



**Request for Proposals Addendum 2
SCDOT Questions and Answers
December 19, 2024
NOTICE TO ALL CONSULTING ENGINEERING FIRMS**

To all potential proposers:

Solicitation Number S-305-25

I-526 between I-26 and US 17 (MM 19 –MM 30) in Berkeley and Charleston Counties – LCC East

SCDOT Questions and Answers:

1. Have the bridge types for this project been predetermined or will that be a part of the NEPA scope to identify the most appropriate bridge types? **The Cooper River and Wando River bridge types have not been predetermined. A bridge type study will be part of the NEPA scope for both bridge locations. A Conceptual Bridge Features Report has been prepared under a previous contract and it will serve as the starting point for the bridge type study. The navigational impact report and vessel collision study will also be completed as part of the NEPA scope and will be determining factors in the bridge type study.**
2. What is the current available funding for the project?
 - a. **The funding for this request for proposals is programmed and authorized. The anticipated funding for the Don Holt Bridge Replacement and LCC E construction is expected to be in place when needed. While construction funding is not currently secured, both SCDOT and the State Ports Authority are fully committed to ensuring the project is completed in alignment with the North Charleston Terminal expansion timeline.**
3. Will subconsultants on the subject solicitation be precluded from the upcoming Long Point Road Interchange Design-Build that overlaps with this project?
 - a. **Whether subconsultants on this solicitation will be precluded from the upcoming Long Point Road Interchange Design-Build or other D-B projects depends on whether they have access to confidential information that is not shared with all proposers.**

Additionally, if any work product or information is taken to a “final” state, there is a conflict, and the subconsultant would be precluded from participation.

In short, preclusion depends on the confidentiality and availability of a subconsultant’s work product to opposing teams. Available? No conflict. Confidential? Conflict.

4. What materials and data from the previous studies conducted by SCDOT will be provided to interested parties responding to the RFP? e.g. Bridge Features Report
 - a. Everything we have will be provided to the winning team after award
5. Does SCDOT anticipate conducting interviews?
 - a. No
6. Under the Scope of Services listed in the RFP, Task 3 specifies a Corridor Study (I-526 MM 19-30; I-26 MM 199-212). Can SCDOT elaborate on what is envisioned for this task? Are the limits noted prescribed or is SCDOT open to the study defining the appropriate limits? Two separate Traffic Analysis reports, one for I-26 and one for I-526 East. Include all interchanges along the corridor and ramp terminal and adjacent intersections along the crossing routes. Both studies should include the I-26/I-526 system to system interchange improvements and CD ramp tie-ins as part of the LLC West project. Limits should include at a minimum the next adjacent interchange and/or intersections.
7. In the Industry Forum held on 12/11, it was mentioned that SCDOT would like to see a contractor resource on the team to assist with scope related to the feasibility of raising the Ravenel Bridge and constructability of the new Don Holt. Please confirm if contractor participation in the subject scope would be precluded from future procurements associated with any related work.
 - a. Same answer as #3
8. Regarding existing surveys, it was stated at the industry forum that intent of the survey task in the RFP was to supplement areas that had not been captured previously. Can SCDOT quantify what's been done and make available survey files to interested parties responding to the RFP.
 - a. These survey files will be available to the winning team after contract award.
9. Please provide a summary of the work performed to date by CDM Smith and its subs and the remaining work to be retained/performed by the CDM Smith team.
 - a. The following work was completed previously and will be provided to the team awarded with this contract:
 - i. Traffic Studies and Modeling: data plan collection (growth factor projection , LOS tech memo), crash and safety analysis tech memo, VISSIM Model, Model Calibration Report, all work necessary to complete the I-526 PEL

- i. Environmental and NEPA Compliance: completed work for Wetlands, T&E species, EFH (tech memos not complete); cultural resources completed field work for archeological and historic cultural resources (tech memos not complete); the following was completed for the PEL - Existing Transportation Conditions Summary, Purpose and Need Technical Memorandum, Travel Time Reliability Analysis Technical Memorandum, Alternatives Analysis Technical Memorandum, Environmental Inventory Technical Memorandum, Natural Resource Survey Results, Public and Agency Involvement, Agency Coordination & Public Involvement, Traffic Analysis Report
- ii. Preliminary Road Design: Existing conditions report, and concept design complete for the PEL
- iii. Bridge Design Evaluations and Concept studies: Conceptual Bridge Report and concept analysis for Cooper River, Wando River, and Typical Bridges
- iv. Hydrology and Hydraulic Design: preliminary hydraulic design report for bridge hydraulics, pipe inspection report and summary table
- v. SUE: 90% complete – all data will be provided to team upon award
- vi. Preliminary Utility and Railroad Coordination: Preliminary RR started
- vii. Electrical and Communications System Replacement: completed analysis of Don Holt/ Cooper River Bridge- electrical system evaluation memo and temporary power memo

- b. The CDM Smith team will provide all deliverables to the SCDOT and will be retained to assist with the procurement of Long Point Road Interchange Improvement Project.

10. Would a firm in either a prime or subconsultant role selected for the I-526 EAST project be precluded from participating in either a prime or subconsultant role on the Long Point Road Interchange Improvements project?

- a. Same answer as #3



**Request for Proposals Addendum 1
SCDOT Open Forum Meeting Presentation
December 11, 2024
NOTICE TO ALL CONSULTING ENGINEERING FIRMS**

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Solicitation Number S-305-25

I-526 between I-26 and US 17 (MM 19 –MM 30) in Berkeley and Charleston Counties –
LCC East

See the attached Presentation



526

LOWCOUNTRY CORRIDOR

December 11, 2024
S-305-25 Open Forum



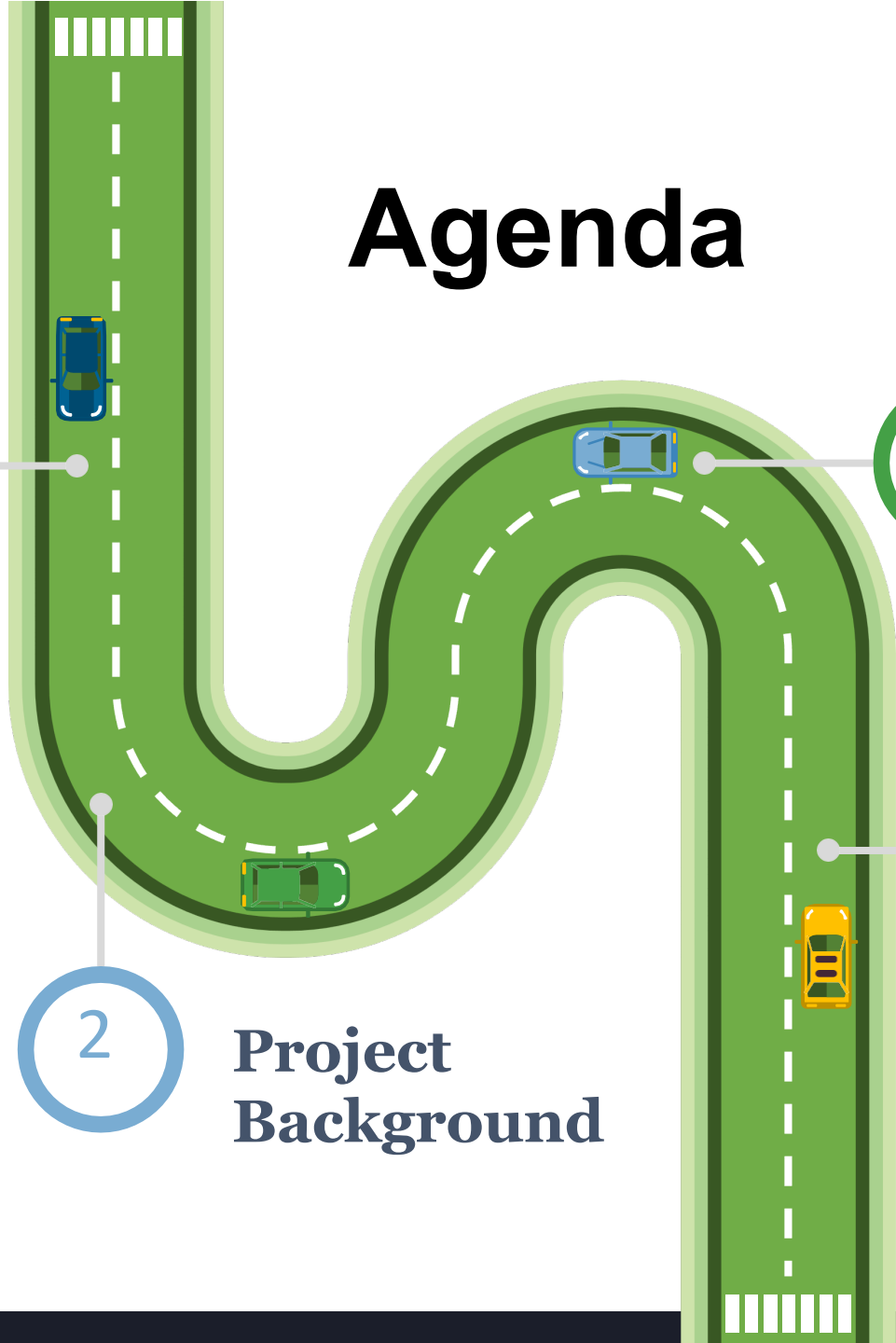
Agenda

1
Project
Overview

2
Project
Background

3
RFP
Overview

4
Questions
*Questions can be asked
during the meeting, but
written answers will be
provided afterward.



526 LOWCOUNTRY CORRIDOR

WEST

Paul Cantrell to Virginia

- I-526/I-26 Interchange
- Environmental Impact Statement

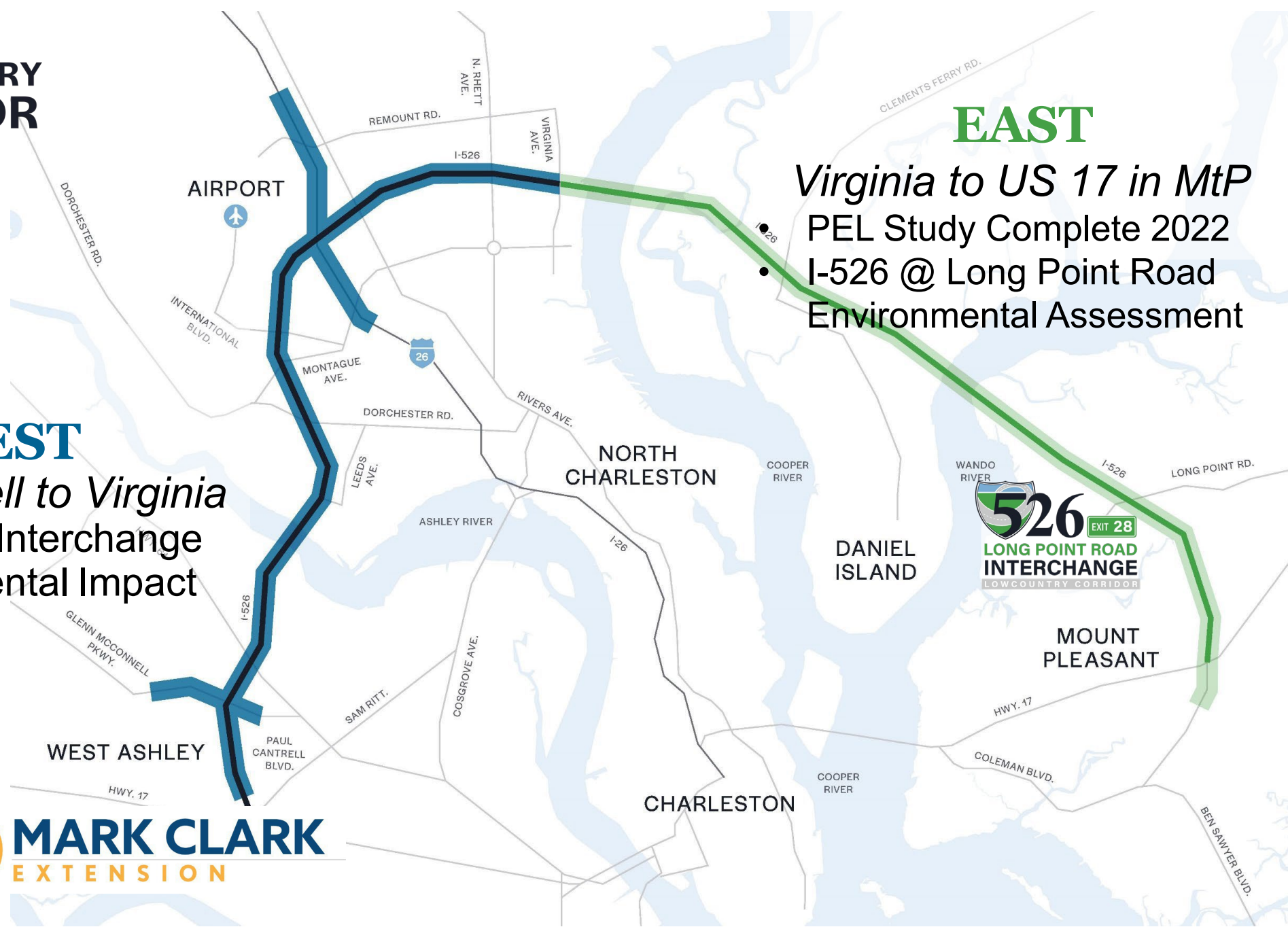


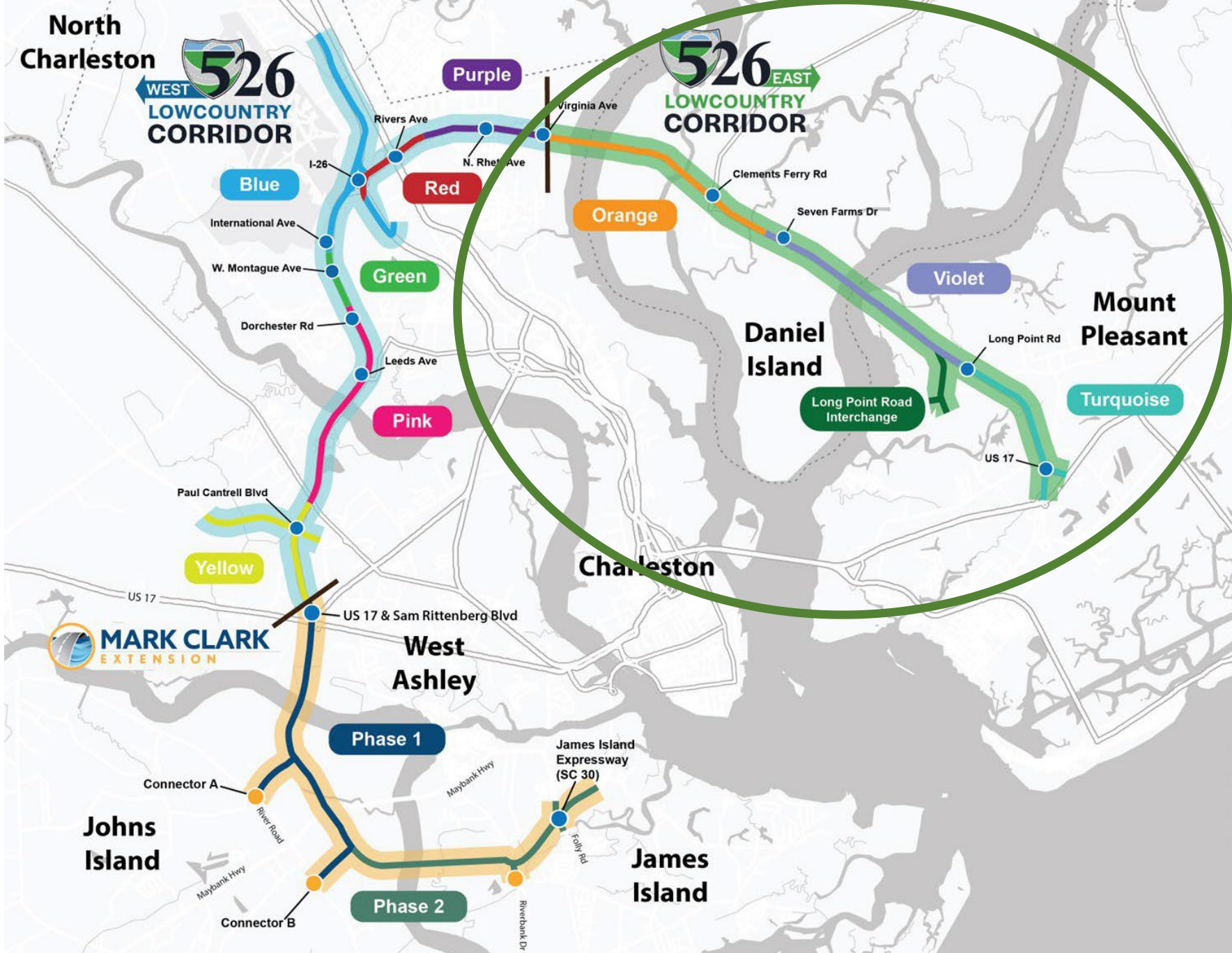
EAST

Virginia to US 17 in MtP

• PEL Study Complete 2022

- I-526 @ Long Point Road Environmental Assessment







U.S. Department of Transportation
Federal Highway Administration




I-526 Lowcountry Corridor EAST Planning and Environmental Linkages

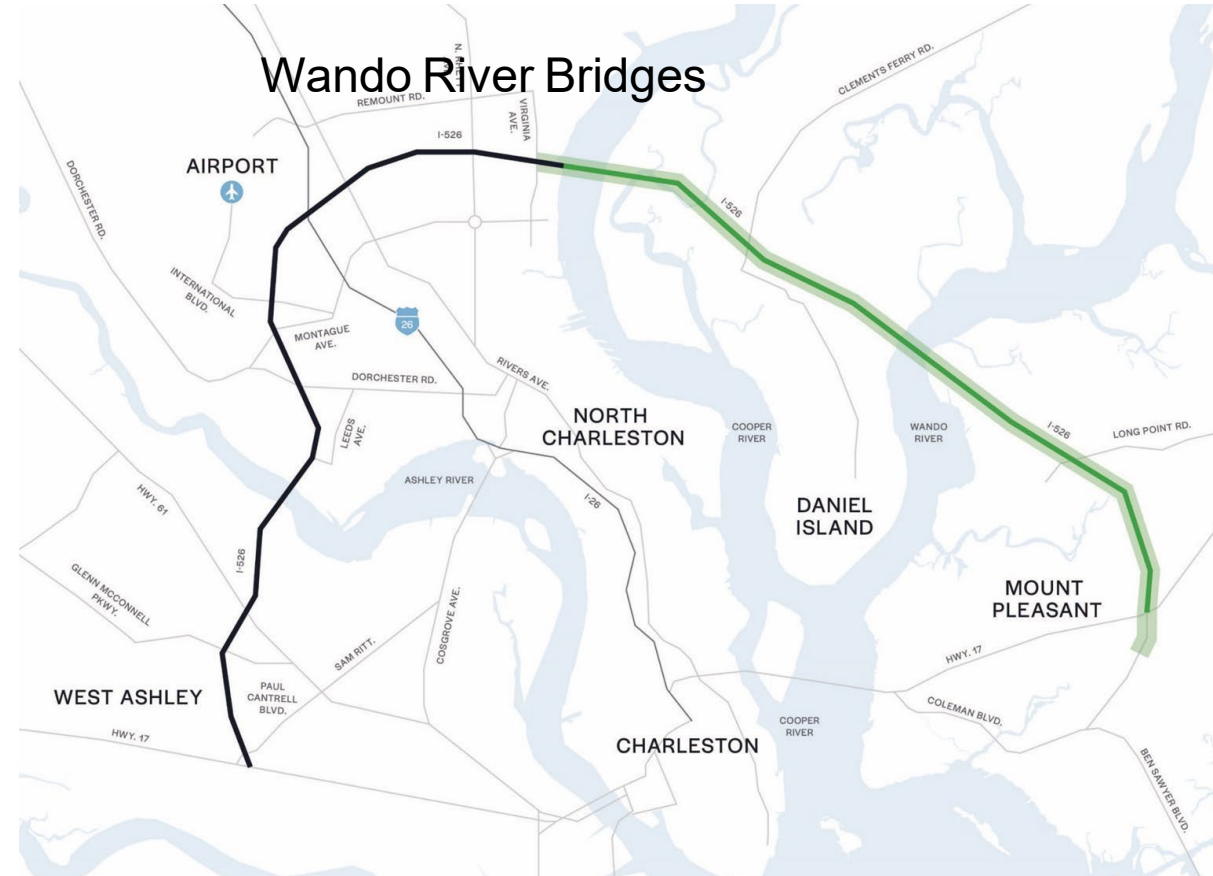
Completed July 2022

10 
total miles

5 
miles elevated structure

5 
interchanges

2 
major bridges over
navigational channels
–Don Holt Bridge &



*Virginia
Avenue to
US
17*

Purpose

Improve travel time reliability +
reduce congestion

Project Goals



Compatibility



Safety



Demand



Multimodal



Seismic



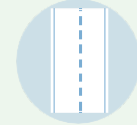
Technology



Connectivity

Use & Need Needs

Mobility



Traffic Congestion:
high traffic volumes + limited capacity



**Over
Capacity
Roadways**



**Unreliable
Travel
Times**



**Congestion-
Related
Crashes**

Roadway Deficiencies



**Shoulder
Widths**



**On +
Off Ramp
Lengths**



**Tightly
Curved
Ramps**

65% of the EAST is elevated.

27k ft

built
1992

Don Holt Bridge Cooper River

single structure:
88ft wide, 155ft high

73k Vehicles/day*

8k ft

built
1989

James B. Edwards Wando River

twin parallel structures:
44ft wide, 138ft high

70k Vehicles/day*

various lengths

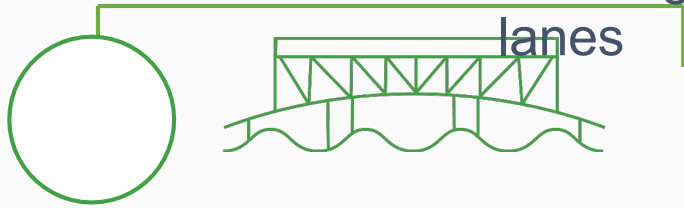
built
1980s-
1990s

Typical Sections

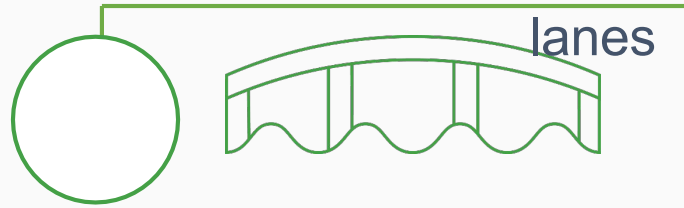
4 overpasses, **6** marsh bridges
150-1300 ft wide

59-73k Vehicles/day*

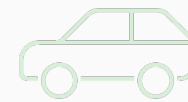
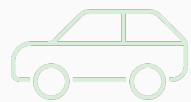
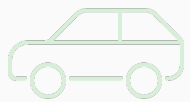
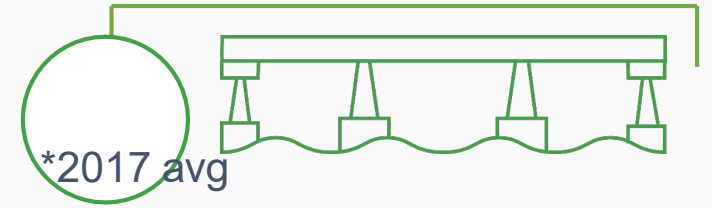
2 Lanes/
direction + Truck
climbing
lanes



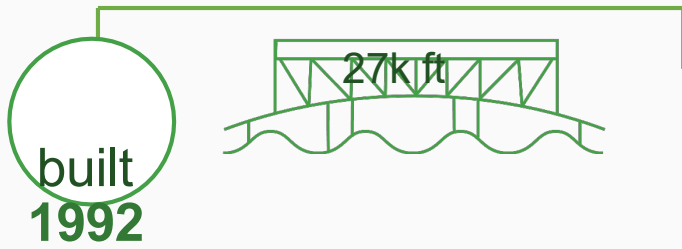
2 Lanes/
direction + Truck
climbing
lanes



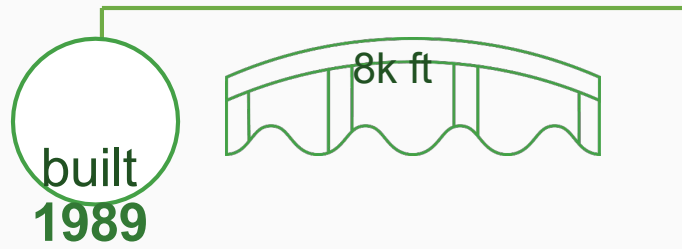
2 Lanes/
direction



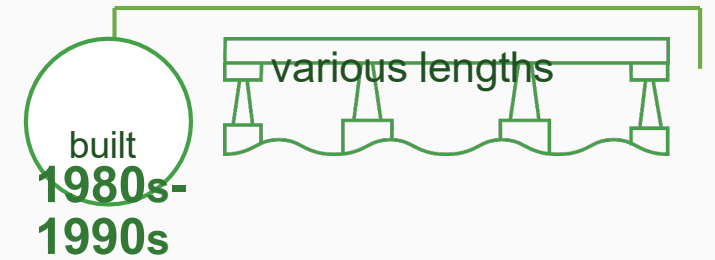
And those bridges have needs.



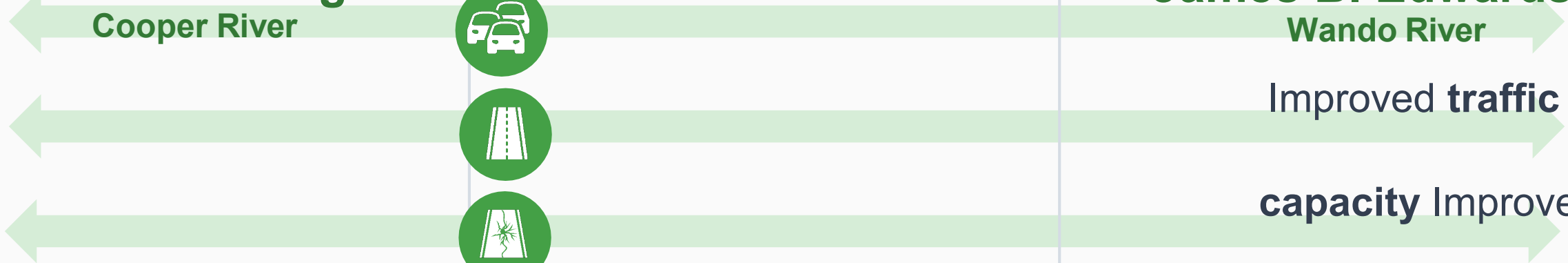
Don Holt Bridge
Cooper River



electrical system



James B. Edwards
Wando River



Improved traffic

capacity Improved

shoulders Increased



Upgraded lighting &



Improved
service
life

Typical Sections

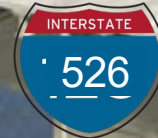
Potential Don Holt Bridge Improvements

Representative
Typical Section



Eastbound
toward Mount Pleasant

155 ft



186 ft

Westbound
toward Daniel Island

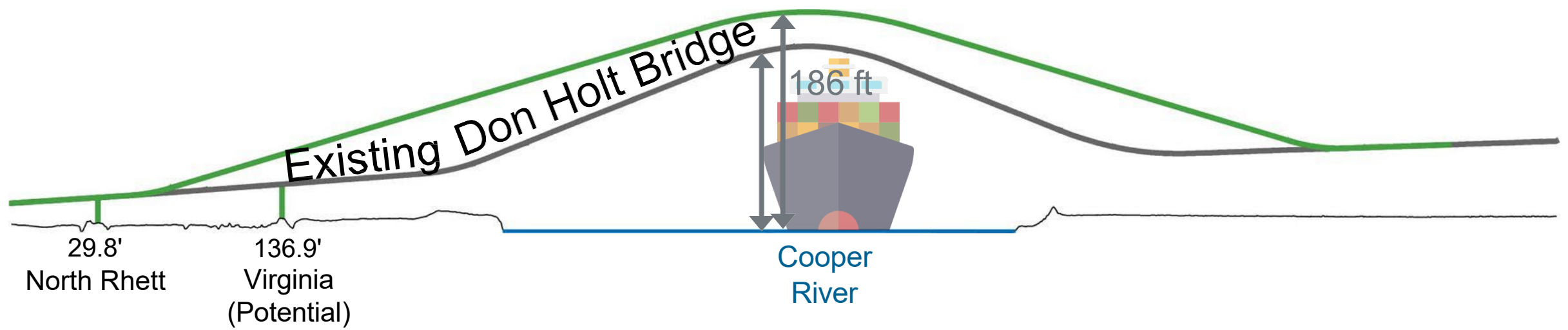
**Bike &
Ped Path**

Cooper
River

Rendering for illustrative purposes only

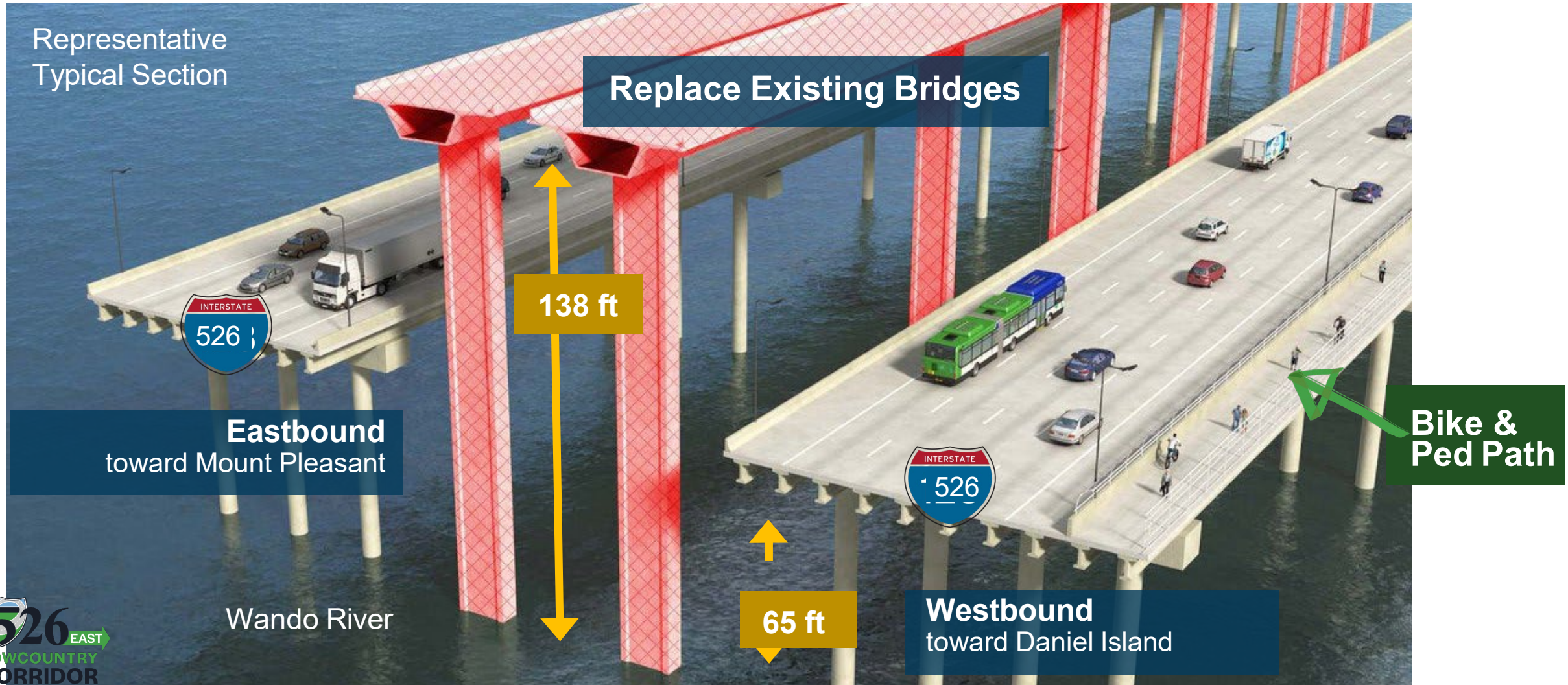
Potential Don Holt Bridge Improvements

Potential Don Holt Bridges

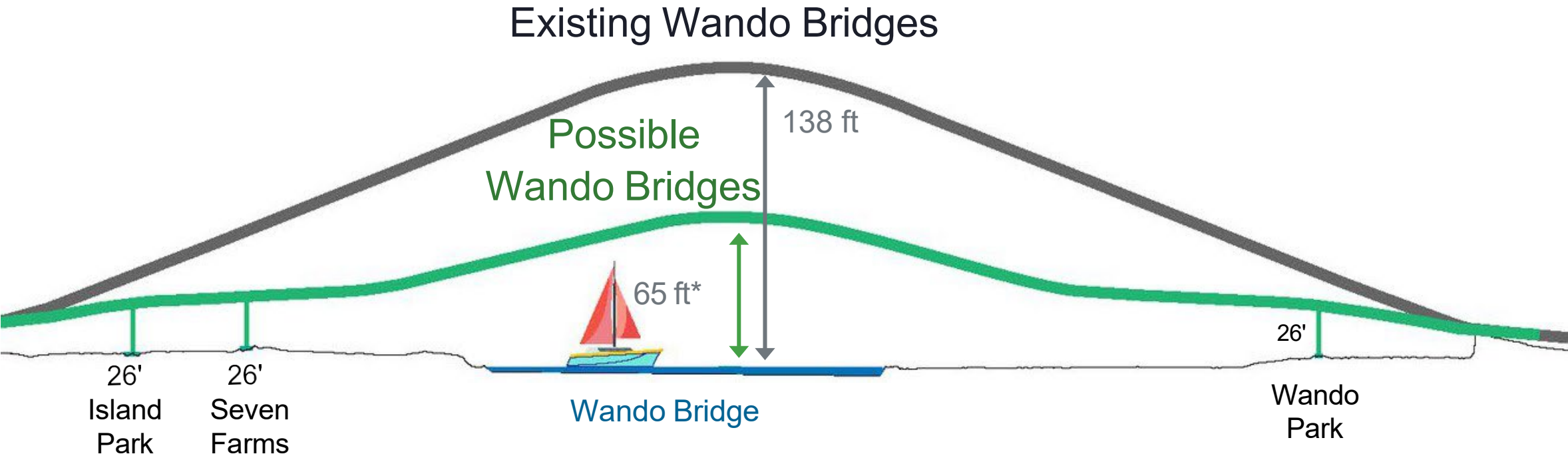




Potential Wando Bridges Improvements



Potential Wando Bridge Improvements





*65 feet is the typical Intracoastal Waterway clearance required by the US Coast Guard



RFP Overview

1. PROJECT ORGANIZATION AND MANAGEMENT

2. FIELD SURVEYS

- Aerial Mapping Supplemental Ground Survey
- Bathymetric Surveys for the Cooper and Wando Rivers
- Bathymetric and Bridge Surveys of Main Line Creek Crossings
- Fresh water Wetland Boundary Surveys and Exhibit Preparation*
- SCDHEC-OCRM Critical Line Location Surveys and Exhibit Preparation

3. TRAFFIC STUDIES AND MODELING

- *Corridor Study (I-526 MM 19-30; I-26 MM 199-212)*
- Traffic Modeling/Projections
- Traffic Data
- Traffic Analysis

RFP Overview

4. ENVIRONMENTAL DOCUMENT AND NEPA COMPLIANCE

- Detailed Scoping
- Agency & Public Coordination Plan
- Notice of Intent
- Jurisdictional Determination
- NEPA/Environmental Impact Statement
- Public Involvement
- Mitigation Monitoring and Compliance Plan

5. ENVIRONMENTAL PERMITTING

RFP Overview

6. ROAD DESIGN

7. BRIDGE DESIGN AND CONCEPT STUDIES

- Bridge Designs (Project's Existing Typical Bridges, Wando R. Bridges, Cooper R. Bridge Crossing and its approaches)
- Navigational Impact Studies
- Vessel Vulnerability Collision Study
- Raising the Ravenel Bridge Feasibility

8. HYDROLOGY AND HYDRAULIC DESIGN

9. VALUE ENGINEERING

10. GEOTECHNICAL SERVICES

11. ENVIRONMENTAL SITE ASSESSMENT

RFP Overview

12. SUBSURFACE UTILITY ENGINEERING (SUE)
13. UTILITY & RAILROAD COORDINATION
14. RIGHT OF WAY COORDINATION/ SERVICES
15. COST & SCHEDULE RISK ANALYSIS
16. FINANCIAL MANAGEMENT PLAN
17. PROJECT MANAGEMENT PLAN
18. ELECTRICAL AND COMMUNICATION SYSTEM REPLACEMENT
19. SUPPORT DURING DEVELOPMENT OF RFQ, RFP, AND PROCUREMENT
20. GRANT WRITING ASSISTANCE
21. CONSTRUCTION SERVICES AND TECHNICAL SUPPORT

Professional Services RFP Timeline

Open Forum Responses
Provided to Industry by
Dec. 20, 2024

Proposals due
Jan. 23, 2025

Final Selection and
Notification March 2025

Questions?



Email all questions to
Wendy Hollingsworth
HollingsWG@scdot.org





NOTICE TO ALL CONSULTING ENGINEERING FIRMS

Solicitation Number S-305-25

I-526 between I-26 and US 17 (MM 19 –MM 30) in Berkeley and Charleston Counties – LCC East

The **SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION (SCDOT)** requests a letter of interest and a proposal containing qualifications from all interested consulting firms experienced in providing Engineering and Environmental/NEPA services necessary to receive a NEPA decision, secure all Environmental Permits, and deliver all services essential to advancing the project through final completion for the capacity improvements to I-526 between I-26 and US 17. This project consists of operational improvement, including interchange improvements, bridge replacements, and mainline widening for approximately 11 miles on I-526 between mile marker 19 and 30.

Requested services include but are not limited to: project management, field surveys, traffic studies and modeling, environmental document and NEPA compliance, environmental permitting, road design, bridge design and concept studies, hydrology and hydraulic design, value engineering, geotechnical services, environmental site assessments, subsurface utility engineering, utility and railroad coordination, right of way coordination/services, cost and schedule risk analysis, financial management plan, project management plan, electrical and communications system replacement, support during development of RFQ, RFP, and procurement and/or letting prep, grant writing assistance, construction services and technical support, and other related duties deemed necessary. SCDOT intends to select and negotiate a contract with one consultant team for development of the project. The project team should be capable of providing all services outlined above.

Disadvantaged Business Enterprise goal is established as **10% percent** and will be administered in accordance with SECTION I. INSTRUCTIONS TO CONSULTANTS.

Whether or not there is a Disadvantaged Business Enterprise (DBE) goal on this contract, proposer is strongly encouraged to obtain the maximum amount of DBE participation feasible on the contract. The selected consultant will be required to report all DBE participation through the DBE Quarterly Report required in the supplemental specification.

RFP information associated with this solicitation is located at the following link:

<http://info2.scdot.org/professionalserv/Pages/Consultants-Professional-Services.aspx>.

For questions, please contact the SCDOT Contracting Officer, Wendy Hollingsworth at (803) 737-0746 or via email at HollingsWG@scdot.org Electronic Submissions are due no later than 2:00 PM, **January 23, 2025**.

PROFESSIONAL CONSULTANT SERVICES REQUEST FOR PROPOSAL

AGENCY	South Carolina Department Of Transportation (SCDOT)
DESCRIPTION:	I-526 between I-26 and US 17(MM 19 – MM 30) in Berkeley and Charleston Counties – LCC East
SOLICITATION NUMBER	S-305-25
ADVERTISEMENT DATE	December 5, 2024
CONTRACTS OFFICER (CO)	Wendy Hollingsworth (803) 737-0746
SUBMIT YOUR RFP TO:	All electronic proposal submissions and the letter of interest should be submitted via ProjectWise electronic submittal system no later than 2:00 PM (EST), <u>January 23, 2025</u> . No proposals shall be accepted after the date and time specified.

TABLE OF CONTENTS:

- A. PURPOSE OF REQUEST
- B. SCOPE OF SERVICE
- C. METHOD OF PROCUREMENT
- D. SUBMITTAL FORMAT
- E. PROPOSAL CONTENT
- F. SELECTION CRITERIA AND EVALUATION PROCESS
- G. FINAL SELECTION AND NOTIFICATION
- H. TIE BREAKER
- I. INSTRUCTIONS TO CONSULTANTS
- J. APPENDIX

A. PURPOSE OF REQUEST:

The **SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION (SCDOT)** requests a letter of interest and a proposal containing qualifications from all interested consulting firms experienced in providing Engineering and Environmental/NEPA services necessary to receive a NEPA decision, secure all Environmental Permits, and deliver all services essential to advancing the project through final completion for the capacity improvements to I-526 between I-26 and US 17. This project consists of operational improvement, including interchange improvements, bridge replacements, and mainline widening for approximately 11 miles on I-526 between mile marker 19 and 30.

Requested services include but are not limited to: project management, field surveys, traffic studies and modeling, environmental document and NEPA compliance, environmental permitting, road design, bridge design and concept studies, hydrology and hydraulic design, value engineering, geotechnical services, environmental site assessments, subsurface utility engineering, utility and railroad coordination, right of way coordination/services, cost and schedule risk analysis, financial management plan, project management plan, electrical and communications system replacement, support during development of RFQ, RFP, and

procurement and/or letting prep, grant writing assistance, construction services and technical support, and other related duties deemed necessary. SCDOT intends to select and negotiate a contract with one consultant team for development of the project. The project team should be capable of providing all services outlined above.

Disadvantaged Business Enterprise goal is established as **10% percent** and will be administered in accordance with SECTION I. INSTRUCTIONS TO CONSULTANTS.

Whether or not there is a Disadvantaged Business Enterprise (DBE) goal on this contract, proposer is strongly encouraged to obtain the maximum amount of DBE participation feasible on the contract. The selected consultant will be required to report all DBE participation through the DBE Quarterly Report required in the supplemental specification.

SCDOT will use a weighted criteria evaluation process to select a consultant with which to execute a contract for this Project. The Selection Committee will review responsive, responsible proposals and will score them based on the criteria contained within the RFP, except for the workload criteria. The Chief of Professional Services, or designee, will compute a Weighted Workload Score independently of the evaluation committee based upon the firm's active workload in Category A. Category A generally consists of preconstruction activities needed for the feasibility, design, permitting or construction of a project. Examples include, but not limited to: Roadway Design, Bridge Design, Environmental Permitting, Safety Audits, Hydraulic Analysis and Traffic Design.

Cost is NOT a factor in the ranking of consultants to provide services herein. DO NOT include any reference to consultant costs in the RFP response. Any RFP response with any discussion of cost will be disqualified. Consultants are advised that this evaluation and selection process is a competition and not simply a prequalification. Note that the method of payment for this contract will be a cost plus fixed fee, specific rates of compensation/unit rates with a contract maximum, or lump sum.

B. SCOPE OF SERVICE:

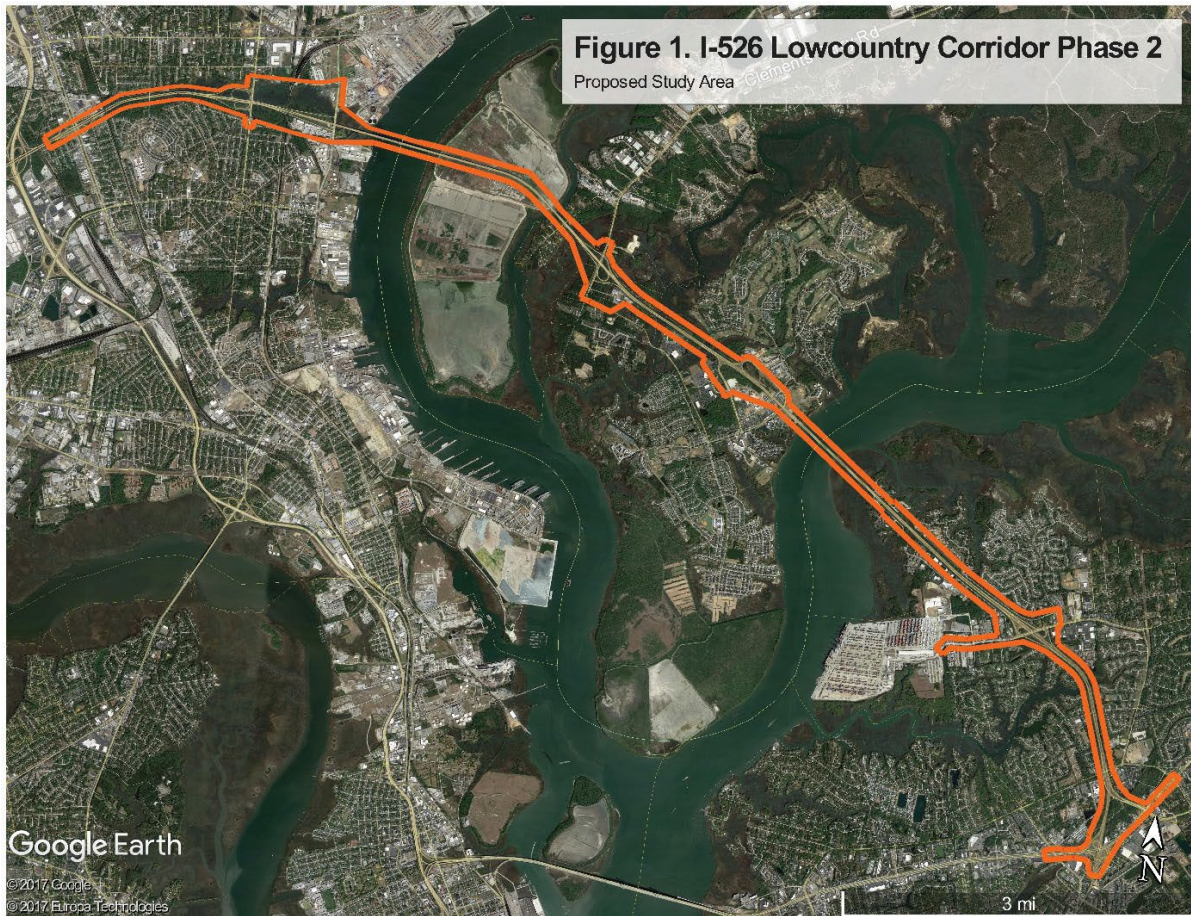
The South Carolina Department of Transportation (**SCDOT**) proposes to improve I-526 from I-26 to US 17 in Mount Pleasant. The project team for LCC East will be responsible for coordinating with the Lowcountry Corridor West project team in order to ensure consistency with the East and West phases. LCC West extends from Rivers Avenue to Paul Cantrell Boulevard. The project limits and general area to be evaluated for LCC East are delineated in Figure 1 below. The project includes adding capacity along I-526 mainline including interchange improvements at potentially all interchanges within this corridor. Improvements will also be evaluated along the intersecting exit routes to determine their operational impact on the interstate mainline. Traffic studies will be conducted as a part of this project to determine the necessary improvements along the corridor. This contract will be scoped in two parts. Part I will consist of tasks necessary to receive a NEPA decision, obtain all necessary permits, and preliminary ROW design. Part II of this scope may include the work required to implement the project through project delivery.

The scope of this Part I contract includes project management, field surveys, traffic studies and modeling, environmental document and NEPA compliance, public involvement, environmental permitting, road design, bridge design, hydrology and hydraulic design, value engineering, geotechnical services, environmental site assessments/hazardous materials, subsurface utility engineering, utility coordination, railroad coordination, right of way coordination/services, cost and schedule risk analysis, financial management plan, project management plan, electrical and communications system replacement, grant writing assistance, and implementation approach in order to support the **SCDOT** with preparation of the design for the project.

It is assumed that compliance with the National Environmental Policy Act (NEPA) can be achieved for this project and can be accomplished through an EIS and ROD. This contract will cover the work required to complete the NEPA document, secure a ROD, obtain necessary permits, and develop bridge and roadway plans. Part II of this contract will cover the necessary consultant services to complete the engineering for

design build support services. Support during development of the Design-Build RFQ & RFP, support during DB Procurement Phase and Design Plan Review and Administration would be anticipated services in Part II for a design build implementation plan. If these additional services are required, a contract modification will be executed to cover these services in Part II of this project development.

Figure 1: Proposed Study Area



Engineering services may include but are not limited to:

1. **PROJECT ORGANIZATION AND MANAGEMENT**
2. **FIELD SURVEYS**
 - Aerial Mapping Supplemental Ground Survey
 - Bathymetric Surveys for the Cooper and Wando Rivers
 - Bathymetric and Bridge Surveys of Main Line Creek Crossings
 - Fresh water Wetland Boundary Surveys and Exhibit Preparation*
 - SCDHEC-OCRM Critical Line Location Surveys and Exhibit Preparation
3. **TRAFFIC STUDIES AND MODELING**
 - Corridor Study (I-526 MM 19-30; I-26 MM 199-212)
 - Traffic Modeling/Projections
 - Traffic Data
 - Traffic Analysis

4. **ENVIRONMENTAL DOCUMENT AND NEPA COMPLIANCE**
 - Detailed Scoping
 - Agency & Public Coordination Plan
 - Notice of Intent
 - Jurisdictional Determination
 - NEPA/Environmental Impact Statement
 - Public Involvement
 - Mitigation Monitoring and Compliance Plan
5. **ENVIRONMENTAL PERMITTING**
6. **ROAD DESIGN**
7. **BRIDGE DESIGN AND CONCEPT STUDIES**
 - Bridge Designs (Project's Existing Typical Bridges, Wando R. Bridges, Cooper R. Bridge Crossing and its approaches)
 - Navigational Impact Studies
 - Vessel Vulnerability Collision Study
 - Raising the Ravenel Bridge Feasibility
8. **HYDROLOGY AND HYDRAULIC DESIGN**
9. **VALUE ENGINEERING**
10. **GEOTECHNICAL SERVICES**
11. **ENVIRONMENTAL SITE ASSESSMENT**
12. **SUBSURFACE UTILITY ENGINEERING (SUE)**
13. **UTILITY & RAILROAD COORDINATION**
14. **RIGHT OF WAY COORDINATION/ SERVICES**
15. **COST & SCHEDULE RISK ANALYSIS**
16. **FINANCIAL MANAGEMENT PLAN**
17. **PROJECT MANAGEMENT PLAN**
18. **ELECTRICAL AND COMMUNICATION SYSTEM REPLACEMENT**
19. **SUPPORT DURING DEVELOPMENT OF RFQ, RFP, AND PROCUREMENT**
20. **GRANT WRITING ASSISTANCE**
21. **CONSTRUCTION SERVICES AND TECHNICAL SUPPORT**

See SI&A Reports next pages

IDENTIFICATION			
(1) State Name - SOUTH CAROLINA	Code	454	Sufficiency Rating = 30.2
(8) Structure Number # 0001010052622500	Asset ID	8235	Functionally Obsolete = NO
(5) Inventory Route (On/Under)	On -	111005262	Structurally Deficient = YES
(2) State Highway Department District		6	
(3) County Code	19	(4) Place Code	
(6) Features Intersected	WANDO RIV & LOCAL ROADS		
(7) Facility Carried	I-526 EB		
(9) Location	6 MI NE OF CHARLESTON		
(11) Milepoint		25.126	
(12) Base Highway Network - PART OF NET	Code	1	
(13) LRS Inventory Route & Subroute		00I-00526000	
(16) Latitude	32 Degrees	51 Minutes	28.72 Seconds
(17) Longitude	79 Degrees	53 Minutes	35.95 Seconds
(98) Border Bridge State Code	% SHARE	%	
(99) Border Bridge Structure No.	#		
STRUCTURE TYPE AND MATERIAL			
(43) Structure Type Main: MATERIAL - PRESTR CON CONT	Type -	SEG BOX GIRDER	Code 621
(44) Structure Type Main: MATERIAL - OTHER OR N/A	Type -	OTHER OR N/A	Code 000
(45) Number of Spans in Main Unit		49	
(46) Number of Approach Spans		0	
(107) Deck Structure Type - CONCRETE PRECAST PNL	Code	2	
(108) Wearing Surface / Protective System:			
A) Type of Wearing Surface - MONO CONCRETE	Code	1	
B) Type of Membrane - UNKNOWN	Code	8	
C) Type of Deck Protection - UNKNOWN	Code	8	
AGE AND SERVICE			
(27) Year Built		1989	
(106) Year Reconstructed		0	
(42) Type of Service On - HIGHWAY			
Under - HIGHWAY-WATERWAY	Code	6	
(28) Lanes: On Structure = 2	Under Structure =	8	
(29) Average Daily Traffic		35650	
(30) Year of ADT	2022	(109) Truck ADT	12 %
(19) Bypass, Detour Length		1 MI	
GEOMETRIC DATA			
(48) Length of Maximum Span		400 FT	
(49) Structure Length		7900 FT	
(50) Curb or Sidewalk: Left	.0 FT	Right	.0 FT
(51) Bridge Roadway Width Curb to Curb		44 FT	
(52) Deck Width Out to Out		47.1 FT	
(32) Approach Roadway Width (W/Shoulders)		44 FT	
(33) Bridge Median - NONE	Code	0	
(34) Skew	0 Deg	(35) Structure Flared	NO
(10) Inventory Route Min Vert Clear	30 FT	11 IN	
(47) Inventory Route Total Horz Clear		44.0 FT	
(53) Min Vert Clear Over Bridge Roadway	99 FT	99 IN	
(54) Min Vert Underclear Ref - HWY BENEATH	30 FT	6 IN	
(55) Min Lat Underclear Right Ref - HWY BENEATH		32.2 FT	
(56) Min Lat Underclear Left		.0 FT	
NAVIGATION DATA			
(38) Navigation Control - NAV CTRL ON	Code	1	
(111) Pier Protection - IN PLACE/REEVALUATE	Code	4	
(39) Navigation Vertical Clearance		138 FT	
(116) Vert-Lift Bridge Min Vert Clear		FT	
(40) Navigation Horizontal Clearance		350 FT	
CLASSIFICATION			
(112) NBIS Bridge Length -		YES	
(104) Highway System - NHS		1	
(26) Functional System - URBAN-PRIN ART-INT		11	
(100) Strahnet Highway - STRAH HWY		1	
(101) Parallel Structure - RIGHT STRUCT		R	
(102) Direction of Traffic - 1-WAY TRAFFIC		1	
(103) Temporary Structure -			
(105) Federal Lands Highways - N/A		0	
(110) Designated National Network - YES		1	
(20) Toll - ON FREE ROAD		3	
(21) Maintain - SCDOT		1	
(22) Owner - SCDOT		1	
(37) Historical Significance - NOT ELIGIBLE		5	
CONDITION			
(58) Deck - GOOD		7	
(59) Superstructure - SATISFACTORY		6	
(60) Substructure - SATISFACTORY		6	
(61) Channel and Channel Protection - BNK PRT REPAIR		7	
(62) Culverts - NOT APPLICABLE		N	
LOAD RATING AND POSTING			
(31) Design Load - HS 20		5	
(64) Operating Rating - LRFR		39.53	
(66) Inventory Rating - LRFR		0	
(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS		5	
(41) Structure Open, Posted or Closed - Description - OPEN, NO RESTRICT		A	
APPRAISAL			
(67) Structure Evaluation - INTOLERABLE; HIGH PRI REPL		2	
(68) Deck Geometry		9	
(69) Underclearances, Vertical and Horizontal		9	
(71) Waterway Adequacy		8	
(72) Approach Roadway Alignment		8	
(36) Traffic Safety Features		111N	
(113) Scour Critical Bridges - CALC SCOUR ABOVE FOOT		8	
PROPOSED IMPROVEMENTS			
(75) Type of Work - REPLACE/LOAD CAPACITY	Code	311	
(76) Length of Structure Improvement		7900.0 FT	
(94) Bridge Improvement Cost		\$34,574,000.00	
(95) Roadway Improvement Costs		\$8,644,000.00	
(96) Total Project Cost		\$51,861,000.00	
(97) Year of Improvement Cost Estimate		2023	
(114) Future AADT		54901	
(115) Year of Future AADT		2042	
INSPECTIONS			
(90) Inspection Date	05/2022	(91) Frequency	24 Mo
(92) Critical Feature Inspection:		(93) CFI Date	
A) Fracture Crit Detail	NO	Mo	A)
B) Underwater Insp	YES	Mo 36	B) 1/1/2021
C) Other Special Insp	NO	Mo	C)

2/5/2024

IDENTIFICATION			
(1) State Name - SOUTH CAROLINA	Code	454	Sufficiency Rating = 30.2
(8) Structure Number # 0001010052642500	Asset ID	8238	Functionally Obsolete = NO
(5) Inventory Route (On/Under)	On -	111005264	Structurally Deficient = YES
(2) State Highway Department District		6	
(3) County Code	19	(4) Place Code	
(6) Features Intersected	WANDO RIV & LOCAL ROADS		
(7) Facility Carried	I-526 WB		
(9) Location	6 MI NE OF CHARLESTON		
(11) Milepoint		25.126	
(12) Base Highway Network	PART OF NET	Code	1
(13) LRS Inventory Route & Subroute		00I-00526000	
(16) Latitude	32 Degrees	51 Minutes	29.14 Seconds
(17) Longitude	79 Degrees	53 Minutes	35.58 Seconds
(98) Border Bridge State Code		% SHARE	%
(99) Border Bridge Structure No.		#	
STRUCTURE TYPE AND MATERIAL			
(43) Structure Type Main: MATERIAL - PRESTR CON CONT	Type -	SEG BOX GIRDER	Code 621
(44) Structure Type Main: MATERIAL - OTHER OR N/A	Type -	OTHER OR N/A	Code 000
(45) Number of Spans in Main Unit			49
(46) Number of Approach Spans			0
(107) Deck Structure Type - CONCRETE PRECAST PNL			Code 2
(108) Wearing Surface / Protective System:			
A) Type of Wearing Surface - MONO CONCRETE			Code 1
B) Type of Membrane - UNKNOWN			Code 8
C) Type of Deck Protection - UNKNOWN			Code 8
AGE AND SERVICE			
(27) Year Built			1989
(106) Year Reconstructed			0
(42) Type of Service On - HIGHWAY			
Under - HIGHWAY-WATERWAY			Code 6
(28) Lanes: On Structure = 2	Under Structure =		8
(29) Average Daily Traffic			35650
(30) Year of ADT	2022	(109) Truck ADT	12 %
(19) Bypass, Detour Length			1 MI
GEOMETRIC DATA			
(48) Length of Maximum Span			400 FT
(49) Structure Length			7900 FT
(50) Curb or Sidewalk: Left .0 FT	Right		.0 FT
(51) Bridge Roadway Width Curb to Curb			44 FT
(52) Deck Width Out to Out			47.1 FT
(32) Approach Roadway Width (W/Shoulders)			44 FT
(33) Bridge Median - NONE			Code 0
(34) Skew 0 Deg	(35) Structure Flared		NO
(10) Inventory Route Min Vert Clear	30 FT		11 IN
(47) Inventory Route Total Horz Clear			44.0 FT
(53) Min Vert Clear Over Bridge Roadway	99 FT		99 IN
(54) Min Vert Underclear Ref - HWY BENEATH	30 FT		11 IN
(55) Min Lat Underclear Right Ref - HWY BENEATH			26.6 FT
(56) Min Lat Underclear Left			.0 FT
NAVIGATION DATA			
(38) Navigation Control - NAV CTRL ON			Code 1
(111) Pier Protection - IN PLACE/REEVALUATE			Code 4
(39) Navigation Vertical Clearance			138 FT
(116) Vert-Lift Bridge Min Vert Clear			FT
(40) Navigation Horizontal Clearance			350 FT
CLASSIFICATION			
(112) NBIS Bridge Length -			Code YES
(104) Highway System - NHS			1
(26) Functional System - URBAN-PRIN ART-INT			11
(100) Strahnet Highway - STRAH HWY			1
(101) Parallel Structure - LEFT STRUCT			L
(102) Direction of Traffic - 1-WAY TRAFFIC			1
(103) Temporary Structure -			
(105) Federal Lands Highways - N/A			0
(110) Designated National Network - YES			1
(20) Toll - ON FREE ROAD			3
(21) Maintain - SCDOT			1
(22) Owner - SCDOT			1
(37) Historical Significance - NOT ELIGIBLE			5
CONDITION			
(58) Deck - GOOD			Code 7
(59) Superstructure - SATISFACTORY			6
(60) Substructure - SATISFACTORY			6
(61) Channel and Channel Protection - BNK PRT REPAIR			7
(62) Culverts - NOT APPLICABLE			N
LOAD RATING AND POSTING			
(31) Design Load - HS 20+MOD			Code 6
(64) Operating Rating - LRFR			39.53
(66) Inventory Rating - LRFR			0
(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS			5
(41) Structure Open, Posted or Closed - Description - OPEN, NO RESTRICT			A
APPRAISAL			
(67) Structure Evaluation - INTOLERABLE; HIGH PRI REPL			Code 2
(68) Deck Geometry			9
(69) Underclearances, Vertical and Horizontal			9
(71) Waterway Adequacy			8
(72) Approach Roadway Alignment			8
(36) Traffic Safety Features			111N
(113) Scour Critical Bridges - CALC SCOUR ABOVE FOOT			8
PROPOSED IMPROVEMENTS			
(75) Type of Work - REPLACE/LOAD CAPACITY			Code 311
(76) Length of Structure Improvement			7900.0 FT
(94) Bridge Improvement Cost			\$34,574,000.00
(95) Roadway Improvement Costs			\$8,644,000.00
(96) Total Project Cost			\$51,861,000.00
(97) Year of Improvement Cost Estimate			2023
(114) Future AADT			54901
(115) Year of Future AADT			2042
INSPECTIONS			
(90) Inspection Date	05/2022	(91) Frequency	24 Mo
(92) Critical Feature Inspection:		(93) CFI Date	
A) Fracture Crit Detail	NO	Mo	A)
B) Underwater Insp	YES	Mo 60	B) 1/1/2019
C) Other Special Insp	NO	Mo	C)

2/5/2024

IDENTIFICATION			
(1) State Name - SOUTH CAROLINA	Code 454	Sufficiency Rating	= 39.0
(8) Structure Number # 0000810052602100	Asset ID 8516	Functionally Obsolete	= NO
(5) Inventory Route (On/Under)	On - 111005260	Structurally Deficient	= YES
(2) State Highway Department District	6	CLASSIFICATION	
(3) County Code 15	(4) Place Code	(112) NBIS Bridge Length -	Code YES
(6) Features Intersected	COOPER RIVER	(104) Highway System - NHS	1
(7) Facility Carried	I-526	(26) Functional System - URBAN-PRIN ART-INT	11
(9) Location	IN N. CHARLESTON	(100) Strahnet Highway - STRAH HWY	1
(11) Milepoint	20.897	(101) Parallel Structure - NONE EXIST	N
(12) Base Highway Network - PART OF NET	Code 1	(102) Direction of Traffic - 2-WAY TRAFFIC	2
(13) LRS Inventory Route & Subroute	00I-00526000	(103) Temporary Structure -	
(16) Latitude 32 Degrees 53 Minutes 24.22 Seconds		(105) Federal Lands Highways - N/A	0
(17) Longitude 79 Degrees 57 Minutes 20.22 Seconds		(110) Designated National Network - YES	1
(98) Border Bridge State Code	% SHARE %	(20) Toll - ON FREE ROAD	3
(99) Border Bridge Structure No.	#	(21) Maintain - SCDOT	1
STRUCTURE TYPE AND MATERIAL		(22) Owner - SCDOT	1
(43) Structure Type Main: MATERIAL - STEEL CONT		(37) Historical Significance - NOT ELIGIBLE	5
Type - TRUSS-THRU	Code 410	CONDITION	
(44) Structure Type Main: MATERIAL - PRESTR CON CONT		(58) Deck - SATISFACTORY	6
Type - STRINGER/MULTI-BEAM OR GIRD	Code 602	(59) Superstructure - SATISFACTORY	6
(45) Number of Spans in Main Unit	3	(60) Substructure - GOOD	7
(46) Number of Approach Spans	135	(61) Channel and Channel Protection - BANKS PROT	8
(107) Deck Structure Type - CONCRETE CAST-IN-PLC	Code 1	(62) Culverts - NOT APPLICABLE	N
(108) Wearing Surface / Protective System:		LOAD RATING AND POSTING	
A) Type of Wearing Surface - MONO CONCRETE	Code 1	(31) Design Load - HS 20+MOD	6
B) Type of Membrane - NONE	Code 0	(64) Operating Rating - LRFR	0
C) Type of Deck Protection - NONE	Code 0	(66) Inventory Rating - LRFR	0
AGE AND SERVICE		(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS	5
(27) Year Built	1992	(41) Structure Open, Posted or Closed -	A
(106) Year Reconstructed	0	Description - OPEN, NO RESTRICT	
(42) Type of Service On - HIGHWAY		APPRAISAL	
Under - HIGHWAY-WATERWAY	Code 6	(67) Structure Evaluation - INTOLERABLE; HIGH PRI REPL	2
(28) Lanes: On Structure = 4 Under Structure = 8		(68) Deck Geometry	9
(29) Average Daily Traffic	73200	(69) Underclearances, Vertical and Horizontal	9
(30) Year of ADT 2022	(109) Truck ADT 09 %	(71) Waterway Adequacy	6
(19) Bypass, Detour Length	0 MI	(72) Approach Roadway Alignment	8
GEOMETRIC DATA		(36) Traffic Safety Features	011N
(48) Length of Maximum Span	800 FT	(113) Scour Critical Bridges - SCOUR WITHIN LIMITS	5
(49) Structure Length	16457 FT	PROPOSED IMPROVEMENTS	
(50) Curb or Sidewalk: Left .0 FT Right .0 FT		(75) Type of Work - REPLACE/LOAD CAPACITY	Code 311
(51) Bridge Roadway Width Curb to Curb	88 FT	(76) Length of Structure Improvement	16457.0 FT
(52) Deck Width Out to Out	93.3 FT	(94) Bridge Improvement Cost	\$72,023,000.00
(32) Approach Roadway Width (W/Shoulders)	88 FT	(95) Roadway Improvement Costs	\$18,006,000.00
(33) Bridge Median - CLOSED W/NON-MNT	Code 3	(96) Total Project Cost	\$108,035,000.00
(34) Skew 0 Deg	(35) Structure Flared YES	(97) Year of Improvement Cost Estimate	2023
(10) Inventory Route Min Vert Clear	17 FT 0 IN	(114) Future AADT	112728
(47) Inventory Route Total Horz Clear	88.0 FT	(115) Year of Future AADT	2042
(53) Min Vert Clear Over Bridge Roadway	17 FT 0 IN	INSPECTIONS	
(54) Min Vert Underclear Ref - HWY BENEATH	16 FT 11 IN	(90) Inspection Date 06/2022	(91) Frequency 24 Mo
(55) Min Lat Underclear Right Ref - HWY BENEATH	16.1 FT	(92) Critical Feature Inspection:	(93) CFI Date
(56) Min Lat Underclear Left .0 FT		A) Fracture Crit Detail YES	Mo 24 A) 6/1/2022
NAVIGATION DATA		B) Underwater Insp YES	Mo 60 B) 1/1/2019
(38) Navigation Control - NAV CTRL ON	Code 1	C) Other Special Insp NO	Mo C)
(111) Pier Protection - IN PLACE/FUNCTIONING	Code 2		
(39) Navigation Vertical Clearance	155 FT		
(116) Vert-Lift Bridge Min Vert Clear	FT		
(40) Navigation Horizontal Clearance	700 FT		

2/5/2024

LCC East Bridges

Asset ID	On Route	Milepoint	Facility Carried	Crossing Name
8516	BERKELEY I- 526	20.897	I-526	COOPER RIVER
8227	BERKELEY I- 526	22.758	I-526 EB	MARSH
8229	BERKELEY I- 526	22.761	I-526 WB	MARSH
8135	BERKELEY I- 526	23.207	I-526 WB	BERESFORD CREEK
8134	BERKELEY I- 526	23.212	I-526 EB	BERESFORD CREEK
8061	BERKELEY I- 526	23.742	I-526 EB	TIDAL CREEK
8062	BERKELEY I- 526	23.743	I-526 WB	TIDAL CREEK
8235	CHARLESTON I- 526	25.126	I-526 EB	WANDO RIV & LOCAL ROADS
8238	CHARLESTON I- 526	25.126	I-526 WB	WANDO RIV & LOCAL ROADS
8139	CHARLESTON I- 526	26.119	I-526 WB	TIDAL CREEK
8138	CHARLESTON I- 526	26.121	I-526 EB	TIDAL CREEK
8325	CHARLESTON I- 526	27.477	I-526 EB	S-97/LONG POINT ROAD
8329	CHARLESTON I- 526	27.488	I-526 WB	S-97/LONG POINT ROAD
8330	CHARLESTON I- 526	27.683	I-526 WB	TRIB TO HOBCAW CREEK
8326	CHARLESTON I- 526	27.684	I-526 EB	TRIB TO HOBCAW CREEK
7429	CHARLESTON I- 526	28.127	I-526 EB	HOBCAW CREEK
8332	CHARLESTON I- 526	28.133	I-526 WB	HOBCAW CREEK
8418	CHARLESTON I- 526	28.372	I-526 EB	L-4436/WAKENDAW RD
7430	CHARLESTON I- 526	28.382	I-526 WB	L-4436/WAKENDAW RD
8419	CHARLESTON I- 526	28.876	I-526 EB	S-56/MATHIS FERRY RD
7431	CHARLESTON I- 526	28.881	I-526WB/RAMPON526	S-56/MATHIS FERRY RD
8420	CHARLESTON R- 7556 1E1	0.318	RAMP OFF I-526 EB	I-526 & S-56
8422	CHARLESTON I- 526	29.524	I-526 WB	US 17
8421	CHARLESTON I- 526	29.529	I-526 EB	US 17

IDENTIFICATION			
(1) State Name - SOUTH CAROLINA	Code	454	
(8) Structure Number # 0000810052602100	Asset ID	8516	
(5) Inventory Route (On/Under)	On -	111005260	
(2) State Highway Department District		6	
(3) County Code 15	(4) Place Code		
(6) Features Intersected	COOPER RIVER		
(7) Facility Carried	I-526		
(9) Location	IN N. CHARLESTON		
(11) Milepoint		20.897	
(12) Base Highway Network - PART OF NET	Code	1	
(13) LRS Inventory Route & Subroute	001-00526000		
(16) Latitude 32 Degrees 53 Minutes 24.22 Seconds			
(17) Longitude 79 Degrees 57 Minutes 20.22 Seconds			
(98) Border Bridge State Code	% SHARE	%	
(99) Border Bridge Structure No.	#		
STRUCTURE TYPE AND MATERIAL			
(43) Structure Type Main: MATERIAL - PRESTR CON CONT			
Type - STRINGER/MULTI-BEAM OR GIRD	Code	602	
(44) Structure Type Main: MATERIAL - OTHER OR N/A			
Type - OTHER OR N/A	Code	000	
(45) Number of Spans in Main Unit		3	
(46) Number of Approach Spans		135	
(107) Deck Structure Type - CONCRETE CAST-IN-PLC	Code	1	
(108) Wearing Surface / Protective System:			
A) Type of Wearing Surface - MONO CONCRETE	Code	1	
B) Type of Membrane - NONE	Code	0	
C) Type of Deck Protection - NONE	Code	0	
AGE AND SERVICE			
(27) Year Built		1992	
(106) Year Reconstructed		0	
(42) Type of Service On - HIGHWAY			
Under - HIGHWAY-WATERWAY	Code	6	
(28) Lanes: On Structure = 4 Under Structure = 2			
(29) Average Daily Traffic		76300	
(30) Year of ADT 2023	(109) Truck ADT	08 %	
(19) Bypass, Detour Length		0.000 MI	
GEOMETRIC DATA			
(48) Length of Maximum Span		800.300 FT	
(49) Structure Length		16450.000 FT	
(50) Curb or Sidewalk: Left .0 FT Right .0 FT			
(51) Bridge Roadway Width Curb to Curb		88.000 FT	
(52) Deck Width Out to Out		93.3 FT	
(32) Approach Roadway Width (W/Shoulders)		92.000 FT	
(33) Bridge Median - CLOSED W/NON-MNT	Code	3	
(34) Skew 0 Deg (35) Structure Flared	YES		
(10) Inventory Route Min Vert Clear	17 FT	0 IN	
(47) Inventory Route Total Horz Clear		FT	
(53) Min Vert Clear Over Bridge Roadway	17 FT	0 IN	
(54) Min Vert Underclear Ref - HWY BENEATH	16 FT	11 IN	
(55) Min Lat Underclear Right Ref - HWY BENEATH	100.0 FT		
(56) Min Lat Underclear Left	99.9 FT		
NAVIGATION DATA			
(38) Navigation Control - NAV CTRL ON	Code	1	
(111) Pier Protection - IN PLACE/FUNCTIONING	Code	2	
(39) Navigation Vertical Clearance		155 FT	
(116) Vert-Lift Bridge Min Vert Clear		0.000 FT	
(40) Navigation Horizontal Clearance		700 FT	
Sufficiency Rating	=	39.0	
Functionally Obsolete	=	NO	
Structurally Deficient	=	YES	
CLASSIFICATION			
(112) NBIS Bridge Length -			Code - YES
(104) Highway System - NHS			1
(26) Functional System - URBAN-PRIN ART-INT			11
(100) Strahnet Highway - STRAH HWY			1
(101) Parallel Structure - NONE EXIST			N
(102) Direction of Traffic - 2-WAY TRAFFIC			2
(103) Temporary Structure -			
(105) Federal Lands Highways - N/A			0
(110) Designated National Network - YES			1
(20) Toll - ON FREE ROAD			3
(21) Maintain - SCDOT			1
(22) Owner - SCDOT			1
(37) Historical Significance - NOT DETERMINABLE			4
CONDITION			
(58) Deck - FAIR			Code - 5
(59) Superstructure - SATISFACTORY			6
(60) Substructure - SATISFACTORY			6
(61) Channel and Channel Protection - BANKS PROT			8
(62) Culverts - NOT APPLICABLE			N
LOAD RATING AND POSTING			
(31) Design Load - HS 20+MOD			Code - 6
(64) Operating Rating - LF			11.02
(66) Inventory Rating - LF			6.48
(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS			5
(41) Structure Open, Posted or Closed - Description - OPEN, NO RESTRICT			A
APPRAISAL			
(67) Structure Evaluation - INTOLERABLE; HIGH PRI REPL			Code - 2
(68) Deck Geometry			9
(69) Underclearances, Vertical and Horizontal			9
(71) Waterway Adequacy			6
(72) Approach Roadway Alignment			8
(36) Traffic Safety Features			111N
(113) Scour Critical Bridges - SCOUR WITHIN LIMITS			5
PROPOSED IMPROVEMENTS			
(75) Type of Work - REPLACE/LOAD CAPACITY	Code	311	
(76) Length of Structure Improvement		16450.0 FT	
(94) Bridge Improvement Cost		\$71,993,000.00	
(95) Roadway Improvement Costs		\$17,998,000.00	
(96) Total Project Cost		\$107,990,000.00	
(97) Year of Improvement Cost Estimate		2024	
(114) Future AADT		106057	
(115) Year of Future AADT		2043	
INSPECTIONS			
(90) Inspection Date 01/2024	(91) Frequency	24 Mo	
(92) Critical Feature Inspection:	(93) CFI Date		
A) Fracture Crit Detail YES	Mo 24	A) 1/3/2024	
B) Underwater Insp YES	Mo 60	B) 11/7/2023	
C) Other Special Insp NO	Mo	C)	

10/23/2024

IDENTIFICATION							
(1) State Name - SOUTH CAROLINA	Code	454		Sufficiency Rating	=	93.6	
(8) Structure Number # 0000810052622200	Asset ID	8227		Functionally Obsolete	=	NO	
(5) Inventory Route (On/Under)	On -	111005262		Structurally Deficient	=	NO	
(2) State Highway Department District		6		CLASSIFICATION			
(3) County Code 15	(4) Place Code			(112) NBIS Bridge Length -		Code	YES
(6) Features Intersected MARSH				(104) Highway System - NHS			1
(7) Facility Carried I-526 EB				(26) Functional System - URBAN-PRIN ART-INT			11
(9) Location NEAR CHARLESTON				(100) Strahnet Highway - STRAH HWY			1
(11) Milepoint 22.758				(101) Parallel Structure - LEFT STRUCT			L
(12) Base Highway Network - PART OF NET	Code	1		(102) Direction of Traffic - 1-WAY TRAFFIC			1
(13) LRS Inventory Route & Subroute		001-00526000		(103) Temporary Structure -			
(16) Latitude 32 Degrees 52 Minutes 37.01 Seconds				(105) Federal Lands Highways - N/A			0
(17) Longitude 79 Degrees 55 Minutes 43.58 Seconds				(110) Designated National Network - YES			1
(98) Border Bridge State Code % SHARE %				(20) Toll - ON FREE ROAD			3
(99) Border Bridge Structure No. #				(21) Maintain - SCDOT			1
STRUCTURE TYPE AND MATERIAL				(22) Owner - SCDOT			1
(43) Structure Type Main: MATERIAL - CONCRETE CONT				(37) Historical Significance - NOT ELIGIBLE			5
Type - SLAB	Code	201		CONDITION			
(44) Structure Type Main: MATERIAL - OTHER OR N/A				(58) Deck - GOOD		Code	7
Type - OTHER OR N/A	Code	000		(59) Superstructure - GOOD			7
(45) Number of Spans in Main Unit		13		(60) Substructure - GOOD			7
(46) Number of Approach Spans		0		(61) Channel and Channel Protection - NO DEFS			9
(107) Deck Structure Type - CONCRETE CAST-IN-PLC	Code	1		(62) Culverts - NOT APPLICABLE			N
(108) Wearing Surface / Protective System:				LOAD RATING AND POSTING			
A) Type of Wearing Surface - MONO CONCRETE	Code	1		(31) Design Load - HS 20		Code	5
B) Type of Membrane - NONE	Code	0		(64) Operating Rating - LRFR			50.54
C) Type of Deck Protection - NONE	Code	0		(66) Inventory Rating - LRFR			39.2
AGE AND SERVICE				(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS			5
(27) Year Built 1989				(41) Structure Open, Posted or Closed -			A
(106) Year Reconstructed 0				Description - OPEN, NO RESTRICT			
(42) Type of Service On - HIGHWAY				APPRAISAL			
Under - WATERWAY	Code	5		(67) Structure Evaluation - BETTER THAN MIN CRITERIA		Code	7
(28) Lanes: On Structure = 2 Under Structure = 0				(68) Deck Geometry			9
(29) Average Daily Traffic 33450				(69) Underclearances, Vertical and Horizontal			N
(30) Year of ADT 2023 (109) Truck ADT 12 %				(71) Waterway Adequacy			N
(19) Bypass, Detour Length 1.000 MI				(72) Approach Roadway Alignment			8
GEOMETRIC DATA				(36) Traffic Safety Features			111N
(48) Length of Maximum Span 30.000 FT				(113) Scour Critical Bridges - SCOUR WITHIN LIMITS			5
(49) Structure Length 390.000 FT				PROPOSED IMPROVEMENTS			
(50) Curb or Sidewalk: Left .0 FT Right .0 FT				(75) Type of Work -		Code	
(51) Bridge Roadway Width Curb to Curb 44.000 FT				(76) Length of Structure Improvement			390.0 FT
(52) Deck Width Out to Out 47.3 FT				(94) Bridge Improvement Cost			\$0.00
(32) Approach Roadway Width (W/Shoulders) 38.000 FT				(95) Roadway Improvement Costs			\$0.00
(33) Bridge Median - NONE	Code	0		(96) Total Project Cost			\$0.00
(34) Skew 0 Deg (35) Structure Flared NO				(97) Year of Improvement Cost Estimate			2024
(10) Inventory Route Min Vert Clear 99 FT 99 IN				(114) Future AADT			46496
(47) Inventory Route Total Horz Clear FT				(115) Year of Future AADT			2043
(53) Min Vert Clear Over Bridge Roadway 99 FT 99 IN				INSPECTIONS			
(54) Min Vert Underclear Ref - NOT HWY OR RXR 0 FT IN				(90) Inspection Date 10/2023	(91) Frequency		24 Mo
(55) Min Lat Underclear Right Ref - NOT HWY OR RXR .0 FT				(92) Critical Feature Inspection:	(93) CFI Date		
(56) Min Lat Underclear Left .0 FT				A) Fracture Crit Detail NO Mo A)			
NAVIGATION DATA				B) Underwater Insp NO Mo B)			
(38) Navigation Control - NONE	Code	0		C) Other Special Insp NO Mo C)			
(111) Pier Protection -	Code						
(39) Navigation Vertical Clearance FT							
(116) Vert-Lift Bridge Min Vert Clear 0.000 FT							
(40) Navigation Horizontal Clearance FT							

10/23/2024

NATIONAL BRIDGE INVENTORY

IDENTIFICATION			
(1) State Name- SOUTH CAROLINA	Code	454	Sufficiency Rating = 95.5
(8) Structure Number # 0000810052642200	Asset ID	8229	Functionally Obsolete = NO
(5) Inventory Route (On/Under)	On -	111005264	Structurally Deficient = NO
(2) State Highway Department District		6	
(3) County Code 15	(4) Place Code		CLASSIFICATION
(6) Features Intersected MARSH			(112) NBIS Bridge Length - YES
(7) Facility Carried I-526 WB			(104) Highway System - NHS 1
(9) Location NEAR CHARLESTON			(26) Functional System - URBAN-PRIN ART-INT 11
(11) Milepoint 22.761			(100) Strahnet Highway - STRAH HWY 1
(12) Base Highway Network - PART OF NET	Code	1	(101) Parallel Structure - RIGHT STRUCT R
(13) LRS Inventory Route & Subroute	00I-00526000		(102) Direction of Traffic - 1-WAY TRAFFIC 1
(16) Latitude 32 Degrees 52 Minutes 37.38 Seconds			(103) Temporary Structure -
(17) Longitude 79 Degrees 55 Minutes 43.2 Seconds			(105) Federal Lands Highways - N/A 0
(98) Border Bridge State Code % SHARE %			(110) Designated National Network - YES 1
(99) Border Bridge Structure No. #			(20) Toll - ON FREE ROAD 3
STRUCTURE TYPE AND MATERIAL			(21) Maintain - SCDOT 1
(43) Structure Type Main: MATERIAL - CONCRETE CONT			(22) Owner - SCDOT 1
Type - SLAB	Code	201	(37) Historical Significance - NOT ELIGIBLE 5
(44) Structure Type Main: MATERIAL - OTHER OR N/A			CONDITION
Type - OTHER OR N/A	Code	000	(58) Deck - SATISFACTORY 6
(45) Number of Spans in Main Unit 13			(59) Superstructure - SATISFACTORY 6
(46) Number of Approach Spans 0			(60) Substructure - GOOD 7
(107) Deck Structure Type - CONCRETE CAST-IN-PLC	Code	1	(61) Channel and Channel Protection - NO DEFS 9
(108) Wearing Surface / Protective System:			(62) Culverts - NOT APPLICABLE N
A) Type of Wearing Surface - MONO CONCRETE	Code	1	LOAD RATING AND POSTING
B) Type of Membrane - NONE	Code	0	(31) Design Load - HS 20 5
C) Type of Deck Protection - NONE	Code	0	(64) Operating Rating - LRFR 40.18
AGE AND SERVICE			(66) Inventory Rating - LRFR 30.78
(27) Year Built 1989			(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS 5
(106) Year Reconstructed 0			(41) Structure Open, Posted or Closed - Description - OPEN, NO RESTRICT A
(42) Type of Service On - HIGHWAY			APPRAISAL
Under - WATERWAY	Code	5	(67) Structure Evaluation - EQUAL TO MIN CRITERIA 6
(28) Lanes: On Structure = 2 Under Structure = 0			(68) Deck Geometry 9
(29) Average Daily Traffic 33450			(69) Underclearances, Vertical and Horizontal N
(30) Year of ADT 2023	(109) Truck ADT	12 %	(71) Waterway Adequacy N
(19) Bypass, Detour Length 0.000 MI			(72) Approach Roadway Alignment 8
GEOMETRIC DATA			(36) Traffic Safety Features 111N
(48) Length of Maximum Span 30.000 FT			(113) Scour Critical Bridges - SCOUR WITHIN LIMITS 5
(49) Structure Length 390.000 FT			PROPOSED IMPROVEMENTS
(50) Curb or Sidewalk: Left .0 FT Right .0 FT			(75) Type of Work - Code
(51) Bridge Roadway Width Curb to Curb 47.500 FT			(76) Length of Structure Improvement 390.0 FT
(52) Deck Width Out to Out 50.9 FT			(94) Bridge Improvement Cost \$0.00
(32) Approach Roadway Width (W/Shoulders) 37.000 FT			(95) Roadway Improvement Costs \$0.00
(33) Bridge Median - NONE	Code	0	(96) Total Project Cost \$0.00
(34) Skew 0 Deg	(35) Structure Flared	YES	(97) Year of Improvement Cost Estimate 2024
(10) Inventory Route Min Vert Clear 99 FT	99 IN		(114) Future AADT 46496
(47) Inventory Route Total Horz Clear FT			(115) Year of Future AADT 2043
(53) Min Vert Clear Over Bridge Roadway 99 FT	99 IN		INSPECTIONS
(54) Min Vert Underclear Ref - NOT HWY OR RXR 0 FT	IN		(90) Inspection Date 10/2023 (91) Frequency 24 Mo
(55) Min Lat Underclear Right Ref - NOT HWY OR RXR .0 FT			(92) Critical Feature Inspection: (93) CFI Date
(56) Min Lat Underclear Left .0 FT			A) Fracture Crit Detail NO Mo A)
NAVIGATION DATA			B) Underwater Insp NO Mo B)
(38) Navigation Control - NONE	Code	0	C) Other Special Insp NO Mo C)
(111) Pier Protection -	Code		
(39) Navigation Vertical Clearance FT			
(116) Vert-Lift Bridge Min Vert Clear 0.000 FT			
(40) Navigation Horizontal Clearance FT			

10/23/2024

IDENTIFICATION			
(1) State Name- SOUTH CAROLINA	Code	454	Sufficiency Rating =
(8) Structure Number # 0000810052642300	Asset ID	8135	Functionally Obsolete = NO
(5) Inventory Route (On/Under) On -	111005264		Structurally Deficient = NO
(2) State Highway Department District		6	
(3) County Code 15	(4) Place Code		CLASSIFICATION
(6) Features Intersected BERESFORD CREEK			(112) NBIS Bridge Length - YES
(7) Facility Carried I-526 WB			(104) Highway System - NHS 1
(9) Location NEAR CHARLESTON			(26) Functional System - URBAN-PRIN ART-INT 11
(11) Milepoint 23.207			(100) Strahnet Highway - STRAH HWY 1
(12) Base Highway Network - PART OF NET	Code	1	(101) Parallel Structure - LEFT STRUCT L
(13) LRS Inventory Route & Subroute	00I-00526000		(102) Direction of Traffic - 1-WAY TRAFFIC 1
(16) Latitude 32 Degrees 52 Minutes 24.61 Seconds			(103) Temporary Structure -
(17) Longitude 79 Degrees 55 Minutes 20.19 Seconds			(105) Federal Lands Highways - N/A 0
(98) Border Bridge State Code % SHARE %			(110) Designated National Network - YES 1
(99) Border Bridge Structure No. #			(20) Toll - ON FREE ROAD 3
STRUCTURE TYPE AND MATERIAL			(21) Maintain - SCDOT 1
(43) Structure Type Main: MATERIAL - PRESTRESSED CON			(22) Owner - SCDOT 1
Type - STRINGER/MULTI-BEAM OR GIRD	Code	502	(37) Historical Significance - NOT ELIGIBLE 5
(44) Structure Type Main: MATERIAL - CONCRETE CONT			CONDITION
Type - SLAB	Code	201	(58) Deck - SATISFACTORY 6
(45) Number of Spans in Main Unit 1			(59) Superstructure - SATISFACTORY 6
(46) Number of Approach Spans 40			(60) Substructure - GOOD 7
(107) Deck Structure Type - CONCRETE CAST-IN-PLC	Code	1	(61) Channel and Channel Protection - BNK PRT REPAIR 7
(108) Wearing Surface / Protective System:			(62) Culverts - NOT APPLICABLE N
A) Type of Wearing Surface - MONO CONCRETE	Code	1	LOAD RATING AND POSTING
B) Type of Membrane - NONE	Code	0	(31) Design Load - HS 20 5
C) Type of Deck Protection - NONE	Code	0	(64) Operating Rating - LF 66.1
AGE AND SERVICE			(66) Inventory Rating - LF 30.78
(27) Year Built 1988			(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS 5
(106) Year Reconstructed 0			(41) Structure Open, Posted or Closed - Description - OPEN, NO RESTRICT A
(42) Type of Service On - HIGHWAY			APPRAISAL
Under - WATERWAY	Code	5	(67) Structure Evaluation -
(28) Lanes: On Structure = 2 Under Structure = 0			(68) Deck Geometry
(29) Average Daily Traffic 33450			(69) Underclearances, Vertical and Horizontal
(30) Year of ADT 2023	(109) Truck ADT	12 %	(71) Waterway Adequacy 8
(19) Bypass, Detour Length 4.000 MI			(72) Approach Roadway Alignment 8
GEOMETRIC DATA			(36) Traffic Safety Features 0111
(48) Length of Maximum Span 100.000 FT			(113) Scour Critical Bridges - SCOUR WITHIN LIMITS 5
(49) Structure Length 1300.000 FT			PROPOSED IMPROVEMENTS
(50) Curb or Sidewalk: Left .0 FT Right .0 FT			(75) Type of Work - Code
(51) Bridge Roadway Width Curb to Curb 44.000 FT			(76) Length of Structure Improvement 1300.0 FT
(52) Deck Width Out to Out 47.3 FT			(94) Bridge Improvement Cost \$0.00
(32) Approach Roadway Width (W/Shoulders) 37.000 FT			(95) Roadway Improvement Costs \$0.00
(33) Bridge Median - NONE	Code	0	(96) Total Project Cost \$0.00
(34) Skew 0 Deg	(35) Structure Flared	NO	(97) Year of Improvement Cost Estimate 2024
(10) Inventory Route Min Vert Clear 99 FT	99 IN		(114) Future AADT 51513
(47) Inventory Route Total Horz Clear		FT	(115) Year of Future AADT 2043
(53) Min Vert Clear Over Bridge Roadway 99 FT	99 IN		INSPECTIONS
(54) Min Vert Underclear Ref - NOT HWY OR RXR 0 FT	IN		(90) Inspection Date 08/2023 (91) Frequency 24 Mo
(55) Min Lat Underclear Right Ref - NOT HWY OR RXR .0 FT			(92) Critical Feature Inspection: (93) CFI Date
(56) Min Lat Underclear Left .0 FT			A) Fracture Crit Detail NO Mo A)
NAVIGATION DATA			B) Underwater Insp NO Mo B)
(38) Navigation Control - NONE	Code	0	C) Other Special Insp NO Mo C)
(111) Pier Protection -	Code		
(39) Navigation Vertical Clearance	FT		
(116) Vert-Lift Bridge Min Vert Clear	0.000 FT		
(40) Navigation Horizontal Clearance	FT		

IDENTIFICATION			
(1) State Name- SOUTH CAROLINA	Code	454	
(8) Structure Number # 0000810052622300	Asset ID	8134	
(5) Inventory Route (On/Under)	On -	111005262	
(2) State Highway Department District		6	
(3) County Code	15	(4) Place Code	
(6) Features Intersected	BERESFORD CREEK		
(7) Facility Carried	I-526 EB		
(9) Location	NEAR CHARLESTON		
(11) Milepoint		23.212	
(12) Base Highway Network - PART OF NET	Code	1	
(13) LRS Inventory Route & Subroute		00I-00526000	
(16) Latitude	32 Degrees	52 Minutes	23.98 Seconds
(17) Longitude	79 Degrees	55 Minutes	20.25 Seconds
(98) Border Bridge State Code	% SHARE	%	
(99) Border Bridge Structure No.	#		
STRUCTURE TYPE AND MATERIAL			
(43) Structure Type Main: MATERIAL - PRESTRESSED CON	Type -	STRINGER/MULTI-BEAM OR GIRD	Code 502
(44) Structure Type Main: MATERIAL - CONCRETE CONT	Type -	SLAB	Code 201
(45) Number of Spans in Main Unit		1	
(46) Number of Approach Spans		40	
(107) Deck Structure Type - CONCRETE CAST-IN-PLC	Code	1	
(108) Wearing Surface / Protective System:			
A) Type of Wearing Surface - MONO CONCRETE	Code	1	
B) Type of Membrane - NONE	Code	0	
C) Type of Deck Protection - NONE	Code	0	
AGE AND SERVICE			
(27) Year Built		1988	
(106) Year Reconstructed		0	
(42) Type of Service On - HIGHWAY			
Under - WATERWAY	Code	5	
(28) Lanes: On Structure = 2	Under Structure =	0	
(29) Average Daily Traffic		33450	
(30) Year of ADT	2023	(109) Truck ADT	12 %
(19) Bypass, Detour Length		4.000 MI	
GEOMETRIC DATA			
(48) Length of Maximum Span		100.000 FT	
(49) Structure Length		1300.000 FT	
(50) Curb or Sidewalk: Left .0 FT	Right	.0 FT	
(51) Bridge Roadway Width Curb to Curb		44.000 FT	
(52) Deck Width Out to Out		47.6 FT	
(32) Approach Roadway Width (W/Shoulders)		37.000 FT	
(33) Bridge Median - NONE	Code	0	
(34) Skew	0 Deg	(35) Structure Flared	NO
(10) Inventory Route Min Vert Clear	99 FT	99 IN	
(47) Inventory Route Total Horz Clear		FT	
(53) Min Vert Clear Over Bridge Roadway	99 FT	99 IN	
(54) Min Vert Underclear Ref - NOT HWY OR RXR	0 FT	IN	
(55) Min Lat Underclear Right Ref - NOT HWY OR RXR	.0 FT		
(56) Min Lat Underclear Left	.0 FT		
NAVIGATION DATA			
(38) Navigation Control - NONE	Code	0	
(111) Pier Protection -	Code		
(39) Navigation Vertical Clearance	FT		
(116) Vert-Lift Bridge Min Vert Clear	0.000 FT		
(40) Navigation Horizontal Clearance	FT		
Sufficiency Rating	=		
Functionally Obsolete	=	NO	
Structurally Deficient	=	NO	
CLASSIFICATION			
(112) NBIS Bridge Length -		YES	
(104) Highway System - NHS		1	
(26) Functional System - URBAN-PRIN ART-INT		11	
(100) Strahnet Highway - STRAH HWY		1	
(101) Parallel Structure - RIGHT STRUCT		R	
(102) Direction of Traffic - 1-WAY TRAFFIC		1	
(103) Temporary Structure -			
(105) Federal Lands Highways - N/A		0	
(110) Designated National Network - YES		1	
(20) Toll - ON FREE ROAD		3	
(21) Maintain - SCDOT		1	
(22) Owner - SCDOT		1	
(37) Historical Significance - NOT ELIGIBLE		5	
CONDITION			
(58) Deck - SATISFACTORY		6	
(59) Superstructure - SATISFACTORY		6	
(60) Substructure - GOOD		7	
(61) Channel and Channel Protection - BNK PRT REPAIR		7	
(62) Culverts - NOT APPLICABLE		N	
LOAD RATING AND POSTING			
(31) Design Load - HS 20		5	
(64) Operating Rating - LF		66.1	
(66) Inventory Rating - LF		30.78	
(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS		5	
(41) Structure Open, Posted or Closed -		A	
Description - OPEN, NO RESTRICT			
APPRAISAL			
(67) Structure Evaluation -			
(68) Deck Geometry			
(69) Underclearances, Vertical and Horizontal			
(71) Waterway Adequacy		8	
(72) Approach Roadway Alignment		8	
(36) Traffic Safety Features		0111	
(113) Scour Critical Bridges - SCOUR WITHIN LIMITS		5	
PROPOSED IMPROVEMENTS			
(75) Type of Work -		Code	
(76) Length of Structure Improvement		1300.0 FT	
(94) Bridge Improvement Cost		\$0.00	
(95) Roadway Improvement Costs		\$0.00	
(96) Total Project Cost		\$0.00	
(97) Year of Improvement Cost Estimate		2024	
(114) Future AADT		46496	
(115) Year of Future AADT		2043	
INSPECTIONS			
(90) Inspection Date	08/2023	(91) Frequency	24 Mo
(92) Critical Feature Inspection:		(93) CFI Date	
A) Fracture Crit Detail	NO	Mo	A)
B) Underwater Insp	NO	Mo	B)
C) Other Special Insp	NO	Mo	C)

NATIONAL BRIDGE INVENTORY

IDENTIFICATION			
(1) State Name- SOUTH CAROLINA	Code	454	Sufficiency Rating =
(8) Structure Number # 0000810052622400	Asset ID	8061	Functionally Obsolete = NO
(5) Inventory Route (On/Under)	On -	111005262	Structurally Deficient = NO
(2) State Highway Department District		6	
(3) County Code 15	(4) Place Code		CLASSIFICATION
(6) Features Intersected TIDAL CREEK			(112) NBIS Bridge Length - YES
(7) Facility Carried I-526 EB			(104) Highway System - NHS 1
(9) Location NEAR CHARLESTON			(26) Functional System - URBAN-PRIN ART-INT 11
(11) Milepoint 23.742			(100) Strahnet Highway - STRAH HWY 1
(12) Base Highway Network - PART OF NET	Code	1	(101) Parallel Structure - RIGHT STRUCT R
(13) LRS Inventory Route & Subroute		00I-00526000	(102) Direction of Traffic - 1-WAY TRAFFIC 1
(16) Latitude 32 Degrees 52 Minutes 11.15 Seconds			(103) Temporary Structure -
(17) Longitude 79 Degrees 54 Minutes 51.12 Seconds			(105) Federal Lands Highways - N/A 0
(98) Border Bridge State Code % SHARE %			(110) Designated National Network - YES 1
(99) Border Bridge Structure No. #			(20) Toll - ON FREE ROAD 3
STRUCTURE TYPE AND MATERIAL			(21) Maintain - SCDOT 1
(43) Structure Type Main: MATERIAL - CONCRETE CONT			(22) Owner - SCDOT 1
Type - SLAB	Code	201	(37) Historical Significance - NOT ELIGIBLE 5
(44) Structure Type Main: MATERIAL - OTHER OR N/A			CONDITION
Type - OTHER OR N/A	Code	000	(58) Deck - SATISFACTORY 6
(45) Number of Spans in Main Unit 25			(59) Superstructure - SATISFACTORY 6
(46) Number of Approach Spans 0			(60) Substructure - GOOD 7
(107) Deck Structure Type - CONCRETE CAST-IN-PLC	Code	1	(61) Channel and Channel Protection - BANKS PROT 8
(108) Wearing Surface / Protective System:			(62) Culverts - NOT APPLICABLE N
A) Type of Wearing Surface - MONO CONCRETE	Code	1	LOAD RATING AND POSTING
B) Type of Membrane - NONE	Code	0	(31) Design Load - HS 20 5
C) Type of Deck Protection - NONE	Code	0	(64) Operating Rating - LRFR 53.78
AGE AND SERVICE			(66) Inventory Rating - LRFR 41.47
(27) Year Built 1987			(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS 5
(106) Year Reconstructed 1998			(41) Structure Open, Posted or Closed - Description - OPEN, NO RESTRICT A
(42) Type of Service On - HIGHWAY			APPRAISAL
Under - WATERWAY	Code	5	(67) Structure Evaluation -
(28) Lanes: On Structure = 2 Under Structure = 0			(68) Deck Geometry
(29) Average Daily Traffic 35900			(69) Underclearances, Vertical and Horizontal
(30) Year of ADT 2023	(109) Truck ADT	12 %	(71) Waterway Adequacy 8
(19) Bypass, Detour Length 0.000 MI			(72) Approach Roadway Alignment 8
GEOMETRIC DATA			(36) Traffic Safety Features 0111
(48) Length of Maximum Span 30.000 FT			(113) Scour Critical Bridges - SCOUR WITHIN LIMITS 5
(49) Structure Length 750.000 FT			PROPOSED IMPROVEMENTS
(50) Curb or Sidewalk: Left .0 FT Right .0 FT			(75) Type of Work - Code
(51) Bridge Roadway Width Curb to Curb 61.000 FT			(76) Length of Structure Improvement 750.0 FT
(52) Deck Width Out to Out 64.1 FT			(94) Bridge Improvement Cost \$0.00
(32) Approach Roadway Width (W/Shoulders) 38.000 FT			(95) Roadway Improvement Costs \$0.00
(33) Bridge Median - NONE	Code	0	(96) Total Project Cost \$0.00
(34) Skew 0 Deg	(35) Structure Flared	NO	(97) Year of Improvement Cost Estimate 2024
(10) Inventory Route Min Vert Clear 99 FT	99 IN		(114) Future AADT 49901
(47) Inventory Route Total Horz Clear		FT	(115) Year of Future AADT 2043
(53) Min Vert Clear Over Bridge Roadway 99 FT	99 IN		INSPECTIONS
(54) Min Vert Underclear Ref - NOT HWY OR RXR 0 FT	IN		(90) Inspection Date 08/2023
(55) Min Lat Underclear Right Ref - NOT HWY OR RXR .0 FT			(91) Frequency 24 Mo
(56) Min Lat Underclear Left .0 FT			(92) Critical Feature Inspection:
NAVIGATION DATA			(93) CFI Date
(38) Navigation Control - NONE	Code	0	A) Fracture Crit Detail NO Mo A)
(111) Pier Protection -	Code		B) Underwater Insp NO Mo B)
(39) Navigation Vertical Clearance	FT		C) Other Special Insp NO Mo C)
(116) Vert-Lift Bridge Min Vert Clear	0.000 FT		
(40) Navigation Horizontal Clearance	FT		

10/23/2024

NATIONAL BRIDGE INVENTORY

IDENTIFICATION			
(1) State Name- SOUTH CAROLINA	Code	454	Sufficiency Rating =
(8) Structure Number # 0000810052642400	Asset ID	8062	Functionally Obsolete = NO
(5) Inventory Route (On/Under)	On -	111005264	Structurally Deficient = NO
(2) State Highway Department District		6	
(3) County Code 15	(4) Place Code		CLASSIFICATION
(6) Features Intersected TIDAL CREEK			(112) NBIS Bridge Length - YES
(7) Facility Carried I-526 WB			(104) Highway System - NHS 1
(9) Location NEAR CHARLESTON			(26) Functional System - URBAN-PRIN ART-INT 11
(11) Milepoint 23.743			(100) Strahnet Highway - STRAH HWY 1
(12) Base Highway Network - PART OF NET	Code	1	(101) Parallel Structure - LEFT STRUCT L
(13) LRS Inventory Route & Subroute		00I-00526000	(102) Direction of Traffic - 1-WAY TRAFFIC 1
(16) Latitude 32 Degrees 52 Minutes 11.78 Seconds			(103) Temporary Structure -
(17) Longitude 79 Degrees 54 Minutes 50.65 Seconds			(105) Federal Lands Highways - N/A 0
(98) Border Bridge State Code % SHARE %			(110) Designated National Network - YES 1
(99) Border Bridge Structure No. #			(20) Toll - ON FREE ROAD 3
STRUCTURE TYPE AND MATERIAL			(21) Maintain - SCDOT 1
(43) Structure Type Main: MATERIAL - CONCRETE CONT			(22) Owner - SCDOT 1
Type - SLAB	Code	201	(37) Historical Significance - NOT ELIGIBLE 5
(44) Structure Type Main: MATERIAL - OTHER OR N/A			CONDITION
Type - OTHER OR N/A	Code	000	(58) Deck - SATISFACTORY 6
(45) Number of Spans in Main Unit 25			(59) Superstructure - SATISFACTORY 6
(46) Number of Approach Spans 0			(60) Substructure - GOOD 7
(107) Deck Structure Type - CONCRETE CAST-IN-PLC	Code	1	(61) Channel and Channel Protection - BANKS PROT 8
(108) Wearing Surface / Protective System:			(62) Culverts - NOT APPLICABLE N
A) Type of Wearing Surface - MONO CONCRETE	Code	1	LOAD RATING AND POSTING
B) Type of Membrane - NONE	Code	0	(31) Design Load - HS 20 5
C) Type of Deck Protection - NONE	Code	0	(64) Operating Rating - LRFR 53.78
AGE AND SERVICE			(66) Inventory Rating - LRFR 41.47
(27) Year Built 1987			(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS 5
(106) Year Reconstructed 1998			(41) Structure Open, Posted or Closed - A
(42) Type of Service On - HIGHWAY			Description - OPEN, NO RESTRICT
Under - WATERWAY	Code	5	APPRAISAL
(28) Lanes: On Structure = 2 Under Structure = 0			(67) Structure Evaluation -
(29) Average Daily Traffic 35900			(68) Deck Geometry
(30) Year of ADT 2023	(109) Truck ADT	12 %	(69) Underclearances, Vertical and Horizontal
(19) Bypass, Detour Length 0.000 MI			(71) Waterway Adequacy 8
GEOMETRIC DATA			(72) Approach Roadway Alignment 8
(48) Length of Maximum Span 30.000 FT			(36) Traffic Safety Features 0111
(49) Structure Length 750.000 FT			(113) Scour Critical Bridges - SCOUR WITHIN LIMITS 5
(50) Curb or Sidewalk: Left .0 FT Right .0 FT			PROPOSED IMPROVEMENTS
(51) Bridge Roadway Width Curb to Curb 61.000 FT			(75) Type of Work -
(52) Deck Width Out to Out 64.1 FT			(76) Length of Structure Improvement 750.0 FT
(32) Approach Roadway Width (W/Shoulders) 39.000 FT			(94) Bridge Improvement Cost \$0.00
(33) Bridge Median - NONE	Code	0	(95) Roadway Improvement Costs \$0.00
(34) Skew 0 Deg	(35) Structure Flared	NO	(96) Total Project Cost \$0.00
(10) Inventory Route Min Vert Clear 99 FT	99 IN		(97) Year of Improvement Cost Estimate 2024
(47) Inventory Route Total Horz Clear		FT	(114) Future AADT 49901
(53) Min Vert Clear Over Bridge Roadway 99 FT	99 IN		(115) Year of Future AADT 2043
(54) Min Vert Underclear Ref - NOT HWY OR RXR 0 FT	IN		INSPECTIONS
(55) Min Lat Underclear Right Ref - NOT HWY OR RXR .0 FT			(90) Inspection Date 08/2023
(56) Min Lat Underclear Left .0 FT			(91) Frequency 24 Mo
NAVIGATION DATA			(92) Critical Feature Inspection:
(38) Navigation Control - NONE	Code	0	(93) CFI Date
(111) Pier Protection -	Code		A) Fracture Crit Detail NO Mo A)
(39) Navigation Vertical Clearance	FT		B) Underwater Insp NO Mo B)
(116) Vert-Lift Bridge Min Vert Clear 0.000 FT			C) Other Special Insp NO Mo C)
(40) Navigation Horizontal Clearance	FT		

10/23/2024

NATIONAL BRIDGE INVENTORY

IDENTIFICATION			
(1) State Name- SOUTH CAROLINA	Code	454	
(8) Structure Number # 0001010052622500	Asset ID	8235	
(5) Inventory Route (On/Under)	On -	111005262	
(2) State Highway Department District		6	
(3) County Code	19	(4) Place Code	
(6) Features Intersected	WANDO RIV & LOCAL ROADS		
(7) Facility Carried	I-526 EB		
(9) Location	6 MI NE OF CHARLESTON		
(11) Milepoint		25.126	
(12) Base Highway Network - PART OF NET	Code	1	
(13) LRS Inventory Route & Subroute		00I-00526000	
(16) Latitude	32 Degrees	51 Minutes	28.72 Seconds
(17) Longitude	79 Degrees	53 Minutes	35.95 Seconds
(98) Border Bridge State Code	% SHARE	%	
(99) Border Bridge Structure No.	#		
STRUCTURE TYPE AND MATERIAL			
(43) Structure Type Main: MATERIAL - PRESTR CON CONT			
Type - SEG BOX GIRDER	Code	621	
(44) Structure Type Main: MATERIAL - OTHER OR N/A			
Type - OTHER OR N/A	Code	000	
(45) Number of Spans in Main Unit		49	
(46) Number of Approach Spans		0	
(107) Deck Structure Type - CONCRETE PRECAST PNL	Code	2	
(108) Wearing Surface / Protective System:			
A) Type of Wearing Surface - MONO CONCRETE	Code	1	
B) Type of Membrane - UNKNOWN	Code	8	
C) Type of Deck Protection - UNKNOWN	Code	8	
AGE AND SERVICE			
(27) Year Built		1989	
(106) Year Reconstructed		0	
(42) Type of Service On - HIGHWAY			
Under - HIGHWAY-WATERWAY	Code	6	
(28) Lanes: On Structure = 2 Under Structure = 1			
(29) Average Daily Traffic		35900	
(30) Year of ADT	2023	(109) Truck ADT	12 %
(19) Bypass, Detour Length		1.000 MI	
GEOMETRIC DATA			
(48) Length of Maximum Span		400.000 FT	
(49) Structure Length		7900.000 FT	
(50) Curb or Sidewalk: Left .0 FT Right .0 FT			
(51) Bridge Roadway Width Curb to Curb		44.000 FT	
(52) Deck Width Out to Out		47.1 FT	
(32) Approach Roadway Width (W/Shoulders)		44.000 FT	
(33) Bridge Median - NONE	Code	0	
(34) Skew 0 Deg (35) Structure Flared NO			
(10) Inventory Route Min Vert Clear	30 FT	11 IN	
(47) Inventory Route Total Horz Clear		FT	
(53) Min Vert Clear Over Bridge Roadway	99 FT	99 IN	
(54) Min Vert Underclear Ref - HWY BENEATH	0 FT	IN	
(55) Min Lat Underclear Right Ref - HWY BENEATH	144.0 FT		
(56) Min Lat Underclear Left	.0 FT		
NAVIGATION DATA			
(38) Navigation Control - NAV CTRL ON	Code	1	
(111) Pier Protection - IN PLACE/REEVALUATE	Code	4	
(39) Navigation Vertical Clearance		138 FT	
(116) Vert-Lift Bridge Min Vert Clear		0.000 FT	
(40) Navigation Horizontal Clearance		350 FT	
Sufficiency Rating	=	30.2	
Functionally Obsolete	=	NO	
Structurally Deficient	=	YES	
CLASSIFICATION			
(112) NBIS Bridge Length -		YES	
(104) Highway System - NHS		1	
(26) Functional System - URBAN-PRIN ART-INT		11	
(100) Strahnet Highway - STRAH HWY		1	
(101) Parallel Structure - RIGHT STRUCT		R	
(102) Direction of Traffic - 1-WAY TRAFFIC		1	
(103) Temporary Structure -			
(105) Federal Lands Highways - N/A		0	
(110) Designated National Network - YES		1	
(20) Toll - ON FREE ROAD		3	
(21) Maintain - SCDOT		1	
(22) Owner - SCDOT		1	
(37) Historical Significance - NOT ELIGIBLE		5	
CONDITION			
(58) Deck - GOOD		7	
(59) Superstructure - SATISFACTORY		6	
(60) Substructure - SATISFACTORY		6	
(61) Channel and Channel Protection - BNK PRT ERD		5	
(62) Culverts - NOT APPLICABLE		N	
LOAD RATING AND POSTING			
(31) Design Load - HS 20		5	
(64) Operating Rating - LRFR		39.53	
(66) Inventory Rating - LRFR		0	
(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS		5	
(41) Structure Open, Posted or Closed -		A	
Description - OPEN, NO RESTRICT			
APPRAISAL			
(67) Structure Evaluation - INTOLERABLE; HIGH PRI REPL		2	
(68) Deck Geometry		9	
(69) Underclearances, Vertical and Horizontal		9	
(71) Waterway Adequacy		8	
(72) Approach Roadway Alignment		8	
(36) Traffic Safety Features		111N	
(113) Scour Critical Bridges - CALC SCOUR ABOVE FOOT		8	
PROPOSED IMPROVEMENTS			
(75) Type of Work - REPLACE/LOAD CAPACITY	Code	311	
(76) Length of Structure Improvement		7900.0 FT	
(94) Bridge Improvement Cost		\$34,574,000.00	
(95) Roadway Improvement Costs		\$8,644,000.00	
(96) Total Project Cost		\$51,861,000.00	
(97) Year of Improvement Cost Estimate		2024	
(114) Future AADT		49901	
(115) Year of Future AADT		2043	
INSPECTIONS			
(90) Inspection Date	05/2022	(91) Frequency	24 Mo
(92) Critical Feature Inspection:		(93) CFI Date	
A) Fracture Crit Detail	NO	Mo	A)
B) Underwater Insp	YES	Mo 36	B) 12/5/2023
C) Other Special Insp	NO	Mo	C)

10/23/2024

NATIONAL BRIDGE INVENTORY

IDENTIFICATION			
(1) State Name- SOUTH CAROLINA	Code	454	
(8) Structure Number # 0001010052642500	Asset ID	8238	
(5) Inventory Route (On/Under)	On -	111005264	
(2) State Highway Department District		6	
(3) County Code	19	(4) Place Code	
(6) Features Intersected	WANDO RIV & LOCAL ROADS		
(7) Facility Carried	I-526 WB		
(9) Location	6 MI NE OF CHARLESTON		
(11) Milepoint		25.126	
(12) Base Highway Network - PART OF NET	Code	1	
(13) LRS Inventory Route & Subroute		00I-00526000	
(16) Latitude	32 Degrees	51 Minutes	29.14 Seconds
(17) Longitude	79 Degrees	53 Minutes	35.58 Seconds
(98) Border Bridge State Code	% SHARE	%	
(99) Border Bridge Structure No.	#		
STRUCTURE TYPE AND MATERIAL			
(43) Structure Type Main: MATERIAL - PRESTR CON CONT			
Type - SEG BOX GIRDER	Code	621	
(44) Structure Type Main: MATERIAL - OTHER OR N/A			
Type - OTHER OR N/A	Code	000	
(45) Number of Spans in Main Unit		49	
(46) Number of Approach Spans		0	
(107) Deck Structure Type - CONCRETE PRECAST PNL	Code	2	
(108) Wearing Surface / Protective System:			
A) Type of Wearing Surface - MONO CONCRETE	Code	1	
B) Type of Membrane - UNKNOWN	Code	8	
C) Type of Deck Protection - UNKNOWN	Code	8	
AGE AND SERVICE			
(27) Year Built		1989	
(106) Year Reconstructed		0	
(42) Type of Service On - HIGHWAY			
Under - HIGHWAY-WATERWAY	Code	6	
(28) Lanes: On Structure = 2	Under Structure =	1	
(29) Average Daily Traffic		35900	
(30) Year of ADT	2023	(109) Truck ADT	12 %
(19) Bypass, Detour Length		1.000 MI	
GEOMETRIC DATA			
(48) Length of Maximum Span		400.000 FT	
(49) Structure Length		7900.000 FT	
(50) Curb or Sidewalk: Left .0 FT	Right	.0 FT	
(51) Bridge Roadway Width Curb to Curb		44.000 FT	
(52) Deck Width Out to Out		47.1 FT	
(32) Approach Roadway Width (W/Shoulders)		44.000 FT	
(33) Bridge Median - NONE	Code	0	
(34) Skew	0 Deg	(35) Structure Flared	NO
(10) Inventory Route Min Vert Clear	30 FT	11 IN	
(47) Inventory Route Total Horz Clear		FT	
(53) Min Vert Clear Over Bridge Roadway	99 FT	99 IN	
(54) Min Vert Underclear Ref - HWY BENEATH	0 FT	IN	
(55) Min Lat Underclear Right Ref - HWY BENEATH	144.0 FT		
(56) Min Lat Underclear Left	.0 FT		
NAVIGATION DATA			
(38) Navigation Control - NAV CTRL ON	Code	1	
(111) Pier Protection - IN PLACE/REEVALUATE	Code	4	
(39) Navigation Vertical Clearance		138 FT	
(116) Vert-Lift Bridge Min Vert Clear		0.000 FT	
(40) Navigation Horizontal Clearance		350 FT	
Sufficiency Rating	=	30.2	
Functionally Obsolete	=	NO	
Structurally Deficient	=	YES	
CLASSIFICATION			
(112) NBIS Bridge Length -		YES	
(104) Highway System - NHS		1	
(26) Functional System - URBAN-PRIN ART-INT		11	
(100) Strahnet Highway - STRAH HWY		1	
(101) Parallel Structure - LEFT STRUCT		L	
(102) Direction of Traffic - 1-WAY TRAFFIC		1	
(103) Temporary Structure -			
(105) Federal Lands Highways - N/A		0	
(110) Designated National Network - YES		1	
(20) Toll - ON FREE ROAD		3	
(21) Maintain - SCDOT		1	
(22) Owner - SCDOT		1	
(37) Historical Significance - NOT ELIGIBLE		5	
CONDITION			
(58) Deck - GOOD		7	
(59) Superstructure - SATISFACTORY		6	
(60) Substructure - SATISFACTORY		6	
(61) Channel and Channel Protection - BNK PRT ERD		5	
(62) Culverts - NOT APPLICABLE		N	
LOAD RATING AND POSTING			
(31) Design Load - HS 20+MOD		6	
(64) Operating Rating - LRFR		39.53	
(66) Inventory Rating - LRFR		0	
(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS		5	
(41) Structure Open, Posted or Closed -		A	
Description - OPEN, NO RESTRICT			
APPRAISAL			
(67) Structure Evaluation - INTOLERABLE; HIGH PRI REPL		2	
(68) Deck Geometry		9	
(69) Underclearances, Vertical and Horizontal		9	
(71) Waterway Adequacy		8	
(72) Approach Roadway Alignment		8	
(36) Traffic Safety Features		111N	
(113) Scour Critical Bridges - CALC SCOUR ABOVE FOOT		8	
PROPOSED IMPROVEMENTS			
(75) Type of Work - REPLACE/LOAD CAPACITY	Code	311	
(76) Length of Structure Improvement		7900.0 FT	
(94) Bridge Improvement Cost		\$34,574,000.00	
(95) Roadway Improvement Costs		\$8,644,000.00	
(96) Total Project Cost		\$51,861,000.00	
(97) Year of Improvement Cost Estimate		2024	
(114) Future AADT		55286	
(115) Year of Future AADT		2043	
INSPECTIONS			
(90) Inspection Date	05/2022	(91) Frequency	24 Mo
(92) Critical Feature Inspection:		(93) CFI Date	
A) Fracture Crit Detail	NO	Mo	A)
B) Underwater Insp	YES	Mo 36	B) 12/6/2023
C) Other Special Insp	NO	Mo	C)

10/23/2024

NATIONAL BRIDGE INVENTORY

IDENTIFICATION			
(1) State Name- SOUTH CAROLINA	Code	454	
(8) Structure Number # 0001010052642600	Asset ID	8139	
(5) Inventory Route (On/Under)	On -	111005264	
(2) State Highway Department District		6	
(3) County Code 19	(4) Place Code		
(6) Features Intersected TIDAL CREEK			
(7) Facility Carried I-526 WB			
(9) Location NEAR CHARLESTON			
(11) Milepoint		26.119	
(12) Base Highway Network - PART OF NET	Code	1	
(13) LRS Inventory Route & Subroute		00I-00526000	
(16) Latitude 32 Degrees 51 Minutes 2.72 Seconds			
(17) Longitude 79 Degrees 52 Minutes 54.97 Seconds			
(98) Border Bridge State Code	% SHARE	%	
(99) Border Bridge Structure No.	#		
STRUCTURE TYPE AND MATERIAL			
(43) Structure Type Main: MATERIAL - CONCRETE CONT			
Type - SLAB	Code	201	
(44) Structure Type Main: MATERIAL - OTHER OR N/A			
Type - OTHER OR N/A	Code	000	
(45) Number of Spans in Main Unit		11	
(46) Number of Approach Spans		0	
(107) Deck Structure Type - CONCRETE CAST-IN-PLC	Code	1	
(108) Wearing Surface / Protective System:			
A) Type of Wearing Surface - MONO CONCRETE	Code	1	
B) Type of Membrane - NONE	Code	0	
C) Type of Deck Protection - NONE	Code	0	
AGE AND SERVICE			
(27) Year Built		1988	
(106) Year Reconstructed		0	
(42) Type of Service On - HIGHWAY			
Under - WATERWAY	Code	5	
(28) Lanes: On Structure = 2 Under Structure = 0			
(29) Average Daily Traffic		35900	
(30) Year of ADT 2023	(109) Truck ADT	12 %	
(19) Bypass, Detour Length		1.000 MI	
GEOMETRIC DATA			
(48) Length of Maximum Span		30.000 FT	
(49) Structure Length		330.000 FT	
(50) Curb or Sidewalk: Left .0 FT Right .0 FT			
(51) Bridge Roadway Width Curb to Curb		44.000 FT	
(52) Deck Width Out to Out		47.3 FT	
(32) Approach Roadway Width (W/Shoulders)		40.000 FT	
(33) Bridge Median - NONE	Code	0	
(34) Skew 0 Deg	(35) Structure Flared	NO	
(10) Inventory Route Min Vert Clear	99 FT	99 IN	
(47) Inventory Route Total Horz Clear		FT	
(53) Min Vert Clear Over Bridge Roadway	99 FT	99 IN	
(54) Min Vert Underclear Ref - NOT HWY OR RXR	0 FT	IN	
(55) Min Lat Underclear Right Ref - NOT HWY OR RXR	.0 FT		
(56) Min Lat Underclear Left	.0 FT		
NAVIGATION DATA			
(38) Navigation Control - NONE	Code	0	
(111) Pier Protection -	Code		
(39) Navigation Vertical Clearance	FT		
(116) Vert-Lift Bridge Min Vert Clear	0.000 FT		
(40) Navigation Horizontal Clearance	FT		
Sufficiency Rating	=	93.3	
Functionally Obsolete	=	NO	
Structurally Deficient	=	NO	
CLASSIFICATION			
(112) NBIS Bridge Length -		YES	
(104) Highway System - NHS		1	
(26) Functional System - URBAN-PRIN ART-INT		11	
(100) Strahnet Highway - STRAH HWY		1	
(101) Parallel Structure - LEFT STRUCT		L	
(102) Direction of Traffic - 1-WAY TRAFFIC		1	
(103) Temporary Structure -			
(105) Federal Lands Highways - N/A		0	
(110) Designated National Network - YES		1	
(20) Toll - ON FREE ROAD		3	
(21) Maintain - SCDOT		1	
(22) Owner - SCDOT		1	
(37) Historical Significance - NOT ELIGIBLE		5	
CONDITION			
(58) Deck - SATISFACTORY		6	
(59) Superstructure - SATISFACTORY		6	
(60) Substructure - SATISFACTORY		6	
(61) Channel and Channel Protection - BNK PRT REPAIR		7	
(62) Culverts - NOT APPLICABLE		N	
LOAD RATING AND POSTING			
(31) Design Load - HS 20		5	
(64) Operating Rating - LRFR		50.54	
(66) Inventory Rating - LRFR		39.2	
(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS		5	
(41) Structure Open, Posted or Closed -		A	
Description - OPEN, NO RESTRICT			
APPRAISAL			
(67) Structure Evaluation - EQUAL TO MIN CRITERIA		6	
(68) Deck Geometry		9	
(69) Underclearances, Vertical and Horizontal		N	
(71) Waterway Adequacy		7	
(72) Approach Roadway Alignment		8	
(36) Traffic Safety Features		0111	
(113) Scour Critical Bridges - SCOUR WITHIN LIMITS		5	
PROPOSED IMPROVEMENTS			
(75) Type of Work -		Code	
(76) Length of Structure Improvement		330.0 FT	
(94) Bridge Improvement Cost		\$0.00	
(95) Roadway Improvement Costs		\$0.00	
(96) Total Project Cost		\$0.00	
(97) Year of Improvement Cost Estimate		2024	
(114) Future AADT		55286	
(115) Year of Future AADT		2043	
INSPECTIONS			
(90) Inspection Date 08/2022	(91) Frequency	24 Mo	
(92) Critical Feature Inspection:		(93) CFI Date	
A) Fracture Crit Detail	NO	Mo	A)
B) Underwater Insp	NO	Mo	B)
C) Other Special Insp	NO	Mo	C)

NATIONAL BRIDGE INVENTORY

IDENTIFICATION			
(1) State Name- SOUTH CAROLINA	Code	454	
(8) Structure Number # 0001010052622600	Asset ID	8138	
(5) Inventory Route (On/Under)	On -	111005262	
(2) State Highway Department District		6	
(3) County Code	19	(4) Place Code	
(6) Features Intersected	TIDAL CREEK		
(7) Facility Carried	I-526 EB		
(9) Location	NEAR CHARLESTON		
(11) Milepoint		26.121	
(12) Base Highway Network - PART OF NET	Code	1	
(13) LRS Inventory Route & Subroute		00I-00526000	
(16) Latitude	32 Degrees	51 Minutes	2.17 Seconds
(17) Longitude	79 Degrees	52 Minutes	55.26 Seconds
(98) Border Bridge State Code	% SHARE	%	
(99) Border Bridge Structure No.	#		
STRUCTURE TYPE AND MATERIAL			
(43) Structure Type Main: MATERIAL - CONCRETE CONT			
Type - SLAB	Code	201	
(44) Structure Type Main: MATERIAL - OTHER OR N/A			
Type - OTHER OR N/A	Code	000	
(45) Number of Spans in Main Unit		10	
(46) Number of Approach Spans		0	
(107) Deck Structure Type - CONCRETE CAST-IN-PLC	Code	1	
(108) Wearing Surface / Protective System:			
A) Type of Wearing Surface - MONO CONCRETE	Code	1	
B) Type of Membrane - NONE	Code	0	
C) Type of Deck Protection - NONE	Code	0	
AGE AND SERVICE			
(27) Year Built		1988	
(106) Year Reconstructed		0	
(42) Type of Service On - HIGHWAY			
Under - WATERWAY	Code	5	
(28) Lanes: On Structure = 2 Under Structure = 0			
(29) Average Daily Traffic		35900	
(30) Year of ADT	2023	(109) Truck ADT	12 %
(19) Bypass, Detour Length		1.000 MI	
GEOMETRIC DATA			
(48) Length of Maximum Span		30.000 FT	
(49) Structure Length		300.000 FT	
(50) Curb or Sidewalk: Left .0 FT Right .0 FT			
(51) Bridge Roadway Width Curb to Curb		44.000 FT	
(52) Deck Width Out to Out		47.3 FT	
(32) Approach Roadway Width (W/Shoulders)		37.000 FT	
(33) Bridge Median - NONE	Code	0	
(34) Skew 0 Deg (35) Structure Flared NO			
(10) Inventory Route Min Vert Clear	99 FT	99 IN	
(47) Inventory Route Total Horz Clear		FT	
(53) Min Vert Clear Over Bridge Roadway	99 FT	99 IN	
(54) Min Vert Underclear Ref - NOT HWY OR RXR	0 FT	IN	
(55) Min Lat Underclear Right Ref - NOT HWY OR RXR	.0 FT		
(56) Min Lat Underclear Left	.0 FT		
NAVIGATION DATA			
(38) Navigation Control - NONE	Code	0	
(111) Pier Protection -	Code		
(39) Navigation Vertical Clearance	FT		
(116) Vert-Lift Bridge Min Vert Clear	0.000 FT		
(40) Navigation Horizontal Clearance	FT		
Sufficiency Rating	=	92.3	
Functionally Obsolete	=	NO	
Structurally Deficient	=	NO	
CLASSIFICATION			
(112) NBIS Bridge Length -		YES	
(104) Highway System - NHS		1	
(26) Functional System - URBAN-PRIN ART-INT		11	
(100) Strahnet Highway - STRAH HWY		1	
(101) Parallel Structure - RIGHT STRUCT		R	
(102) Direction of Traffic - 1-WAY TRAFFIC		1	
(103) Temporary Structure -			
(105) Federal Lands Highways - N/A		0	
(110) Designated National Network - YES		1	
(20) Toll - ON FREE ROAD		3	
(21) Maintain - SCDOT		1	
(22) Owner - SCDOT		1	
(37) Historical Significance - NOT ELIGIBLE		5	
CONDITION			
(58) Deck - SATISFACTORY		6	
(59) Superstructure - SATISFACTORY		6	
(60) Substructure - SATISFACTORY		6	
(61) Channel and Channel Protection - BNK PRT REPAIR		7	
(62) Culverts - NOT APPLICABLE		N	
LOAD RATING AND POSTING			
(31) Design Load - HS 20		5	
(64) Operating Rating - LRFR		52.81	
(66) Inventory Rating - LRFR		40.5	
(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS		5	
(41) Structure Open, Posted or Closed -		A	
Description - OPEN, NO RESTRICT			
APPRAISAL			
(67) Structure Evaluation - EQUAL TO MIN CRITERIA		6	
(68) Deck Geometry		9	
(69) Underclearances, Vertical and Horizontal		N	
(71) Waterway Adequacy		8	
(72) Approach Roadway Alignment		8	
(36) Traffic Safety Features		011N	
(113) Scour Critical Bridges - SCOUR WITHIN LIMITS		5	
PROPOSED IMPROVEMENTS			
(75) Type of Work -		Code	
(76) Length of Structure Improvement		300.0 FT	
(94) Bridge Improvement Cost		\$0.00	
(95) Roadway Improvement Costs		\$0.00	
(96) Total Project Cost		\$0.00	
(97) Year of Improvement Cost Estimate		2024	
(114) Future AADT		55286	
(115) Year of Future AADT		2043	
INSPECTIONS			
(90) Inspection Date	08/2022	(91) Frequency	24 Mo
(92) Critical Feature Inspection:		(93) CFI Date	
A) Fracture Crit Detail	NO	Mo	A)
B) Underwater Insp	NO	Mo	B)
C) Other Special Insp	NO	Mo	C)

10/23/2024

IDENTIFICATION			
(1) State Name- SOUTH CAROLINA	Code	454	
(8) Structure Number # 0001010052622700	Asset ID	8325	
(5) Inventory Route (On/Under)	On -	111005262	
(2) State Highway Department District		6	
(3) County Code	19	(4) Place Code	
(6) Features Intersected	S-97/LONG POINT ROAD		
(7) Facility Carried	I-526 EB		
(9) Location	NEAR MT. PLEASANT		
(11) Milepoint		27.477	
(12) Base Highway Network - PART OF NET	Code	1	
(13) LRS Inventory Route & Subroute	00I-00526000		
(16) Latitude	32 Degrees	50 Minutes	22.29 Seconds
(17) Longitude	79 Degrees	51 Minutes	45.4 Seconds
(98) Border Bridge State Code	% SHARE	%	
(99) Border Bridge Structure No.	#		
STRUCTURE TYPE AND MATERIAL			
(43) Structure Type Main: MATERIAL - STEEL	Type -	STRINGER/MULTI-BEAM OR GIRD	Code 302
(44) Structure Type Main: MATERIAL - OTHER OR N/A	Type -	OTHER OR N/A	Code 000
(45) Number of Spans in Main Unit			3
(46) Number of Approach Spans			0
(107) Deck Structure Type - CONCRETE CAST-IN-PLC	Code		1
(108) Wearing Surface / Protective System:			
A) Type of Wearing Surface - MONO CONCRETE	Code		1
B) Type of Membrane - NONE	Code		0
C) Type of Deck Protection - NONE	Code		0
AGE AND SERVICE			
(27) Year Built			1990
(106) Year Reconstructed			0
(42) Type of Service On - HIGHWAY	Under -HIGHWAY, WITH OR WITHOUT	Code	1
(28) Lanes: On Structure =	2	Under Structure =	2
(29) Average Daily Traffic			35900
(30) Year of ADT	2023	(109) Truck ADT	12 %
(19) Bypass, Detour Length			0.000 MI
GEOMETRIC DATA			
(48) Length of Maximum Span			133.000 FT
(49) Structure Length			247.000 FT
(50) Curb or Sidewalk: Left	.0 FT	Right	.0 FT
(51) Bridge Roadway Width Curb to Curb			52.000 FT
(52) Deck Width Out to Out			54.8 FT
(32) Approach Roadway Width (W/Shoulders)			46.000 FT
(33) Bridge Median - NONE		Code	0
(34) Skew	33 Deg	(35) Structure Flared	NO
(10) Inventory Route Min Vert Clear		18 FT	4 IN
(47) Inventory Route Total Horz Clear			FT
(53) Min Vert Clear Over Bridge Roadway		99 FT	99 IN
(54) Min Vert Underclear Ref -HWY BENEATH		17 FT	8 IN
(55) Min Lat Underclear Right Ref-HWY BENEATH		99.9 FT	
(56) Min Lat Underclear Left		.0 FT	
NAVIGATION DATA			
(38) Navigation Control - N/A - NO WATERWAY	Code		N
(111) Pier Protection -	Code		
(39) Navigation Vertical Clearance		FT	
(116) Vert-Lift Bridge Min Vert Clear		0.000 FT	
(40) Navigation Horizontal Clearance		FT	
Sufficiency Rating	=	91.0	
Functionally Obsolete	=	YES	
Structurally Deficient	=	NO	
CLASSIFICATION			
(112) NBIS Bridge Length -			Code YES
(104) Highway System - NHS			1
(26) Functional System - URBAN-PRIN ART-INT			11
(100) Strahnet Highway - STRAH HWY			1
(101) Parallel Structure - RIGHT STRUCT			R
(102) Direction of Traffic - 1-WAY TRAFFIC			1
(103) Temporary Structure -			
(105) Federal Lands Highways - N/A			0
(110) Designated National Network - YES			1
(20) Toll - ON FREE ROAD			3
(21) Maintain - SCDOT			1
(22) Owner - SCDOT			1
(37) Historical Significance - NOT ELIGIBLE			5
CONDITION			
(58) Deck - SATISFACTORY			Code 6
(59) Superstructure - SATISFACTORY			6
(60) Substructure - GOOD			7
(61) Channel and Channel Protection - N/A			N
(62) Culverts - NOT APPLICABLE			N
LOAD RATING AND POSTING			
(31) Design Load - HS 20			Code 5
(64) Operating Rating - LRFR			63.5
(66) Inventory Rating - LRFR			48.92
(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS			5
(41) Structure Open, Posted or Closed -	Description -	OPEN, NO RESTRICT	A
APPRAISAL			
(67) Structure Evaluation - EQUAL TO MIN CRITERIA			Code 6
(68) Deck Geometry			9
(69) Underclearances, Vertical and Horizontal			3
(71) Waterway Adequacy			N
(72) Approach Roadway Alignment			8
(36) Traffic Safety Features			011N
(113) Scour Critical Bridges - NOT OVER WATERWAY			N
PROPOSED IMPROVEMENTS			
(75) Type of Work -			Code
(76) Length of Structure Improvement			247.0 FT
(94) Bridge Improvement Cost			\$0.00
(95) Roadway Improvement Costs			\$0.00
(96) Total Project Cost			\$0.00
(97) Year of Improvement Cost Estimate			2024
(114) Future AADT			49901
(115) Year of Future AADT			2043
INSPECTIONS			
(90) Inspection Date	07/2022	(91) Frequency	24 Mo
(92) Critical Feature Inspection:		(93) CFI Date	
A) Fracture Crit Detail	NO	Mo	A)
B) Underwater Insp	NO	Mo	B)
C) Other Special Insp	NO	Mo	C)

NATIONAL BRIDGE INVENTORY

IDENTIFICATION			
(1) State Name- SOUTH CAROLINA	Code	454	
(8) Structure Number # 0001010052642700	Asset ID	8329	
(5) Inventory Route (On/Under)	On -	111005264	
(2) State Highway Department District		6	
(3) County Code	19	(4) Place Code	
(6) Features Intersected	S-97/LONG POINT ROAD		
(7) Facility Carried	I-526 WB		
(9) Location	NEAR MT. PLEASANT		
(11) Milepoint		27.488	
(12) Base Highway Network - PART OF NET	Code	1	
(13) LRS Inventory Route & Subroute	00I-00526000		
(16) Latitude	32 Degrees	50 Minutes	22.74 Seconds
(17) Longitude	79 Degrees	51 Minutes	44.24 Seconds
(98) Border Bridge State Code	% SHARE	%	
(99) Border Bridge Structure No.	#		
STRUCTURE TYPE AND MATERIAL			
(43) Structure Type Main: MATERIAL - STEEL	Type -	STRINGER/MULTI-BEAM OR GIRD	Code 302
(44) Structure Type Main: MATERIAL - OTHER OR N/A	Type -	OTHER OR N/A	Code 000
(45) Number of Spans in Main Unit			3
(46) Number of Approach Spans			0
(107) Deck Structure Type - CONCRETE CAST-IN-PLC	Code		1
(108) Wearing Surface / Protective System:			
A) Type of Wearing Surface - MONO CONCRETE	Code		1
B) Type of Membrane - NONE	Code		0
C) Type of Deck Protection - NONE	Code		0
AGE AND SERVICE			
(27) Year Built			1990
(106) Year Reconstructed			0
(42) Type of Service On - HIGHWAY	Under -HIGHWAY, WITH OR WITHOUT	Code	1
(28) Lanes: On Structure =	2	Under Structure =	2
(29) Average Daily Traffic			35900
(30) Year of ADT	2023	(109) Truck ADT	12 %
(19) Bypass, Detour Length			0.000 MI
GEOMETRIC DATA			
(48) Length of Maximum Span			133.000 FT
(49) Structure Length			247.000 FT
(50) Curb or Sidewalk: Left	.0 FT	Right	.0 FT
(51) Bridge Roadway Width Curb to Curb			52.000 FT
(52) Deck Width Out to Out			54.8 FT
(32) Approach Roadway Width (W/Shoulders)			42.000 FT
(33) Bridge Median - NONE		Code	0
(34) Skew	33 Deg	(35) Structure Flared	NO
(10) Inventory Route Min Vert Clear		17 FT	9 IN
(47) Inventory Route Total Horz Clear			FT
(53) Min Vert Clear Over Bridge Roadway		99 FT	99 IN
(54) Min Vert Underclear Ref -HWY BENEATH		17 FT	8 IN
(55) Min Lat Underclear Right Ref-HWY BENEATH		99.9 FT	
(56) Min Lat Underclear Left		.0 FT	
NAVIGATION DATA			
(38) Navigation Control - N/A - NO WATERWAY	Code		N
(111) Pier Protection -	Code		
(39) Navigation Vertical Clearance		FT	
(116) Vert-Lift Bridge Min Vert Clear		0.000 FT	
(40) Navigation Horizontal Clearance		FT	
SUFFICIENCY RATING			
Sufficiency Rating	=		91.0
Functionally Obsolete	=		YES
Structurally Deficient	=		NO
CLASSIFICATION			
(112) NBIS Bridge Length -			Code YES
(104) Highway System - NHS			1
(26) Functional System - URBAN-PRIN ART-INT			11
(100) Strahnet Highway - STRAH HWY			1
(101) Parallel Structure - LEFT STRUCT			L
(102) Direction of Traffic - 1-WAY TRAFFIC			1
(103) Temporary Structure -			
(105) Federal Lands Highways - N/A			0
(110) Designated National Network - YES			1
(20) Toll - ON FREE ROAD			3
(21) Maintain - SCDOT			1
(22) Owner - SCDOT			1
(37) Historical Significance - NOT ELIGIBLE			5
CONDITION			
(58) Deck - SATISFACTORY			Code 6
(59) Superstructure - GOOD			7
(60) Substructure - SATISFACTORY			6
(61) Channel and Channel Protection - N/A			N
(62) Culverts - NOT APPLICABLE			N
LOAD RATING AND POSTING			
(31) Design Load - HS 20			Code 5
(64) Operating Rating - LRFR			63.5
(66) Inventory Rating - LRFR			48.92
(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS			5
(41) Structure Open, Posted or Closed -			A
Description - OPEN, NO RESTRICT			
APPRAISAL			
(67) Structure Evaluation - EQUAL TO MIN CRITERIA			Code 6
(68) Deck Geometry			9
(69) Underclearances, Vertical and Horizontal			3
(71) Waterway Adequacy			N
(72) Approach Roadway Alignment			8
(36) Traffic Safety Features			011N
(113) Scour Critical Bridges - NOT OVER WATERWAY			N
PROPOSED IMPROVEMENTS			
(75) Type of Work -			Code
(76) Length of Structure Improvement			247.0 FT
(94) Bridge Improvement Cost			\$0.00
(95) Roadway Improvement Costs			\$0.00
(96) Total Project Cost			\$0.00
(97) Year of Improvement Cost Estimate			2024
(114) Future AADT			55286
(115) Year of Future AADT			2043
INSPECTIONS			
(90) Inspection Date	07/2022	(91) Frequency	24 Mo
(92) Critical Feature Inspection:		(93) CFI Date	
A) Fracture Crit Detail	NO	Mo	A)
B) Underwater Insp	NO	Mo	B)
C) Other Special Insp	NO	Mo	C)

10/23/2024

NATIONAL BRIDGE INVENTORY

IDENTIFICATION			
(1) State Name- SOUTH CAROLINA	Code	454	Sufficiency Rating = 88.5
(8) Structure Number # 0001010052642800	Asset ID	8330	Functionally Obsolete = NO
(5) Inventory Route (On/Under)	On -	111005264	Structurally Deficient = NO
(2) State Highway Department District		6	
(3) County Code 19	(4) Place Code		CLASSIFICATION
(6) Features Intersected TRIB TO HOBCAW CREEK			(112) NBIS Bridge Length - YES
(7) Facility Carried I-526 WB			(104) Highway System - NHS 1
(9) Location NEAR MT. PLESANT			(26) Functional System - URBAN-PRIN ART-INT 11
(11) Milepoint 27.683			(100) Strahnet Highway - STRAH HWY 1
(12) Base Highway Network - PART OF NET	Code	1	(101) Parallel Structure - LEFT STRUCT L
(13) LRS Inventory Route & Subroute 00I-00526000			(102) Direction of Traffic - 1-WAY TRAFFIC 1
(16) Latitude 32 Degrees 50 Minutes 17.4 Seconds			(103) Temporary Structure -
(17) Longitude 79 Degrees 51 Minutes 34.01 Seconds			(105) Federal Lands Highways - N/A 0
(98) Border Bridge State Code % SHARE %			(110) Designated National Network - YES 1
(99) Border Bridge Structure No. #			(20) Toll - ON FREE ROAD 3
STRUCTURE TYPE AND MATERIAL			(21) Maintain - SCDOT 1
(43) Structure Type Main: MATERIAL - CONCRETE CONT			(22) Owner - SCDOT 1
Type - SLAB	Code	201	(37) Historical Significance - NOT ELIGIBLE 5
(44) Structure Type Main: MATERIAL - OTHER OR N/A			CONDITION
Type - OTHER OR N/A	Code	000	(58) Deck - SATISFACTORY 6
(45) Number of Spans in Main Unit 7			(59) Superstructure - SATISFACTORY 6
(46) Number of Approach Spans 0			(60) Substructure - GOOD 7
(107) Deck Structure Type - CONCRETE CAST-IN-PLC	Code	1	(61) Channel and Channel Protection - BNK PRT REPAIR 7
(108) Wearing Surface / Protective System:			(62) Culverts - NOT APPLICABLE N
A) Type of Wearing Surface - MONO CONCRETE	Code	1	LOAD RATING AND POSTING
B) Type of Membrane - UNKNOWN	Code	8	(31) Design Load - HS 20 5
C) Type of Deck Protection - UNKNOWN	Code	8	(64) Operating Rating - LRFR 58
AGE AND SERVICE			(66) Inventory Rating - LRFR 32.08
(27) Year Built 1990			(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS 5
(106) Year Reconstructed 0			(41) Structure Open, Posted or Closed - Description - OPEN, NO RESTRICT A
(42) Type of Service On - HIGHWAY			APPRAISAL
Under - WATERWAY	Code	5	(67) Structure Evaluation - EQUAL TO MIN CRITERIA 6
(28) Lanes: On Structure = 2 Under Structure = 0			(68) Deck Geometry 9
(29) Average Daily Traffic 30900			(69) Underclearances, Vertical and Horizontal N
(30) Year of ADT 2023	(109) Truck ADT	04 %	(71) Waterway Adequacy 8
(19) Bypass, Detour Length 1.000 MI			(72) Approach Roadway Alignment 8
GEOMETRIC DATA			(36) Traffic Safety Features 0111
(48) Length of Maximum Span 30.000 FT			(113) Scour Critical Bridges - CALC SCOUR ABOVE FOOT 8
(49) Structure Length 210.000 FT			PROPOSED IMPROVEMENTS
(50) Curb or Sidewalk: Left .0 FT Right .0 FT			(75) Type of Work - Code
(51) Bridge Roadway Width Curb to Curb 44.000 FT			(76) Length of Structure Improvement 210.0 FT
(52) Deck Width Out to Out 47.0 FT			(94) Bridge Improvement Cost \$0.00
(32) Approach Roadway Width (W/Shoulders) 46.000 FT			(95) Roadway Improvement Costs \$0.00
(33) Bridge Median - NONE	Code	0	(96) Total Project Cost \$0.00
(34) Skew 0 Deg	(35) Structure Flared	NO	(97) Year of Improvement Cost Estimate 2024
(10) Inventory Route Min Vert Clear 99 FT	99 IN		(114) Future AADT 42951
(47) Inventory Route Total Horz Clear FT			(115) Year of Future AADT 2043
(53) Min Vert Clear Over Bridge Roadway 99 FT	99 IN		INSPECTIONS
(54) Min Vert Underclear Ref - NOT HWY OR RXR 0 FT	IN		(90) Inspection Date 07/2022 (91) Frequency 24 Mo
(55) Min Lat Underclear Right Ref - NOT HWY OR RXR .0 FT			(92) Critical Feature Inspection: (93) CFI Date
(56) Min Lat Underclear Left .0 FT			A) Fracture Crit Detail NO Mo A)
NAVIGATION DATA			B) Underwater Insp NO Mo B)
(38) Navigation Control - NONE	Code	0	C) Other Special Insp NO Mo C)
(111) Pier Protection -	Code		
(39) Navigation Vertical Clearance FT			
(116) Vert-Lift Bridge Min Vert Clear 0.000 FT			
(40) Navigation Horizontal Clearance FT			

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IDENTIFICATION			
(1) State Name- SOUTH CAROLINA	Code	454	
(8) Structure Number # 0001010052622800	Asset ID	8326	
(5) Inventory Route (On/Under)	On -	111005262	
(2) State Highway Department District		6	
(3) County Code	19	(4) Place Code	
(6) Features Intersected	TRIB TO HOBCAW CREEK		
(7) Facility Carried	I-526 EB		
(9) Location	NEAR MOUNT PLEASANT		
(11) Milepoint		27.684	
(12) Base Highway Network - PART OF NET	Code	1	
(13) LRS Inventory Route & Subroute	00I-00526000		
(16) Latitude	32 Degrees	50 Minutes	16.66 Seconds
(17) Longitude	79 Degrees	51 Minutes	34.48 Seconds
(98) Border Bridge State Code	% SHARE	%	
(99) Border Bridge Structure No.	#		
STRUCTURE TYPE AND MATERIAL			
(43) Structure Type Main: MATERIAL - CONCRETE CONT			
Type - SLAB	Code	201	
(44) Structure Type Main: MATERIAL - OTHER OR N/A			
Type - OTHER OR N/A	Code	000	
(45) Number of Spans in Main Unit		7	
(46) Number of Approach Spans		0	
(107) Deck Structure Type - CONCRETE CAST-IN-PLC	Code	1	
(108) Wearing Surface / Protective System:			
A) Type of Wearing Surface - MONO CONCRETE	Code	1	
B) Type of Membrane - UNKNOWN	Code	8	
C) Type of Deck Protection - UNKNOWN	Code	8	
AGE AND SERVICE			
(27) Year Built		1990	
(106) Year Reconstructed		0	
(42) Type of Service On - HIGHWAY			
Under - WATERWAY	Code	5	
(28) Lanes: On Structure = 2 Under Structure = 0			
(29) Average Daily Traffic		30900	
(30) Year of ADT	2023	(109) Truck ADT	04 %
(19) Bypass, Detour Length		1.000 MI	
GEOMETRIC DATA			
(48) Length of Maximum Span		30.000 FT	
(49) Structure Length		210.000 FT	
(50) Curb or Sidewalk: Left .0 FT Right .0 FT			
(51) Bridge Roadway Width Curb to Curb		44.000 FT	
(52) Deck Width Out to Out		46.8 FT	
(32) Approach Roadway Width (W/Shoulders)		46.000 FT	
(33) Bridge Median - NONE	Code	0	
(34) Skew 0 Deg (35) Structure Flared NO			
(10) Inventory Route Min Vert Clear	99 FT	99 IN	
(47) Inventory Route Total Horz Clear		FT	
(53) Min Vert Clear Over Bridge Roadway	99 FT	99 IN	
(54) Min Vert Underclear Ref - NOT HWY OR RXR	0 FT	IN	
(55) Min Lat Underclear Right Ref - NOT HWY OR RXR	.0 FT		
(56) Min Lat Underclear Left	.0 FT		
NAVIGATION DATA			
(38) Navigation Control - NONE	Code	0	
(111) Pier Protection -	Code		
(39) Navigation Vertical Clearance	FT		
(116) Vert-Lift Bridge Min Vert Clear	0.000 FT		
(40) Navigation Horizontal Clearance	FT		
Sufficiency Rating	=	88.5	
Functionally Obsolete	=	NO	
Structurally Deficient	=	NO	
CLASSIFICATION			
(112) NBIS Bridge Length -		YES	
(104) Highway System - NHS		1	
(26) Functional System - URBAN-PRIN ART-INT		11	
(100) Strahnet Highway - STRAH HWY		1	
(101) Parallel Structure - RIGHT STRUCT		R	
(102) Direction of Traffic - 1-WAY TRAFFIC		1	
(103) Temporary Structure -			
(105) Federal Lands Highways - N/A		0	
(110) Designated National Network - YES		1	
(20) Toll - ON FREE ROAD		3	
(21) Maintain - SCDOT		1	
(22) Owner - SCDOT		1	
(37) Historical Significance - NOT ELIGIBLE		5	
CONDITION			
(58) Deck - SATISFACTORY		6	
(59) Superstructure - SATISFACTORY		6	
(60) Substructure - GOOD		7	
(61) Channel and Channel Protection - BNK PRT REPAIR		7	
(62) Culverts - NOT APPLICABLE		N	
LOAD RATING AND POSTING			
(31) Design Load - HS 20		5	
(64) Operating Rating - LRFR		58	
(66) Inventory Rating - LRFR		32.08	
(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS		5	
(41) Structure Open, Posted or Closed -		A	
Description - OPEN, NO RESTRICT			
APPRAISAL			
(67) Structure Evaluation - EQUAL TO MIN CRITERIA		6	
(68) Deck Geometry		9	
(69) Underclearances, Vertical and Horizontal		N	
(71) Waterway Adequacy		8	
(72) Approach Roadway Alignment		8	
(36) Traffic Safety Features		0111	
(113) Scour Critical Bridges - CALC SCOUR ABOVE FOOT		8	
PROPOSED IMPROVEMENTS			
(75) Type of Work -		Code	
(76) Length of Structure Improvement		210.0 FT	
(94) Bridge Improvement Cost		\$0.00	
(95) Roadway Improvement Costs		\$0.00	
(96) Total Project Cost		\$0.00	
(97) Year of Improvement Cost Estimate		2024	
(114) Future AADT		42951	
(115) Year of Future AADT		2043	
INSPECTIONS			
(90) Inspection Date	07/2022	(91) Frequency	24 Mo
(92) Critical Feature Inspection:		(93) CFI Date	
A) Fracture Crit Detail	NO	Mo	A)
B) Underwater Insp	NO	Mo	B)
C) Other Special Insp	NO	Mo	C)

NATIONAL BRIDGE INVENTORY

IDENTIFICATION			
(1) State Name- SOUTH CAROLINA	Code	454	
(8) Structure Number # 0001010052622900	Asset ID	7429	
(5) Inventory Route (On/Under)	On -	111005262	
(2) State Highway Department District		6	
(3) County Code	19	(4) Place Code	
(6) Features Intersected	HOBCAW CREEK		
(7) Facility Carried	I-526 EB		
(9) Location	NEAR MT. PLEASANT		
(11) Milepoint		28.127	
(12) Base Highway Network - PART OF NET	Code	1	
(13) LRS Inventory Route & Subroute		00I-00526000	
(16) Latitude	32 Degrees	50 Minutes	2.3 Seconds
(17) Longitude	79 Degrees	51 Minutes	13.43 Seconds
(98) Border Bridge State Code	% SHARE	%	
(99) Border Bridge Structure No.	#		
STRUCTURE TYPE AND MATERIAL			
(43) Structure Type Main: MATERIAL - CONCRETE CONT	Type -	SLAB	Code 201
(44) Structure Type Main: MATERIAL - OTHER OR N/A	Type -	OTHER OR N/A	Code 000
(45) Number of Spans in Main Unit		11	
(46) Number of Approach Spans		0	
(107) Deck Structure Type - CONCRETE CAST-IN-PLC	Code	1	
(108) Wearing Surface / Protective System:			
A) Type of Wearing Surface	- MONO CONCRETE	Code	1
B) Type of Membrane	- UNKNOWN	Code	8
C) Type of Deck Protection	- UNKNOWN	Code	8
AGE AND SERVICE			
(27) Year Built		1981	
(106) Year Reconstructed		1991	
(42) Type of Service On - HIGHWAY			
Under - WATERWAY	Code	5	
(28) Lanes: On Structure =	2	Under Structure =	0
(29) Average Daily Traffic		30900	
(30) Year of ADT	2023	(109) Truck ADT	04 %
(19) Bypass, Detour Length		1.000 MI	
GEOMETRIC DATA			
(48) Length of Maximum Span		35.000 FT	
(49) Structure Length		385.000 FT	
(50) Curb or Sidewalk: Left	.0 FT	Right	.0 FT
(51) Bridge Roadway Width Curb to Curb		44.000 FT	
(52) Deck Width Out to Out		46.8 FT	
(32) Approach Roadway Width (W/Shoulders)		46.000 FT	
(33) Bridge Median - NONE	Code	0	
(34) Skew	0 Deg	(35) Structure Flared	NO
(10) Inventory Route Min Vert Clear	99 FT	99 IN	
(47) Inventory Route Total Horz Clear		FT	
(53) Min Vert Clear Over Bridge Roadway	99 FT	99 IN	
(54) Min Vert Underclear Ref - NOT HWY OR RXR	0 FT	IN	
(55) Min Lat Underclear Right Ref - NOT HWY OR RXR	.0 FT		
(56) Min Lat Underclear Left	.0 FT		
NAVIGATION DATA			
(38) Navigation Control - NONE	Code	0	
(111) Pier Protection -	Code		
(39) Navigation Vertical Clearance	FT		
(116) Vert-Lift Bridge Min Vert Clear	0.000 FT		
(40) Navigation Horizontal Clearance	FT		
Sufficiency Rating	=	87.6	
Functionally Obsolete	=	NO	
Structurally Deficient	=	NO	
CLASSIFICATION			
(112) NBIS Bridge Length -		YES	
(104) Highway System - NHS		1	
(26) Functional System - URBAN-PRIN ART-INT		11	
(100) Strahnet Highway - STRAH HWY		1	
(101) Parallel Structure - RIGHT STRUCT		R	
(102) Direction of Traffic - 1-WAY TRAFFIC		1	
(103) Temporary Structure -			
(105) Federal Lands Highways - N/A		0	
(110) Designated National Network - YES		1	
(20) Toll - ON FREE ROAD		3	
(21) Maintain - SCDOT		1	
(22) Owner - SCDOT		1	
(37) Historical Significance - NOT ELIGIBLE		5	
CONDITION			
(58) Deck - SATISFACTORY		6	
(59) Superstructure - SATISFACTORY		6	
(60) Substructure - GOOD		7	
(61) Channel and Channel Protection - BNK PRT REPAIR		7	
(62) Culverts - NOT APPLICABLE		N	
LOAD RATING AND POSTING			
(31) Design Load - HS 20		5	
(64) Operating Rating - LRFR		61.24	
(66) Inventory Rating - LRFR		47.3	
(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS		5	
(41) Structure Open, Posted or Closed -		A	
Description - OPEN, NO RESTRICT			
APPRAISAL			
(67) Structure Evaluation - EQUAL TO MIN CRITERIA		6	
(68) Deck Geometry		9	
(69) Underclearances, Vertical and Horizontal		N	
(71) Waterway Adequacy		7	
(72) Approach Roadway Alignment		8	
(36) Traffic Safety Features		0110	
(113) Scour Critical Bridges - SCOUR WITHIN LIMITS		5	
PROPOSED IMPROVEMENTS			
(75) Type of Work -		Code	
(76) Length of Structure Improvement		385.0 FT	
(94) Bridge Improvement Cost		\$0.00	
(95) Roadway Improvement Costs		\$0.00	
(96) Total Project Cost		\$0.00	
(97) Year of Improvement Cost Estimate		2024	
(114) Future AADT		42951	
(115) Year of Future AADT		2043	
INSPECTIONS			
(90) Inspection Date	07/2022	(91) Frequency	24 Mo
(92) Critical Feature Inspection:		(93) CFI Date	
A) Fracture Crit Detail	NO	Mo	A)
B) Underwater Insp	NO	Mo	B)
C) Other Special Insp	NO	Mo	C)

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NATIONAL BRIDGE INVENTORY

IDENTIFICATION			
(1) State Name- SOUTH CAROLINA	Code	454	Sufficiency Rating = 88.6
(8) Structure Number # 0001010052642900	Asset ID	8332	Functionally Obsolete = NO
(5) Inventory Route (On/Under)	On -	111005264	Structurally Deficient = NO
(2) State Highway Department District		6	
(3) County Code 19	(4) Place Code		CLASSIFICATION
(6) Features Intersected HOBCAW CREEK			(112) NBIS Bridge Length - YES
(7) Facility Carried I-526 WB			(104) Highway System - NHS 1
(9) Location NEAR MT. PLEASANT			(26) Functional System - URBAN-PRIN ART-INT 11
(11) Milepoint 28.133			(100) Strahnet Highway - STRAH HWY 1
(12) Base Highway Network - PART OF NET	Code	1	(101) Parallel Structure - LEFT STRUCT L
(13) LRS Inventory Route & Subroute		00I-00526000	(102) Direction of Traffic - 1-WAY TRAFFIC 1
(16) Latitude 32 Degrees 50 Minutes 2.81 Seconds			(103) Temporary Structure -
(17) Longitude 79 Degrees 51 Minutes 12.66 Seconds			(105) Federal Lands Highways - N/A 0
(98) Border Bridge State Code % SHARE %			(110) Designated National Network - YES 1
(99) Border Bridge Structure No. #			(20) Toll - ON FREE ROAD 3
STRUCTURE TYPE AND MATERIAL			(21) Maintain - SCDOT 1
(43) Structure Type Main: MATERIAL - CONCRETE CONT			(22) Owner - SCDOT 1
Type - SLAB	Code	201	(37) Historical Significance - NOT ELIGIBLE 5
(44) Structure Type Main: MATERIAL - OTHER OR N/A			CONDITION
Type - OTHER OR N/A	Code	000	(58) Deck - GOOD 7
(45) Number of Spans in Main Unit 13			(59) Superstructure - GOOD 7
(46) Number of Approach Spans 0			(60) Substructure - SATISFACTORY 6
(107) Deck Structure Type - CONCRETE CAST-IN-PLC	Code	1	(61) Channel and Channel Protection - BNK PRT REPAIR 7
(108) Wearing Surface / Protective System:			(62) Culverts - NOT APPLICABLE N
A) Type of Wearing Surface - MONO CONCRETE	Code	1	LOAD RATING AND POSTING
B) Type of Membrane - UNKNOWN	Code	8	(31) Design Load - HS 20 5
C) Type of Deck Protection - UNKNOWN	Code	8	(64) Operating Rating - LRFR 58
AGE AND SERVICE			(66) Inventory Rating - LRFR 44.71
(27) Year Built 1990			(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS 5
(106) Year Reconstructed 0			(41) Structure Open, Posted or Closed - Description - OPEN, NO RESTRICT A
(42) Type of Service On - HIGHWAY			APPRAISAL
Under - WATERWAY	Code	5	(67) Structure Evaluation - EQUAL TO MIN CRITERIA 6
(28) Lanes: On Structure = 2 Under Structure = 0			(68) Deck Geometry 9
(29) Average Daily Traffic 30900			(69) Underclearances, Vertical and Horizontal N
(30) Year of ADT 2023	(109) Truck ADT	04 %	(71) Waterway Adequacy 6
(19) Bypass, Detour Length 1.000 MI			(72) Approach Roadway Alignment 8
GEOMETRIC DATA			(36) Traffic Safety Features 0111
(48) Length of Maximum Span 30.000 FT			(113) Scour Critical Bridges - SCOUR WITHIN LIMITS 5
(49) Structure Length 390.000 FT			PROPOSED IMPROVEMENTS
(50) Curb or Sidewalk: Left .0 FT Right .0 FT			(75) Type of Work - Code
(51) Bridge Roadway Width Curb to Curb 44.000 FT			(76) Length of Structure Improvement 390.0 FT
(52) Deck Width Out to Out 47.0 FT			(94) Bridge Improvement Cost \$0.00
(32) Approach Roadway Width (W/Shoulders) 46.000 FT			(95) Roadway Improvement Costs \$0.00
(33) Bridge Median - NONE	Code	0	(96) Total Project Cost \$0.00
(34) Skew 0 Deg	(35) Structure Flared	NO	(97) Year of Improvement Cost Estimate 2024
(10) Inventory Route Min Vert Clear 99 FT	99 IN		(114) Future AADT 42951
(47) Inventory Route Total Horz Clear FT			(115) Year of Future AADT 2043
(53) Min Vert Clear Over Bridge Roadway 99 FT	99 IN		INSPECTIONS
(54) Min Vert Underclear Ref - NOT HWY OR RXR 0 FT	IN		(90) Inspection Date 07/2022 (91) Frequency 24 Mo
(55) Min Lat Underclear Right Ref - NOT HWY OR RXR .0 FT			(92) Critical Feature Inspection: (93) CFI Date
(56) Min Lat Underclear Left .0 FT			A) Fracture Crit Detail NO Mo A)
NAVIGATION DATA			B) Underwater Insp NO Mo B)
(38) Navigation Control - NONE	Code	0	C) Other Special Insp NO Mo C)
(111) Pier Protection -	Code		
(39) Navigation Vertical Clearance FT			
(116) Vert-Lift Bridge Min Vert Clear 0.000 FT			
(40) Navigation Horizontal Clearance FT			

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NATIONAL BRIDGE INVENTORY

IDENTIFICATION			
(1) State Name- SOUTH CAROLINA	Code	454	Sufficiency Rating = 91.2
(8) Structure Number # 0001010052623000	Asset ID	8418	Functionally Obsolete = NO
(5) Inventory Route (On/Under)	On -	111005262	Structurally Deficient = NO
(2) State Highway Department District		6	
(3) County Code 19	(4) Place Code		CLASSIFICATION
(6) Features Intersected L-4436/WAKENDAW RD			(112) NBIS Bridge Length - YES
(7) Facility Carried I-526 EB			(104) Highway System - NHS 1
(9) Location NEAR MT. PLEASANT			(26) Functional System - URBAN-PRIN ART-INT 11
(11) Milepoint 28.372			(100) Strahnet Highway - STRAH HWY 1
(12) Base Highway Network - PART OF NET	Code	1	(101) Parallel Structure - RIGHT STRUCT R
(13) LRS Inventory Route & Subroute		00I-00526000	(102) Direction of Traffic - 1-WAY TRAFFIC 1
(16) Latitude 32 Degrees 49 Minutes 50.2 Seconds			(103) Temporary Structure -
(17) Longitude 79 Degrees 51 Minutes 8.62 Seconds			(105) Federal Lands Highways - N/A 0
(98) Border Bridge State Code % SHARE %			(110) Designated National Network - YES 1
(99) Border Bridge Structure No. #			(20) Toll - ON FREE ROAD 3
STRUCTURE TYPE AND MATERIAL			(21) Maintain - SCDOT 1
(43) Structure Type Main: MATERIAL - PRESTR CON CONT			(22) Owner - SCDOT 1
Type - STRINGER/MULTI-BEAM OR GIRD	Code	602	(37) Historical Significance - NOT ELIGIBLE 5
(44) Structure Type Main: MATERIAL - OTHER OR N/A			CONDITION
Type - OTHER OR N/A	Code	000	(58) Deck - SATISFACTORY 6
(45) Number of Spans in Main Unit		3	(59) Superstructure - GOOD 7
(46) Number of Approach Spans		0	(60) Substructure - SATISFACTORY 6
(107) Deck Structure Type - CONCRETE CAST-IN-PLC	Code	1	(61) Channel and Channel Protection - N/A N
(108) Wearing Surface / Protective System:			(62) Culverts - NOT APPLICABLE N
A) Type of Wearing Surface - MONO CONCRETE	Code	1	LOAD RATING AND POSTING
B) Type of Membrane - NONE	Code	0	(31) Design Load - HS 20 5
C) Type of Deck Protection - NONE	Code	0	(64) Operating Rating - LF 75.82
AGE AND SERVICE			(66) Inventory Rating - LF 45.36
(27) Year Built		1981	(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS 5
(106) Year Reconstructed		1991	(41) Structure Open, Posted or Closed - Description - OPEN, NO RESTRICT A
(42) Type of Service On - HIGHWAY			APPRAISAL
Under - HIGHWAY, WITH OR WITHOUT	Code	1	(67) Structure Evaluation - EQUAL TO MIN CRITERIA 6
(28) Lanes: On Structure = 2 Under Structure = 1			(68) Deck Geometry 9
(29) Average Daily Traffic		30900	(69) Underclearances, Vertical and Horizontal 7
(30) Year of ADT 2023	(109) Truck ADT	04 %	(71) Waterway Adequacy N
(19) Bypass, Detour Length		0.000 MI	(72) Approach Roadway Alignment 8
GEOMETRIC DATA			(36) Traffic Safety Features 011N
(48) Length of Maximum Span		67.000 FT	(113) Scour Critical Bridges - NOT OVER WATERWAY N
(49) Structure Length		138.000 FT	PROPOSED IMPROVEMENTS
(50) Curb or Sidewalk: Left .0 FT Right .0 FT			(75) Type of Work - Code
(51) Bridge Roadway Width Curb to Curb		44.000 FT	(76) Length of Structure Improvement 138.0 FT
(52) Deck Width Out to Out		46.8 FT	(94) Bridge Improvement Cost \$0.00
(32) Approach Roadway Width (W/Shoulders)		38.960 FT	(95) Roadway Improvement Costs \$0.00
(33) Bridge Median - NONE	Code	0	(96) Total Project Cost \$0.00
(34) Skew 4 Deg	(35) Structure Flared	NO	(97) Year of Improvement Cost Estimate 2024
(10) Inventory Route Min Vert Clear		15 FT 10 IN	(114) Future AADT 47586
(47) Inventory Route Total Horz Clear		FT	(115) Year of Future AADT 2043
(53) Min Vert Clear Over Bridge Roadway		99 FT 99 IN	INSPECTIONS
(54) Min Vert Underclear Ref - HWY BENEATH		15 FT 10 IN	(90) Inspection Date 07/2022 (91) Frequency 24 Mo
(55) Min Lat Underclear Right Ref - HWY BENEATH		64.2 FT	(92) Critical Feature Inspection: (93) CFI Date
(56) Min Lat Underclear Left .0 FT			A) Fracture Crit Detail NO Mo A)
NAVIGATION DATA			B) Underwater Insp NO Mo B)
(38) Navigation Control - N/A - NO WATERWAY	Code	N	C) Other Special Insp NO Mo C)
(111) Pier Protection -	Code		
(39) Navigation Vertical Clearance		FT	
(116) Vert-Lift Bridge Min Vert Clear		0.000 FT	
(40) Navigation Horizontal Clearance		FT	

10/23/2024

NATIONAL BRIDGE INVENTORY

IDENTIFICATION			
(1) State Name- SOUTH CAROLINA	Code	454	
(8) Structure Number # 0001010052643000	Asset ID	7430	
(5) Inventory Route (On/Under)	On -	111005264	
(2) State Highway Department District		6	
(3) County Code 19	(4) Place Code		
(6) Features Intersected	L-4436/WAKENDAW RD		
(7) Facility Carried	I-526 WB		
(9) Location	NEAR MT PLEASANT		
(11) Milepoint		28.382	
(12) Base Highway Network - PART OF NET	Code	1	
(13) LRS Inventory Route & Subroute	00I-00526000		
(16) Latitude	32 Degrees 49 Minutes 50.52 Seconds		
(17) Longitude	79 Degrees 51 Minutes 7.69 Seconds		
(98) Border Bridge State Code	% SHARE	%	
(99) Border Bridge Structure No.	#		
STRUCTURE TYPE AND MATERIAL			
(43) Structure Type Main: MATERIAL - STEEL	Type - STRINGER/MULTI-BEAM OR GIRD	Code	302
(44) Structure Type Main: MATERIAL - OTHER OR N/A	Type - OTHER OR N/A	Code	000
(45) Number of Spans in Main Unit			3
(46) Number of Approach Spans			0
(107) Deck Structure Type - CONCRETE CAST-IN-PLC		Code	1
(108) Wearing Surface / Protective System:			
A) Type of Wearing Surface - MONO CONCRETE		Code	1
B) Type of Membrane - NONE		Code	0
C) Type of Deck Protection - NONE		Code	0
AGE AND SERVICE			
(27) Year Built			1991
(106) Year Reconstructed			0
(42) Type of Service On - HIGHWAY	Under -HIGHWAY, WITH OR WITHOUT	Code	1
(28) Lanes: On Structure = 2	Under Structure = 1		
(29) Average Daily Traffic			30900
(30) Year of ADT 2023	(109) Truck ADT		04 %
(19) Bypass, Detour Length			0.000 MI
GEOMETRIC DATA			
(48) Length of Maximum Span			67.000 FT
(49) Structure Length			153.000 FT
(50) Curb or Sidewalk: Left .0 FT	Right .0 FT		
(51) Bridge Roadway Width Curb to Curb			44.000 FT
(52) Deck Width Out to Out			46.8 FT
(32) Approach Roadway Width (W/Shoulders)			37.300 FT
(33) Bridge Median - NONE		Code	0
(34) Skew 4 Deg	(35) Structure Flared		NO
(10) Inventory Route Min Vert Clear	16 FT		8 IN
(47) Inventory Route Total Horz Clear			FT
(53) Min Vert Clear Over Bridge Roadway	99 FT		99 IN
(54) Min Vert Underclear Ref -HWY BENEATH	16 FT		5 IN
(55) Min Lat Underclear Right Ref-HWY BENEATH	63.0 FT		
(56) Min Lat Underclear Left	.0 FT		
NAVIGATION DATA			
(38) Navigation Control - N/A - NO WATERWAY		Code	N
(111) Pier Protection -		Code	
(39) Navigation Vertical Clearance			FT
(116) Vert-Lift Bridge Min Vert Clear			0.000 FT
(40) Navigation Horizontal Clearance			FT
Sufficiency Rating	=		95.0
Functionally Obsolete	=		NO
Structurally Deficient	=		NO
CLASSIFICATION			
(112) NBIS Bridge Length -			Code YES
(104) Highway System - NHS			1
(26) Functional System - URBAN-PRIN ART-INT			11
(100) Strahnet Highway - STRAH HWY			1
(101) Parallel Structure - LEFT STRUCT			L
(102) Direction of Traffic - 1-WAY TRAFFIC			1
(103) Temporary Structure -			
(105) Federal Lands Highways - N/A			0
(110) Designated National Network - YES			1
(20) Toll - ON FREE ROAD			3
(21) Maintain - SCDOT			1
(22) Owner - SCDOT			1
(37) Historical Significance - NOT ELIGIBLE			5
CONDITION			
(58) Deck - SATISFACTORY			Code 6
(59) Superstructure - GOOD			7
(60) Substructure - VERY GOOD			8
(61) Channel and Channel Protection - N/A			N
(62) Culverts - NOT APPLICABLE			N
LOAD RATING AND POSTING			
(31) Design Load - HS 20			Code 5
(64) Operating Rating - LRFR			71.28
(66) Inventory Rating - LRFR			54.76
(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS			5
(41) Structure Open, Posted or Closed -	Description - OPEN, NO RESTRICT		A
APPRAISAL			
(67) Structure Evaluation - BETTER THAN MIN CRITERIA			Code 7
(68) Deck Geometry			9
(69) Underclearances, Vertical and Horizontal			7
(71) Waterway Adequacy			N
(72) Approach Roadway Alignment			8
(36) Traffic Safety Features			011N
(113) Scour Critical Bridges - NOT OVER WATERWAY			N
PROPOSED IMPROVEMENTS			
(75) Type of Work -			Code
(76) Length of Structure Improvement			153.0 FT
(94) Bridge Improvement Cost			\$0.00
(95) Roadway Improvement Costs			\$0.00
(96) Total Project Cost			\$0.00
(97) Year of Improvement Cost Estimate			2024
(114) Future AADT			42951
(115) Year of Future AADT			2043
INSPECTIONS			
(90) Inspection Date 07/2022	(91) Frequency		24 Mo
(92) Critical Feature Inspection:		(93) CFI Date	
A) Fracture Crit Detail	NO	Mo	A)
B) Underwater Insp	NO	Mo	B)
C) Other Special Insp	NO	Mo	C)

10/23/2024

IDENTIFICATION			
(1) State Name- SOUTH CAROLINA	Code	454	
(8) Structure Number # 0001010052623100	Asset ID	8419	
(5) Inventory Route (On/Under)	On -	111005262	
(2) State Highway Department District		6	
(3) County Code	19	(4) Place Code	
(6) Features Intersected	S-56/MATHIS FERRY RD		
(7) Facility Carried	I-526 EB		
(9) Location	NEAR MT. PLEASANT		
(11) Milepoint		28.876	
(12) Base Highway Network - PART OF NET	Code	1	
(13) LRS Inventory Route & Subroute		00I-00526000	
(16) Latitude	32 Degrees	49 Minutes	25.02 Seconds
(17) Longitude	79 Degrees	50 Minutes	59.36 Seconds
(98) Border Bridge State Code	% SHARE	%	
(99) Border Bridge Structure No.	#		
STRUCTURE TYPE AND MATERIAL			
(43) Structure Type Main: MATERIAL - PRESTRESSED CON	Type -	STRINGER/MULTI-BEAM OR GIRD	Code 502
(44) Structure Type Main: MATERIAL - OTHER OR N/A	Type -	OTHER OR N/A	Code 000
(45) Number of Spans in Main Unit			3
(46) Number of Approach Spans			0
(107) Deck Structure Type - CONCRETE CAST-IN-PLC	Code		1
(108) Wearing Surface / Protective System:			
A) Type of Wearing Surface - MONO CONCRETE	Code		1
B) Type of Membrane - NONE	Code		0
C) Type of Deck Protection - NONE	Code		0
AGE AND SERVICE			
(27) Year Built			1981
(106) Year Reconstructed			1991
(42) Type of Service On - HIGHWAY	Under -HIGHWAY, WITH OR WITHOUT	Code	1
(28) Lanes: On Structure =	2	Under Structure =	1
(29) Average Daily Traffic			30900
(30) Year of ADT	2023	(109) Truck ADT	04 %
(19) Bypass, Detour Length			0.000 MI
GEOMETRIC DATA			
(48) Length of Maximum Span			71.000 FT
(49) Structure Length			147.000 FT
(50) Curb or Sidewalk: Left	.0 FT	Right	.0 FT
(51) Bridge Roadway Width Curb to Curb			44.000 FT
(52) Deck Width Out to Out			46.8 FT
(32) Approach Roadway Width (W/Shoulders)			37.800 FT
(33) Bridge Median - NONE		Code	0
(34) Skew	11 Deg	(35) Structure Flared	NO
(10) Inventory Route Min Vert Clear		15 FT	8 IN
(47) Inventory Route Total Horz Clear			FT
(53) Min Vert Clear Over Bridge Roadway		99 FT	99 IN
(54) Min Vert Underclear Ref -HWY BENEATH		15 FT	6 IN
(55) Min Lat Underclear Right Ref-HWY BENEATH		66.6 FT	
(56) Min Lat Underclear Left		.0 FT	
NAVIGATION DATA			
(38) Navigation Control - N/A - NO WATERWAY	Code		N
(111) Pier Protection -	Code		
(39) Navigation Vertical Clearance		FT	
(116) Vert-Lift Bridge Min Vert Clear		0.000 FT	
(40) Navigation Horizontal Clearance		FT	
Sufficiency Rating	=	82.1	
Functionally Obsolete	=	NO	
Structurally Deficient	=	NO	
CLASSIFICATION			
(112) NBIS Bridge Length -			Code YES
(104) Highway System - NHS			1
(26) Functional System - URBAN-PRIN ART-INT			11
(100) Strahnet Highway - STRAH HWY			1
(101) Parallel Structure - RIGHT STRUCT			R
(102) Direction of Traffic - 1-WAY TRAFFIC			1
(103) Temporary Structure -			
(105) Federal Lands Highways - N/A			0
(110) Designated National Network - YES			1
(20) Toll - ON FREE ROAD			3
(21) Maintain - SCDOT			1
(22) Owner - SCDOT			1
(37) Historical Significance - NOT ELIGIBLE			5
CONDITION			
(58) Deck - SATISFACTORY			Code 6
(59) Superstructure - SATISFACTORY			6
(60) Substructure - SATISFACTORY			6
(61) Channel and Channel Protection - N/A			N
(62) Culverts - NOT APPLICABLE			N
LOAD RATING AND POSTING			
(31) Design Load - HS 20			Code 5
(64) Operating Rating - LF			69.98
(66) Inventory Rating - LF			41.8
(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS			5
(41) Structure Open, Posted or Closed -	Description -	OPEN, NO RESTRICT	A
APPRAISAL			
(67) Structure Evaluation - BETTER THAN ADEQUACY			Code 5
(68) Deck Geometry			9
(69) Underclearances, Vertical and Horizontal			7
(71) Waterway Adequacy			N
(72) Approach Roadway Alignment			8
(36) Traffic Safety Features			011N
(113) Scour Critical Bridges - NOT OVER WATERWAY			N
PROPOSED IMPROVEMENTS			
(75) Type of Work -			Code
(76) Length of Structure Improvement			147.0 FT
(94) Bridge Improvement Cost			\$0.00
(95) Roadway Improvement Costs			\$0.00
(96) Total Project Cost			\$0.00
(97) Year of Improvement Cost Estimate			2024
(114) Future AADT			47586
(115) Year of Future AADT			2043
INSPECTIONS			
(90) Inspection Date	08/2022	(91) Frequency	24 Mo
(92) Critical Feature Inspection:		(93) CFI Date	
A) Fracture Crit Detail	NO	Mo	A)
B) Underwater Insp	NO	Mo	B)
C) Other Special Insp	NO	Mo	C)

IDENTIFICATION			
(1) State Name- SOUTH CAROLINA	Code	454	
(8) Structure Number # 0001010052643100	Asset ID	7431	
(5) Inventory Route (On/Under)	On -	111005264	
(2) State Highway Department District		6	
(3) County Code 19	(4) Place Code		
(6) Features Intersected	S-56/MATHIS FERRY RD		
(7) Facility Carried	I-526WB/RAMPON526		
(9) Location	NEAR MT. PLEASANT		
(11) Milepoint		28.881	
(12) Base Highway Network - PART OF NET	Code	1	
(13) LRS Inventory Route & Subroute		00I-00526000	
(16) Latitude	32 Degrees 49 Minutes 25.42 Seconds		
(17) Longitude	79 Degrees 50 Minutes 58.48 Seconds		
(98) Border Bridge State Code	% SHARE	%	
(99) Border Bridge Structure No.	#		
STRUCTURE TYPE AND MATERIAL			
(43) Structure Type Main: MATERIAL - STEEL	Type -	STRINGER/MULTI-BEAM OR GIRD	Code 302
(44) Structure Type Main: MATERIAL - OTHER OR N/A	Type -	OTHER OR N/A	Code 000
(45) Number of Spans in Main Unit			3
(46) Number of Approach Spans			0
(107) Deck Structure Type - CONCRETE CAST-IN-PLC	Code		1
(108) Wearing Surface / Protective System:			
A) Type of Wearing Surface - MONO CONCRETE	Code		1
B) Type of Membrane - NONE	Code		0
C) Type of Deck Protection - NONE	Code		0
AGE AND SERVICE			
(27) Year Built			1990
(106) Year Reconstructed			0
(42) Type of Service On - HIGHWAY	Under -HIGHWAY, WITH OR WITHOUT	Code	1
(28) Lanes: On Structure = 2	Under Structure =		1
(29) Average Daily Traffic			30900
(30) Year of ADT 2023	(109) Truck ADT		04 %
(19) Bypass, Detour Length			0.000 MI
GEOMETRIC DATA			
(48) Length of Maximum Span			71.000 FT
(49) Structure Length			161.000 FT
(50) Curb or Sidewalk: Left .0 FT	Right .0 FT		
(51) Bridge Roadway Width Curb to Curb			63.300 FT
(52) Deck Width Out to Out			66.2 FT
(32) Approach Roadway Width (W/Shoulders)			57.300 FT
(33) Bridge Median - NONE	Code		0
(34) Skew 12 Deg	(35) Structure Flared		NO
(10) Inventory Route Min Vert Clear		15 FT	9 IN
(47) Inventory Route Total Horz Clear			FT
(53) Min Vert Clear Over Bridge Roadway		99 FT	99 IN
(54) Min Vert Underclear Ref -HWY BENEATH		15 FT	6 IN
(55) Min Lat Underclear Right Ref-HWY BENEATH		64.3 FT	
(56) Min Lat Underclear Left		.0 FT	
NAVIGATION DATA			
(38) Navigation Control - N/A - NO WATERWAY	Code		N
(111) Pier Protection -	Code		
(39) Navigation Vertical Clearance			FT
(116) Vert-Lift Bridge Min Vert Clear			0.000 FT
(40) Navigation Horizontal Clearance			FT
Sufficiency Rating	=		95.0
Functionally Obsolete	=		NO
Structurally Deficient	=		NO
CLASSIFICATION			
(112) NBIS Bridge Length -			Code YES
(104) Highway System - NHS			1
(26) Functional System - URBAN-PRIN ART-INT			11
(100) Strahnet Highway - STRAH HWY			1
(101) Parallel Structure - LEFT STRUCT			L
(102) Direction of Traffic - 1-WAY TRAFFIC			1
(103) Temporary Structure -			
(105) Federal Lands Highways - N/A			0
(110) Designated National Network - YES			1
(20) Toll - ON FREE ROAD			3
(21) Maintain - SCDOT			1
(22) Owner - SCDOT			1
(37) Historical Significance - NOT ELIGIBLE			5
CONDITION			
(58) Deck - SATISFACTORY			Code 6
(59) Superstructure - GOOD			7
(60) Substructure - GOOD			7
(61) Channel and Channel Protection - N/A			N
(62) Culverts - NOT APPLICABLE			N
LOAD RATING AND POSTING			
(31) Design Load - HS 20			Code 5
(64) Operating Rating - LRFR			58.97
(66) Inventory Rating - LRFR			45.36
(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS			5
(41) Structure Open, Posted or Closed -	Description -	OPEN, NO RESTRICT	A
APPRAISAL			
(67) Structure Evaluation - BETTER THAN MIN CRITERIA			Code 7
(68) Deck Geometry			9
(69) Underclearances, Vertical and Horizontal			7
(71) Waterway Adequacy			N
(72) Approach Roadway Alignment			8
(36) Traffic Safety Features			011N
(113) Scour Critical Bridges - NOT OVER WATERWAY			N
PROPOSED IMPROVEMENTS			
(75) Type of Work -			Code
(76) Length of Structure Improvement			161.0 FT
(94) Bridge Improvement Cost			\$0.00
(95) Roadway Improvement Costs			\$0.00
(96) Total Project Cost			\$0.00
(97) Year of Improvement Cost Estimate			2024
(114) Future AADT			42951
(115) Year of Future AADT			2043
INSPECTIONS			
(90) Inspection Date 08/2022	(91) Frequency		24 Mo
(92) Critical Feature Inspection:		(93) CFI Date	
A) Fracture Crit Detail	NO	Mo	A)
B) Underwater Insp	NO	Mo	B)
C) Other Special Insp	NO	Mo	C)

IDENTIFICATION			
(1) State Name- SOUTH CAROLINA	Code	454	
(8) Structure Number # 0001010052643200	Asset ID	8422	
(5) Inventory Route (On/Under)	On -	111005264	
(2) State Highway Department District		6	
(3) County Code 19	(4) Place Code	306	
(6) Features Intersected	US 17		
(7) Facility Carried	I-526 WB		
(9) Location	IN MT. PLEASANT		
(11) Milepoint		29.524	
(12) Base Highway Network - PART OF NET	Code	1	
(13) LRS Inventory Route & Subroute	00I-00526000		
(16) Latitude	32 Degrees 48 Minutes 51.4 Seconds		
(17) Longitude	79 Degrees 50 Minutes 57.94 Seconds		
(98) Border Bridge State Code	% SHARE	%	
(99) Border Bridge Structure No.	#		
STRUCTURE TYPE AND MATERIAL			
(43) Structure Type Main: MATERIAL - STEEL	Type - STRINGER/MULTI-BEAM OR GIRD	Code	302
(44) Structure Type Main: MATERIAL - OTHER OR N/A	Type - OTHER OR N/A	Code	000
(45) Number of Spans in Main Unit			3
(46) Number of Approach Spans			0
(107) Deck Structure Type - CONCRETE CAST-IN-PLC		Code	1
(108) Wearing Surface / Protective System:			
A) Type of Wearing Surface - MONO CONCRETE		Code	1
B) Type of Membrane - NONE		Code	0
C) Type of Deck Protection - NONE		Code	0
AGE AND SERVICE			
(27) Year Built			1991
(106) Year Reconstructed			0
(42) Type of Service On - HIGHWAY	Under -HIGHWAY, WITH OR WITHOUT	Code	1
(28) Lanes: On Structure = 2	Under Structure = 3		
(29) Average Daily Traffic			20750
(30) Year of ADT 2023	(109) Truck ADT		04 %
(19) Bypass, Detour Length			0.000 MI
GEOMETRIC DATA			
(48) Length of Maximum Span			168.000 FT
(49) Structure Length			269.000 FT
(50) Curb or Sidewalk: Left .0 FT	Right .0 FT		
(51) Bridge Roadway Width Curb to Curb			52.000 FT
(52) Deck Width Out to Out			54.8 FT
(32) Approach Roadway Width (W/Shoulders)			47.000 FT
(33) Bridge Median - NONE		Code	0
(34) Skew 27 Deg	(35) Structure Flared		NO
(10) Inventory Route Min Vert Clear	18 FT		4 IN
(47) Inventory Route Total Horz Clear			FT
(53) Min Vert Clear Over Bridge Roadway	99 FT		99 IN
(54) Min Vert Underclear Ref -HWY BENEATH	16 FT		8 IN
(55) Min Lat Underclear Right Ref-HWY BENEATH	16.1 FT		
(56) Min Lat Underclear Left	1.3 FT		
NAVIGATION DATA			
(38) Navigation Control - N/A - NO WATERWAY		Code	N
(111) Pier Protection -		Code	
(39) Navigation Vertical Clearance		FT	
(116) Vert-Lift Bridge Min Vert Clear		0.000 FT	
(40) Navigation Horizontal Clearance		FT	
Sufficiency Rating	=	91.0	
Functionally Obsolete	=	YES	
Structurally Deficient	=	NO	
CLASSIFICATION			
(112) NBIS Bridge Length -			Code YES
(104) Highway System - NHS			1
(26) Functional System - URBAN-PRIN ART-INT			11
(100) Strahnet Highway - STRAH ON/UNDER STRAH			2
(101) Parallel Structure - LEFT STRUCT			L
(102) Direction of Traffic - 1-WAY TRAFFIC			1
(103) Temporary Structure -			
(105) Federal Lands Highways - N/A			0
(110) Designated National Network - YES			1
(20) Toll - ON FREE ROAD			3
(21) Maintain - SCDOT			1
(22) Owner - SCDOT			1
(37) Historical Significance - NOT DETERMINABLE			4
CONDITION			
(58) Deck - GOOD			Code 7
(59) Superstructure - SATISFACTORY			6
(60) Substructure - GOOD			7
(61) Channel and Channel Protection - N/A			N
(62) Culverts - NOT APPLICABLE			N
LOAD RATING AND POSTING			
(31) Design Load - HS 20			Code 5
(64) Operating Rating - LRFR			55.08
(66) Inventory Rating - LRFR			42.44
(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS			5
(41) Structure Open, Posted or Closed -	Description - OPEN, NO RESTRICT		A
APPRAISAL			
(67) Structure Evaluation - EQUAL TO MIN CRITERIA			Code 6
(68) Deck Geometry			9
(69) Underclearances, Vertical and Horizontal			3
(71) Waterway Adequacy			N
(72) Approach Roadway Alignment			8
(36) Traffic Safety Features			011N
(113) Scour Critical Bridges - NOT OVER WATERWAY			N
PROPOSED IMPROVEMENTS			
(75) Type of Work -			Code
(76) Length of Structure Improvement			269.0 FT
(94) Bridge Improvement Cost			\$0.00
(95) Roadway Improvement Costs			\$0.00
(96) Total Project Cost			\$0.00
(97) Year of Improvement Cost Estimate			2024
(114) Future AADT			31955
(115) Year of Future AADT			2043
INSPECTIONS			
(90) Inspection Date 08/2022	(91) Frequency		24 Mo
(92) Critical Feature Inspection:		(93) CFI Date	
A) Fracture Crit Detail	NO	Mo	A)
B) Underwater Insp	NO	Mo	B)
C) Other Special Insp	NO	Mo	C)

IDENTIFICATION			
(1) State Name - SOUTH CAROLINA	Code	454	
(8) Structure Number # 0001010052623200	Asset ID	8421	
(5) Inventory Route (On/Under) On - 111005262			
(2) State Highway Department District		6	
(3) County Code 19	(4) Place Code	306	
(6) Features Intersected US 17			
(7) Facility Carried I-526 EB			
(9) Location IN MT. PLEASANT			
(11) Milepoint		29.529	
(12) Base Highway Network - PART OF NET	Code	1	
(13) LRS Inventory Route & Subroute	00I-00526000		
(16) Latitude 32 Degrees 48 Minutes 51.17 Seconds			
(17) Longitude 79 Degrees 50 Minutes 58.73 Seconds			
(98) Border Bridge State Code	% SHARE	%	
(99) Border Bridge Structure No.	#		
STRUCTURE TYPE AND MATERIAL			
(43) Structure Type Main: MATERIAL - STEEL			
Type - STRINGER/MULTI-BEAM OR GIRD	Code	302	
(44) Structure Type Main: MATERIAL - OTHER OR N/A			
Type - OTHER OR N/A	Code	000	
(45) Number of Spans in Main Unit		3	
(46) Number of Approach Spans		0	
(107) Deck Structure Type - CONCRETE CAST-IN-PLC	Code	1	
(108) Wearing Surface / Protective System:			
A) Type of Wearing Surface - MONO CONCRETE	Code	1	
B) Type of Membrane - NONE	Code	0	
C) Type of Deck Protection - NONE	Code	0	
AGE AND SERVICE			
(27) Year Built		1991	
(106) Year Reconstructed		0	
(42) Type of Service On - HIGHWAY			
Under -HIGHWAY, WITH OR WITHOUT	Code	1	
(28) Lanes: On Structure = 2 Under Structure = 3			
(29) Average Daily Traffic		20750	
(30) Year of ADT 2023	(109) Truck ADT	04 %	
(19) Bypass, Detour Length		0.000 MI	
GEOMETRIC DATA			
(48) Length of Maximum Span		168.000 FT	
(49) Structure Length		269.000 FT	
(50) Curb or Sidewalk: Left .0 FT Right .0 FT			
(51) Bridge Roadway Width Curb to Curb		52.000 FT	
(52) Deck Width Out to Out		54.8 FT	
(32) Approach Roadway Width (W/Shoulders)		47.200 FT	
(33) Bridge Median - NONE	Code	0	
(34) Skew 27 Deg	(35) Structure Flared	NO	
(10) Inventory Route Min Vert Clear	99 FT	99 IN	
(47) Inventory Route Total Horz Clear		FT	
(53) Min Vert Clear Over Bridge Roadway	99 FT	99 IN	
(54) Min Vert Underclear Ref -HWY BENEATH	16 FT	10 IN	
(55) Min Lat Underclear Right Ref -HWY BENEATH		16.7 FT	
(56) Min Lat Underclear Left		1.3 FT	
NAVIGATION DATA			
(38) Navigation Control - N/A - NO WATERWAY	Code	N	
(111) Pier Protection -	Code		
(39) Navigation Vertical Clearance		FT	
(116) Vert-Lift Bridge Min Vert Clear		0.000 FT	
(40) Navigation Horizontal Clearance		FT	
Sufficiency Rating	=	91.0	
Functionally Obsolete	=	YES	
Structurally Deficient	=	NO	
CLASSIFICATION			
(112) NBIS Bridge Length -			Code YES
(104) Highway System - NHS			1
(26) Functional System - URBAN-PRIN ART-INT			11
(100) Strahnet Highway - STRAH ON/UNDER STRAH			2
(101) Parallel Structure - RIGHT STRUCT			R
(102) Direction of Traffic - 1-WAY TRAFFIC			1
(103) Temporary Structure -			
(105) Federal Lands Highways - N/A			0
(110) Designated National Network - YES			1
(20) Toll - ON FREE ROAD			3
(21) Maintain - SCDOT			1
(22) Owner - SCDOT			1
(37) Historical Significance - NOT DETERMINABLE			4
CONDITION			
(58) Deck - SATISFACTORY			Code 6
(59) Superstructure - GOOD			7
(60) Substructure - VERY GOOD			8
(61) Channel and Channel Protection - N/A			N
(62) Culverts - NOT APPLICABLE			N
LOAD RATING AND POSTING			
(31) Design Load -HS 20			Code 5
(64) Operating Rating -LRFR			55.08
(66) Inventory Rating -LRFR			42.44
(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS			5
(41) Structure Open, Posted or Closed -			A
Description - OPEN, NO RESTRICT			
APPRAISAL			
(67) Structure Evaluation - BETTER THAN MIN CRITERIA			Code 7
(68) Deck Geometry			9
(69) Underclearances, Vertical and Horizontal			3
(71) Waterway Adequacy			N
(72) Approach Roadway Alignment			8
(36) Traffic Safety Features			011N
(113) Scour Critical Bridges - NOT OVER WATERWAY			N
PROPOSED IMPROVEMENTS			
(75) Type of Work -			Code
(76) Length of Structure Improvement			269.0 FT
(94) Bridge Improvement Cost			\$0.00
(95) Roadway Improvement Costs			\$0.00
(96) Total Project Cost			\$0.00
(97) Year of Improvement Cost Estimate			2024
(114) Future AADT			28843
(115) Year of Future AADT			2043
INSPECTIONS			
(90) Inspection Date 08/2022	(91) Frequency		24 Mo
(92) Critical Feature Inspection:		(93) CFI Date	
A) Fracture Crit Detail	NO	Mo	A)
B) Underwater Insp	NO	Mo	B)
C) Other Special Insp	NO	Mo	C)

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IDENTIFICATION				CLASSIFICATION				
(1) State Name - SOUTH CAROLINA	Code	454		Sufficiency Rating	=	87.1		
(8) Structure Number # 0001010052623171	Asset ID	8420		Functionally Obsolete	=	YES		
(5) Inventory Route (On/Under)	On -	117005260		Structurally Deficient	=	NO		
(2) State Highway Department District		6						
(3) County Code	19		(4) Place Code					
(6) Features Intersected	I-526 & S-56							
(7) Facility Carried	RAMP OFF I-526 EB							
(9) Location	NEAR MOUNT PLEASANT							
(11) Milepoint		0.318						
(12) Base Highway Network - PART OF NET	Code	1						
(13) LRS Inventory Route & Subroute	00I-00526000							
(16) Latitude	32 Degrees	49 Minutes	16.29 Seconds					
(17) Longitude	79 Degrees	50 Minutes	56.39 Seconds					
(98) Border Bridge State Code	% SHARE	%						
(99) Border Bridge Structure No.	#							
STRUCTURE TYPE AND MATERIAL				CONDITION				
(43) Structure Type Main: MATERIAL - STEEL CONT	Type -	STRINGER/MULTI-BEAM OR GIRD	Code	402	(58) Deck	- SATISFACTORY	Code	6
(44) Structure Type Main: MATERIAL - OTHER OR N/A	Type -	OTHER OR N/A	Code	000	(59) Superstructure	- GOOD		7
(45) Number of Spans in Main Unit					(60) Substructure	- SATISFACTORY		6
(46) Number of Approach Spans					(61) Channel and Channel Protection	- N/A		N
(107) Deck Structure Type - CONCRETE CAST-IN-PLC	Code	1			(62) Culverts	- NOT APPLICABLE		N
(108) Wearing Surface / Protective System:								
A) Type of Wearing Surface	- MONO CONCRETE	Code	1					
B) Type of Membrane	- NONE	Code	0					
C) Type of Deck Protection	- NONE	Code	0					
AGE AND SERVICE				LOAD RATING AND POSTING				
(27) Year Built		1991		(31) Design Load	- HS 20+MOD		Code	6
(106) Year Reconstructed		0		(64) Operating Rating	- LF			49.9
(42) Type of Service On - HIGHWAY				(66) Inventory Rating	- LF			29.81
Under -HIGHWAY, WITH OR WITHOUT	Code	1		(70) Bridge Posting	- EQUAL/ABOVE LEGAL LOADS			5
(28) Lanes: On Structure =	1	Under Structure =	4	(41) Structure Open, Posted or Closed -	Description - OPEN, NO RESTRICT			A
(29) Average Daily Traffic		8600						
(30) Year of ADT	2023	(109) Truck ADT	09 %					
(19) Bypass, Detour Length		1.000 MI						
GEOMETRIC DATA				APPRAISAL				
(48) Length of Maximum Span		163.000 FT		(67) Structure Evaluation	- EQUAL TO MIN CRITERIA		Code	6
(49) Structure Length		1511.700 FT		(68) Deck Geometry				4
(50) Curb or Sidewalk: Left	.0 FT	Right	.0 FT	(69) Underclearances, Vertical and Horizontal				3
(51) Bridge Roadway Width Curb to Curb		32.000 FT		(71) Waterway Adequacy				N
(52) Deck Width Out to Out		34.8 FT		(72) Approach Roadway Alignment				8
(32) Approach Roadway Width (W/Shoulders)		31.000 FT		(36) Traffic Safety Features				111N
(33) Bridge Median - NONE	Code	0		(113) Scour Critical Bridges	- NOT OVER WATERWAY			N
(34) Skew	0 Deg	(35) Structure Flared	NO					
(10) Inventory Route Min Vert Clear	99 FT	99 IN						
(47) Inventory Route Total Horz Clear		FT						
(53) Min Vert Clear Over Bridge Roadway	99 FT	99 IN						
(54) Min Vert Underclear Ref -HWY BENEATH	16 FT	9 IN						
(55) Min Lat Underclear Right Ref -HWY BENEATH	17.1 FT							
(56) Min Lat Underclear Left	.0 FT							
NAVIGATION DATA				PROPOSED IMPROVEMENTS				
(38) Navigation Control - N/A - NO WATERWAY	Code	N		(75) Type of Work		Code		
(111) Pier Protection -	Code			(76) Length of Structure Improvement		1511.7 FT		
(39) Navigation Vertical Clearance		FT		(94) Bridge Improvement Cost		\$0.00		
(116) Vert-Lift Bridge Min Vert Clear		0.000 FT		(95) Roadway Improvement Costs		\$0.00		
(40) Navigation Horizontal Clearance		FT		(96) Total Project Cost		\$0.00		
				(97) Year of Improvement Cost Estimate		2024		
				(114) Future AADT		19694		
				(115) Year of Future AADT		2043		
INSPECTIONS								
(90) Inspection Date	08/2022	(91) Frequency	24 Mo					
(92) Critical Feature Inspection:		(93) CFI Date						
A) Fracture Crit Detail	NO	Mo	A)					
B) Underwater Insp	NO	Mo	B)					
C) Other Special Insp	NO	Mo	C)					

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C. METHOD OF PROCUREMENT:

This is a qualifications-based selection and the contract will be competitively negotiated. The most qualified of the responsible and responsive consultant firms will be selected for negotiations. This qualification-based selection is based on the Brooks Act (40 U.S.C. 11) and 23 CFR 172.

D. SUBMITTAL FORMAT:

All responding firms must utilize ProjectWise, SCDOT's electronic proposal submission process. Submitted proposal documents that are uploaded into ProjectWise **shall** be named with the following format: **S-XXX-XX RespondingFirmName.pdf**. Submitted proposal documents that are REDACTED shall be uploaded into ProjectWise under following format: **S-XXX-XX RespondingFirmName-REDACTED.pdf**.

Please contact Matthew Boozer at BoozerML@scdot.org or Zachary Follmer at FollmerZD@scdot.org to set up an account to begin utilizing the electronic submittal process. Consultants are REQUIRED to upload their submittals online through ProjectWise. Only one completed submittal per team will be accepted and shall be uploaded by the lead consulting firm. Please be advised of the time required to set up new account. All requests for new accounts must be received 72 hours prior to the proposal deadline indicated in the milestone schedule.

Information regarding ProjectWise can be found at:

<https://www.scdot.org/business/design-build-projectwise.html>

In the event that a consultant is unable to submit its RFP response through ProjectWise, consultant shall contact the CO to request authorization to submit the RFP response in another format. RFP responses which do not have prior SCDOT authorization to deviate from the ProjectWise format may be considered non-responsive.

All questions regarding the scope of work in the RFP must be submitted by e-mail to the CO or as directed in the RFP. Questions shall be received a minimum of five (5) business days prior to the date and time that the proposal is due unless otherwise stated in RFP. No further questions shall be accepted after that time specified. SCDOT will strive to place all questions and their answers as an addendum to the RFP on the SCDOT website. The names of the consultant/vendors submitting questions will not be disclosed. Proposers will be required to submit an acknowledgement of addendum receipt with their RFP submittal. Oral explanations or instructions and email exchanges with the CO are non-binding and do not become part of the contract or RFP.

RFP formatting requirements: The response shall contain no more than twenty-five (25) double spaced pages with normal one (1) inch margins, typed on one side only, excluding appendices. Minimum font size shall be 12-point, and the response document page size shall be standard 8.5 inches x 11 inches. The organizational chart may be on a larger paper size up to 11 inches x 17 inches. Tables may be single spaced with a minimum font size of 10-point. Charts, tables, and schedules used to explain or expand on the RFP narrative are to be included within the twenty-five (25) pages and shall not be inserted into the appendices. Photo captions and other text that are not part of the narrative paragraphs and tables do not have font limitations. No additional information shall be accepted, including links to external websites, video clips, simulations/visualization embedded within the twenty-five (25) page narrative. If the response does not conform to these requirements, the proposal may be negatively scored.

The RFP response must be submitted by the date and time listed in this RFP.

Responses also must address each of the following proposal content requirements in the same order as listed below. If a consultant does not submit responses to these items, their submittal may be considered non-responsive and returned without further review/evaluation. Consultants are advised that SCDOT reserves the right to conduct an independent investigation of any information, including prior experiences, identified in the responses. Consultants are responsible for effecting delivery by the deadline date and time;

late submissions will be rejected without opening. SCDOT accepts no responsibility for misdirected or lost proposals. Responses shall be explained and identified within the twenty-five (25) pages.

E. PROPOSAL CONTENT:

1. Letter of Interest:
 - a. The letter of interest does not count toward the twenty-five (25) pages of the body of the submitted proposal.
 - b. The Letter of Interest should be no longer than two (2) page and shall contain the following items:
 - i. An expression of the Prime Consultant's interest in being selected for the project.
 - ii. A statement confirming the commitment of key personnel identified in the submittal to the extent necessary to meet SCDOT's quality and schedule expectations.
 - iii. Provide the email address and the legal name (first, middle and last, (including maiden name, if appropriate)) of the Prime Consultant Principal, Officer of the Firm or Project Manager responsible for this contract with the authority to sign the contract for consultant.
 - iv. A summary of key points regarding the Prime Consultant's qualifications.
 - v. Provide a statement confirming the commitment of Key Individuals, identified in the submittal, are capable to the extent necessary to meet SCDOT's quality and schedule expectations, and that they are available for the duration of the Project.
 - vi. Signing the letter of interest constitutes authorization of consultant to submit qualification for the purpose of negotiating and entering a contract with SCDOT.
 - vii. Certification of authorized submitter that information contained within is correct by including: "I certify that the information included within this document, is to the best of my knowledge, correct as of the date indicated".
2. Project Organization Chart: - The organizational chart is not included as part of the twenty-five (25) pages. Limited to one (1) side of one sheet of paper. The organizational chart may be on a larger paper size up to 11 inches x 17 inches. This chart must include the legal names (first, middle, maiden if applicable, and last) of the key individuals selected for this project, their roles and the names of the consultant by which they are employed, the lines of communication and functional structure. It must also include the levels of management and reporting relationships for the key Individuals, along with their major functions to be performed in management and design. It shall also indicate the individuals who will be points of contact with the SCDOT Project Manager. The organizational chart must clearly display any DBE firm(s) that will be utilized to meet the contract goal.
3. Qualifications for key individuals that are considered critical to the success of the project. Qualifications should include information on experience related to similar projects and previous project work.
4. Legal names (first, middle and last, (including maiden name, if appropriate)) for all individuals identified in the proposal. Note: if the legal name is included on the organizational chart that will fulfill the legal name requirement.
5. A direct response to each of the selection criteria identified in section F.
6. The consultant must provide a chart indicating the present workload of all key personnel to include all active projects (concurrent projects with other entities such as cities, other state agencies, counties, COGs MPOs, private sector) and their percentage availability for this project.
7. Prior to contract execution, all consultant firms, key Individuals and all other individuals that are considered critical to the success of the project, shall hold or obtain licenses required for performing work on the Project under state and local laws. Any design reports, plans, and design calculations shall be signed and sealed by an unrestricted Professional Engineer registered in the State of South Carolina.

8. All proposals must clearly list the percentage of work for prime consultant and sub-consultant(s) that will be performing work as part of the project. Failure to include this information in the proposal may result in the proposal being considered nonresponsive and the proposal will be rejected.
9. Appendices:

Consultant and Key Individual Questionnaire

For each Consultant firm and Key individual provide the following answers pertaining to quality of past performance:

- Have any project been litigated or mediated due to design errors or deficiencies?
- Have any projects under contract with the Consultant been subject to remediation actions due to design, stop work orders due to design, or project delays in excess of 30 days as a result of design error?
- Has an owner or Contractor pursued compensation from any consultant firm listed or any Key Individual due to errors and omissions?
- Are any of the Key Individuals or Consultant firms under investigation, suspension or debarment for design errors?

Please indicate if the prime consultant has previously worked with the proposed sub-consultant and give a brief example of the previous relationship(s).

A current Standard Form 330 (SF 330) must be on file with the SCDOT Professional Services Contracting Office. (Firms must upload the SF 330 through their Project Wise account navigating to their Exchange folder by going to ROOT\EXCHANGE\firm name\01 Professional Services\SF 330). All parts of the SF 330 must be completed in its entirety for the key individuals and all other individuals that are considered critical to the success of the project for the team to include the prime consultant, any sub-consultants and any sub-contractors. If current SF 330 is on file with the SCDOT Professional Services Contracting Office then it is not required to submit form for this advertisement; however all sub-consultants and sub-contractors must also be on file if they are deemed key or critical. If a current SF 330 is not on file the form must be included with consultant's Statement of Qualifications (SOQ). SF 330 can be updated at any time with the Professional Services Contracting Office. The SF 330s will not count against the maximum page limit and can be included in the appendices.

All Proposers must upload, through ProjectWise, references in a spreadsheet format. Firm references and key individual references must be on separate sheets. Please follow the guidelines and formatting below: (A separate upload submission as an Excel Workbook with two different sheets will fulfill this requirement, and is preferred for a and b below).

- a. Using a spreadsheet please provide a list of firm references who have personal knowledge of the prime consultant's and the sub-consultant's previous performance. Provide three (3) client references each for both the prime and the sub-consultant(s). The references must be submitted in the format listed below (Example: Excel Columns A through F): **Please do not use acronyms for firm names. Please do not merge rows on the spreadsheet.**

A	B	C	D	E	F
Email	First Name	Last Name	Company Name	Project Name	Firm

- b. Using a spreadsheet please provide a list of references who have personal knowledge of each key individual's previous performance. Provide three (3) client references for each Key Individual. The references must be submitted in the format listed below (Example: Excel Columns A through G): **Please do not use acronyms for firm names. Please do not merge rows on the spreadsheet.**

A Email	B First Name	C Last Name	D Key Individual Name	E Project Name	F Role of Key Individual	G Firm
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- c. Size and description of the submitting prime consulting firm. Identify the needed resources specific to this project and how those resources will be secured for the project.
- d. No additional appendices, information or sections to the appendices will be accepted.

F. SELECTION CRITERIA AND EVALUATION PROCESS:

A selection committee will be established by SCDOT to review the RFP responses and score the firms based on the technical criteria provided in the RFP. The selection committee will receive copies of each responsive RFP response submitted and will review and draft preliminary scores based on the technical selection criteria. The selection committee will then meet to discuss the RFPs and determine if interviews are necessary. If interviews will not be conducted, members finalize their individual scores and submit them to the Contract Officer (CO). If the selection committee determines interviews are necessary prior to selection, a minimum of three (3) consultants will be short-listed based on the preliminary scoring and invited to participate in interviews. The selection committee will develop the format for the interviews which will be used to refine and fill in gaps from their preliminary scoring. Upon conclusion of the interviews, the committee will reconvene to discuss the interviews, finalize their individual scores and enter them into the digital score sheet.

Once the Selection Committee’s scores have been entered into the digital score sheet, the Chief of Professional Services, or designee, will enter the Weighted Workload Score into the digital score sheet to arrive at the final score for the proposal. Final scores will be extended to the tenths (1 decimal point) to determine the higher ranked firm.

Consultants are advised that the SCDOT may use all information provided by the consultant and information obtained from other sources in the assessment of past performance and quality of past performance, including SCDOT Consultant Performance Evaluation (CPE) Scores. Past performance information on contracts not listed by the consultant, or that of named subcontractors, may also be evaluated. SCDOT may contact references other than those identified by the consultant and information received may be used in the evaluation of the consultant’s past performance. While SCDOT may elect to consider information obtained from other sources, the burden of providing current, accurate, and complete past performance information rests with the consultant. The criteria with relative point value shown below will be the basis for the submitted proposal evaluation and score.

Criteria 1	45%	<p>Qualifications & Availability of Staff:</p> <ol style="list-style-type: none"> 1. Demonstrate that the project team has the personnel and experience to provide the full range of services necessary for optimal project success. 2. Demonstrate the ability to effectively resource the project to be responsive and to collaborate with SCDOT. 3. Detail the specific experience of the proposed project manager and key individuals in managing similar projects. Specifically identify any prior experience with any governmental agency responsible for surface transportations projects.
Criteria 2	35%	<p>Understanding & Approach to the Project:</p> <ol style="list-style-type: none"> 1. Project Management & coordination both internally and externally to the proposed team. 2. Demonstrate the team's ability to adhere to the project schedule. Describe your approach to schedule management and schedule recovery during preliminary engineering. 3. Identification and management of project risks. 4. Describe consultant firm's approach to developing complex traffic controls and in the design of unique and complex structure types. 5. Demonstrate consultant firm's quality control and document control procedures.
Criteria 3	10%	<p>Past Performance:</p> <p>Past performance and quality of past performance of the firm/team Key Individuals on similar type projects according to consultant performance evaluations and references. Demonstrate adherence to DBE goals proposed on previous projects by indicating actual DBE utilization in terms of % goal achieved (do not include \$).</p>
Criteria 4	10%	<p>Workload:</p> <p>"Workload" is defined as the dollar amount of active executed agreements (basic, contract modifications, work orders, task orders, and small purchase) between a consultant and SCDOT, minus the amounts already invoiced. It will also include those amounts under negotiation, exclusive of those that are suspended. The Chief of Professional Services, or designee, will compute the Workload Score independently of the evaluation committee.</p>
Total Criteria	100%	

* Note: An asterisk will be used to point out when special experience is essential within any of the above evaluation criterion. To address this, the consultant will need to provide specific projects to demonstrate this experience to include the client's name, telephone number and email address, along with the specific role of the consultant's team member.

G. FINAL SELECTION AND NOTIFICATION:

The Chief of Professional Services will compile the finalized scores, rank the firms, and send the three (3) highest ranked firms to the Chief Procurement Officer (CPO) and the Deputy Secretary for Finance and Administration (DSFA) with a recommendation to begin contract negotiations with the highest ranked firm. The DSFA may approve entering into contract negotiations with the top ranked consultant firm, or reject the selection altogether (in which case the project may be re-solicited). If negotiations fail with any of the

offerors, SCDOT may terminate the negotiation and commence negotiation with the next highest ranked offeror that is not already in negotiations.

The intent is to enter into a contract with the top firm pending successful negotiations. All awards will be posted on the SCDOT website.

H. TIE BREAKER:

Final evaluation scores are determined from the average of the voting selection committee member's scores. Final scores will be extended to the tenths (1 decimal point) to determine the higher ranked firm. In the event of a tie, final rankings will be determined based on the firms' score from the largest weighted criteria. The firm with the highest score from the largest weighted criteria will be deemed the higher ranking firm of the tie.

I. INSTRUCTIONS TO CONSULTANTS:

ADDITIONAL INFORMATION: SCDOT reserves the right to request or obtain additional information about any and all responses to the RFP.

AMENDMENT: Any amendment will be posted at the SCDOT website. The RFP may be amended at any time prior to the RFP response submittal date. All actual or prospective consultants should monitor the SCDOT website for issuance of amendments. Consultants shall acknowledge receipt of any amendment to this RFP (1) by signing and returning the amendment, (2) by letter; or (3) by submitting a RFP response that indicates in some way that the consultant received the amendment. If this RFP is amended, all terms and conditions which are not modified remain unchanged. It is the consultant's responsibility to check the website regularly for updates and modifications.

AUDITS: Prior to contract award, an audit may be conducted by SCDOT of the selected consultant. This audit will be for the purpose of ensuring the selected firm is financially capable of performing the contract, the cost information and prices quoted are reasonable and the selected consultant has adequate accounting practices to ensure accurate tracking of contract costs.

AUTHORIZATION TO BEGIN WORK: No work shall commence until after contract execution and issuance of a Notice to Proceed (NTP). Violations of NTP may result in non-payment of work performed, termination of an impending contract, or loss of federal funds, if applicable. Consultant billing shall not date prior to contract and/or modification of execution date.

AWARD: Contract award will occur after successful negotiations with the selected firm are reached. All selected firms and awards will be posted on SCDOT website. Award will be made to the top ranked firm that has successfully negotiated a contract.

CEI CONFLICT: No member of the consulting firm, its subsidiaries and/or affiliates, shall be selected for CEI services on a design build project if they are part of the design build team. If a sub-consultant is on the design build team, the CEI consultant candidate shall request approval from SCDOT to replace the conflicting sub-consultant prior to CEI contracting in accordance with the **KEY INDIVIDUAL, STAFF AND TEAM CHANGES AFTER AWARD OF DESIGN BUILD CONTRACT.**

CERTIFICATION FORMS: Submission forms located in 'Appendix A' of this document must be completed, signed, and notarized and submitted with the RFP response for the Prime and each Sub-consultant(s) or Sub-contractor(s). Failure to submit these forms may result in the RFP response being deemed nonresponsive.

CLARIFICATIONS: SCDOT, at its sole discretion, shall have the right to seek clarifications from any consultant to fully understand information contained in their responses to the RFP.

COMMUNICATION: Effective the date of the advertisement of this contract, no further contact is allowed with any SCDOT personnel concerning this project except for questions of an administrative or contractual nature that shall be submitted in writing to the attention of the CO. This restriction is in effect until the selection has been announced. The employees of the proposing consultant may not contact any SCDOT

staff including members of the Selection Committee, other than the CO to obtain information on the RFP. Such contact may result in disqualification. This includes any contact with any other state Department of Transportation.

CONFLICT OF INTEREST: By submitting a proposal, proposer agrees that, if an organizational conflict of interest (real or apparent) is discovered after the proposal is submitted, the proposer must make an immediate and full disclosure to SCDOT that includes a description of the action that the proposer has taken or proposes to take to avoid or mitigate such conflict. At SCDOT's discretion, SCDOT may reject the proposal as non-responsive due to the conflict of interest notwithstanding proposer's mitigation efforts. SCDOT considers it a conflict of interest for a consultant to represent more than one party in relation to any given project regardless of which phases of the service are involved. If proposer fails to disclose a conflict of interest, SCDOT may reject the proposal as non-responsive. If after award of the contract an organizational conflict of interest is determined to exist, SCDOT may, at its discretion, cancel the contract. If the proposer was aware of an organizational conflict of interest prior to the award of the contract and did not disclose the conflict to SCDOT, then SCDOT may terminate the contract for default. Consultant must complete and submit a DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION certifying it does not have any financial or other interest in the outcome of the project, that it has no agreement, enforceable promise, or guarantee with any individual or company to provide any work on the project, that it does not have any association or professional or business relationships with anyone who has a financial interest in the outcome of the project, nor does anyone with a financial interest in the outcome of the project, exercise any control over the consultant's pay, employment, bonuses, or other area subject to external influence.

CONFLICT OF INTEREST (NEPA): In accordance with 40 C.F.R. §1506.5(b)(4) (Sept. 14, 2020), contractors or applicants preparing environmental assessments or environmental impact statements shall submit a disclosure statement to the lead agency that specifies any financial or other interest in the outcome of the action. Such statement need not include privileged or confidential trade secrets or other confidential business information.

Conflicts of Interest for Engineering and Design Related Services: In accordance with the FHWA Procurement, Management, and Administration of Engineering and Design Related Services - Questions and Answers VIII guidance: A contract may be awarded for final design services to a consulting engineering firm, prime or sub-consultant, which provided services during the environmental review and preliminary design engineering phase of the project provided a NEPA decision document has been issued or if the NEPA process is still underway, appropriate provisions are included in the solicitation and contract to indicate that the contracting agency is not obligated to proceed with final design for any alternative, that all reasonable alternatives will be evaluated and given appropriate consideration, and that the firm may not proceed with final design until the relevant NEPA decision documents have been issued.

CONFLICT OF INTEREST (SCDOT COMMISSION): Section 23 of Act 40 of 2017 [now codified as S. C. Code Section 57-1-350(G)] prohibits a member of the SCDOT Commission serving on July 1, 2017 (the effective date of the Act) or thereafter, from having an interest, direct or indirect, in any contract awarded by the department during the member's term of appointment and for one year after the termination of the appointment. Therefore, any proposal or bid submitted to SCDOT in violation of this law will be disqualified.

COST RATE: Consultants and sub-consultants must have an SCDOT approved indirect cost rate prior to contract execution. Please refer to the following link for additional information:

<http://www.scdot.org/business/ae-consultants.aspx>

CURRENT AND FORMER SCDOT EMPLOYEES: To avoid the appearance of any real or perceived favoritism, unfair advantage, undue influence, or conflict of interest, a proposal will be disqualified that names, identifies, or includes in any way a current or former SCDOT employee serving in a management level position within 365 days of the submittal. No communication or appearance shall be made by such current or former employee with SCDOT on such proposal, or the proposal will be disqualified. In addition no current or former employee, who served in a management level position or above, may work on or invoice for services performed on a project within 365 days after their last day of employment with SCDOT. For the purposes of this bright line rule, "management level position" is defined as any SCDOT Pay Band 7 and above position, which includes, but is not limited to, Directors, Assistant Directors, District

Engineering Administrators, District-level Engineers, Program Managers, Assistant Program Managers and Resident-level Engineers.

DBE GOAL: The contract for this Project contains a DBE participation goal as set forth on Page 1 of this RFP. The Consultant shall comply with the requirements of the specifications titled, DISADVANTAGED BUSINESS ENTERPRISE (DBE) – SUPPLEMENTAL SPECIFICATION found on SCDOT’s website at the Following:

http://info2.scdot.org/SCDOTProfessionalServ/SitePages/constructionLetting_Services.aspx.

For the purposes of applying these Specifications, the term Contractor is synonymous with Consultant. The Selected Consultant shall submit a DBE committal sheet after completion of contract negotiations and prior to contract execution. Failure to provide the committal sheet within the allotted time frame may result in the consultant being considered non-responsive and ineligible for contract execution.

DBE QUALIFICATION: To qualify as a DBE on this project, the firm must be listed as approved for the type of work to be performed in the South Carolina Unified DBE Directory at the time of the RFP submittal. Consultants shall comply with Title VI of the Civil Rights Act of 1964. The SCDOT strongly encourages the use of and involvement of Disadvantaged Business Enterprises (DBE) on this project. The directory can be found at the following link:

<http://www.scdot.org/business/bus-development-dbe-sbe-cert.aspx>

DBE REPORTING REQUIREMENTS: All executed contracts are subject to the provisions of the SCDOT DBE Program and 49 CFR Part 26. SCDOT is utilizing the DBE Quarterly Reports and DBE Status Spreadsheet as tracking tools. The DBE Quarterly Report reflects quarterly and total payments to date for all DBE firms. A separate DBE Quarterly Report must be submitted for each DBE firm for every active contract even if no payments were made to DBEs during the specified reporting period. The DBE Status Spreadsheet reflects a summary of payments to all committed and non-committed DBE firms working on the project, and must be submitted along with the DBE Quarterly Reports.

DBE UTILIZATION PLAN: A plan for use of DBE firms on the advertised project. The plan should be specific to the project and should include the firms to be used and the type of work each will perform. An estimated percentage of work for each firm should be indicated.

DEBARMENT CERTIFICATION: Federal regulations require certification by prospective consultants as to current history regarding debarment, eligibility, indictments, convictions, or civil judgments. Consultant is required to submit the Debarment certification with its RFP response. Any individual, business, organization, corporation, consortium, partnership, joint venture, or any other entity including sub-consultants currently debarred or suspended by the federal government are ineligible to participate in Federal – funded project. Any prospective consultant knowingly allowing any person disqualified, debarred or suspended pursuant to S.C. Reg. 63-306 or by any other state governmental or regulatory agency to serve as a subconsultant or supplier or to play any other role under any contract with the SCDOT without prior written authorization from the SCDOT may be disqualified. Certifications of primary consultants and lower tier entities regarding debarment, suspension, and other responsibility matters are included in the Appendix to this RFP.

DEBRIEFING: If a non-selected consultant would like to schedule a debriefing, consultant will have three (3) Working days from the date of notification of non-selection. Only written requests (emails are acceptable) for a debriefing will be scheduled. If a consultant chooses to schedule a debriefing prior to contract signature, they can no longer be considered for award of this contract. However, the option exists to schedule a post-award debrief which will not jeopardize their opportunity for contract award should negotiations with the selected firm(s) prove unsuccessful.

DESIGN-BUILD SUPPORT ENGINEERING CONFLICT: By and large, the selection of a consulting firm for preparation services will indicate that the prime consultant will be retained through the completion of the design-build procurement process. Furthermore, any sub-consultant performing any of the following preliminary design services will customarily be retained: roadway, structural, hydraulics, geotechnical, and traffic. Those entities retained will be prohibited from participating in the pursuit of the associated design-build project. The purpose of this retention will be to primarily assist the Design-Build Group with RFP development, answering questions, and providing technical support during the RFP phase of the procurement.

Any sub-consultant performing services outside of the above referenced preliminary design services will be allowed to participate in the pursuit of the associated design-build project provided: (1) The prime consultant submits a Standard Release Letter along with all deliverables to the PM; and (2) SCDOT concurs in the release request. The Standard Release letter can be obtained on the SCDOT Design-Build website.

DRUG FREE WORK PLACE CERTIFICATION: By submitting an RFP response, consultant certifies that, if awarded a contract, consultant will comply with all applicable provisions of the Drug-free Workplace Act, Title 44, Chapter 107 of the South Carolina Code of Laws, as amended.

ETHICS CERTIFICATION: By submitting this RFP, the consultant certifies that the consultant has and will comply with South Carolina's Ethics, Government Accountability, and Campaign Reform Act of 1991, as amended. The following statutes require special attention: (a) Offering, giving, soliciting, or receiving anything of value to influence action of public employee - §8-13-790, 8-13-705, 8-13-720; (b) Recovery of kickbacks - §8-13-790, (c) Offering, soliciting, or receiving money for advice or assistance of public official - §8-13-720, (d) Use or disclosure of confidential information - §8-13-725, (e) Persons hired to assist in the preparation of specifications or evaluation of bids - §8-13-1150, (f) Solicitation of state employees - §8-13-755, §8-13-760 and §8-13-725. The state may rescind any contract and recover all amounts expended as a result of any action taken in violation of this provision.

INSURANCE and BONDS: Consultant is responsible to obtain all required statutory and contractual insurance and bonds, including but not limited to Professional liability insurance and Error and Omissions insurance, and shall be submitted to the SCDOT prior to execution of contract.

JOINT VENTURES: If consultant is a partnership, limited partnership, joint venture or other association (hereinafter joint venture), provide a copy of the organizational document or agreement committing to form the organization. Provide documentation from its surety company acknowledging the formation of a joint venture for the purpose of completing the project and that the joint venture is capable of obtaining a performance bond and payment bond in the estimated amount of the contract. Provide a statement executed by all general partners, joint venture members, or other association members, as applicable, evidencing agreement to be fully liable for the performance under the contract. Provide documentation evidencing the person signing the contract has authority to sign the contract on behalf of the joint venture. This information may be included in the appendices and will not be counted against the maximum page limitation.

KEY INDIVIDUALS: At a minimum, SCDOT considers Project Managers and major discipline leaders as "Key Individuals." Based on the specific requirements of the project, the proposer may identify other key individuals as critical to the success of the project. It is incumbent on the prime consultant to determine who they deem as "Key Individuals."

KEY INDIVIDUAL CHANGES DURING SELECTION PROCESS:

(A) If during the selection process, the CO is notified by the consultant that key individuals are not available, action must be taken as follows: (1) if notified before scoring is complete, but after deadline for submittal, the consultant shall submit the formal name (first, middle, maiden if applicable, and last) and resume of a replacement having equal or better qualifications who would be replacing the key individual. The selection committee will score using the new key individual; (2) if notified after the scoring is complete, but prior to final approval, and the change involves the top scoring consultant, the consultant can submit the resume of the person having equal or better qualifications who will replace the key individual. The selection committee must then determine if the new person would affect the selection results. If not, the CO will notate the change and the justification for keeping the selection results. If it does, the selection committee will re-score the top consultant and change the selection; or (3) if a consultant notifies the CO of a key individual change any time after the final approval, the SCDOT must determine if the new key individual is acceptable. If not, the consultant will be rejected and the next highest qualified consultant selected.

(B) To qualify for SCDOT's authorization to replace a key individual, the firm must submit the resume and SF 330 of the replacement, a written request explaining the reason for the change and must document that the proposed removal and replacement will provide services and/or management of the Project equal to or better than that submitted with the proposal. SCDOT will use the criteria specified in the advertisement and the qualification submitted by the firm to evaluate all requests. SCDOT reserves the right to reject the firm from further consideration if the new member is not approved.

KEY INDIVIDUAL CHANGES AFTER AWARD THIS SOLICITATION: All key individuals identified in the submitted proposal shall remain for the duration of the procurement process and if the Prime Consultant is awarded a contract, the duration of the contract. Unauthorized changes to the key individuals at any time during the procurement process may result in rejection of the submitted proposal from further consideration. If the Prime Consultant is awarded a contract, unauthorized changes to any key individuals in the submitted proposal may be considered a breach of contract and result in termination.

KEY INDIVIDUAL, STAFF AND TEAM CHANGES AFTER AWARD OF DESIGN BUILD CONTRACT: If the top ranking prime consultant has a sub-consultant or subcontractor listed that is a member of the successful design-build team, the prime consultant shall request approval from SCDOT to replace the sub-consultant or subcontractor only under the following conditions: (1) the prime consultant must remain, (2) a maximum of 25% of the original team may be substituted, and (3) key individuals cannot be substituted. If the selected prime consultant cannot meet the three (3) criteria above, the next highest ranked prime consultant will be reviewed for compliance. All changes in the team must be approved by SCDOT in writing.

LAWS AND REGULATIONS: It is the responsibility of consultant to know and understand state and federal contracting and project regulations, rules, policies and procedures. Consultants shall conform to all state and federal requirements.

LEGAL NAME: This is defined as an individual's formal name: first, middle, maiden if applicable, and last. Nick names may be included as an addition to, but not a replacement of the formal, legal name.

MULTIPLE PROPOSALS: Consultants are prohibited from submitting on multiple proposals as the prime consultant in response to this advertisement.

OWNERSHIP: All materials and written qualifications submitted pursuant to this RFP shall become the property of SCDOT and will not be returned. All responders must visibly mark as "CONFIDENTIAL" or "TRADE SECRET" each part of their submission that they consider to contain proprietary information the release of which would constitute an unreasonable invasion of privacy. For every document consultant submits in response to or with regard to this RFP, consultant must separately mark with the word "CONFIDENTIAL" every page, or portion thereof, that consultant contends contains information that is exempt from public disclosure because it is either (a) a trade secret as defined in Section 30-4-40(a)(1), or (b) confidential proprietary information, as that phrase is used in Section 30-4-30(a)(5)(c). For every document consultant submits in response to or with regard to this RFP, consultant must separately mark with the words "TRADE SECRET" every page, or portion thereof, that consultant contends contains a trade secret as that term is defined by Section 39-8-20 of the Trade Secrets Act. All markings must be conspicuous; use color, bold, underlining, or some other method in order to conspicuously distinguish the mark from the other text. Do not mark the entire Proposal as confidential or proprietary. If your response, or any part thereof, is improperly marked as confidential or trade secret, consultant waives its confidentiality and the SCDOT may, in its sole discretion, determine if it should be released. All unmarked pages will be subject to release in accordance with law. By submitting a response, consultant agrees to defend, indemnify and hold harmless the State of South Carolina, its agencies, officers and employees, from every claim, demand, loss, expense, cost, damage or injury, including attorney's fees, arising out of or resulting from withholding information by the State of South Carolina or any of its agencies, that consultant marked as "confidential" or "trade secret".

SUBMITTING REDACTED PROPOSALS: If your proposal includes any information that you marked as "Confidential," or "Trade Secret," in accordance with the clause entitled "OWNERSHIP", you must also submit one complete copy of your proposal from which you have removed or concealed such information (the redacted copy). The redacted copy should (i) reflect the same pagination as the original, (ii) show the empty space from which information was redacted, and (iii) be submitted on magnetic media. Except for the information removed or concealed, the redacted copy must be identical to your original offer, and the Procurement Officer must be able to view, search, copy and print the redacted copy without a password. If you are the selected to proceed to contract negotiation, any document you provide to SCDOT during

Negotiation shall be submitted along with a redacted version. Failure to redact any information from the proposal during the negotiation may subject the information to disclosure under FOIA.

PREPARATION OF RFP: Consultants and/or sub-consultants who assist the owner in the preparation of a RFP document will not be allowed to participate in this RFP or join a team submitting a proposal in response to the RFP. However, SCDOT may determine there is not an organizational conflict of interest for a consultant or sub-consultant where: (a) The role of the consultant or sub-consultant was limited to provision of preliminary design, reports, or similar “low-level” documents that will be incorporated into the RFP, and did not include assistance in development of instructions to proposer or evaluation criteria, or (b) Where all documents and reports delivered to the agency by the consultant or sub-consultant are made available to all consultants.

PROTEST PROCEDURES: Please refer to Chapter 15, page 50 of the SCDOT Manual for Procurement, Management and Administration of Engineering and Design Related Services at:

<http://info2.scdot.org/professionalserv/HostDocs/PSCO-Manual-5-1-2018.pdf>

REQUIRED PERCENTAGE OF WORK FOR PRIME CONSULTANTS: Consultant must perform work valued at not less than 30% of the total work, excluding specialized services, with its own staff. Specialized services are those services or items not usually furnished by a consultant performing a particular type of services requested.

RESPONSIBLE: Award of the contract will be to firms who have the capability in all respects to perform fully the contract requirements and the integrity and reliability which will assure good faith performance which may be substantiated by past performance.

RESPONSIVENESS: Any RFP response which fails to conform to the material requirements of the RFP may be rejected as nonresponsive. Reasons for determining a proposal to be non-responsive may result from, but are not limited to, the following: failure to provide all information requested in RFP, conflict of interests, conditional proposals, and failure to provide complete and honest information. Proposers will not be given an opportunity to correct any material nonconformity. Any deficiency resulting from a minor informality may be clarified or waived at the sole discretion of the SCDOT.

RFP PREPARATION COSTS: SCDOT assumes no liability and will not reimburse costs incurred by firms (whether selected or not) in developing responses to this RFP or participating in interviews.

RIGHT TO MODIFY and AMEND RFP: SCDOT reserves the right to modify or amend any provision of this RFP, including the determination of its intent to award a contract pursuant to this RFP. Interested engineering consultants are cautioned to rely solely on the contents of this RFP and subsequent written amendments in preparing any list of qualifications. SCDOT shall not be bound by any oral instructions, comments, or recommendations of any kind.

RIGHT TO REJECT: SCDOT reserves the right, in its sole discretion, to reject any and all RFP responses if SCDOT determines that such rejection is in the best interest of the State of South Carolina.

RIGHT TO CANCEL: SCDOT reserves the right to cancel the advertisement, negotiations, or contract at any time in the best interest of the State.

TERMS OF CONTRACT: The boilerplates terms for all SCDOT contracts are non-negotiable.

VALIDITY OF INFORMATION: Consultant shall be held responsible for the validity of all information supplied in its proposal, including that provided by potential subcontractors. Should subsequent investigation disclose that the facts and conditions were not as stated, the proposal may be rejected or contract terminated for default if after award, in addition to any other remedy available under the contract or by law.

J. APPENDIX - REQUIRED FORMS

The following completed forms are required to be returned with each proposal:

- Certificate Of Non-Collusion
- Certification Of Primary Consultant Regarding Debarment, Suspension, And Other Responsibility Matters
- Certification Of Lower Tier Entities Regarding Debarment, Suspension, And Other Responsibility Matters
- Certification Of Restrictions On Lobbying
- Certification Of Consultant
- Disclosure Of Potential Conflict Of Interest Certification

CERTIFICATE OF NON-COLLUSION

By submission of proposal, each person signing on behalf of any consultant certifies, and in the case of a joint proposal, each party thereto certifies as to its own organization, under penalty of perjury, that to the best of knowledge and belief:

- 1) The proposal is submitted without collusion, consultation, communication, or agreement for the purpose of restricting competition, with any other bidder or with any competitor;
- 2) No attempt has been made or will be made by the proposer to induce any other person, partnership or corporation to submit or not to submit a proposal for the purpose of restricting competition.

Company Name

Signature of Authorized Official

Printed Full Legal Name of Authorized Official

Date

SWORN AND SUBSCRIBED before me
this _____ day of _____, 20____.

My commission expires _____.

Notary Public

CERTIFICATION OF PRIMARY CONSULTANT REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS

The prime consultant, _____ certifies to the best of its knowledge and belief, that it and its principals:

- 1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any State or Federal department or agency;
- 2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or Local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion or receiving stolen property;
- 3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (2) of this certification; and
- 4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or Local) terminated for cause or default.

“Principals,” for the purposes of this certification, means officers; directors; owners; partners; and, persons having primary management or supervisory responsibilities within a business entity (e.g., general manager, plant manager, head of a subsidiary, division, or business segment, and similar positions).

If the prime consultant is unable to certify to any of the statements in this certification, the consultant shall attach an explanation to this certification.

The certification will be considered in connection with a review of the consultant’s responsibility. Failure of the consultant to furnish additional information as requested by the SCDOT may render the consultant non-responsive.

Consultant shall provide immediate written notice to the SCDOT if, at any time prior to contract award, Consultant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances. The certification is a material representation of fact upon which reliance was placed when making award. If it is later determined that the consultant knowingly or in bad faith rendered an erroneous certification, in addition to other remedies available to the State, the SCDOT may terminate the contract resulting from this RFP for default.

The primary consultant, _____ certifies or affirms the truthfulness and accuracy of the contents of the statements submitted on or with this certification and understands that the provisions of 31 U.S.C. Sections 3801 et seq, are applicable thereto.

Company Name

Signature of Authorized Official

Printed Full Legal Name of Authorized Official

Date

CERTIFICATION OF LOWER TIER ENTITIES REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS

The lower tier entity, _____ certifies to the best of its knowledge and belief, that it and its principals:

- 1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any State or Federal department or agency;
- 2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or Local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- 3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (2) of this certification; and
- 4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or Local) terminated for cause or default.

“Principals,” for the purposes of this certification, means officers; directors; owners; partners; and, persons having primary management or supervisory responsibilities within a business entity (e.g., general manager; plant manager; head of a subsidiary, division, or business segment, and similar positions).

“Lower tier entity”, for purpose of this certification, means an entity regardless of tier, other than the prime consultant, that is a subcontractor, supplier, fabricator, subconsultant, dealer, agent or representative in any transaction or performance of this contract..

If the lower tier entity is unable to certify to any of the statements in this certification, the lower tier entity shall attach an explanation to this certification.

The certification will be considered in connection with a review of the prime consultant’s responsibility. Failure of the lower tier entity to furnish additional information to prime consultant as requested by the SCDOT may render the prime consultant non-responsive.

Consultant shall provide immediate written notice to the SCDOT if, at any time prior to contract award, Consultant learns that this certification was erroneous when submitted or has become erroneous by reason of changed circumstances. The certification is a material representation of fact upon which reliance was placed when making award. If it is later determined that the prime consultant or lower tier entity knowingly or in bad faith rendered an erroneous certification, in addition to other remedies available to the State, the SCDOT may terminate the contract resulting from this RFP for default.

The lower tier entity, _____ certifies or affirms the truthfulness and accuracy of the contents of the statements submitted on or with this certification and understands that the provisions of 31 U.S.C. Sections 3801 *et seq.*, potential cause of action under the False Claims Act as specified in 32 U.S.C. 3729- 3733, and prosecution for making a false statement as specified in 18 U.S.C. 1020, are applicable thereto.

Company Name

Signature of Authorized Official

Printed Full Legal Name of Authorized Official

Date

CERTIFICATION OF RESTRICTIONS ON LOBBYING

The consultant certifies, to the best of its knowledge and belief, that:

1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of a Federal department or agency, a Member of the U.S. Congress, an officer or employee of the U.S. Congress, or an employee of a Member of the U.S. Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification thereof.

2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for making lobbying contacts to an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form--LLL, "Disclosure Form to Report Lobbying", in accordance with its instructions (as amended by "Government wide Guidance for New Restrictions on Lobbying," 61 Fed. Reg. 1413 (1/19/96). Note: Language in paragraph (2) herein has been modified in accordance with Section 10 of the Lobbying Disclosure Act of 1995 (P.L. 104-65, to be codified at 2 U.S.C. 1601, et seq.)).

3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31, U.S.C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

THE CONSULTANT, _____, CERTIFIES OR AFFIRMS THE TRUTHFULNESS AND ACCURACY OF EACH STATEMENT OF ITS CERTIFICATION AND DISCLOSURE, IF ANY. IN ADDITION, THE CONSULANT UNDERSTANDS AND AGREES THAT THE PROVISIONS OF 31 U.S.C. §§ 3801 ET SEQ. APPLY TO THIS CERTIFICATION AND DISCLOSURE, IF ANY.

Company Name

Signature of Authorized Official

Printed Full Legal Name of Authorized Official

Date

CERTIFICATION OF CONSULTANT

I hereby certify that I am the duly authorized representative of CONSULTANT and that neither I nor the above CONSULTANT I here represent has:

- a) employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above CONSULTANT) to solicit or secure this contract;
- b) agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract, or
- c) paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above CONSULTANT) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract except as here expressly stated (if any);
- d) 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 submitted proposal.

By execution of this Agreement, CONSULTANT certifies CONSULTANT and all sub-consultants, contractors, employees and agents will comply with South Carolina’s Ethics, Government Accountability, and Campaign Reform Act of 1991, as amended. The following statutes require special attention: (a) Offering, giving, soliciting, or receiving anything of value to influence action of public employee - §8-13-790, 8-13-705, 8-13-720; (b) Recovery of kickbacks - §8-13-790, (c) Offering, soliciting, or receiving money for advice or assistance of public official - §8-13-720, (d) Use or disclosure of confidential information - §8-13-725, (e) Persons hired to assist in the preparation of specifications or evaluation of bids - §8-13-1150, (f) Solicitation of state employees - §8-13-755, §8-13-760 and §8-13-725. The state may rescind any contract and recover all amounts expended as a result of any action taken in violation of this provision.

I acknowledge that this certificate is to be furnished to the Department, the Federal Highway Administration, and the U. S. Department of Transportation, and is subject to applicable State and Federal laws, both criminal and civil.

Company Name

Signature of Authorized Official

Printed Full Legal Name of Authorized Official

Date

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

CONFLICT OF INTEREST: By submitting a proposal, proposer agrees that, if an organizational conflict of interest is discovered after the proposal is submitted, the proposer must make an immediate and full disclosure to SCDOT that includes a description of the action that the proposer has taken or proposes to take to avoid or mitigate such conflict. If after award of the contract an organizational conflict of interest is determined to exist, SCDOT may, at its discretion, cancel the contract. If the proposer was aware of an organizational conflict of interest prior to the award of the contract and did not disclose the conflict to SCDOT, then SCDOT may terminate the contract for default.

The Consultant by signing this disclosure, certifies it does not have any financial or other interest in the outcome of the project, that it has no agreement, enforceable promise, or guarantee with any individual or company to provide any work on the project, that it does not have any association or professional or business relationships with anyone who has a financial interest in the outcome of the project, nor does anyone with a financial interest in the outcome of the project, exercise any control over the consultant’s pay, employment, bonuses, or other area subject to external influence.

The Consultant, by signing this disclosure, further certifies that it is in compliance with the CONFLICT OF INTEREST (SCDOT COMMISSION): Section 23 of Act 40 of 2017 [now codified as S. C. Code Section 57-1-350(G)] prohibits a member of the SCDOT Commission serving on July 1, 2017 (the effective date of the Act) or thereafter, from having an interest, direct or indirect, in any contract awarded by the department during the member’s term of appointment and for one year after the termination of the appointment. Therefore, any proposal or bid submitted to SCDOT in violation of this law will be disqualified.

The Consultant, by signing this disclosure, further certifies that it is in compliance with the CURRENT AND FORMER SCDOT EMPLOYEES policy: To avoid the appearance of any real or perceived favoritism, unfair advantage, undue influence, or conflict of interest, a proposal will be disqualified that names, identifies, or includes in any way a current or former SCDOT employee serving in a management level position within 365 days of the submittal. No communication or appearance shall be made by such current or former employee with SCDOT on such proposal, or the proposal will be disqualified. In addition no current or former employee, who served in a management level position or above, may work on or invoice for services performed on a project within 365 days after their last day of employment with SCDOT. For the purposes of this bright line rule, “management level position” is defined as any SCDOT Pay Band 7 and above position, which includes, but is not limited to, Directors, Assistant Directors, District Engineering Administrators, District-level Engineers, Program Managers, Assistant Program Managers and Resident-level Engineers.

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

- _____ Determined that no potential organizational conflict of interest exists.
- _____ Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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

Signature of Authorized Official

Date

Print Full Legal Name of Authorized Official

Company Name

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

Name

Phone

Company