

December 18, 2023

**SUBMITTAL OF PROPOSAL**

Project ID P042942

**SCDOT | Design-Build Project  
US 17A/21 over CSX Emergency Bridge Replacement**

Beaufort & Hampton Counties, SC



*Submitted by Lead Contractor & Proposer*



5562 Pendergrass Blvd | Great Falls, SC 29055

*In association with Lead Designer*



3014 Southcross Boulevard | Rock Hill, SC 29730

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**United Infrastructure Group, Inc. (UIG)**, with **KCI Technologies (KCI)** for design engineering services, has developed a best-value schedule-driven solution for the US 17A/21 over CSX Emergency Bridge Replacement Design-Build Project in Beaufort/Hampton Counties, South Carolina. As our **first measure of schedule assurance**, we assembled a complete comprehensive team with vast ability to complete the Project within the required timeframe. Our resource intensive team includes the following firms for their respective disciplines: UIG for Mgt/Demo/Bridge Construction, KCI for Design/Quality Control/Survey, S&ME for Geotechnical, J.R. Wilson for Roadway Construction, C.R. Jackson for Asphalt Paving, Lee & Sims for Drilled Shafts, Standard Concrete Products for Prestressed Concrete Beams, and about 20 more specialty subcontractors and suppliers. To facilitate an accelerated delivery of the Project, our approach includes the above robust team coupled with the **below additional schedule assurance measures** and many more schedule assurance strategies which are further detailed in our **Daily Delivery Schedule on Page 3 herein**:

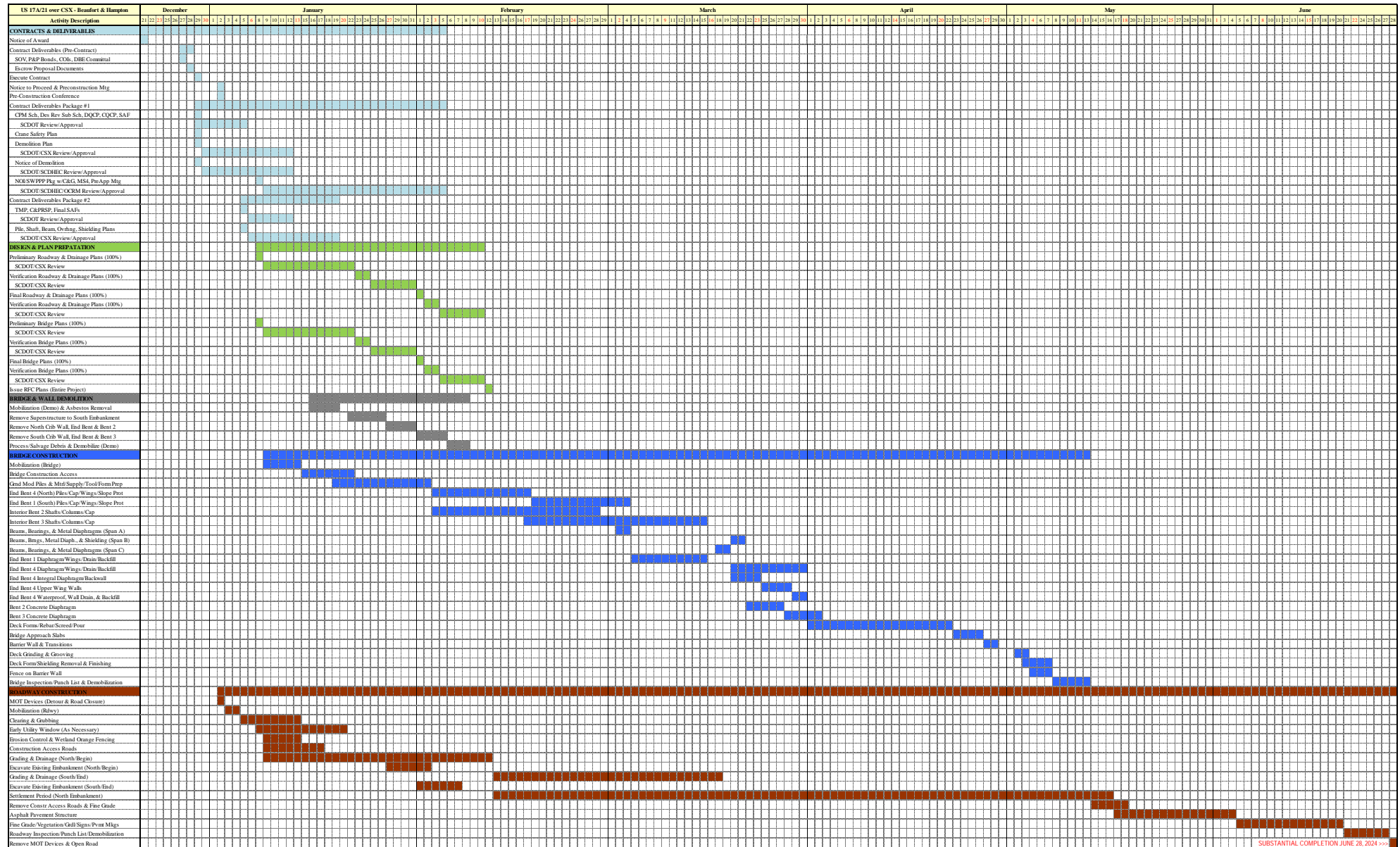
**Design** – Final Road and Bridge Designs and Plans (which are completely within SCDOT’s ROW and General Permit Limits in Attachment B) along with the required Pre-Contract Deliverables and most of the Early Contract Deliverables were completed during the Procurement Phase of the Project. Contract Deliverables Package #1 will be submitted by December 29, 2023, and includes the CPM Schedule, Design Review Submittals Schedule, Design Quality Control Plan, Construction Quality Plan, and Initial Subcontractor Approval Forms. Contract Deliverables Package #2 will be submitted by January 5, 2024, and includes the Traffic Management Plan, Community & Public Relations Support Plan, Final Subcontractor Approval Forms and any other critical information. Preliminary Plans (which will actually be Final Road and Bridge Plans) will be submitted to SCDOT and CSX on January 8, 2024, for concurrent reviews immediately following Contract Deliverables Package #2. At this time, the NOI/SWPPP Permit Package would be submitted to SCDOT immediately followed by a joint Pre-Application Meeting with SCDOT and SCDHEC to discuss (and revise as necessary) the NOI/SWPPP Permit Package. With the ample time allowed in the schedule for the various submittal reviews and for addressing/closing any comments, Final Plans would be submitted by February 1, 2024, followed by RFC Plans on February 12, 2024. All design submittals will follow Exhibit 4z requirements including a separate Prestressed Concrete Beam submittal per Addendum #2 to accelerate beam fabrication.

**Early Works** – Early construction activities away from CSX ROW will commence immediately upon NTP and SCDOT’s pre-requisite approvals since this project falls under “Public Emergency” status per SCDHEC Permit SCR160000 Section 2.3 Paragraph D which permits discharges in advance of NOI/SWPPP coverage as long as permit and documentation are submitted within 30 days of commencing construction activities. Furthermore, with SCDOT’s consent, critical roadway activities will commence/advance ahead of RFC plans at the sole risk of the Contractor as long as such does not create a safety issue, potentially compromise any future permanent works, cause any environmental concerns, or require CSX approval.

**Demolition** – The bridge superstructure will be saw cut into manageable components and carefully removed then processed/salvaged. End Bent 1, Crib Wall 1, and Bent 2 will be removed and processed on the north side of the tracks. Eng Bent 2, Crib Wall 2, and Bent 3 will be removed and processed on the north side of the tracks. As necessary, large diameter temporary steel casing will be installed down and around each partially removed column at existing Bents 2 and 3 as shoring to allow excavation and removal of the columns down to 3’ below ground surface. All concrete will be crushed, rebar removed, and processed/incorporated into the embankments and/or construction access roads.

**Construction** – The onsite construction resources will include 1-2 clearing/grubbing crews, 2 grading crews, 2 demolition crews, 3-4 bridge crews, 1-2 shaft crews, 1 paving crew, and several more specialty work crews working 6 days/week but will work 7 days/nights as necessary to meet schedule deadlines. Site work will begin immediately after notice to proceed, especially the construction access roads to accommodate early mobilization of demo and bridge resources and to allow bridge and roadway work to progress concurrently without interfering with each other. To ensure ample crane hoist capacity for all work and compliance with CSX criteria, a 250T crane will be mobilized/positioned on the south side of the tracks and a 300T will be mobilized/positioned on the north side of the tracks. Borrow material will be delivered from the Early Branch Mine which is an established SCDHEC permitted commercial pit (I-001805). The north embankment will be an early priority to allow adequate time for settlement prior to construction of approach slabs and asphalt pavement. The paving will occur near the end of the project to allow maximum time for any settlements to occur. **The entire Design-Build Team is 100% committed to achieving Substantial Completion no later than June 28, 2024!**

## DB Project US 17A/21 over CSX Emergency Bridge Replacement





## **APPENDIX A**

FED. RD. DIV. NO.	STATE	COUNTY	PROJECT ID	ROUTE NO.	SHEET NO.
3	S.C.	HAMPTON/ BEAUFORT	P042942	US 21/ US 17A	0

# APPENDIX A.1

# CONCEPTUAL

# BRIDGE PLANS

<div><div><div><div><div><div></div></div></div><div><div><span>KCI</span></div><div>ENGINEERS   PLANNERS   SCIENTISTS   CONSTRUCTION MANAGERS</div></div></div><div><div><div><div><div></div></div></div><div><div><span>KCI TECHNOLOGIES</span></div><div>SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION</div></div></div></div></div><div>US 21 / US 17A</div></div>	
COUNTY HAMPTON/BEAUFORT	ROUTE US 21/US 17A
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION COLUMBIA, S.C.	
COVER SHEET	
SCALE 1" = NTS	

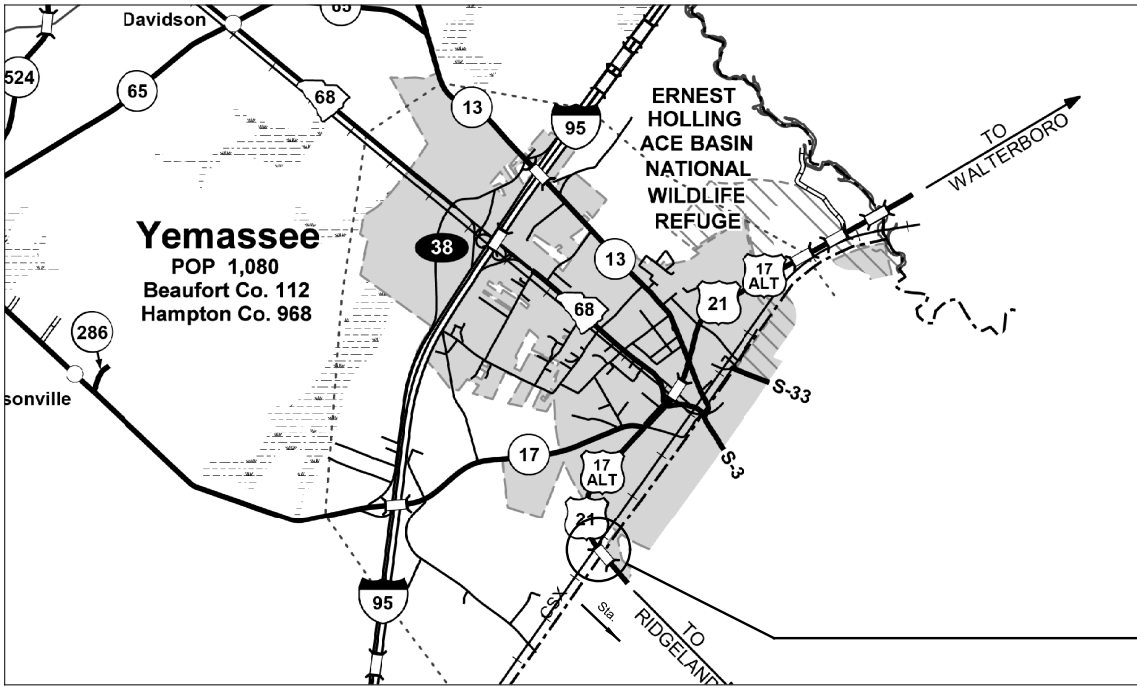
INDEX OF SHEETS

- 1. Title Sheet
- 2. General Notes
- 3. Bridge Plan and Profile
- 4. Rail Information
- 5. Foundation Layout
- 6. End Bents 1 & 4
- 7. Interior Bents 2 & 3
- 8. Superstructure Typical Section
- 9. Superstructure Details



PROPOSED PLANS  
FOR

BEAUFORT AND HAMPTON COUNTIES  
PROJECT ID P042942  
U.S. ROUTE 21 & U.S. ROUTE 17-ALT (FRAMPTON ROAD)  
REPLACE BRIDGE OVER CSX RAILROAD



Submit Shop Plans to:

KCI Technologies, Inc.  
3014 Southcross Blvd.  
Rock Hill, SC 29730

Telephone: (803) 980-6025

Approximate Location of Bridge is

Latitude 32° - 40' - 26" N  
Longitude 80° - 51' - 31" W

SCDOT REVIEW	FOR CONSTRUCTION	
	INITIAL	DATE
PRECONSTRUCTION SUPPORT - ROAD		
PRECONSTRUCTION SUPPORT - STRUCTURES		
RPG - DESIGN MANAGER		
RPG - PROGRAM MANAGER		

THE INITIALS ABOVE DO NOT RELIEVE THE ENGINEER OF RECORD OF THE RESPONSIBILITY TO DESIGN THIS PROJECT IN ACCORDANCE WITH ALL APPLICABLE CRITERIA.

3 DAYS BEFORE DIGGING IN  
SOUTH CAROLINA

CALL 811

SOUTH CAROLINA 811 (SC811)  
WWW.SC811.COM

ALL UTILITIES MAY NOT BE A MEMBER OF SC811

ASSET ID 10890

TRAFFIC DATA

2025 ADT 2,600 V.P.D.

\*2045 ADT \*4,300 V.P.D.

TRUCKS 14 %  
\*DESIGN TRAFFIC DATA

NET LENGTH OF ROADWAY	0.000	MILES
NET LENGTH OF BRIDGES	0.046	MILES
NET LENGTH OF PROJECT	0.046	MILES
LENGTH OF EXCEPTIONS	0.000	MILES
GROSS LENGTH OF PROJECT	0.046	MILES

NOTE: EXCEPT AS MAY OTHERWISE BE SPECIFIED ON THE PLANS OR IN THE SPECIAL PROVISIONS, ALL MATERIALS AND WORKMANSHIP ON THIS PROJECT SHALL CONFORM TO THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2007 EDITION) AND THE STANDARD DRAWINGS FOR ROAD CONSTRUCTION IN EFFECT AT THE TIME OF THE RELEASE OF THE FINAL RFP.

CONSULTING ENGINEERING FIRM



KCI TECHNOLOGIES, INC.  
3014 SOUTHCROSS BOULEVARD  
ROCK HILL, SOUTH CAROLINA 29730

ENGINEER OF RECORD

CONCEPTUAL PLANS

DECEMBER 18, 2023

FOR CONSTRUCTION : DATE

BRIDGE PLANS ID	SHEET NO.
P042942-B01	2

MATERIAL & WORKMANSHIP

Provide all material and workmanship in accordance with the South Carolina Department of Transportation 2007 Standard Specifications for Highway Construction, unless otherwise specified on the Plans or in the Special Provisions.

COORDINATION OF PLANS, SPECIFICATIONS, AND SPECIAL PROVISIONS

Generally, in case of discrepancy, this General Notes sheet governs over the Standard Specifications but the remainder of the plans govern over notes on this sheet and Special Provisions govern over all. See Subsection 105.4 of the Standard Specifications.

WATER ELEVATIONS

The water elevations shown in the plans are for information only and the actual water elevation during construction may vary depending on weather conditions and seasonal fluctuations.

COMPLETION DATES

On inside face of right side barrier parapet/railing at beginning of bridge and on left side barrier parapet/railing at end of bridge, place year of completion adjacent to guardrail attachment. Place this completion date so that it will not be covered by the guardrail connector when it is installed. Recess numbers in the concrete using numbers fabricated from reusable/durable material that is approved by the RCE. Provide numbers in accordance with SCDOT Standard Drawing No. 702-305-00.

REINFORCING STEEL

Fabricate reinforcing bars as noted on Reinforcing Bending Details sheet. Do not use lap splices in column and shaft reinforcing steel.

PRESTRESSED CONCRETE BEAMS

Beam lengths given are based on horizontal span only. Increase lengths to correct for concrete shrinkage, concrete shortening when the strands are cut, and for beams being on a grade.

All overhang brackets in the top flange of exterior beams shall be galvanized in accordance with AASHTO M 111, AASHTO M 232, or ASTM F 2329 as appropriate and shall be detailed accordingly in the shop plans.

CONCRETE

Provide the class of concrete as noted in the contract documents. For cast-in-place structural elements, use Class 4000 concrete where the class of concrete is not specified in the contract documents.

When holes are cast in beams to accommodate falsework, fill the holes with a non-shrink structural grout suitable for overhead repairs after falsework is removed.

After erection of the beams and prior to the erection of the deck slab falsework, measure beam cambers. Compare the measured beam cambers to the values shown on the Plans to aid in determining if field adjustments are needed. Submit beam camber measurements and any proposed field adjustments to the RCE for approval. All cost of performing this work is considered incidental to the Contract and no additional compensation is allowed for the performance of this work.

Payment for concrete in slab is based on theoretical plan quantity. No adjustment is made for variation in camber.

Chamfer all exposed edges 3/4" unless otherwise noted.

The minimum acceptable concrete cover for reinforcing steel is 1/2" less than the plan dimensions when required by reinforcing bar fabrication tolerances.

Cast build-ups and shear keys on bent caps monolithic with the cap unless indicated otherwise in these plans. Construct the top of each build-up level.

GRINDING & TEXTURING CONCRETE DECKS

For bridge stage construction projects, grind and texture the bridge decks as necessary near the stage longitudinal construction joints in order to meet the longitudinal and transverse rideability and rolling straightedge requirements of the Contract.

Prior to casting any closure pour, grinding, or texturing, make profile line surveys (2 to 6 as determined by the RCE) of each stage of the bridge decks. Make one of these profile line surveys for each stage along the edge of the deck adjacent to the closure pour. Compare the surveys within each stage and compare the surveys of each stage to surveys of the adjacent stage to aid in determining the amount of grinding and texturing needed to meet the rideability and rolling straightedge requirements. Submit all grinding and texturing procedures, plotted survey profiles, and proposed grinding depths to the RCE for approval. Maintain a final cover of 2" minimum over the bridge deck reinforcing steel.

Follow the above procedures for all stages of the work. For all surveys performed on the same bridge, use identical stations for survey shots in order to facilitate survey comparisons. All costs for performing, evaluating, and submitting the surveys are considered incidental to the Contract and no additional compensation is allowed for the performance of this work.

Payment for grinding and texturing concrete bridge decks at the junction of new and existing bridge deck slabs is determined in accordance with Subsection 702.6 of the Standard Specifications. No payment is made for grinding and texturing of new bridge decks to correct irregularities and excessive deviations.

ALLOWANCE FOR DEAD LOAD DEFLECTION & SETTLEMENT

In setting forms for structural steel or prestressed concrete beam spans, apply an allowance to the design finished grade to compensate for computed dead load deflections.

Prior to making deck pours on any stage construction work, and bridge widening projects, consider and make adjustments as necessary for partially loaded beams adjacent to closure pour areas. Verify that any proposed adjustment on partially loaded beams does not create a change in the deck thickness or a reduction in the concrete cover over the reinforcing steel. Welded studs on steel beams and reinforcing steel extending up out of prestressed beams shall meet the requirements for a composite section (extend up into the deck past the bottom mat of reinforcing steel) regardless of any adjustments.

In setting falsework for reinforced concrete spans, make an allowance for the deflection of the falsework, for any settlement of the falsework, for the instantaneous dead load deflection of the span, and for the long-time dead load deflection of the span such that on removal of the falsework the top of the structure shall conform to theoretical finished grade plus the allowance for long-time deflection.

For instantaneous and long-time dead load deflection, use a camber of 1/8" for concrete flat slab spans 22 feet in length, 3/16" for concrete flat slab spans 30 feet in length, and 1/4" for concrete flat slab spans 40 feet in length, unless otherwise directed by the RCE. Adjust these cambers as necessary to allow for falsework deflection, falsework settlement, and vertical curve ordinates.

PERMANENT STEEL BRIDGE DECK FORMS

Permanent stay-in-place steel bridge deck forms for concrete deck slabs may be used at the Contractor's option.

Notify the Department and the Fabricator of the beams if using this option so that shop plans can be properly detailed.

DRIVEN PILE FOUNDATIONS

Where piles occur in fill, place fill before driving piles.

Where prestressed concrete piles are to be driven through fill, install piles in pre-bored holes extending to the original ground. For square prestressed concrete piles, bore holes having a minimum diameter of 1.25 times the nominal pile size. Include all cost of pre-boring fills for pile installation in the unit price bid for the piles.

EXCAVATION FOR END BENTS

Include all cost of excavation necessary to construct end bents and to remove material under superstructure to an elevation twelve inches below tops of end bent caps, in the unit price bid for class of concrete specified in the Plans.

If a concrete footing is used for the end bent, the excavation below that included for the cap and berm in the above paragraph is paid for at the unit price bid for excavation. Include excavation above this in the unit price bid for class of concrete specified in the Plans.

STRUCTURAL STEEL

Layout dimensions and standard lengths of beams shown are horizontal dimensions which must be increased when bridge is on grade.

When holes are placed in webs to accommodate falsework, install high strength bolts in the holes after falsework is removed.

Notify the Department of the name and address of the Fabricator of the structural steel as soon as the Fabricator has been given the contract to fabricate so that the inspection procedure can be set up.

Do not field or shop weld erection hardware to the structural steel members.

Make all bolted connections with 7/8" dia. ASTM F3125, Grade A325 bolts unless otherwise indicated.

Generally, holes for 7/8" dia. bolts shall be 15/16" dia. However, for straight girder spans, oversized holes, 3/16" larger than bolt dia. may be used in diaphragms and/or crossframes and their connection plates provided hardened washers are installed over oversize holes in the outer ply of the material gripped.Hardened washers are required under bolts on oversized holes. In every case install a hardened washer under the element turned for each bolt of a bolted connection. Indicate on the Shop Plans which holes are to be oversize and where hardened washers are required. No additional payment is made for the costs associated with the use of oversize holes and furnishing additional hardened washers as necessary.

PAINT FOR STRUCTURAL STEEL

Paint structural steel in accordance with Section 710 of the Standard Specifications.

BEARING ASSEMBLIES

If bearing assemblies support weathering steel beams or girders, fabricate bearing assembly components from weathering steel and paint them using the NS2 Paint System. Galvanize all other bearing assemblies in accordance with AASHTO M 111, AASHTO M 232, or ASTM F 2329 as applicable.

After the required field welding of painted bearing assemblies, field repair the weld areas and/or any damaged areas to the paint in accordance with Subsection 710.4.2 of the Standard Specifications. After the required field welding of galvanized bearing assemblies, field repair the weld areas and/or damaged areas of the galvanized coating in accordance with ASTM A 780.

Include all cost of furnishing and installing steel bearing assembly components in the lump sum price bid for structural steel if a bid item for structural steel is included in the project. Otherwise, include the cost in the unit price bid for prestressed beams.

ANCHOR BOLTS

Galvanize all components of anchor bolt assemblies in accordance with AASHTO M 232 or ASTM F 2329 as applicable. The weight of anchor bolt assemblies is included in the bent quantities for reinforcing steel. Include all costs of furnishing and installing anchor bolt assemblies in the unit price bid for reinforcing steel.

ORIENTATION IN RELATION TO STATIONING

Left and right sides, where referred to in these plans, are in relation to direction of stationing.

FINAL FINISH OF EXPOSED CONCRETE SURFACES

Apply the final surface finish on the bridge(s) only to the following checked and designated bridge areas:

- ☐ A) Entire surface of all barrier rails, parapet walls, approach slab curbs, concrete utility supports, and wing walls; outside vertical edge of bridge deck slabs and sidewalks.
- ☐ B) Outside face of exterior prestressed girders.
- ☐ C) Entire surface of designated substructure units, except top of bent caps and piers.
- ☐ All Units

☐ Designated Units:
- ☒ D) No final surface finish required.

SPECIFICATIONS

AASHTO 2017 LRFD Bridge Design Specifications, 8th Edition.

ANSI/AASHTO/AWS D1.5 Bridge Welding Code (Latest Edition) with additions and revisions as stated in the Standard Specifications.

DESIGN DATA

Load and Resistance Factor Design (LRFD) Method

Live Load: AASHTO HL-93 Loading

The top 1/4" of all concrete slabs is considered as a wearing surface and is not included in the slab depth used for the calculation of section properties.

All bolted connections, except for steel diaphragm members used with prestressed concrete beams, are designed as slip-critical connections having Class "B" contact surfaces.

An extra dead load of 0.016 KSF is incorporated into the design of this structure to accommodate the use of steel stay-in-place forms.

An extra dead load of 0.015 KSF is incorporated into the design of this structure as an allowance for a future wearing surface.

Seismic Design is in accordance with the 2008 SCDOT "Seismic Design Specifications for Highway Bridges", Version 2.0, with the following parameters:

Seismic Design Category: C  
Analysis Method: Multimode Spectral with Pushover  
Operational Classification: II

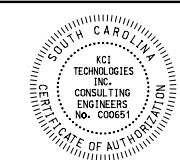
Design Acceleration Coefficients:

PGA (FEE): 0.19 g  
S<sub>as</sub> (FEE): 0.38 g  
S<sub>a1</sub> (FEE): 0.16 g  
PGA (SEE): 0.45 g  
S<sub>as</sub> (SEE): 0.99 g  
S<sub>a1</sub> (SEE): 0.59 g

FEE Acceleration Design Response Spectrum Data			
Period (Sec)	S <sub>a</sub> (g)	Period (Sec)	S <sub>a</sub> (g)
0.00	0.191	0.72	0.221
0.01	0.223	0.87	0.182
0.03	0.256	1.02	0.155
0.04	0.288	1.17	0.135
0.05	0.320	1.33	0.120
0.07	0.352	1.48	0.107
0.08	0.384	1.63	0.097
0.11	0.384	1.78	0.089
0.14	0.384	1.93	0.082
0.16	0.384	2.09	0.076
0.19	0.384	2.24	0.071
0.22	0.384	2.39	0.066
0.25	0.384	2.54	0.062
0.27	0.384	2.70	0.059
0.30	0.384	2.85	0.056
0.33	0.384	3.00	0.053
0.36	0.384		
0.38	0.384		
T <sub>s</sub>	0.41	0.384	
	0.56	0.281	


SEE Acceleration Design Response Spectrum Data			
Period (Sec)	S <sub>a</sub> (g)	Period (Sec)	S <sub>a</sub> (g)
0.00	0.452	0.88	0.673
0.02	0.543	1.02	0.580
0.04	0.633	1.16	0.509
0.06	0.723	1.30	0.454
0.08	0.813	1.44	0.409
0.10	0.903	1.59	0.373
T <sub>o</sub>	0.12	0.993	1.73
	0.16	0.993	1.87
	0.20	0.993	2.01
	0.24	0.993	2.15
	0.28	0.993	2.29
	0.32	0.993	2.43
	0.36	0.993	2.58
	0.40	0.993	2.72
	0.44	0.993	2.86
	0.48	0.993	3.00
	0.52	0.993	
	0.56	0.993	
T <sub>s</sub>	0.60	0.993	
	0.74	0.803	

Values determined from: Site-Specific Response Analysis



CONCEPTUAL PLANS  
12/18/23

REV.	JWB	AEL	12-23
			P042942-B01
REV.	RCV	PCW	06-23
			DM0323
REV.	PCW	HL	09-20
			ASTM F3125
REVIEWED	JSA		
QUAN.			
DR.	GFD	SAN	8-07
DSS.			
BY	CHK.	DATE	



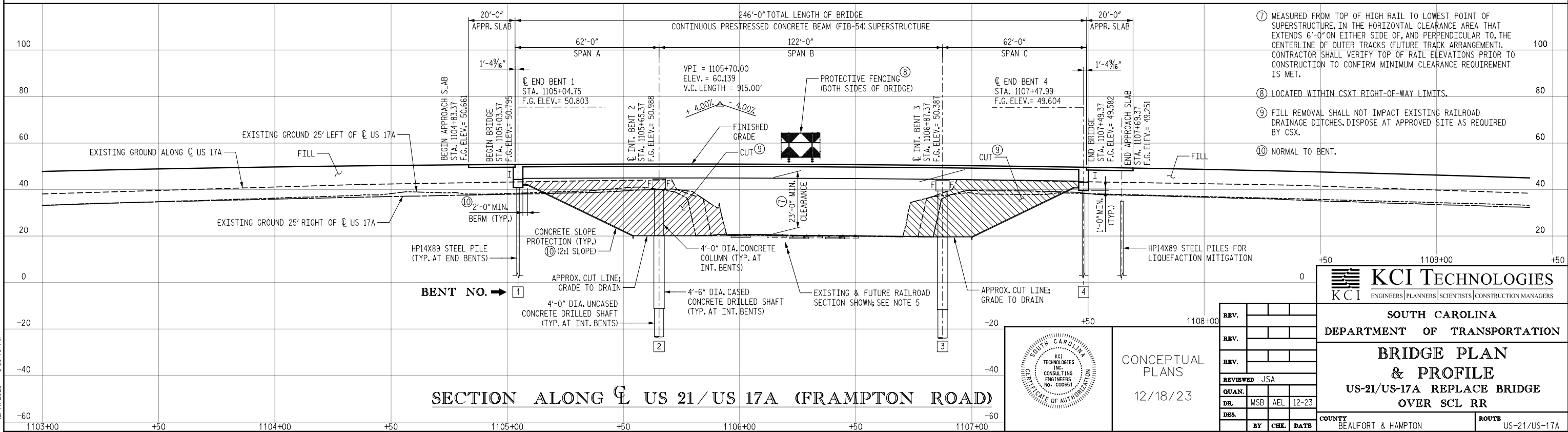
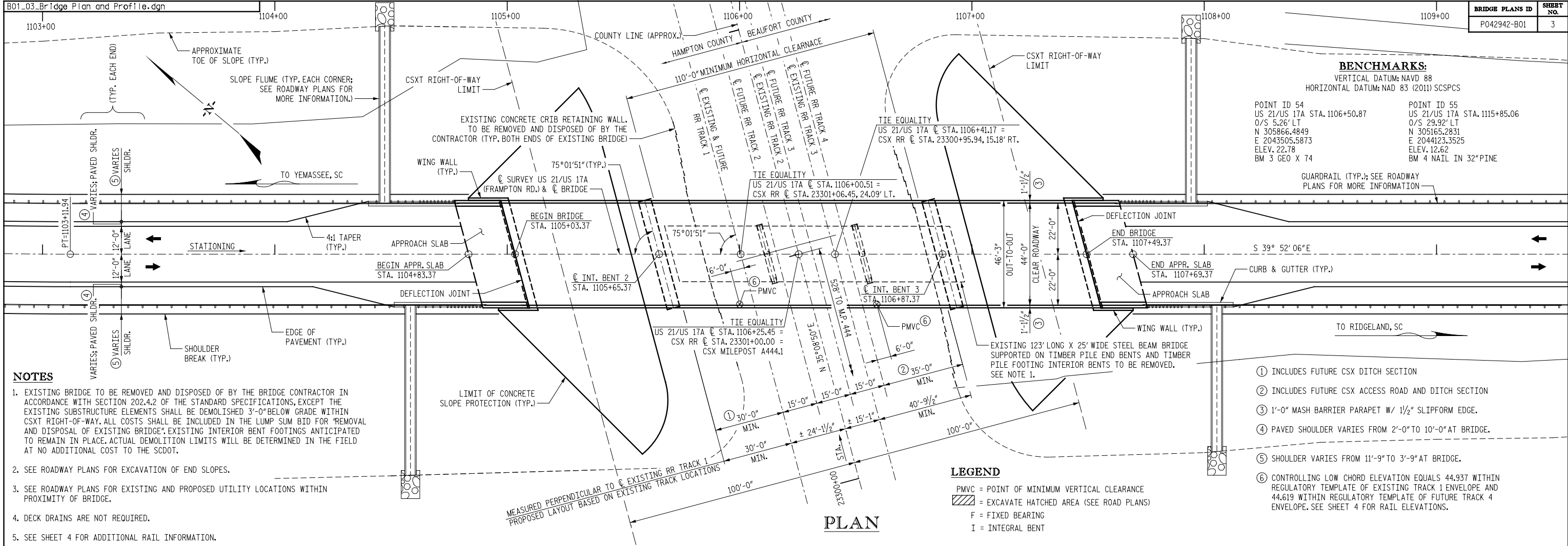
**KCI TECHNOLOGIES**  
ENGINEERS | PLANNERS | SCIENTISTS | CONSTRUCTION MANAGERS

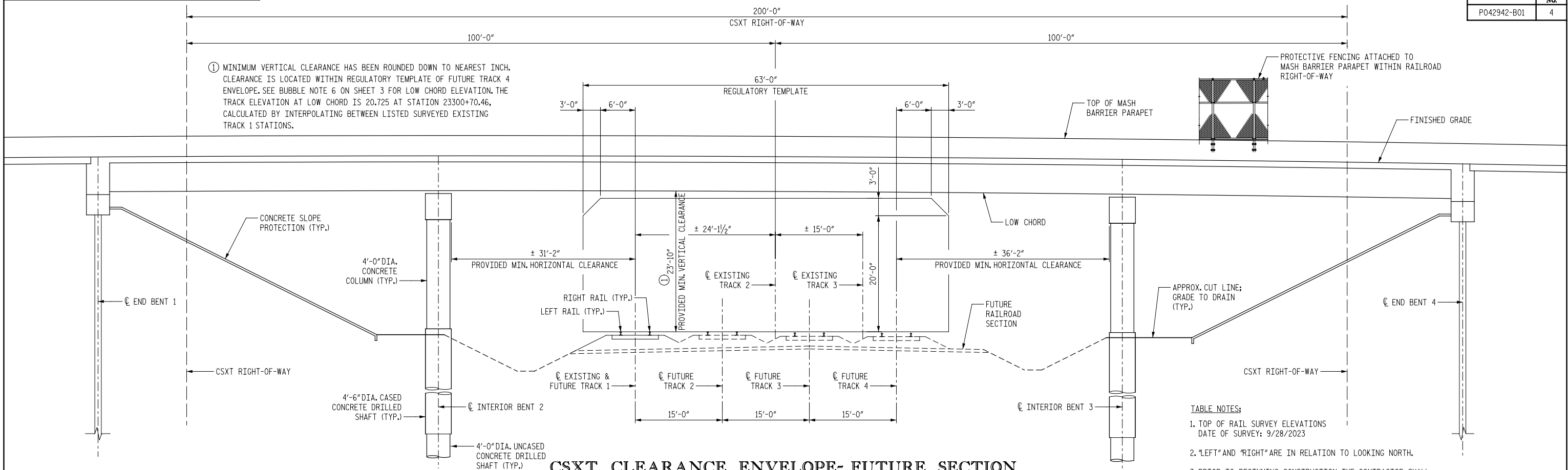
**SOUTH CAROLINA**  
**DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES**  
**US-21/US-17A REPLACE BRIDGE OVER CSX RR**

**COUNTY** BEAUFORT & HAMPTON **ROUTE** US-21/US-17A







THE FOLLOWING NOTES PERTAIN TO WORK PERFORMED WITHIN THE LIMITS OF THE CSXT RIGHT-OF-WAY:

1. ALL CONSTRUCTION ACTIVITIES WITHIN CSXT RIGHT-OF-WAY WILL BE SUBJECT TO THE REQUIREMENTS SPECIFIED IN THE CSXT PUBLIC PROJECT MANUAL, INCLUSIVE OF THE OVERHEAD BRIDGE CRITERIA AND CONSTRUCTION SUBMISSION CRITERIA, MAY 2023, OR LATEST VERSION RELEASED PRIOR TO THE DATE OF THE CONSTRUCTION AGREEMENT.
2. THE CONTRACTOR SHALL REFERENCE THE CSXT CONSTRUCTION SUBMISSION CRITERIA FOR CONSTRUCTION RELATED SUBMITTAL REQUIREMENTS WHILE WORKING ON, OVER, UNDER OR ADJACENT TO CSXT RIGHT-OF-WAY. THE CONSTRUCTION SUBMISSION CRITERIA CAN BE FOUND WITHIN THE PUBLIC PROJECT MANUAL. THE CONTRACTOR(S) IS REQUIRED TO SUBMIT A DETAILED WORK PLAN FOR REVIEW AND APPROVAL BY CSXT, INCLUDING BUT NOT LIMITED TO THE BELOW ITEMS:
  - A) ACCESS MEANS AND METHODS
  - B) FOUNDATION INSTALLATION
  - C) SHORING
  - D) FORM WORK HOISTING
  - E) GIRDER ERECTION AND STABILIZATION
  - F) MVC CALCULATIONS
  - G) OVERHANG FALSE WORK WITH CALCULATIONS
  - H) PROTECTIVE FENCING
  - I) BRIDGE DEMOLITION
3. A CSXT FLAGMAN IS REQUIRED FOR ALL CONSTRUCTION ACTIVITIES TAKING PLACE ON OR ADJACENT TO CSXT RIGHT-OF-WAY. A MINIMUM 30-DAY NOTICE IS REQUIRED TO SCHEDULE A FLAGMAN. SIX (6) DAYS ADVANCE NOTIFICATION IS REQUIRED TO TERMINATE FLAGGING PROTECTION. GENERALLY, ONCE A FLAGMAN IS ASSIGNED, HE WILL NOT BE REASSIGNED ELSEWHERE UNTIL FLAGGING IS NO LONGER NEEDED TO SUPPORT THE PROJECT.
4. THE ENGINEER SHALL BE KEPT AWARE OF THE CONSTRUCTION SCHEDULE. THE CONTRACTOR SHALL PROVIDE TIMELY COMMUNICATION TO THE ENGINEER WHEN SCHEDULING THE WORK SUCH THAT THE ENGINEER MAY BE PRESENT DURING THE WORK. THE CONTRACTOR'S SCHEDULE SHALL NOT DICTATE THE WORK PLAN REVIEW SCHEDULE, AND FLAGGING SHALL NOT BE SCHEDULED PRIOR TO RECEIPT OF AN ACCEPTED WORK PLAN.
5. THE CONTRACTOR SHALL NOTIFY AND COORDINATE THEIR WORK WITH THE ON-SITE CSXT REPRESENTATIVE.
6. DURING DEMOLITION OF THE EXISTING BRIDGE, THE CONTRACTOR MAY NOT REDUCE THE EXISTING HORIZONTAL OR VERTICAL CLEARANCES.
7. ALL DEMOLISHED STRUCTURES WITHIN CSXT RIGHT-OF-WAY SHALL BE REMOVED TO THREE (3) FEET BELOW FINAL (FINISHED) GRADE.
8. CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE WITHIN THE TRACK SIDE DITCHES THROUGHOUT CONSTRUCTION DURATION. DITCH WORK SHALL INCLUDE PERMANENT STABILIZATION.

3. CONTRACTOR SHALL MAINTAIN ALL DITCHES AND DRAINAGE STRUCTURES FREE OF SILT OR OTHER OBSTRUCTIONS THAT MAY RESULT FROM THEIR OPERATIONS. CONTRACTOR, UPON COMPLETION OF THE PROJECT, SHALL LEAVE CSXT PROPERTY IN NEAT A CONDITION, SATISFACTORY TO THE CSXT REPRESENTATIVE.
10. THE CONTRACTOR SHALL PROVIDE, INSTALL AND MAINTAIN A GEOTEXTILE FABRIC BALLAST PROTECTION SYSTEM TO PREVENT DEBRIS AND FINES FROM FOULING THE BALLAST. THE BALLAST PROTECTION SYSTEM SHALL EXTEND 25' BEYOND THE OUTER LIMITS OF THE BRIDGE ON BOTH SIDES.
11. ALL CSXT FACILITIES, AND ANY UTILITIES FOUND ON CSXT RIGHT-OF-WAY SHALL BE PROTECTED THROUGHOUT THE PROJECT.
12. BRIDGE CONSTRUCTION MAY NOT BE PERFORMED WITHIN CSXT RIGHT-OF-WAY PRIOR TO RECEIPT OF CSXT'S WRITTEN APPROVAL OF THE CONTRACTOR'S METHODOLOGIES AND CONSTRUCTION SUBMISSIONS.
13. BRIDGE CONSTRUCTION MAY NOT BEGIN ON OR ADJACENT TO CSXT RIGHT-OF-WAY PRIOR TO RECEIPT OF CSXT'S WRITTEN APPROVAL OF THE CONTRACTOR'S INSURANCE DOCUMENTS.
14. ALL WORK DONE IN THE CSXT RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH THE CSXT SPECIAL PROVISIONS. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR WORK DONE IN THE RAILROAD RIGHT-OF-WAY TO FULFILL THE REQUIREMENTS OF THE CSXT SPECIAL PROVISIONS. INCLUDE ALL COSTS TO COMPLETE THE WORK IN ACCORDANCE WITH THESE SPECIAL PROVISIONS, INCLUDING ANY NECESSARY DESIGN AND SUBMITTALS, IN THE UNIT BID PRICE OF THE APPLICABLE BID ITEMS.
15. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE CRANE RATING SHEETS INDICATING THE CRANES WILL HAVE ADEQUATE CAPACITY TO SUSTAIN 150% OF THE ACTUAL WEIGHT OF EACH PICK. THAT IS BEYOND ANY SAFETY FACTORS THAT MAY BE BUILT INTO THE CRANE CHART(S).
16. CONSTRUCTION MACHINES AND VEHICLES SHALL NOT CROSS THE TRACK AT GRADE WITHOUT AN APPROVED CROSSING PERMIT. TEMPORARY CONSTRUCTION HAUL ROADS ACROSS CSXT TRACKS WILL REQUIRE A SEPARATE APPLICATION AND MINIMUM PAYMENT TO CSXT. PROPERTY SERVICES OF \$5000.00. AGREEMENT EXTENSIONS REQUIRE ADDITIONAL PAYMENT. ACTUAL COST IS VARIABLE AND PROJECT SPECIFIC. ADDITIONAL INFORMATION CAN BE FOUND AT THIS URL:  
<https://www.csx.com/index.cfm/customers/value-added-services/property-real-estate/permitting-utility-installations-and-rights-of-entry/>

17. NOTE THAT "ONE CALL" SERVICES DO NOT LOCATE BURIED RAILROAD SIGNAL AND COMMUNICATIONS LINES. THE CONTRACTOR SHALL CONTACT THE RAILROAD'S REPRESENTATIVE 2 DAYS IN ADVANCE OF WORK AT THOSE PLACES WHERE EXCAVATION, PILE DRIVING, OR HEAVY LOADS MAY DAMAGE THE RAILROAD'S UNDERGROUND FACILITIES. UPON REQUEST FROM THE CONTRACTOR OR SPONSOR, RAILROAD FORCES WILL LOCATE AND PAINT MARK OR FLAG THE RAILROAD'S UNDERGROUND FACILITIES. THE CONTRACTOR SHALL AVOID EXCAVATION OR OTHER DISTURBANCE OF THESE FACILITIES. IF DISTURBANCE OR EXCAVATION IS REQUIRED NEAR A BURIED RAILROAD FACILITY, THE CONTRACTOR SHALL COORDINATE WITH THE RAILROAD TO HAVE THE FACILITY POTHOLED MANUALLY WITH CAREFUL HAND EXCAVATION. THE FACILITY SHALL BE PROTECTED BY THE CONTRACTOR DURING THE COURSE OF THE DISTURBANCE UNDER THE SUPERVISION AND DIRECTION OF THE RAILROAD'S REPRESENTATIVE.
18. ESTIMATED FILL AND CUT QUANTITIES TO BE COMPLETED WITHIN CSXT PROPERTY ARE 1132 CUBIC YARDS AND 6343 CUBIC YARDS, RESPECTIVELY. THE EXCAVATED MATERIAL IS THE PROPERTY OF CSXT AND IS NOT TO BE REMOVED FROM THE PROPERTY WITHOUT PRIOR WRITTEN APPROVAL FROM CSXT. THE MATERIAL IS TO BE DISPOSED IN ACCORDANCE WITH CSXT CRITERIA AS STATED IN THE SPECIAL PROVISIONS. SEE ROADWAY PLANS FOR BID ITEM INFORMATION. DISPOSE THE ACTUAL REQUIRED EXCAVATION QUANTITY AT APPROVED SITE WITHIN 60 MILES OF PROJECT AS REQUIRED BY CSXT.
19. ALL SOILS EXCAVATED WITHIN CSXT'S RAILROAD RIGHT-OF-WAY SHALL REMAIN ON CSXT'S RIGHT-OF-WAY. FOR ANY EXCAVATED SOIL THAT REQUIRES OFF-SITE DISPOSAL, THE LICENSEE IS REQUIRED TO USE ONLY CSXT APPROVED LABORATORIES, TRANSPORTERS, AND DISPOSAL FACILITY THAT ARE IN COMPLIANCE WITH ALL APPLICABLE ENVIRONMENTAL LAWS AND CSXT'S POLICIES AND PROCEDURES. SOIL RESULTING FROM EXCAVATION OUTSIDE OF CSXT'S RAILROAD RIGHT-OF-WAY OR RAILROAD OWNED PROPERTY SHALL NOT BE BROUGHT ONTO CSXT'S PROPERTY AND THEREFORE MUST BE STORED OFF CSXT PROPERTY. CSXT SHALL NOT INCUR ANY COSTS RELATED TO THE DISPOSAL OF SOILS GENERATED DUE TO CONSTRUCTION ACTIVITY RELATED TO THIS PROJECT.
20. CONSTRUCTION CLEARANCES SHALL BE SUBJECT TO APPROVAL BY CSXT. TYPICALLY, REDUCTION IN CLEARANCE FOR CONSTRUCTION IS NOT PERMITTED.
21. THE CONTRACTOR MAY NOT USE CSXT RIGHT-OF-WAY FOR STORAGE OF MATERIALS OR EQUIPMENT DURING CONSTRUCTION WITHOUT PRIOR APPROVAL FROM CSXT.
22. CSXT SHALL BE FURNISHED AS-BUILT DRAWINGS SHOWING ACTUAL CLEARANCES AS CONSTRUCTED PRIOR TO PROJECT COMPLETION AND CLOSE-OUT.

### TOP OF RAIL SURVEY ELEVATIONS

	RAIL	NORTHING	EASTING	STATION	ELEVATION
EXISTING TRACK 1	LEFT	305689.8071	2043316.9754	23298+45.48	20.998
	RIGHT	305686.9792	2043321.0526	23298+45.48	21.072
	LEFT	305900.8093	204365.5497	23301+03.85	20.651
	RIGHT	305897.9867	2043469.6064	23301+03.85	20.674
	LEFT	306055.7983	2043574.7577	23302+92.97	20.419
	RIGHT	306053.0301	2043578.8640	23302+92.97	20.425
EXISTING TRACK 2	LEFT	305712.2034	2043362.2621	23298+89.84	20.519
	RIGHT	305709.4622	2043366.3606	23298+89.84	20.527
	LEFT	305887.1850	2043485.4652	23301+03.85	20.147
	RIGHT	305884.5812	2043489.6924	23301+03.85	20.148
	LEFT	306041.8235	2043594.3292	23302+92.97	20.056
	RIGHT	306038.8885	2043598.2912	23302+92.97	20.055
EXISTING TRACK 3	LEFT	305703.6844	2043374.7622	23298+89.84	20.479
	RIGHT	305700.9219	2043378.9226	23298+89.84	20.460
	LEFT	305878.7007	2043497.9106	23301+03.85	20.104
	RIGHT	305875.8746	2043501.9928	23301+03.85	20.121
	LEFT	306033.0223	2043606.6787	23302+92.97	20.282
	RIGHT	306030.1047	2043610.7549	23302+92.97	20.243



# SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

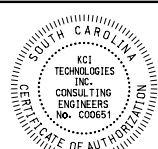
RAIL  
INFORMATION  
US-21/US-17A REPLACE BRIDGE  
OVER SCL RR

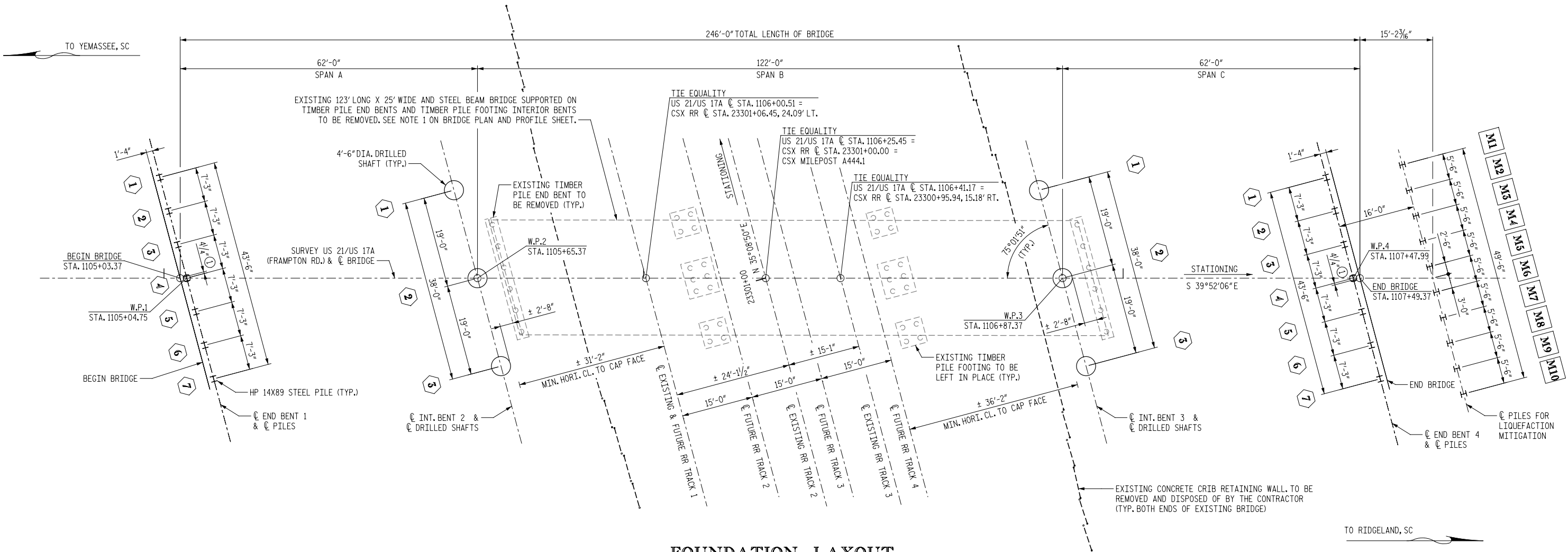
COUNTY  
BEAUFORT & HAMPTON

**ROUTE** US-21/US-17A

REV.			
REV.			
REV.			
REVIEWED JSA			
QUAN.			
DR.	MSB	AEL	12-23
DES.			
	BY	CHE.	DATE

CONCEPTUAL  
PLANS  
12/18/23





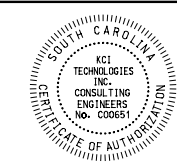
FOUNDATION LAYOUT

NOTE: SEE ROADWAY PLANS FOR PROPOSED AND EXISTING UTILITY LOCATIONS WITHIN VICINITY OF BRIDGE.

① DENOTES PILE NUMBER WITHIN EACH END BENT OR SHAFT NUMBER AT EACH INTERIOR BENT.


M1 DENOTES MITIGATION PILE NUMBER.

① MEASURED ALONG C BENT TO BEGIN OR END BRIDGE.



CONCEPTUAL PLANS  
12/18/23

REV.			
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REV.			
REVIEWED	JSA		
QUAN.			
DR.	JWB	AEL	12-23
DES.			
BY	CHK.	DATE	

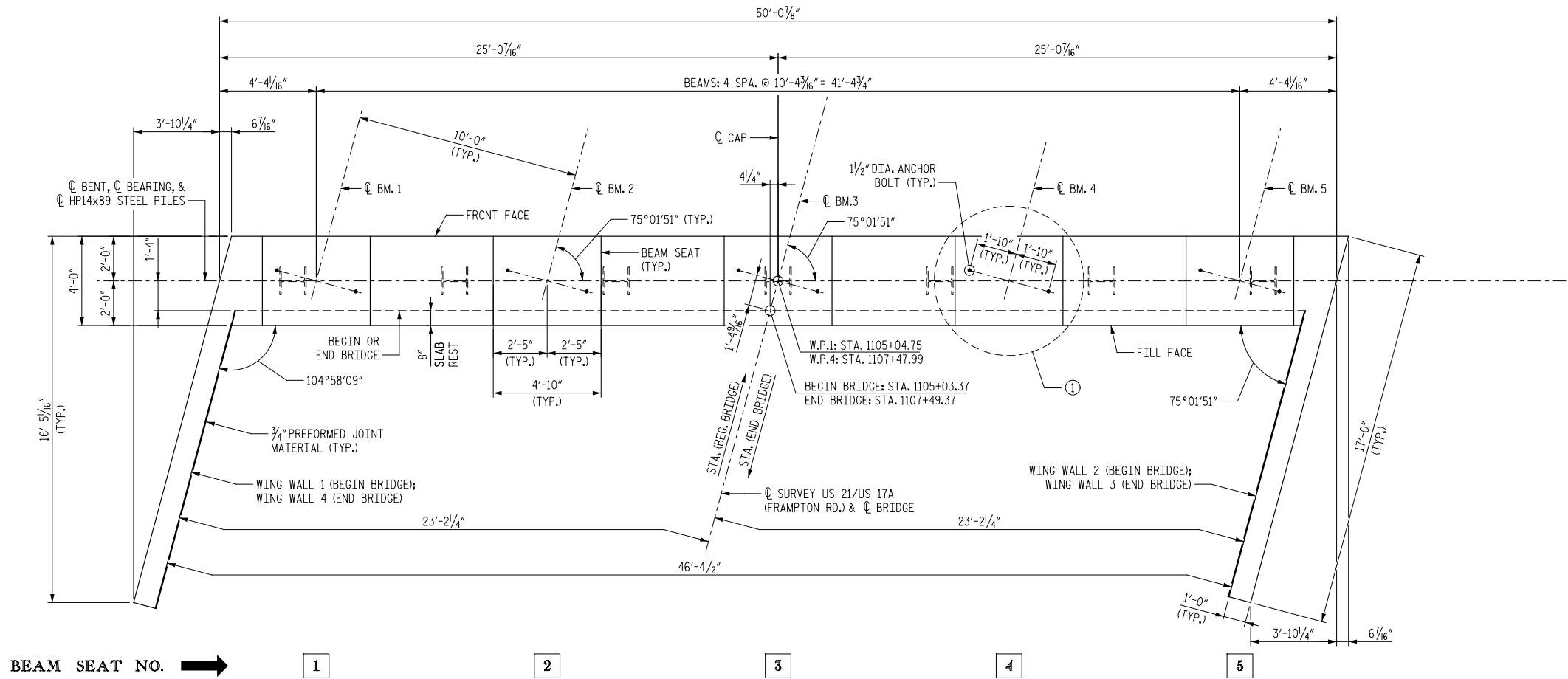
**KCI TECHNOLOGIES**  
ENGINEERS | PLANNERS | SCIENTISTS | CONSTRUCTION MANAGERS

**SOUTH CAROLINA**  
**DEPARTMENT OF TRANSPORTATION**

**FOUNDATION LAYOUT**  
**US-21/US-17A REPLACE BRIDGE**  
**OVER CSX RR**

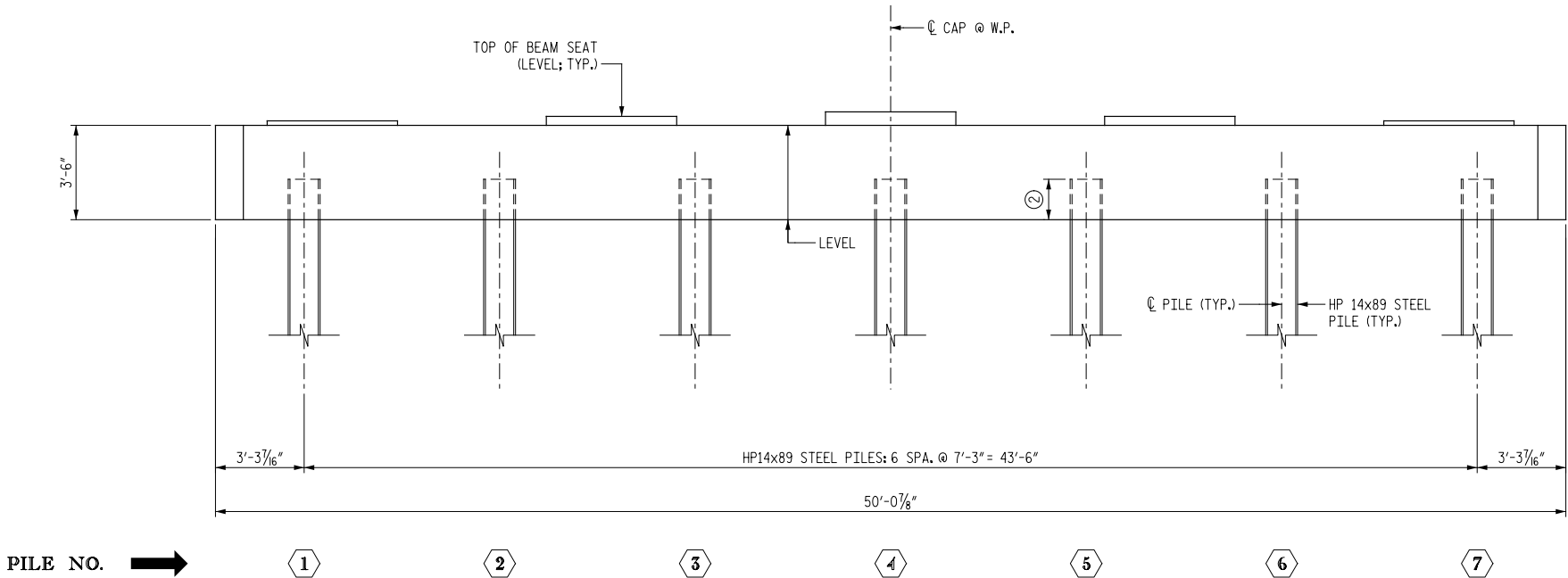
COUNTY  
BEAUFORT & HAMPTON

ROUTE  
US-21/US-17A

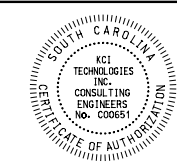


- ① THE BEARING ASSEMBLY AT EACH BEAM LOCATION CONSISTS OF TWO 1 1/2" DIA. ANCHOR BOLTS, A 1" THICK ELASTOMERIC LEVELING PAD, AND A 1 1/2" THICK STEEL BEARING PLATE.
- ② PILES SHALL BE EMBEDDED A MINIMUM OF 1'-0" AND A MAXIMUM OF 1'-6" INTO END BENT CAP.

**PLAN**  
(END BENT 1 SHOWN; END BENT 4 SIMILAR)



**ELEVATION**  
(LOOKING IN DIRECTION OF STATIONING)



CONCEPTUAL  
PLANS  
12/18/23

REV.			
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REV.			
REVIEWED	JSA		
QUAN.			
DR.	JWB	AEL	12-23
DES.			
BY	CHK.	DATE	

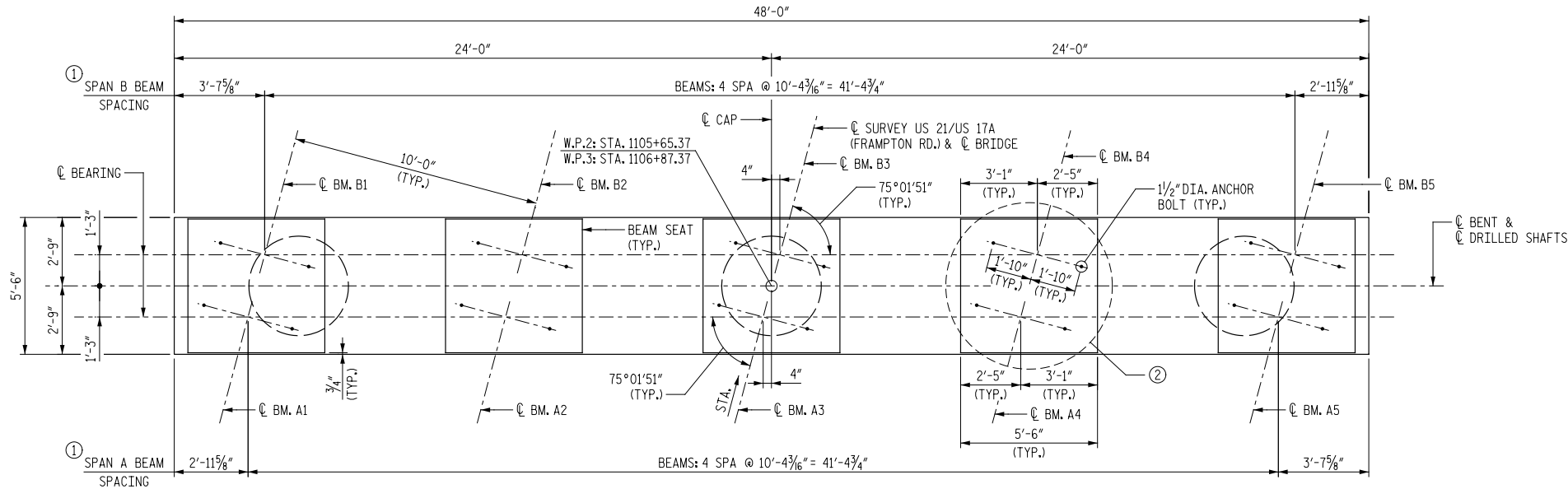
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DEPARTMENT OF TRANSPORTATION

**END BENTS 1 & 4**  
US-21/US-17A REPLACE BRIDGE  
OVER CSX RR

COUNTY: BEAUFORT & HAMPTON      ROUTE: US-21/US-17A



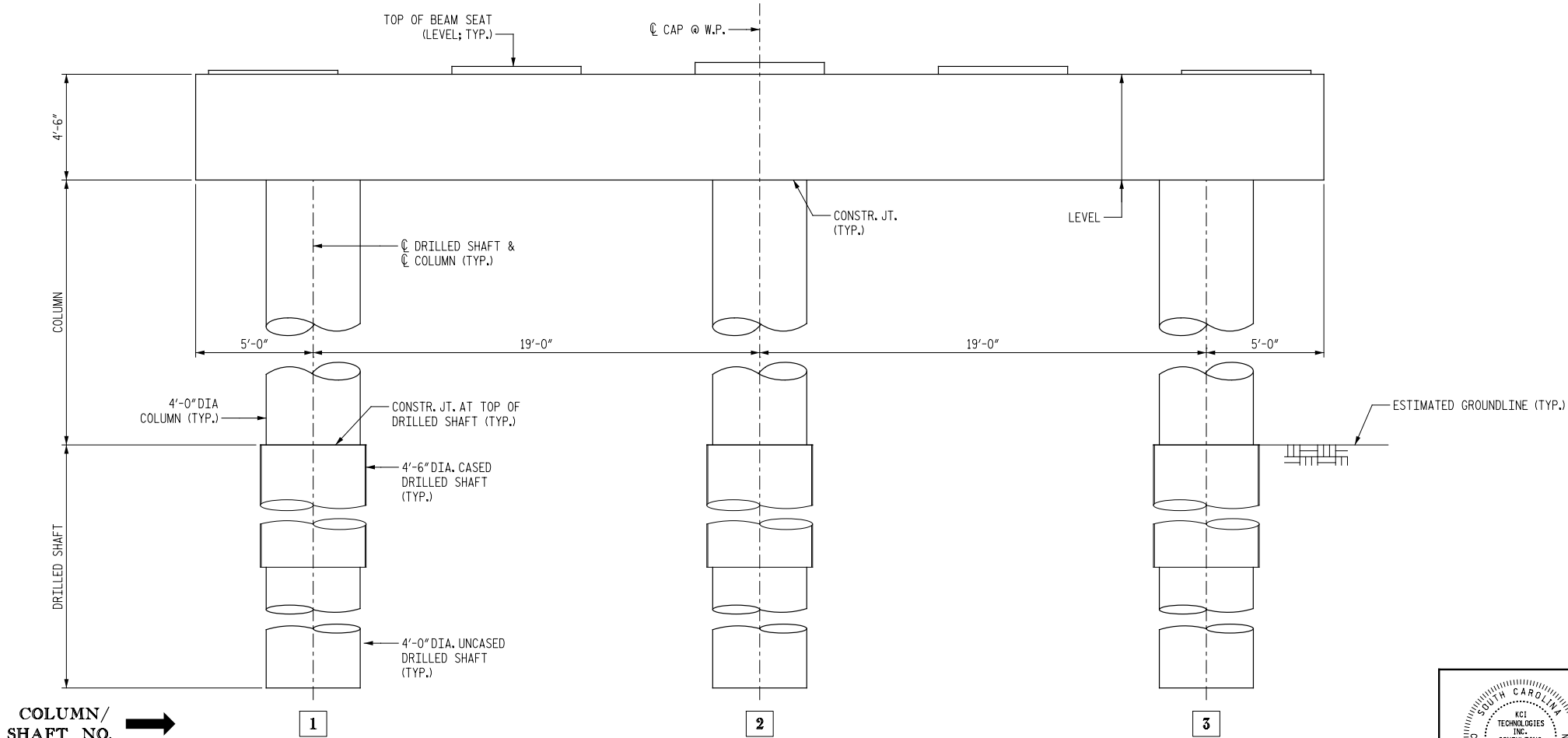


- ① MEASURED ALONG CL BEARING.
- ② THE BEARING ASSEMBLY AT EACH BEAM LOCATION CONSISTS OF TWO 1 1/2" DIA. ANCHOR BOLTS, A REINFORCED ELASTOMERIC BEARING PAD, AND A 1 1/2" THICK STEEL BEARING PLATE.

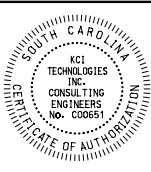
BEAM SEAT NO. ➡

1 2 3 4 5

PLAN  
(BENT 2 SHOWN; BENT 3 SIMILAR)



ELEVATION  
(LOOKING IN DIRECTION OF STATIONING)



CONCEPTUAL PLANS  
12/18/23

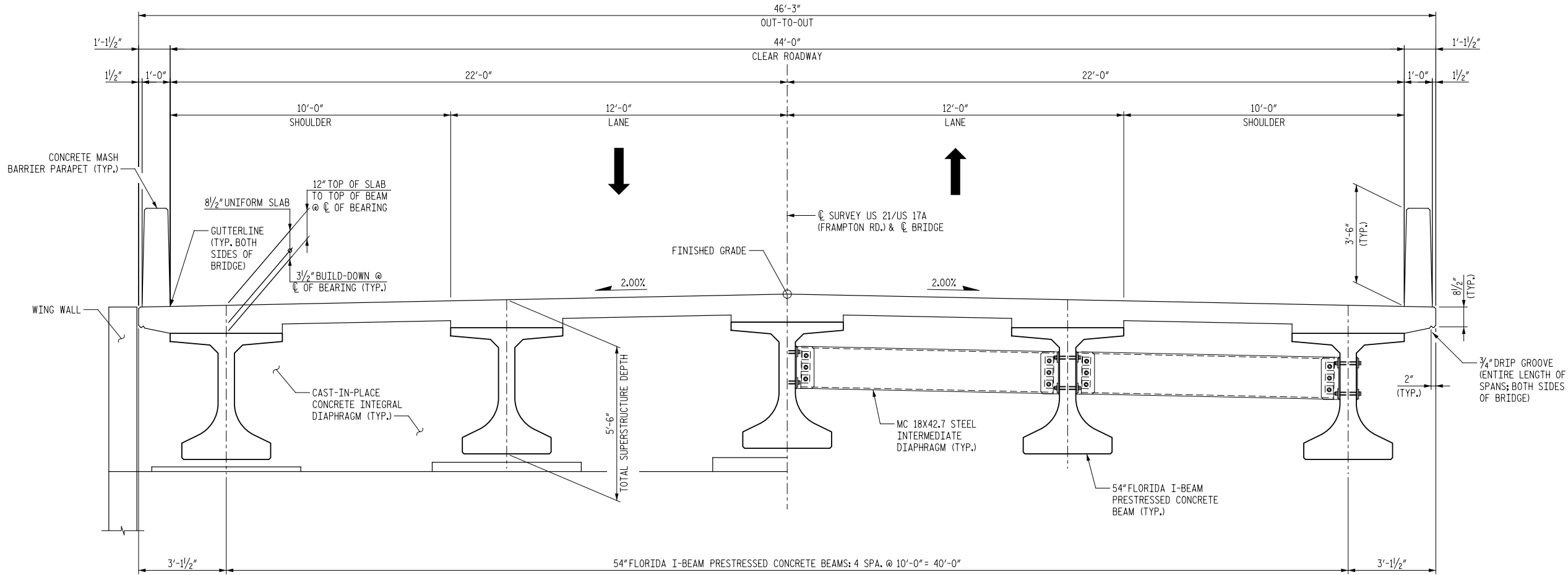
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REV.			
REV.			
REVIEWED	JSA		
QUAN.			
DR.	JWB	AEL	12-23
DES.			
BY	CHK.	DATE	

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**SOUTH CAROLINA**  
DEPARTMENT OF TRANSPORTATION

**INTERIOR BENTS 2 & 3**  
US-21/US-17A REPLACE BRIDGE  
OVER CSX RR

COUNTY: BEAUFORT & HAMPTON ROUTE: US-21/US-17A



BEAM NO. → 1

2

3

4

5

### HALF SECTION AT END BENT

(LOOKING IN DIRECTION OF STATIONING)

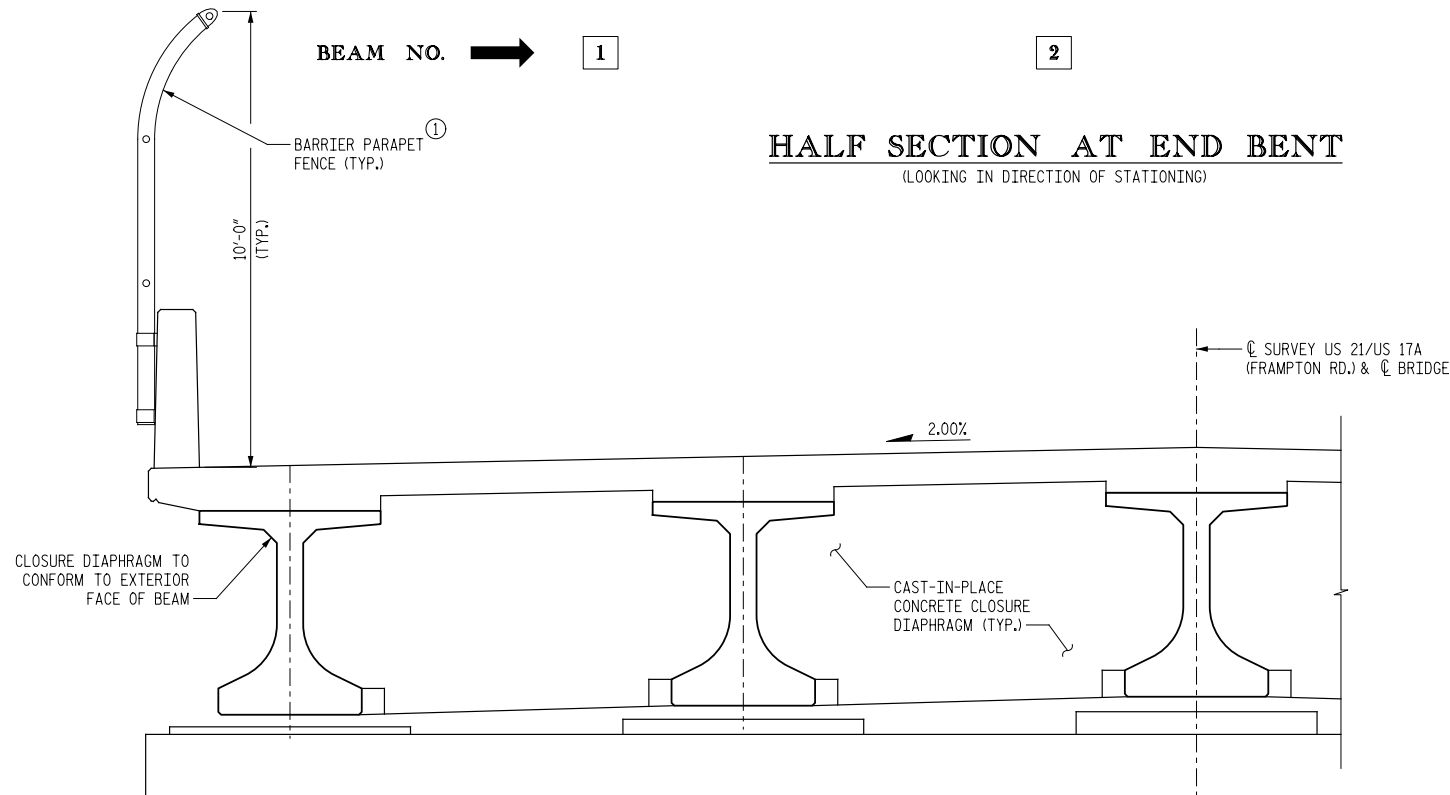
### HALF SECTION AT MIDSPAN

(LOOKING IN DIRECTION OF STATIONING)  
(SHOWING STEEL DIAPHRAGMS AT MIDSPAN OF SPANS A & C AND THIRD POINTS OF SPAN B)

#### NOTES:

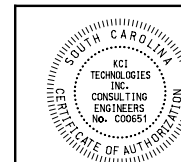
1. INTEGRAL DIAPHRAGMS AND CLOSURE DIAPHRAGMS SHALL BE CAST MONOLITHIC WITH DECK.
2. SEE "SUPERSTRUCTURE DETAILS" SHEET FOR ADDITIONAL INTEGRAL DIAPHRAGM, CLOSURE DIAPHRAGM, & INTERMEDIATE DIAPHRAGM DETAILS.

① BARRIER PARAPET FENCE REQUIRED OVER RAILROAD RIGHT-OF-WAY ON BOTH SIDES OF BRIDGE.



### PARTIAL SECTION AT INTERIOR BENT

(LOOKING IN DIRECTION OF STATIONING)



CONCEPTUAL  
PLANS  
12/18/23

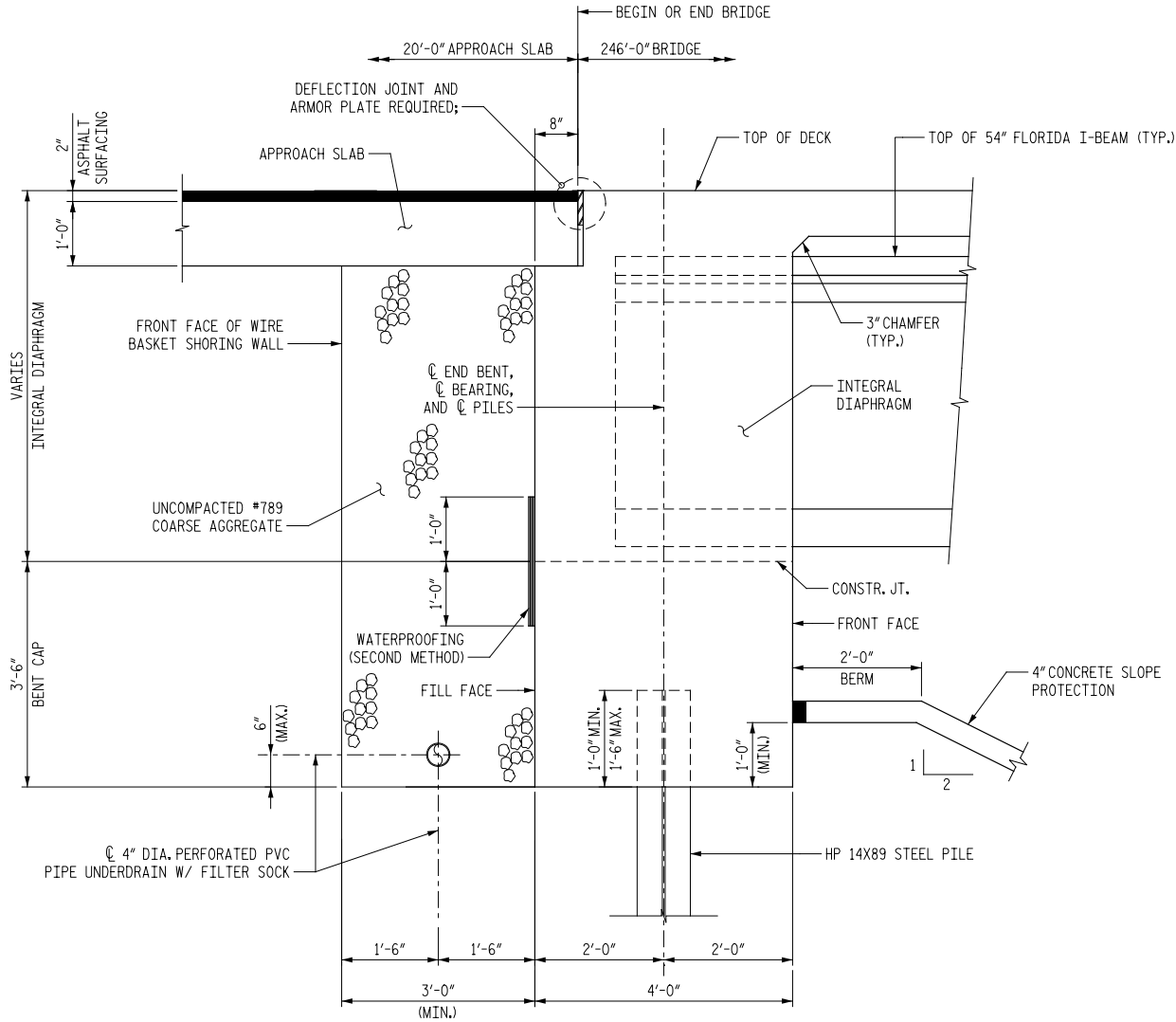
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REV.			
REV.			
REVIEWED	JSA		
QUAN.			
DR.	MSB	AEL	12-23
DES.			
BY	CHK.	DATE	

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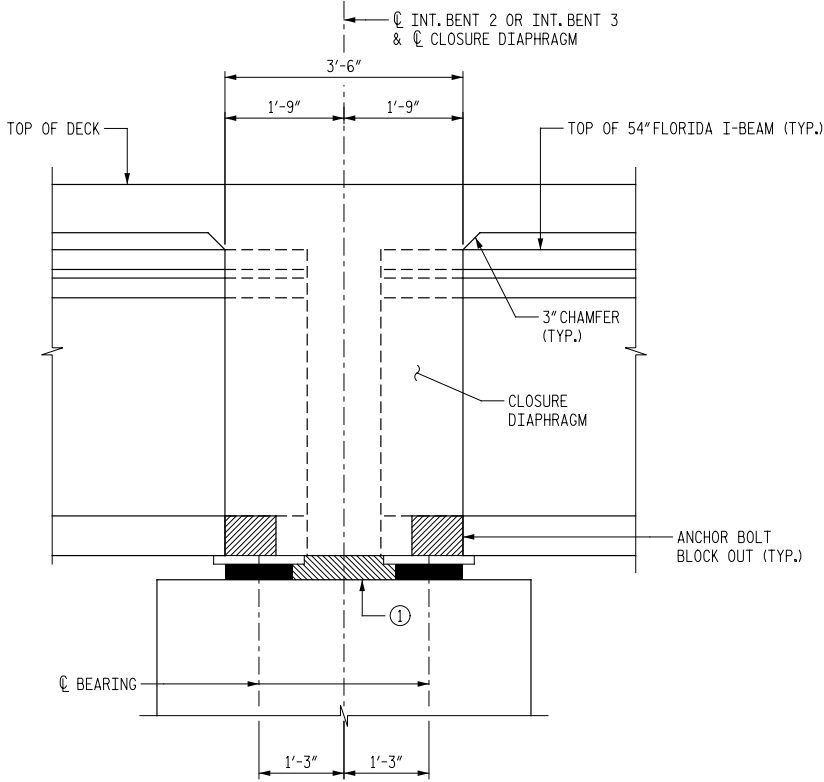
**SOUTH CAROLINA**  
**DEPARTMENT OF TRANSPORTATION**  
**SUPERSTRUCTURE**  
**TYPICAL SECTION**  
**US-21/US-17A REPLACE BRIDGE**  
**OVER CSX RR**

COUNTY  
BEAUFORT & HAMPTON

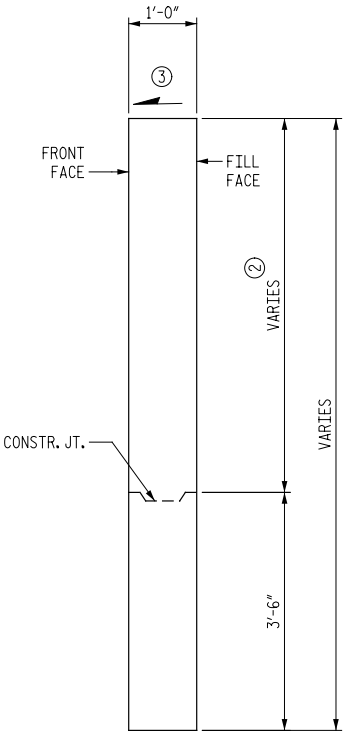
ROUTE  
US-21/US-17A



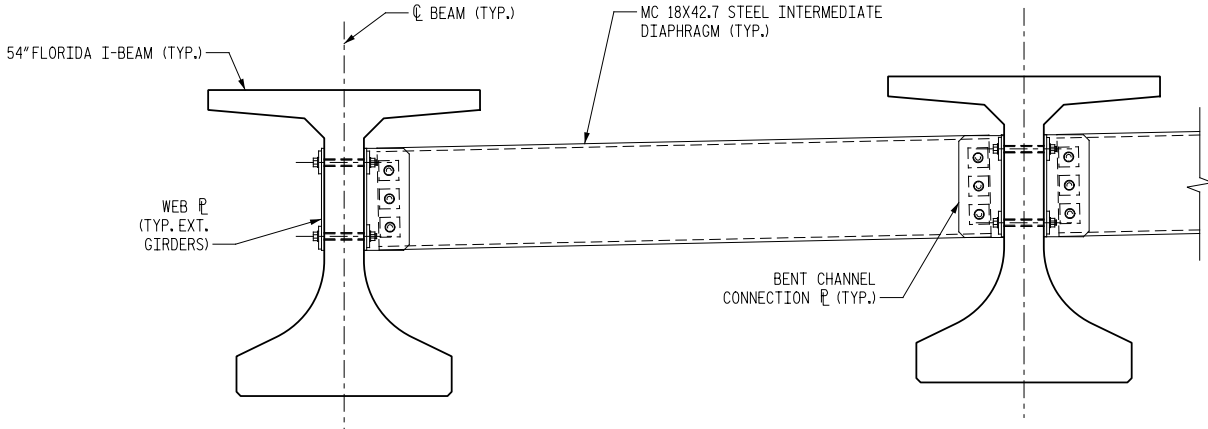
SECTION THRU END BENT  
(SHOWING CONCRETE INTEGRAL DIAPHRAGM)



SECTION THRU INT. BENT  
(SHOWING CONCRETE CLOSURE DIAPHRAGM)



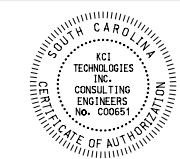
SECTION THRU WING WALLS



ELEVATION AT INTERMEDIATE DIAPHRAGM

- ① PLACE STYROFOAM FILLER BEFORE POURING CONCRETE. REMOVE AFTER CONCRETE CURES.
- ② PORTION OF WING WALL TO BE POURED CONCURRENTLY WITH INTEGRAL DIAPHRAGM.
- ③ SLOPE TOP OF WING WALL 1/4:12 AWAY FROM FILL FACE.

12/14/2023 6:00:14 PM



CONCEPTUAL  
PLANS  
12/18/23

REV.			
REV.			
REV.			
REVIEWED	JSA		
QUAN.			
DR.	JWB	AEL	12-23
DES.			
BY	CHK.	DATE	

**KCI TECHNOLOGIES**  
ENGINEERS | PLANNERS | SCIENTISTS | CONSTRUCTION MANAGERS

**SOUTH CAROLINA**  
**DEPARTMENT OF TRANSPORTATION**  
**SUPERSTRUCTURE**  
**DETAILS**  
**US-21/US-17A REPLACE BRIDGE**  
**OVER CSX RR**

COUNTY: BEAUFORT & HAMPTON      ROUTE: US-21/US-17A

FED. RD. DIV. NO.	STATE	COUNTY	PROJECT ID	ROUTE NO.	SHEET NO.
3	S.C.	HAMPTON/ BEAUFORT	P042942	US 21/ US 17A	0

# APPENDIX A.2

# CONCEPTUAL

# ROADWAY PLANS



KCI TECHNOLOGIES

ENGINEERS | PLANNERS | SCIENTISTS | CONSTRUCTION MANAGERS

SOUTH CAROLINA

DEPARTMENT OF TRANSPORTATION

US 21 / US 17A

COUNTY  
HAMPTON/BEAUFORT

ROUTE  
US 21/US 17A

SOUTH CAROLINA

DEPARTMENT OF TRANSPORTATION

COLUMBIA, S.C.

COVER SHEET

SCALE 1" = NTS



INDEX OF SHEETS		
SHEET NO.	DESCRIPTION	SHEET TOTALS
1	Title Sheet	1
2	Summary of Estimated Quantities	Omitted
3	Typical Section	1
4	Right of Way Data Sheet	1
4A	Property Strip Map	1
5	General Construction Notes Sheet	Omitted
5A	Survey Control Data Sheet	1
5B	Reference Data Sheet/Layout Sheet	1
6 - 7	Plan and Profile Sheets	4
TC1	Traffic Control Plans	1
PM1-PM2	Pavement Marking Plans	2
EC1	Erosion Control Plans	1
X1 - X24	Cross Sections	24
TOTAL SHEETS		38



South Carolina Department of Transportation



PROPOSED PLANS  
FOR  
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION  
SCDOT PROJECT ID P042942  
BEAUFORT AND HAMPTON COUNTIES  
US 21 / US 17A  
EMERGENCY BRIDGE REPLACEMENT OVER CSX

CONCEPTUAL PLANS

FED. RD. DIST. NO.	STATE	COUNTY	PROJECT ID	ROUTE NO.	SHEET NO.	TOTAL SHEETS
3	S.C.	HAMPTON/BEAUFORT	P042942	US 21/US 17A	1	38

Design Reference for these plans is the:

2021

SCDOT Roadway Design Manual

Hydraulic Design Reference for these plans is the:

2009

Edition of SCDOT's "Requirements for Hydraulic Design Studies"

NPDES PERMIT INFORMATION

Disturbed Area = 9.6 Acre(s)

Project Area = 11.6 Acre(s)

Approximate Location of Roadway is

Begin

Latitude 32° 40' 37.78" N  
Longitude 80° 51' 38.53" W

End

Latitude 32° 40' 15.89" N  
Longitude 80° 51' 21.17" W

Hydraulic and NPDES Design  
provided by:

KCI Technologies, Inc.

Designs may be obtained from the  
SCDOT Regional Production Group

NOTES:

- BRIDGE PLANS BOUND UNDER SEPARATE COVER.
- CONSTRUCT NEW 46'-3" WIDE X 246'-0" LONG THREE SPAN PRESTRESSED CONCRETE BRIDGE

ENVIRONMENTAL PERMIT INFORMATION

USACE GENERAL PERMIT	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
NEPA DOCUMENT	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
401 CERTIFICATION	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
OCRM CAP	<input type="checkbox"/> YES	<input type="checkbox"/> NO
NAVIGABLE WATERS	<input type="checkbox"/> SC <input type="checkbox"/> USCG <input type="checkbox"/> USACE	<input checked="" type="checkbox"/> N/A

3 DAYS BEFORE DIGGING IN  
SOUTH CAROLINA

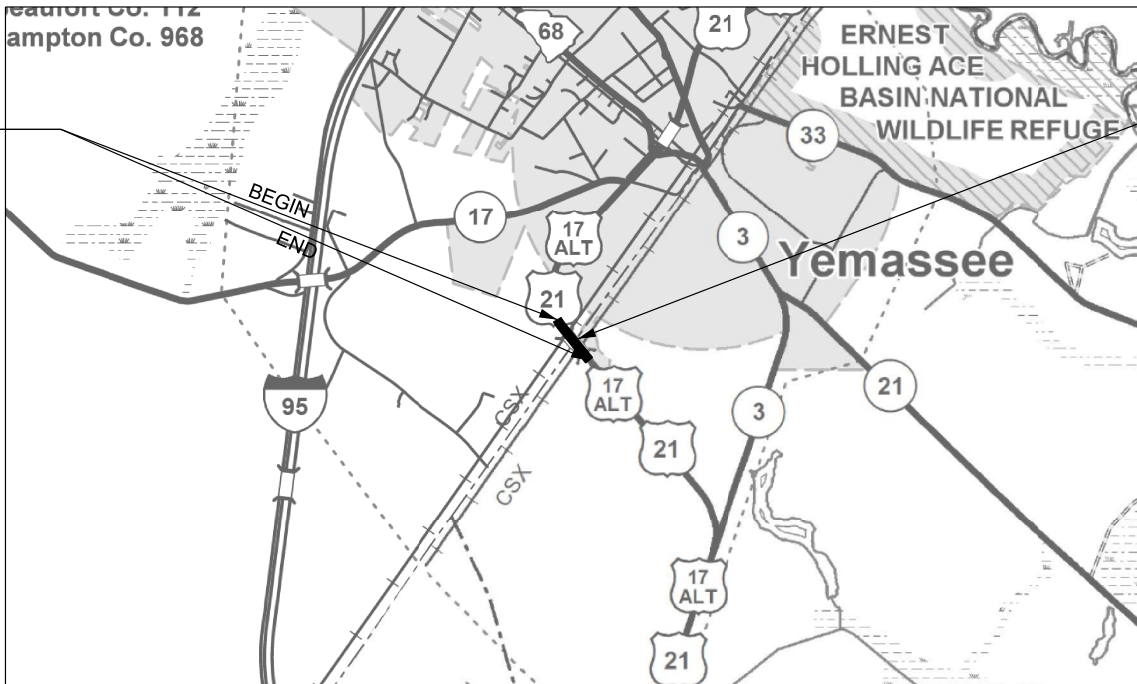
CALL 811

SOUTH CAROLINA 811 (SC811)  
WWW.SC811.COM  
ALL UTILITIES MAY NOT BE A MEMBER OF SC811

RAILROAD INVOLVEMENT?  
(YES) / NO

TRAFFIC DATA

2025	ADT	2,600
2045	ADT	4,300
TRUCKS	14	%



BRIDGE LOCATION  
BEGIN STA. 1105+03.37  
END STA. 1107+49.37

LAYOUT

SCALE = NTS

HAMPTON / BEAUFORT COUNTY

	US 21 / US 17A	TOTAL
NET LENGTH OF ROADWAY	0.465	0.465 MILES
NET LENGTH OF BRIDGES	0.047	0.047 MILES
NET LENGTH OF PROJECT	0.511	0.511 MILES
LENGTH OF EXCEPTIONS	—	— MILES
GROSS LENGTH OF PROJECT	0.511	0.511 MILES

\*\*\*EXISTING EQUALITIES IN STATIONING  
US-21 / US 17A CIL STA. 1009+98.41 BK =  
US-21 / US 17A CIL STA. 1103+11.95 AH

\*\*\*EXISTING EQUALITIES IN STATIONING FROM FAP NO. 288A2 PART 1 & 2 AND 288C2 PART 1 & 2  
WILL NOT BE UTILIZED. PROPOSED ALIGNMENT WILL NOT HAVE EQUALITIES AND WILL  
UTILIZE AHEAD STATIONING FROM PREVIOUS EQUATION.

NOTE: EXCEPT AS MAY OTHERWISE BE SPECIFIED ON THE PLANS OR IN THE SPECIAL PROVISIONS, ALL MATERIALS AND WORKMANSHIP ON THIS PROJECT SHALL CONFORM TO THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2007 EDITION) AND THE STANDARD DRAWINGS FOR ROAD CONSTRUCTION IN EFFECT AT THE TIME OF LETTING.



KCI TECHNOLOGIES  
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CONSULTING ENGINEERING FIRM



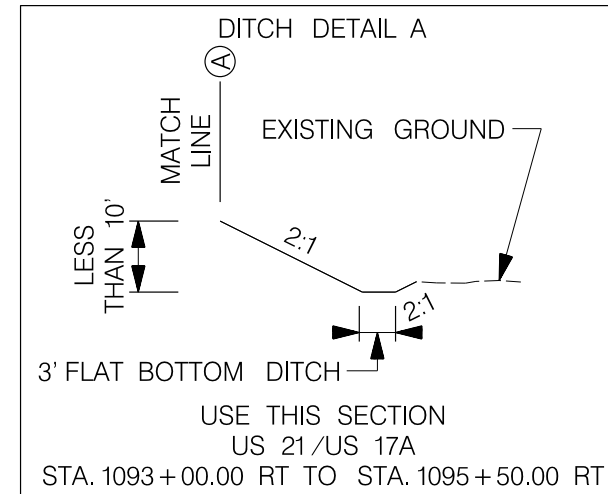
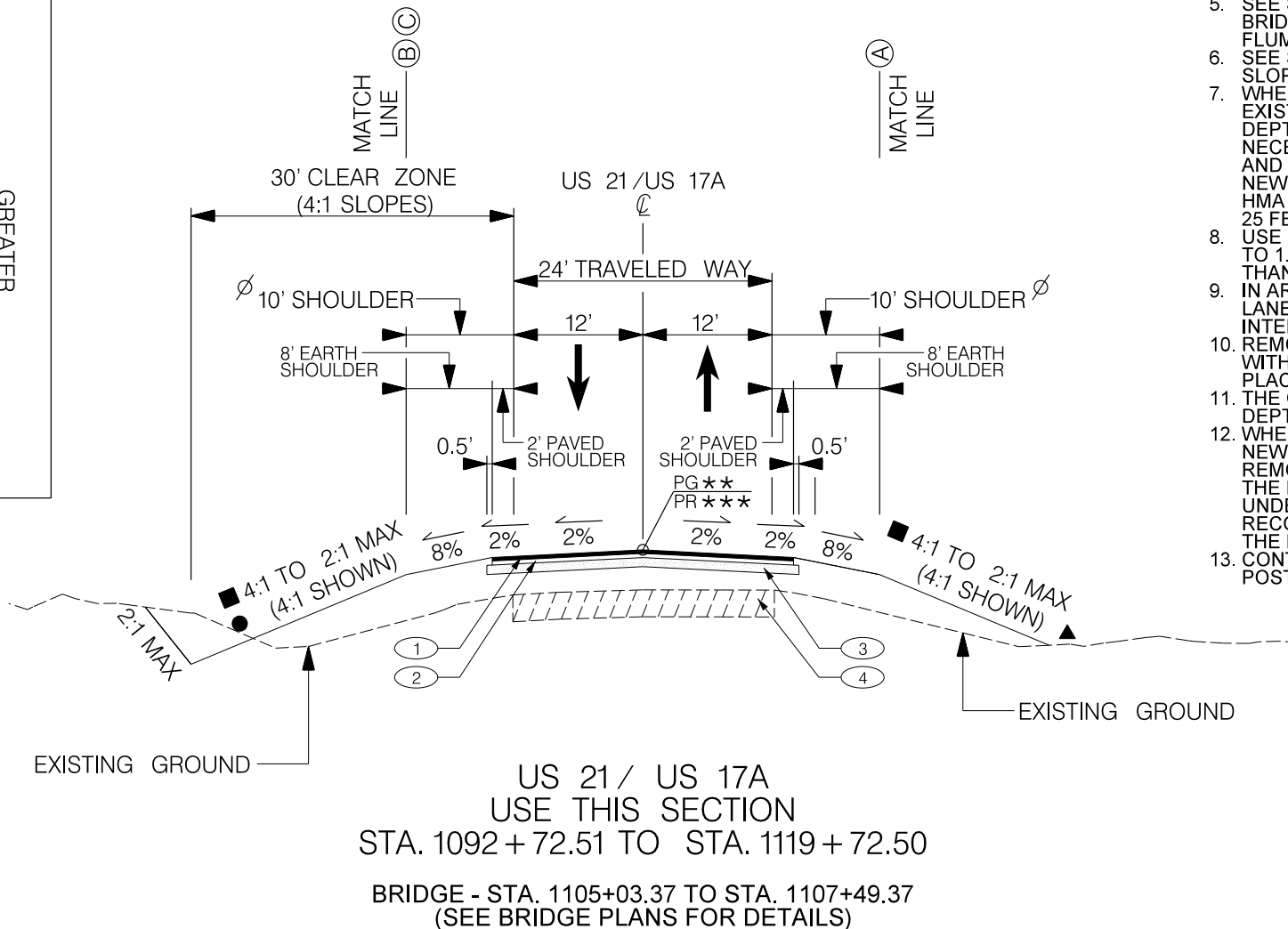
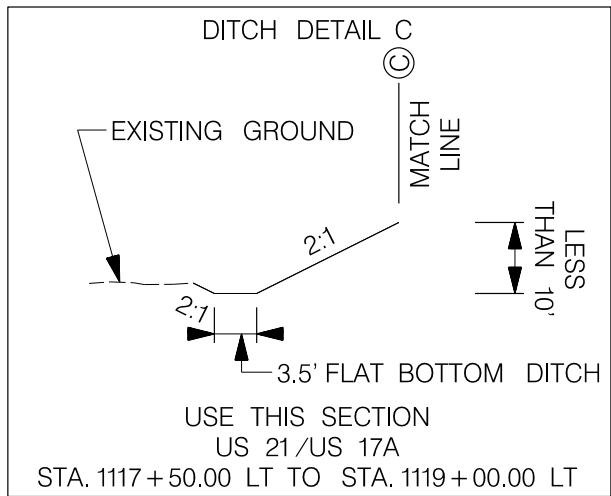
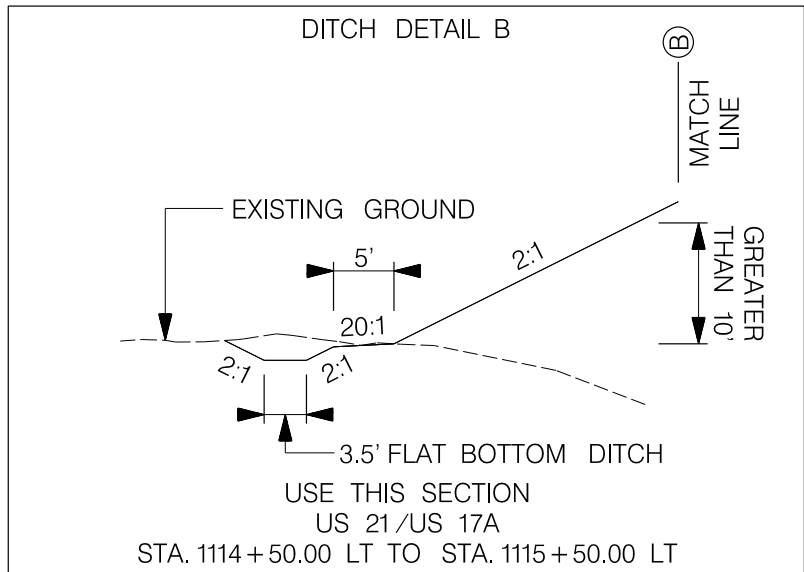
ENGINEER OF RECORD

NOT FOR  
CONSTRUCTION

FOR CONSTRUCTION : \_\_\_\_\_ DATE \_\_\_\_\_

TYPICAL SECTION OF IMPROVEMENT  
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION  
COLUMBIA, S.C.

● THIS SLOPE MAY BE VARIED WHEN A DEEPER DITCH IS NECESSARY FOR DRAINAGE PURPOSES, USING A MINIMUM SLOPE OF 12.5:1 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  $\varnothing$  CONTINUING THE 4:1 SLOPE TO PROVIDE FOR THE NECESSARY DEPTH.



NOTES:

- PAVEMENT SLOPES, SHOULDER SLOPES, AND DITCH SLOPES MAY VARY FROM THOSE SHOWN ON TYPICAL SECTION. SEE CROSS SECTIONS FOR MORE DETAIL.
- THE EXISTING PAVEMENT IS TYPICAL. SEE CROSS SECTIONS FOR VARIATIONS IN EXISTING PAVEMENT WIDTHS.
- SEE SCDOT STD. DWG. NOS. 805-525-01 AND 805-525-02 (DETAIL 3) FOR NON-MOW STRIP DETAILS.
- SEE SCDOT STD. DWG. SECTIONS 805-000, 805-100, 805-200, AND 805-300 FOR GUARDRAIL.
- SEE SCDOT STD. DWG. SECTION 805-300 FOR BRIDGE APPROACH CURB AND GUTTER AND FLUME INLET.
- SEE SCDOT STD. DWG. NO. 719-920-00 FOR SLOPE FLUME DETAILS.
- WHERE NEW HOT MIX ASPHALT PAVEMENT TYPE C TIES IN WITH THE EXISTING PAVEMENT AT THE PROJECT TERMINI, PERFORM FULL DEPTH PATCHING AS DIRECTED BY THE RCE. VARIABLE MILL AS NECESSARY TO PROVIDE A SMOOTH TRANSITION BETWEEN EXISTING AND NEW HMA SURFACE TYPE C. IF PROFILE DIFFERENTIAL BETWEEN NEW AND EXISTING DOES NOT ALLOW FOR A BUTT JOINT, TIE IN WITH HMA SURFACE TYPE C OVER A MINIMUM LENGTH OF 100 FEET OR 25 FEET PER INCH OF GRADE DIFFERENTIAL OR WHICHEVER IS GREATER.
- USE HMA SURFACE COURSE TYPE E FOR BUILDUP LESS THAN OR EQUAL TO 1.5", HMA INTERMEDIATE COURSE TYPE B FOR BUILDUP GREATER THAN 1.5".
- IN AREAS WHERE EXISTING PAVEMENTS ARE WIDENED OUTSIDE TRAVEL LANES, USE 600 PSY OF SHOULDER WIDENING MATERIAL AND OVERLAY INTERMEDIATE AND SURFACE AT SPECIFIED RATES.
- REMOVE OR OTHERWISE MODIFY EXISTING PAVEMENT IN ACCORDANCE WITH SECTION 205.4.5 OF THE STANDARD SPECIFICATIONS PRIOR TO PLACEMENT OF NEW EMBANKMENT.
- THE CONTRACTOR'S BID SHALL INCLUDE 100 SQUARE YARDS OF FULL DEPTH ASPHALT PAVEMENT PATCHING.
- WHERE EXISTING FLEXIBLE PAVEMENTS ARE WITHIN 0-12 INCHES OF THE NEW PROPOSED SUBGRADE ELEVATION THEY SHOULD BE COMPLETELY REMOVED. WHERE THE FLEXIBLE PAVEMENTS ARE WITHIN 12-24 INCHES OF THE NEW PROPOSED SUBGRADE ELEVATION THE OLD PAVEMENT AND UNDERLYING BASE COURSE LAYERS SHOULD BE SCARIFIED AND RECOMPACTED. WHERE FILL DEPTHS ARE GREATER THAN 24 INCHES OF THE PROPOSED NEW SUBGRADE SCARIFICATION IS NOT REQUIRED.
- CONTRACTOR HAS OPTION TO UTILIZE ADDITIONAL LENGTH GUARDRAIL POST WITH COMPRESSED SHOULDER.

FED. RD. DIST. NO.	STATE	COUNTY	PROJECT ID	ROUTE NO.	SHEET NO.
3	S.C.	HAMPTON/BEAUFORT	P042942	US 21/US 17A	3

- 1 ● HOT MIX ASPHALT SURFACE COURSE, TYPE C (175 LBS/SY)
- 2 ○ HOT MIX ASPHALT INTERMEDIATE COURSE, TYPE C (200 LBS/SY) (SEE NOTE 9)
- 3 ○ HOT MIX ASPHALT BASE COURSE, TYPE B (450 LBS/SY)
- 4 ○ EXISTING ASPHALT PAVEMENT IN PLACE (RETAIN WHERE APPLICABLE)

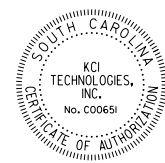
\*\* PG=POINT OF FINISHED GRADE  
\*\*\* PR=POINT OF ROTATION

∅ ADD 3.75' WHERE GUARDRAIL IS USED (SEE NOTE 4)

■ USE 4:1 SLOPE (<10')  
2:1 MAX SLOPE (>10')

▲ USE SILT FENCE AT THE TOE OF ALL SLOPES PER SCDOT STD. DWG. NO. 815-605-00

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ENGINEERS | PLANNERS | SCIENTISTS | CONSTRUCTION MANAGERS



NOT FOR CONSTRUCTION

ROUTE NO.	FUNCTIONAL CLASSIFICATION	DESIGN SPEED			PAVEMENT DESIGN
		MPH	FROM STA.	TO STA.	
US 21 / US 17A	RURAL - MINOR ARTERIAL	55	1092+72.51	1119+72.50	APPROVED BY  DATE
5					SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION COLUMBIA, S.C.  TYPICAL SECTION US 21 / US 17A
4					
3					
2					
1					
REV. NO.	BY	DATE	DESCRIPTION OF REVISION		SCALE = NTS



# RIGHT-OF-WAY DATA SHEET

FED. RD. DIV. NO.	STATE	COUNTY	PROJECT ID	ROUTE/ROAD NO.	SHEET NO.
3	S.C.	HAMPTON/BEAUFORT	P042942	US 21/US 17A	4

[illegible]

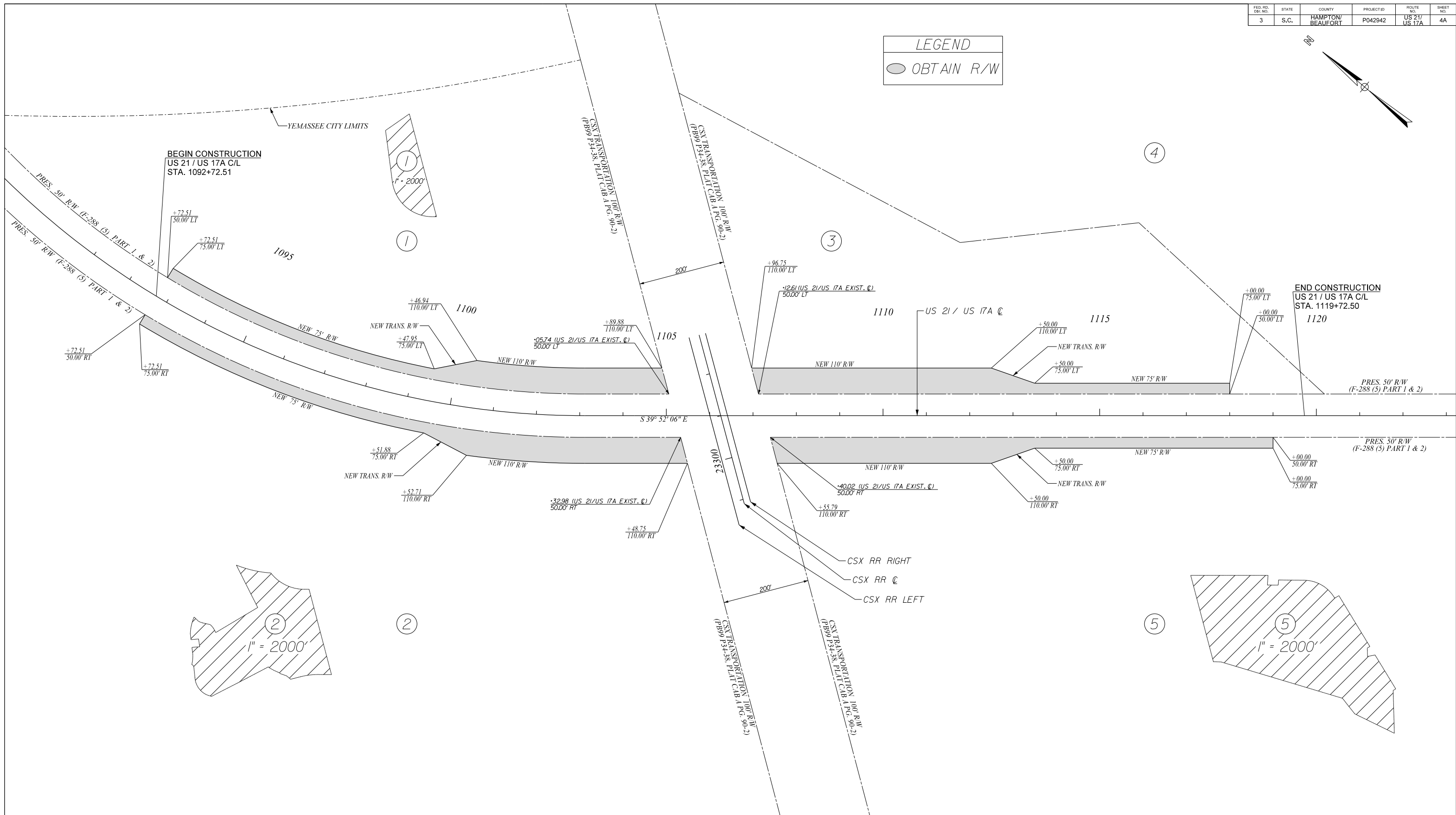
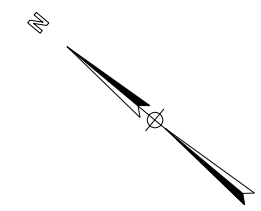
**R/W NOTE:**  
THE DEPARTMENT WILL UTILIZE THE PRESENT RIGHT OF WAY  
AS SHOWN BELOW EXCEPT AS OTHERWISE SHOWN ON PLANS.

[illegible]

**NOTES:**  
A. SHOW REMAINDER IN SQUARE FEET WHEN LESS THAN 0.25 ACRE.



FED. RD. DIV. NO.	STATE	COUNTY	PROJECT ID	ROUTE NO.	SHEET NO.
3	S.C.	HAMPTON/ BEAUFORT	P042942	US 21/ US 17A	4A



SCALE : 100.000 ft / in.  
PLOT DRIVER : pdf.pltcfgr  
PLOTTED : 12/15/2023



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CONSTRUCTION

5				SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION COLUMBIA, S.C.
4				
3				
2				PROPERTY STRIP MAP
1				
REV. NO.	BY	DATE	DESCRIPTION OF REVISION	



C:\JOBS\2023\LOCATION\Emergency Survey US 17A\_RP\_Yemassee\OFFICE\FINAL\COLUMBIA\PO42942\PO42942.dlm\SCDS 5A

FED. RD. DEV. NO.	STATE	COUNTY	PROJECT ID	ROAD/ROUTE NO.	SHEET NO.
3	SC	HAMPTON/BEAUFORT	P042942	US 21 / 17-A	5A

PROPERTY MONUMENTS FOUND


ALIGNMENT	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
US 21/17-A TANGENT	1107+08.29	-50.49	305851.41	2043577.11	IP 1/2 PIPE
US 21/17-A TANGENT	1107+12.53	-50.32	305848.05	2043579.69	CMT 4"
US 21/17-A TANGENT	1120+18.39	-50.19	304845.69	2044416.69	IP 3/4 REBAR
US 21/17-A TANGENT	1105+29.12	-744.31	306433.69	2043994.77	CMT 4"

SURVEY CONTROL POINTS

POINT ID	ALIGNMENT	STATION	OFFSET	NORTHING	EASTING	ELEV.	DESCRIPTION
1	US 21/17-A CURVE	1066+21.52	18.27	309117.2391	2043752.1959		WITH CAP
2	US 21/17-A CURVE	1075+44.47	17.16	308418.2714	2043146.7598	24.37	WITH CAP
3	US 21/17-A CURVE	1084+20.74	22.55	307598.3720	2042833.6308	34.51	CP 3 #5 REBAR
4	US 21/17-A CURVE	1093+23.17	20.62	306699.5202	2042931.5731	22.75	CP 4 #5 REBAR
5	US 21/17-A TANGENT	1104+28.50	14.71	306024.3597	2043347.7144	41.95	CP 5 #5 REBAR
6	US 21/17-A TANGENT	1107+26.89	12.91	305796.4891	2043540.3750	43.76	CP 6 #5 REBAR
7	US 21/17-A TANGENT	1118+90.32	-17.36	304922.9396	2044309.3928	11.47	CP 7 #5 REBAR
8	US 21/17-A TANGENT	1129+79.36	19.08	304063.7270	2044979.5244	8.39	WITH CAP
9	US 21/17-A TANGENT	1142+85.80	-16.41	303083.7582	2045844.2270	17.51	WITH CAP

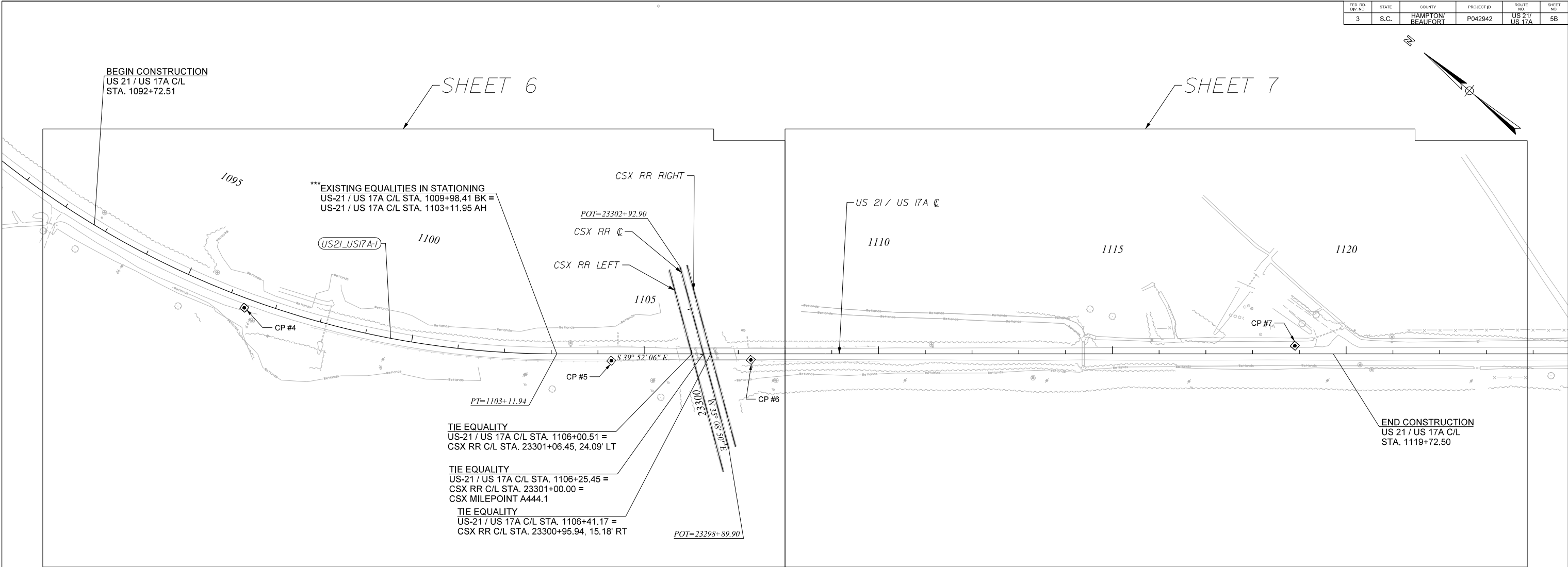
PROJECT BENCHMARKS

POINT ID	ALIGNMENT	STATION	OFFSET	NORTHING	EASTING	ELEV.	DESCRIPTION
52	US 21/17-A CURVE	1082+99.94	-57.09	307703.7346	2042931.4101	31.27	BM 1 NAIL IN 34" OAK
53	US 21/17-A CURVE	1093+88.70	61.72	306622.4062	2042916.6706	21.05	BM 2 NAIL IN 14" GUM
54	US 21/17-A TANGENT	1106+50.87	-5.26	305866.4849	2043505.5873	22.78	BM 3 GEO X 74
55	US 21/17-A TANGENT	1115+85.06	-29.92	305165.2831	2044123.3525	12.62	BM 4 NAIL IN 32" PINE
56	US 21/17-A TANGENT	1125+66.52	-53.78	304427.2909	2044770.8127	7.65	BM 5 NAIL IN 18" PINE

NOTES:		SURVEY CONTROL DATA	
1. The alignment Station and Offset are referenced to the existing Survey Centerline. 2. Date of Survey: NOVEMBER 9, 2023		 SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION	
		PROJECT DESCRIPTION	
		US 17A / US 21 over CSX Emergency Bridge Project, Beaufort County, Asset 834, Bridge struck during train derailment on 9/20/23.	
The Property Monuments Found listed on this sheet are assumed to be property corner monuments, field located during the course of this survey. The Department makes no claim that these located monuments are the true position of any property and takes no responsibility for this information being used as such. These monuments are tied to the control of this project in an effort to document and preserve their location in the event they are disturbed or destroyed during the construction of the project.		DATUM DESCRIPTION	
		This GRID Coordinate System developed for this project is based on NAD83(2011) South Carolina State Plane Coordinate System. A Combined Scale Factor (CSF) for each Survey Control Point must be computed and applied to horizontal ground distances. Elevations for this project are based on NAVD88 for CK1580 with an Elevation of 22.78	

William G. Bradsher  
No. 21618  
Digitally signed by William G. Bradsher  
Date: 2023.11.08 11:32:16 -05'00'

FED. RD. DIV. NO.	STATE	COUNTY	PROJECT ID	ROUTE NO.	SHEET NO.
3	S.C.	HAMPTON/BEAUFORT	P042942	US 21/US 17A	5B



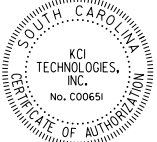
US 21 / US 17A C/L					
Beginning chain US21_US17A description					
Curve Data					
Curve US21_US17A-1	1092+37.27	N	307.402.64	E	2.042.215.75
P.L. Station	82° 11' 11.46" (LT)				
Delta	= 2° 59' 51.91"				
Degree	= 1.666.93				
Tangent	= 2.741.60				
Length	= 1.911.29				
Radius	= 624.79				
External	= 2.512.53				
Long Chord	= 470.86				
Mid. Ord.	1075+70.34	N	308.635.20	E	2.043.338.00
P.C. Station	1103+11.94	N	306.123.24	E	2.043.284.29
P.T. Station		N	307.348.43	E	2.044.751.25
C.C.					
Back	= S 42° 19' 05.36" W				
Ahead	= S 39° 52' 06.10" E				
Chord Bear	= S 1° 13' 29.63" W				
Course from PT US21_US17A1 to 5001 S 39° 52' 06.10" E Dist 2.447.40					
Point 5001	N	304.244.81	E	2.044.853.14	Sta 1127+59.35
Ending chain US21_US17A description					

CSX RR C/L					
Beginning chain CSX_CL description					
Point 10000	N	305.710.83	E	2.043.364.31	Sta 23298+89.90
Course from 10000 to 10001 N 35° 08' 50.04" E Dist 403.00					
Point 10001	N	306.040.36	E	2.043.596.31	Sta 23302+92.90
Ending chain CSX_CL description					

US 21 / US 17A C/L SUPERELEVATION TABLE						
CURVE	D.S.	RADIUS (FT)	eMAX	e	PC-LG	PT-LG
US21_US17A-1	55 MPH	1911.29	0.08 FT/FT	0.062 FT/FT	0.50%	0.50%

\*\*\*EXISTING EQUALITIES IN STATIONING FROM FAP NO. 288A2 PART 1 & 2 AND 288C2 PART 1 & 2 WILL NOT BE UTILIZED. PROPOSED ALIGNMENT WILL NOT HAVE EQUALITIES AND WILL UTILIZE AHEAD STATIONING FROM PREVIOUS EQUATION.

SCALE : 100,000 ft / in.  
PLOT DRIVER : pdf,pltdg  
PLOTTED : 12/15/2023  
PEN TABLE : SCDOT Levels 2015 B&W Plan.tbl  
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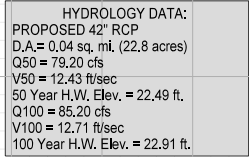


NOT FOR CONSTRUCTION

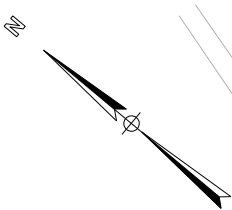
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4				
3				
2				
1				
REV. NO.	BY	DATE	DESCRIPTION OF REVISION	SCALE 1" = 100'

SOUTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
COLUMBIA, S.C.  
REFERENCE DATA / LAYOUT SHEET

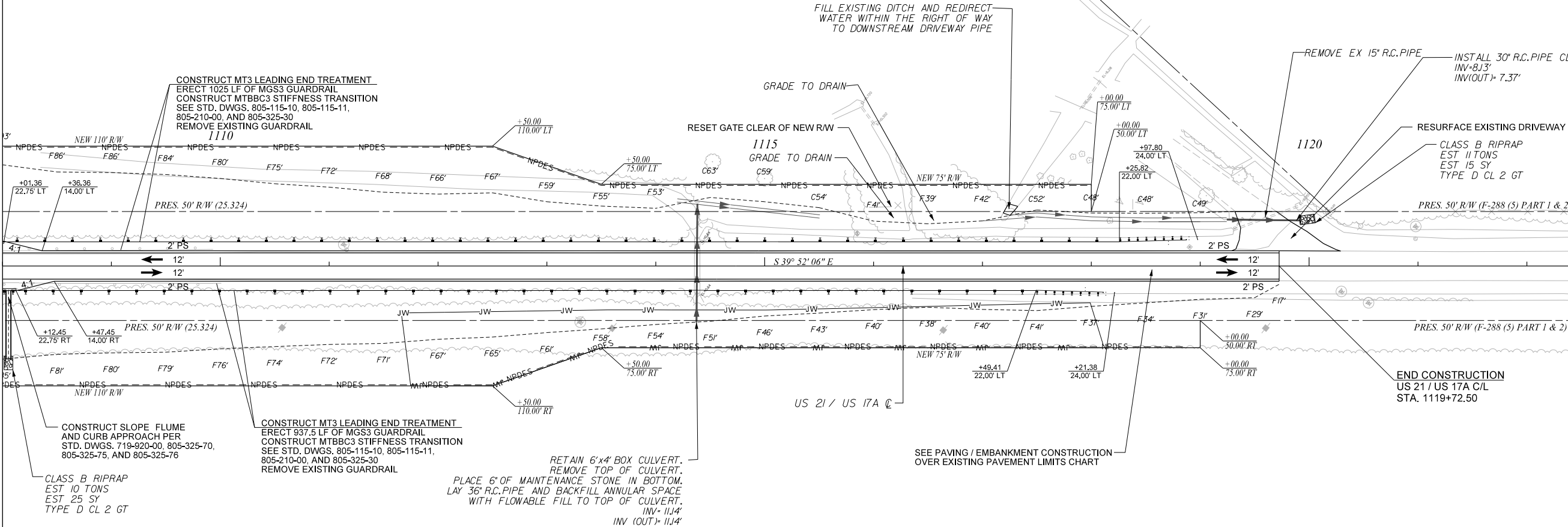




FED. RD. DIST. NO.	STATE	COUNTY	PROJECT ID	ROUTE NO.	SHEET NO.
3	S.C.	HAMPTON/BEAUFORT	P042942	US 21/US 17A	7



MATCHLINE US 21 / US 17A  
STA. 1108+00.00  
SEE SHEET NO. 6

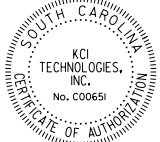


NOTE:  
1. CLEAR ONLY (AREA BETWEEN CONSTRUCTION LIMITS AND R/W & NPDES LINE)  
CLEAR AND GRUBB WITHIN CONSTRUCTION LIMITS

PAVING / EMBANKMENT CONSTRUCTION OVER EXISTING PAVEMENT LIMITS		
ITEM	BEGIN STATION	END STATION
MILLING	1119+12.50	1119+72.50
PAVEMENT REMOVAL	1117+51.36	1118+46.92
SCARIFYING	1116+11.89	1117+51.36

SEE SHEET 7A FOR PROFILE.

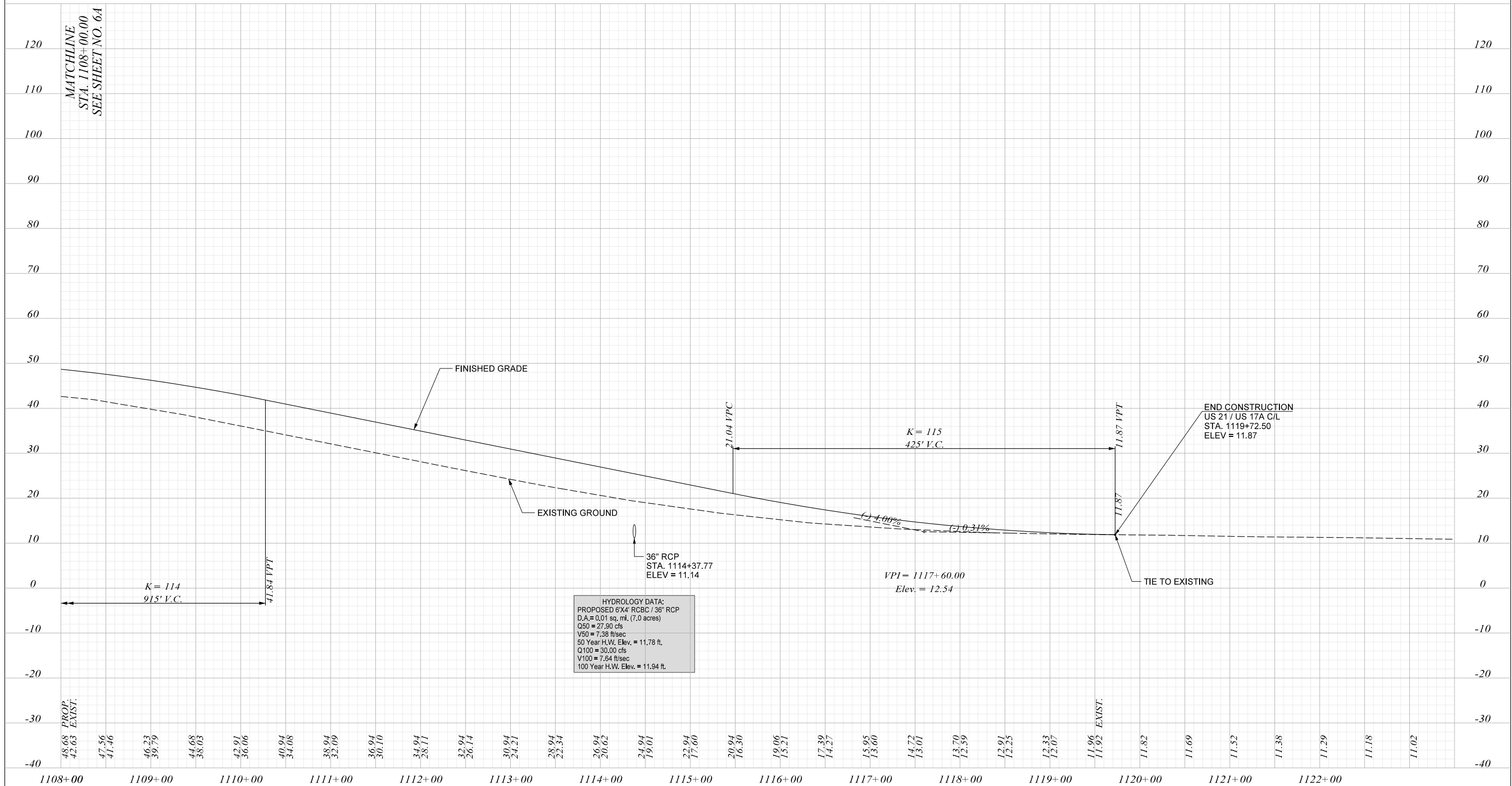
SEE REFERENCE DATA SHEET FOR HORIZONTAL ALIGNMENT CONTROL AND SUPERELEVATION TABLES.



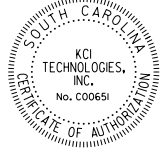
NOT FOR  
CONSTRUCTION

5				SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION COLUMBIA, S.C.  PLAN SHEET US 21 / US 17A STA. 1108+00.00 TO STA. 1119+72.50
4				
3				
2				
1				
REV. NO.	BY	DATE	DESCRIPTION OF REVISION	SCALE 1" = 50'

FED. RD. DIV. NO.	STATE	COUNTY	PROJECT ID	ROUTE NO.	SHEET NO.
3	S.C.	HAMPTON/ BEAUFORT	P042942	US 21/ US 17A	7A



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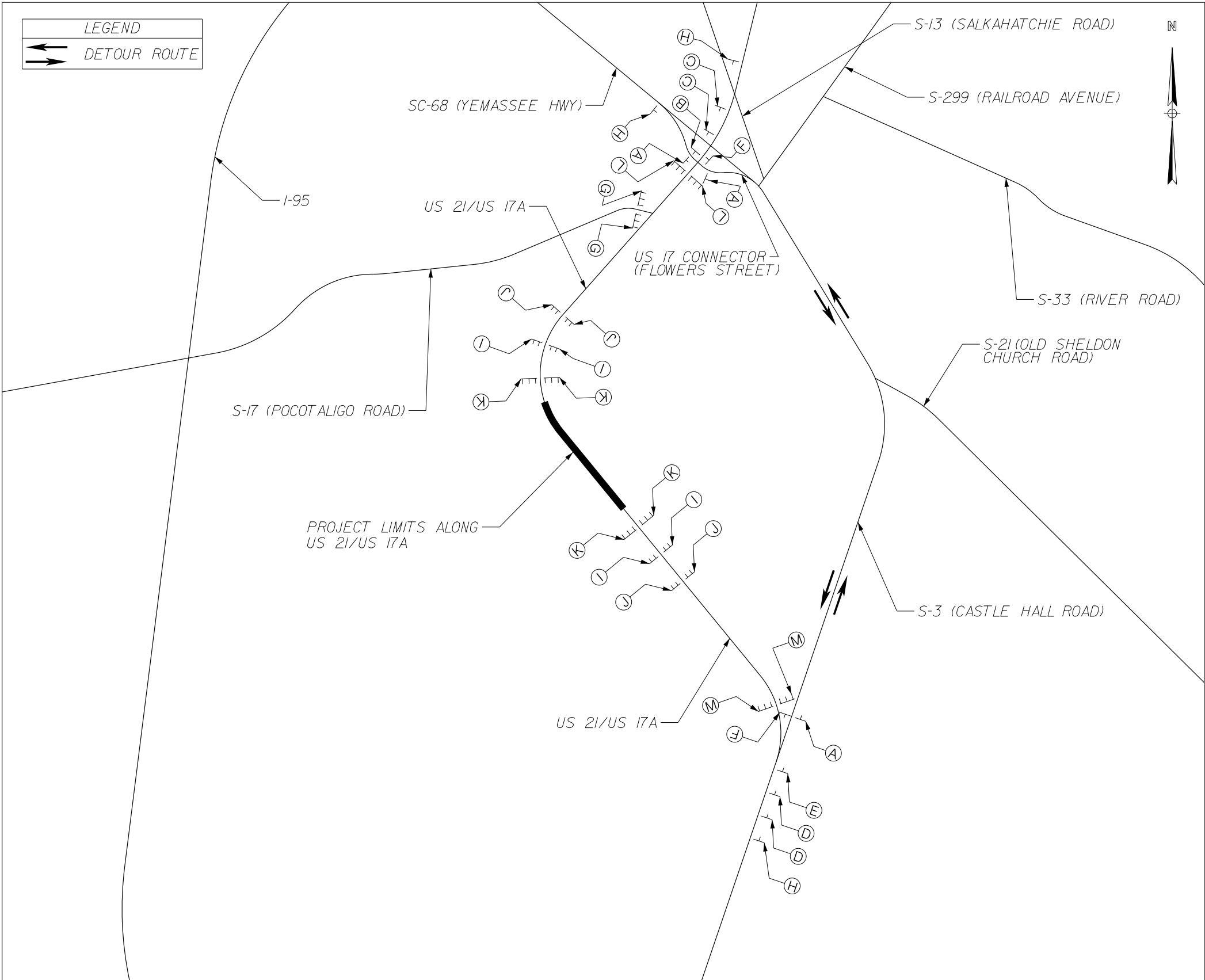


NOT FOR  
CONSTRUCTION

5				SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION COLUMBIA, S.C.
4				
3				
2				PROFILE SHEET US 21 / US 17 A STA. 1108+00.00 TO STA. 1119+72.50
1				
REV. NO.	BY	DATE	DESCRIPTION OF REVISION	SCALE 1"= 50' HOR. 1" = 10' VER.

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PLOTTED : 12/15/2023

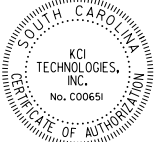
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FED. RD. DIV. NO.	STATE	COUNTY	PROJECT ID	ROUTE NO.	SHEET NO.
3	S.C.	HAMPTON/BEAUFORT	P042942	US 21/US 17A	TC1

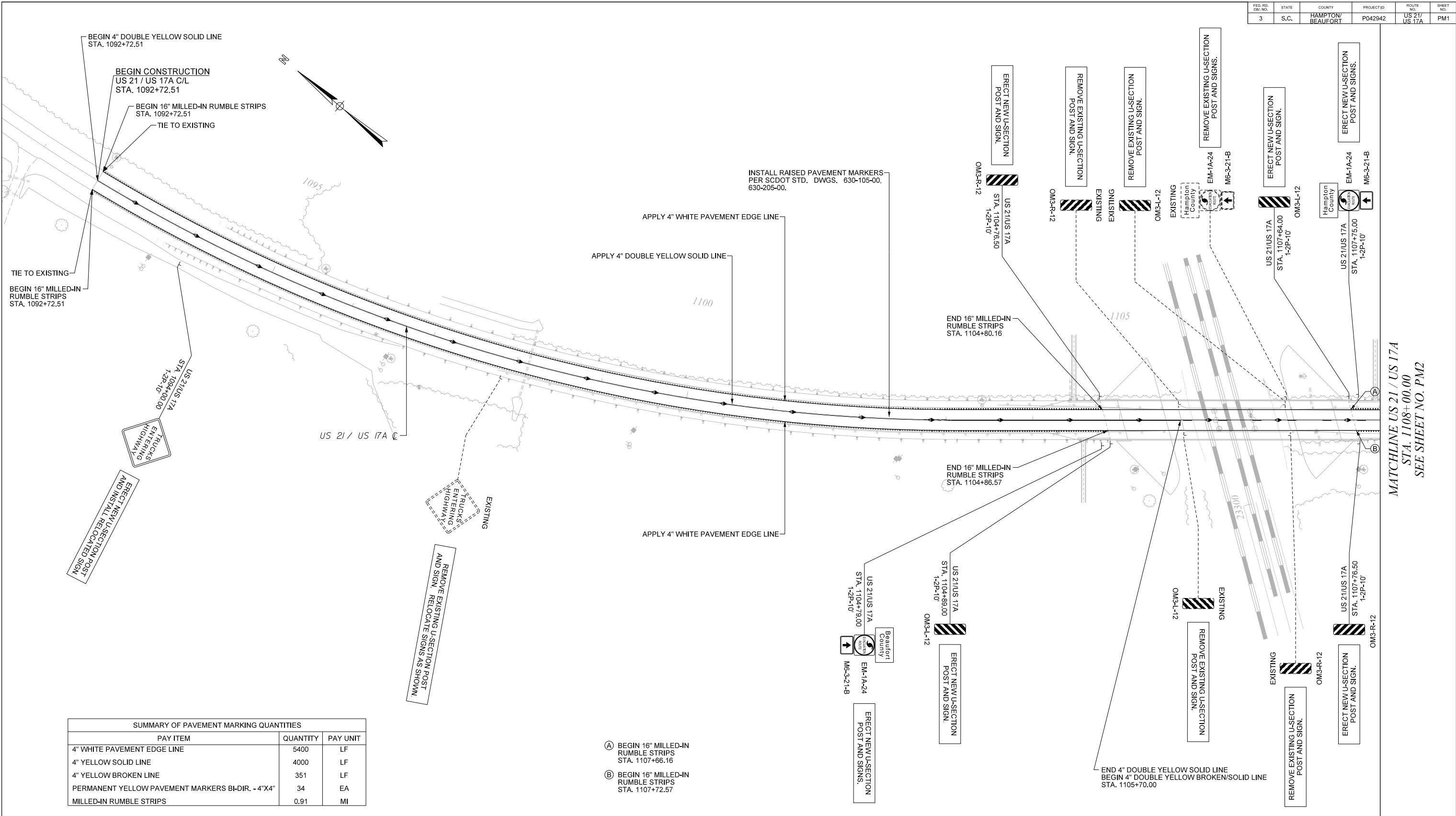
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SIGN "B" (1 EA) (1) M4-8-24 (2) M1-4-24-21 (3) M6-1L-21		SIGN "I" (4 EA) (1) W20-3-48-5	
SIGN "C" (2 EA) (1) M4-8-24 (2) M1-4-24-21 (3) M5-1L-21		SIGN "J" (4 EA) (1) W20-3-48-10	
SIGN "D" (2 EA) (1) M4-8-36 (2) M1-4-36-21 (3) M5-2R-21		BARRICADE "K" (10 EA) (1) R11-2-48	
SIGN "E" (1 EA) (1) M4-8-36 (2) M1-4-36-21 (3) M6-2R-21		BARRICADE "L" (2 EA) (1) R11-3B-60-1.0	
SIGN "F" (2 EA) (1) M4-6-24 (2) M4-8-24 (3) M1-4-36-21		BARRICADE "M" (2 EA) (1) R11-3B-60-1.2	
BARRICADE "G" (2 EA) (1) R11-3B-60-0.75 (1) M4-10L-48			

- NOTES:
- SEE SCDOT STD. DWG. NO. 610-505-00 FOR ROAD CLOSURE DETAILS.
  - SEE SCDOT STD. DWG. NO. 610-605-00 FOR DETOUR SIGNING DETAILS. INSTALL DETOUR SIGNS AND BARRICADES AS SHOWN AND IN ACCORDANCE WITH THE MUTCD AND SCDOT STANDARD DRAWINGS.
  - DETOUR SIGNS SHOWN IN APPROXIMATE LOCATION. RESIDENT CONSTRUCTION ENGINEER MAY MODIFY TO MATCH FIELD CONDITIONS.
  - CONTRACTOR SHALL MAINTAIN ACCESS TO PROPERTIES LOCATED WITHIN WORK ZONE.
  - DETOUR DISTANCE IS APPROXIMATELY 2.5 MILES.
  - DETOUR SIGN SHALL BE REMOVED OR COVERED (BAGGED) WHEN NOT IN USE.



NOT FOR  
CONSTRUCTION

5					SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION COLUMBIA, S.C.  DETOUR SHEET US 21 / US 17A
4					
3					
2					
1					
REV. NO.	BY	DATE	DESCRIPTION OF REVISION		SCALE 1" = NTS



SUMMARY OF PAVEMENT MARKING QUANTITIES		
PAY ITEM	QUANTITY	PAY UNIT
4" WHITE PAVEMENT EDGE LINE	5400	LF
4" YELLOW SOLID LINE	4000	LF
4" YELLOW BROKEN LINE	351	LF
PERMANENT YELLOW PAVEMENT MARKERS BI-DIR. - 4"x4"	34	EA
MILLED-IN RUMBLE STRIPS	0.91	MI

- Ⓐ BEGIN 16" MILLED-IN RUMBLE STRIPS STA. 1107+66.16  
Ⓑ BEGIN 16" MILLED-IN RUMBLE STRIPS STA. 1107+72.57



NOT FOR CONSTRUCTION

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

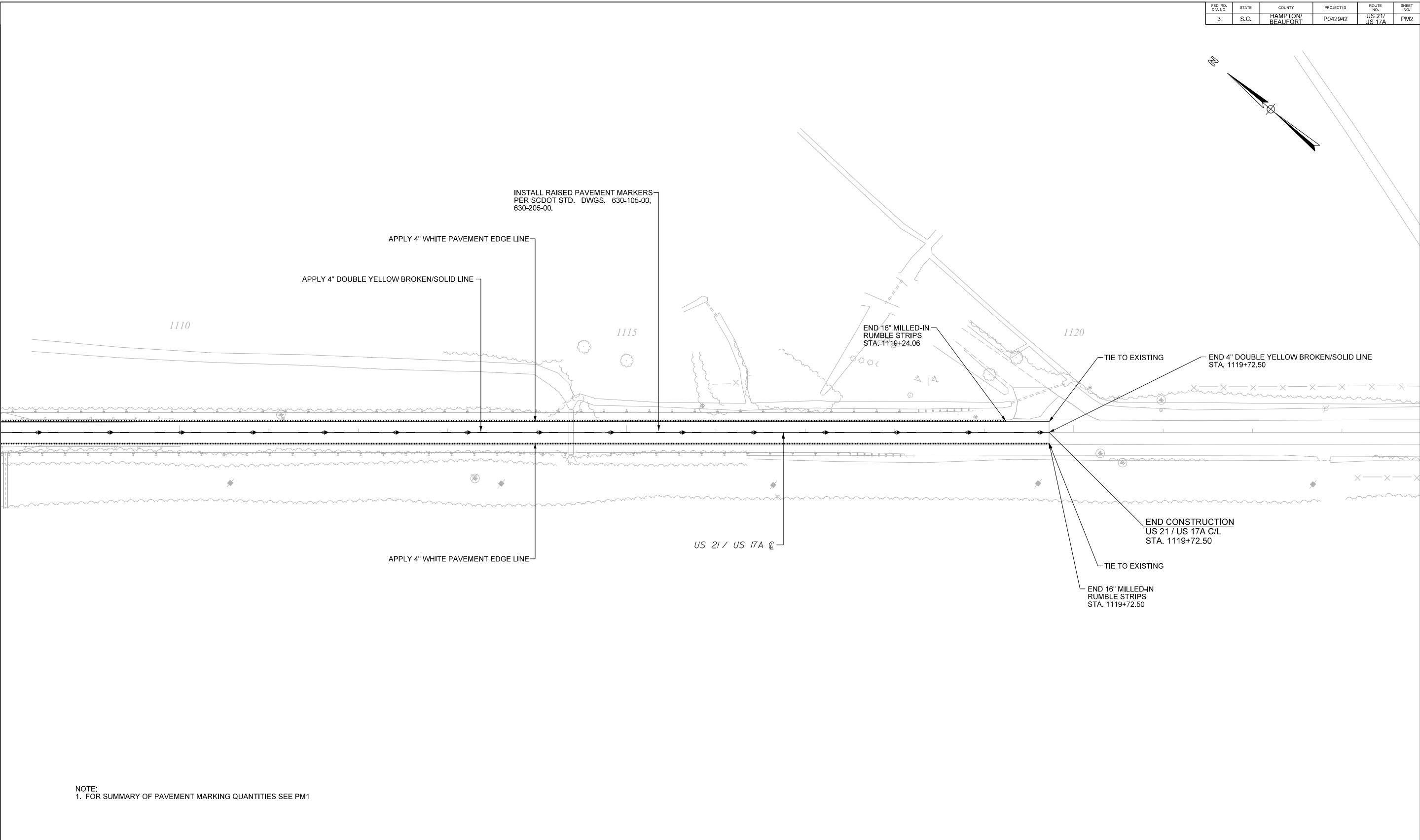
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION COLUMBIA, S.C.	
PAVEMENT MARKING AND SIGNAGE PLAN SHEET US 21 / US 17 A STA. 1092+72.51 TO STA. 1108+00.00	
SCALE 1" = 50'	



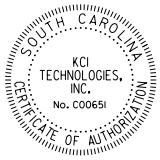
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MATCHLINE US 21 / US 17A  
STA. 1108+00.00  
SEE SHEET NO. PM1



NOTE:  
1. FOR SUMMARY OF PAVEMENT MARKING QUANTITIES SEE PM1



NOT FOR  
CONSTRUCTION

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

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION COLUMBIA, S.C.
PAVEMENT MARKING AND SIGNAGE PLAN SHEET US 21 / US 17 A STA. 1108+00.00 TO STA. 1119+72.50
SCALE 1" = 50'



# EROSION CONTROL DATA SHEET

FED. RD. DIV. NO.	STATE	COUNTY	PROJECT ID	ROUTE/ROAD NO.	SHEET NO.
3	S.C.	HAMPTON/BEAUFORT	P042942	US 21/US 17A	EC1

[illegible][illegible]

TEMPORARY EROSION CONTROL BLANKET							
ROAD / ROUTE	STATION TO STATION	SIDE	DEPTH OF BLANKET (FT)	DITCH BOTTOM WIDTH (FT)	SLOPES x : 1		MSY
					FRONT	BACK	
US 21	1096+00	1104+50	LT				3.994
US 21	1095+50	1104+50	RT				4.958
US 21	1108+00	1116+50	LT				4.275
US 21	1108+00	1116+50	RT				3.805
BLANKET ON 2:1 FILL SLOPES					TOTAL	17.032	

[illegible][illegible][illegible]

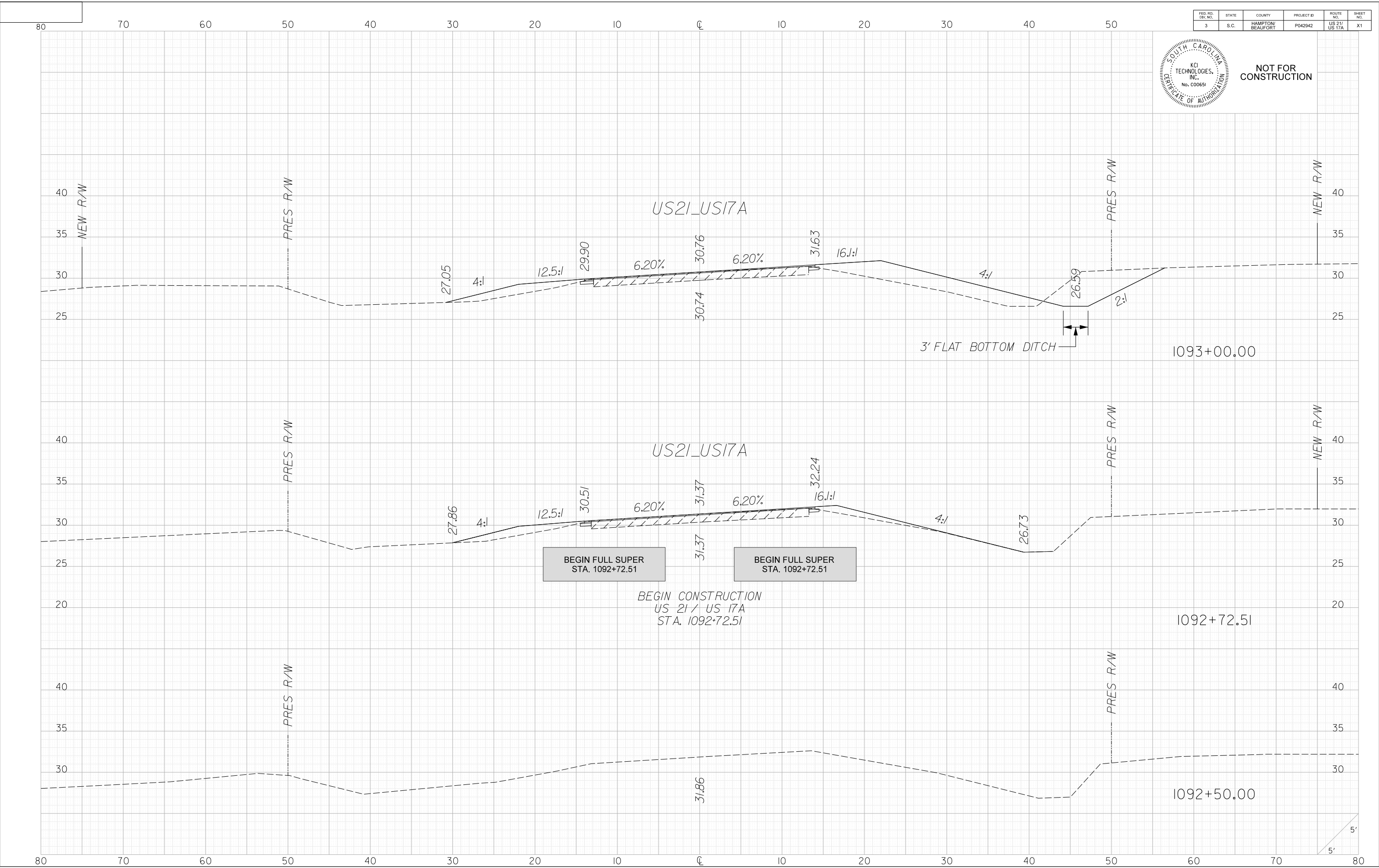
12/8/2023  
https://kci365-my.sharepoint.com/personal/crystal\_moore\_kci\_com/Documents/Microsoft Teams Chat Files/[EC

SCALE : 5,000 ft / in.  
PLOT DRIVER : pdfplotg  
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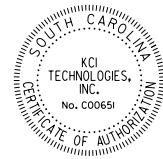
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3	S.C.	HAMPTON/BEAUFORT	P042942	US 21/US 17A	X1



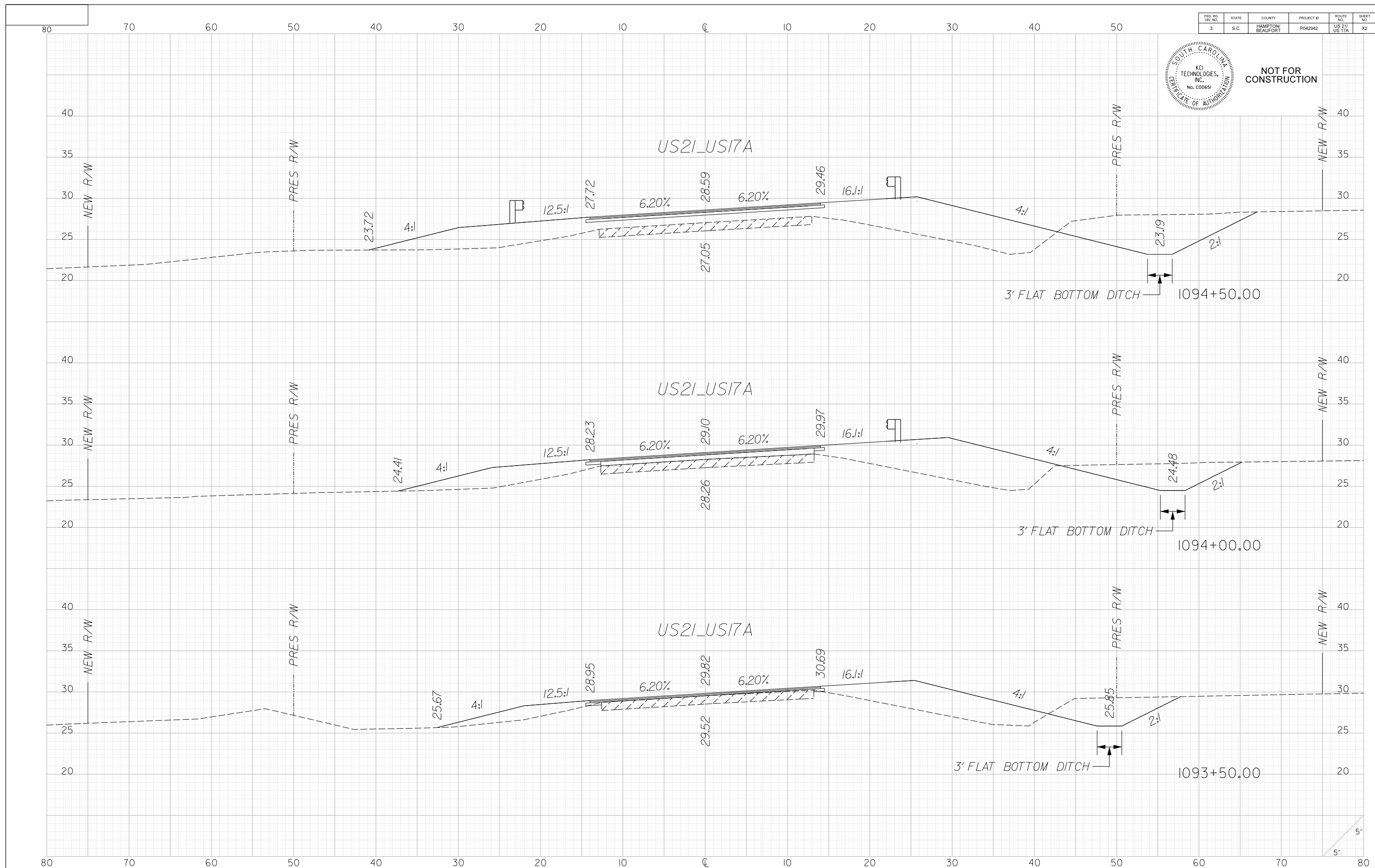
NOT FOR CONSTRUCTION



FED. RD. DIV. NO.	STATE	COUNTY	PROJECT ID	ROUTE NO.	SHEET NO.
3	S.C.	HAMPTON/ BEAUFORT	P042942	US 21/ US 17A	X2



NOT FOR  
CONSTRUCTION

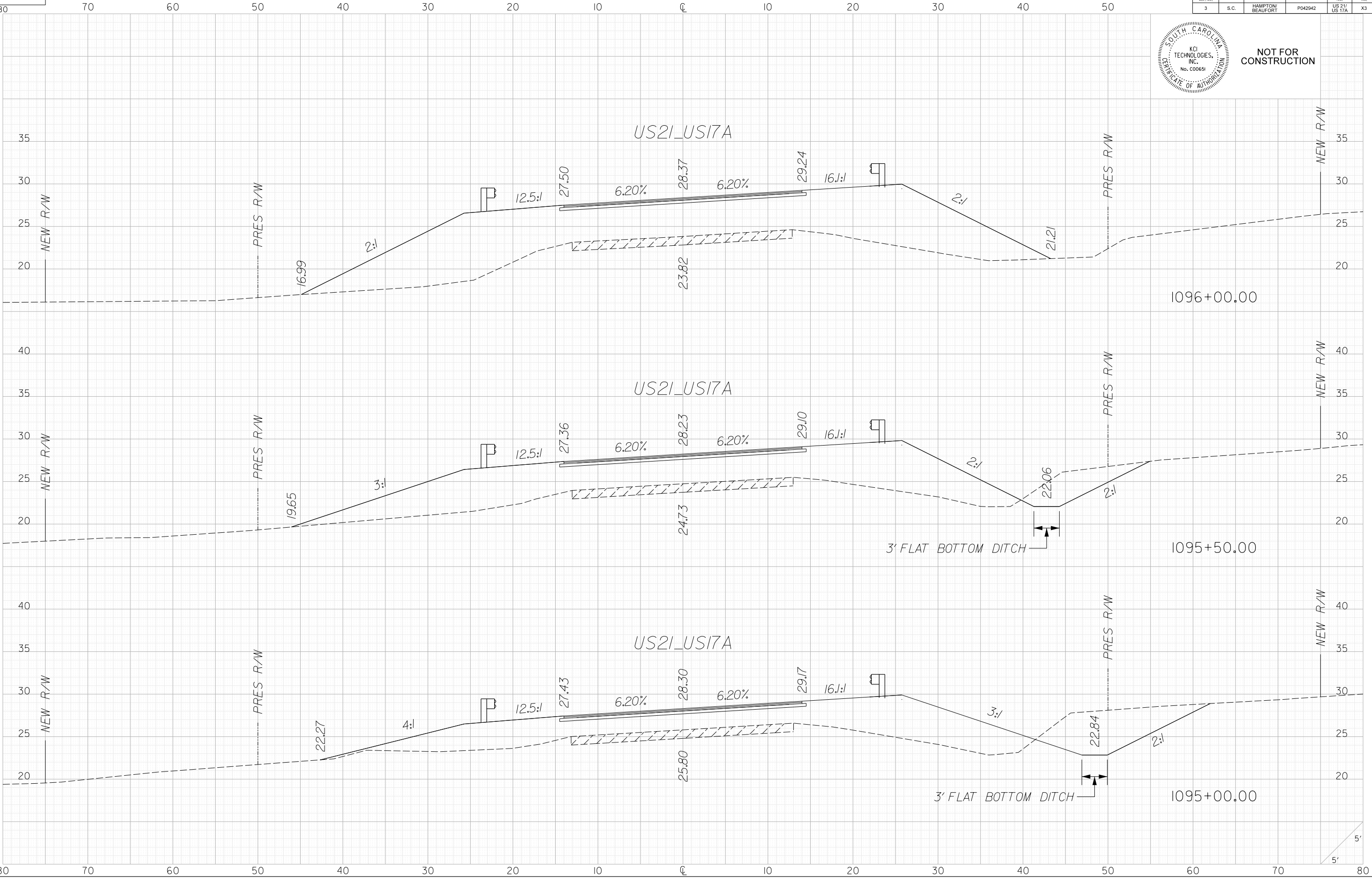


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PLOT DRIVER : pdfplotg  
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FED. RD. DIV. NO.	STATE	COUNTY	PROJECT ID	ROUTE NO.	SHEET NO.
3	S.C.	HAMPTON/ BEAUFORT	P042942	US 21/ US 17A	X3



NOT FOR  
CONSTRUCTION

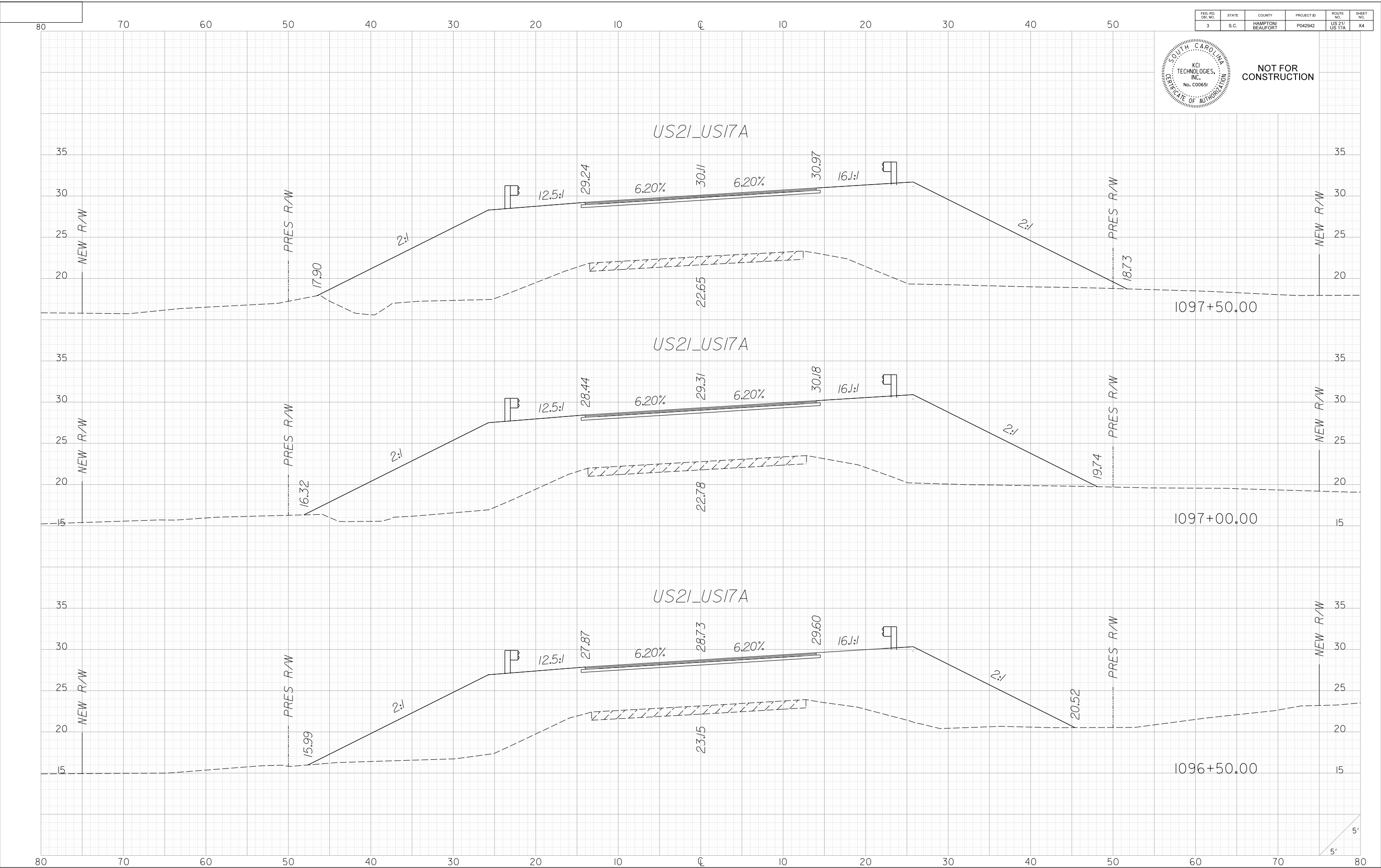


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FED. RD. DIV. NO.	STATE	COUNTY	PROJECT ID	ROUTE NO.	SHEET NO.
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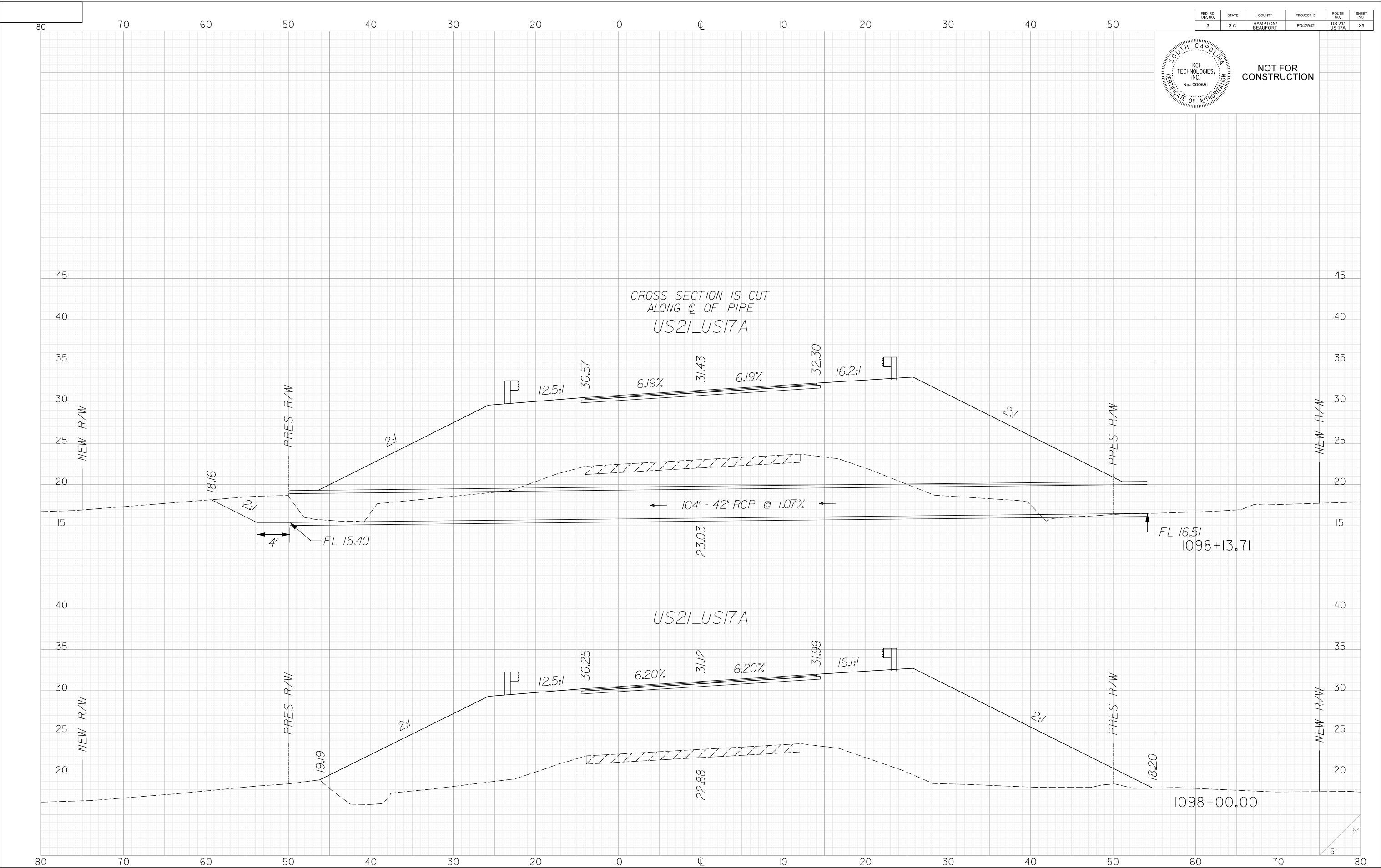


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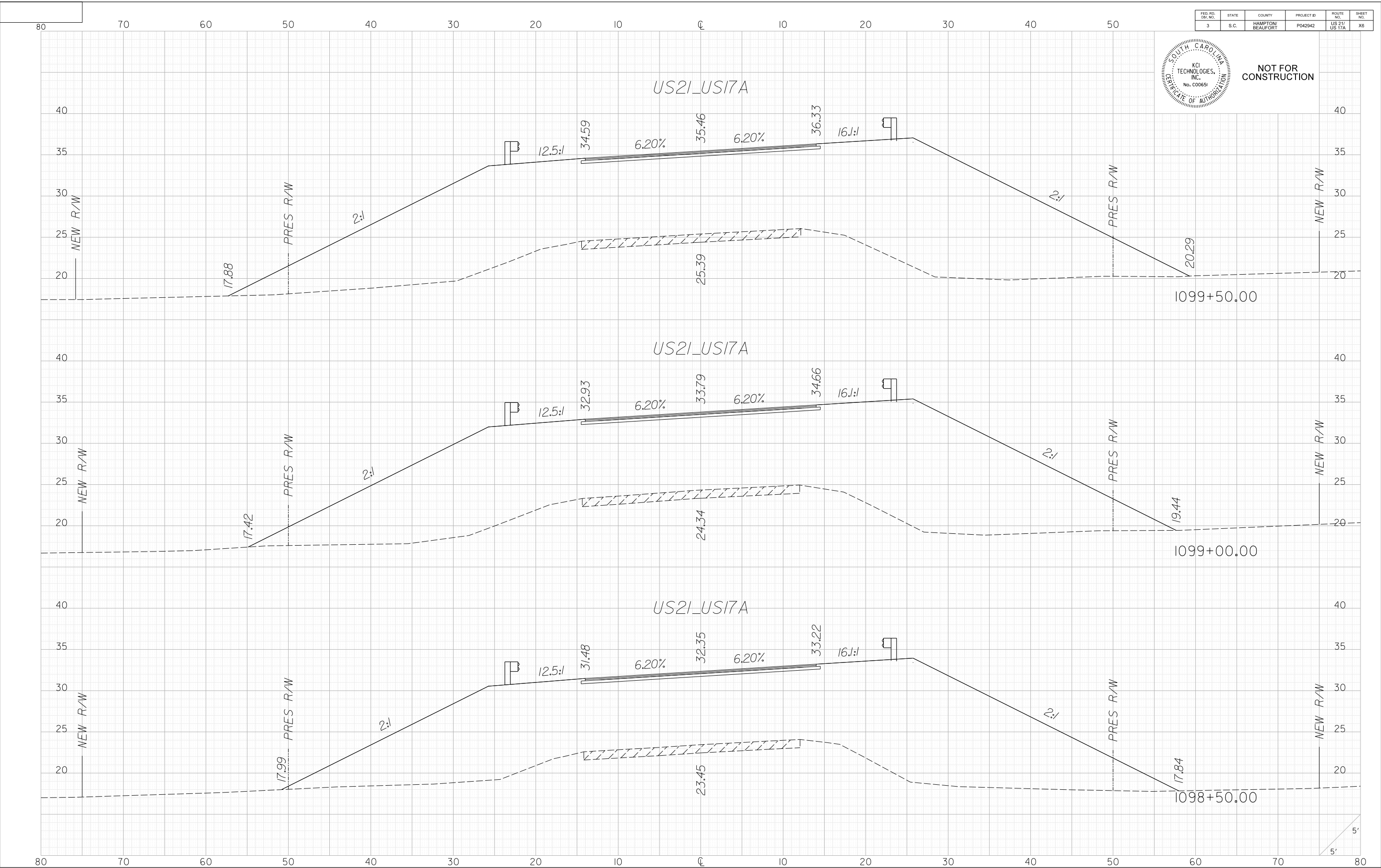


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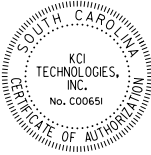
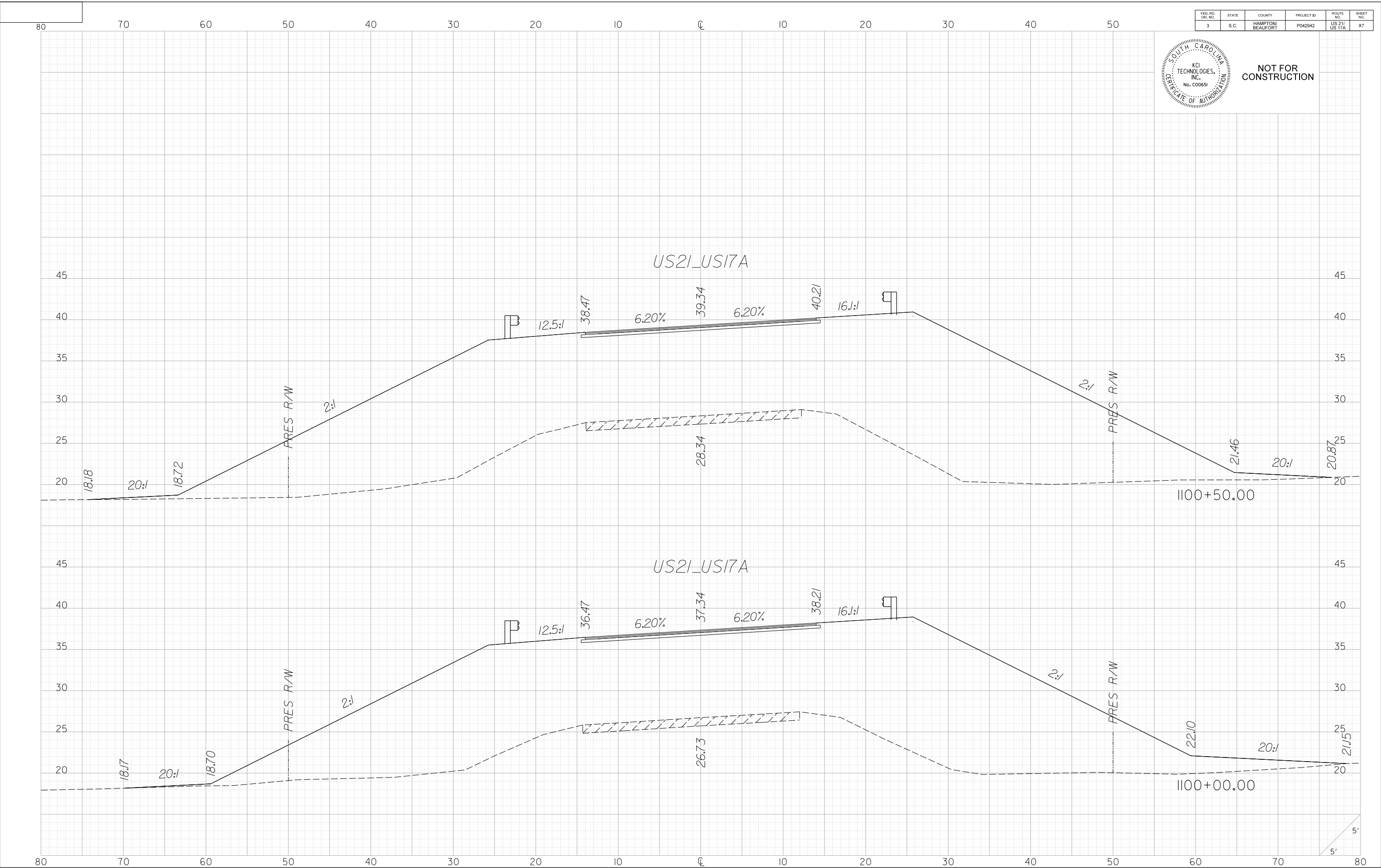


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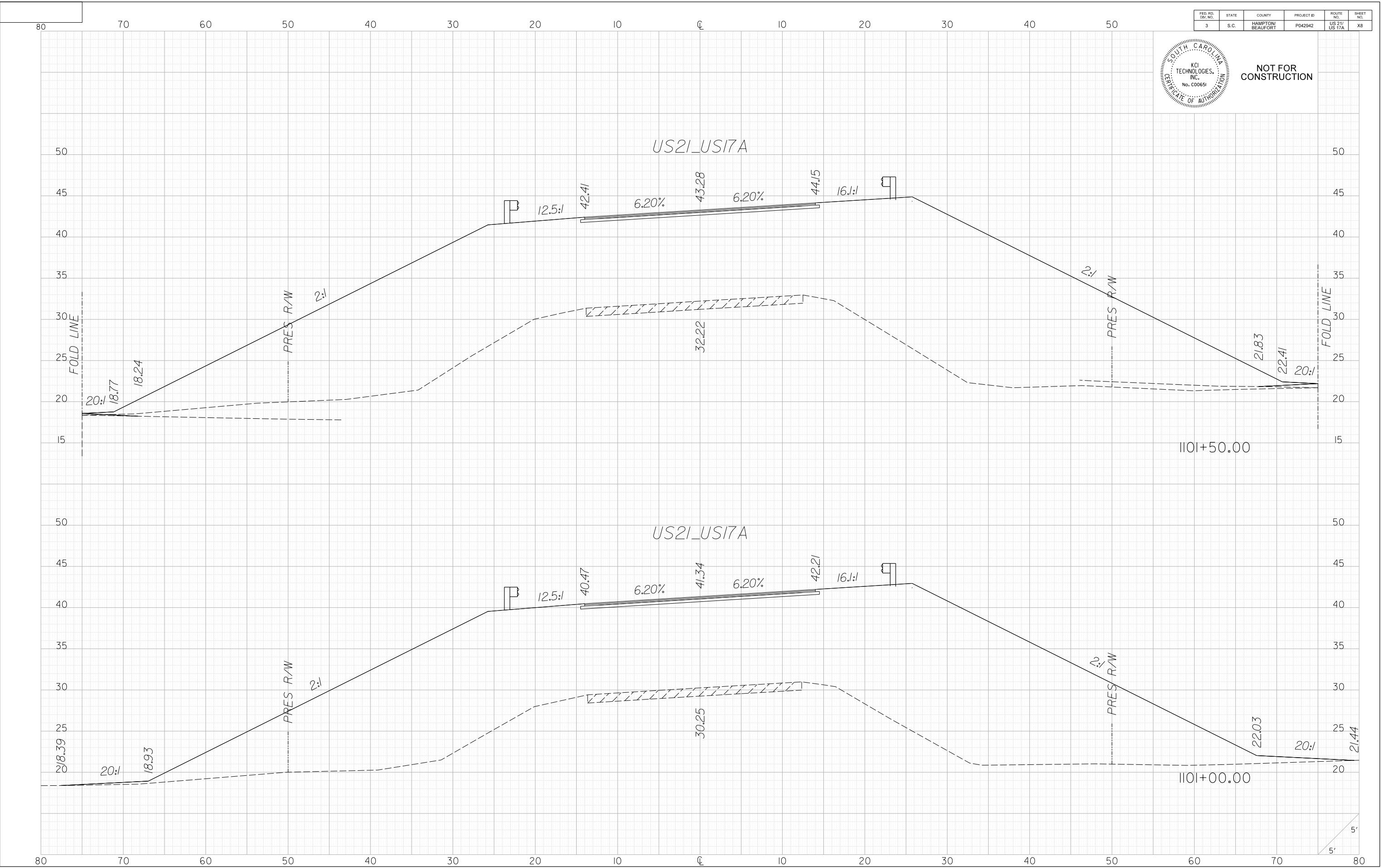


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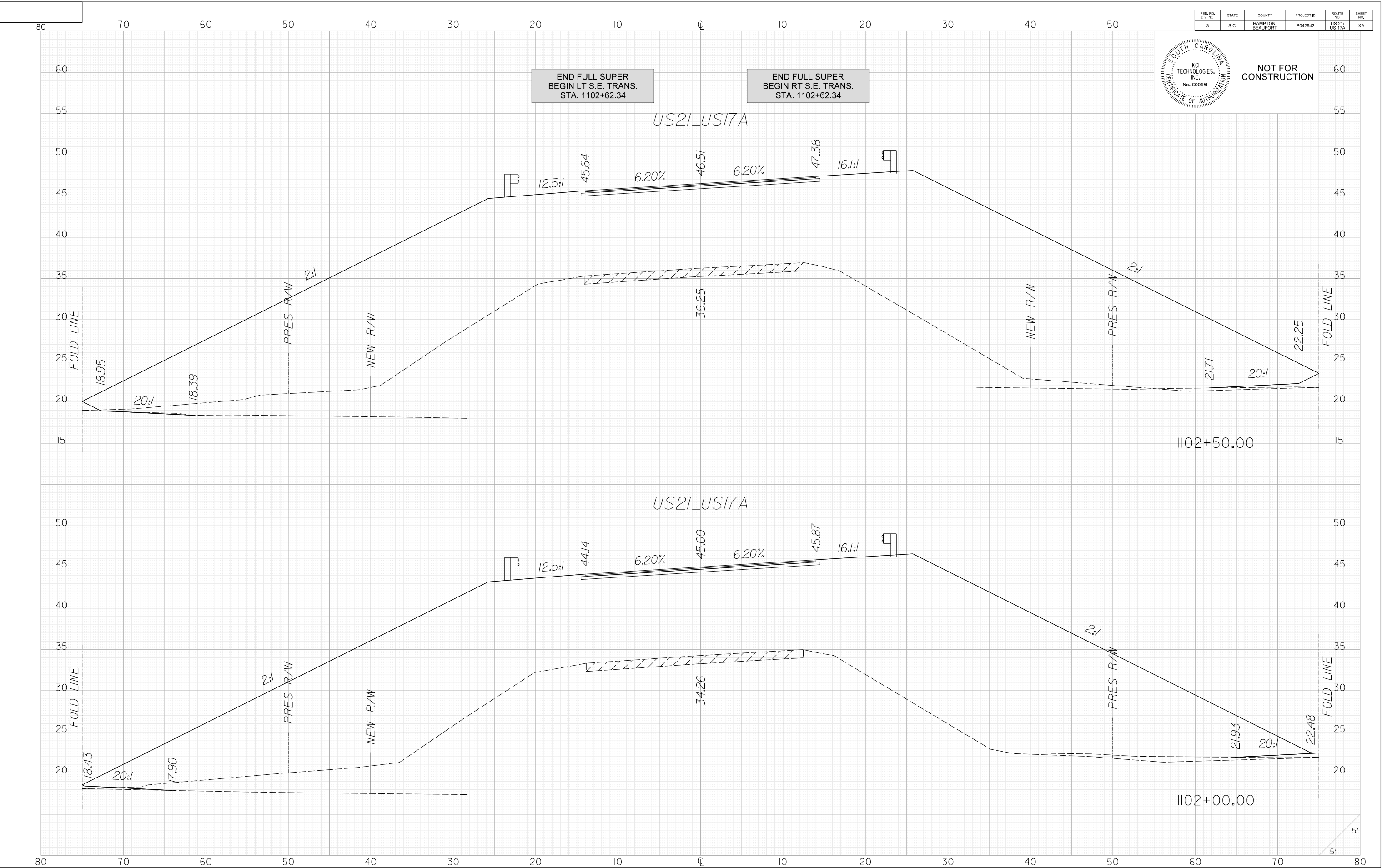
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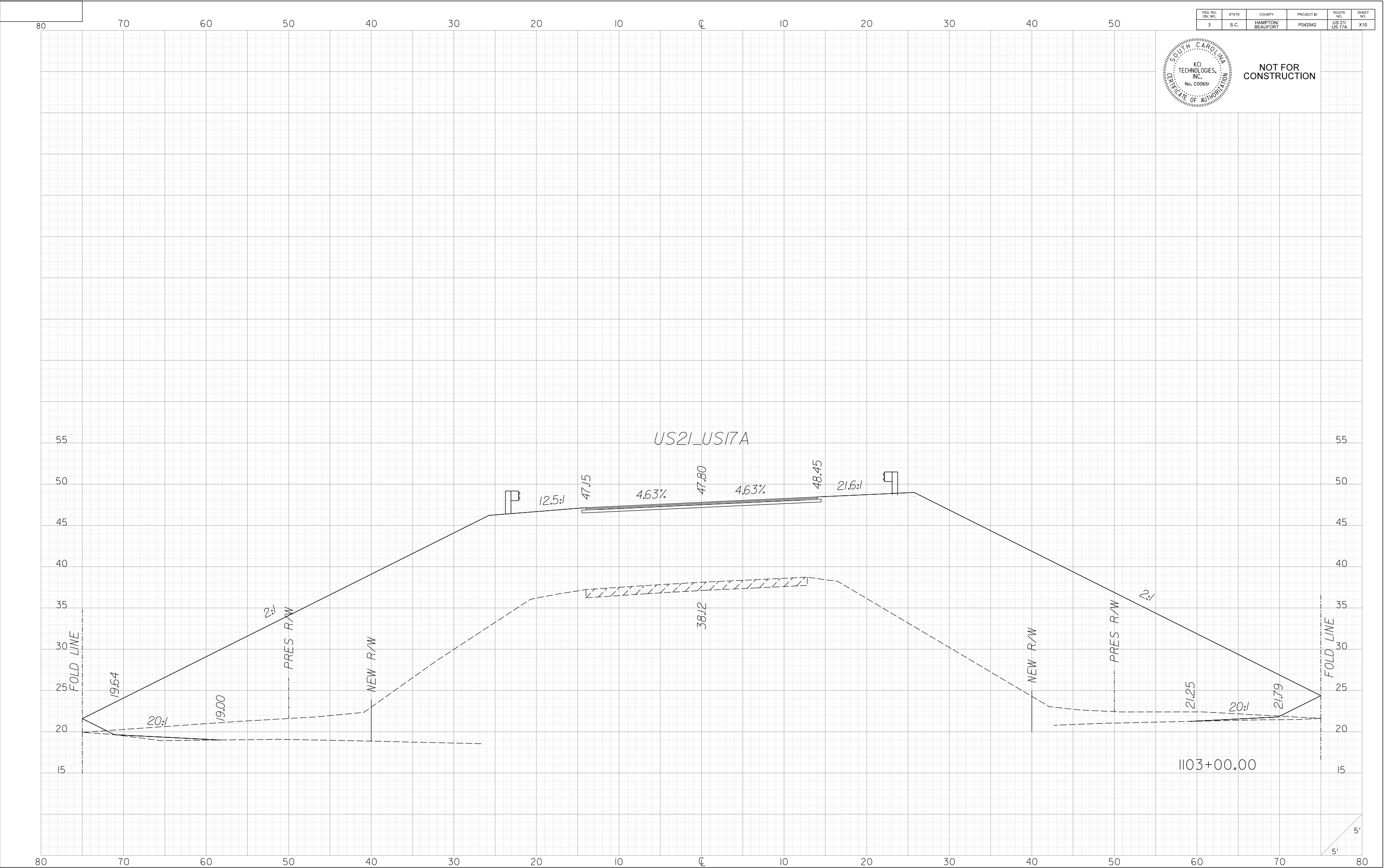


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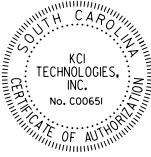
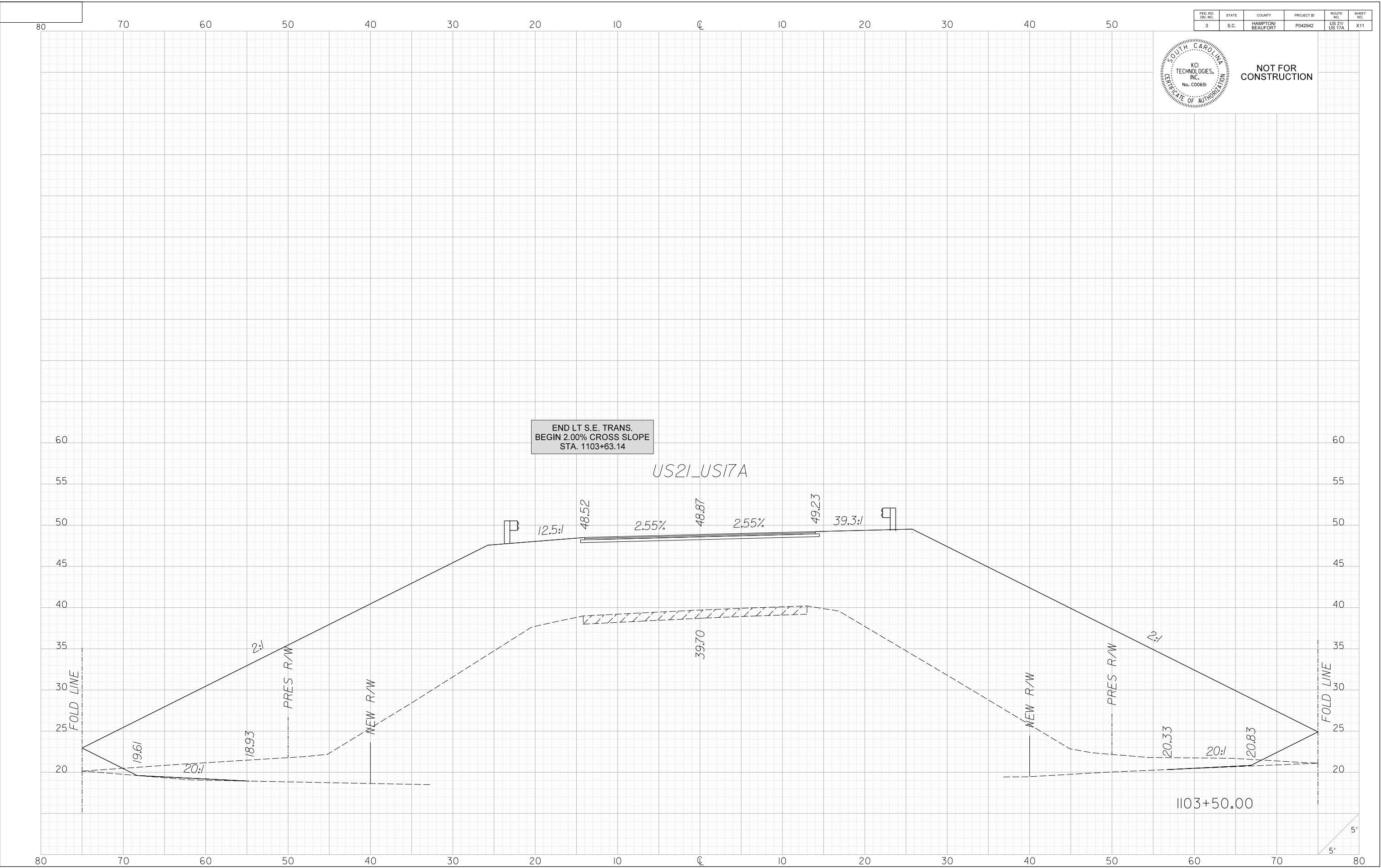
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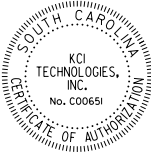
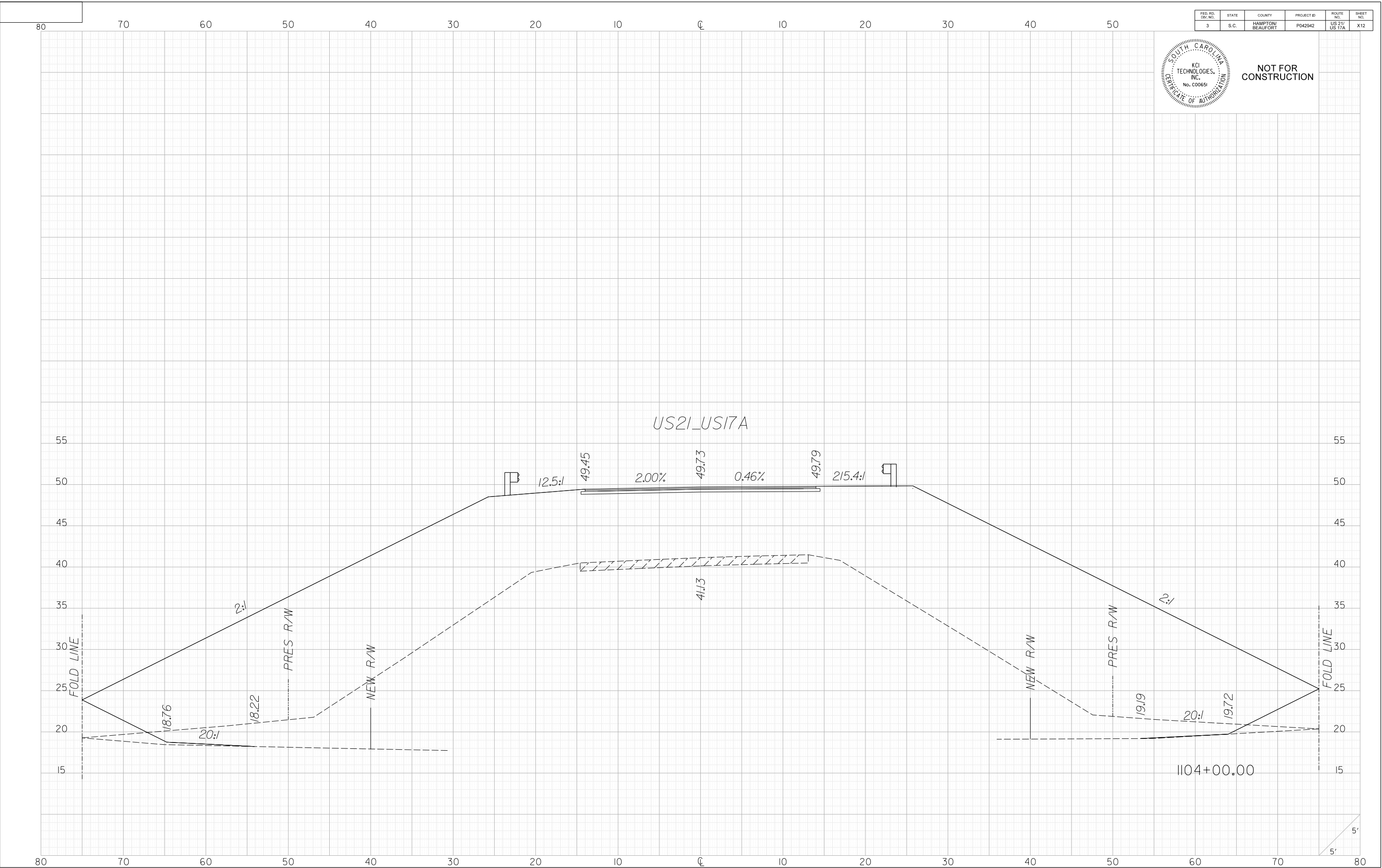


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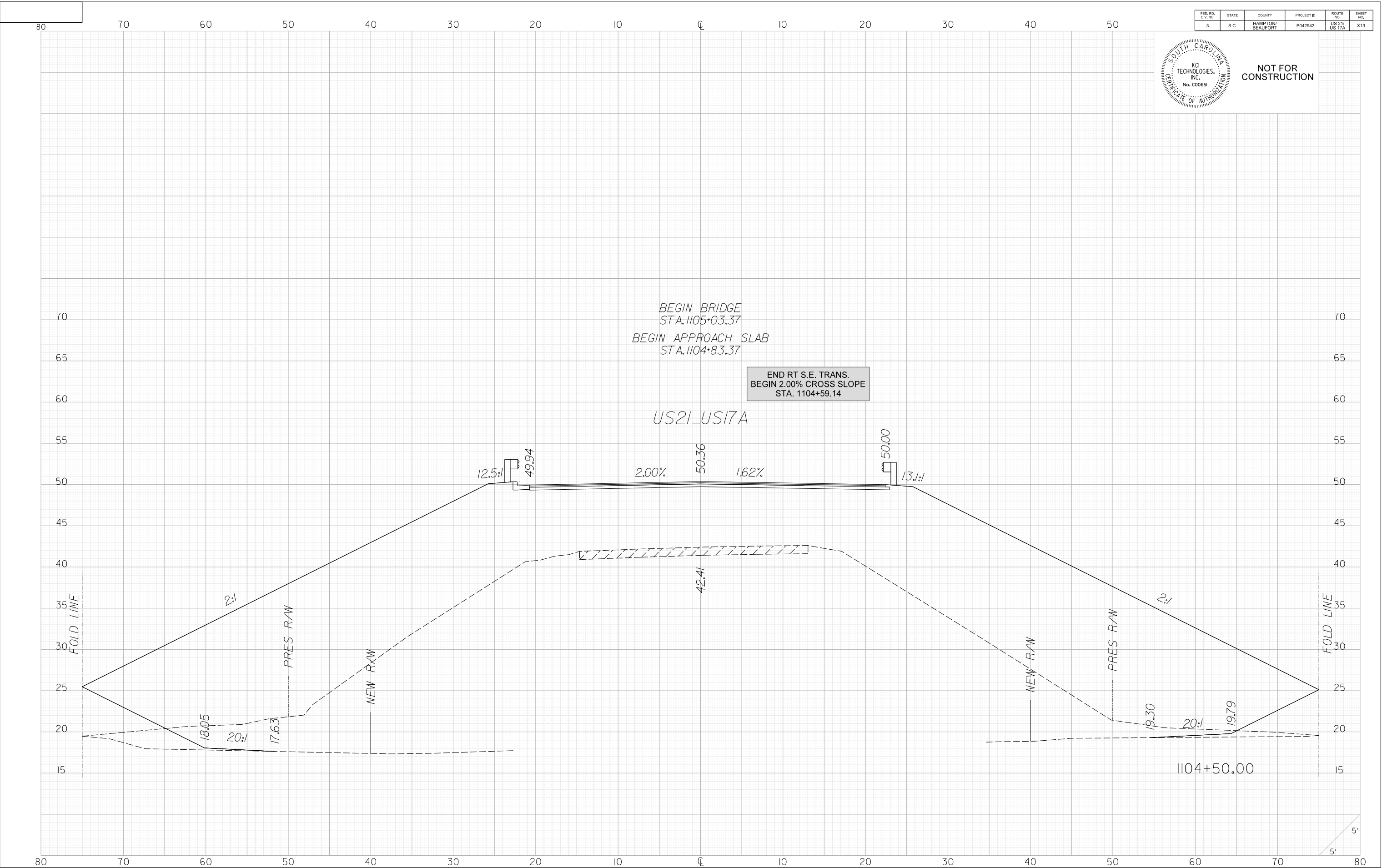
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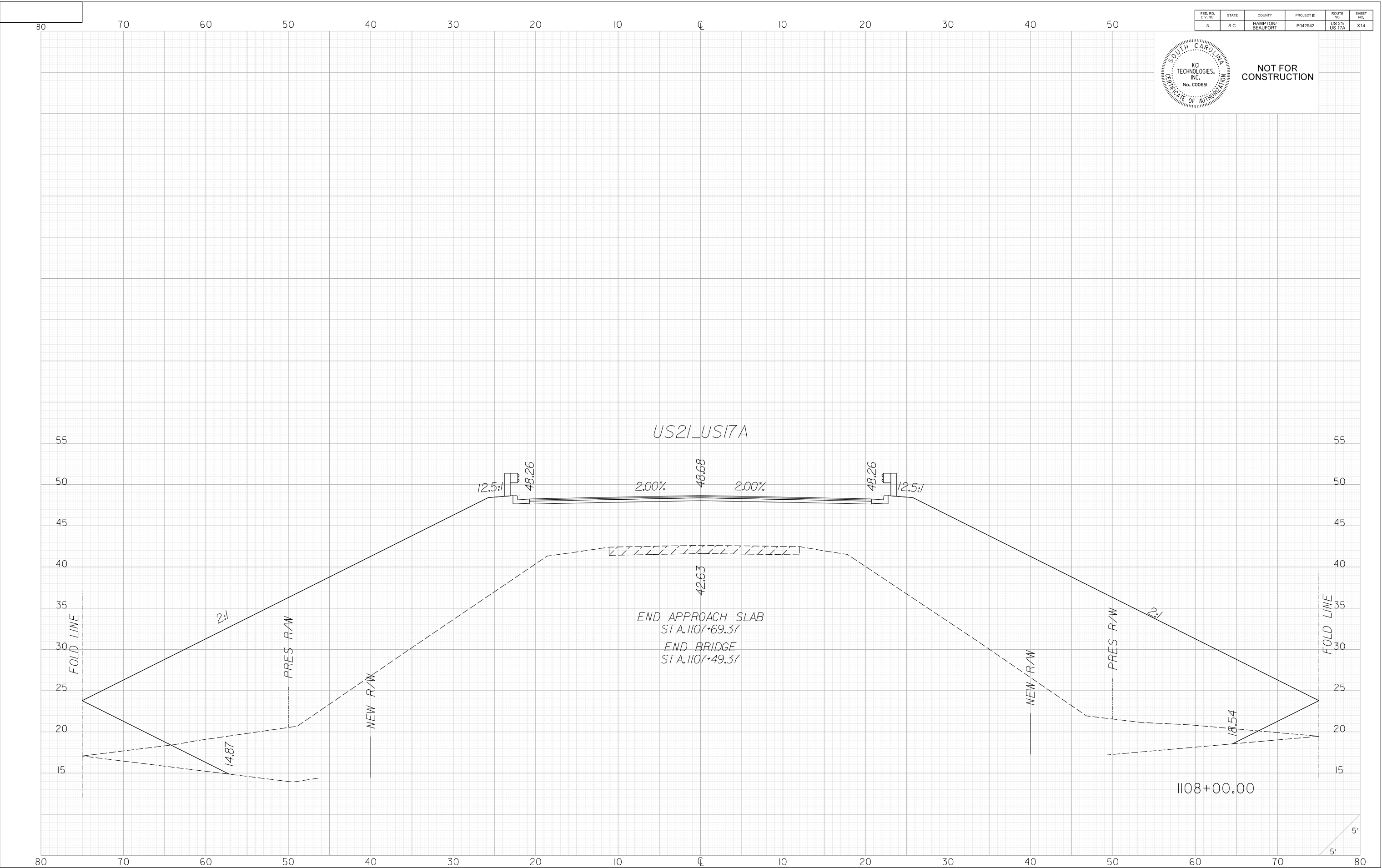


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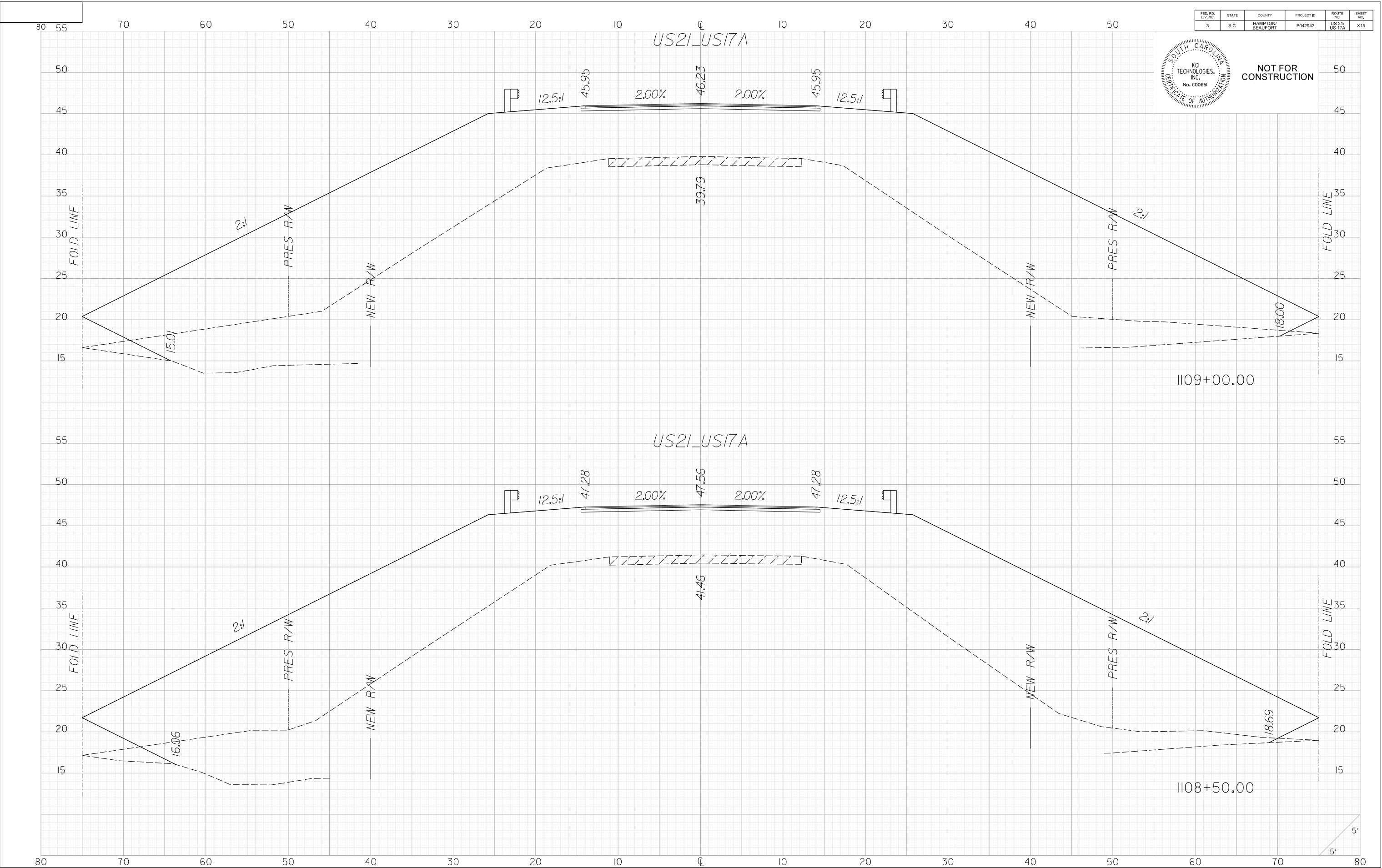
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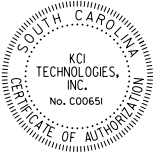
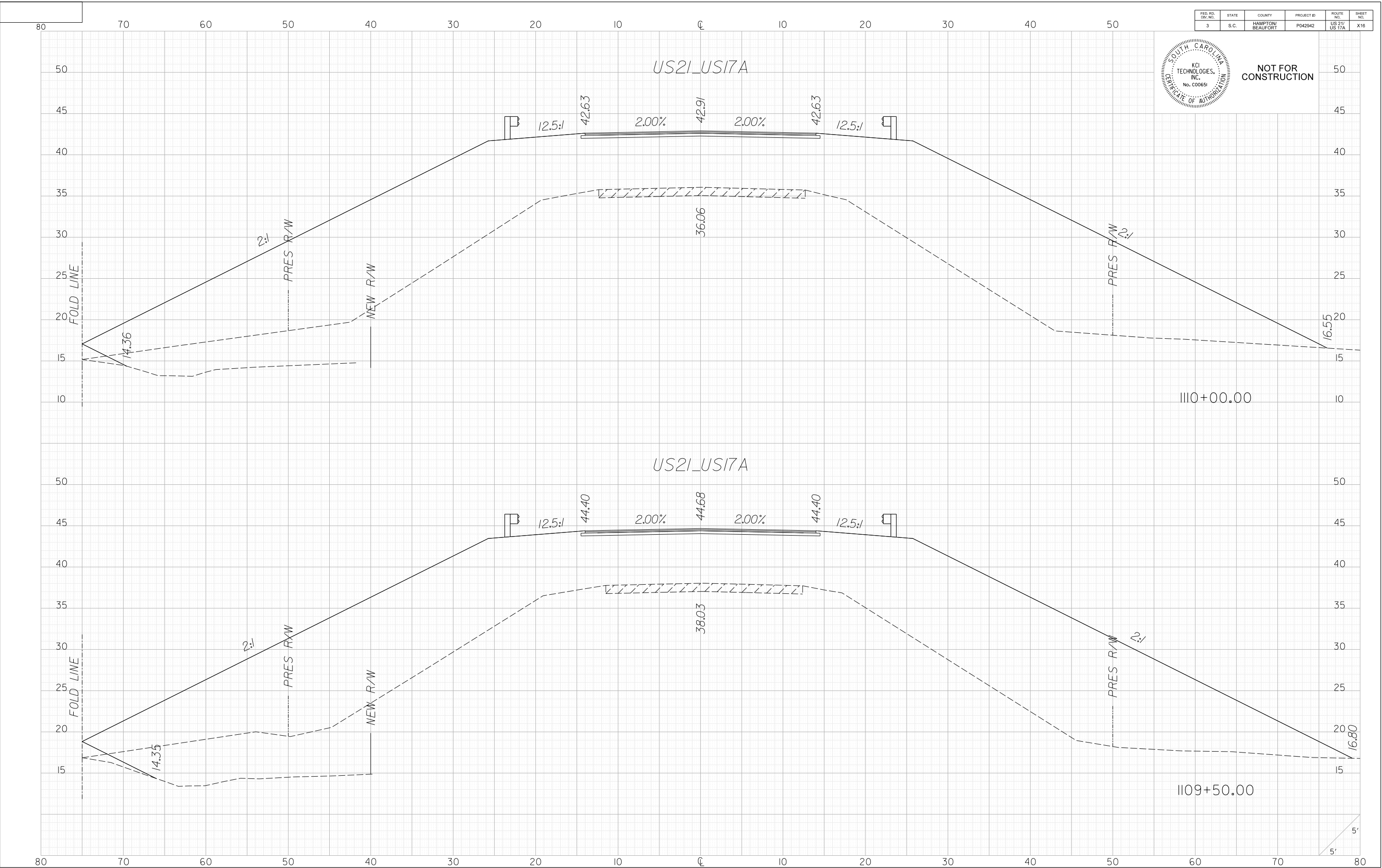
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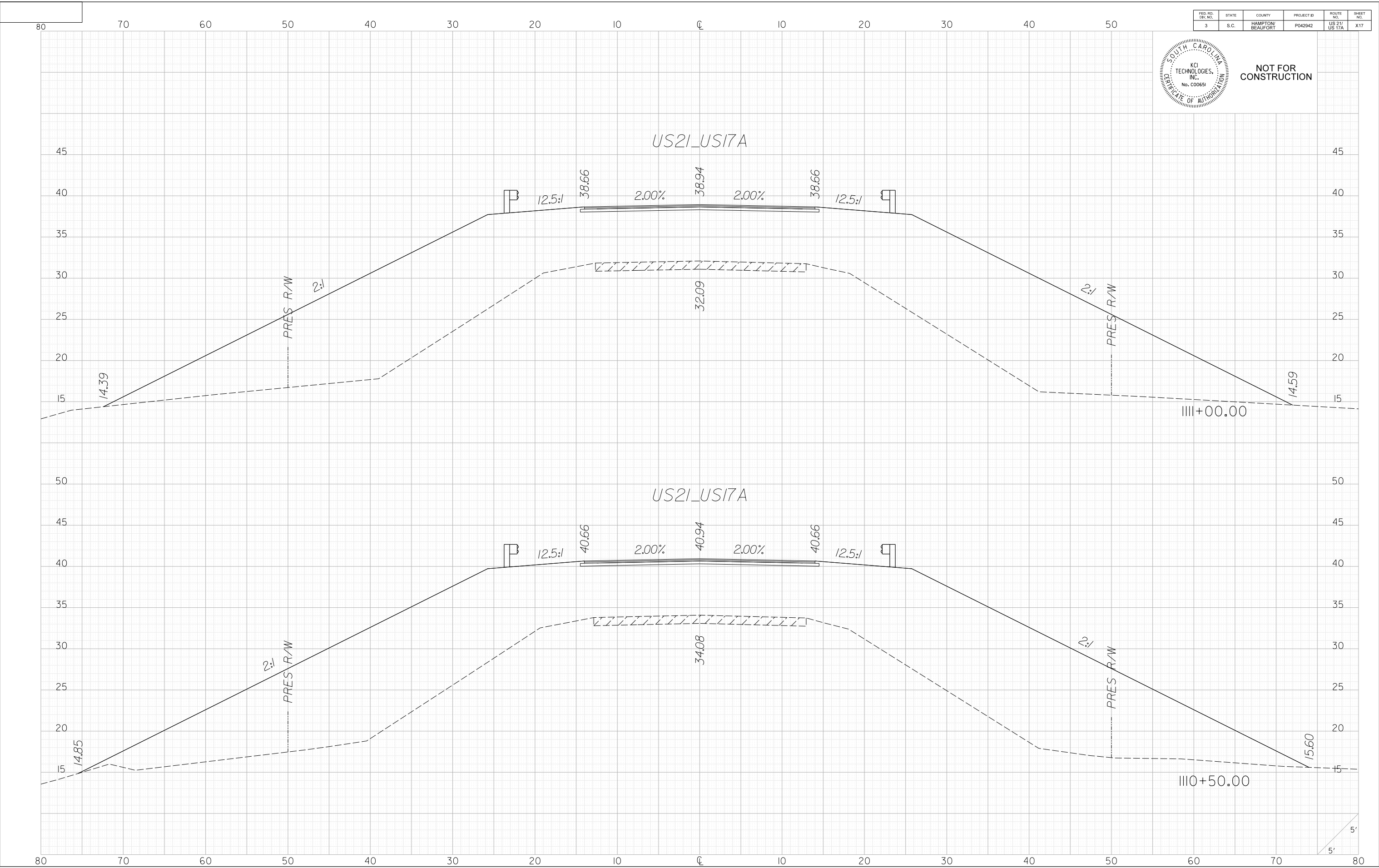
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FED. RD. DIV. NO.	STATE	COUNTY	PROJECT ID	ROUTE NO.	SHEET NO.
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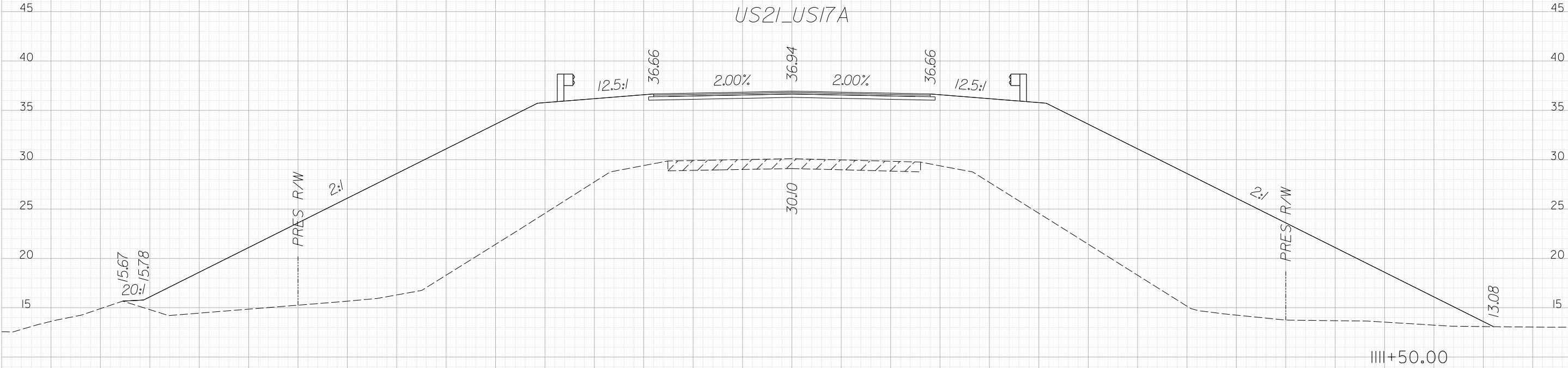
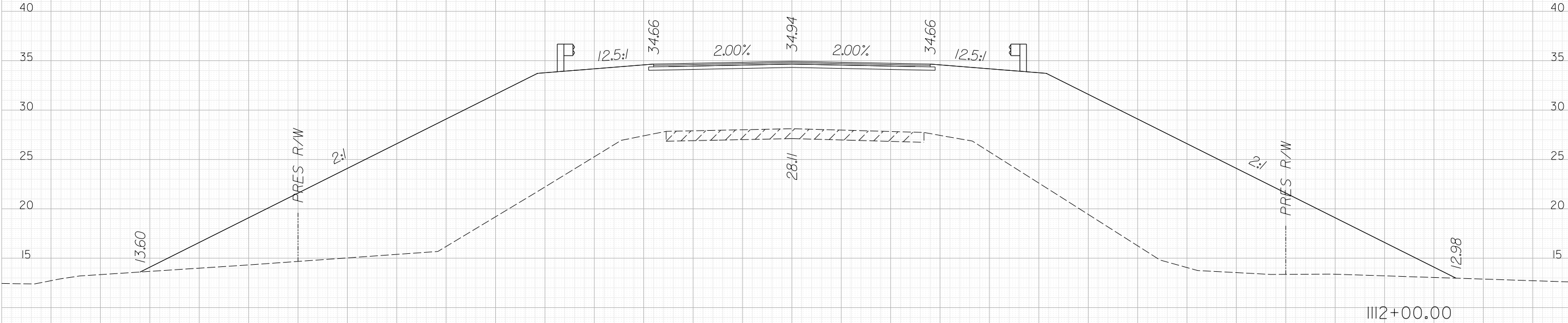
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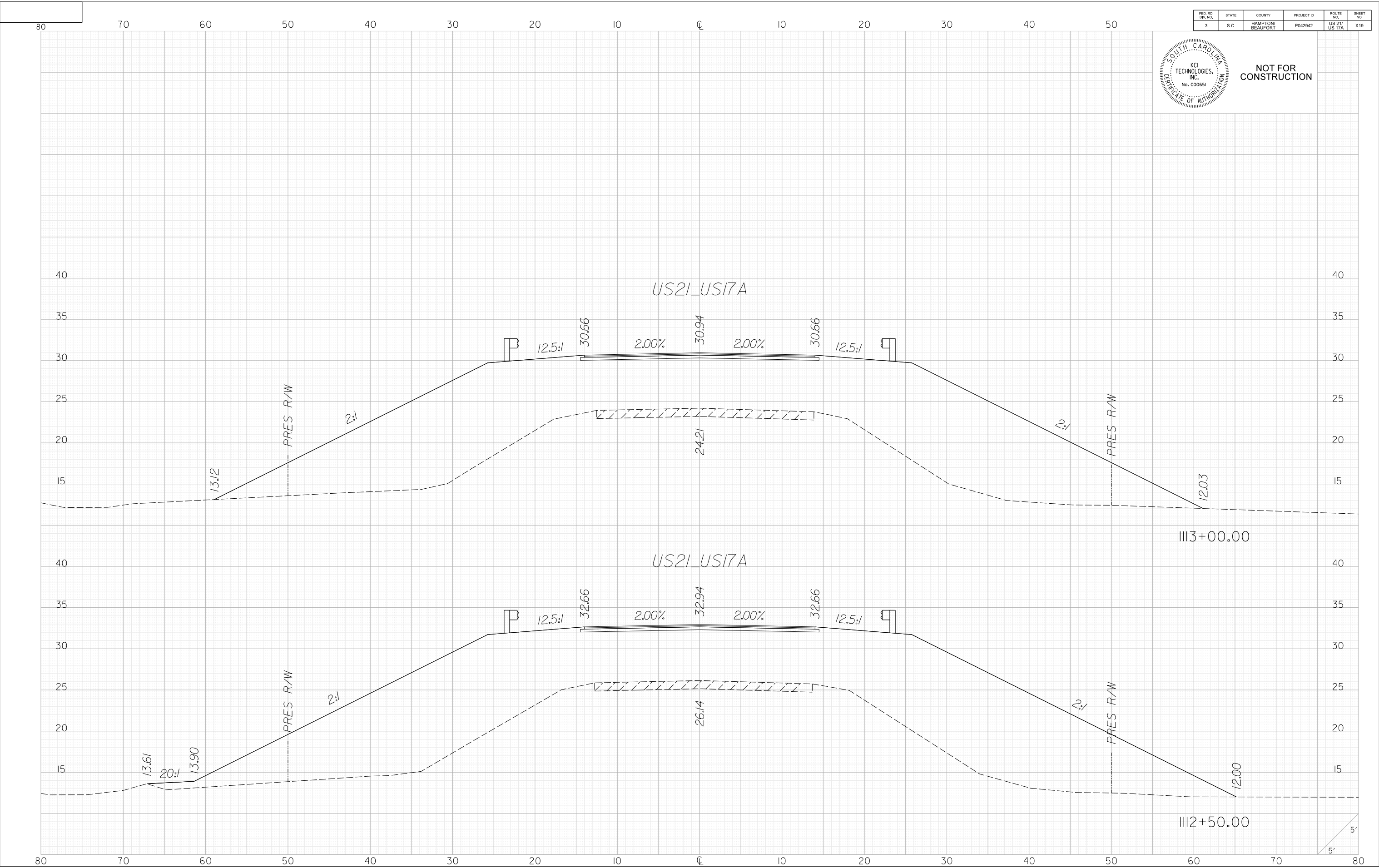
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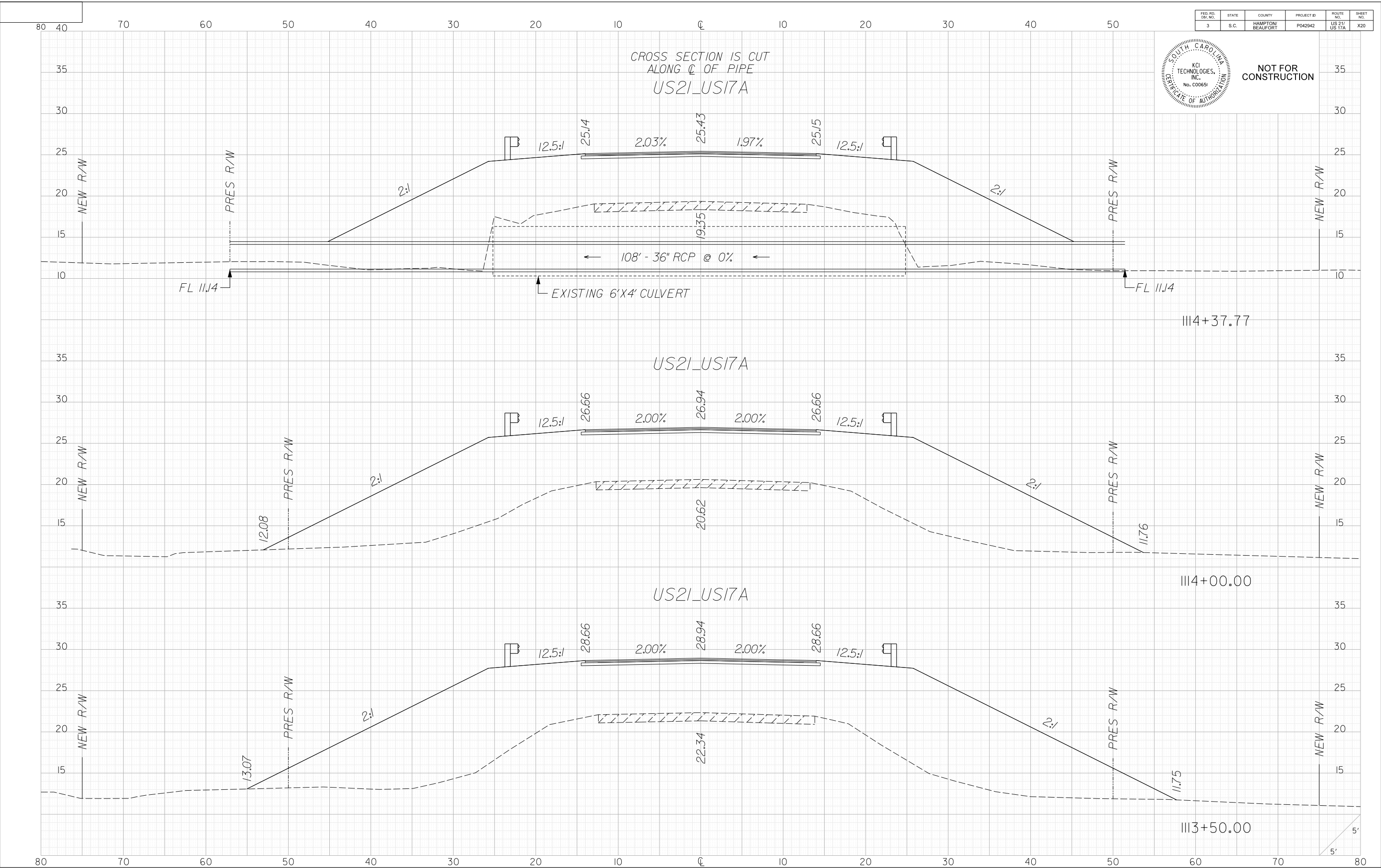


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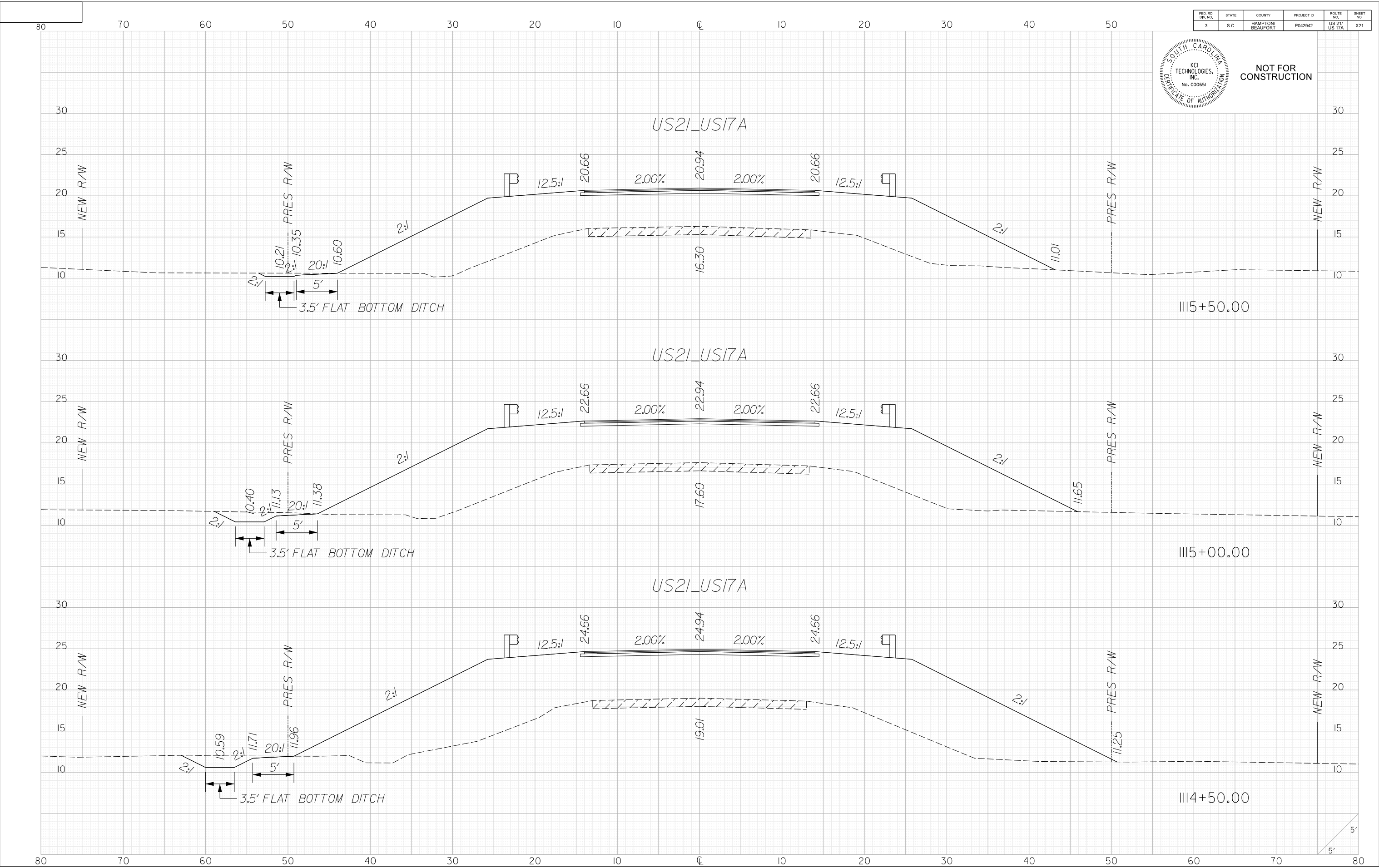


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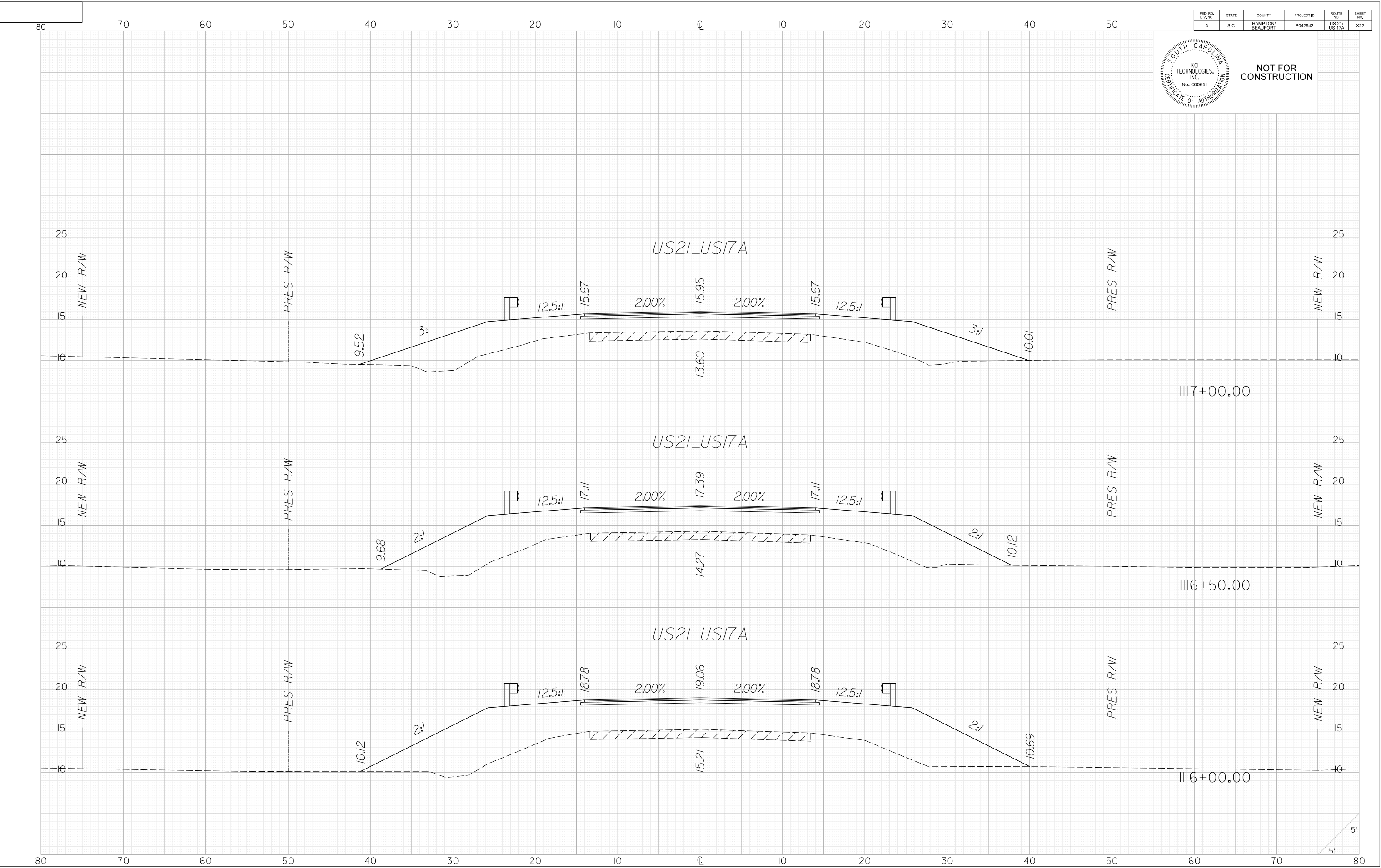
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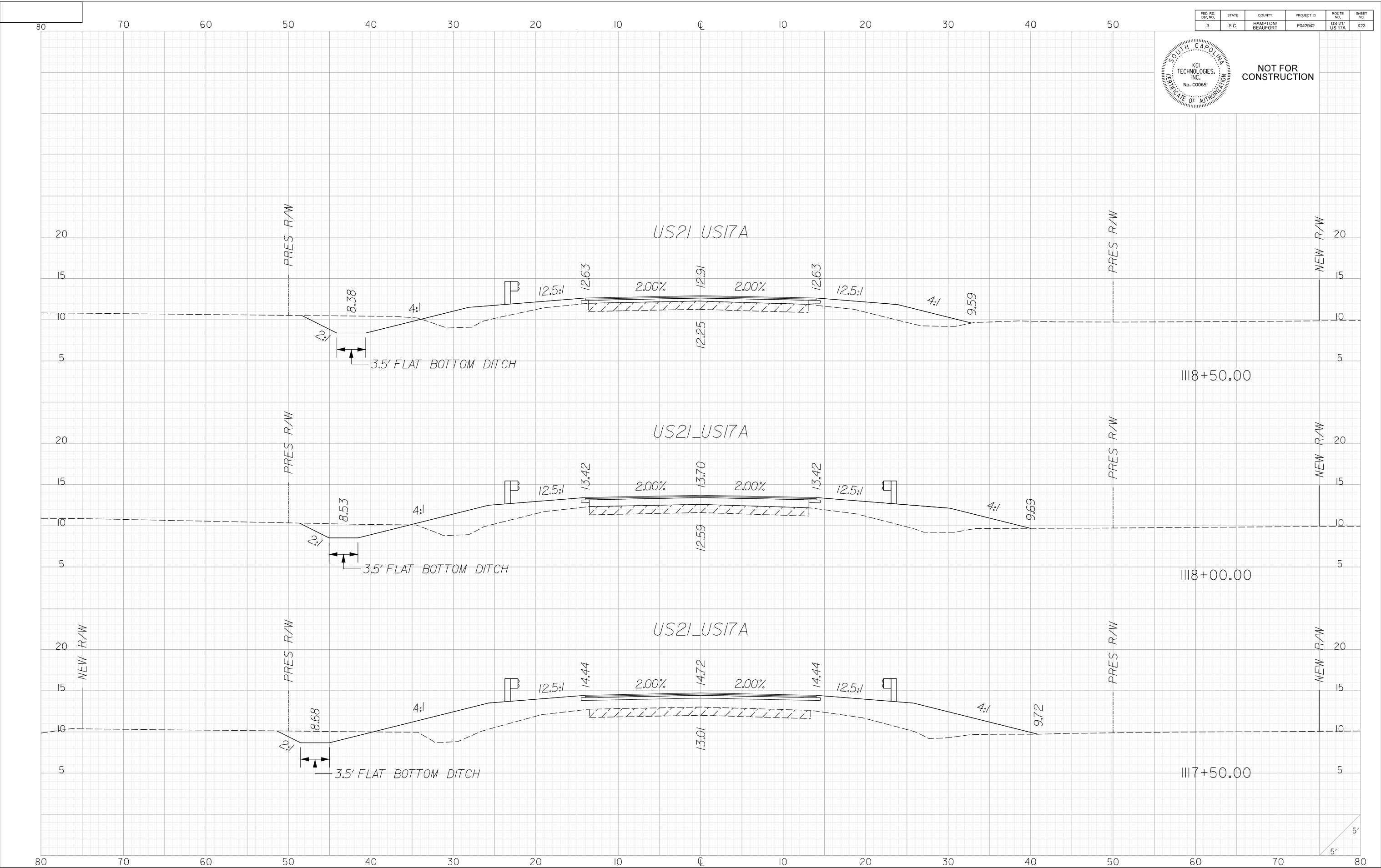
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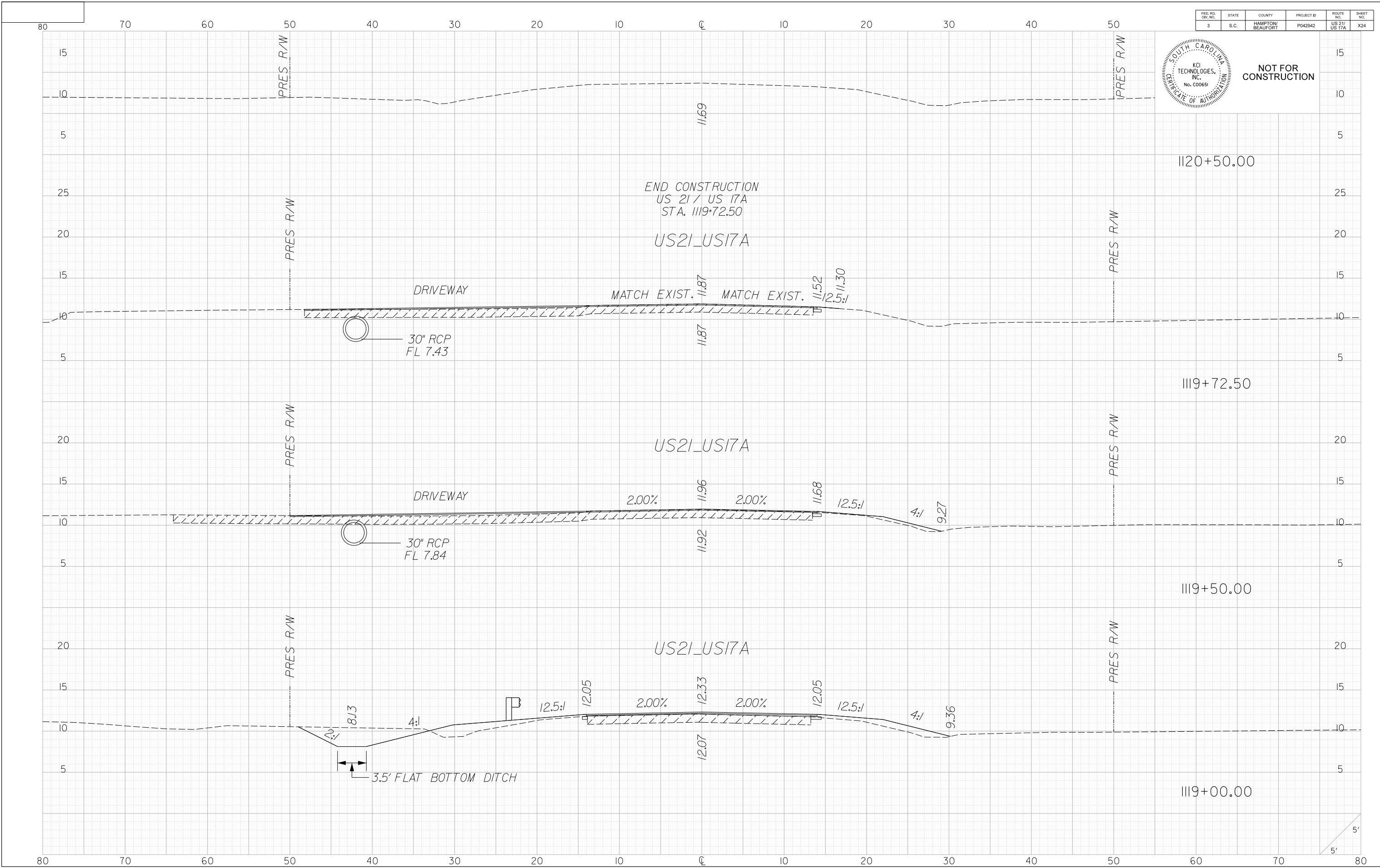
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# APPENDIX A.3

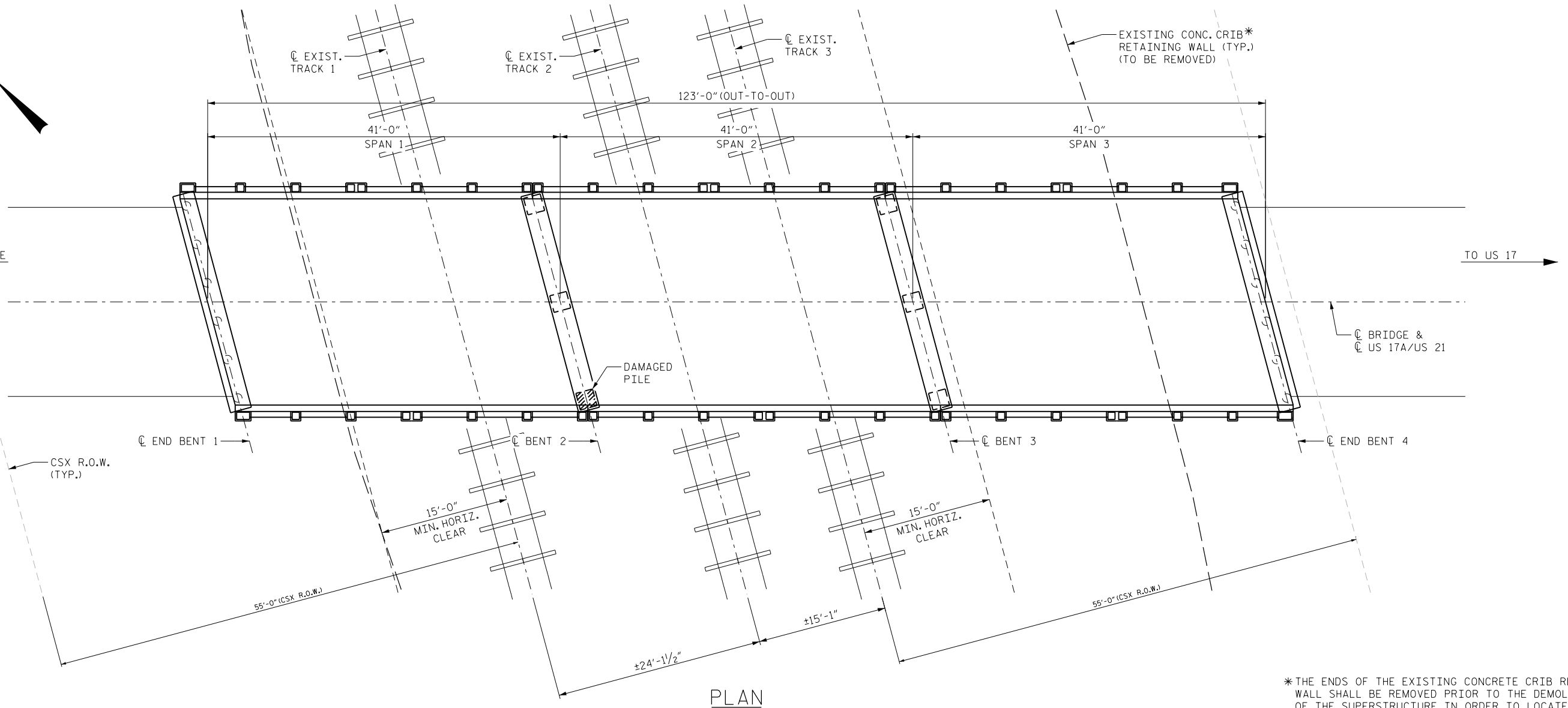
# CONCEPTUAL

# BRIDGE DEMOLITION

# PLANS

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SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION	
US 21 / US 17A	
COUNTY HAMPTON/BEAUFORT	ROUTE US 21/US 17A
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION COLUMBIA, S.C.	
COVER SHEET	
SCALE 1" = NTS	

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12/14/2023 12:14:20Z USER:NAME\$12/14/2023



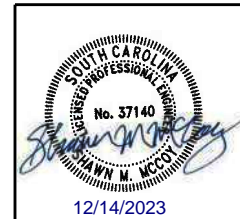
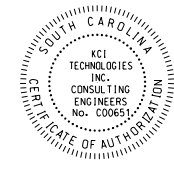
PLAN

#### GENERAL NOTES:

1. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH THE SCDOT STANDARD SPECIFICATIONS FOR ROAD AND STRUCTURES AND ALL APPLICABLE SPECIAL PROVISIONS.
2. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND WEIGHTS.
3. ALL RIGGING SHALL BE RATED (SAFE WORKING LOAD) FOR THE LOAD INDICATED ON PLANS WHICH INCLUDES 150% INCREASE REQUIRED FOR WORK OVER RAILROAD OPERATIONS. RIGGING SHALL BE IN GOOD CONDITION AS ESTABLISHED BY THE GOVERNING AGENCY AND CSX RAILROAD. DAMAGED RIGGING COMPONENTS SHALL BE REPLACED.
4. THE SITE SUPERVISOR SHALL COORDINATE AND DIRECT ALL MOVEMENTS IN A SMOOTH AND HARMONIOUS MANNER WITH NO SUDDEN STARTS OR STOPS.
5. DISPOSAL AREA SHOWN IN PLANS IS APPROXIMATE AND FOR VISUAL REFERENCE ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACING REMOVED DEMOLITION MATERIAL AT LOCATIONS APPROVED BY THE GOVERNING AGENCY.
6. PRIOR TO CUTTING SECTIONS FREE OF STRUCTURE, THE SECTION BEING LIFTED SHALL BE SECURELY ATTACHED TO CRANE OR EXCAVATOR BY THE APPROPRIATE METHOD.
7. CRANE LOCATIONS ARE APPROXIMATE AND SHOWN FOR VISUAL REFERENCE ONLY. CONTRACTOR MAY MOVE CRANES AS NECESSARY PROVIDED CRANES ARE WITHIN CHART CAPACITIES SHOWN IN PLANS, WITHIN APPROVED RADII AND DO NOT IMPEDE ON THE MIN. CLEAR ZONE, INCLUDING TAIL SWING RADIUS.
8. ALL CRANE OPERATIONS SHALL BE IN COMPLIANCE WITH ANY REQUISITE CRANE SAFETY PROGRAM.
9. ALL BOOM EQUIPMENT SHALL BE TURNED PARALLEL, OR AWAY FROM TRACKS DURING THE PASSAGE OF A TRAIN OR WHENEVER UNATTENDED BY AN OPERATOR, AS DIRECTED BY RAILROAD REPRESENTATIVE. AFTER EACH WORK DAY, THE BOOM SHALL BE TURNED AWAY FROM THE TRACK AND LOWERED TO THE GROUND.
10. TRAFFIC CONTROL BY OTHERS. CONTRACTOR SHALL COORDINATE TRAFFIC CONTROL REQUIREMENTS WITH DEMOLITION OPERATIONS AS NECESSARY.

11. CONTRACTOR SHALL FOLLOW ALL OSHA AND RAILROAD SAFETY REQUIREMENTS WHEN WORKING ON OR ADJACENT TO RAILROAD RIGHT OF WAY.
12. MATERIAL AND EQUIPMENT SHALL NOT BE STORED ON RAILROAD PROPERTY WITHOUT PRIOR APPROVAL.
13. DYNAMIC HOISTING OPERATIONS ARE PROHIBITED WHEN CARRYING A LOAD WITH THE POTENTIAL TO FOUL. CRANES OR OTHER LIFTING EQUIPMENT SHALL REMAIN STATIONARY DURING LIFTING.
14. EXCAVATOR SHALL ONLY BE USED TO REMOVE ASPHALT OVERLAY FROM BRIDGE DECK AND EXCAVATOR MUST STAY CENTERED OVER THE CENTERLINE OF BEAM 2, OPPOSITE THE SIDE OF THE BRIDGE WITH THE DAMAGED PILE, AT ALL TIMES (SEE SHEET 2). EXCAVATOR AND LOADER SHALL NOT BE LOCATED ON THE SAME SPAN AT ANY TIME.
15. CONTRACTOR SHALL NOT STORE DEBRIS OR MATERIAL ON BRIDGE.
16. ANY LOOSE MATERIAL MUST BE COMPLETELY REMOVED FROM THE SUPERSTRUCTURE PRIOR TO THE PASSAGE OF TRAINS DURING THE COURSE OF THE DAYS WORK AND AT THE COMPLETION OF EACH WORK DAY.
17. A BALLAST PROTECTION SYSTEM CONSISTING OF GEOFABRIC OR CANVAS SHALL BE PLACED OVER THE TRACK STRUCTURE TO KEEP THE BALLAST CLEAN. THE SYSTEM SHALL EXTEND ALONG THE TRACK STRUCTURE FOR A MINIMUM OF 25'-0" BEYOND THE LIMITS OF THE DEMOLITION WORK, OR FARTHER IF REQUIRED BY CSX'S CONSTRUCTION ENGINEERING AND INSPECTION REPRESENTATIVE. SEE SHEET 2 FOR ADDITIONAL DETAILS.
18. RAILROAD FLAGMAN SERVICES AND A REPRESENTATIVE OF RAILROAD SHALL BE PRESENT DURING ALL DEMOLITION PROCEDURES.
19. CONTRACTOR SHALL ENSURE THAT THE RAILROAD DITCHES ARE CLEAR OF ALL DEBRIS AND THAT DITCHES ARE RESTORED TO THEIR ORIGINAL CONDITION TO THE SATISFACTION OF THE RAILROAD REPRESENTATIVE.
20. ANY SUBSTITUTION OF CRANES, EQUIPMENT, OR COMPONENTS SHOWN WILL REQUIRE ACCEPTANCE OF A REVISED CONSTRUCTION SUBMISSION BY CSX.

\*THE ENDS OF THE EXISTING CONCRETE CRIB RETAINING WALL SHALL BE REMOVED PRIOR TO THE DEMOLITION OF THE SUPERSTRUCTURE IN ORDER TO LOCATE EQUIPMENT AS NEEDED FOR DEMOLITION. THE REMAINDER SHALL BE REMOVED DURING THE DEMOLITION OF THE SUBSTRUCTURE.



	ENGINEERS	KCI ASSOCIATES OF NORTH CAROLINA, P.A. 9711 SOUTHERN PINE BLVD SUITE A CHARLOTTE, NC 28273 704-499-9452
	PLANNERS	
	SCIENTISTS	
	CONSTRUCTION MANAGERS	
ASSOCIATES OF NC www.kci.com		

## BRIDGE DEMOLITION

BRIDGE ON US 17A/US 21 (FRAMPTON RD)  
OVER CSX RAILROAD

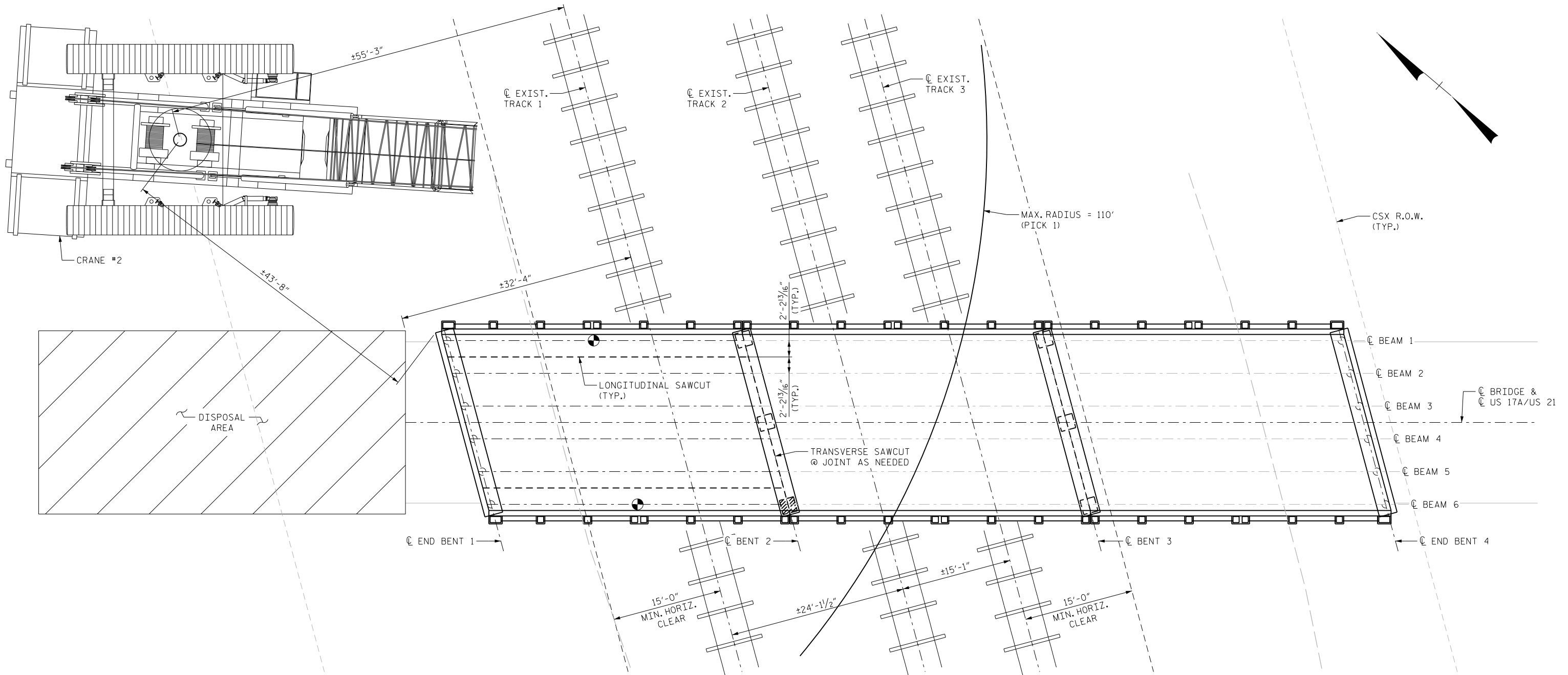
BEAUFORT & HAMPTON CO., SC  
SCDOT PROJECT ID P042942 KCI JOB #252308994DB

DES. BY : SMM	CKD. BY : JDF	DATE : 12/23	SCALE : NONE	SHEET NO.: 1 OF 10
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DEMOLITION SEQUENCE

1. REMOVE ASPHALT OVERLAY ON ENTIRE BRIDGE.
2. CLEARLY MARK THE LOCATIONS OF GIRDERS ON TOP OF DECK.
3. LOCATE CRANE AS SHOWN IN PLAN.
4. SAW CUT RIGGING HOLES IN DECK AND SECURE RIGGING TO EXTERIOR BEAM 1 AS SHOWN IN PICK 1 RIGGING DETAIL ON SHEET 8.
5. MAKE LONGITUDINAL SAWCUT DOWN CENTERLINE OF BAY AS SHOWN IN PLAN.
6. CUT CONCRETE DIAPHRAGMS DOWN THE CENTERLINE OF OF BAY SIMILAR TO LONGITUDINAL SAWCUT LINE.
7. LIFT BEAM 1 AND SWING/ROTATE BOOM OF CRANE AS NECESSARY UNTIL BEAM REACHES DISPOSAL AREA AND LOWER.
8. REPEAT STEPS 4 THRU 7 FOR BEAM 6 PICK.

NOTE:

1. CONTRACTOR MAY CHOOSE TO USE CRANE #3 OR #4 IN LIEU OF CRANE #2. CONTRACTOR SHALL VERIFY CHART CAPACITY AND PICK RADII ARE ADEQUATE.

SPAN 1 - PICK 1 PLAN

(SEE SHEET 10 FOR PICK TABLES)

● = C.G. OF PICK

KCI ASSOCIATES OF NORTH CAROLINA, P.A.  
9711 SOUTHERN PINE BLVD  
SUITE A  
CHARLOTTE, NC 28273  
704-499-9452

ENGINEERS  
PLANNERS  
SCIENTISTS  
CONSTRUCTION MANAGERS

KCI  
ASSOCIATES OF NC www.kci.com



BRIDGE DEMOLITION

BRIDGE ON US 17A/US 21 (FRAMPTON RD)  
OVER CSX RAILROAD

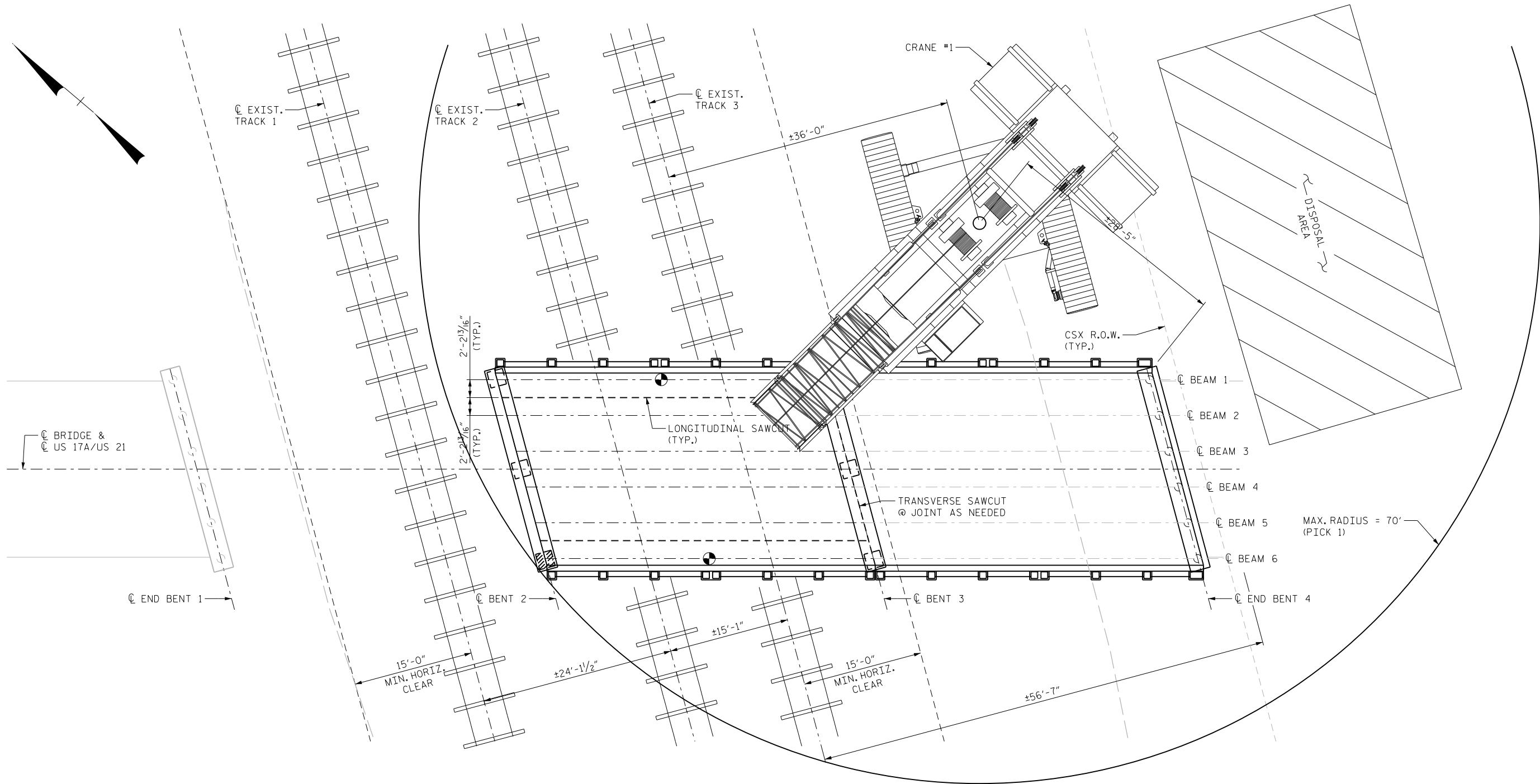
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SCDOT PROJECT ID P042942 KCI JOB #252308994DB

DES. BY : SMM	CKD. BY : JDF	DATE : 12/23	SCALE : NONE	SHEET NO.: 3 OF 10
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\\s01\proj\2023\12\14\2023\_Y1\Jobs\2023\_Jobs\23-70 (252308994DB) Emergency Bridge - United\Cadd\Bridge Demo.dgn



**SPAN 2 - PICK 1 PLAN**

(SEE SHEET 10 FOR PICK TABLES)

● = C.G. OF PICK

**DEMOLITION SEQUENCE**

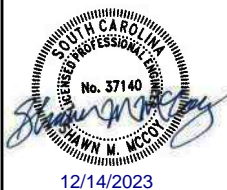
16. LOCATE CRANE AS SHOWN IN PLAN. REMOVE EXISTING CRIB WALL AND SOIL AS NEEDED IN ORDER TO LOCATE CRANE.
17. REPEAT STEPS 4 THRU 8 FOR SPAN 2 BEAMS.

**NOTE:**

1. CONTRACTOR MAY CHOOSE TO USE CRANE #2, #3 OR #4 IN LIEU OF CRANE #1. CONTRACTOR SHALL VERIFY CHART CAPACITY AND PICK RADII ARE ADEQUATE.



KCI ASSOCIATES OF NORTH CAROLINA, P.A.  
9711 SOUTHERN PINE BLVD  
SUITE A  
CHARLOTTE, NC 28273  
704-499-9452

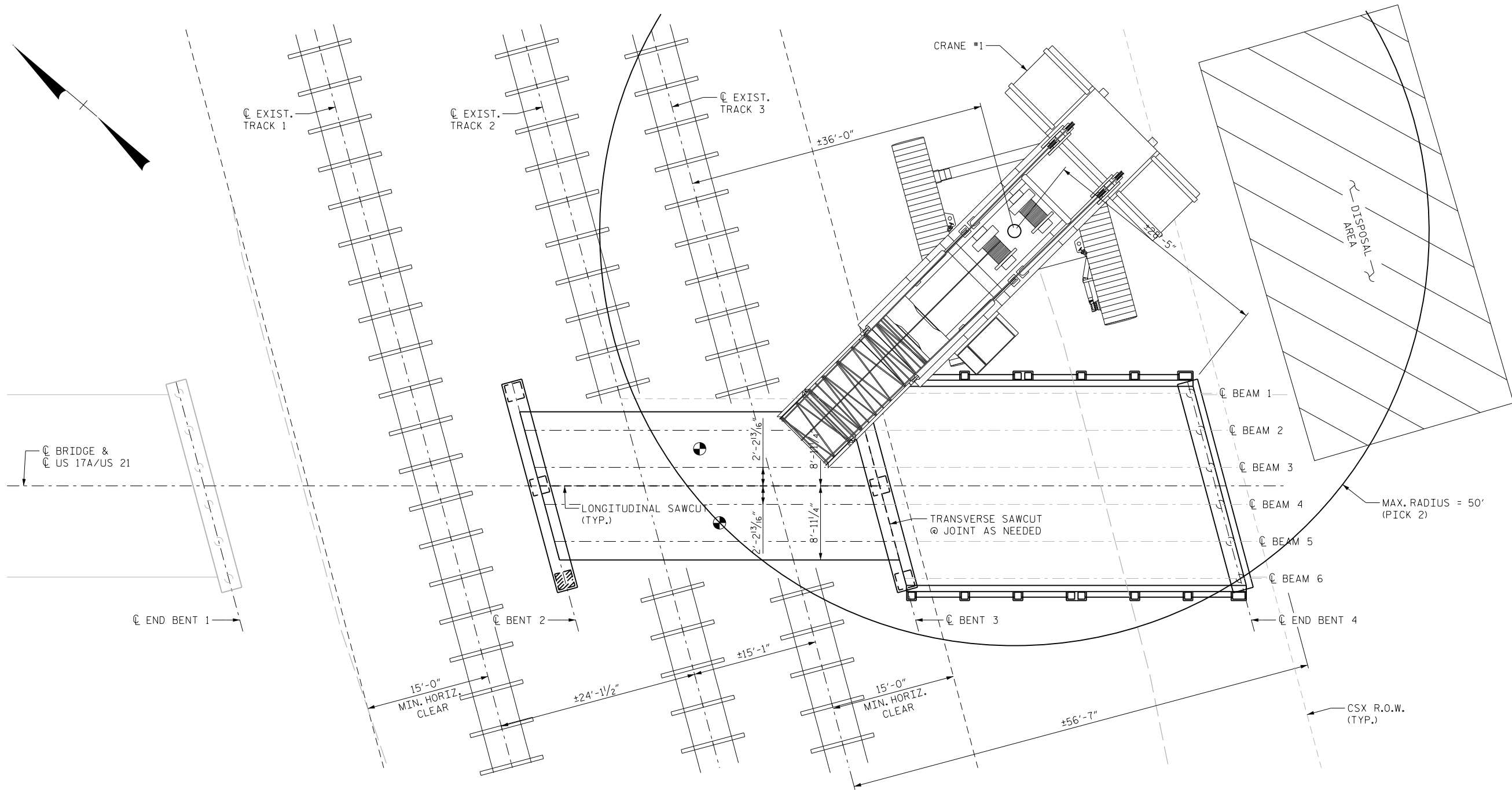


**BRIDGE DEMOLITION**

BRIDGE ON US 17A/US 21 (FRAMPTON RD)  
OVER CSX RAILROAD

BEAUFORT & HAMPTON CO., SC  
SCDOT PROJECT ID P042942 KCI JOB #252308994DB

DES. BY : SMM	CKD. BY : JDF	DATE : 12/23	SCALE : NONE	SHEET NO.: 5 OF 10
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SPAN 2 - PICK 1 PLAN  
(SEE SHEET 10 FOR PICK TABLES)


● = C.G. OF PICK

DEMOLITION SEQUENCE

18. LOCATE CRANE AS SHOWN IN PLAN.
19. REPEAT STEPS 10 THRU 14 FOR SPAN 2 BEAMS.
20. REPEAT STEPS 3 THRU 14 FOR SPAN 3 BEAMS.
21. REMOVE END BENT 4 TO A MINIMUM OF 3 FT. BELOW FINAL GRADE.
22. REMOVE INTERIOR BENTS 2 & 3. SEE SHEET 7 FOR DETAILS.

NOTE:

1. CONTRACTOR MAY CHOOSE TO USE CRANE #2, #3 OR #4 IN LIEU OF CRANE #1. CONTRACTOR SHALL VERIFY CHART CAPACITY AND PICK RADII ARE ADEQUATE.



ENGINEERS  
PLANNERS  
SCIENTISTS  
CONSTRUCTION MANAGERS

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SUITE A  
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704-499-9452



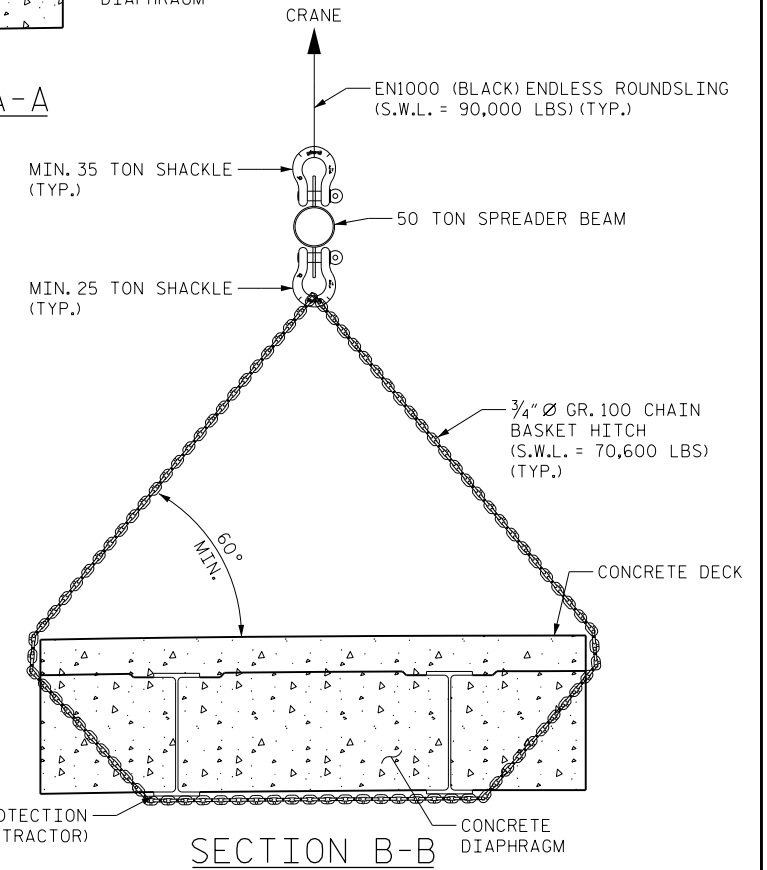
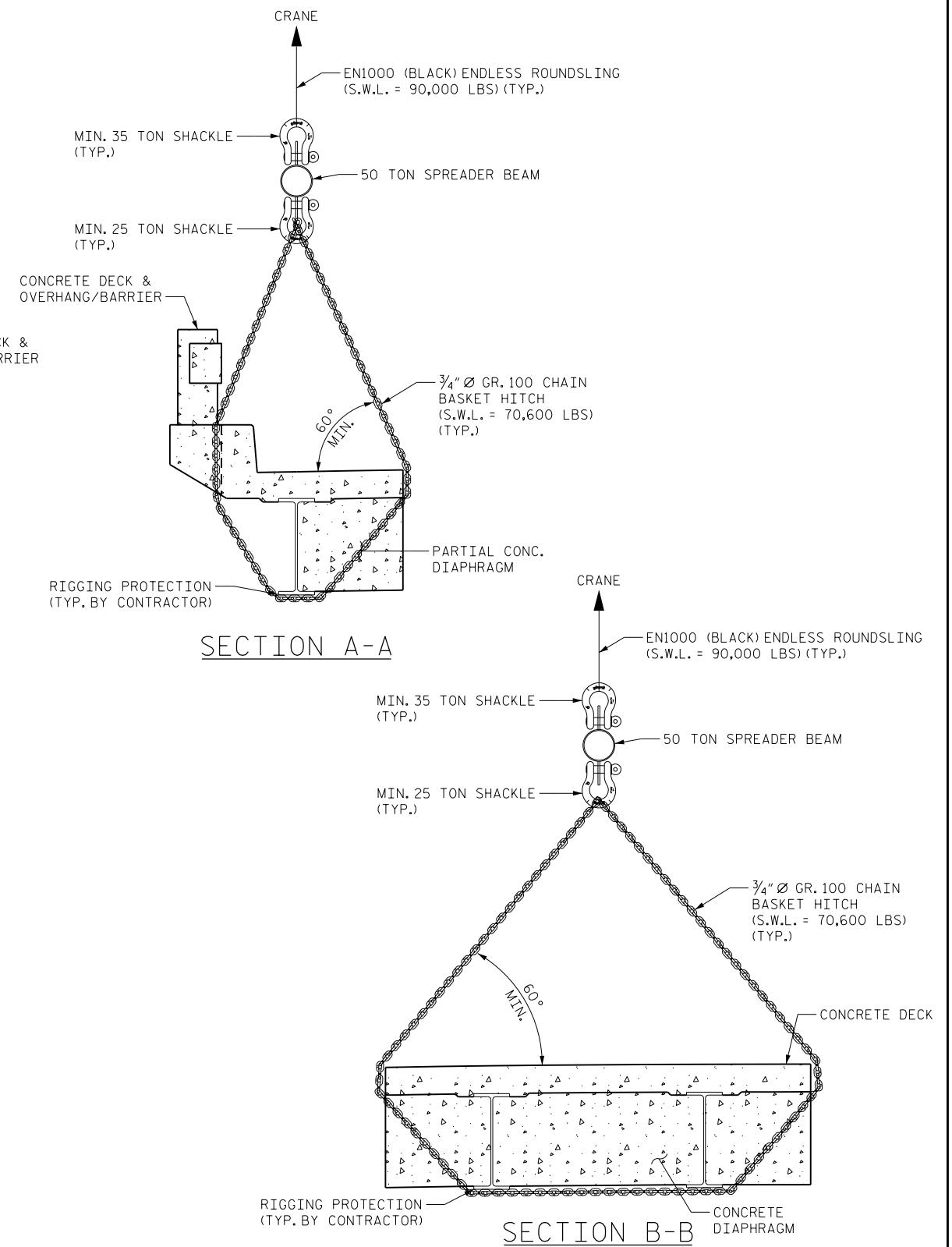
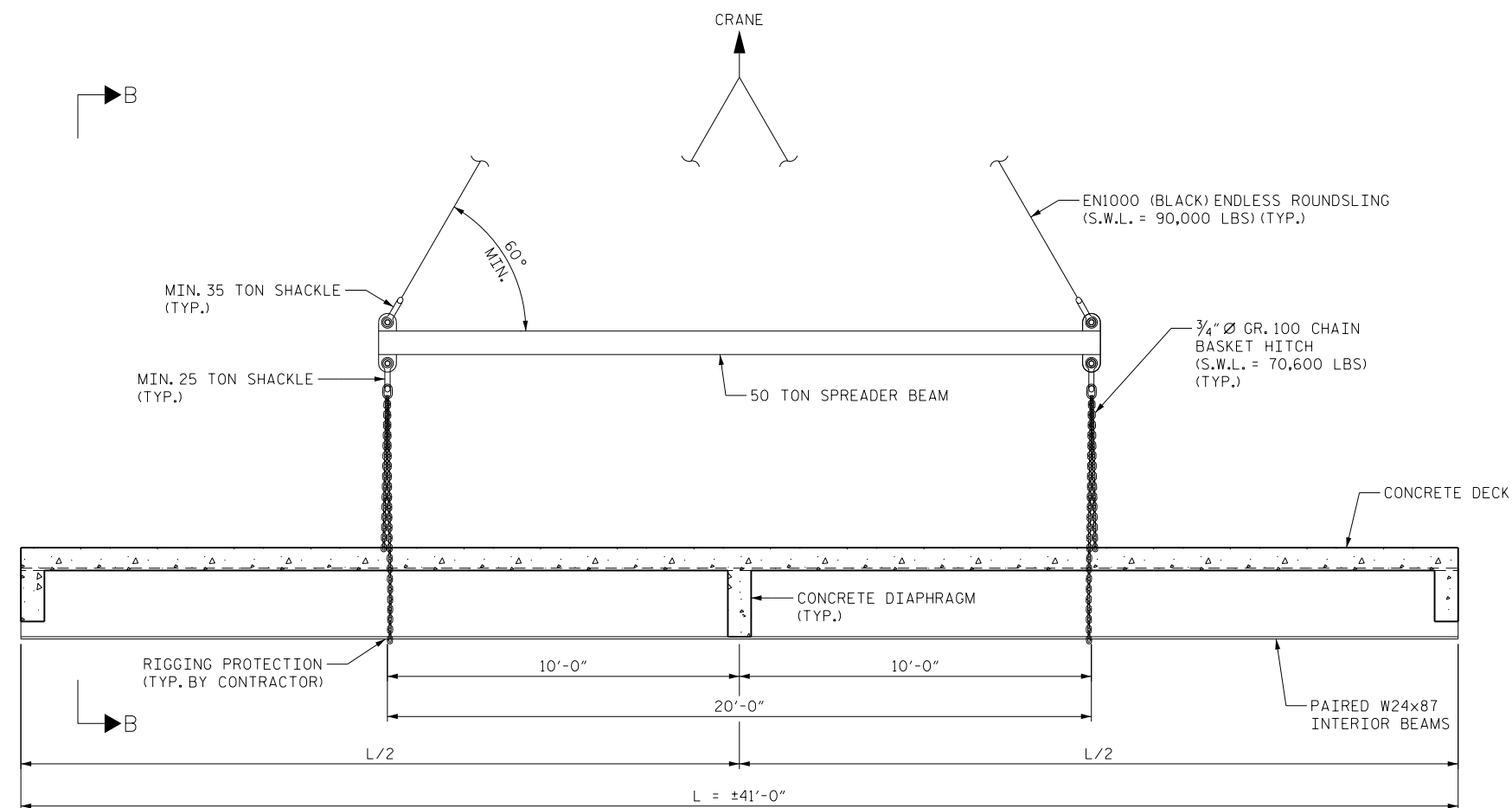
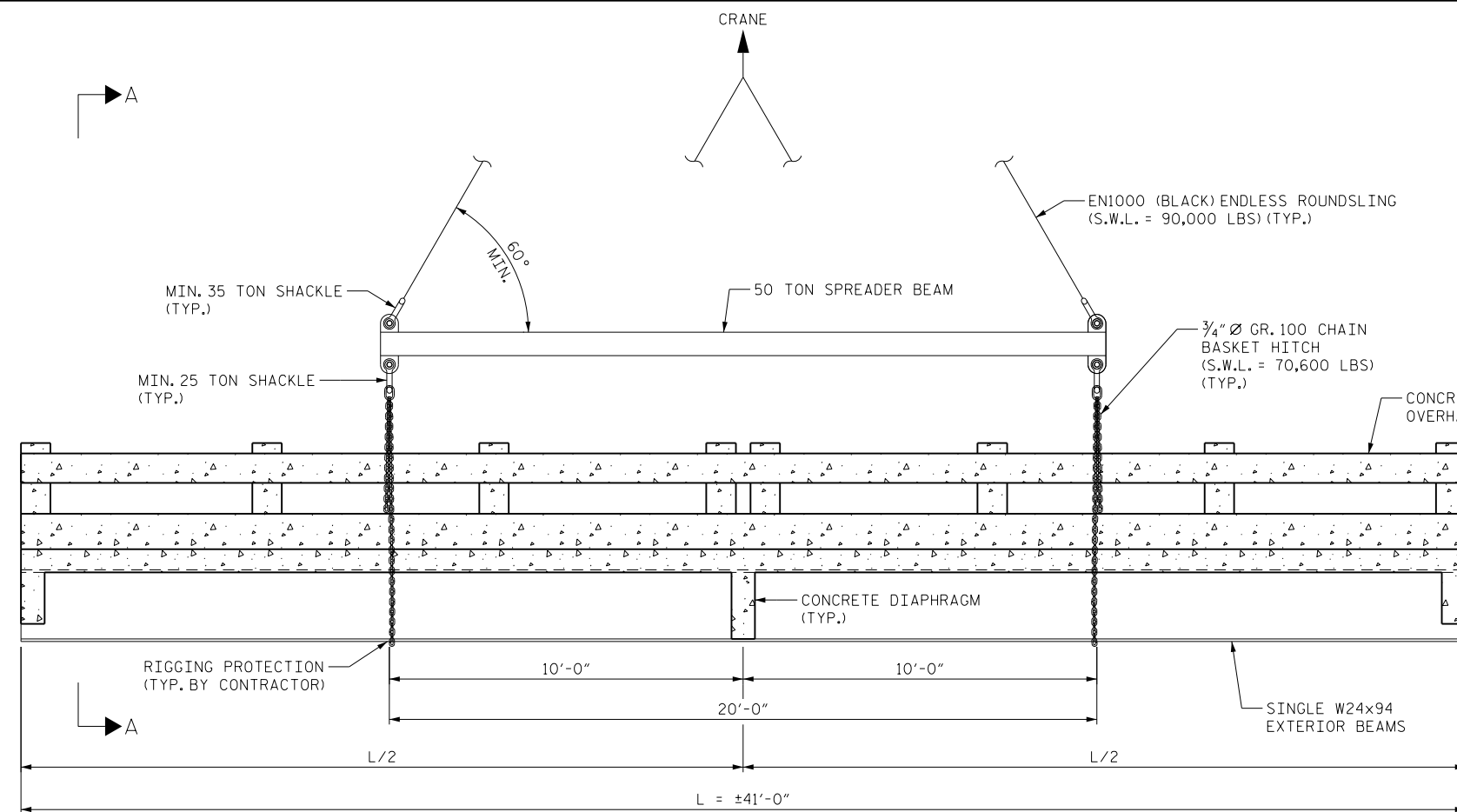
BRIDGE DEMOLITION

BRIDGE ON US 17A/US 21 (FRAMPTON RD)  
OVER CSX RAILROAD

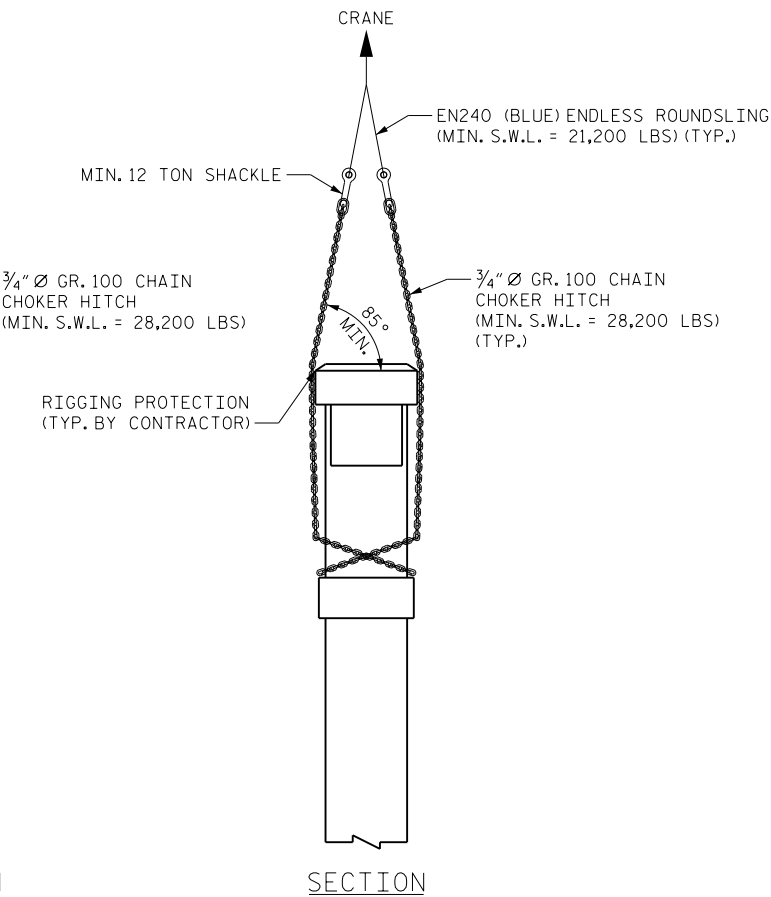
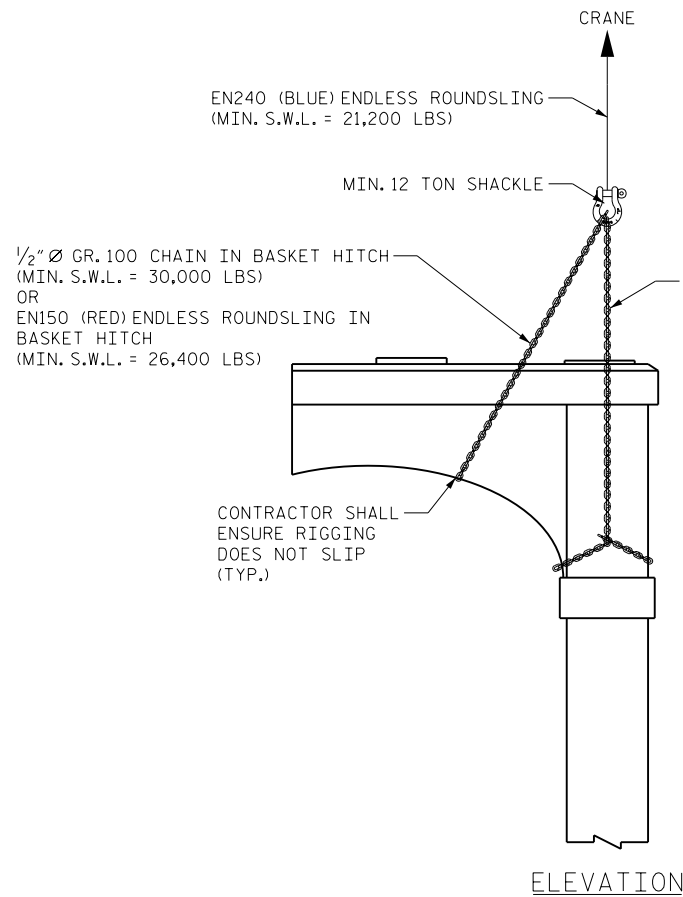
BEAUFORT & HAMPTON CO., SC  
SCDOT PROJECT ID P042942 KCI JOB #252308994DB

DES. BY : SMM	CKD. BY : JDF	DATE : 12/23	SCALE : NONE	SHEET NO.: 6 OF 10
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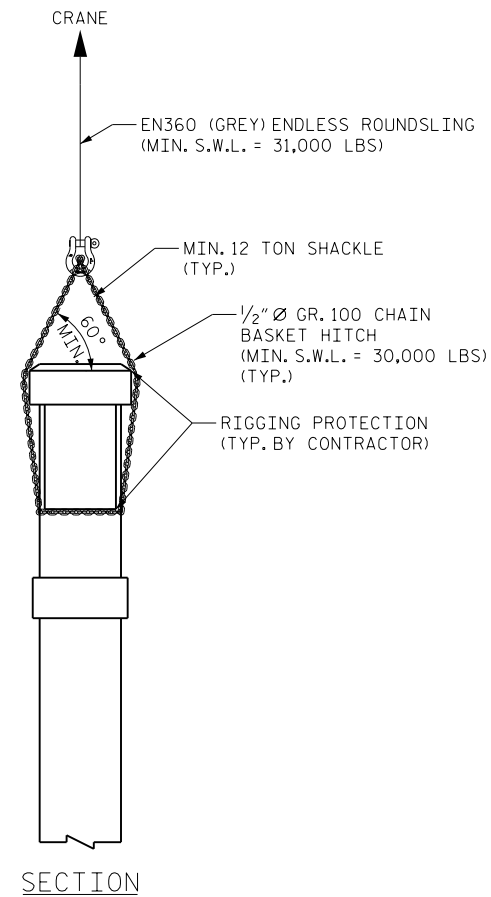
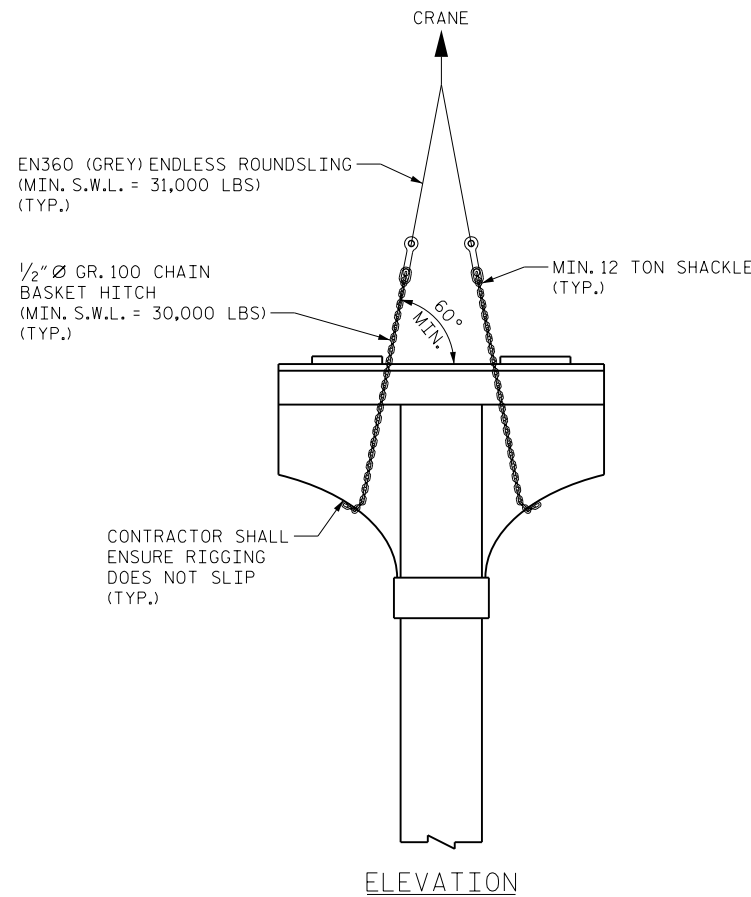


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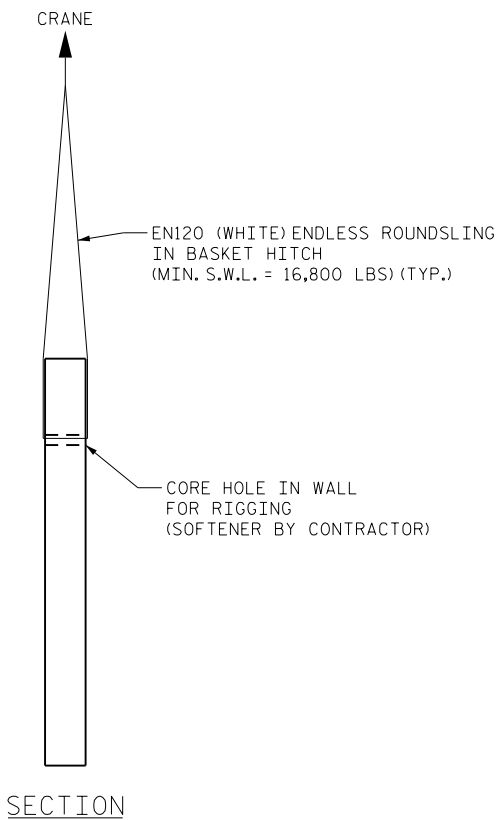
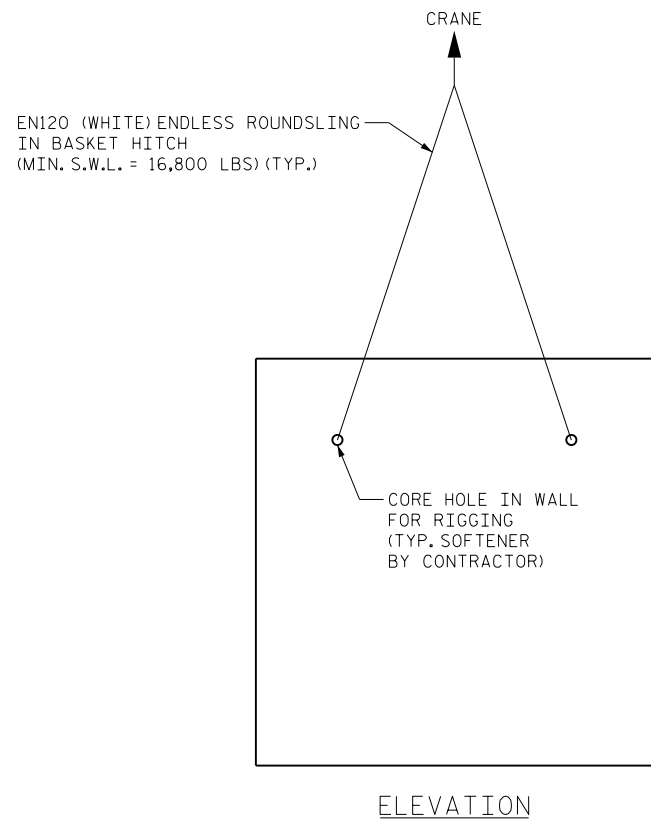


PICK 3 DETAIL

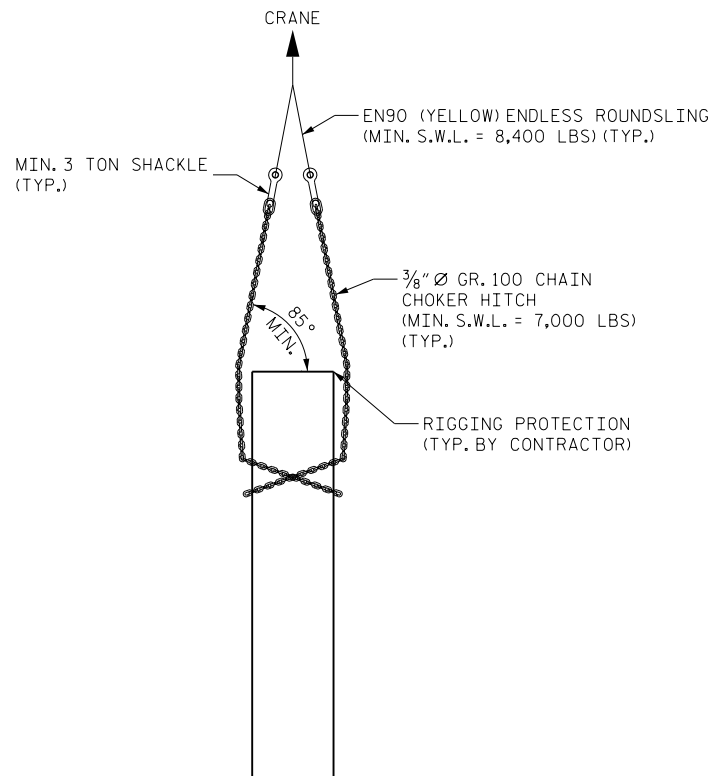
(CONTRACTOR MAY USE PICK 4 RIGGING DETAIL  
IF DESIRED SO LONG AS RIGGING CAN BE SECURED  
SO THAT RIGGING DOES NOT SLIP)




PICK 4 DETAIL

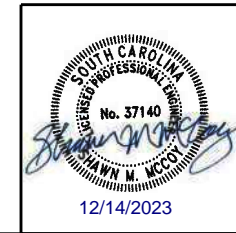


PICK 5 DETAIL



PICK 6 DETAIL

	ENGINEERS	KCI ASSOCIATES OF NORTH CAROLINA, P.A.
	PLANNERS	9711 SOUTHERN PINE BLVD
	SCIENTISTS	SUITE A
	CONSTRUCTION MANAGERS	CHARLOTTE, NC 28273
ASSOCIATES OF NC www.kci.com		704-499-9452



## BRIDGE DEMOLITION

BRIDGE ON US 17A/US 21 (FRAMPTON RD)  
OVER CSX RAILROAD

BEAUFORT & HAMPTON CO., SC  
SCDOT PROJECT ID P042942 KCI JOB #252308994DB

DES. BY : SMM	CKD. BY : JDF	DATE : 12/23	SCALE : NONE	SHEET NO.: 9 OF 10
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##USERNAME\$12/14/2023 Y:\Jobs\2023 Jobs\C23-70 (252308994DB) (Emergency Bridge - Unified)\Cadd\Bridge Demo.dgn

CRANE #1		CRANE #2		CRANE #3		CRANE #4	
ITEM	WEIGHT (LBS)	ITEM	WEIGHT (LBS)	ITEM	WEIGHT (LBS)	ITEM	WEIGHT (LBS)
PICK =	32,518	PICK =	32,518	PICK =	32,518	PICK =	32,518
RIGGING =	2,000	RIGGING =	2,000	RIGGING =	2,000	RIGGING =	2,000
SPREADER BEAM =	3,000	SPREADER BEAM =	3,000	SPREADER BEAM =	3,000	SPREADER BEAM =	3,000
HOOK BLOCK =	3,900	HOOK BLOCK =	3,900	HOOK BLOCK =	4,500	HOOK BLOCK =	4,200
HOOK BALL =	1,310	HOOK BALL =	1,310	HOOK BALL =	2,000	HOOK BALL =	1,500
LINE LOAD =	1,400	LINE LOAD =	1,400	LINE LOAD =	1,400	LINE LOAD =	1,400
TOTAL =	44,128	TOTAL =	44,128	TOTAL =	45,418	TOTAL =	44,618
150% TOTAL =	66,192	150% TOTAL =	66,192	150% TOTAL =	68,127	150% TOTAL =	66,927
LB HSL248 W/ 120' BOOM		MAN.CK2250 W/ 150' BOOM		LIEBER LR 1300 W/ 144' BOOM		MAN.MLC 300 W/ 157' BOOM	
RADIUS = 70 FT		RADIUS = 110 FT		RADIUS = 105 FT		RADIUS = 150 FT	
CAPACITY = 74.9 K		CAPACITY = 74.1 K		CAPACITY = 81.9 K		CAPACITY = 69.3 K	

PICK TYPE 1

CRANE #1		CRANE #2		CRANE #3		CRANE #4	
ITEM	WEIGHT (LBS)	ITEM	WEIGHT (LBS)	ITEM	WEIGHT (LBS)	ITEM	WEIGHT (LBS)
PICK =	26,616	PICK =	26,616	PICK =	26,616	PICK =	26,616
RIGGING =	2,000	RIGGING =	2,000	RIGGING =	2,000	RIGGING =	2,000
SPREADER BEAM =	3,000	SPREADER BEAM =	3,000	SPREADER BEAM =	3,000	SPREADER BEAM =	3,000
HOOK BLOCK =	3,900	HOOK BLOCK =	3,900	HOOK BLOCK =	4,500	HOOK BLOCK =	4,200
HOOK BALL =	1,310	HOOK BALL =	1,310	HOOK BALL =	2,000	HOOK BALL =	1,500
LINE LOAD =	1,400	LINE LOAD =	1,400	LINE LOAD =	1,400	LINE LOAD =	1,400
TOTAL =	37,571	TOTAL =	37,226	TOTAL =	38,516	TOTAL =	37,716
150% TOTAL =	56,357	150% TOTAL =	55,839	150% TOTAL =	57,774	150% TOTAL =	56,574
LB HSL248 W/ 120' BOOM		MAN.CK2250 W/ 150' BOOM		LIEBER LR 1300 W/ 144' BOOM		MAN.MLC 300 W/ 157' BOOM	
RADIUS = 80 FT		RADIUS = 120 FT		RADIUS = 125 FT		RADIUS = 150 FT	
CAPACITY = 63.0 K		CAPACITY = 64.1 K		CAPACITY = 64.2 K		CAPACITY = 69.3 K	

PICK TYPE 3

CRANE #1		CRANE #2		CRANE #3		CRANE #4	
ITEM	WEIGHT (LBS)	ITEM	WEIGHT (LBS)	ITEM	WEIGHT (LBS)	ITEM	WEIGHT (LBS)
PICK =	16,088	PICK =	16,088	PICK =	16,088	PICK =	16,088
RIGGING =	2,000	RIGGING =	2,000	RIGGING =	2,000	RIGGING =	2,000
SPREADER BEAM =	3,000	SPREADER BEAM =	3,000	SPREADER BEAM =	3,000	SPREADER BEAM =	3,000
HOOK BLOCK =	3,900	HOOK BLOCK =	3,900	HOOK BLOCK =	4,500	HOOK BLOCK =	4,200
HOOK BALL =	1,310	HOOK BALL =	1,310	HOOK BALL =	2,000	HOOK BALL =	1,500
LINE LOAD =	1,400	LINE LOAD =	1,400	LINE LOAD =	1,400	LINE LOAD =	1,400
TOTAL =	44,128	TOTAL =	44,128	TOTAL =	45,418	TOTAL =	44,618
150% TOTAL =	66,192	150% TOTAL =	66,192	150% TOTAL =	68,127	150% TOTAL =	66,927
LB HSL248 W/ 120' BOOM		MAN.CK2250 W/ 150' BOOM		LIEBER LR 1300 W/ 144' BOOM		MAN.MLC 300 W/ 157' BOOM	
RADIUS = 100 FT		RADIUS = 140 FT		RADIUS = 140 FT		RADIUS = 150 FT	
CAPACITY = 47.1 K		CAPACITY = 46.3 K		CAPACITY = 54.4 K		CAPACITY = 69.3 K	

PICK TYPE 5

CRANE #1		CRANE #2		CRANE #3		CRANE #4	
ITEM	WEIGHT (LBS)	ITEM	WEIGHT (LBS)	ITEM	WEIGHT (LBS)	ITEM	WEIGHT (LBS)
PICK =	49,856	PICK =	49,856	PICK =	49,856	PICK =	49,856
RIGGING =	2,000	RIGGING =	2,000	RIGGING =	2,000	RIGGING =	2,000
SPREADER BEAM =	3,000	SPREADER BEAM =	3,000	SPREADER BEAM =	3,000	SPREADER BEAM =	3,000
HOOK BLOCK =	3,900	HOOK BLOCK =	3,900	HOOK BLOCK =	4,500	HOOK BLOCK =	4,200
HOOK BALL =	1,310	HOOK BALL =	1,310	HOOK BALL =	2,000	HOOK BALL =	1,500
LINE LOAD =	1,400	LINE LOAD =	1,400	LINE LOAD =	1,400	LINE LOAD =	1,400
TOTAL =	61,811	TOTAL =	61,466	TOTAL =	62,756	TOTAL =	61,956
150% TOTAL =	92,717	150% TOTAL =	92,199	150% TOTAL =	94,134	150% TOTAL =	92,934
LB HSL248 W/ 120' BOOM		MAN.CK2250 W/ 150' BOOM		LIEBER LR 1300 W/ 144' BOOM		MAN.MLC 300 W/ 157' BOOM	
RADIUS = 50 FT		RADIUS = 90 FT		RADIUS = 85 FT		RADIUS = 110 FT	
CAPACITY = 116.4 K		CAPACITY = 98.0 K		CAPACITY = 109.2 K		CAPACITY = 101.0 K	


PICK TYPE 2

CRANE #1		CRANE #2		CRANE #3		CRANE #4	
ITEM	WEIGHT (LBS)	ITEM	WEIGHT (LBS)	ITEM	WEIGHT (LBS)	ITEM	WEIGHT (LBS)
PICK =	25,645	PICK =	25,645	PICK =	25,645	PICK =	25,645
RIGGING =	2,000	RIGGING =	2,000	RIGGING =	2,000	RIGGING =	2,000
SPREADER BEAM =	3,000	SPREADER BEAM =	3,000	SPREADER BEAM =	3,000	SPREADER BEAM =	3,000
HOOK BLOCK =	3,900	HOOK BLOCK =	3,900	HOOK BLOCK =	4,500	HOOK BLOCK =	4,200
HOOK BALL =	1,310	HOOK BALL =	1,310	HOOK BALL =	2,000	HOOK BALL =	1,500
LINE LOAD =	1,400	LINE LOAD =	1,400	LINE LOAD =	1,400	LINE LOAD =	1,400
TOTAL =	37,600	TOTAL =	37,255	TOTAL =	38,545	TOTAL =	37,745
150% TOTAL =	56,399	150% TOTAL =	55,882	150% TOTAL =	57,817	150% TOTAL =	56,617
LB HSL248 W/ 120' BOOM		MAN.CK2250 W/ 150' BOOM		LIEBER LR 1300 W/ 144' BOOM		MAN.MLC 300 W/ 157' BOOM	
RADIUS = 80 FT		RADIUS = 120 FT		RADIUS = 125 FT		RADIUS = 150 FT	
CAPACITY = 63.0 K		CAPACITY = 64.1 K		CAPACITY = 64.2 K		CAPACITY = 69.3 K	

PICK TYPE 4

CRANE #1		CRANE #2		CRANE #3		CRANE #4	
ITEM	WEIGHT (LBS)	ITEM	WEIGHT (LBS)	ITEM	WEIGHT (LBS)	ITEM	WEIGHT (LBS)
PICK =	6,600	PICK =	6,600	PICK =	6,600	PICK =	6,600
RIGGING =	2,000	RIGGING =	2,000	RIGGING =	2,000	RIGGING =	2,000
SPREADER BEAM =	3,000	SPREADER BEAM =	3,000	SPREADER BEAM =	3,000	SPREADER BEAM =	3,000
HOOK BLOCK =	3,900	HOOK BLOCK =	3,900	HOOK BLOCK =	4,500	HOOK BLOCK =	4,200
HOOK BALL =	1,310	HOOK BALL =	1,310	HOOK BALL =	2,000	HOOK BALL =	1,500
LINE LOAD =	1,400	LINE LOAD =	1,400	LINE LOAD =	1,400	LINE LOAD =	1,400
TOTAL =	44,128	TOTAL =	44,128	TOTAL =	45,418	TOTAL =	44,618
150% TOTAL =	66,192	150% TOTAL =	66,192	150% TOTAL =	68,127	150% TOTAL =	66,927
LB HSL248 W/ 120' BOOM		MAN.CK2250 W/ 150' BOOM		LIEBER LR 1300 W/ 144' BOOM		MAN.MLC 300 W/ 157' BOOM	
RADIUS = 100 FT		RADIUS = 140 FT		RADIUS = 140 FT		RADIUS = 150 FT	
CAPACITY = 47.1 K		CAPACITY = 46.3 K		CAPACITY = 54.4 K		CAPACITY = 69.3 K	

PICK TYPE 6



ENGINEERS  
PLANNERS  
SCIENTISTS  
CONSTRUCTION MANAGERS

KCI ASSOCIATES OF NC www.kci.com

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9711 SOUTHERN PINE BLVD  
SUITE A  
CHARLOTTE, NC 28273  
704-499-9452



BRIDGE DEMOLITION

BRIDGE ON US 17A/US 21 (FRAMPTON RD)  
OVER CSX RAILROAD

BEAUFORT & HAMPTON CO., SC  
SCDOT PROJECT ID P042942

KCI JOB #252308994DB

DES. BY : SMM	CKD. BY : JDF	DATE : 12/23	SCALE : NONE	SHEET NO.: 10 OF 10
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## **APPENDIX B**



## 11. NON-COLLUSION CERTIFICATION

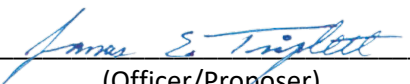
### NON-COLLUSION CERTIFICATION

**Project ID: P042942**

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 12/18/2023  
(Date)

Signed:   
(Officer/Proposer)

CEO & President  
(Title)

United Infrastructure Group, Inc.  
(Address)

5562 Pendergrass Blvd, Great Falls, SC 29055

## 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) ☒ or 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 12/18, 2023 .

Signed:   
(Officer/PROPOSER)

Title: CEO & President

Company: United Infrastructure Group, Inc.

Address: 5562 Pendergrass Blvd, Great Falls, SC 29055

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 OF ADDENDUM

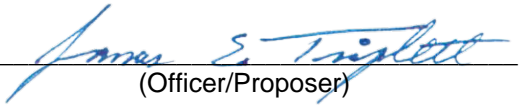
In relation to the US 17A/21 over CSX Emergency Bridge Replacement Design-Build Project in Beaufort and Hampton Counties, South Carolina (Project ID P042942), our design-build team has received the following addenda:

Addendum No. 1 Dated 12/1/2023

Addendum No. 2 Dated 12/8/2023

Addendum No. 3 Dated 12/13/2023

Executed on 12/18/2023  
(Date)

Signed:   
(Officer/Proposer)

CEO & President  
(Title)

United Infrastructure Group, Inc.  
(Address)

5562 Pendergrass Blvd, Great Falls, SC 29055

**NOTICE TO PROPOSERS**  
**US 17A/21 over CSX Emergency Bridge Replacement**  
**Design-Build Project – Project ID P042942**  
**Beaufort and Hampton 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.

  
\_\_\_\_\_  
PROPOSER's Signature

12/18/2023  
\_\_\_\_\_  
Date

James E. Triplett, CEO & President  
\_\_\_\_\_  
Printed Name

For: United Infrastructure Group, Inc.  
\_\_\_\_\_  
Design-Build Team Name



**NOTICE TO PROPOSERS**  
**US 17A/21 over CSX Emergency Bridge Replacement**  
**Design-Build Project – Project ID P042942**  
**Beaufort and Hampton Counties**

**Addendum 2**

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.

  
PROPOSER's Signature

12/18/2023

Date

James E. Triplett, CEO & President  
Printed Name

For: United Infrastructure Group, Inc.  
Design-Build Team Name



**NOTICE TO PROPOSERS**  
**US 17A/21 over CSX Emergency Bridge Replacement**  
**Design-Build Project – Project ID P042942**  
**Beaufort and Hampton Counties**

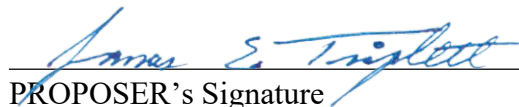
**Addendum 3**

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.

  
PROPOSER's Signature

12/18/2023

Date

James E. Triplett, CEO & President  
Printed Name

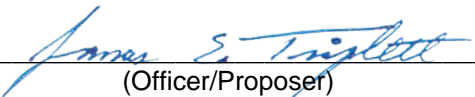
For: United Infrastructure Group, Inc.  
Design-Build Team Name



## DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

All members of the design-build team in this Technical Proposal have no conflict of interest related to the US 17A/21 over CSX Emergency Bridge Replacement Design-Build Project in Beaufort and Hampton Counties, South Carolina (Project ID P042942).

Executed on 12/18/2023  
(Date)

Signed:   
(Officer/Proposer)

CEO & President  
(Title)

United Infrastructure Group, Inc.  
(Address)

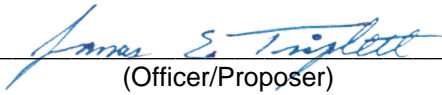
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## CONFIDENTIAL & PROPRIETARY INFORMATION PAGE LIST

There is no confidential or proprietary information contained in this Technical Proposal for the US 17A/21 over CSX Emergency Bridge Replacement Design-Build Project in Beaufort and Hampton Counties, South Carolina (Project ID P042942).

Executed on 12/18/2023  
(Date)

Signed:   
(Officer/Proposer)

CEO & President  
(Title)

United Infrastructure Group, Inc.  
(Address)

5562 Pendergrass Blvd, Great Falls, SC 29055