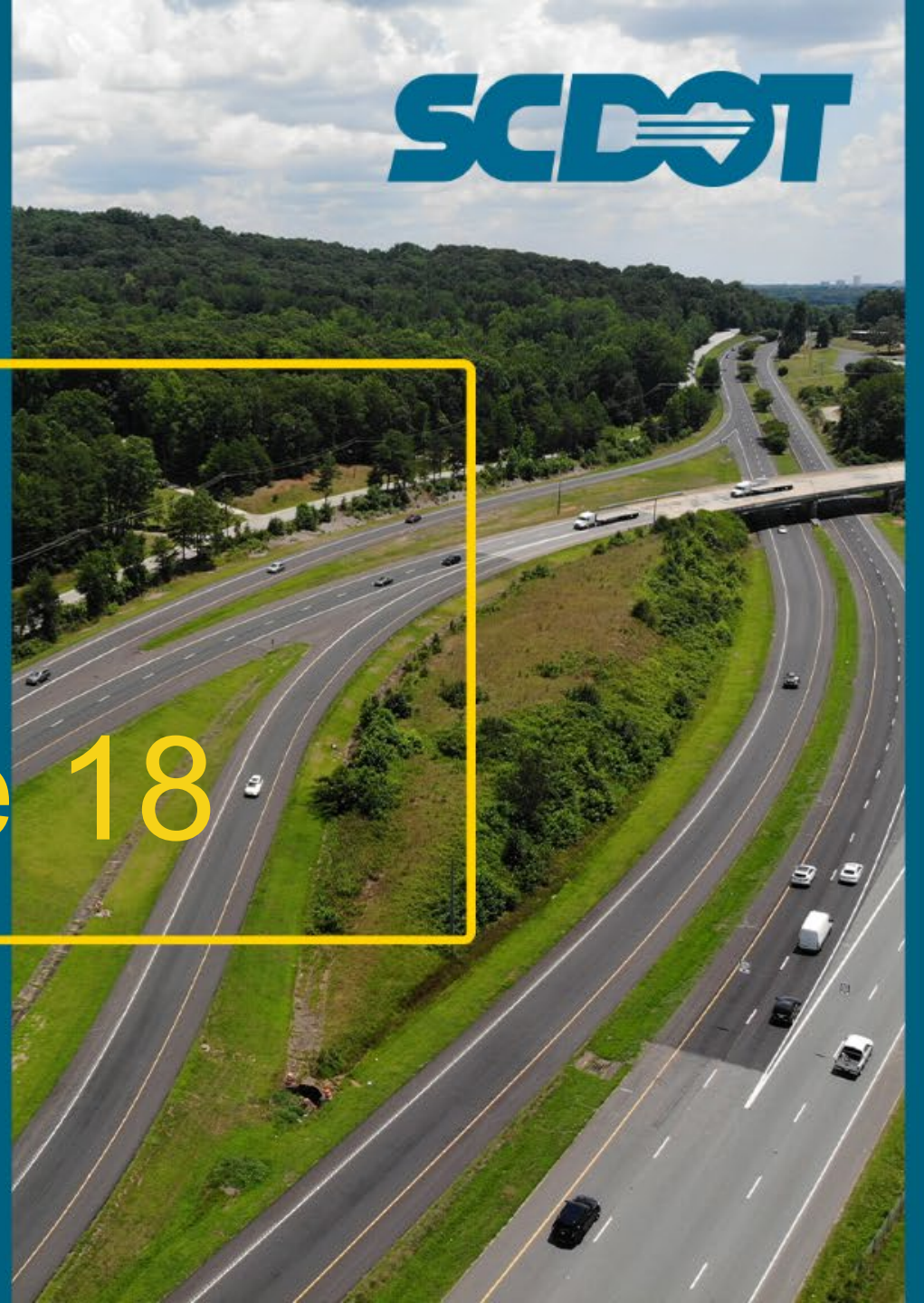




Bridge Package 18

Early Coordination Meeting
April 25, 2024



Purpose

- Provide Information
- Gauge Industry Interest & Competition
- Get Feedback & Answer Questions

Disclaimer

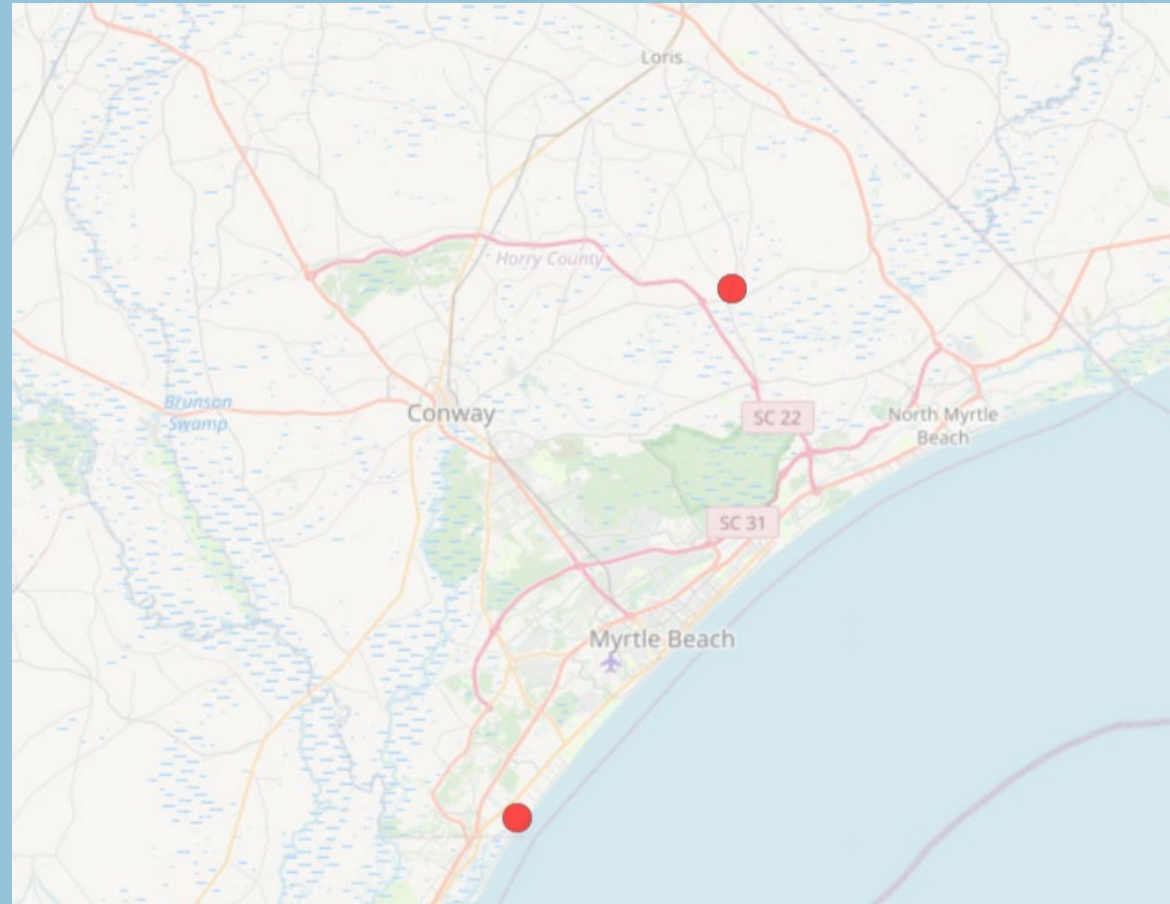
- All information provided today is for information only, non-binding, does not constitute legal or other advice, and does not amend or form part of the Final Request for Proposals (RFP).

Agenda

- Location / Overview
- Scope of Work
- Procurement Type
- Schedule
- Q&A

Project Location

- S-31 over Tod Swamp
- S-154 over Murrells Inlet Creek



S-31 over Tod Swamp



S-154 over Murrells Inlet Creek (Asset 9211)



Anticipated Scope of Work

S-31 (Replacement)

- Demo existing bridge structure
- Build new bridge structure
- Construct roadway approaches for new structure

S-154 (Rehab)

- Demo existing bridge superstructure
- Install cathodic protection system on substructure (bent caps and piles)
- Construct new superstructure and approach slabs
- Construct roadway tie-ins

Roadway

- S-31 is a rural major collector with proposed facilities of 12 foot travel lanes and 2 foot paved shoulders.
- S-154 is an urban major collector and will match the existing 10 foot travel lanes with 2 foot paved shoulders.
- No off-alignment construction will be considered.
- No low volume sites within this package.
- Low potential for DE's or Criteria Variance.

Structures

S-31 (Replacement)

- On-alignment replacement
- Proposed bridge anticipated: 80-ft single-span prestressed concrete beam (Type III)
- Integral end bents / Jointless bridge
- 40-ft clear roadway width (12' lanes & 8' shoulders)
- No detailed seismic modelling associated with single-span bridge. Structural mitigation for geotechnical seismic performance criteria may be needed.

S-154 (Rehab)

- Replace existing 3-span flat slab superstructure (match plan area). Design to include GFRP corrosion resistant rebar.
- Retain existing substructure and install cathodic protection system on bent caps as well as install pile jackets to mudline. Use of cofferdams at interior bents and temporary shoring at end bents anticipated.
- **CP design by Corrosion Engineer (key individual)
- Replace approach slabs
- Upgrade rails to MASH barrier

Structures

DESIGN SHALL BE COMPLETED BY A CATHODIC PROTECTION SPECIALIST (CPS) HAVING ONE OR MORE OF THE FOLLOWING QUALIFICATIONS:

I. ASSOCIATION FOR MATERIALS PROTECTION AND PERFORMANCE (AMPP) CERTIFICATION OF CATHODIC PROTECTION SPECIALIST (CP-4).

II. A REGISTERED PROFESSIONAL ENGINEER WITH A MINIMUM OF FIVE YEARS OF VERIFIABLE EXPERIENCE DESIGNING, INSTALLING AND TESTING GALVANIC CP SYSTEMS TO PROTECT STEEL REINFORCED CONCRETE STRUCTURES.

III. A CORROSION ENGINEERING PRACTITIONER WITH AT LEAST 10 YEARS OF VERIFIABLE EXPERIENCE DESIGNING, INSTALLING AND TESTING GALVANIC CP SYSTEMS TO PROTECT REINFORCED CONCRETE STRUCTURES.

Environmental

S-31 Tod Swamp

- PCE
- GP anticipated
- 408 crossing* - early coordination
- Bat restrictions
- Mitigation

S-154 Murrels Inlet Creek

- NPCE (could be PCE)
- Tidal waters
- EFH coordination completed
- Anticipate GP/CAPGP for impacts
- Mitigation
- No bat restrictions

Anticipated Project Information

- Survey
- Hazardous Materials
- Hydrology
- Structures
 - SI&A sheets
 - Conceptual Bridge Plans, including Rehab Plans with requirements.
 - S-154 Substructure Evaluation Report
 - Existing bridge plans and inspection reports provided to short-listed teams
- Utilities
 - provided to short-listed teams
- Environmental
- Geotech

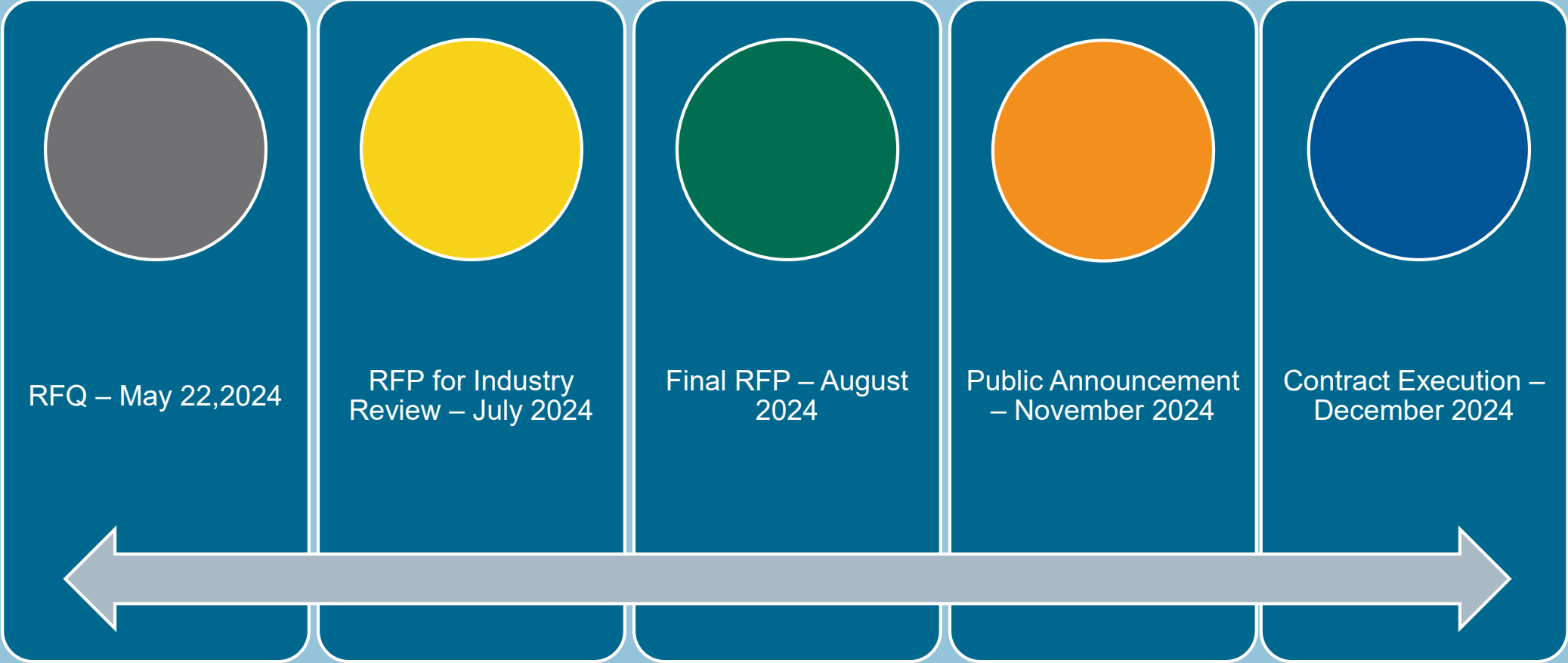
Anticipated Procurement Type

- Two Phase
- FATC's only (Conceptual ATC meeting **with submittal prior to meeting**)
- Best Value
- Weighted Criteria Formula
- DBE Goal
- Stipends

Procurement Changes from Previous Packages

- Key Individuals
 - Project Management Team
 - Lead Designer
 - Corrosion Specialist
 - Construction Manager

Anticipated Project Schedule



Questions / Discussion



#ProgressisourPriority

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LET 'EM WORK. LET 'EM LIVE.

