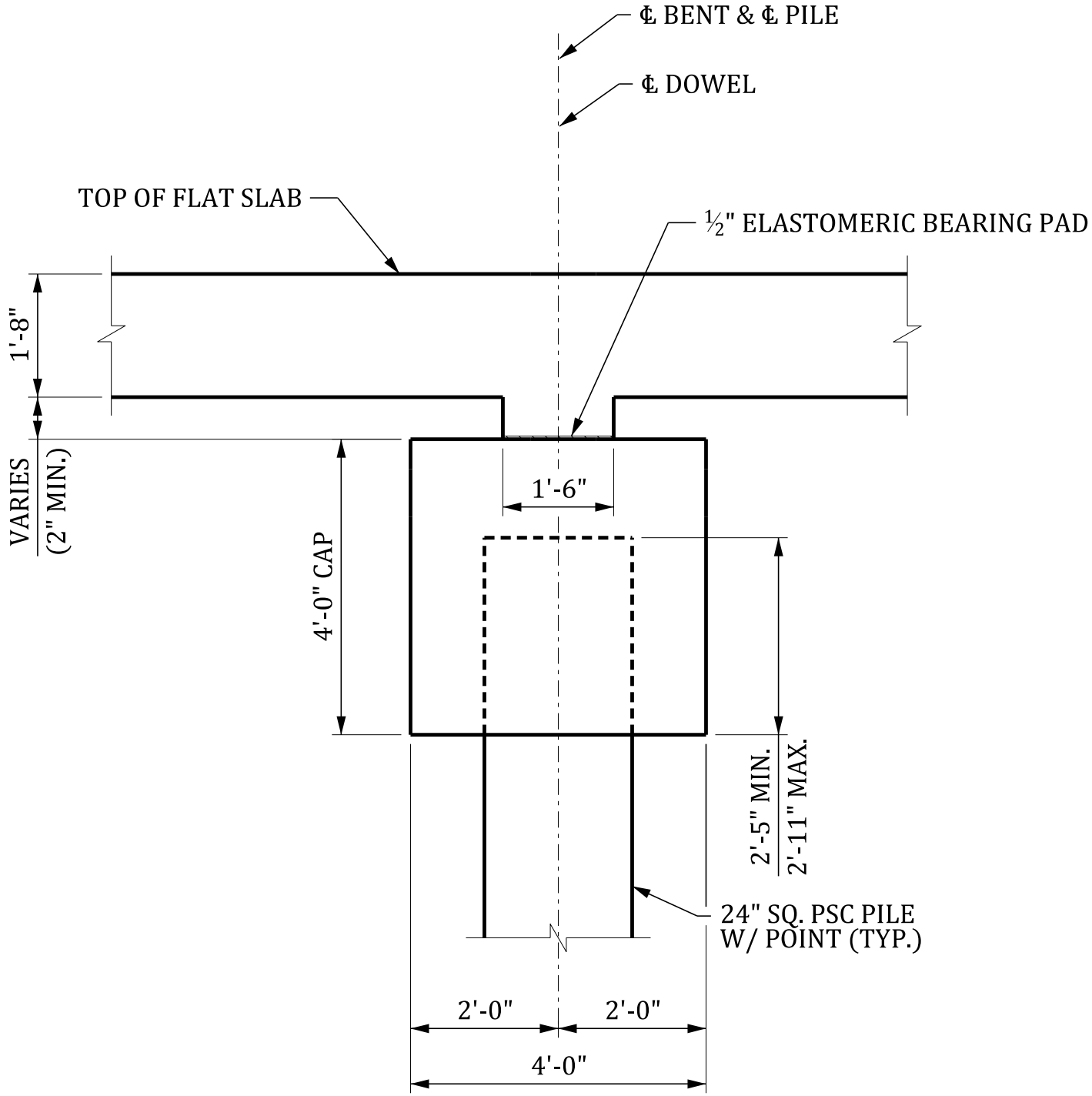
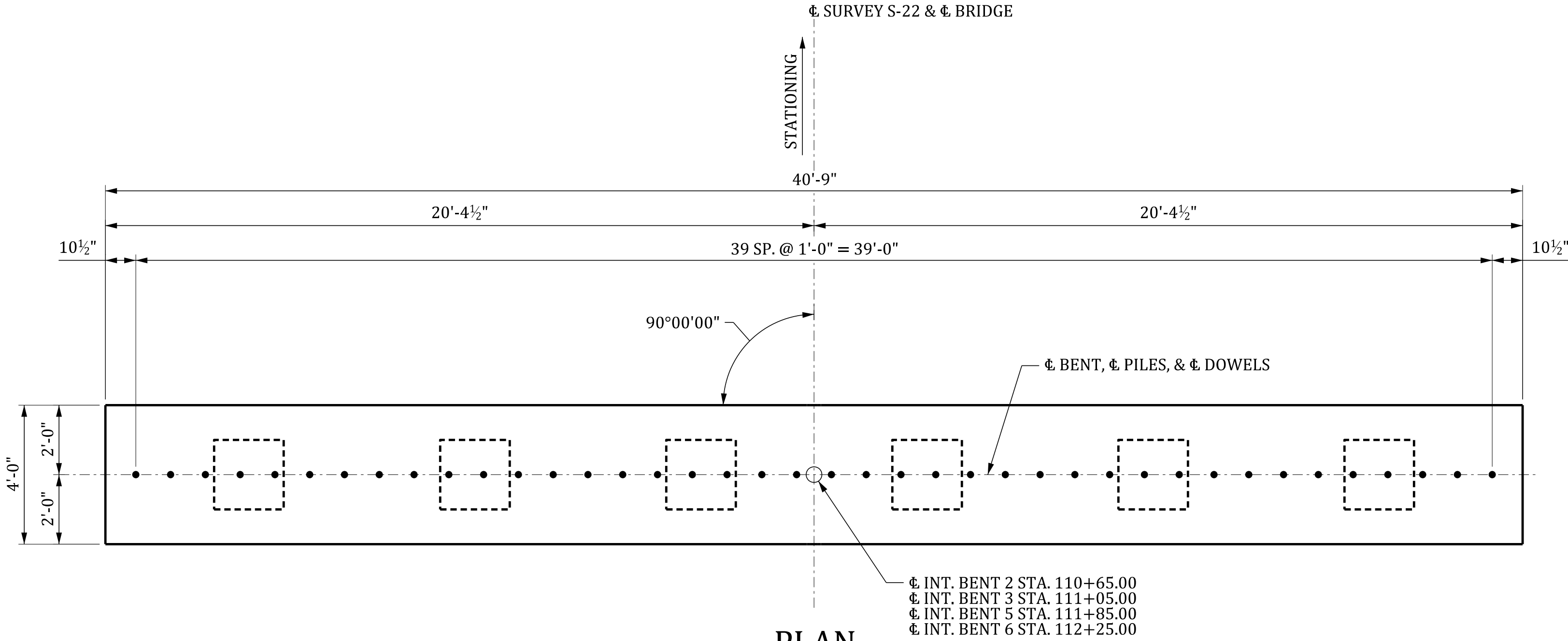
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ELEVATION
(LOOKING IN DIRECTION OF STATIONING)



SECTION THRU BENT

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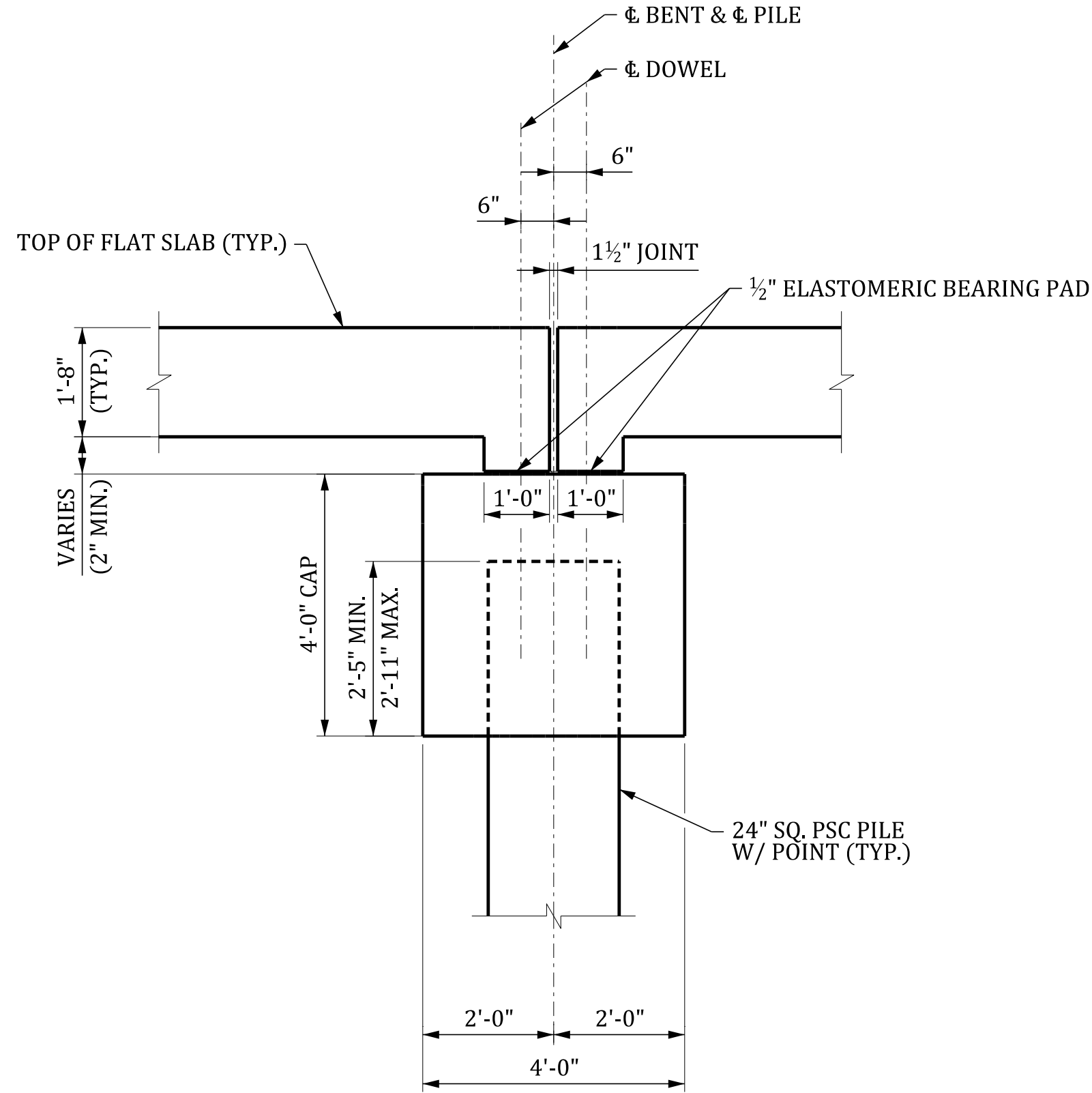
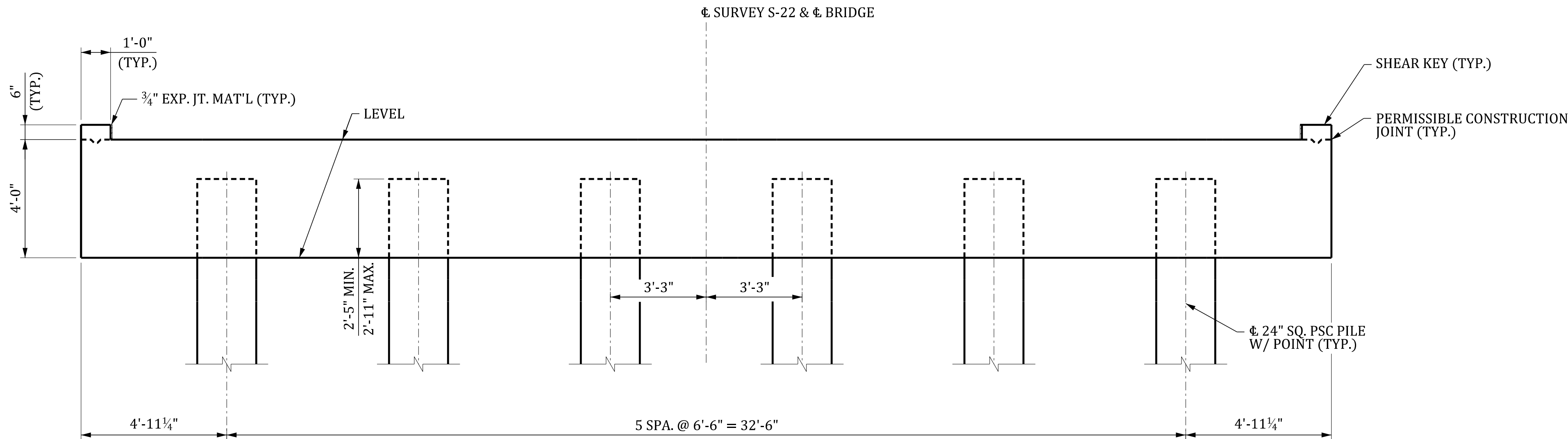
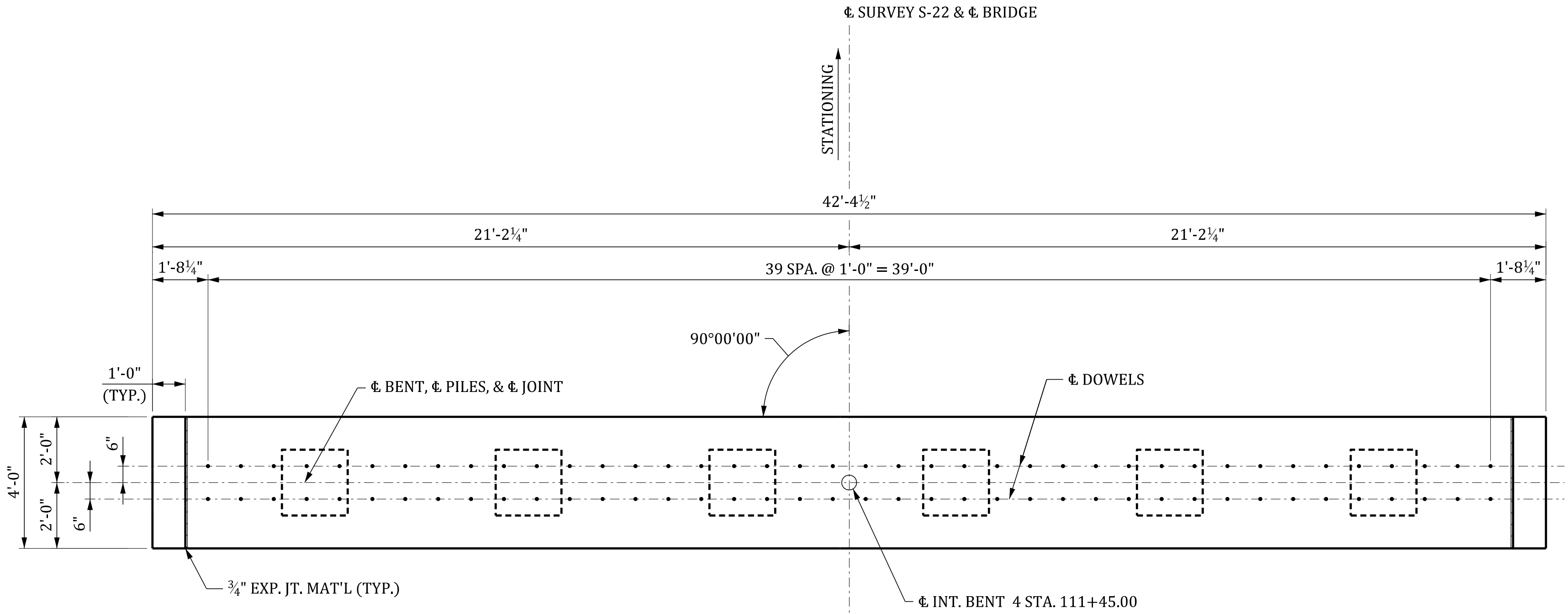
HOLT
CONSULTING COMPANY, LLC.

SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION

INTERIOR BENTS 2, 3, 5, & 6
PLAN AND ELEVATION

COUNTY: CALHOUN

ROUTE: S-22



PILE NO. →

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(LOOKING IN DIRECTION OF STATIONING)

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INTERIOR BENT 4
PLAN AND ELEVATION

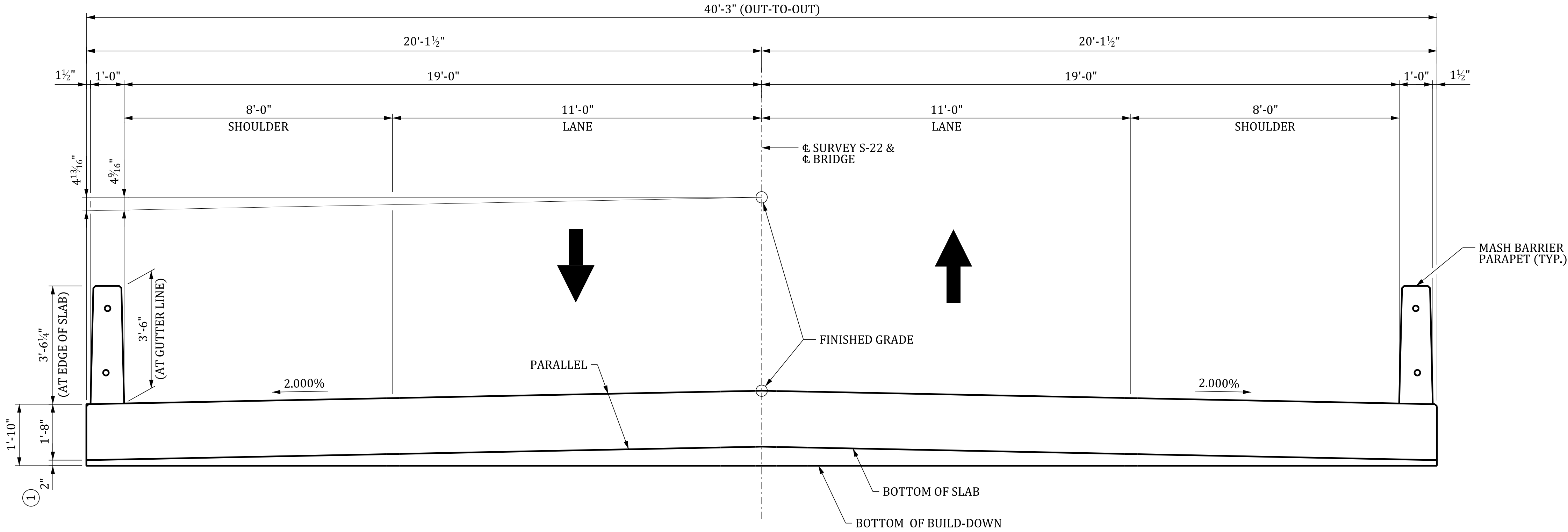
COUNTY: CALHOUN

ROUTE: S-22

CONCEPTUAL
PLANS - NOT FOR
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| DES. | JEL | 3/25 | REV. | | BY | CHK | DATE | DESCRIPTION OF REVISION |

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TYPICAL SECTION
(LOOKING IN THE DIRECTION OF STATIONING)
(DECK DRAINS NOT SHOWN)

- LEGEND:
- ① - INCLUDES 1/2" ELASTOMERIC BEARING PAD

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HOLT
CONSULTING COMPANY, L.L.C.

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DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION

COUNTY: CALHOUN

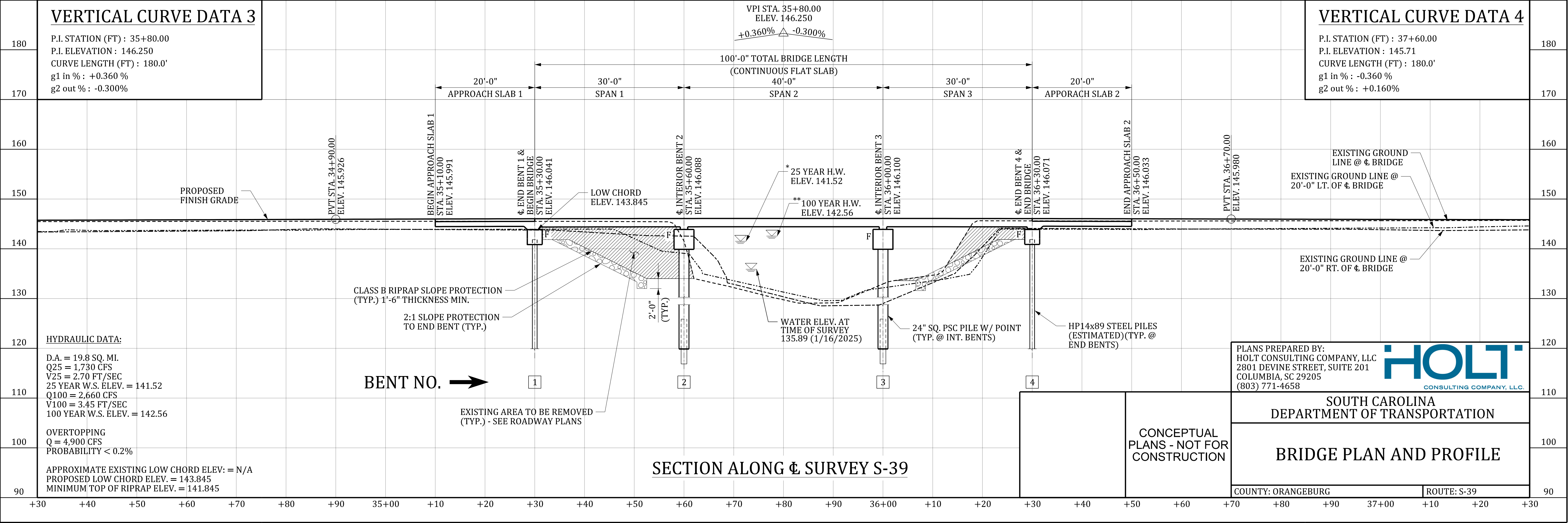
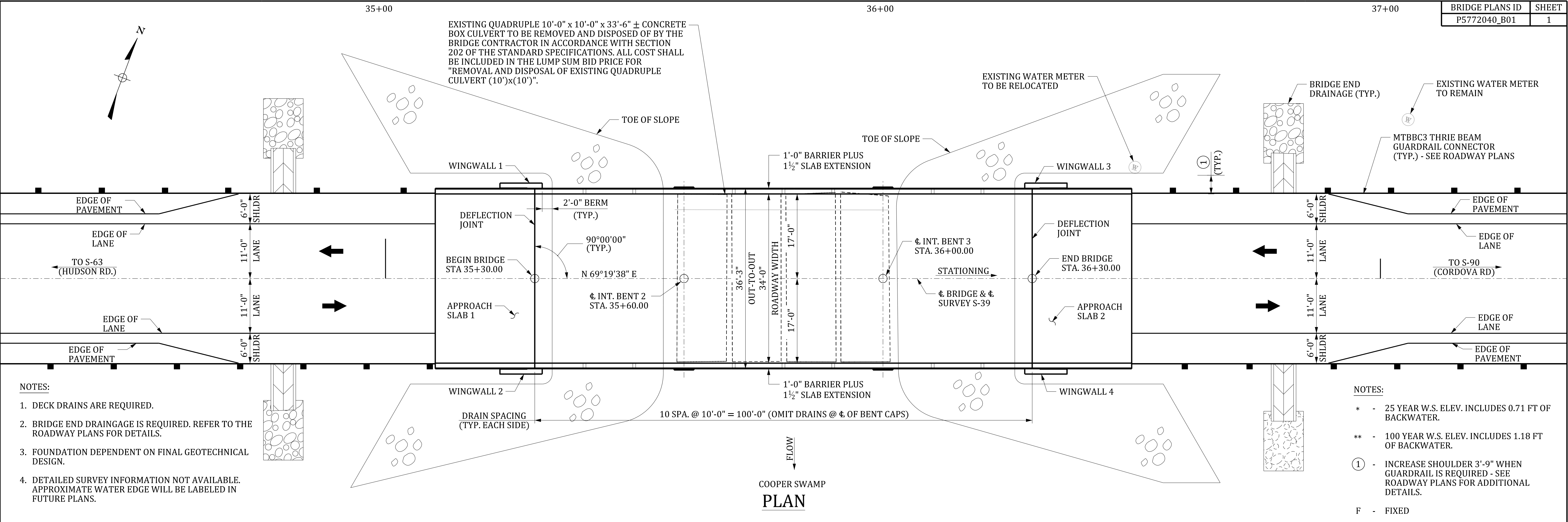
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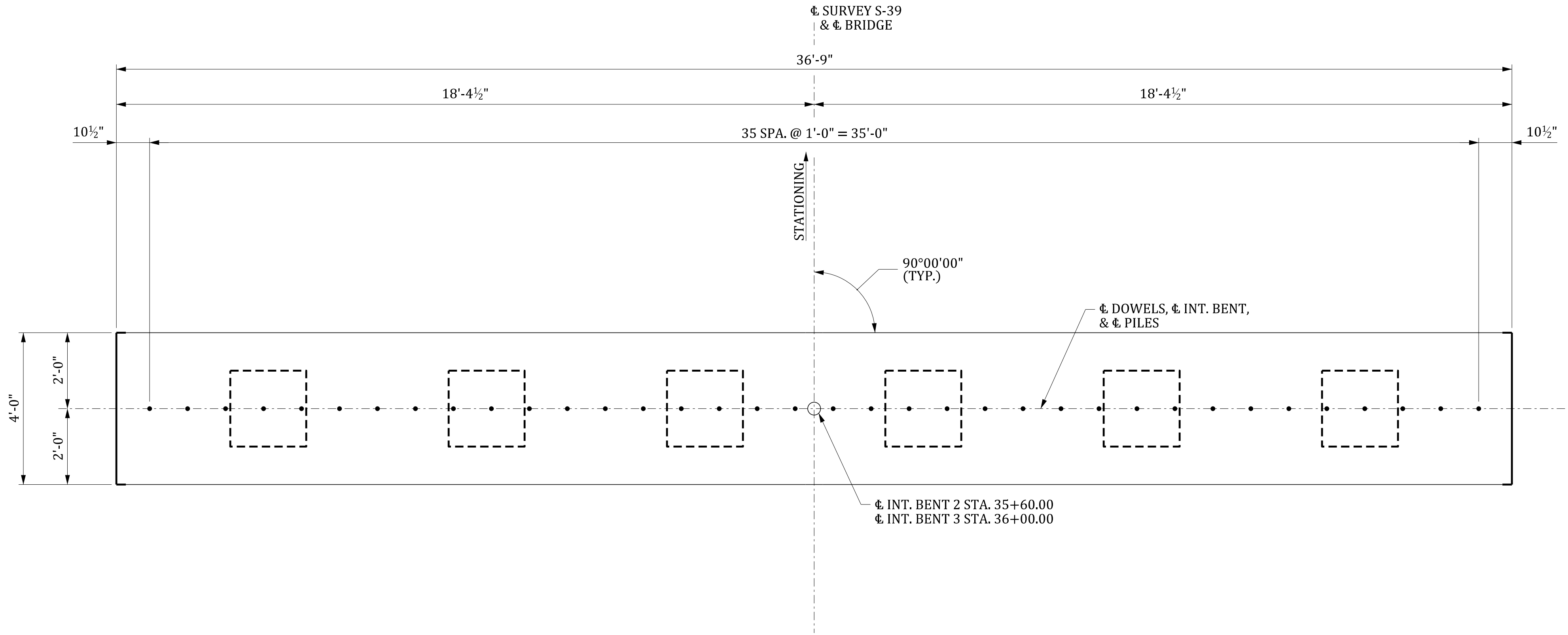
CONCEPTUAL
PLANS - NOT FOR
CONSTRUCTION

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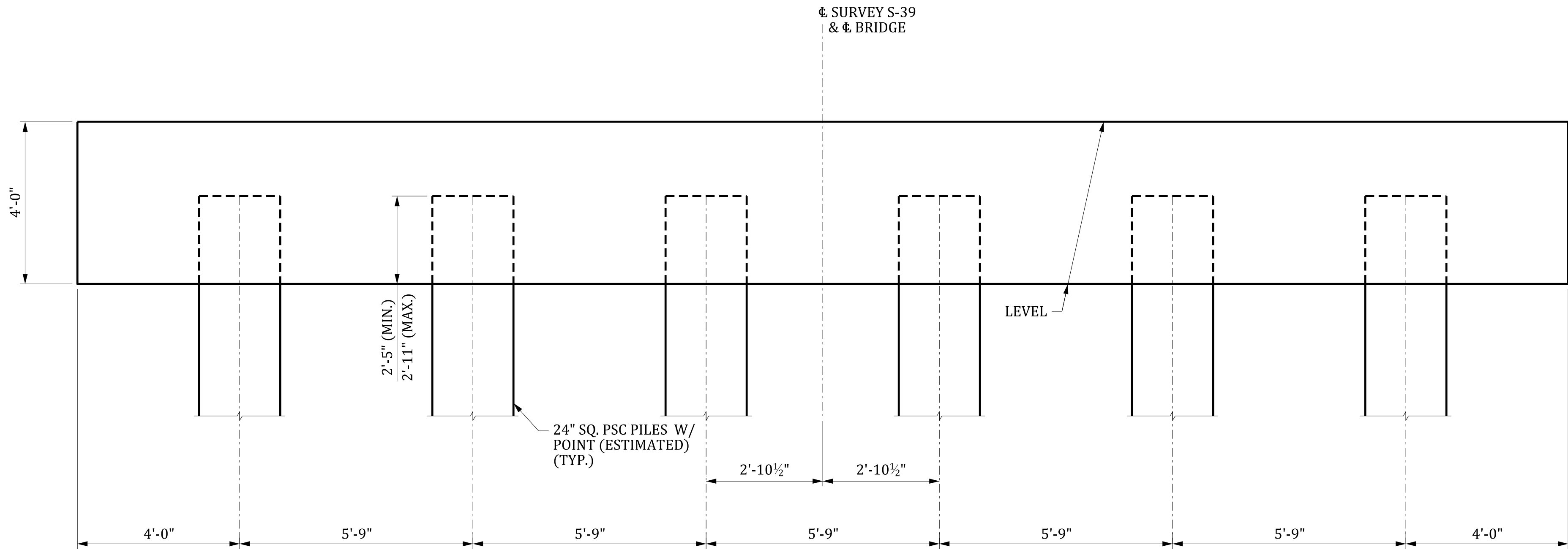
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PLAN



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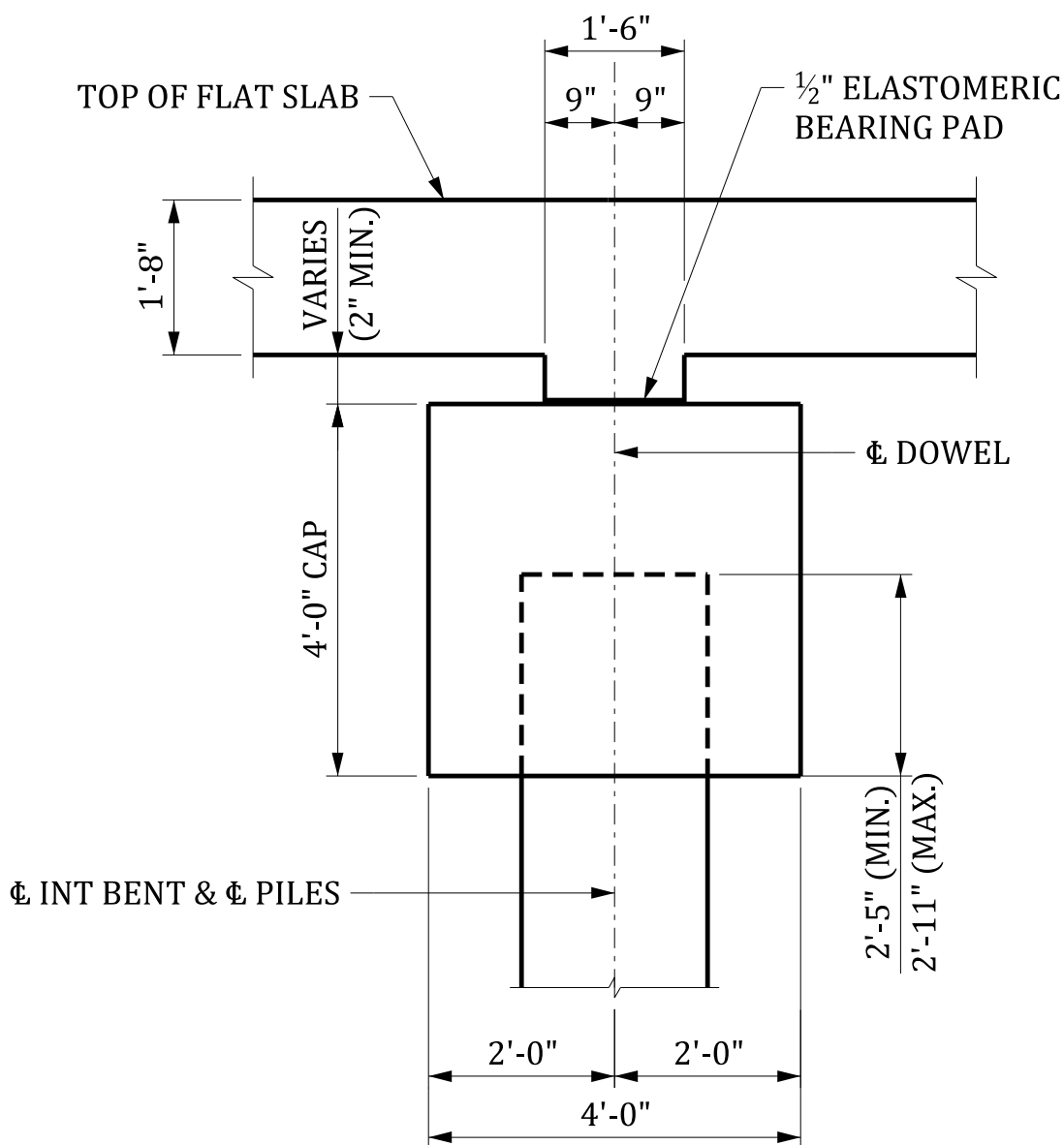
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ELEVATION
(LOOKING IN DIRECTION OF STATIONING)



SECTION THRU INTERIOR BENT

PLANS PREPARED BY:
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DEPARTMENT OF TRANSPORTATION

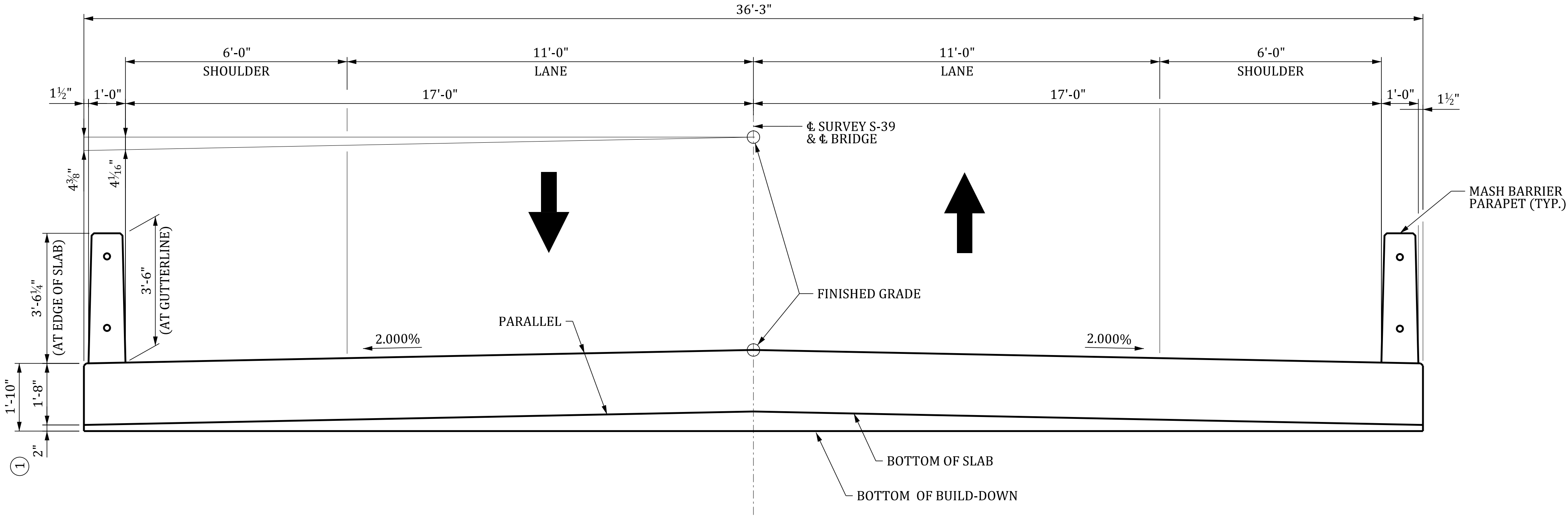
INTERIOR BENT 2 & 3
PLAN AND ELEVATION

COUNTY: ORANGEBURG

ROUTE: S-39

CONCEPTUAL
PLANS - NOT FOR
CONSTRUCTION

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TYPICAL SECTION
(LOOKING IN THE DIRECTION OF STATIONING)
(DECK DRAINS NOT SHOWN)

LEGEND:
① - INCLUDES 1/2" ELASTOMERIC BEARING PAD

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DEPARTMENT OF TRANSPORTATION

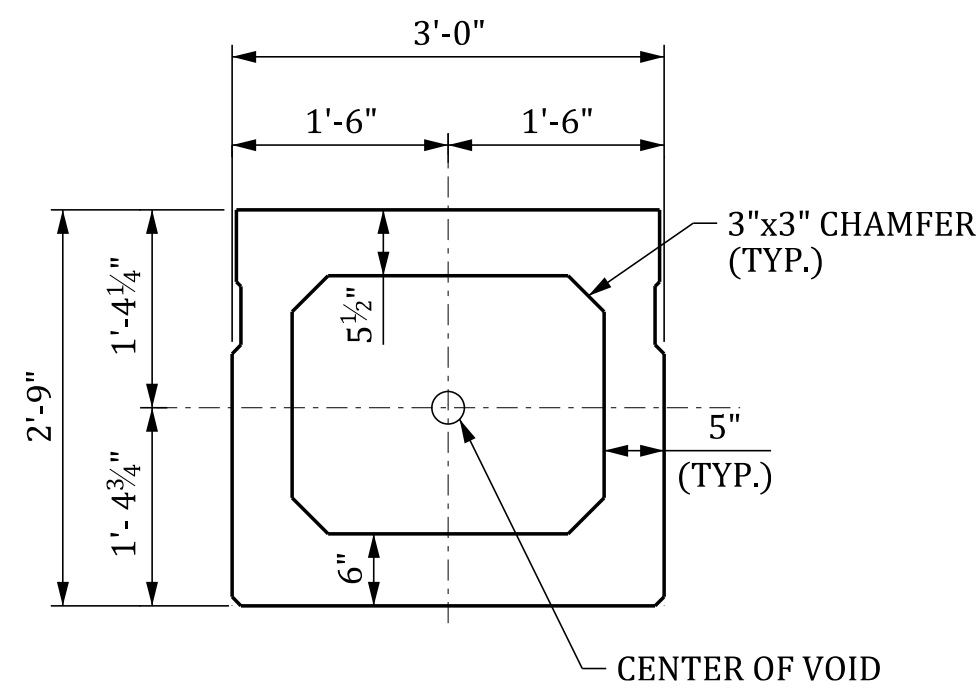
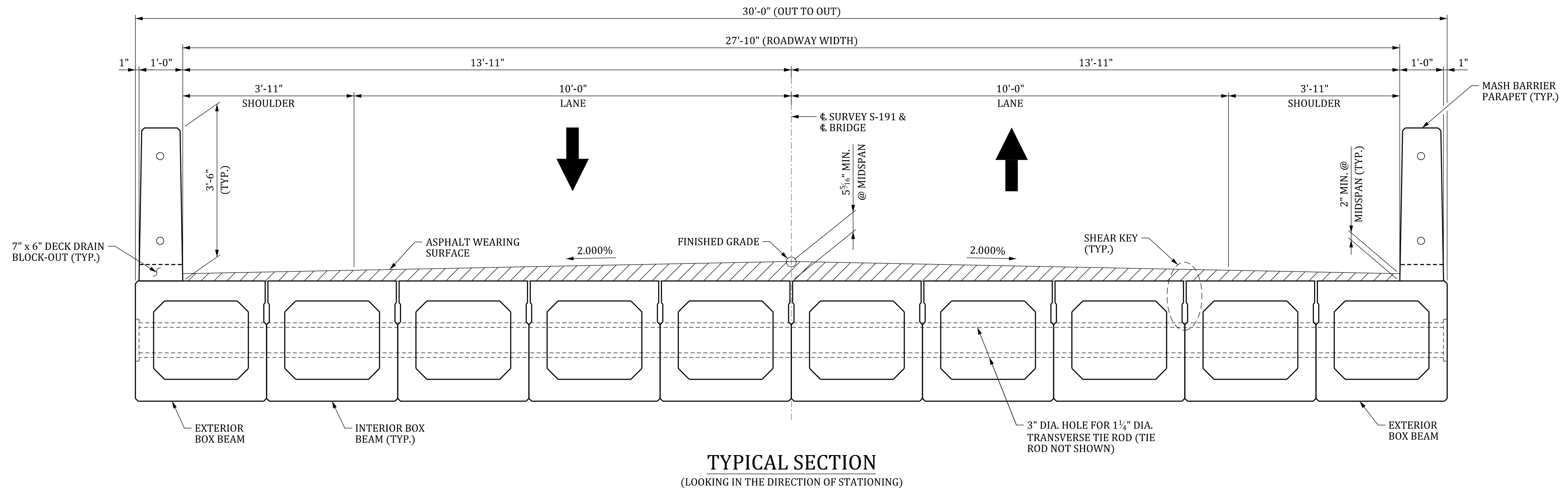
TYPICAL SECTION

COUNTY: ORANGEBURG ROUTE: S-39

CONCEPTUAL
PLANS - NOT FOR
CONSTRUCTION

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INTERIOR BOX BEAM SECTION

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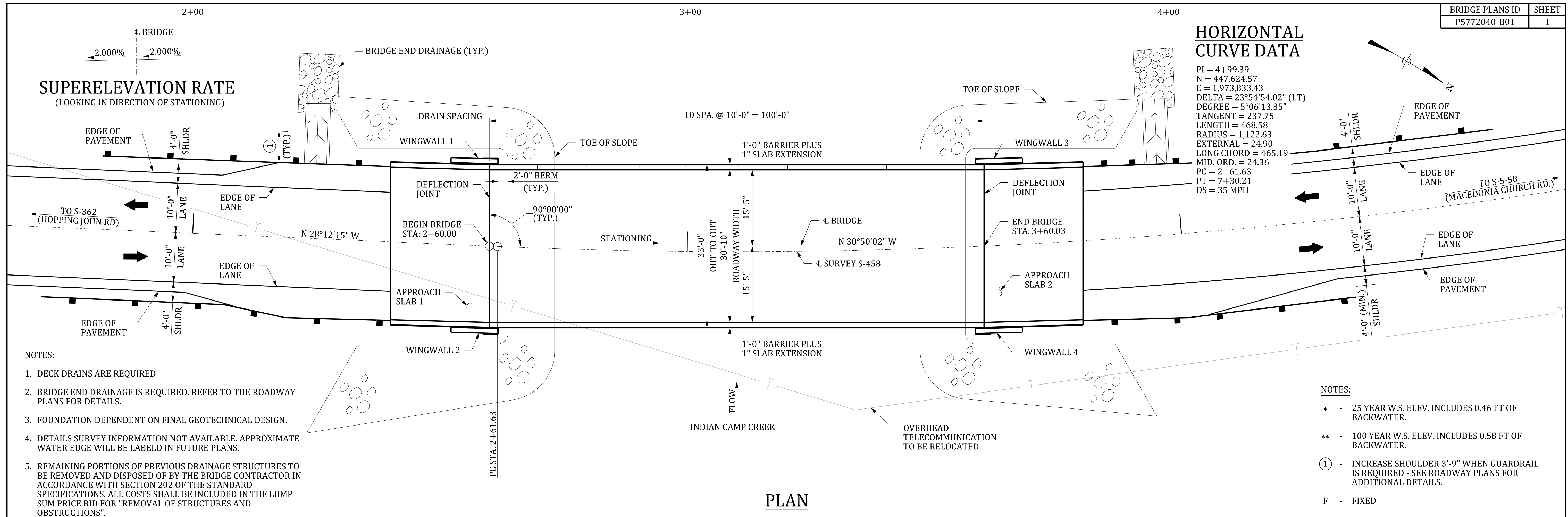
SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION

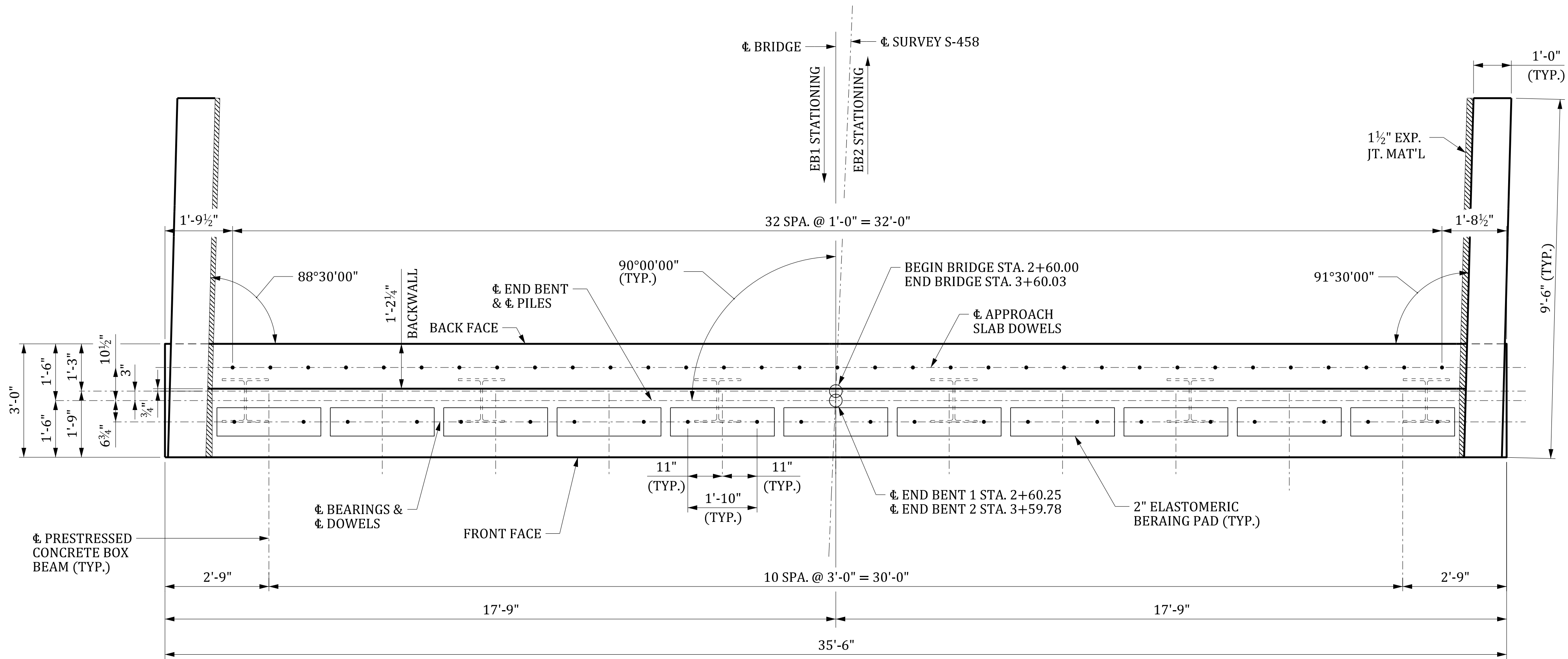
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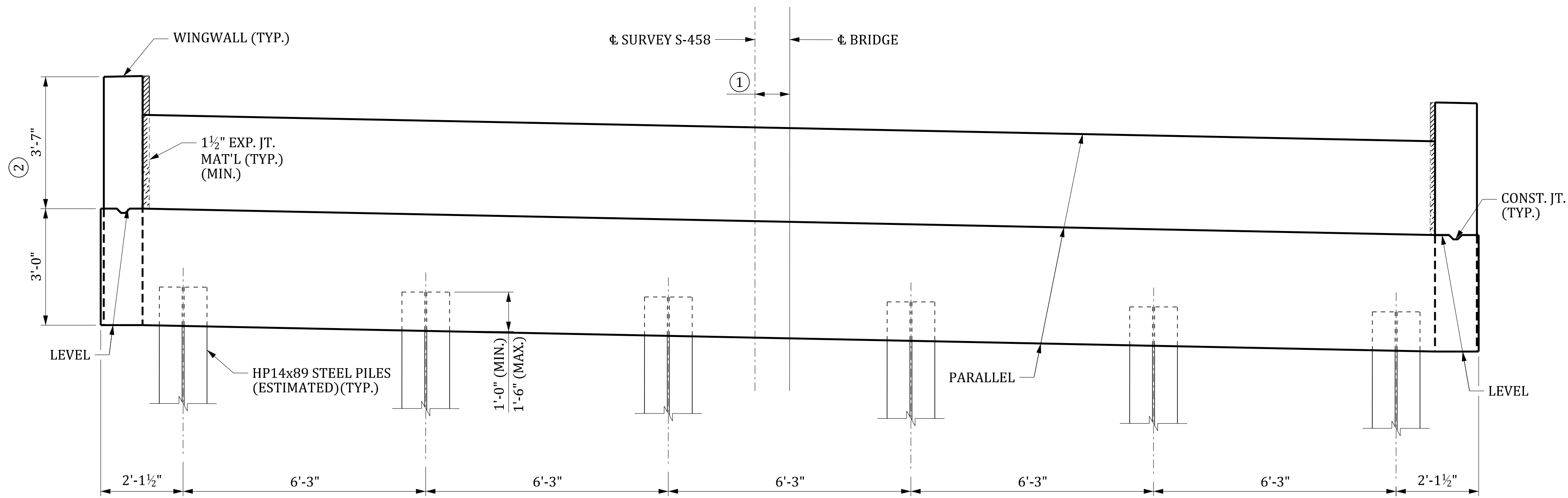
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| COUNTY: ORANGEBURG | ROUTE: S-191 |
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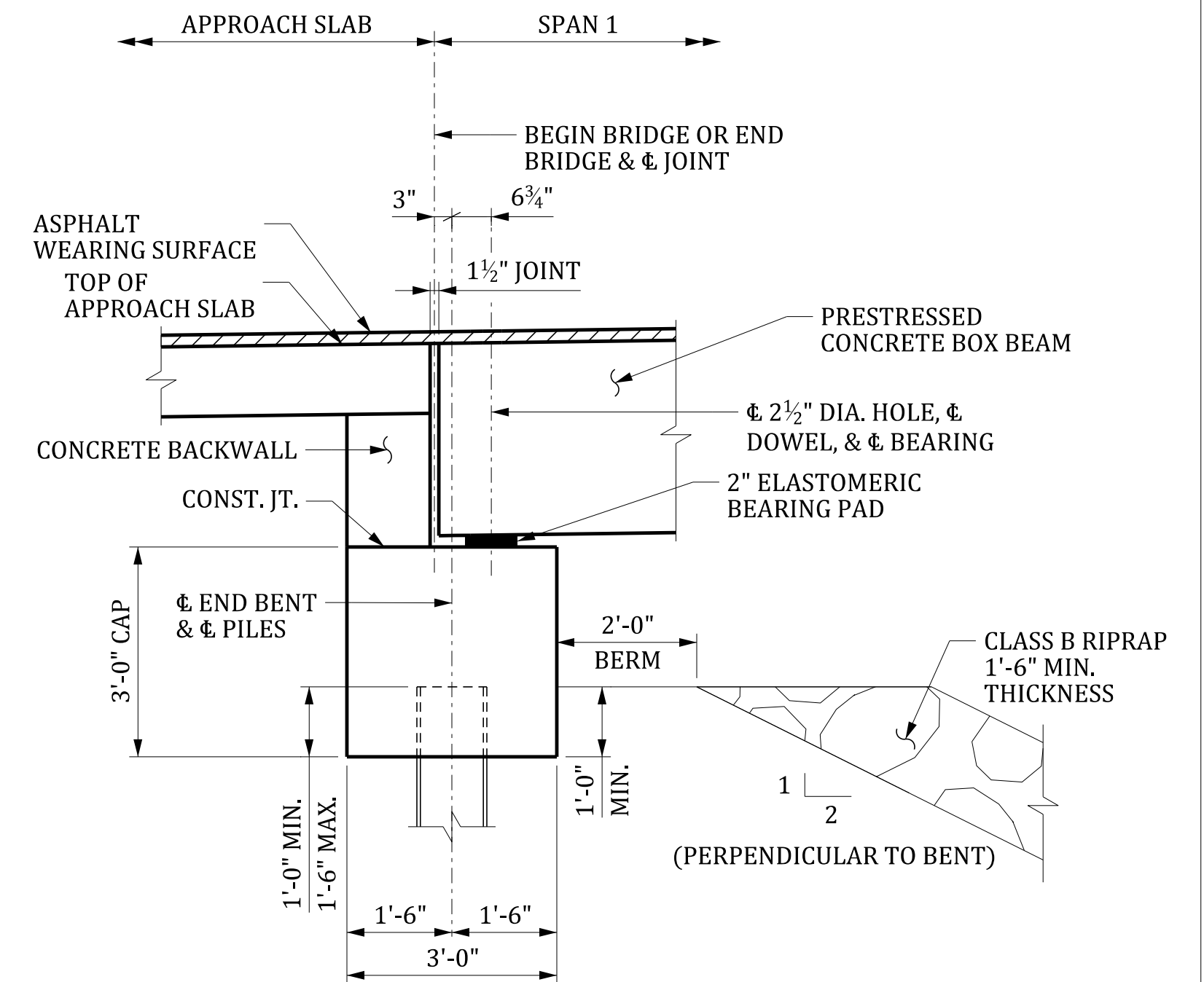


PLAN



ELEVATION

(LOOKING IN OPPOSITE DIRECTION FROM STATIONING)
(END BENT 1 SHOWN, END BENT 2 SIMILAR)



SECTION THRU END BENT

- LEGEND:
- ① - VARIES ALONG SPAN
MIN. = 0" (AT BEGIN OR END BRIDGE)
MAX. = 1'-1 3/8" (AT MIDSPAN)
 - ② - WINGWALL HEIGHT MEASURED AT BEGIN
BRIDGE OR END BRIDGE. WINGWALL HEIGHT
VARIES ALONG ROADWAY PROFILE.

PLANS PREPARED BY:
HOLT CONSULTING COMPANY, LLC
2801 DEVINE STREET, SUITE 201
COLUMBIA, SC 29205
(803) 771-4658

HOLT
CONSULTING COMPANY, LLC.

SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION

END BENT 1 & 2 PLAN
AND ELEVATION

COUNTY: BAMBERG ROUTE: S-458

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| DR. | MCM | 03/25 |
| DES. | MCM | 03/25 |
| BY | CHK | DATE |

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EB 2 PILE NO. ➡

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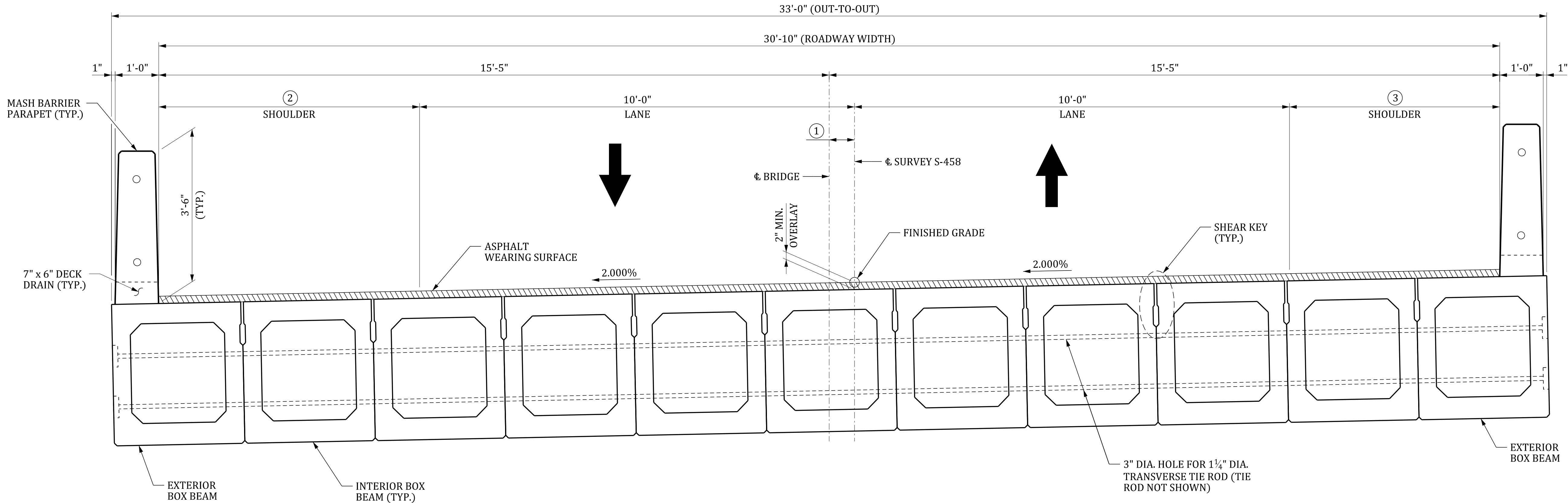
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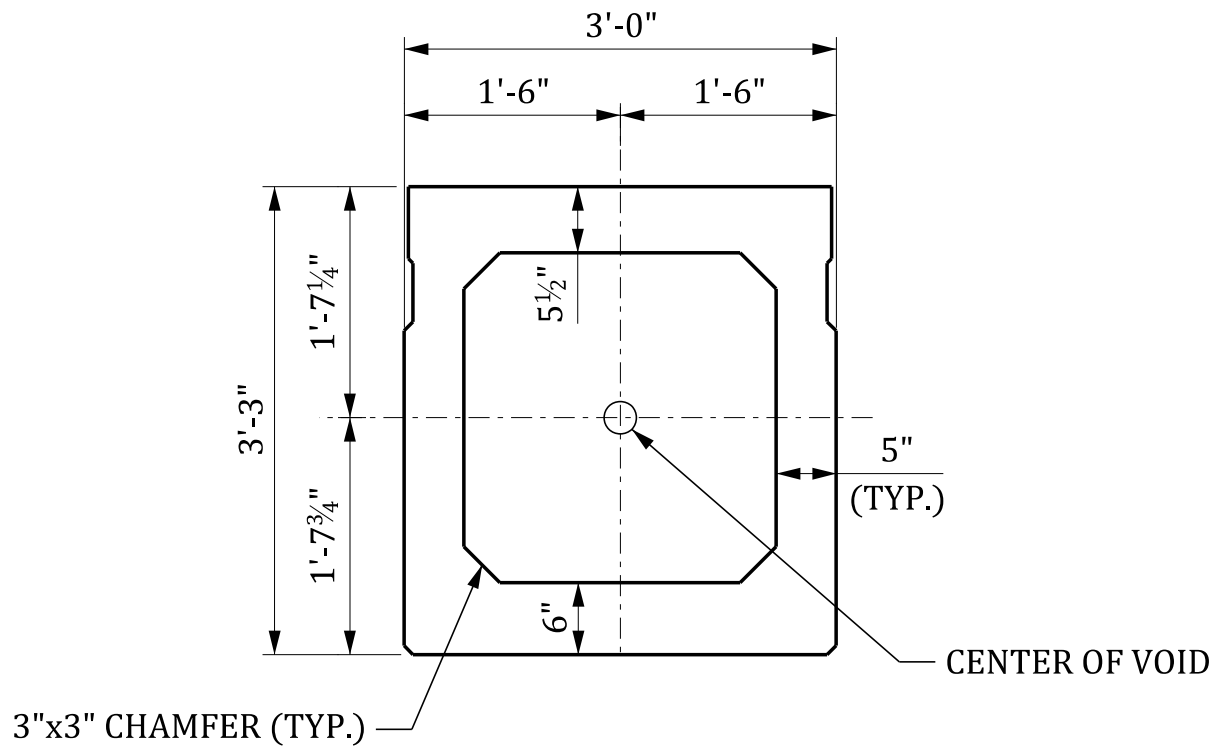
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TYPICAL SECTION

(LOOKING IN DIRECTION OF STATIOING)



INTERIOR BOX BEAM SECTION

- LEGEND:
- ① - VARIES ALONG SPAN
MIN. = 0" (AT BEGIN OR END BRIDGE)
MAX. = 1'-1 3/8" (AT MIDSPAN)
 - ② - LEFT SHOULDER: VARIES ALONG SPAN
MIN. = 5'-5" (AT BEGIN OR END BRIDGE)
MAX. = 6'-6 3/8" (AT MIDSPAN)
 - ③ - RIGHT SHOULDER: VARIES ALONG SPAN
MIN. = 4'-3 3/8" (AT MIDSPAN)
MAX. = 5'-5" (AT BEGIN OR END BRIDGE)

PLANS PREPARED BY:
HOLT CONSULTING COMPANY, LLC
2801 DEVINE STREET, SUITE 201
COLUMBIA, SC 29205
(803) 771-4658

HOLT
CONSULTING COMPANY, LLC.

SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION

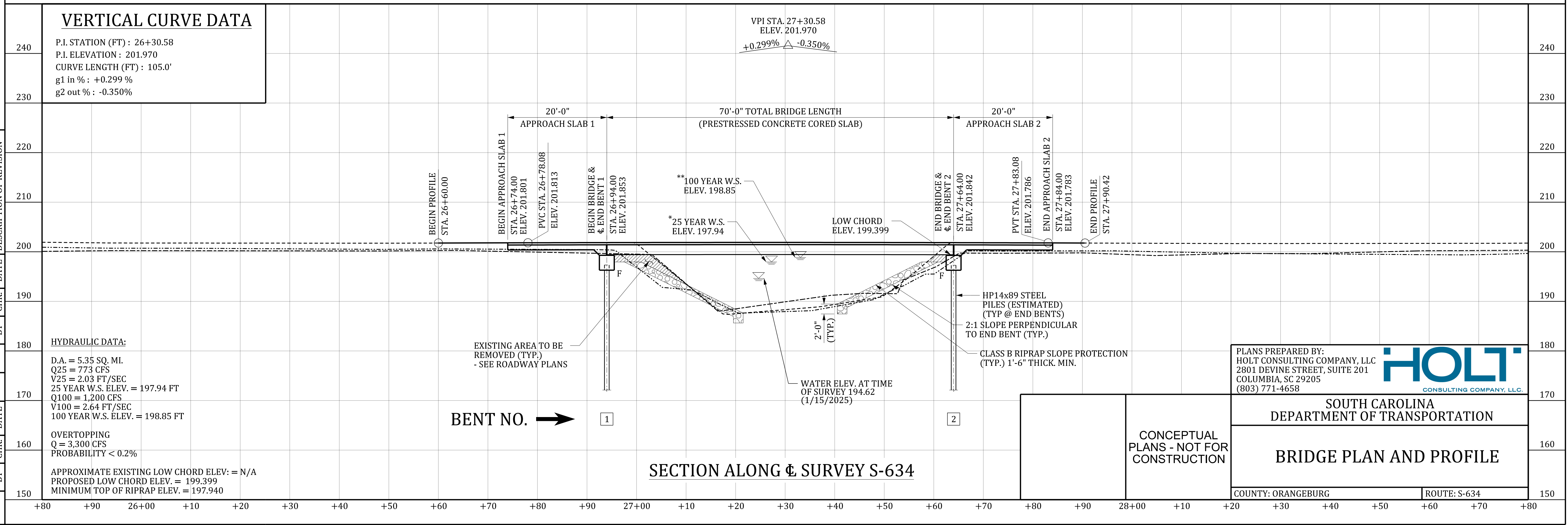
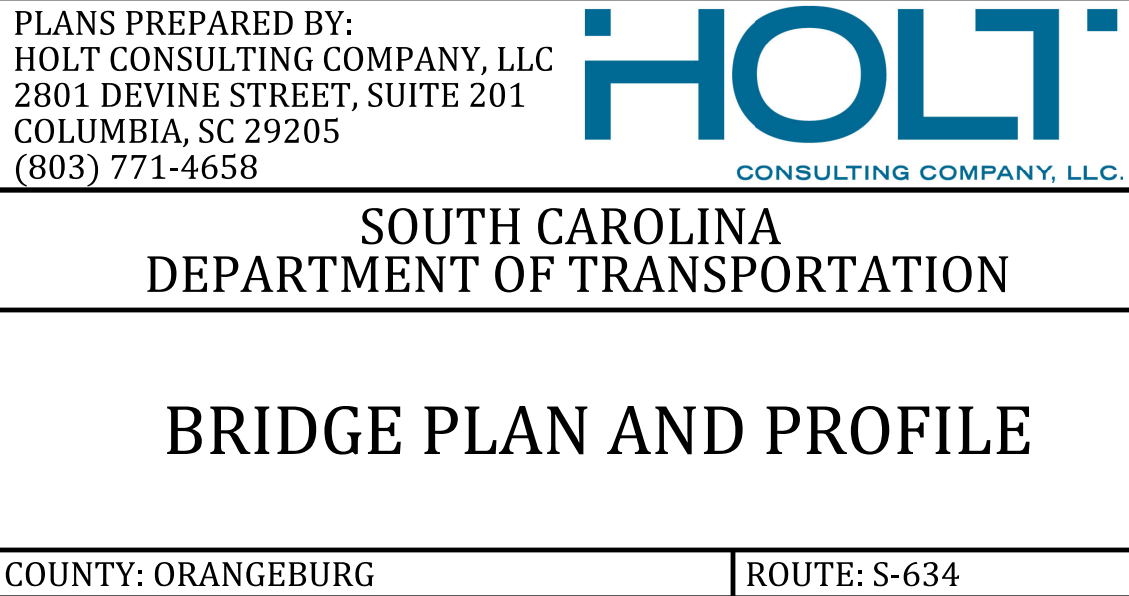
TYPICAL SECTION

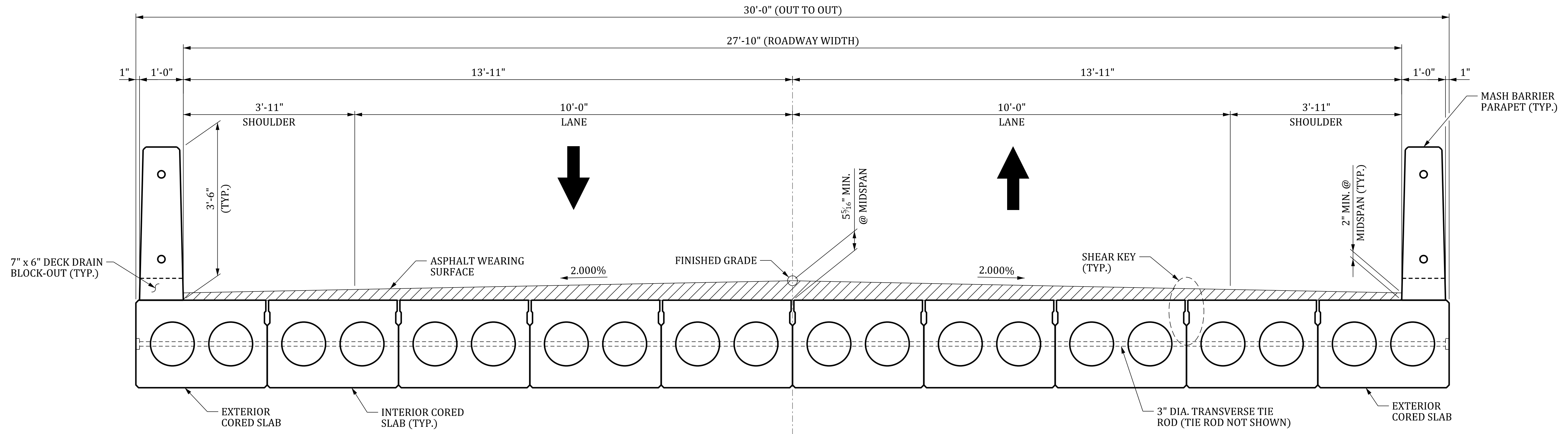
COUNTY: BAMBERG

ROUTE: S-458

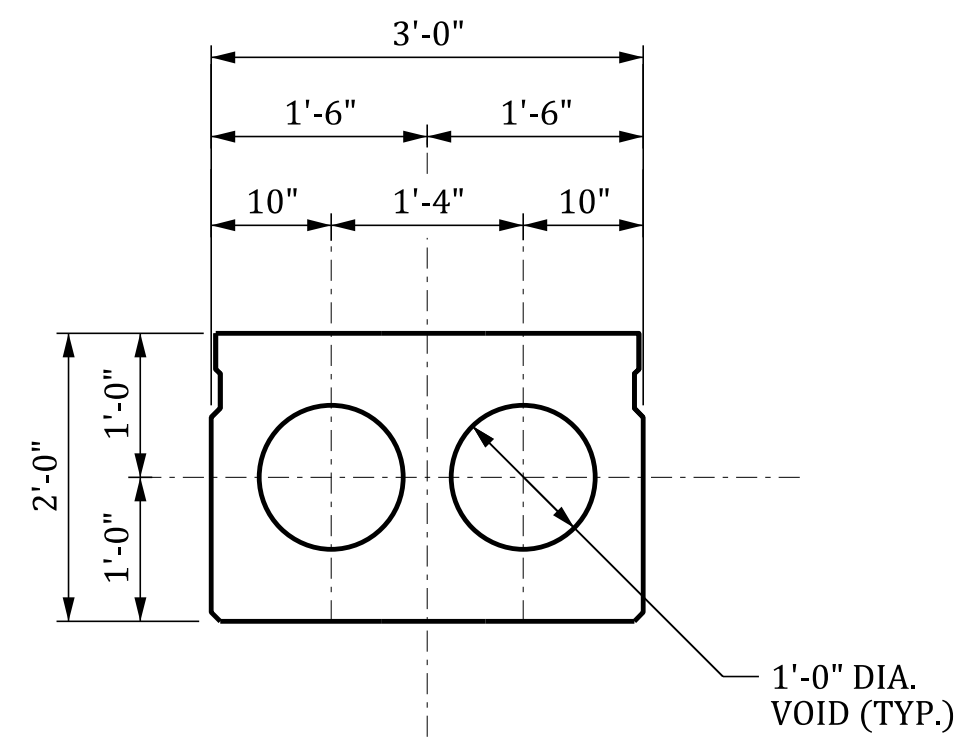
CONCEPTUAL
PLANS - NOT FOR
CONSTRUCTION

| REVIEWED | CGB | 03/25 |
|----------|-----|-----------|
| QUAN. | | |
| DR. | MCM | CGB 03/25 |
| DES. | CGB | MCM 03/25 |
| | BY | CHK. DATE |





TYPICAL SECTION



INTERIOR CORED SLAB SECTION

[illegible]

| | |
|---|--------------|
| PLANS PREPARED BY: HOLT CONSULTING COMPANY, LLC 2801 DEVINE STREET, SUITE 201 COLUMBIA, SC 29205 (803) 771-4658 | |
|  | |
| SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION | |
| TYPICAL SECTION | |
| COUNTY: ORANGEBURG | ROUTE: S-634 |

C:\HCO\Holt Consulting Company\Surface - South Carolina\Design\Bridges\Package 12\Design\S-1210_TampaCreek\Structures\Sheets\S-1210_Br_01.dgn
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NOTES:

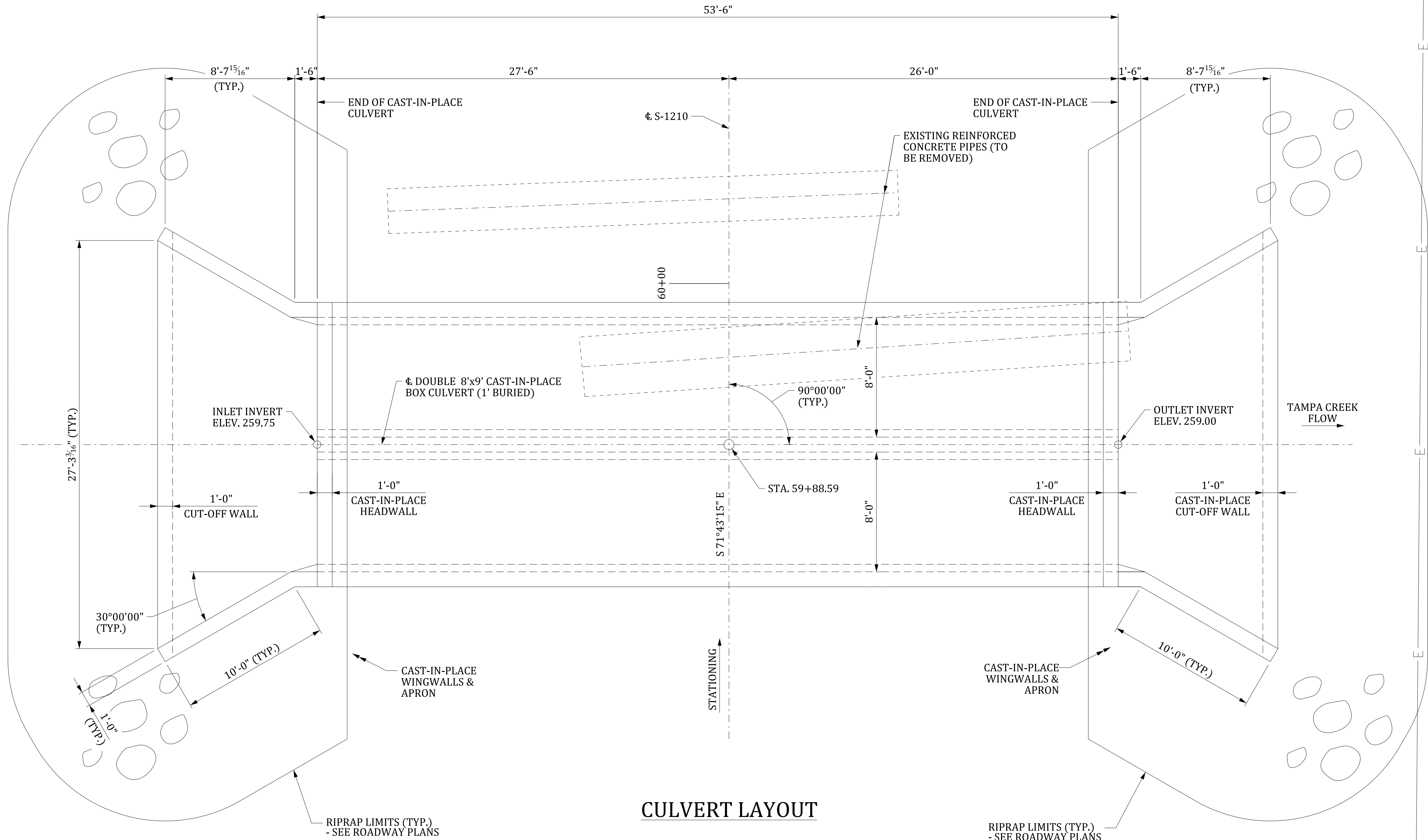
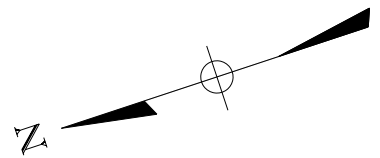
- 25 YEAR W.S. ELEV. INCLUDES -0.05 FT OF BACKWATER
- 100 YEAR W.S. ELEV. INCLUDES 0.57 FT OF BACKWATER
- EXISTING REINFORCED CONCRETE PIPES TO BE REMOVED AND DISPOSED OF BY THE CONTRACTOR IN ACCORDANCE WITH SECTION 202 OF THE STANDARD SPECIFICATIONS. ALL COSTS SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR "REMOVAL AND DISPOSAL OF EXISTING REINFORCED CONCRETE PIPES".

HYDROLOGY DATA

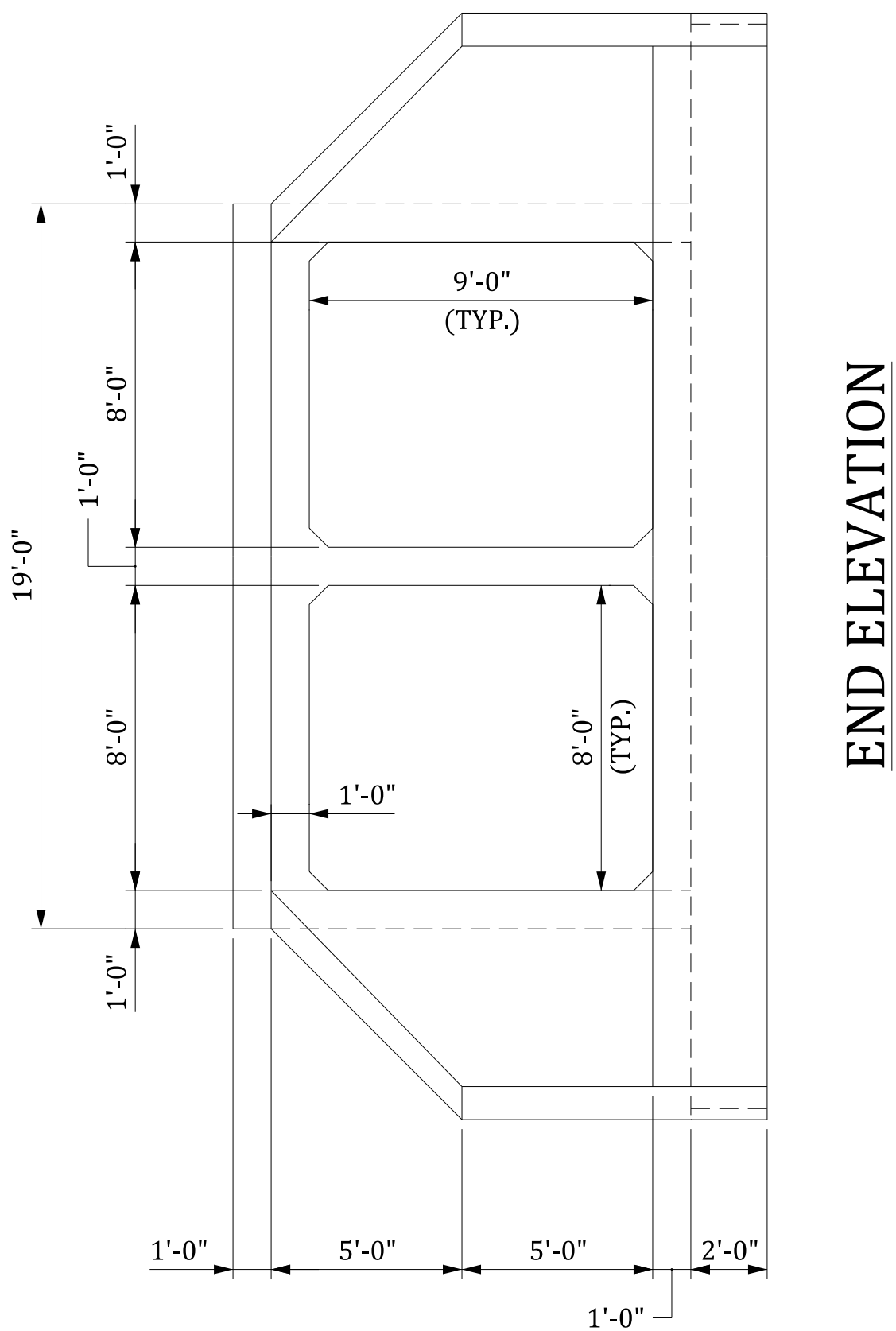
D.A. = 4.06 SQ. MI.
Q25 = 652 CFS
V25 = 5.54 FT/SEC
25 YEAR W.S. ELEV. = 268.63 FT
Q100 = 1,020 CFS
V100 = 4.54 FT/SEC
100 YEAR W.S. ELEV. = 270.27

OVERTOPPING
Q = 1,400 CFS
PROBABILITY < 1%

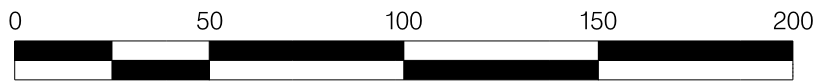
| FED. RD. DIV. NO. | STATE | COUNTY | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|------------|------------|-----------|-----------|
| 3 | SC | ORANGEBURG | P044271 | S-1210 | S1 |



CULVERT LAYOUT



END ELEVATION



NOT FOR CONSTRUCTION

| 4 | | | | |
|--------------|-----|------|-------------------------|--|
| 3 | | | | |
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| 1 | | | | |
| REV. NO. | BY | DATE | DESCRIPTION OF REVISION | |
| DESIGNED BY: | JEL | DATE | CGB | |
| DRAWN BY: | JEL | DATE | CGB | |
| CHECKED BY: | | DATE | | |

| | | |
|---|---------------------|----------------|
| SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION | | |
| DOUBLE 8'x9' CAST-IN-PLACE R.C. BOX CULVERT LAYOUT S-1210 (BUFFALO POND ROAD) OVER TAMPA CREEK | | |
| STA. 59+89(+/-) | 2' DESIGN OVER FILL | 2:1 FILL SLOPE |
| SHEET S1 | SCALE: N / A | |



APPENDIX A.2

Conceptual Roadway Plans



| FED. RD. DIST. NO. | STATE | COUNTY | PROJECT ID | ROUTE NO. | SHEET NO. |
|--------------------|-------|---------|------------|-----------|-----------|
| 3 | SC | CALHOUN | P044267 | S-22 | 3 |



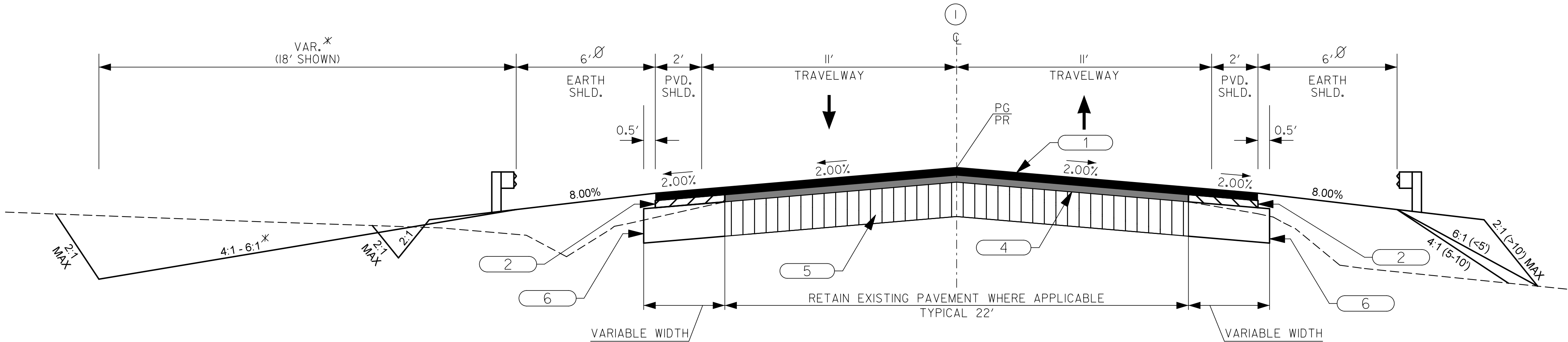
NOTES:

✱ VARIABLE - THIS SLOPE MAY BE VARIED WHEN A DEEPER DITCH IS NECESSARY FOR DRAINAGE PURPOSES, USING A MINIMUM SLOPE OF 12:1 AND A MAXIMUM SLOPE OF 4:1. WHERE A DEEPER DITCH THAN PROVIDED BY A 4:1 IS NECESSARY, THE DITCH SHALL BE PLACED FARTHER FROM THE C/L CONTINUING THE 4:1 SLOPE TO PROVIDE FOR THE NECESSARY DEPTH. SEE PROFILE FOR SPECIAL DITCH GRADES.

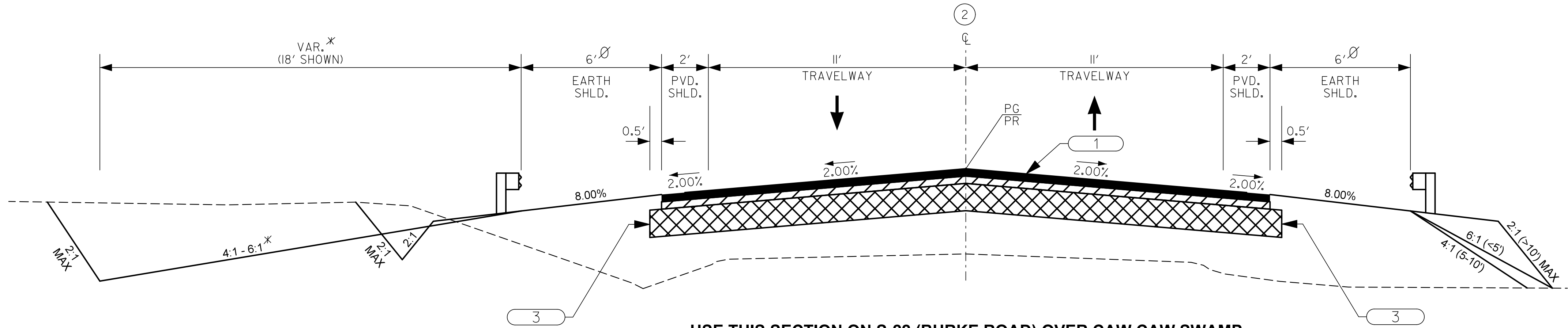
Ø WHERE CLEARZONE IS UNATTAINABLE OR END TREATMENT IS REQUIRED FOR BRIDGE APPROACH, ADD 3.75' TO SHOULDER FOR GUARDRAIL AND 2:1 FORESLOPE. ADDITIONAL SHOULDER WIDTH REQUIRED FOR END TREATMENT TYPE "TL2". SEE SCDOT STANDARD DRAWING 805-115-50.

TRANSITION PAVED SHOULDER
LT STA. 109+41.46 TO 109+67.46
LT STA. 113+22.54 TO 113+48.54
RT STA. 109+41.46 TO 109+67.46
RT STA. 113+22.54 TO 113+48.54
SEE PLANS AND CROSS SECTIONS FOR DETAILS.

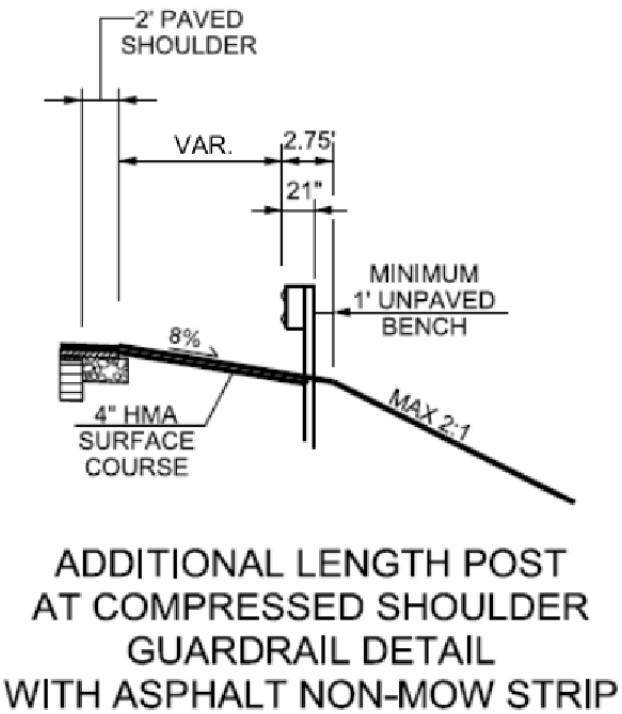
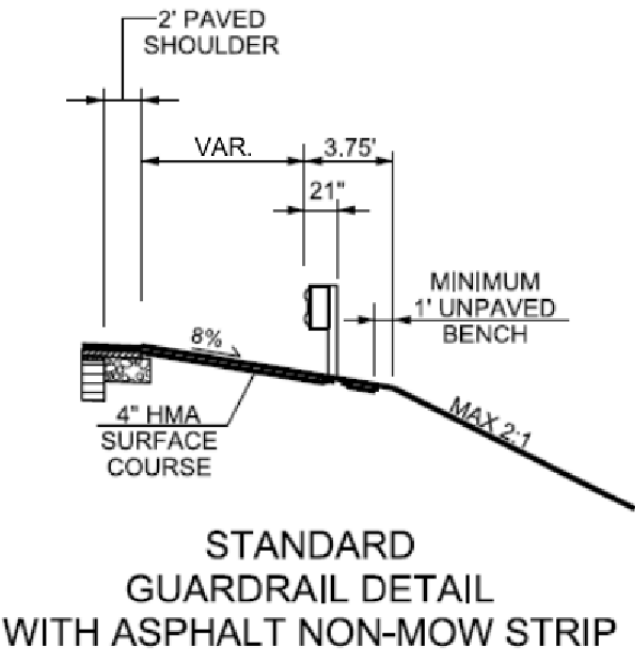
PROVIDE NON-MOW STRIP UNDER GUARDRAIL IN ACCORDANCE WITH THE GUIDANCE FOUND IN THE EXHIBIT 5, SPECIAL PROVISIONS SECTION 805. NON-MOW STRIPS SHALL BE CONSTRUCTED OF ASPHALT.



USE THIS SECTION ON S-22 (BURKE ROAD) OVER CAW CAW SWAMP
STA. 104+08.00 TO APPROX. STA. 106+70
APPROX. STA. 114+55 TO STA. 117+78.00



USE THIS SECTION ON S-22 (BURKE ROAD) OVER CAW CAW SWAMP
APPROX. STA. 106+70 TO APPROX. STA. 114+55
EXCEPTION: 240' x 40'-3" BRIDGE
FROM STA. 110+25.00 TO STA. 112+65.00



- NOTES:
- 1) COMPRESSED SHOULDER - NO BLOCKOUTS REQUIRED AROUND POST
 - 2) STANDARD SHOULDER - BLOCKOUTS REQUIRED AROUND POST
 - 3) THE PURPOSE OF THE NON-MOW IS TO PREVENT VEGETATION AROUND THE POST AND UNDER THE RAIL

LEGEND
(PAVEMENT DESIGN)

- 1 HOT MIX ASPHALT SURFACE COURSE TYPE C (175 LBS/SY)
- 2 HOT MIX ASPHALT INTERMEDIATE COURSE TYPE C (200 LBS/SY)
- 3 HOT MIX ASPHALT BASE COURSE TYPE A (850 LBS/SY)
- 4 VARIABLE DEPTH HOT MIX ASPHALT SURFACE COURSE TYPE E <= 1.5"
VARIABLE DEPTH HOT MIX ASPHALT INTERMEDIATE COURSE TYPE B > 1.5"
- 5 RETAIN EXISTING PAVEMENT
- 6 SHOULDER WIDENING MATERIAL (600 LBS/SY)

FUNCTIONAL CLASS

RURAL - MAJOR COLLECTOR

| DESIGN SPEED | | | |
|----------------------------|-----|-------------|-------------|
| ROUTE | MPH | FROM STA. | TO STA. |
| S-22 | 50 | 104 + 08.00 | 117 + 78.00 |
| | | | |
| EXCEPTIONS TO DESIGN SPEED | | | |
| | | | |
| | | | |
| | | | |

| PAVEMENT DESIGN | |
|-----------------|--|
| APPROVED BY | |
| DATE | |



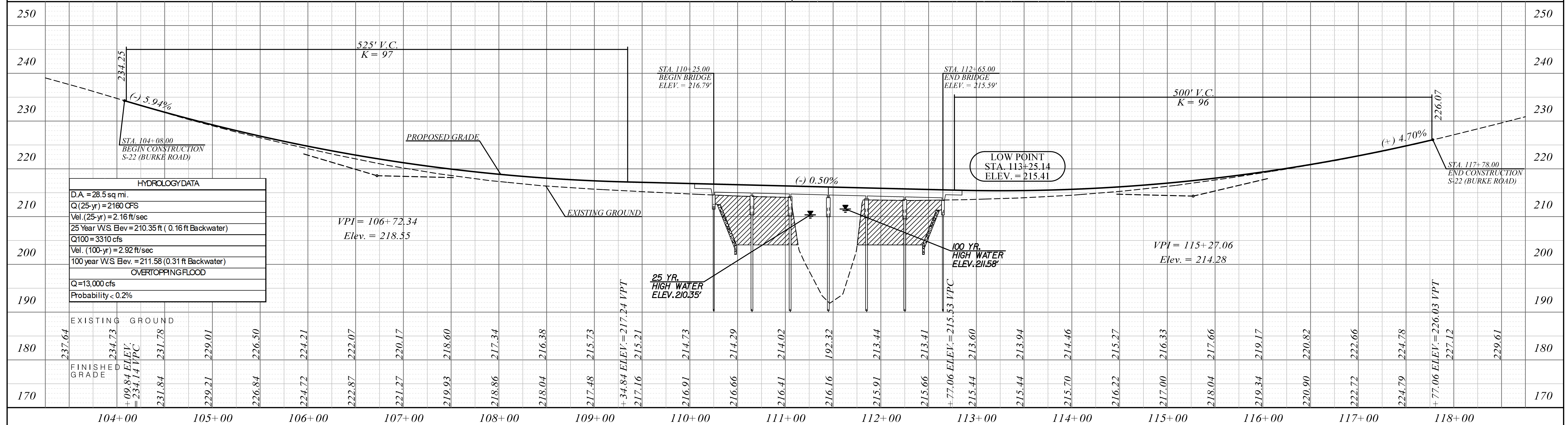
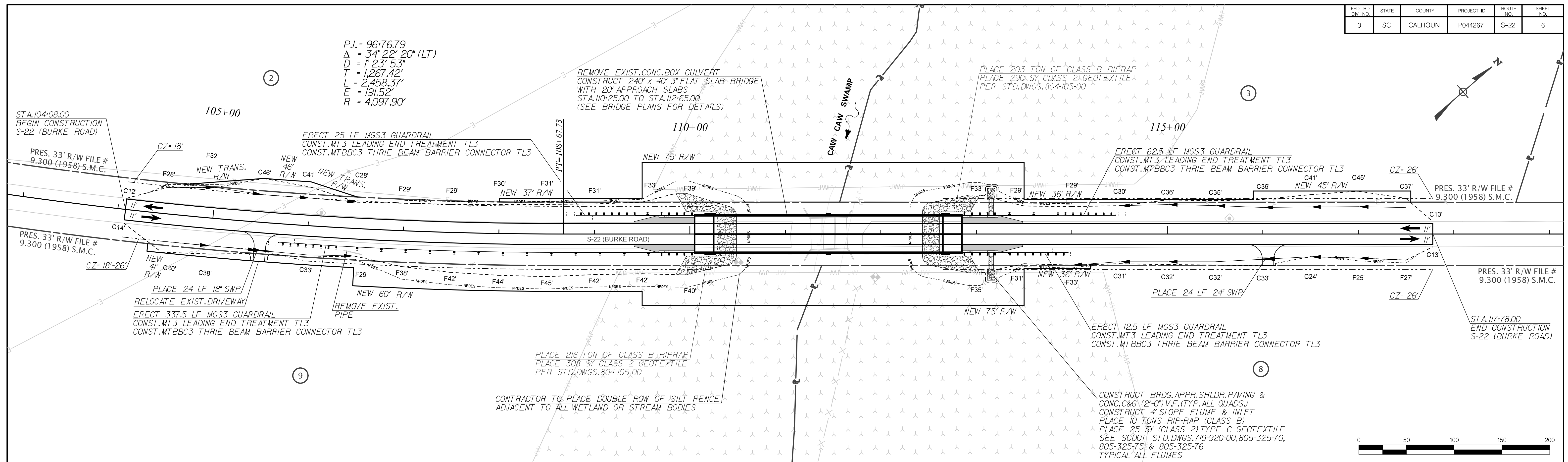
NOT FOR CONSTRUCTION

| 4 | | | |
|--------------|----|------|-------------------------|
| 3 | | | |
| 2 | | | |
| 1 | | | |
| REV. NO. | BY | DATE | DESCRIPTION OF REVISION |
| DESIGNED BY: | | DATE | |
| DRAWN BY: | | DATE | |
| CHECKED BY: | | DATE | |

SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION
S-22 (BURKE ROAD)
OVER CAW CAW SWAMP

| FED. RD. DIV. NO. | STATE | COUNTY | PROJECT ID | ROUTE NO. | SHEET NO. |
|----------------------|-------|---------|------------|--------------|--------------|
| 3 | SC | CALHOUN | P044267 | S-22 | 6 |



NOT FOR CONSTRUCTION

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| REV. NO. | BY | DATE | DESCRIPTION OF REVISION |
| DESIGNED BY: | _____ | DATE _____ | |
| DRAWN BY: | _____ | DATE _____ | |
| CHECKED BY: | _____ | DATE _____ | |

SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEET
S-22 (BURKE ROAD)
OVER CAW CAW SWAMP

SHEET 6

SCALE: 1" = 50'



| FED. RD. DIST. NO. | STATE | COUNTY | PROJECT ID | ROUTE NO. | SHEET NO. |
|--------------------|-------|------------|------------|-----------|-----------|
| 3 | SC | ORANGEBURG | P044268 | S-39 | 3 |



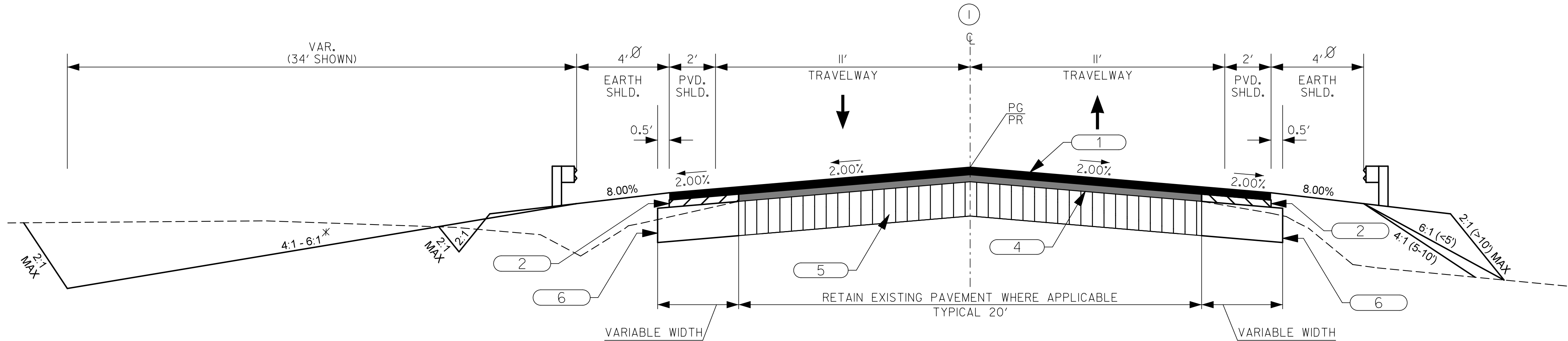
NOTES:

× VARIABLE - THIS SLOPE MAY BE VARIED WHEN A DEEPER DITCH IS NECESSARY FOR DRAINAGE PURPOSES, USING A MINIMUM SLOPE OF 12:1 AND A MAXIMUM SLOPE OF 4:1. WHERE A DEEPER DITCH THAN PROVIDED BY A 4:1 IS NECESSARY, THE DITCH SHALL BE PLACED FARTHER FROM THE C/L CONTINUING THE 4:1 SLOPE TO PROVIDE FOR THE NECESSARY DEPTH. SEE PROFILE FOR SPECIAL DITCH GRADES.

Ø WHERE CLEARZONE IS UNATTAINABLE OR END TREATMENT IS REQUIRED FOR BRIDGE APPROACH, ADD 3.75' TO SHOULDER FOR GUARDRAIL AND 2:1 FORESLOPE. ADDITIONAL SHOULDER WIDTH REQUIRED FOR END TREATMENT TYPE "TL3". SEE SCDOT STANDARD DRAWING 805-115-11.

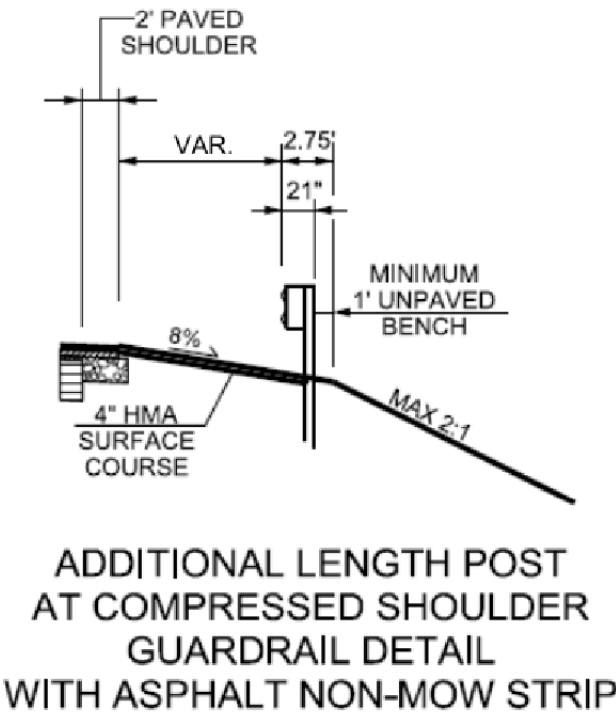
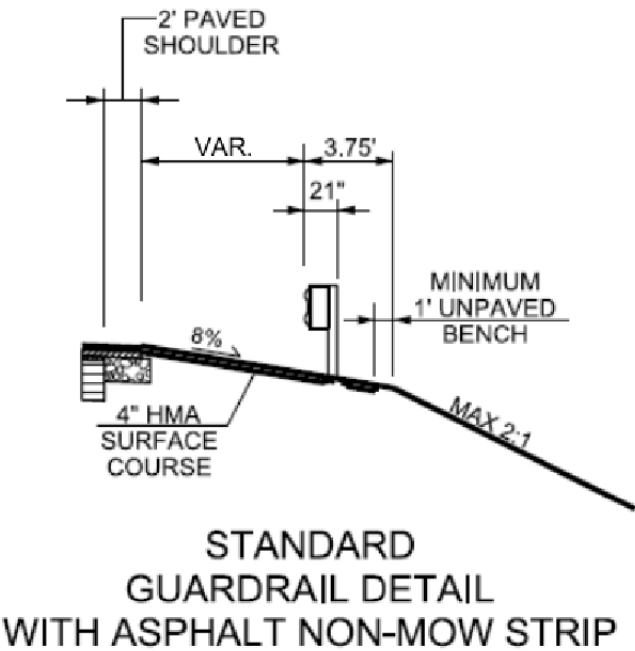
TRANSITION PAVED SHOULDER
LT STA. 34+54.46 TO 34+72.46
LT STA. 36+87.54 TO 37+05.54
RT STA. 34+54.46 TO 34+72.46
RT STA. 36+87.54 TO 37+05.54
SEE PLANS AND CROSS SECTIONS FOR DETAILS.

PROVIDE NON-MOW STRIP UNDER GUARDRAIL IN ACCORDANCE WITH THE GUIDANCE FOUND IN THE EXHIBIT 5, SPECIAL PROVISIONS SECTION 805. NON-MOW STRIPS SHALL BE CONSTRUCTED OF ASPHALT.



USE THIS SECTION ON S-39 (CANNON BRIDGE ROAD) OVER COOPER SWAMP
STA. 33+10.00 TO STA. 38+50.00

EXCEPTION: 100' x 36.25' BRIDGE
FROM STA. 35+30.00 TO STA. 36+30.00



NOTES:
1) COMPRESSED SHOULDER - NO BLOCKOUTS REQUIRED AROUND POST
2) STANDARD SHOULDER - BLOCKOUTS REQUIRED AROUND POST
3) THE PURPOSE OF THE NON-MOW IS TO PREVENT VEGETATION AROUND THE POST AND UNDER THE RAIL

LEGEND
(PAVEMENT DESIGN)

- 1 HOT MIX ASPHALT SURFACE COURSE TYPE C (150 LBS/SY)
- 2 HOT MIX ASPHALT INTERMEDIATE COURSE TYPE C (200 LBS/SY)
- 3 HOT MIX ASPHALT BASE COURSE TYPE B (450 LBS/SY)
- 4 VARIABLE DEPTH HOT MIX ASPHALT SURFACE COURSE TYPE E < = 1.5"
VARIABLE DEPTH HOT MIX ASPHALT INTERMEDIATE COURSE TYPE B > 1.5"
- 5 RETAIN EXISTING PAVEMENT
- 6 SHOULDER WIDENING MATERIAL (600 LBS/SY)

FUNCTIONAL CLASS

RURAL - MAJOR COLLECTOR

| DESIGN SPEED | | | |
|----------------------------|-----|------------|------------|
| ROUTE | MPH | FROM STA. | TO STA. |
| S-39 | 60 | 33 + 10.00 | 38 + 50.00 |
| | | | |
| EXCEPTIONS TO DESIGN SPEED | | | |
| | | | |
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PAVEMENT DESIGN

APPROVED BY

DATE



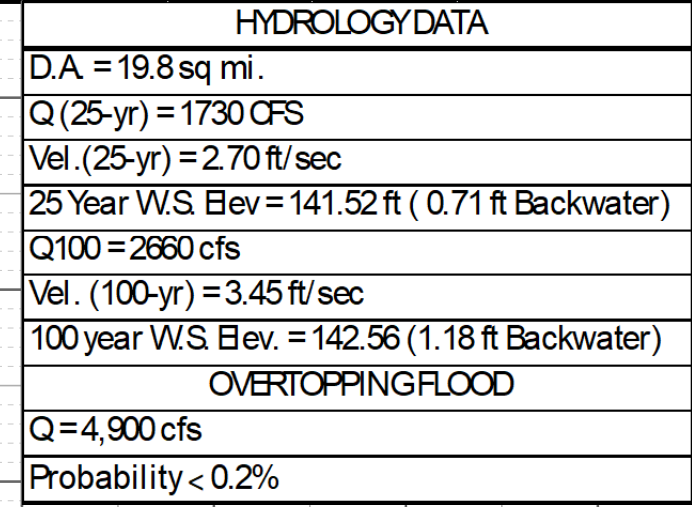
NOT FOR CONSTRUCTION

| 4 | | | |
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| 1 | | | |
| REV. NO. | BY | DATE | DESCRIPTION OF REVISION |
| DESIGNED BY: | | DATE | |
| DRAWN BY: | | DATE | |
| CHECKED BY: | | DATE | |

SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION
S-39 (CANNON BRIDGE ROAD)
OVER COOPER SWAMP

SHEET 3 SCALE: N.T.S.



| | |
|--|-----------------|
| SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION | |
| PLAN AND PROFILE SHEET S-39 (CANNON BRIDGE ROAD) OVER COOPER SWAMP | |
| SHEET 6 | SCALE: 1" = 50' |

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| FED. RD. DIST. NO. | STATE | COUNTY | PROJECT ID | ROUTE NO. | SHEET NO. |
|--------------------|-------|------------|------------|-----------|-----------|
| 3 | SC | ORANGEBURG | P044269 | S-191 | 3 |



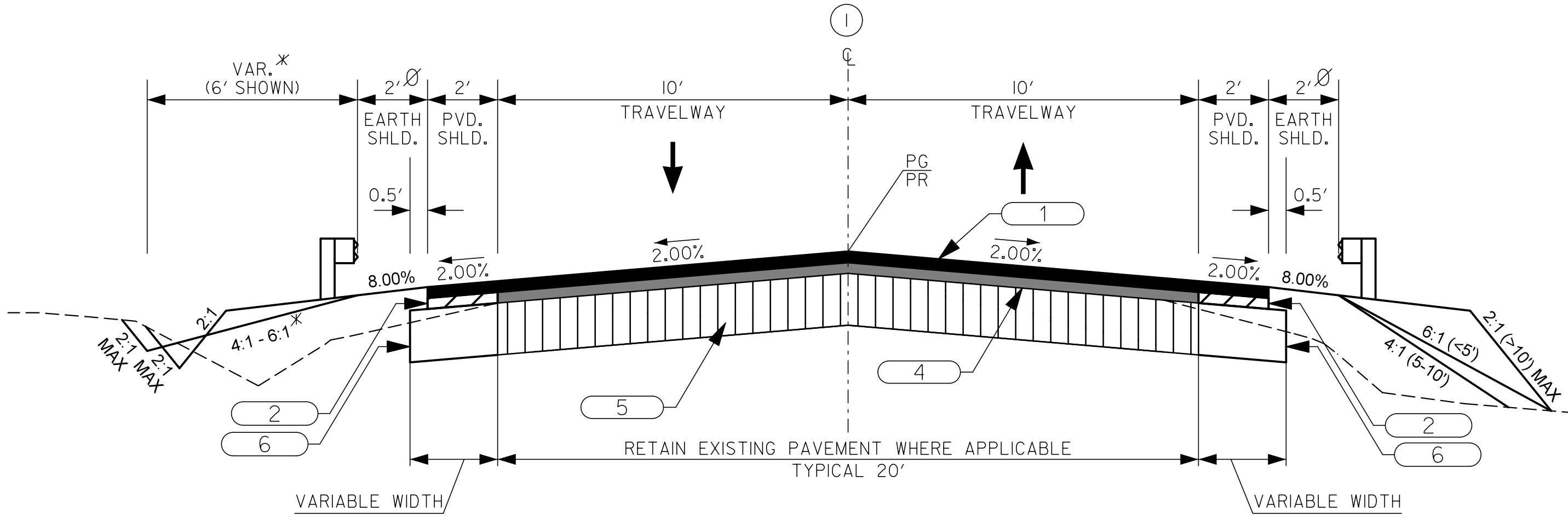
NOTES:

✱ VARIABLE - THIS SLOPE MAY BE VARIED WHEN A DEEPER DITCH IS NECESSARY FOR DRAINAGE PURPOSES, USING A MINIMUM SLOPE OF 12:1 AND A MAXIMUM SLOPE OF 4:1. WHERE A DEEPER DITCH THAN PROVIDED BY A 4:1 IS NECESSARY, THE DITCH SHALL BE PLACED FARTHER FROM THE C/L CONTINUING THE 4:1 SLOPE TO PROVIDE FOR THE NECESSARY DEPTH. SEE PROFILE FOR SPECIAL DITCH GRADES.

Ø WHERE CLEARZONE IS UNATTAINABLE OR END TREATMENT IS REQUIRED FOR BRIDGE APPROACH, ADD 3.75' TO SHOULDER FOR GUARDRAIL AND 2:1 FORESLOPE. ADDITIONAL SHOULDER WIDTH REQUIRED FOR END TREATMENT TYPE "TL2". SEE SCDOT STANDARD DRAWING 805-115-50.

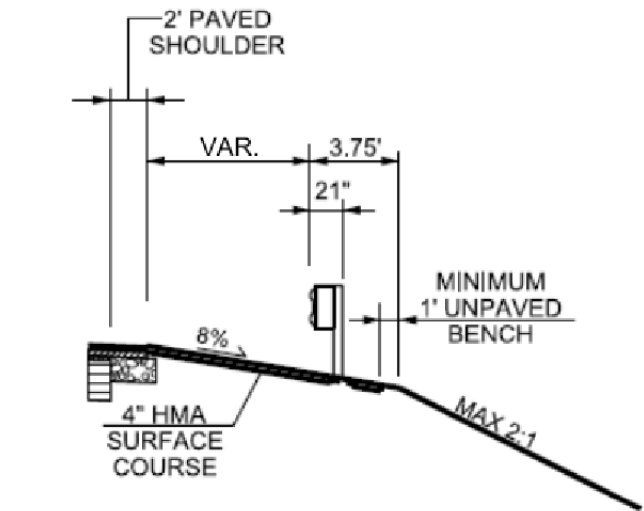
TRANSITION PAVED SHOULDER
LT STA. 116+06.08 TO 116+16.08
LT STA. 117+79.92 TO 117+89.92
RT STA. 116+06.08 TO 116+16.08
RT STA. 117+79.92 TO 117+89.92
SEE PLANS AND CROSS SECTIONS FOR DETAILS.

PROVIDE NON-MOW STRIP UNDER GUARDRAIL IN ACCORDANCE WITH THE GUIDANCE FOUND IN THE EXHIBIT 5, SPECIAL PROVISIONS SECTION 805. NON-MOW STRIPS SHALL BE CONSTRUCTED OF ASPHALT.

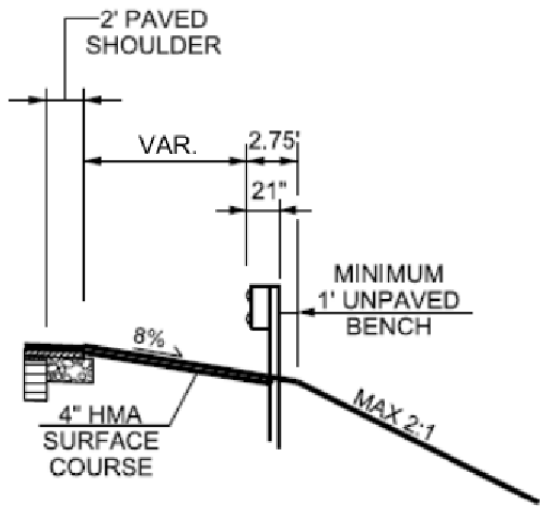


USE THIS SECTION ON S-191 (MIDDLE WILLOW ROAD) OVER ROBERTS SWAMP
STA. 115+40.00 TO STA. 118+35.00

EXCEPTION: 80' x 30' BRIDGE
FROM STA. 116+58.00 TO STA. 117+38.00



STANDARD
GUARDRAIL DETAIL
WITH ASPHALT NON-MOW STRIP



ADDITIONAL LENGTH POST
AT COMPRESSED SHOULDER
GUARDRAIL DETAIL
WITH ASPHALT NON-MOW STRIP

NOTES:
1) COMPRESSED SHOULDER - NO BLOCKOUTS REQUIRED AROUND POST
2) STANDARD SHOULDER - BLOCKOUTS REQUIRED AROUND POST
3) THE PURPOSE OF THE NON-MOW IS TO PREVENT VEGETATION AROUND THE POST AND UNDER THE RAIL

LEGEND
(PAVEMENT DESIGN)

- 1

HOT MIX ASPHALT SURFACE COURSE TYPE C (150 LBS/SY)
- 2

HOT MIX ASPHALT INTERMEDIATE COURSE TYPE C (200 LBS/SY)
- 3

HOT MIX ASPHALT BASE COURSE TYPE B (300 LBS/SY)
- 4

VARIABLE DEPTH HOT MIX ASPHALT SURFACE COURSE TYPE E <= 1.5"
VARIABLE DEPTH HOT MIX ASPHALT INTERMEDIATE COURSE TYPE B > 1.5"
- 5

RETAIN EXISTING PAVEMENT
- 6

SHOULDER WIDENING MATERIAL (600 LBS/SY)

FUNCTIONAL CLASS

RURAL LOCAL – GROUP 4

| DESIGN SPEED | | | |
|----------------------------|-----|-------------|-------------|
| ROUTE | MPH | FROM STA. | TO STA. |
| S-191 | 35 | 115 + 40.00 | 118 + 35.00 |
| | | | |
| EXCEPTIONS TO DESIGN SPEED | | | |
| | | | |
| | | | |
| | | | |

PAVEMENT DESIGN

APPROVED BY

DATE



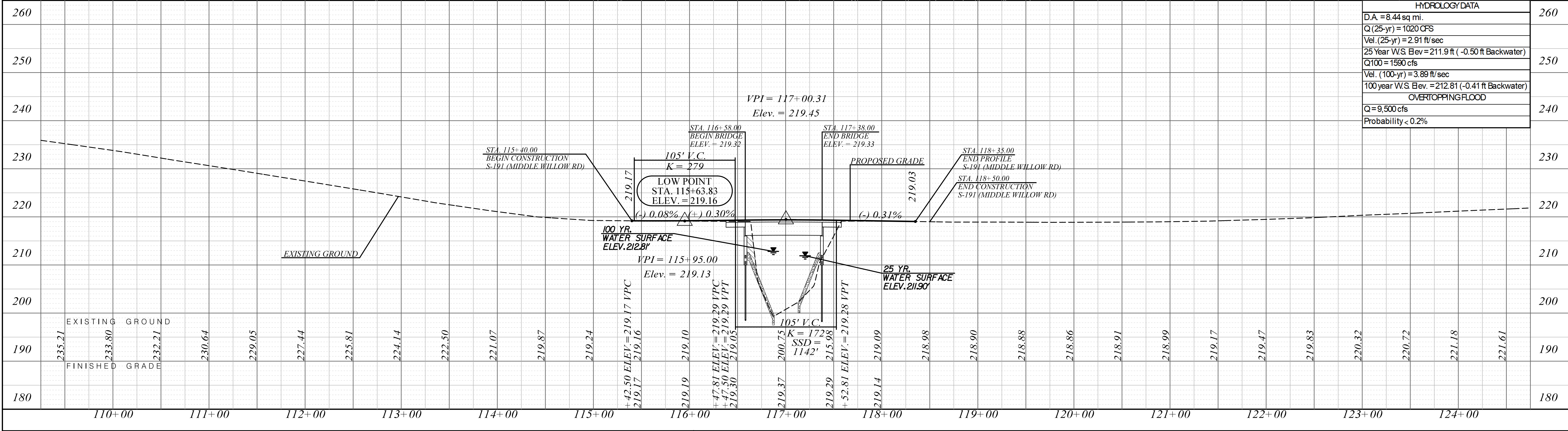
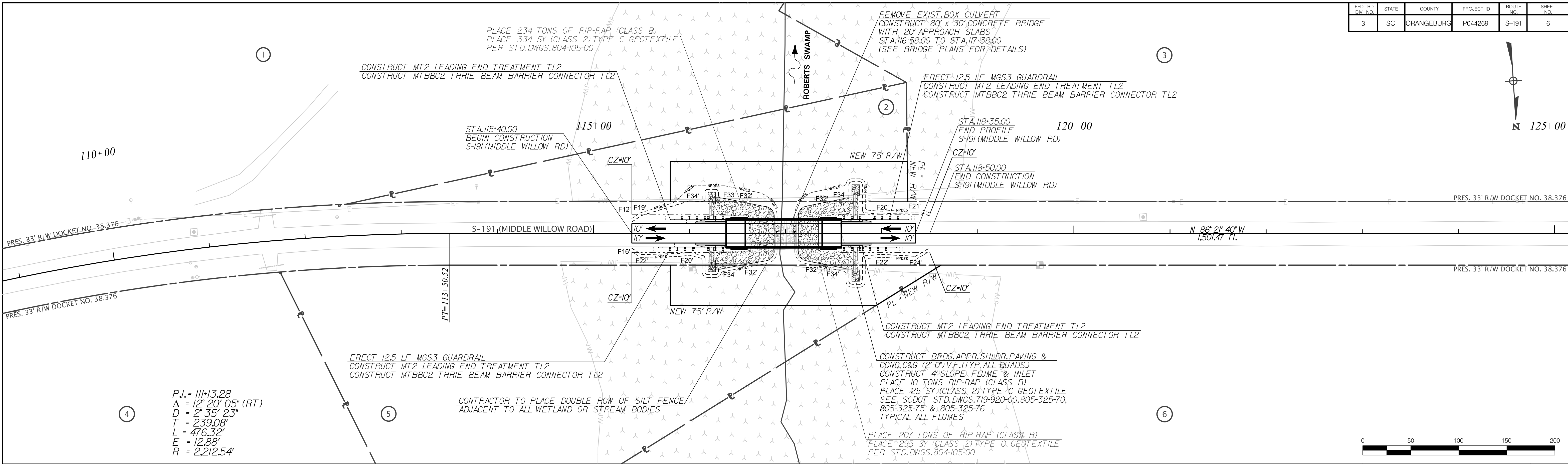
NOT FOR CONSTRUCTION

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| REV. NO. | BY | DATE | DESCRIPTION OF REVISION |
| DESIGNED BY: | | DATE | |
| DRAWN BY: | | DATE | |
| CHECKED BY: | | DATE | |

SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION
S-191 (MIDDLE WILLOW ROAD)
OVER ROBERTS SWAMP

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| HYDROLOGY DATA | |
|--|--|
| D.A. = 8.44 sq mi. | |
| Q (25-yr) = 1020 CFS | |
| Vel. (25-yr) = 2.91 ft/sec | |
| 25 Year W.S. Elev. = 211.9 ft (-0.50 ft Backwater) | |
| Q100 = 1590 cfs | |
| Vel. (100-yr) = 3.89 ft/sec | |
| 100 year W.S. Elev. = 212.81 (-0.41 ft Backwater) | |
| OVERTOPPING FLOOD | |
| Q = 9,500 cfs | |
| Probability < 0.2% | |



NOT FOR CONSTRUCTION

| 4 | | | |
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| REV. NO. | BY | DATE | DESCRIPTION OF REVISION |
| DESIGNED BY: | | DATE | |
| DRAWN BY: | | DATE | |
| CHECKED BY: | | DATE | |

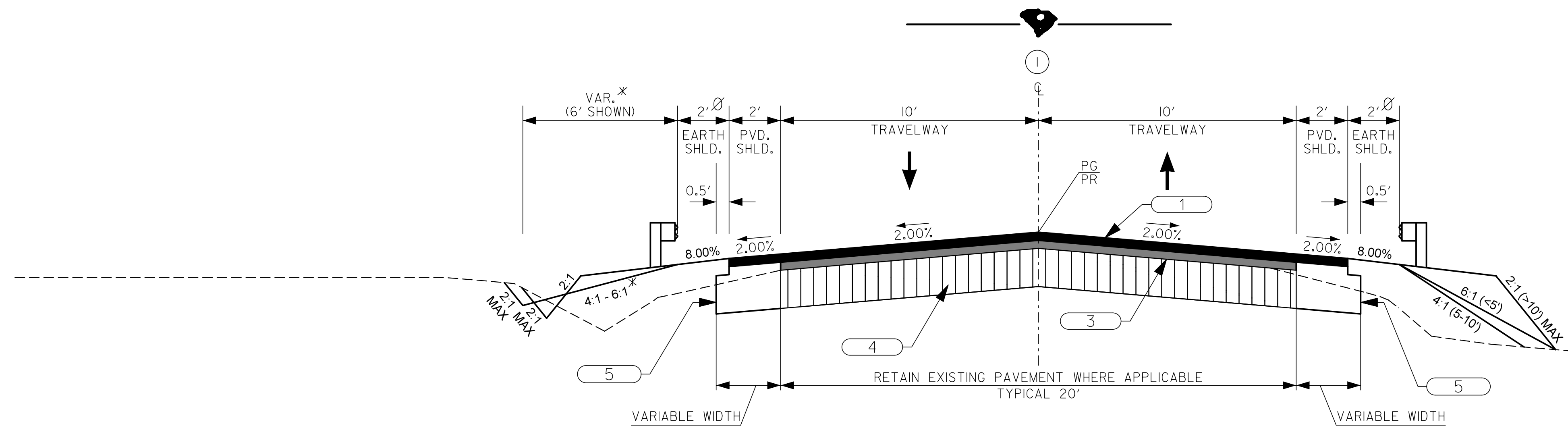
SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEET
S-191 (MIDDLE WILLOW ROAD)
OVER ROBERTS SWAMP

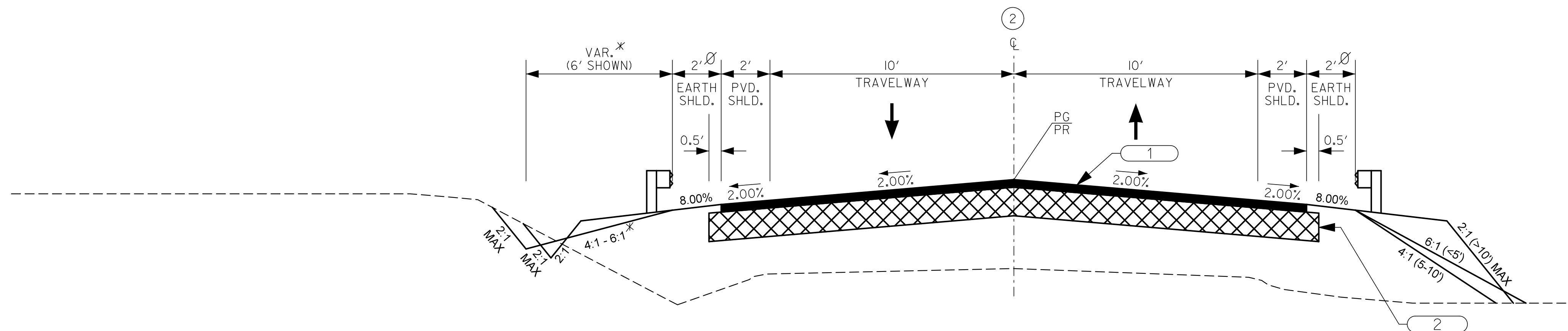
SHEET 6

SCALE: 1" = 50'

| FED. RD. DIV. NO. | STATE | COUNTY | PROJECT ID | ROUTE NO. | SHEET NO. |
|----------------------|-------|---------|------------|--------------|--------------|
| 3 | SC | BAMBERG | P044315 | S-458 | 3 |



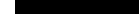




**USE THIS SECTION ON S-458 (INDIAN CAMP ROAD) OVER INDIAN CAMP BRANCH
STA. 0+50.00 TO APPROX. STA. 1+05.00 AND
FROM APPROX. STA. 4+90.00 TO STA. 5+50.00**



**USE THIS SECTION ON S-458 (INDIAN CAMP ROAD) OVER INDIAN CAMP BRANCH
APPROX. STA. 1+05.00 TO APPROX. STA. 4+90.00**

**EXCEPTION: 100' x 33' BRIDGE
FROM STA. 2+60.00 TO STA. 3+60.03**

LEGEND (PAVEMENT DESIGN)

| | | |
|---|---|--|
| 1 |  | HOT MIX ASPHALT SURFACE COURSE TYPE C (150 LBS/SY) |
| 2 |  | HOT MIX ASPHALT BASE COURSE TYPE B (350 LBS/SY) |
| 3 |  | VARIABLE DEPTH HOT MIX ASPHALT SURFACE COURSE TYPE E $\leq 1.5"$ VARIABLE DEPTH HOT MIX ASPHALT INTERMEDIATE COURSE TYPE B $> 1.5"$ |
| 4 |  | RETAIN EXISTING PAVEMENT |
| 5 |  | SHOULDER WIDENING MATERIAL (600 LBS/SY) |

| | | | | |
|----------------------------|--------------|-----------|-----------|-----------------|
| | DESIGN SPEED | | | PAVEMENT DESIGN |
| ROUTE | MPH | FROM STA. | TO STA. | |
| S-458 | 35 | 0 + 50.00 | 5 + 50.00 | |
| | | | | |
| | | | | |
| EXCEPTIONS TO DESIGN SPEED | | | | APPROVED BY |
| | | | | |
| | | | | DATE |

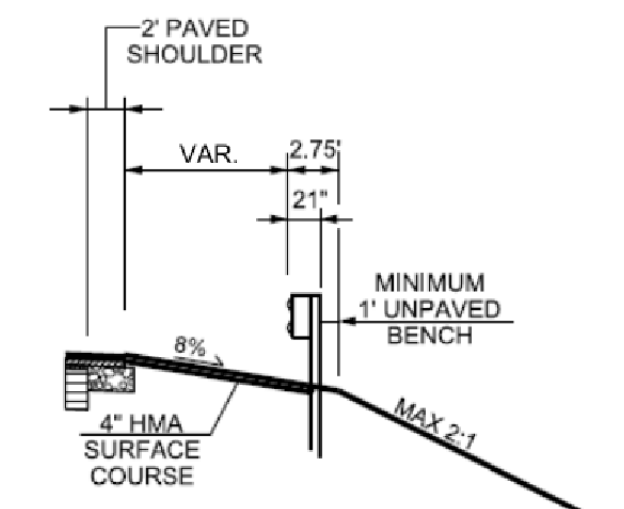
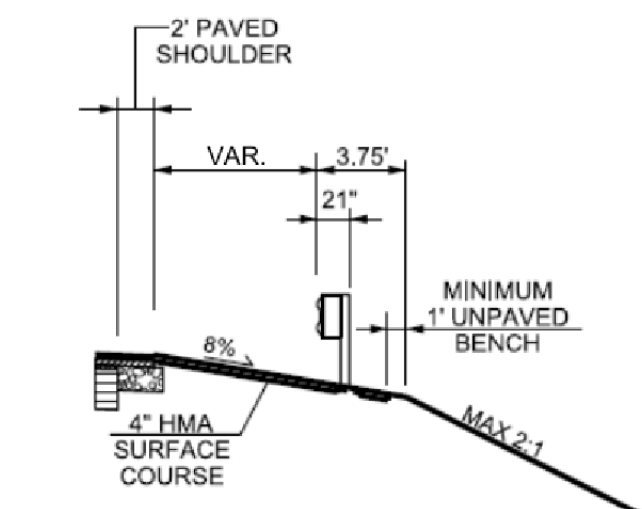
NOTES:

* VARIABLE -THIS SLOPE MAY BE VARIED WHEN A DEEPER DITCH IS NECESSARY FOR DRAINAGE PURPOSES, USING A MINIMUM SLOPE OF 12:1 AND A MAXIMUM SLOPE OF 4:1. WHERE A DEEPER DITCH THAN PROVIDED BY A 4:1 IS NECESSARY, THE DITCH SHALL BE PLACED FARTHER FROM THE C/L CONTINUING THE 4:1 SLOPE TO PROVIDE FOR THE NECESSARY DEPTH.
SEE PROFILE FOR SPECIAL DITCH GRADES.

Ø WHERE CLEARZONE IS UNATTAINABLE OR END
TREATMENT IS REQUIRED FOR BRIDGE APPROACH,
ADD 3.75' TO SHOULDER FOR GUARDRAIL AND 2'
FORESLOPE. ADDITIONAL SHOULDER WIDTH
REQUIRED FOR END TREATMENT TYPE "TL2".
SEE SCDOT STANDARD DRAWING 805-IIS-50.

TRANSITION PAVED SHOULDER
LT STA. 2+05.51 TO 2+17.42
LT STA. 4+03.20 TO 4+11.32
RT STA. 1+98.89 TO 2+18.77
RT STA. 4+00.62 TO 4+30.48
SEE PLANS AND CROSS SECTIONS FOR DETAILS.

PROVIDE NON-MOW STRIP UNDER GUARDRAIL IN ACCORDANCE WITH THE GUIDANCE FOUND IN THE EXHIBIT 5, SPECIAL PROVISIONS SECTION 805. NON-MOW STRIPS SHALL BE CONSTRUCTED OF ASPHALT.



NOTES:

- 1) COMPRESSED SHOULDER - NO BLOCKOUTS REQUIRED AROUND POST
- 2) STANDARD SHOULDER - BLOCKOUTS REQUIRED AROUND POST
- 3) THE PURPOSE OF THE NON-MOW IS TO PREVENT VEGETATION AROUND THE POST AND UNDER THE RAIL

FUNCTIONAL CLASS

RURAL LOCAL – GROUP 4

NOT FOR CONSTRUCTION

| | | | |
|--------------|-------|------------|-------------------------|
| 4 | | | |
| 3 | | | |
| 2 | | | |
| 1 | | | |
| REV. NO. | BY | DATE | DESCRIPTION OF REVISION |
| DESIGNED BY: | _____ | DATE _____ | |
| DRAWN BY: | _____ | DATE _____ | |
| CHECKED BY: | _____ | DATE _____ | |

SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION
S-458 (INDIAN CAMP ROAD)
OVER INDIAN CAMP BRANCH

SHEET 3

SCALE: N.T.S



| FED. RD. DIST. NO. | STATE | COUNTY | PROJECT ID | ROUTE NO. | SHEET NO. |
|--------------------|-------|------------|------------|-----------|-----------|
| 3 | SC | ORANGEBURG | P044270 | S-634 | 3 |



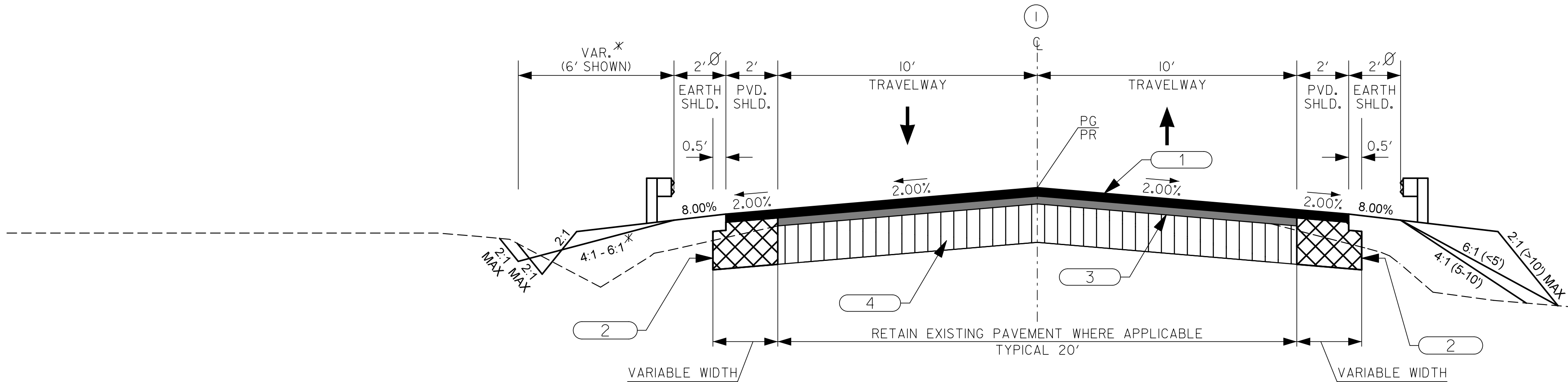
NOTES:

✱ VARIABLE - THIS SLOPE MAY BE VARIED WHEN A DEEPER DITCH IS NECESSARY FOR DRAINAGE PURPOSES, USING A MINIMUM SLOPE OF 12:1 AND A MAXIMUM SLOPE OF 4:1. WHERE A DEEPER DITCH THAN PROVIDED BY A 4:1 IS NECESSARY, THE DITCH SHALL BE PLACED FARTHER FROM THE C/L CONTINUING THE 4:1 SLOPE TO PROVIDE FOR THE NECESSARY DEPTH. SEE PROFILE FOR SPECIAL DITCH GRADES.

Ø WHERE CLEARZONE IS UNATTAINABLE OR END TREATMENT IS REQUIRED FOR BRIDGE APPROACH, ADD 3.75' TO SHOULDER FOR GUARDRAIL AND 2:1 FORESLOPE. ADDITIONAL SHOULDER WIDTH REQUIRED FOR END TREATMENT TYPE "TL2". SEE SCDOT STANDARD DRAWING 805-115-50.

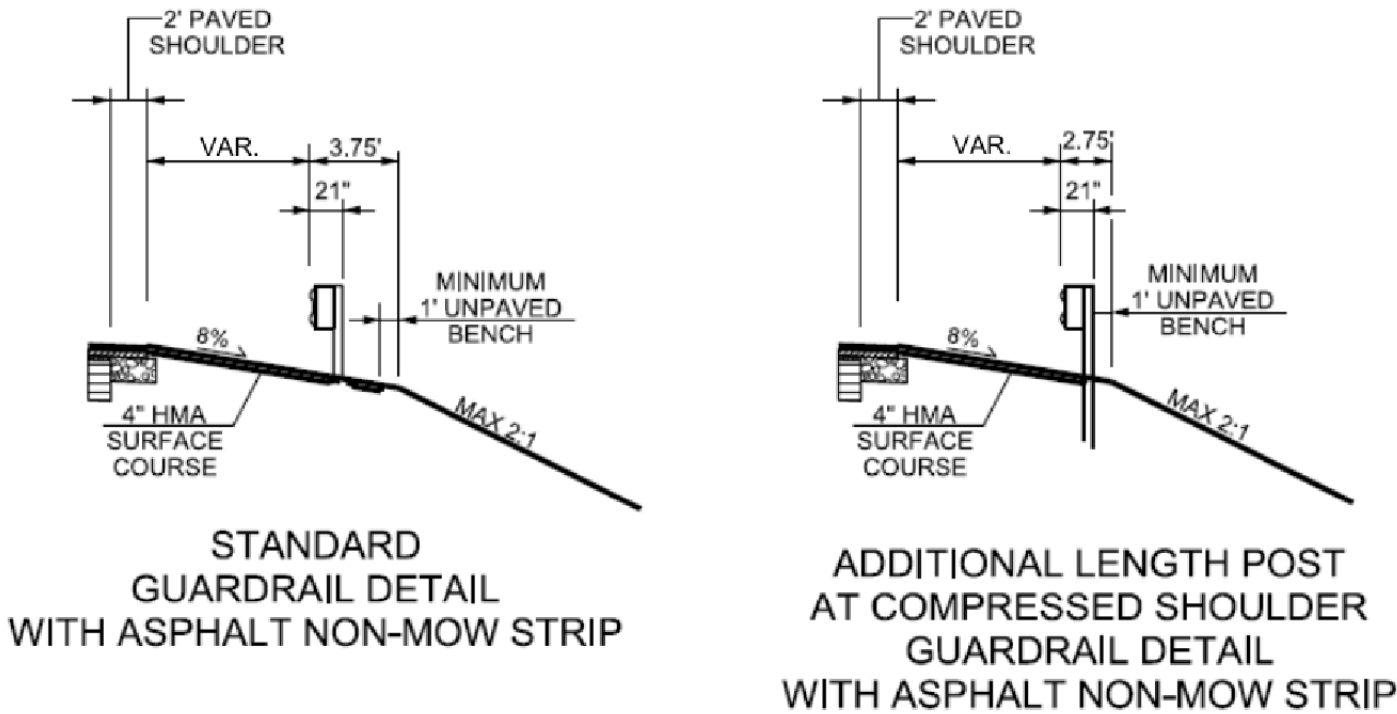
TRANSITION PAVED SHOULDER
LT STA. 26+47.21 TO 26+57.21
LT STA. 28+00.79 TO 28+10.79
RT STA. 26+47.21 TO 26+57.21
RT STA. 28+00.79 TO 28+10.79
SEE PLANS AND CROSS SECTIONS FOR DETAILS.

PROVIDE NON-MOW STRIP UNDER GUARDRAIL IN ACCORDANCE WITH THE GUIDANCE FOUND IN THE EXHIBIT 5, SPECIAL PROVISIONS SECTION 805. NON-MOW STRIPS SHALL BE CONSTRUCTED OF ASPHALT.



USE THIS SECTION ON S-634 (DEER TRAIL ROAD) OVER COOPER SWAMP
STA. 26+60.00 TO STA. 27+90.42

EXCEPTION: 70' x 30' BRIDGE
FROM STA. 26+94.00 TO STA. 27+64.00



- NOTES:
- 1) COMPRESSED SHOULDER - NO BLOCKOUTS REQUIRED AROUND POST
 - 2) STANDARD SHOULDER - BLOCKOUTS REQUIRED AROUND POST
 - 3) THE PURPOSE OF THE NON-MOW IS TO PREVENT VEGETATION AROUND THE POST AND UNDER THE RAIL

LEGEND
(PAVEMENT DESIGN)

- 1 HOT MIX ASPHALT SURFACE COURSE TYPE C (150 LBS/SY)
- 2 HOT MIX ASPHALT BASE COURSE TYPE B (350 LBS/SY)
- 3 VARIABLE DEPTH HOT MIX ASPHALT SURFACE COURSE TYPE E <= 1.5"
VARIABLE DEPTH HOT MIX ASPHALT INTERMEDIATE COURSE TYPE B > 1.5"
- 4 RETAIN EXISTING PAVEMENT
- 5 SHOULDER WIDENING MATERIAL (600 LBS/SY)

FUNCTIONAL CLASS

RURAL LOCAL - GROUP 4

| | | | | |
|----------------------------|--------------|------------|------------|-----------------|
| | DESIGN SPEED | | | PAVEMENT DESIGN |
| ROUTE | MPH | FROM STA. | TO STA. | |
| S-634 | 35 | 26 + 60.00 | 27 + 90.42 | |
| | | | | |
| | | | | |
| EXCEPTIONS TO DESIGN SPEED | | | | APPROVED BY |
| | | | | |
| | | | | DATE |



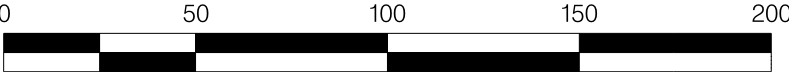
NOT FOR CONSTRUCTION

| 4 | | | |
|--------------|----|------|-------------------------|
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| 2 | | | |
| 1 | | | |
| REV. NO. | BY | DATE | DESCRIPTION OF REVISION |
| DESIGNED BY: | | DATE | |
| DRAWN BY: | | DATE | |
| CHECKED BY: | | DATE | |

SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION
S-634 (DEER TRAIL ROAD)
OVER COOPER SWAMP

SHEET 3 SCALE: N.T.S.



| HYDROLOGY DATA |
|--|
| D.A. = 5.35 sq mi. |
| Q (25-yr) = 773 CFS |
| Vel. (25-yr) = 2.03 ft/sec |
| 25 Year W.S. Elev = 197.94 ft (0.23 ft Backwater) |
| Q100 = 1200 cfs |
| Vel. (100-yr) = 2.64 ft/sec |
| 100 year W.S. Elev. = 198.85 (0.65 ft Backwater) |
| OVERTOPPING FLOOD |
| Q = 3,300 cfs |
| Probability < 0.2% |

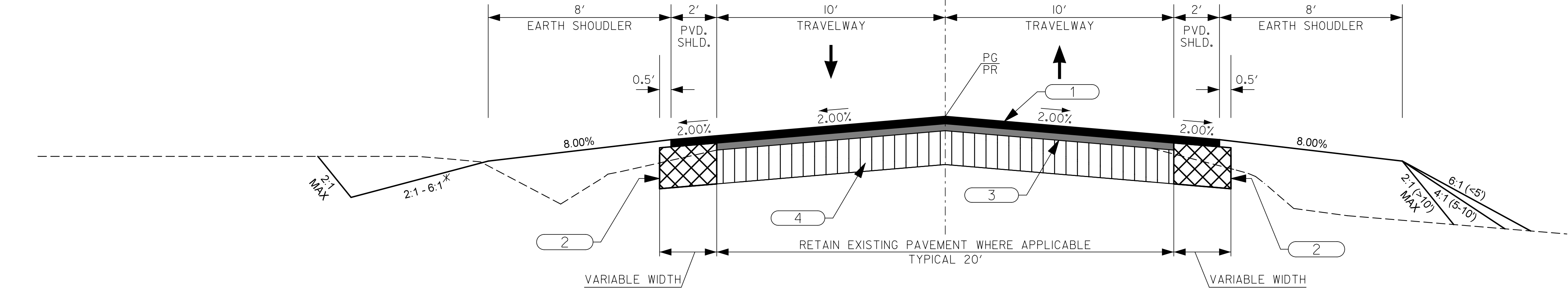


PLAN AND PROFILE SHEET
S-634 (DEER TRAIL ROAD)
OVER COOPER SWAMP

| FED. RD. DIST. NO. | STATE | COUNTY | PROJECT ID | ROUTE NO. | SHEET NO. |
|--------------------|-------|------------|------------|-----------|-----------|
| 3 | SC | ORANGEBURG | P044271 | S-1210 | 3 |

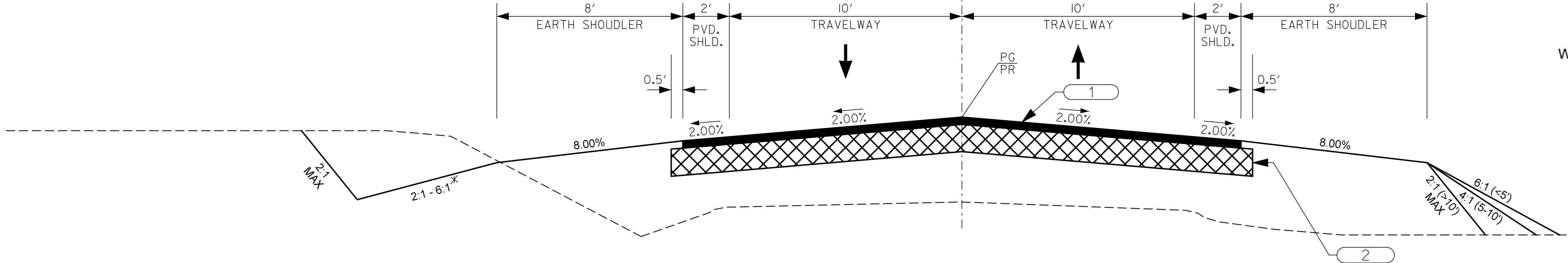


1



USE THIS SECTION ON S-1210 (BUFFALO POND ROAD) OVER TAMPA CREEK
STA. 59+30.00 TO APPROX. STA. 59+50
APPROX. STA. 60+75 TO STA. 61+26.00

2

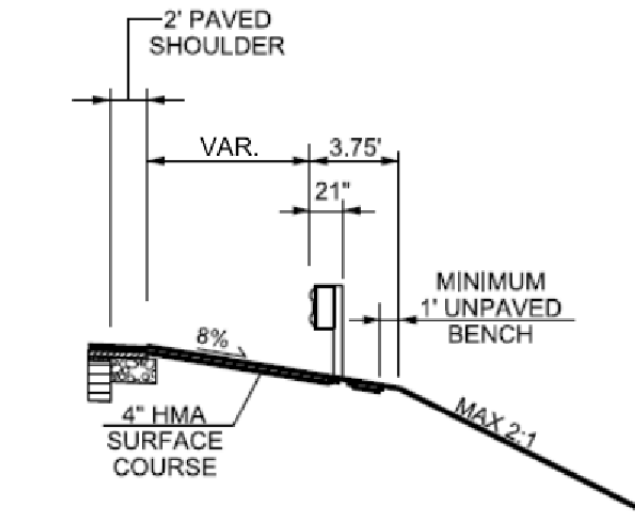


USE THIS SECTION ON S-1210 (BUFFALO POND ROAD) OVER TAMPA CREEK
APPROX. STA. 59+50 TO APPROX. STA. 60+75

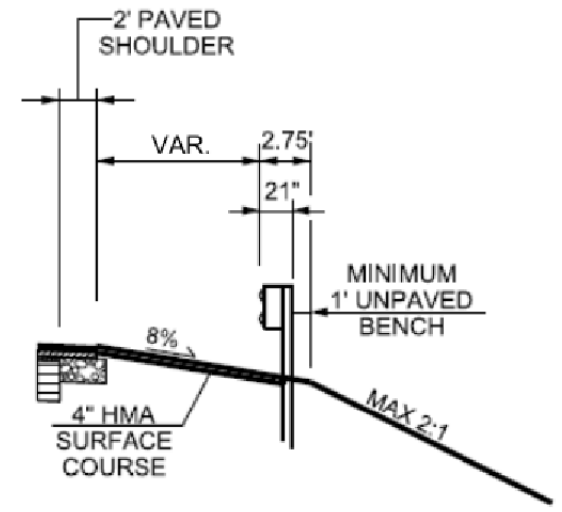
NOTES:

* VARIABLE - THIS SLOPE MAY BE VARIED WHEN A DEEPER DITCH IS NECESSARY FOR DRAINAGE PURPOSES, USING A MINIMUM SLOPE OF 12:1 AND A MAXIMUM SLOPE OF 4:1. WHERE A DEEPER DITCH THAN PROVIDED BY A 4:1 IS NECESSARY, THE DITCH SHALL BE PLACED FARTHER FROM THE C/L CONTINUING THE 4:1 SLOPE TO PROVIDE FOR THE NECESSARY DEPTH. SEE PROFILE FOR SPECIAL DITCH GRADES.

PROVIDE NON-MOW STRIP UNDER GUARDRAIL IN ACCORDANCE WITH THE GUIDANCE FOUND IN THE EXHIBIT 5, SPECIAL PROVISIONS SECTION 805. NON-MOW STRIPS SHALL BE CONSTRUCTED OF ASPHALT.



STANDARD
GUARDRAIL DETAIL
WITH ASPHALT NON-MOW STRIP



ADDITIONAL LENGTH POST
AT COMPRESSED SHOULDER
GUARDRAIL DETAIL
WITH ASPHALT NON-MOW STRIP

- NOTES:
- 1) COMPRESSED SHOULDER - NO BLOCKOUTS REQUIRED AROUND POST
 - 2) STANDARD SHOULDER - BLOCKOUTS REQUIRED AROUND POST
 - 3) THE PURPOSE OF THE NON-MOW IS TO PREVENT VEGETATION AROUND THE POST AND UNDER THE RAIL

LEGEND
(PAVEMENT DESIGN)

- | | | |
|---|--|---|
| 1 | | HOT MIX ASPHALT SURFACE COURSE TYPE C (150 LBS/SY) |
| 2 | | HOT MIX ASPHALT BASE COURSE TYPE B (350 LBS/SY) |
| 3 | | VARIABLE DEPTH HOT MIX ASPHALT SURFACE COURSE TYPE E < = 1.5" |
| 4 | | RETAIN EXISTING PAVEMENT |

| DESIGN SPEED | | | |
|----------------------------|-----|------------|------------|
| ROUTE | MPH | FROM STA. | TO STA. |
| S-1210 | 35 | 59 + 30.00 | 61 + 26.00 |
| EXCEPTIONS TO DESIGN SPEED | | | |
| | | | |
| | | | |
| | | | |

FUNCTIONAL CLASS

RURAL LOCAL - GROUP 4

APPROVED BY

DATE



NOT FOR CONSTRUCTION

| | | | |
|--------------|----|------|-------------------------|
| 4 | | | |
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| REV. NO. | BY | DATE | DESCRIPTION OF REVISION |
| DESIGNED BY: | | DATE | |
| DRAWN BY: | | DATE | |
| CHECKED BY: | | DATE | |

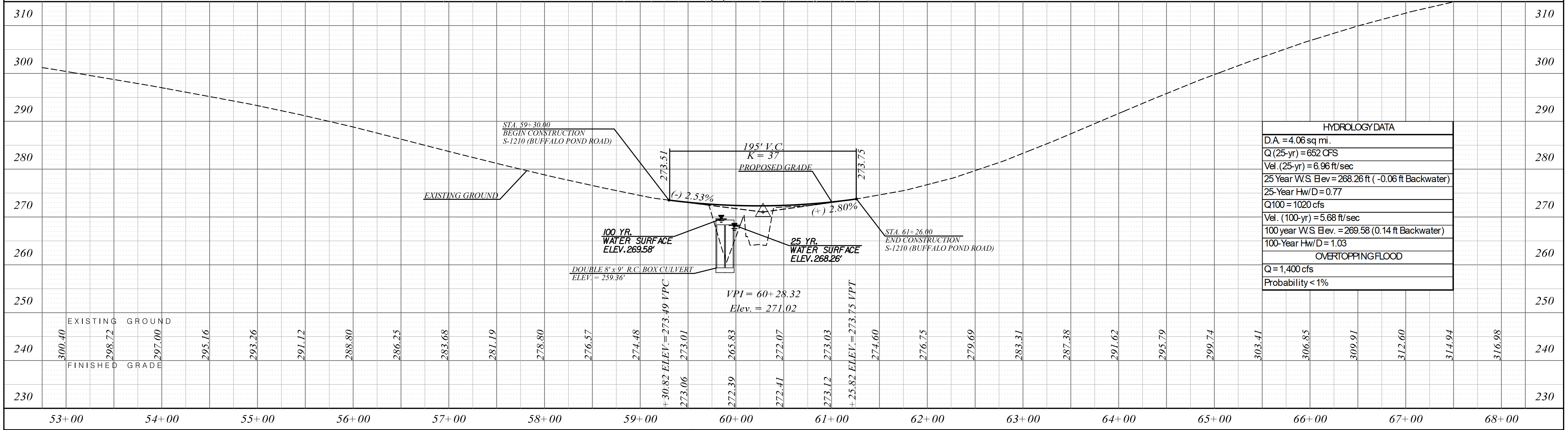
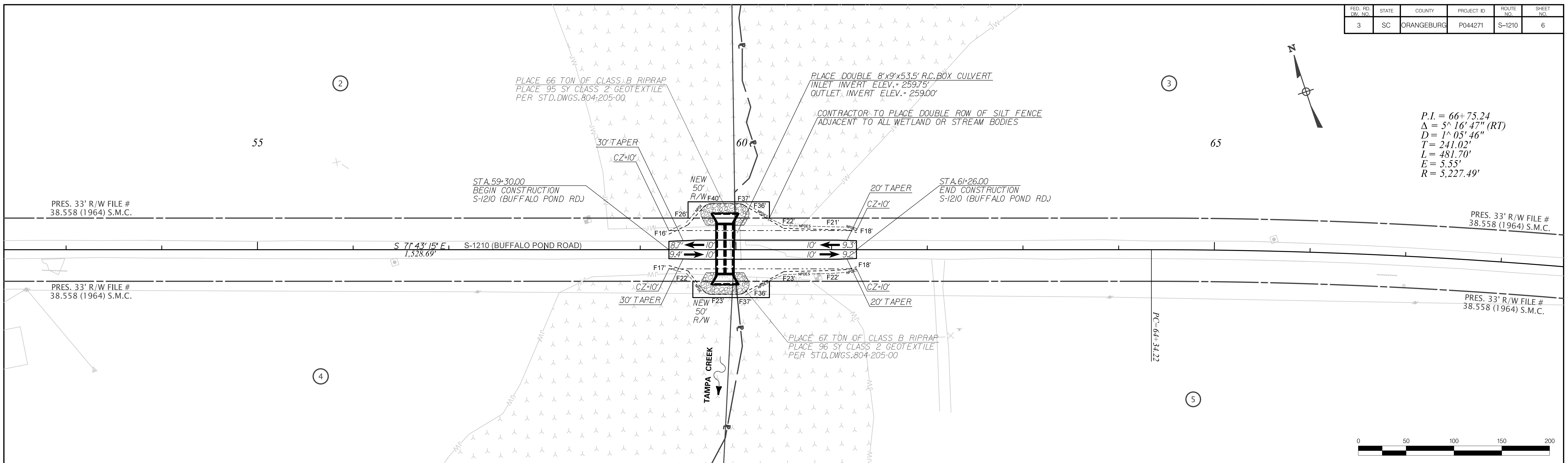
SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION
S-1210 (BUFFALO POND ROAD)
OVER TAMPA CREEK

SHEET 3

SCALE: N.T.S.

| FED. RD. DIST. NO. | STATE | COUNTY | PROJECT ID | ROUTE NO. | SHEET NO. |
|-----------------------|-------|------------|------------|--------------|--------------|
| 3 | SC | ORANGEBURG | P044271 | S-1210 | 6 |



| HYDROLOGY DATA | |
|---|--|
| D.A. = 4.06 sq mi. | |
| Q (25-yr) = 652 CFS | |
| Vel. (25-yr) = 6.96 ft/sec | |
| 25 Year W.S. Elev. = 268.26 ft (-0.06 ft Backwater) | |
| 25-Year Hw/D = 0.77 | |
| Q100 = 1020 cfs | |
| Vel. (100-yr) = 5.68 ft/sec | |
| 100 year W.S. Elev. = 269.58 (0.14 ft Backwater) | |
| 100-Year Hw/D = 1.03 | |
| OVERTOPPING FLOOD | |
| Q = 1,400 cfs | |
| Probability < 1% | |

NOT FOR CONSTRUCTION

| | | | |
|--------------|-------|------------|-------------------------|
| 4 | | | |
| 3 | | | |
| 2 | | | |
| 1 | | | |
| REV. NO. | BY | DATE | DESCRIPTION OF REVISION |
| DESIGNED BY: | _____ | DATE _____ | |
| DRAWN BY: | _____ | DATE _____ | |
| CHECKED BY: | _____ | DATE _____ | |

SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEET
S-1210 (BUFFALO POND ROAD)
OVER TAMPA CREEK

| | |
|---------|-----------------|
| SHEET 6 | SCALE: 1" = 50' |
|---------|-----------------|





S-1210 over Tampa Creek



S-22 over Caw Caw Swamp



S-39 over Cooper Swamp



S-191 over Robert's Swamp



S-458 over Indian Camp Branch



S-634 over Cooper Swamp

APPENDIX B

Required Forms and
Confidential Proprietary
Information Page List



11. NON-COLLUSION CERTIFICATION

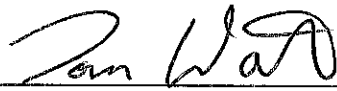
NON-COLLUSION CERTIFICATION

Project ID: 5772040

IN ACCORDANCE WITH THE PROVISIONS OF S.C. CODE ANN. §§ 39-3-10 ET. SEQ., 39-5-10 ET. SEQ., 15 U.S.C. §45; 23 C.F.R. §635.112(F); AND 28 U.S.C. §1746, I HEREBY ACKNOWLEDGE THAT I AM AN OFFICER OF THE PROPOSER FIRM AND, UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE UNITED STATES AND SOUTH CAROLINA, DECLARE, BY MY CERTIFICATION BELOW, THAT THE FOLLOWING IS TRUE AND CORRECT, AND FURTHER, THAT THIS FIRM, ASSOCIATION OR CORPORATION HAS NOT, EITHER DIRECTLY OR INDIRECTLY, ENTERED INTO ANY AGREEMENT, PARTICIPATED IN ANY COLLUSION, OR OTHERWISE TAKEN ANY ACTION IN RESTRAINT OF FREE COMPETITIVE BIDDING IN CONNECTION WITH THE SUBMISSION OF A BID PROPOSAL ON THE ABOVE REFERENCED PROJECT.

BY CHECKING THIS BOX ☒ , I CERTIFY THAT I HAVE READ, UNDERSTAND, ACCEPT, AND ACKNOWLEDGE ALL OF THE ABOVE STATEMENTS.

Executed on 3-3-2025
(Date)

Signed: 
(Officer/Proposer)
Sen Vice President : Sam
(Title)
1515 Shopton Rd, Suite 103
(Address)
Charlotte, NC 28217

12. EQUAL EMPLOYMENT OPPORTUNITY CERTIFICATION

(COMPLETE THIS SECTION FOR FEDERAL PROJECTS ONLY) EQUAL EMPLOYMENT OPPORTUNITY PERFORMANCE

Select the Certification that applies to the PROPOSER:

Certification (1) ☒ o Certification (2) ☐

Select the appropriate responses in the applicable Certification:

Certification (1): Pursuant to 41 C.F.R. §60-1.7(b)(1), Previous Equal Employment Opportunity Performance Certification, as the Prospective Prime Contractor, I HEREBY CERTIFY THAT I:

(a) (HAVE) / HAVE NOT) developed and filed an Affirmative Action Program pursuant to 41C.F.R. §60-2 and/or 60-4;

(b) (HAVE) / HAVE NOT) participated in a previous contract or subcontract subject to the equal opportunity clause;

(c) (HAVE) / HAVE NOT) filed with the Joint Reporting Committee, the Director of Office of Federal Contract Compliance, or the Equal Employment Opportunity Commission, all reports due under the applicable filing requirements,

OR

Certification (2): I, HEREBY CERTIFY that as the Prospective Prime Contractor submitting this Proposal, (CLAIM DO NOT CLAIM) exemption from the submission of the Standard Form 100 (EEO-1) due to the fact that it employs a total of less than fifty (50) employees under C.F.R. §60-1.7, or qualifies for an exempted status under 41 C.F.R. §60-1.5.

I FURTHER CERTIFY that the above Certification will be made part of any Subcontract Agreement involved with this project.

Executed on March 3, 20 25 .

Signed: Ashley N. Norman
(Officer/PROPOSER)

Title: Human Resources Manager / EEO Officer

Company: E.S. Wagner Co., LLC

Address: 427 Oak Rd., Piedmont, SC 29673

Note: The above certification is required by the Equal Employment Opportunity Regulations of the Secretary of Labor (41 CFR 60-1.7(b)(1)), and must be submitted by PROPOSERS only in connection with contracts which are subject to the equal opportunity clause. Contracts that are exempt from the equal opportunity clause are set forth in 41 CFR 60-1.5. (Generally, only contracts of \$10,000 or under are exempt.)

Currently, Standard Form 100 (EEO-1) is the only report required by Executive Orders or their implementing regulations.

Proposers, Primary Members, or proposed Contractors and Consultants who have participated in a previous contract subject to the Executive Orders and have not filed the required reports shall note that 41 CFR 60-1.7(b)(1) prevents the award of contracts and subcontracts unless such contractor submits a report covering the delinquent period or such other period specified by the Federal Highway Administration or by the Director, Office of Federal Contract Compliance, U.S. Department of Labor.

NOTICE OF RECEIPT
Bridge Package 32
Design-Build – Contract ID 5772040
Bamberg, Calhoun, and Orangeburg Counties

Addendum 1

The information in this addendum shall be made part of the contract documents. PROPOSERS are instructed to incorporate the information into the previously provided RFP documents.

PROPOSERS are required to sign this document and enclose it with their Technical Proposal. Receipt of this signed document by The South Carolina Department of Transportation serves as confirmation that the PROPOSER has received and incorporated this Addendum into the contract documents.

Confirmation Statement:

I, the PROPOSER confirm that I have received this addendum package and have incorporated the information provided in the addendum into the contract documents.

Tom Watson
PROPOSER's Signature

March 6, 2023
Date

Tom Watson
Printed Name

For: E.S. Wagner & Holt DBT
Design-Build Team Name





1515 SHOPTON RD. • CHARLOTTE, NC 28217 • (704) 676-9992 • FAX (704) 676-9923 • WWW.ESWAGNER.COM

March 3, 2024

RE: Confidential or Proprietary Information
Bridge Package 32 – Design Build Project
Contract ID: 5772040
County: Bamber, Calhoun & Orangeburg

To whom it may concern,

There are no items in ES Wagner's Proposal for the above referenced project that require confidentiality

Sincerely,

A handwritten signature in black ink. The signature is cursive and appears to read "Tom Watson".

Tom Watson, P.E.
(864) 884-0400
twatson@eswagner.com
Senior Vice President & General Manager
E.S. Wagner Co., LLC

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

PROPOSER hereby indicates that it has, to the best of its knowledge and belief has:

✓ Determined that no potential organizational conflict of interest exists.

 Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

1. Describe nature of the potential conflict(s):
2. Describe measures proposed to mitigate the potential conflict(s):



Signature

3/5/2025
Date

Tom Watson
Print Name

E.S. Wagner Co., LLC
Company

If a potential conflict has been identified, please provide name and phone number for a contact person authorized to discuss this disclosure certification with Department of Transportation contract personnel.

Name

Phone

Company

13. STIPEND ACKNOWLEDGEMENT FORM

Stipend Acknowledgement Form

Bridge Package 32 Bamberg, Calhoun, and Orangeburg Counties

Proposer: E.S. Wagner Co., LLC

ADDRESS: 1515 Shopton Road, Suite 103, Charlotte, NC 28217

The undersigned Proposer, hereby:

☐

Waives the stipend for this Project.

☒

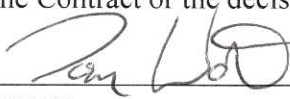
Accepts the stipend for this Project.

By accepting the stipend for this Project, Proposer agrees:

- 1) to execute and include the Stipend Agreement in Article XIII of the RFP with its RFP response;
- 2) to submit an invoice with FEIN number for the stipend amount to the SCDOT POC after SCDOT's posting of the Notice of Award on SCDOT's Design-Build Website.;
- 3) to transfer all rights to its Work Product used to develop the Proposal as of the date of this acknowledgement. "Work Product" means all submittals, ideas, innovations, solutions, methods, processes, design concepts, materials, electronic files, marked up drawings, cross sections, quantity lists and intellectual property, made by Proposer during the RFP process, including the Proposal, exchange of information during the pre-Proposal and post-Proposal period.

SCDOT will pay the stipend to each eligible unsuccessful Proposer, who has signed a Stipend Agreement, within ninety (90) days after execution of the Contract or the decision to not award a contract.

3-3-2025
Date


Proposer

Tom Watson
Print Name

14. STIPEND AGREEMENT

STIPEND AGREEMENT

Project ID: 5772040

Bridge Package 32

Bamberg, Calhoun, and Orangeburg Counties

THIS STIPEND AGREEMENT (the "Agreement") is made and entered into as of the 5th day of March, 2025 by and between the SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION (hereinafter "SCDOT"), and E.S. Wagner Company, LLC ("Proposer"), with reference to the following facts:

SCDOT issued a Request for Proposal ("RFP") for design and construction of the above-referenced Design-Build Project ("Project"), pursuant to procurement authority granted in Section 57-5-1625 of the S.C. Code of Laws, 1976, as amended. The RFP provided for payment of stipends as provided herein. Capitalized terms used, but not defined, have the meanings ascribed in the RFP.

NOW, THEREFORE, Proposer hereby agrees as follows:

1. Work Product.

1.1 Proposer shall prepare and submit a responsible and responsive Technical Proposal and Cost Proposal that conforms in all material respects to the requirements and provisions of the RFP, as determined by SCDOT, and are timely received by SCDOT in accordance with the RFP Milestone Schedule.

1.2 By signing this Stipend Agreement, Proposer agrees to transfer full and complete ownership to SCDOT of all Work Product. The Work Product (as defined below) shall become the property of SCDOT without restriction or limitation on its use, without further compensation or consideration, and can be used in connection with this Project or any future projects by SCDOT. Neither Proposer nor any of its team members shall copyright any of the material developed under this Agreement.

1.3 The term "Work Product" shall mean the Proposal and all material, electronic files, marked up drawings, cross sections, quantity lists, submittals, ideas, innovations, solutions, methods, processes, design concepts, Trade Secrets or confidential information, and intellectual property, made by or produced for Proposer in the development and submission of the Technical and Cost Proposal, including exchanges of information during the pre-Proposal and post-Proposal period.

2. Compensation and Payment.

2.1 A stipend to Proposer for the Work Product described herein shall be \$65,000.00 and is payable to Proposer that was determined to be responsible and (1) submitted a responsive Technical Proposal and responsive Cost Proposal to the RFP which is not selected for award of this Project, or (2) was awarded the Contract but the Contract was terminated by SCDOT for convenience after the Submittal of Proposal Due Date (See Final RFP Milestone schedule) but prior to the Notice to Proceed #1. Responsibility of Proposers and responsiveness of the Technical Proposal and Cost Proposal will be determined by SCDOT as a condition of payment.

2.2 SCDOT will pay the stipend to Proposer as follows, subject (as applicable) to the following conditions:

- (a) Proposer has submitted this signed Stipend Agreement, unchanged with its response to the RFP.
- (b) After posting of the Notice of Award on SCDOT's Design-Build Website, Proposer has submitted to SCDOT an invoice, with FEIN Number, for the Stipend amount.
- (c) After execution of the Contract or the decision not to award a contract, SCDOT will pay the invoice for the stipend amount to the unsuccessful Proposer meeting the criteria of Section 2.1 within 90 calendar days of receipt of the invoice from Proposer.
- (d) If the procurement is suspended or cancelled prior to the Proposal Due Date (see FINAL RFP Milestone schedule), no stipend will be paid to Proposer.
- (e) After the submittal of Proposals, but prior to award, if the procurement is cancelled, all Proposers that provide a responsive Technical Proposal and Cost Proposal to the final RFP and submitted a signed Stipend Agreement with their RFP shall receive the stipend
- (f) In the event of a Best and Final Offer, only one stipend will be paid to each Proposer that executed a Stipend Agreement and met the other criteria and conditions herein.
- (g) No stipends will be paid to a Proposer who withdraws at any time from this procurement.

2.3 Acceptance by the Proposer of payment of the stipend amount from SCDOT shall constitute a waiver by Proposer of any and all right, equitable or otherwise, to bring any claim in connection with this procurement, procurement process, award of the Contract, or cancellation of this procurement.

2.4 The Proposer awarded the contract shall be not eligible to receive a stipend.

2.5 If Proposer elects to waive payment of the stipend, SCDOT will not use the ideas or information contained in that Proposer's Proposal for this Project. However, the Proposer's Proposal will be subject to the South Carolina Freedom of Information Act.

3. Indemnities.

3.1 Subject to the limitations contained in Section 3.2, Proposer shall indemnify, protect and hold harmless SCDOT and its directors, officers, employees and contractors from, and Proposer shall defend at its own expense, all claims, costs, expenses, liabilities, demands, or suits at law or equity arising, in whole or in part, from the negligence or willful misconduct of Proposer or any of its agents, officers, employees, representatives or subcontractors or breach of any of Proposer's obligations under this Agreement.

3.2 This indemnity shall not apply with respect to any claims, demands or suits arising from use of the Work Product by SCDOT.

4. Compliance With Laws.

4.1 Proposer shall comply with all federal, state, and local laws, ordinances, rules, and regulations applicable to the work performed or paid for under this Agreement and covenants and agrees that it and its employees shall be bound by the standards of conduct provided in applicable laws, ordinances, rules, and regulations as they relate to work performed under this Agreement. Proposer agrees to incorporate the provisions of this paragraph in any subcontract into which it might enter with reference to the work performed pursuant to this Agreement.

4.2 The Proposer agrees (a) not to discriminate in any manner against an employee or applicant for employment because of race, color, religion, creed, age, sex, marital status, national origin, ancestry or disability of a qualified individual with a disability; (b) to include a provision similar to that contained in subsection (a) in any subcontract; and (c) to post and to cause subcontractors to post in conspicuous places available to employees and applicants for employment, notices setting forth the substance of this clause.

5. Assignment.

Proposer shall not assign this Agreement without SCDOT's prior written consent. Any assignment of this Agreement without such consent shall be null and void.

6. Miscellaneous.

6.1 Proposer and SCDOT agree that Proposer, its team members, and their respective employees are not agents of SCDOT as a result of this Agreement.

6.2 This Agreement, together with the RFP, as amended from time to time, the provisions of which are incorporated herein by reference, embodies the entire agreement of the parties. There are no promises, terms, conditions, or obligations other than those contained herein or in the RFP, and this Agreement shall supersede all previous communications, representation, or agreements, either oral or written, between the parties hereto.

6.3 It is understood and agreed by the parties hereto that if any part, term, or provision of this Agreement is by the courts held to be illegal or in conflict with any law of the State of South Carolina, the validity of the remaining portions or provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if the Agreement did not contain the particular part, term, or provisions to be invalid.

6.4 This Agreement shall be governed by and construed in accordance with the laws of the State of South Carolina.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first written above.

Witness:

SOUTH CAROLINA DEPARTMENT
OF TRANSPORTATION

By: _____

Jae Mattox
Preconstruction Alternative Delivery Engineer

Recommended:

Tyler A. Clark

Proposer
