



## Technical Proposal



SC 183 over Twelve Mile Creek



US 123 over Georges Creek



SC 124 over Georges Creek

## Bridge Package 16

### Design-Build Project

Contract ID 3962240

Pickens County

South Carolina



SC 183 over Gregory Creek

May 1, 2023



**UNITED**  
INFRASTRUCTURE GROUP, INC.



**REEVES**



A COLAS COMPANY



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*Green and underlined text within this document indicates a **HYPERLINK** and will take you to more detailed information.*

*To return to your previous location,  
simply type  + *

## 4.1 Technical Proposal Narrative



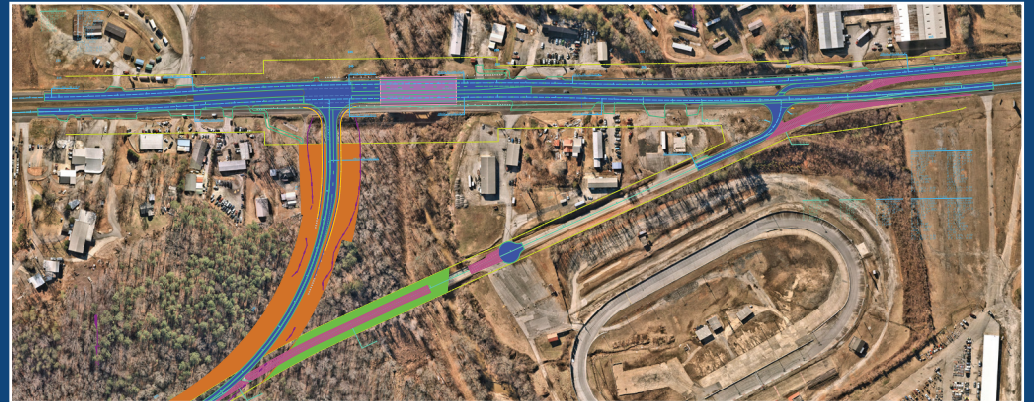


## 1.a Project Delivery and Approach



### BENEFITS OF FATC 1

Our team's approach in developing our Technical Proposal plans is to **improve safety, reduce impacts and schedule, and reduce life-cycle cost**. A key component in our approach to meet these goals is the development of approved FATC 1, which **eliminates the bridge on SC 124 over Georges Creek**. This concept **dramatically improves safety** at the intersection of SC 124 and US 123, eliminates the ROW impacts to commercial properties and the Pickens Speedway, **eliminates impacts to major wet and dry utilities, and eliminates all future inspection and repair costs** for the SC 124 bridge.



**1.a.1 | Demonstrated ability to complete the project on schedule** | Our team's proven success in design and construction on both CLRB 2020-1 and CLRB 2021-1 demonstrates our ability to complete this project on schedule. As of April 2023, we will have completed the items as **shown in the table below**.

All 16 sites for CLRB 2020-1 have been opened to traffic **five months ahead of the project completion date**. Construction on CLRB 2021-1 is anticipated to be complete by November 2023. Through careful

| Team Past Performance on Closed and Load Restricted Bridge Packages for SCDOT |                 |   |                      |                                   |
|---|-----------------|---|----------------------|-----------------------------------|
| Bridge Package  | Design Complete | Construction Complete (Open to Traffic) | Construction Started | Sites Completed Ahead of Schedule |
| CLRB 2020-1   | 16              | 16                                      | 16                   | 10                                |
| CLRB 2021-1   | 8               | 1                                       | 4                    | 1                                 |

implementation of sound management procedures, we have completed construction on many sites earlier than originally anticipated. Not only does this establish our ability to deliver, it creates availability for experienced team members to participate and successfully complete Bridge Package 16. The addition of United Infrastructure Group to our team creating the **United-Reeves JV** gives us additional resource capacity for construction to ensure that we continue to exceed SCDOT expectations on delivery of these projects. This same success will easily translate to Bridge Package 16 by implementing similar techniques and innovation, including lessons learned, planning for long lead times on materials, utility relocations, permitting, access, and erosion control.





The United Reeves Joint Venture will take full advantage of our combined resources within our Project Delivery and Approach. While design development and ATC's during pursuit have modified the originally anticipated project, our team's approach for overlapping construction remains the same. Our team recognizes the SC 124 and US 123 sites (16 East) may require more design and review time given MOT and utility relocation complexity at US 123 and the potential for additional planning and public involvement associated with the SC 124 ATC. It is anticipated the SC 183 sites (16 West) will be designed concurrently and available for construction simultaneously. In keeping with our SOQ approach, one entity of the JV will execute the sites in geographic proximity to capitalize upon associated efficiencies. Construction on the sites will overlap as shown on our simplified bar chart (**page 5**) and in more detail within our CPM Schedule contained in Appendix A.4.

**To confirm our commitment and accountability in delivering the project as scheduled, the United-Reeves JV/ RK&K team is committing to additional and modified interim completion milestones as shown in our [Quality Credit Matrix](#).**

**Providing Schedule Certainty** | The formation of our Joint Venture team to combine resources is a feature our team provides for schedule certainty. As Reeves has shown on packages 2020-1 and 2021-1, two to three sites can be executed concurrently while maintaining and expediting project schedule. The combination of United and Reeves resources will allow our team to aggressively pursue the four sites within Package 16 without concern of availability.

Third-party schedule delays, especially utility relocations, have provided the greatest risk to schedule certainty. Upon review of the third-party challenges of this project, coupled with design RFC availability, our team is strengthening schedule certainty by selecting an early **2024** construction start, providing more time for utility relocations, ROW acquisition, and permitting (**see utility conflict table on the following page**). Eliminating inefficient construction activities during the **winter of 2023/2024** will also enhance schedule certainty. In addition to providing additional time for utility relocation and ROW acquisition, our team has intentionally elected to re-align US 123 to the south which will provide even more time to complete the significant utility relocations necessary as we work through the stages of bridge construction. This strategy provides over **two years** for the planning, design and relocation of the duct bank hanging from the existing SB US 123 structure. To further monitor utility relocation schedule challenges, we will create activities within our CPM schedule during the design phase to address each



relocation at each site to be reviewed and updated bi-weekly. This additional detail to utility relocation scheduling will allow our team to monitor progress more closely and provide opportunities to react to adverse relocation activity.

Lead times for precast concrete elements and ready-mix concrete deliveries, and the resulting advanced scheduling requirements, have recently increased 200-300%. This makes these items very critical, possibly causing serious delays. To proactively mitigate this issue, frequent communication with suppliers is critical to maintaining schedule. To enhance this communication, we will update our P6 CPM schedule weekly to aggressively manage multiple bridge sites concurrently. Weekly updates will enable our team to provide effective schedule status updates to our suppliers with long lead time activities as well as indicate any necessary internal or subcontractor resource adjustments. We will issue multiple purchase orders for ready mix supply to provide alternatives if necessary and will seek delivery agreements with independent haulers from precast facilities in the event fabricators cannot meet delivery schedules. Our team

is committed to implementing measures of overtime, additional shifts, and additional resources to meet scheduled dates to avoid any delays. We will accomplish our goals through transparency, communication, proven techniques, and available technology with an unwavering focus on safety, environment, quality, cost, and time.

**1.a.2 | Design completed to date** — During our field inspections we noted items such as utility conflicts, hydraulic conditions, right-of-way issues, environmental concerns, roadway geometry, tie down locations, and constructability. These have been incorporated into the design tasks completed to date as detailed here. This level of design is consistent with our approach on both CLRB 2020-1 and CLRB 2021-1 which positions our team to easily meet the required project schedule.

| Utility Conflict Table |                            |                       |                 |              |                     |
|------------------------|----------------------------|-----------------------|-----------------|--------------|---------------------|
| Bridge Site            |                            | Utility               | ACT 36 Eligible | Prior Rights | Relocation Facility |
| 1                      | SC 183 - Twelve Mile Creek | AT&T                  | N/A             | ✓            | YES                 |
|                        |                            | Blue Ridge Electric   | N/A             | ✓            | YES                 |
|                        |                            | Six Mile Water        | ✓               | NO           | YES                 |
| 2                      | SC 183 - Gregory Creek     | Blue Ridge Electric   | N/A             | ✓            | YES                 |
|                        |                            | Six Mile Water        | ✓               | NO           | YES                 |
|                        |                            | Fort Hill Natural Gas | N/A             | NO           | YES                 |
|                        |                            | AT&T                  | N/A             | NO           | YES                 |
|                        |                            | Charter               | N/A             | NO           | YES                 |
| 3                      | US 123 - Georges Creek     | AT&T                  | N/A             | NO           | YES                 |
|                        |                            | Charter               | N/A             | NO           | NO                  |
|                        |                            | Segra                 | N/A             | NO           | NO                  |
|                        |                            | MCI                   | N/A             | NO           | NO                  |
|                        |                            | Duke Electric         | N/A             | ✓            | YES                 |
|                        |                            | Powdersville Water    | ✓               | NO           | YES                 |
|                        |                            | ReWa                  | ✓               | ✓            | NO                  |
| 4                      | SC 124 - Georges Creek     | MCI                   | N/A             | NO           | NO                  |
|                        |                            | Duke Electric         | N/A             | ✓            | NO                  |
|                        |                            | Powdersville Water    | ✓               | NO           | NO                  |
|                        |                            | ReWa                  | ✓               | ✓            | NO                  |



**Roadway** | With SCDOT permission, our preliminary and right-of-way plans will be combined for review. This will save significant review time and get our public involvement, right of way, permitting, and utility coordination teams started much sooner with their outreach, negotiations, and impact studies.

**Hydrology** | Three of the four bridges are listed as some form of FEMA Flood Zone and are designed to achieve a “No-Rise” certificate. The discharges for the 50-year and 100-year events have been determined by StreamStats for South

Carolina and compared to those provided by the FEMA Studies. The discharges have been incorporated in HEC-RAS with the predetermined cross sections along with additional cross sections needed to remove errors or warnings in the models, Corrected Effective Models (CEM). The CEM models were used to analyze the Natural, Existing, Proposed and Sensitivity Models. The preliminary design for all the proposed bridges has less than one foot of backwater as compared to the Natural Model and meets or reduces the backwater of the Existing Model.

| Roadway Design Tasks                         | Completed | Roadway Design Tasks                    | Completed  |
|--|-----------|---|------------|
| Preliminary design                           | ✓         | Driveway Relocations / Tie-ins          | ✓          |
| Right of Way Design                          | ✓         | Slopes and NPDES Permissions Identified | ✓          |
| Completed Cross Sections                     | ✓         | Prepare Right of Way Plans for Approval | ✓          |
| Completed Construction Limits                | ✓         | <b>Final Design and RFC Plans</b>       | <b>75%</b> |
| Identified and Minimized New ROW Impacts     | ✓         |   |            |
| Hydrology & Hydraulic Design Tasks           | Completed | Hydrology & Hydraulic Design Tasks      | Completed  |
| Preliminary field inspection                 | ✓         | Size drainage pipes                     | 75%        |
| Drainage area & discharges calculated        | ✓         | NPDES permit package                    | 75%        |
| Triple Profile Plotted                       | ✓         | Scour                                   | 85%        |
| Natural, existing & proposed HEC-RAS modeled | ✓         | FEMA No-Rise                            | 85%        |
| Road drainage/erosion control                | 60%       |   |            |

| Preliminary Hydraulic Design Assessment |                            |              |   |  |                  |
|---|----------------------------|--------------|---|--|------------------|
| Bridge Site                             |                            | FEMA Comment |   | Design Comment   |                  |
| 1                                       | SC 183 - Twelve Mile Creek | Zone AE      | Designed to achieve "No-Rise" Certificate | No pressure flow for 100-year event, conceptual bridge verified and used | Held Low Chord   |
| 2                                       | SC 183 - Gregory Creek     | Zone AE      | Designed to achieve "No-Rise" Certificate | No pressure flow for 100-year event, conceptual bridge verified and used | Held Low Chord   |
| 3                                       | US 123 - Georges Creek     | Zone AE      | Designed to achieve "No-Rise" Certificate | Bridge is not hydraulically controlled                                   | Raised Low Chord |
| 4                                       | SC 124 - Georges Creek     | N/A          | Not Applicable                            | Bridge removed from SCDOT System based on Formal ATC 1                   | Not Applicable   |



**Bridges** | These tables illustrate the status and details of our team’s proposed structures, including the use of our approved [Formal ATC](#).

| Bridge Design Tasks                     | Completed |
|---|-----------|
| Layout bridges to meet RFP requirements | ✓         |
| Select superstructure type              | ✓         |
| Design preliminary superstructure       | ✓         |
| Design preliminary substructure         | ✓         |
| Compute elevations                      | 25%       |
| Design final superstructure             | ---       |
| Design final substructure               | ---       |
| Final Bill of materials                 | ---       |
| Produce AASHTOWare Load Rating          | ---       |

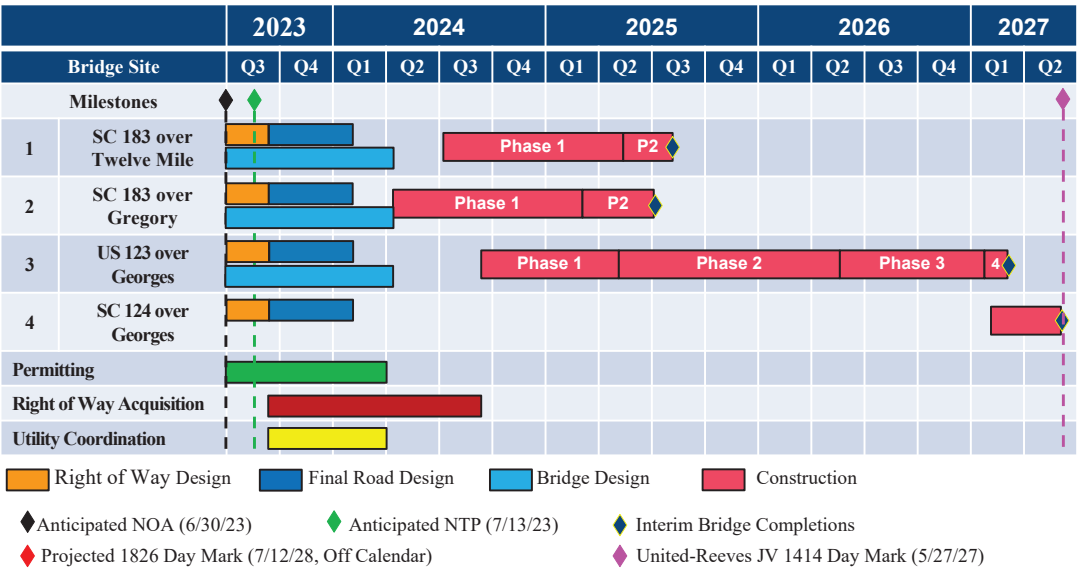
| Preliminary Bridge Details   |   |                                |              |             |                    |  |
|------------------------------|---|--------------------------------|--------------|-------------|--------------------|--|
| Bridge Site                  | Superstructure Type                                   | Foundation Type                | Length (ft.) | Width (ft.) | Span Arrangement   |  |
| 1 SC 183 - Twelve Mile Creek | AASHTO Type III PSC Beam & 74" PSC Mod. Bulb Tee Beam | Steel H Piles / Drilled Shafts | 290          | 46.25       | Multi (50-140-100) |  |
| 2 SC 183 - Gregory Creek     | AASHTO Type III PSC                                   | Steel H Piles / Drilled Shafts | 150          | 46.25       | Multi (88-62)      |  |
| 3 US 123 Georges Creek       | AASHTO Type IV PSC                                    | Steel H Piles / Drilled Shafts | 250          | 95.25       | Multi (70-110-70)  |  |
| 4 SC 124 Georges Creek       | N/A   | N/A                            | N/A          | N/A         | N/A                |  |

**Geotechnical** | Initial geotechnical design tasks have been completed as noted in the table. Foundation types, sizes and depths are preliminary and based on limited subsurface information provided. SCDOT provided a minimum number of borings at each bridge. Our team

| Geotechnical Design Tasks                          | Completed |
|--|-----------|
| Assess borings provided by SCDOT                   | ✓         |
| Liquefaction screening                             | ✓         |
| Select foundation types                            | ✓         |
| Preliminary pile and drilled shaft depths          | ✓         |
| Drill additional borings                           | ---       |
| Final pile and drilled shaft depths                | ---       |
| Preliminary and Final Bridge Geotechnical Reports  | ---       |
| Preliminary and Final Roadway Geotechnical Reports | ---       |

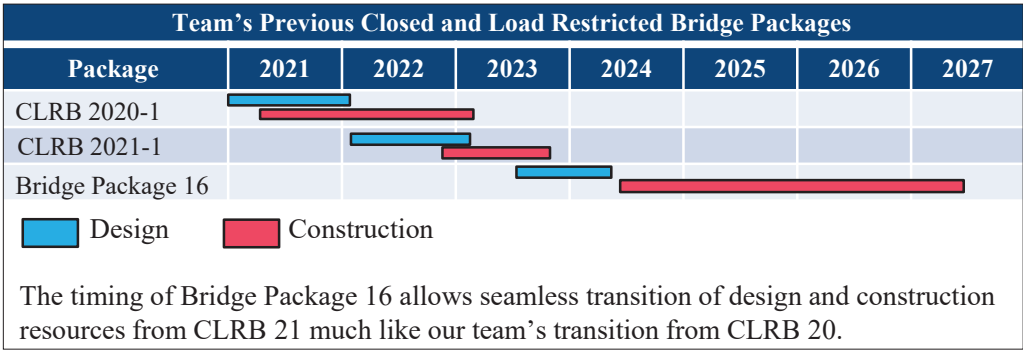
proposes to perform additional borings before and after the bridge and also in proximity of the proposed bents to meet the requirements presented in GDM, and to supplement and verify the provided borings information. Thorough knowledge of the subsurface conditions will also avoid construction issues related to pile driving and drilled shaft installation, which will help reduce schedule uncertainty.

**1.a.3 | Project Schedule** — We have developed a proposed schedule for delivery of each bridge site within the contractual time frame as depicted by the schematic on the right. A more detailed CPM schedule is included in appendix A.4.



By implementing FATC 1, the **United-Reeves JV** has dramatically reduced the duration for the overall project. The overall duration reduction along with other project schedule enhancements are discussed further within the project quality commitment matrix.

**Geographic Benefits of Team's Assets** | As local contractors, United and Reeves have maintained a long-term presence in the Midlands and Upstate. As illustrated by the map and table below, these bridge sites are conveniently located near Reeves Headquarters in Duncan, SC. Reeves has performed a significant amount of asphalt paving in District 3 with each bridge site within 30 miles of Reeves’ Lakeside Asphalt Plant. Familiarity with the region



and ability to self-perform the asphalt paving will be key to successful project delivery. The locations of our Team’s offices and resources allows us to seamlessly integrate, communicate and resolve challenges as a partner with SCDOT through meetings at any of our SC office, SCDOT headquarters, District 3 offices or any bridge site with same day notice. We can also address RFI’s and attend all project meetings (design and construction) with same-day notice. For situations requiring immediate attention, we can leverage the many collaborative tools our team has successfully used during this pursuit and other project efforts.

| Bridge Package 16 Crew Member Proximity |                |           |
|---|----------------|-----------|
| Bridge Site                             | Foreman        | Proximity |
| SC 183 - Twelve Mile Creek              | Larry Smith    | 33 Miles  |
|   | Carroll Powell | 42 Miles  |
| SC 183 - Gregory Creek                  | Wesley Lee     | 35 Miles  |
|   | Jay Royer      | 63 Miles  |
| US 123 - Georges Creek                  | Randy Shavers  | 19 Miles  |
|   | Doug McCrory   | 43 Miles  |
| SC 124 - Georges Creek                  | Joe Bowman     | 3 Miles   |
|   | Jeffrey Bishop | 23 Miles  |



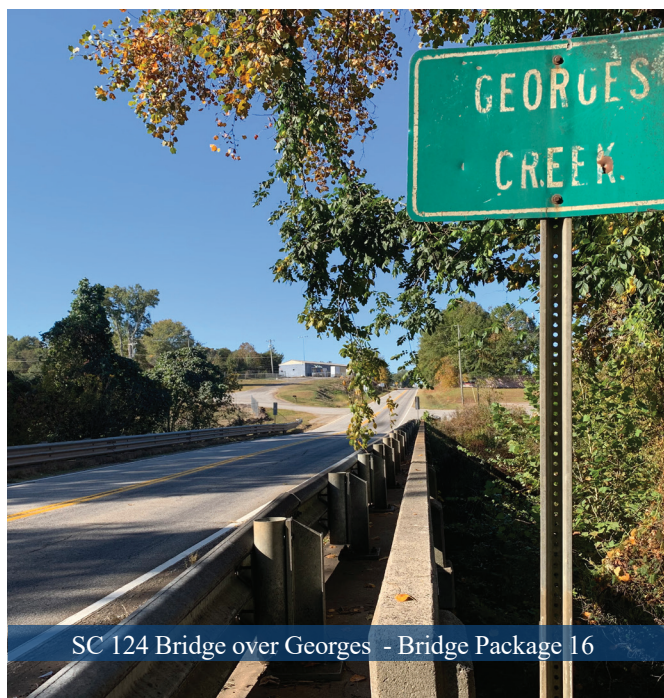
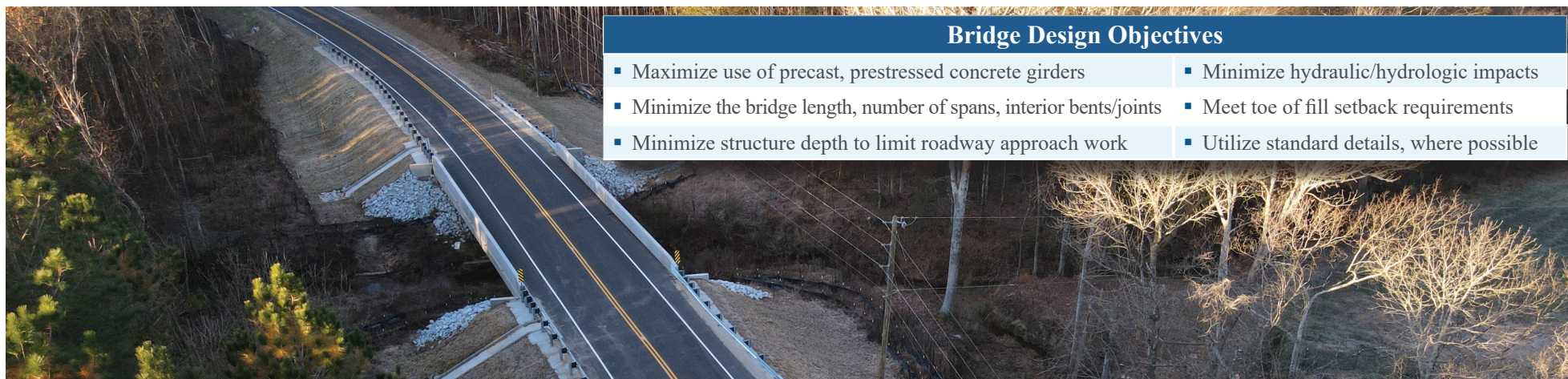


| Bridge Site |  | Environmental Considerations   |
|-------------|--|--|
| 1           | SC 183 - Twelve Mile Creek                       | <ul style="list-style-type: none"> <li>'Wetland 1' appears to be diverted from the floodplain of Twelve Mile Creek for historic farm usage, and exhibits some stream characteristics and some ponding. More definitive stream characteristics were noted downstream.</li> <li>No Effect determination previously received for Northern Long Eared Bat (NLEB).</li> <li>The JV will re-evaluate the NEPA document to account for the listing of tricolored bat, and update impacts to WOUS (if ditch is determined to be a stream).</li> <li>URJV proposes to perform structure surveys, habitat assessment, and acoustic bat surveys ahead of the federal protection of the tricolored bat.</li> </ul> |
| 2           | SC 183 - Gregory Creek                           | <ul style="list-style-type: none"> <li>Design avoids impacts to a parallel stream along the east side of SC 183.</li> <li>Design shifts away from the forested area, limiting impacts to WOUS and forested bat habitat.</li> <li>No Effect determination previously received for Northern Long Eared Bat (NLEB).</li> <li>URJV proposes to perform structure surveys, habitat assessment, and acoustic bat surveys ahead of the federal protection of the tricolored bat.</li> <li>URJV will develop a NPCE to satisfy NEPA requirements for the proposed design and listing of tricolored bat.</li> </ul>   |
| 3 & 4       | US 123 - Georges Creek<br>SC 124 - Georges Creek | <ul style="list-style-type: none"> <li>Realignment of SC 124 avoid potential parallel stream impacts.</li> <li>No Effect determination previously received for Northern Long Eared Bat (NLEB).</li> <li>URJV proposes to perform structure surveys, habitat assessment, and acoustic bat surveys ahead of the federal protection of the tricolored bat.</li> <li>URJV will develop a NPCE to satisfy NEPA requirements for the proposed design and listing of tricolored bat.</li> <li>URJV will develop a USACE Nationwide 14 Permit for new location roadway.</li> </ul>   |

## 1.b Approach to design and minimizing need for new right-of-way

**1.b.1 | Key design decisions and controlling criteria** – The key design decisions and controlling criteria that dictated our design approach are summarized in the table to the right. Also included on the next page are the bridge design objectives that were applied in developing each structure type.

| Key Design Decisions  | Controlling Criteria   |
|---|--|
| <ul style="list-style-type: none"> <li>Best fit profile</li> </ul>  | <ul style="list-style-type: none"> <li>Retaining existing profile in conjunction with hydro, structure requirements to minimize earthwork and construction limits</li> </ul>                 |
| <ul style="list-style-type: none"> <li>Minimize earthwork</li> </ul>  | <ul style="list-style-type: none"> <li>Profile and typical section with a hinged front slope beyond clear zone limits</li> </ul>   |
| <ul style="list-style-type: none"> <li>Increase safety</li> </ul>   | <ul style="list-style-type: none"> <li>Upgrade to latest guardrail standards, relocate drives away from bridges, ensure adequate sight distance, and provide adequate clear zone</li> </ul>  |
| <ul style="list-style-type: none"> <li>Bridge length, span configuration, superstructure type, and toe of fill</li> </ul> | <ul style="list-style-type: none"> <li>Minimum setback from top of channel banks</li> </ul>  |
| <ul style="list-style-type: none"> <li>Bridge foundation type and location</li> </ul>                                     | <ul style="list-style-type: none"> <li>Span lengths over 75 feet require drilled shafts</li> </ul>   |
| <ul style="list-style-type: none"> <li>Bridge size</li> </ul>   | <ul style="list-style-type: none"> <li>Designated FEMA flood zone requirements cannot exceed the existing 50-Year and 100-Year water surface elevations</li> </ul>                           |
| <ul style="list-style-type: none"> <li>Road and bridge profile</li> </ul>   | <ul style="list-style-type: none"> <li>Pass the 100-Year discharge to prevent pressure flow scour (which would produce additional scour) and to meet SCDOT Hydraulic Requirements</li> </ul> |



**1.b.2 | Minimized right-of-way impacts:** In following the RFP requirements, we minimized ROW impacts by optimizing roadway geometry to locate the proposed bridges on the most optimal side of the existing alignment, and as close to the existing structures as possible. Additionally, FATC 1 eliminates ROW impacts to several critical parcels and greatly improves the overall ROW impacts.

| Minimized Right-of-Way Impacts  |   |
|---|---|
| ■ Formal ATC 1 eliminates SC-124 bridge, utility impacts and ROW                            | ■ Obtaining a No-Rise certificate eliminates need for drainage easements or additional ROW  |
| ■ Smaller footprint of the roadway was obtained in accordance with grade rollover standards | ■ Incorporated hinged side slopes per the AASHTO Roadside Design Guide Section 3.5 to minimize impacts to adjacent property owners, while meeting clear zone requirements |
| ■ Minimized ditch design and erosion control while still meeting all requirements           |   |

SC 124 Bridge over Georges - Bridge Package 16







## Appendix A.1 - Roadway Plans



**UNITED**  
INFRASTRUCTURE GROUP, INC.



**REEVES**

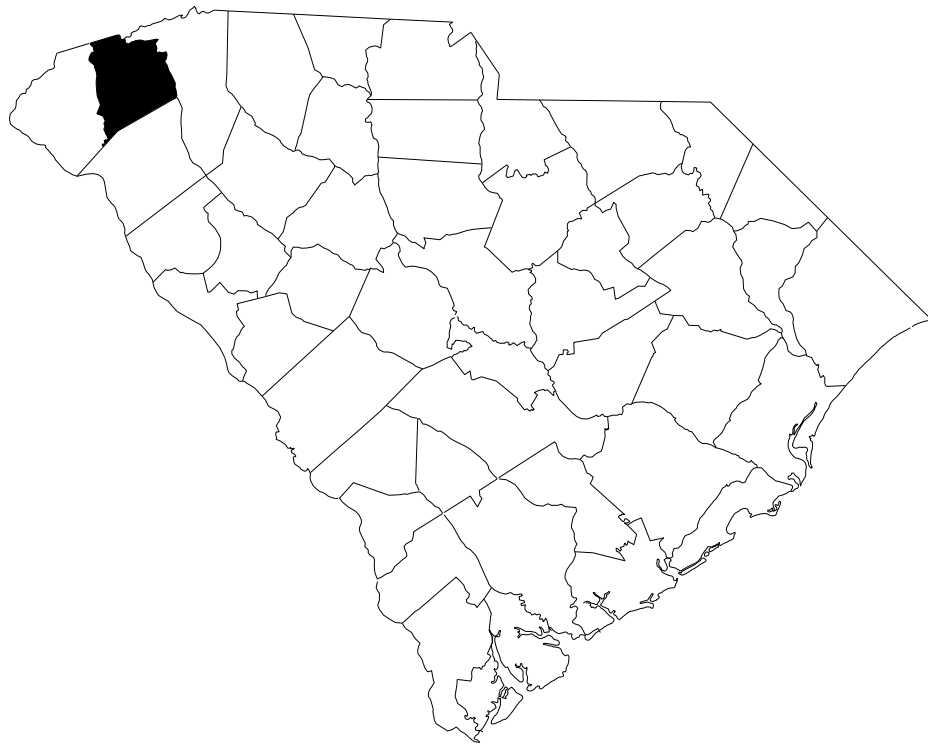
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4/30/2023

INDEX OF SHEETS

| SHEET NO.      | DESCRIPTION             | SHEET SUBTOTALS |
|----------------|-------------------------|-----------------|
| 1              | TITLE SHEET             | 1               |
| 2              | TYPICAL SECTIONS        | 1               |
| 3-5            | PLAN AND PROFILE SHEETS | 3               |
| TOTAL SHEETS = |                         | 5               |



MAP SHOWING LOCATION OF  
PICKENS COUNTY IN SOUTH CAROLINA

| ENVIRONMENTAL PERMIT INFORMATION |          |         |          |          |
|----------------------------------|----------|---------|----------|----------|
| USACE PERMIT                     | ___YES   | ___X_NO |          |          |
| NEPA DOCUMENT                    | ___X_YES | ___NO   |          |          |
| 401 CERTIFICATION                | ___YES   | ___X_NO |          |          |
| OCRM CAP                         | ___YES   | ___X_NO |          |          |
| NAVIGABLE WATERS                 | ___SC    | ___USCG | ___USACE | ___X_N/A |

3 DAYS BEFORE DIGGING IN  
SOUTH CAROLINA

CALL 811

SOUTH CAROLINA 811 (SC811)  
WWW.SC811.COM

ALL UTILITIES MAY NOT BE A MEMBER OF SC811

RAILROAD INVOLVEMENT?  
YES / NO

TRAFFIC DATA

2022 ADT 6,000

2042 ADT 10,800

TRUCKS 8 %



South Carolina Department of Transportation



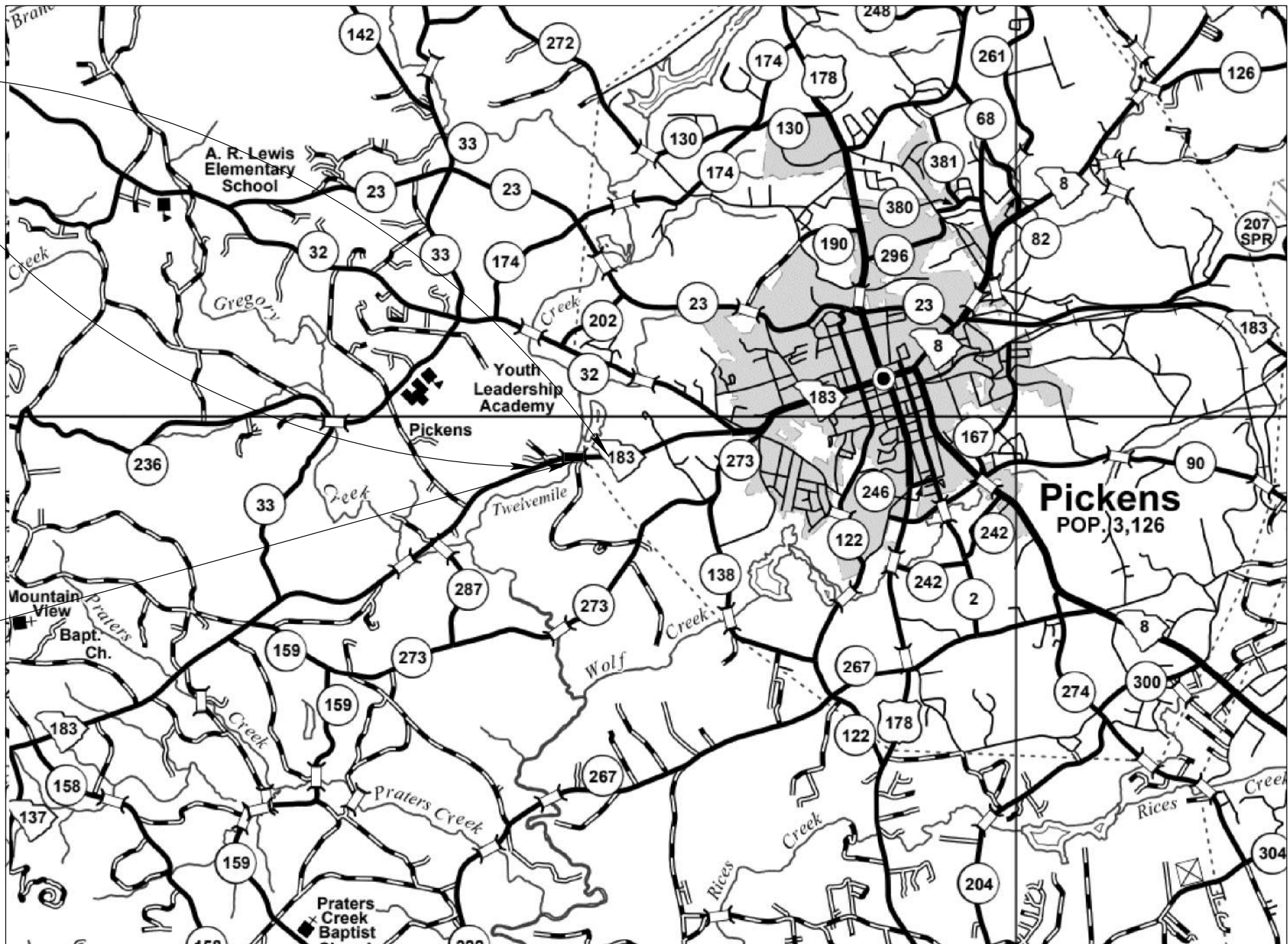
CONCEPTUAL ROADWAY PLANS  
FOR

PICKENS COUNTY

PROJECT ID P041231

SC 183 (WALHALLA HWY)  
BRIDGE REPLACEMENT OVER TWELVE MILE CREEK

PROJECT ID: P041231  
ROAD SC183R (WALHALLA HWY)  
STA. 83+90.00 TO STA. 106+00.00  
SEE SHEET 3-5



PICKENS COUNTY MAP

LAYOUT

SCALE = N.T.S.

|                         | SC183R | ALLGOOD FARM RD | TOTAL       |
|-------------------------|--------|-----------------|-------------|
| NET LENGTH OF ROADWAY   | 0.364  | 0.155           | 0.519 MILES |
| NET LENGTH OF BRIDGES   | 0.054  | 0.000           | 0.054 MILES |
| NET LENGTH OF PROJECT   | 0.418  | 0.155           | 0.573 MILES |
| LENGTH OF EXCEPTIONS    | 0.000  | 0.000           | 0.000 MILES |
| GROSS LENGTH OF PROJECT | 0.418  | 0.155           | 0.573 MILES |

EQUALITIES IN STATIONING

NONE

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

NOTE: BRIDGE PLANS BOUND UNDER SEPARATE COVER

Design Reference for these plans is the:

2018

AASHTO "A Policy on Geometric Design of  
Highways and Streets"

Design Reference for these plans is the:

2021

SCDOT Roadway Design Manual

Hydraulic Design Reference for these plans is the:

2009

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

NPDES PERMIT INFORMATION

Disturbed Area = 5.1 Acre(s)

Project Area = 7.1 Acre(s)

Approximate Location of Roadway is

Begin

Latitude 34° 52' 33" N

Longitude 82° 44' 20" W

End

Latitude 34° 52' 30"N

Longitude 82° 44' 46"W

Hydraulic and NPDES Design  
provided by:

RK&K

Designs may be obtained from the  
SCDOT Regional Production Group

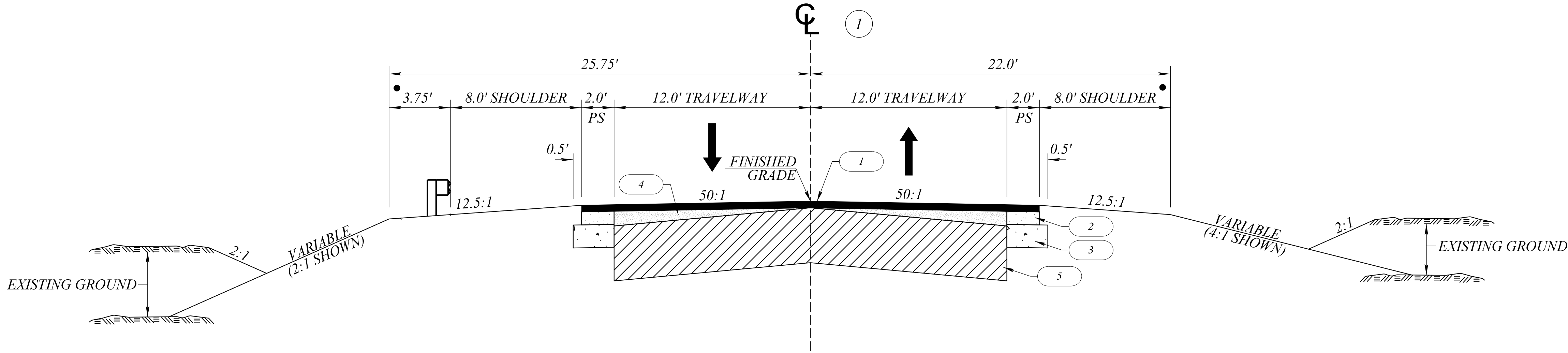


| SHEET NO. | TOTAL SHEETS |
|-----------|--------------|
| 1         | 5            |



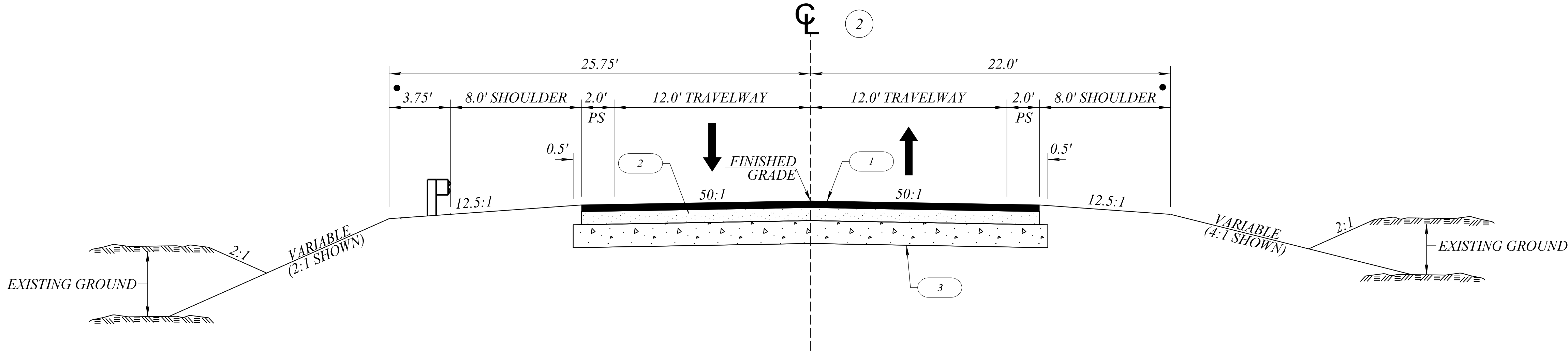
| FED. RD. DIST. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|--------------------|-------|---------|------------|-----------|-----------|
| 3                  | S.C.  | PICKENS | P041231    | SC183R    | 2         |

SC183 (WALHALLA HIGHWAY)  
OVER TWELVE MILE CREEK



USE THIS SECTION ON:

SC183R FROM STA. 83+90.00 TO STA. 90+75.00  
SC183R FROM STA. 102+75.00 TO STA. 106+00.00



USE THIS SECTION ON:

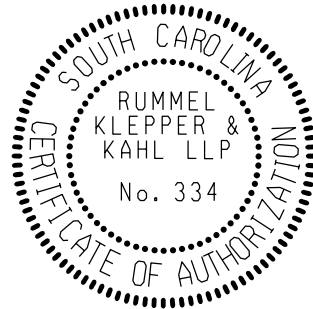
SC183R FROM STA. 90+75.00 TO STA. 96+60.00  
SC183R FROM STA. 99+50.00 TO STA. 102+75.00

- ADDITIONAL 3.75' WHERE GUARDRAIL IS USED.
- NOTE: IN AREAS WHERE EXISTING PAVEMENTS ARE WIDENED OUTSIDE THE TRAVEL LANES  
USE 600 PSY OF SHOULDER WIDENING MATERIAL AND OVERLAY WITH 200 PSY SURFACE COURSE TYPE C  
AND 400 PSY INTERMEDIATE COURSE TYPE B
- NOTE: PAVEMENT DESIGN PROVIDED IN FINAL RFP PER SCDOT

LEGEND

- |   |  |   |
|---|--|---|
| 1 |  | HOT MIX ASPHALT SURFACE COURSE TYPE B (200 LBS/SY)                                      |
| 2 |  | HOT MIX ASPHALT SURFACE COURSE TYPE B (400 LBS/SY)                                      |
| 3 |  | HOT MIX ASPHALT BASE COURSE TYPE A (700 LBS/SY)   |
| 4 |  | HOT MIX ASPHALT SURFACE TYPE E FOR BUILDUP AND LEVELING 0" TO 1.5" **                   |
|   |  | ** HOT MIX ASPHALT INTERMEDIATE TYPE B FOR BUILDUP AND LEVELING FOR GREATER THICKNESSES |
| 5 |  | EXISTING PAVEMENT - RETAIN  |

| FUNCTIONAL CLASS              | DESIGN SPEED | FROM STA. | TO STA.   |
|-------------------------------|--------------|-----------|-----------|
| SC183R - RURAL MINOR ARTERIAL | 50           | 83+90.00  | 106+00.00 |
|                               |              |           |           |
|                               |              |           |           |
|                               |              |           |           |
|                               |              |           |           |
|                               |              |           |           |



TYPICAL SECTION

SCALE: NTS

| PLAN | NO. | DATE | BY | REVISION |
|------|-----|------|----|----------|
| 1    | 1   |      |    |          |
| 2    | 2   |      |    |          |
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| UTILITY OWNERS |                                 |
|----------------|---------------------------------|
| POWER          | BLUE RIDGE ELECTRIC COOPERATIVE |
| TELECOM        | AT&T                            |
| CABLE          | SPECTRUM                        |
| GAS            | FORT HILL NATURAL GAS           |
| WATER          | SIX MILE WATER DISTRICT         |

| PLAN | NO. | DATE | BY | REVISION |
|------|-----|------|----|----------|
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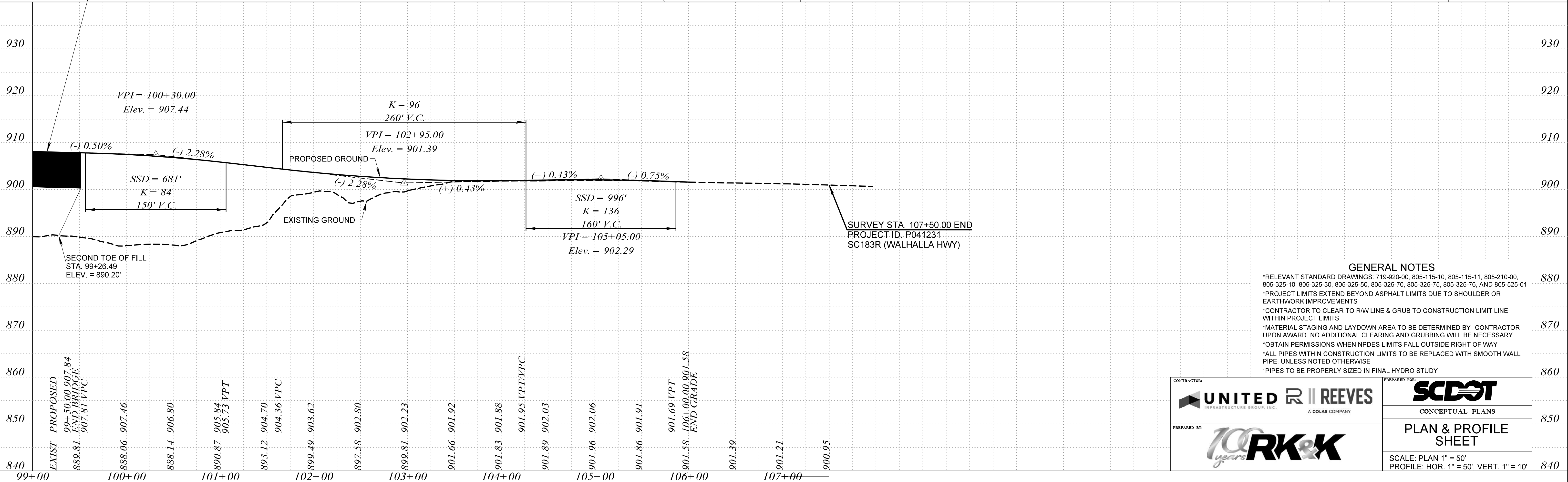
| GENERAL NOTES   |
|---|
| *RELEVANT STANDARD DRAWINGS: 719-920-00, 805-115-10, 805-115-11, 805-210-00, 805-325-10, 805-325-30, 805-325-50, 805-325-70, 805-325-75, 805-325-76, AND 805-525-01 |
| *PROJECT LIMITS EXTEND BEYOND ASPHALT LIMITS DUE TO SHOULDER OR EARTHWORK IMPROVEMENTS  |
| *CONTRACTOR TO CLEAR TO R/W LINE & GRUB TO CONSTRUCTION LIMIT LINE WITHIN PROJECT LIMITS  |
| *MATERIAL STAGING AND LAYDOWN AREA TO BE DETERMINED BY CONTRACTOR UPON AWARD. NO ADDITIONAL CLEARING AND GRUBBING WILL BE NECESSARY                                 |
| *OBTAIN PERMISSIONS WHEN NPDES LIMITS FALL OUTSIDE RIGHT OF WAY   |
| *ALL PIPES WITHIN CONSTRUCTION LIMITS TO BE REPLACED WITH SMOOTH WALL PIPE, UNLESS NOTED OTHERWISE  |
| *PIPES TO BE PROPERLY SIZED IN FINAL HYDRO STUDY  |

| EXIST.   | PROPOSED | 84+00    | 85+00  | 86+00    | 87+00    | 88+00    | 89+00  | 90+00    | 91+00  | 92+00    | 93+00  | 94+00    | 95+00  | 96+00    | 97+00  | 98+00    | 99+00  |
|----------|----------|----------|--------|----------|----------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|
| 944.10   | 942.86   | 941.52   | 940.36 | 938.94   | 937.86   | 936.61   | 934.91 | 933.36   | 931.86 | 929.37   | 927.43 | 925.46   | 923.76 | 922.05   | 919.97 | 917.84   | 915.71 |
| 83+90.00 | 943.12   | 83+90.00 | 943.12 | 83+90.00 | 943.12   | 83+90.00 | 943.12 | 83+90.00 | 943.12 | 83+90.00 | 943.12 | 83+90.00 | 943.12 | 83+90.00 | 943.12 | 83+90.00 | 943.12 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
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| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
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| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
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| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
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| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
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| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61   | 934.91   | 933.36 | 931.86   | 929.37 | 927.43   | 925.46 | 923.76   | 922.05 | 919.97   | 917.84 | 915.71   | 913.58 |
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| 942.86   | 941.52   | 940.36   | 938.94 | 937.86   | 936.61</ |          |        |          |        |          |        |          |        |          |        |          |        |

# SC 183 (WALHALLA HIGHWAY) OVER TWELVE MILE CREEK

CONSTRUCT SHOULDER PAVING, CONCRETE CURB AND GUTTER (2'-0")  
VERTICAL FACE, NON MOW STRIP 4' FLUME, PLACE 10 TONS OF CLASS 5  
RIPRAP, AND PLACE 25 SY CLASS 2 TYPE C GEOTEXTILE

|           |                          |          |            |
|-----------|--------------------------|----------|------------|
| PLAN      | SURVEYED _____           | BY _____ | DATE _____ |
|           |                          |          |            |
| NOTE BOOK | PLOTTED _____            |          |            |
|           | ALIGNMENT CHECKED _____  |          |            |
|           | RT. OF WAY CHECKED _____ |          |            |
| No. _____ |                          |          |            |



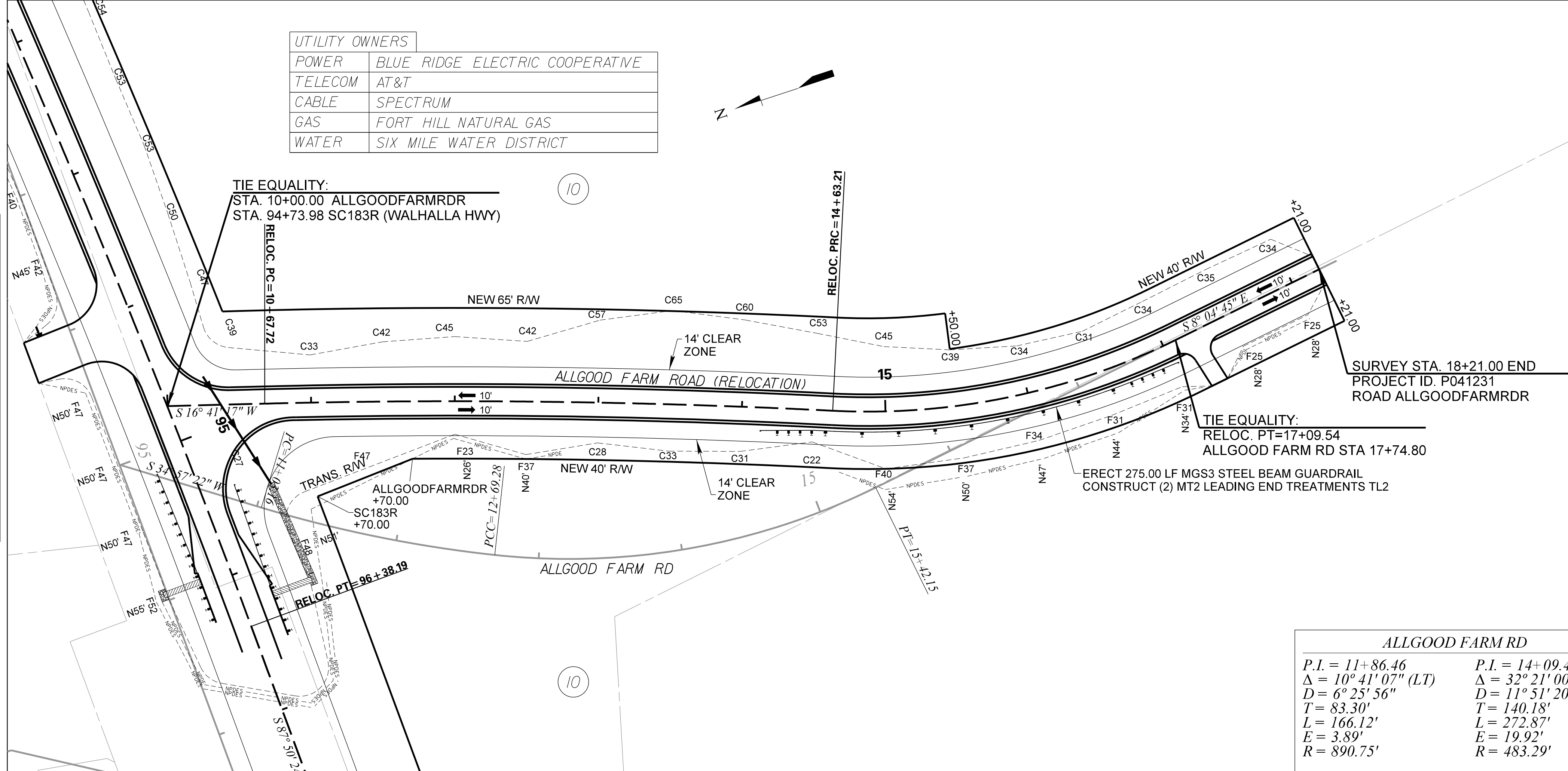
engpro.dgr



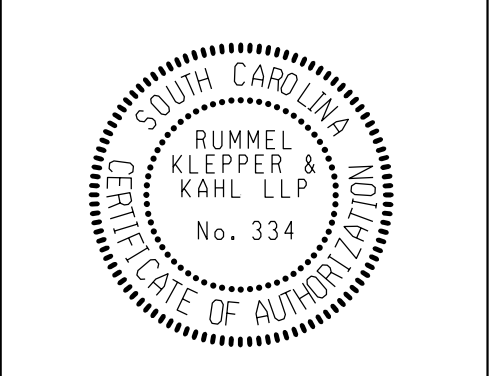
| FED. ROAD DIST. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|---------------------|-------|---------|------------|-----------|-----------|
| 3                   | S.C.  | PICKENS | P041231    | SC183     | 5         |

ALLGOOD FARM ROAD

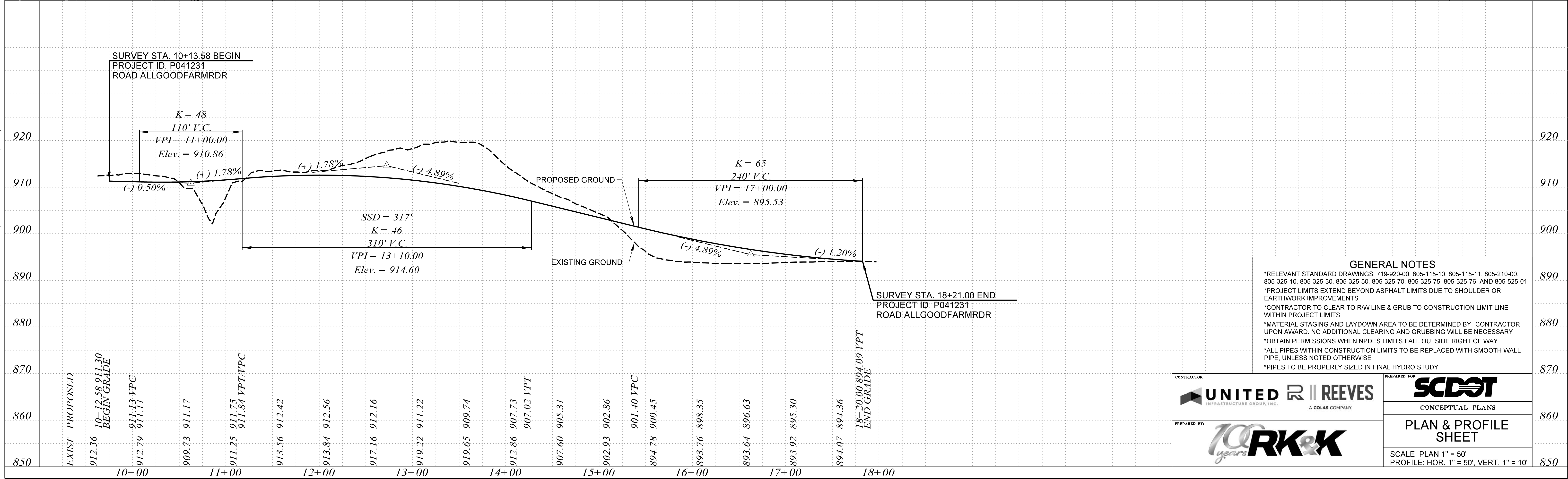
| PLAN      | DATE | BY | DATE | BY | DATE |
|-----------|------|----|------|----|------|
| NOTE BOOK |      |    |      |    |      |
| No.       |      |    |      |    |      |



| ALLGOODFARMRDR                            |  |   |  |
|---|--|---|--|
| Reloc. Curve Data<br>ROAD ALLGOODFARMRDR1 |  | Reloc. Curve Data<br>ROAD ALLGOODFARMRDR2 |  |
| P.I. = 12+65.56                           |  | P.I. = 15+89.09                           |  |
| $\Delta = 4^{\circ} 19' 58''$ (RT)        |  | $\Delta = 29^{\circ} 06' 00''$ (LT)       |  |
| $D = 1^{\circ} 05' 44''$                  |  | $D = 11^{\circ} 48' 49''$                 |  |
| $T = 197.84'$                             |  | $T = 125.88'$                             |  |
| $L = 395.50'$                             |  | $L = 246.33'$                             |  |
| $E = 3.74'$                               |  | $E = 16.07'$                              |  |
| $R = 5,230.00'$                           |  | $R = 485.00'$                             |  |
| $D.S. = 40$ MPH                           |  | $D.S. = 40$ MPH                           |  |
| $eMAX = 6.0\%$                            |  | $eMAX = 6.0\%$                            |  |
| $e = NC$                                  |  | $e = 6.0\%$                               |  |
| $P.C. - LG\% = N/A$                       |  | $P.C. - LG\% = 0.58$                      |  |
| $P.T. - LG\% = N/A$                       |  | $P.T. - LG\% = 0.58$                      |  |



| PLAN      | DATE | BY | DATE | BY | DATE |
|-----------|------|----|------|----|------|
| NOTE BOOK |      |    |      |    |      |
| No.       |      |    |      |    |      |



- GENERAL NOTES
- \*RELEVANT STANDARD DRAWINGS: 719-920-00, 805-115-10, 805-115-11, 805-210-00, 805-325-10, 805-325-30, 805-325-50, 805-325-70, 805-325-75, 805-325-76, AND 805-525-01
  - \*PROJECT LIMITS EXTEND BEYOND ASPHALT LIMITS DUE TO SHOULDER OR EARTHWORK IMPROVEMENTS
  - \*CONTRACTOR TO CLEAR TO R/W LINE & GRUB TO CONSTRUCTION LIMIT LINE WITHIN PROJECT LIMITS
  - \*MATERIAL STAGING AND LAYDOWN AREA TO BE DETERMINED BY CONTRACTOR UPON AWARD. NO ADDITIONAL CLEARING AND GRUBBING WILL BE NECESSARY
  - \*OBTAIN PERMISSIONS WHEN NPDES LIMITS FALL OUTSIDE RIGHT OF WAY
  - \*ALL PIPES WITHIN CONSTRUCTION LIMITS TO BE REPLACED WITH SMOOTH WALL PIPE, UNLESS NOTED OTHERWISE
  - \*PIPES TO BE PROPERLY SIZED IN FINAL HYDRO STUDY

CONTRACTOR:

**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC.  
A COLAS COMPANY

PREPARED BY:

**70 years RK&K**

PREPARED FOR:

**SCDOT**  
CONCEPTUAL PLANS

**PLAN & PROFILE SHEET**

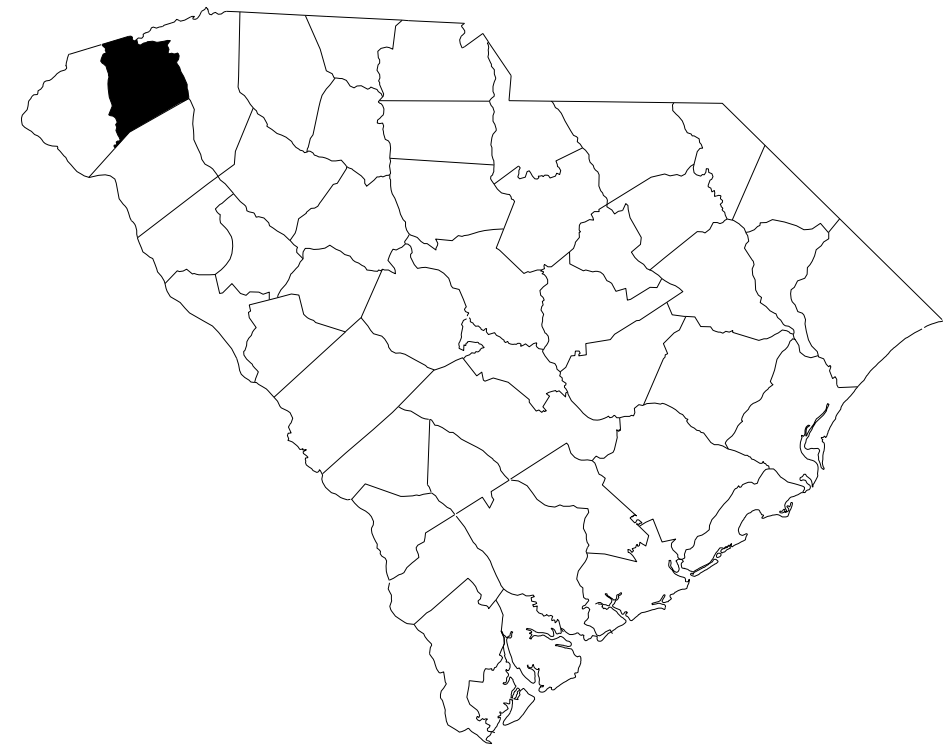
SCALE: PLAN 1" = 50'  
PROFILE: HOR. 1" = 50', VERT. 1" = 10'

z:\sc\scdot\p22-0109\_clr\BDB Bridge Package 16\Preliminary Design\Road\Sc1830Cv41230t.s.dgn  
4/30/2023

X OF SHEETS

| SHEET NO. | DESCRIPTION             | SHEET SUBTOTALS |
|-----------|-------------------------|-----------------|
| 1         | TITLE SHEET             | 1               |
| 2         | TYPICAL SECTIONS        | 1               |
| 3-4       | PLAN AND PROFILE SHEETS | 2               |

TOTAL SHEETS = 4



MAP SHOWING LOCATION OF  
PICKENS COUNTY IN SOUTH CAROLINA

PROJECT ID. P041230  
ROAD SC183R (WALHALLA HWY)  
STA. 155+60.00 TO STA. 183+25.00  
SEE SHEET 3-4

| ENVIRONMENTAL PERMIT INFORMATION |          |         |          |          |  |
|----------------------------------|----------|---------|----------|----------|--|
| USACE PERMIT                     | ___YES   | ___X NO |          |          |  |
| NEPA DOCUMENT                    | ___X YES | ___NO   |          |          |  |
| 401 CERTIFICATION                | ___YES   | ___X NO |          |          |  |
| OCRM CAP                         | ___YES   | ___X NO |          |          |  |
| NAVIGABLE WATERS                 | ___SC    | ___USCG | ___USACE | ___X N/A |  |

3 DAYS BEFORE DIGGING IN  
SOUTH CAROLINA

CALL 811

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

RAILROAD INVOLVEMENT?  
YES / NO

TRAFFIC DATA

2022 ADT 6,000

2042 ADT 9,540

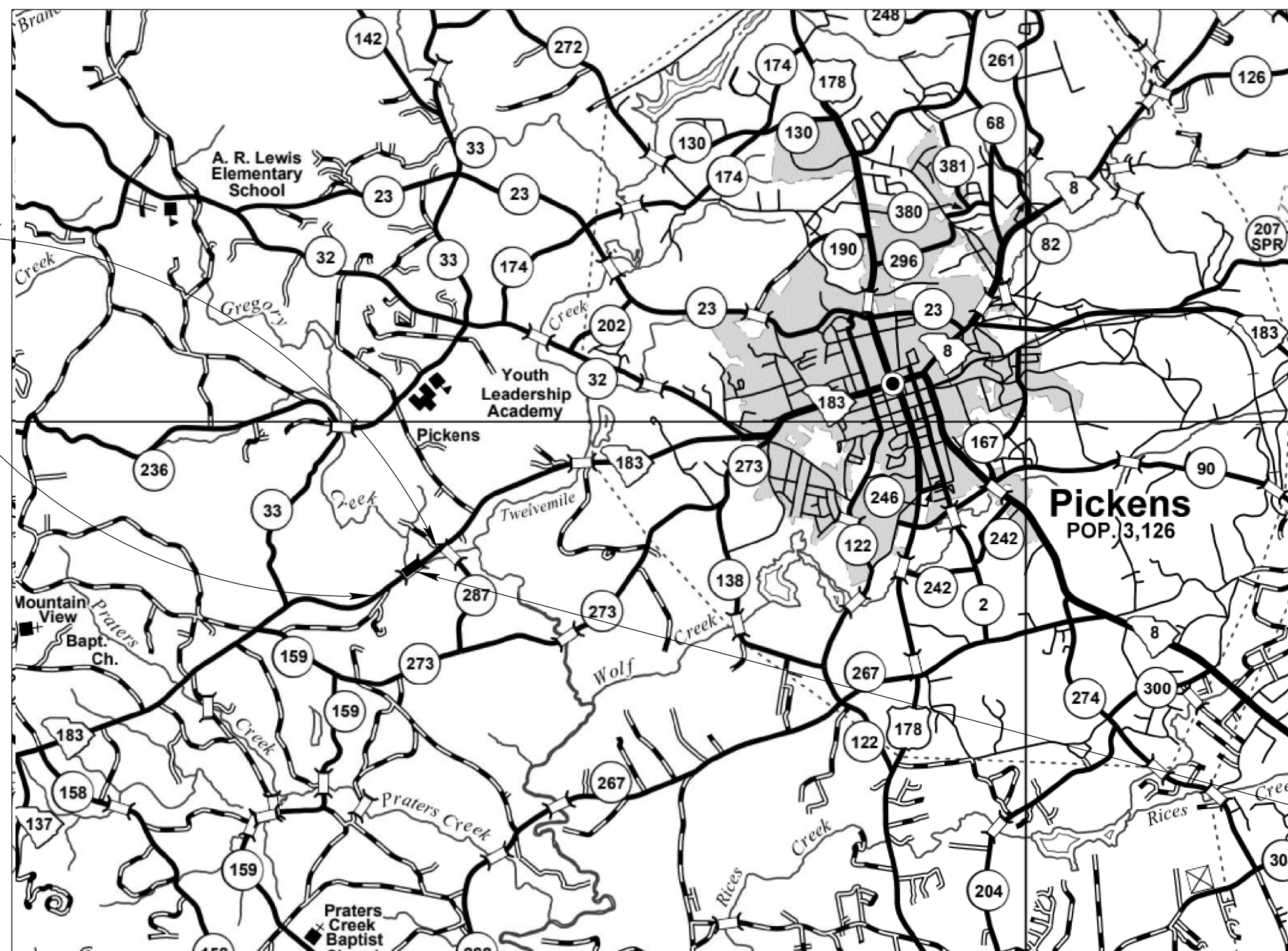
TRUCKS 8 %



South Carolina Department of Transportation



CONCEPTUAL ROADWAY PLANS  
FOR  
PICKENS COUNTY  
PROJECT ID P041230  
SC 183 (WALHALLA HWY)  
BRIDGE REPLACEMENT OVER GREGORY CREEK



PICKENS COUNTY MAP

LAYOUT

SCALE = N.T.S.

|                         | SC183R | TOTAL       |
|-------------------------|--------|-------------|
| NET LENGTH OF ROADWAY   | 0.496  | 0.496 MILES |
| NET LENGTH OF BRIDGES   | 0.028  | 0.028 MILES |
| NET LENGTH OF PROJECT   | 0.524  | 0.524 MILES |
| LENGTH OF EXCEPTIONS    | 0.000  | 0.000 MILES |
| GROSS LENGTH OF PROJECT | 0.524  | 0.524 MILES |

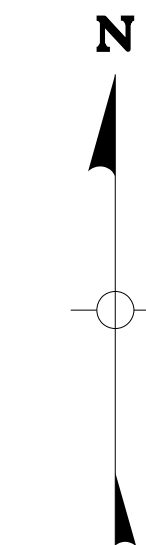
EQUALITIES IN STATIONING

NONE

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

NOTE: BRIDGE PLANS BOUND UNDER SEPARATE COVER

CONSTRUCT 150' X 46.25' CONCRETE BRIDGE  
STA. 168+93.00 TO STA. 170+43.00  
(SEE BRIDGE PLANS)



| SHEET NO. | TOTAL SHEETS |
|-----------|--------------|
| 1         | 4            |

Design Reference for these plans is the:

2018

AASHTO "A Policy on Geometric Design of  
Highways and Streets"

Design Reference for these plans is the:

2021

SCDOT Roadway Design Manual

Hydraulic Design Reference for these plans is the:

2009

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

NPDES PERMIT INFORMATION

Disturbed Area = 5.8 Acre(s)

Project Area = 7.8 Acre(s)

Approximate Location of Roadway is

Begin

Latitude 34° 52' 03" N

Longitude 82° 45' 34" W

End

Latitude 34° 51' 46" N

Longitude 82° 46' 00" W

Hydraulic and NPDES Design  
provided by:

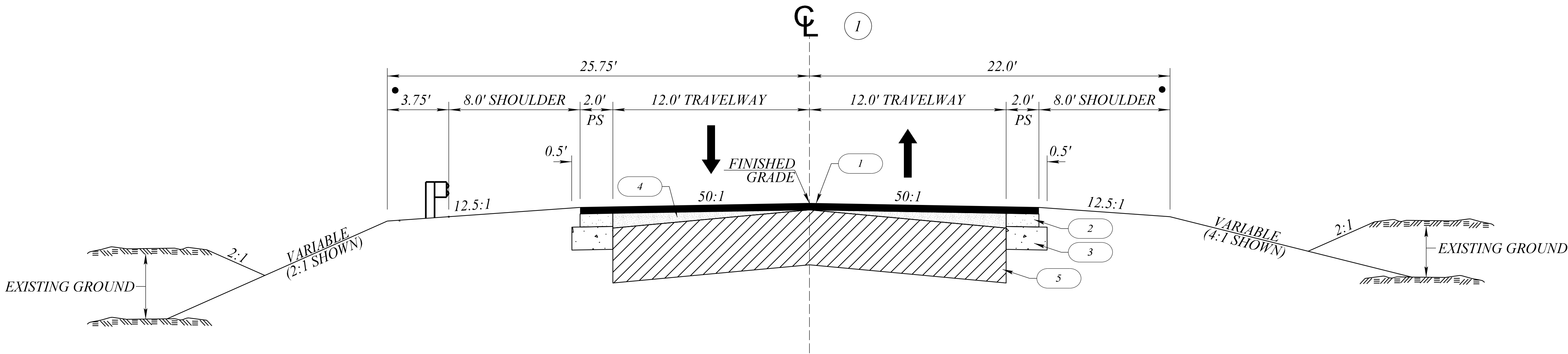
RK&K

Designs may be obtained from the  
SCDOT Regional Production Group



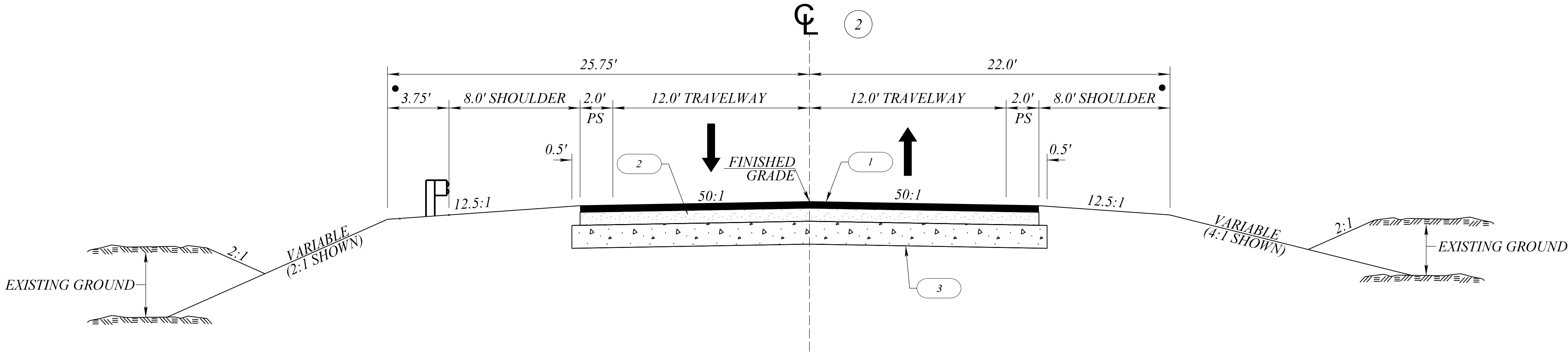
| FED. RD. DIST. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|--------------------|-------|---------|------------|-----------|-----------|
| 3                  | S.C.  | PICKENS | P041230    | SC183     | 2         |

SC183 (WALHALLA HIGHWAY)  
OVER GREGORY CREEK



USE THIS SECTION ON:

SC183R FROM STA. 157+50.00 TO STA. 162+50.00  
SC183R FROM STA. 177+00.00 TO STA. 183+25.00



USE THIS SECTION ON:

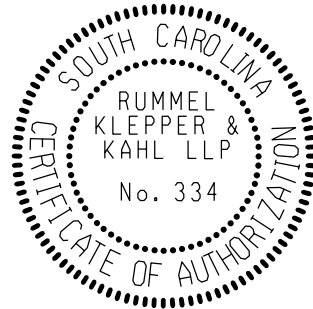
SC183R FROM STA. 156+00.00 TO STA. 157+00.00  
SC183R FROM STA. 163+00.00 TO STA. 168+93.00  
SC183R FROM STA. 170+43.00 TO STA. 176+50.00

- ADDITIONAL 3.75' WHERE GUARDRAIL IS USED.
- NOTE: IN AREAS WHERE EXISTING PAVEMENTS ARE WIDENED OUTSIDE THE TRAVEL LANES  
USE 600 PSY OF SHOULDER WIDENING MATERIAL AND OVERLAY WITH 200 PSY SURFACE COURSE TYPE C  
AND 400 PSY INTERMEDIATE COURSE TYPE B
- NOTE: PAVEMENT DESIGN PROVIDED IN FINAL RFP PER SCDOT

LEGEND

- 1 HOT MIX ASPHALT SURFACE COURSE TYPE B (200 LBS/SY)
- 2 HOT MIX ASPHALT INTERMEDIATE COURSE TYPE B (400 LBS/SY)
- 3 HOT MIX ASPHALT BASE COURSE TYPE A (700 LBS/SY)
- 4 HOT MIX ASPHALT SURFACE TYPE E FOR BUILDUP AND LEVELING 0" TO 1.5" \*\*  
\*\* HOT MIX ASPHALT INTERMEDIATE TYPE B FOR BUILDUP AND LEVELING FOR GREATER THICKNESSES
- 5 EXISTING PAVEMENT - RETAIN

| FUNCTIONAL CLASS              | DESIGN SPEED | FROM STA. | TO STA.   |
|-------------------------------|--------------|-----------|-----------|
| SC183R - RURAL MINOR ARTERIAL | 60           | 156+00.00 | 183+25.00 |
|                               |              |           |           |
|                               |              |           |           |
|                               |              |           |           |
|                               |              |           |           |
|                               |              |           |           |



CONTRACTOR: **UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY

PREPARED BY: **100 years RK&K**

PREPARED FOR: **SCDOT**  
CONCEPTUAL PLANS

TYPICAL SECTION

SCALE: NTS



# SC 183 (WALHALLA HIGHWAY) OVER GREGORY CREEK

**TIE EQUALITY:**  
STA. 155+34.73 SC183 (WALHALLA HWY)  
STA. 10+00.00 WINCHESTER MILL ROAD

| <i>SC183R (WALHALLA HIGHWAY)</i> |                            |
|----------------------------------|----------------------------|
| <i>Reloc. Curve Data</i>         | <i>Reloc. Curve Data</i>   |
| <i>ROAD SC183R1</i>              | <i>ROAD SC183R2</i>        |
| <i>P.I. = 159+21.36</i>          | <i>P.I. = 165+51.33</i>    |
| <i>Δ = 4° 16' 36" (RT)</i>       | <i>Δ = 4° 16' 36" (LT)</i> |
| <i>D = 0° 40' 44"</i>            | <i>D = 0° 40' 44"</i>      |
| <i>T = 315.13'</i>               | <i>T = 315.13'</i>         |
| <i>L = 629.97'</i>               | <i>L = 629.97'</i>         |
| <i>E = 5.88'</i>                 | <i>E = 5.88'</i>           |
| <i>R = 8,440.00'</i>             | <i>R = 8,440.00'</i>       |
| <i>D.S. = 60 MPH</i>             | <i>D.S. = 60 MPH</i>       |
| <i>eMAX = 8.0%</i>               | <i>eMAX = 8.0%</i>         |
| <i>e = RC</i>                    | <i>e = RC</i>              |

**TIE EQUALITY:**  
STA. 169+38.85 SC183R (WALHALLA HWY)  
STA. 14+88.77 GREGORY CREEK

TIE EQUALITY:  
STA. 169+22.17 SC183 (WALHALLA HWY)  
STA. 15+38.86 GREGORY CREEK

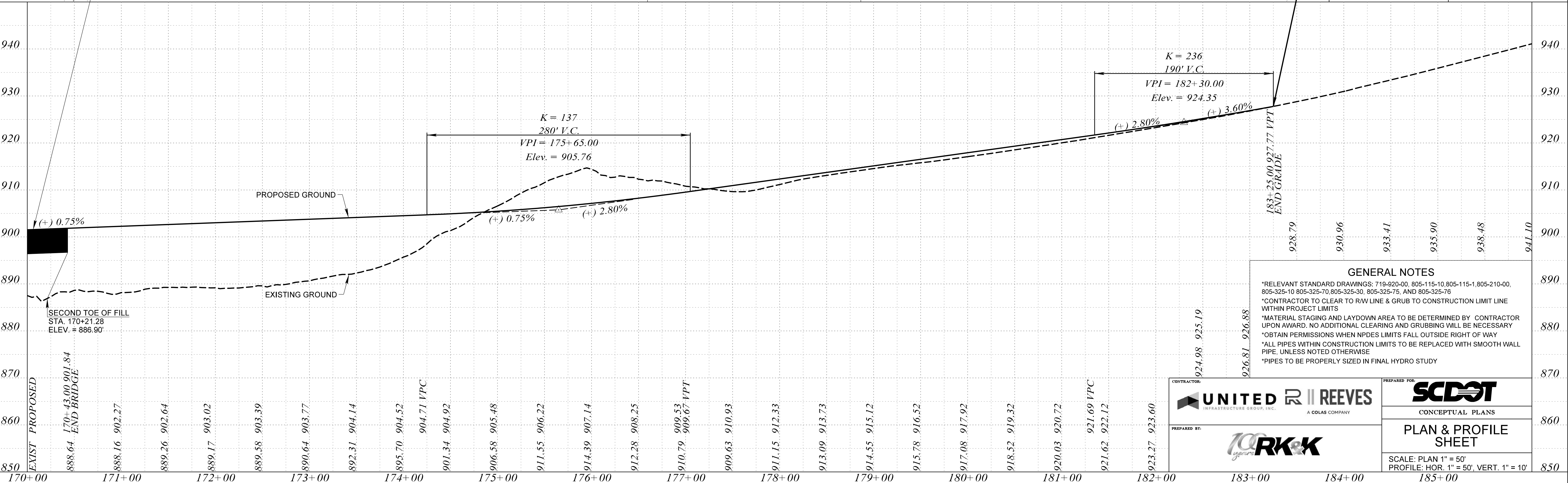
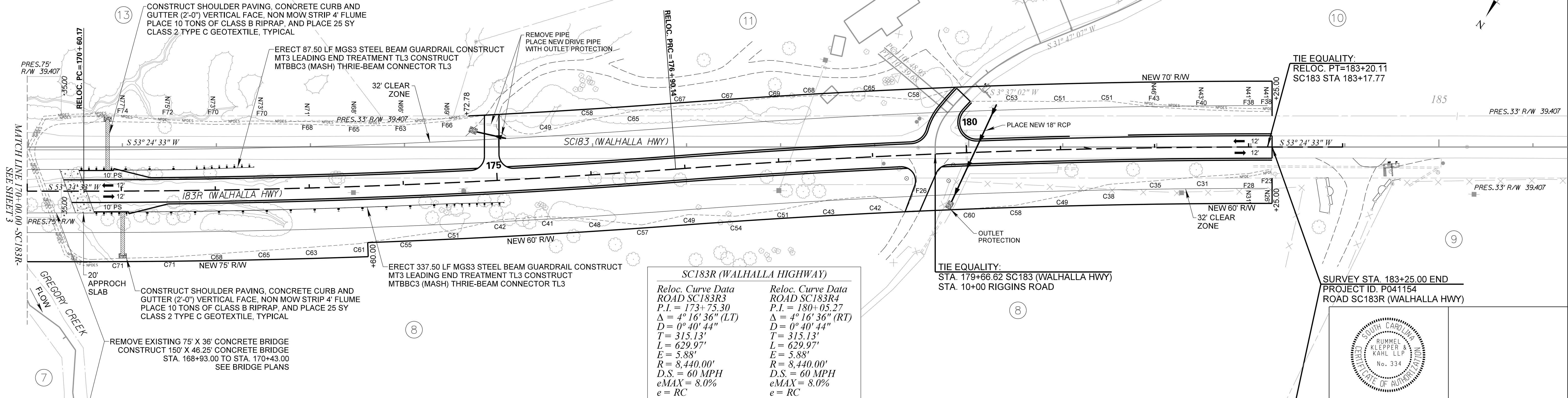
SURVEY STA. 155+60.00 BEGIN  
PROJECT ID. P041230  
ROAD SC183R  
(WALHALLA HWY)

| WINCHESTER MILL ROAD                |                                     |                                     |
|-------------------------------------|-------------------------------------|-------------------------------------|
| $P.I. = 10+21.43$                   | $P.I. = 12+04.16$                   | $P.I. = 14+29.24$                   |
| $\Delta = 63^{\circ} 58' 26''$ (LT) | $\Delta = 18^{\circ} 47' 49''$ (RT) | $\Delta = 60^{\circ} 41' 11''$ (RT) |
| $D = 166^{\circ} 58' 00''$          | $D = 22^{\circ} 31' 37''$           | $D = 43^{\circ} 44' 08''$ (RT)      |
| $T = 21.43'$                        | $T = 42.10'$                        | $T = 76.69'$                        |
| $L = 38.32'$                        | $L = 83.44'$                        | $L = 138.76'$                       |
| $E = 6.14'$                         | $E = 3.46'$                         | $E = 20.79'$                        |
| $R = 34.32'$                        | $R = 254.34'$                       | $R = 131.01'$                       |



# SC 183 (WALHALLA HIGHWAY) OVER GREGORY CREEK

| RIGGINS ROAD                        |                                     |                                    |
|-------------------------------------|-------------------------------------|------------------------------------|
| $P.I. = 10+20.69$                   | $P.I. = 11+07.87$                   | $P.I. = 12+47.40$                  |
| $\Delta = 40^{\circ} 12' 29'' (RT)$ | $\Delta = 28^{\circ} 10' 06'' (RT)$ | $\Delta = 5^{\circ} 30' 16'' (LT)$ |
| $D = 101^{\circ} 20' 30''$          | $D = 24^{\circ} 23' 25''$           | $D = 5^{\circ} 54' 57''$           |
| $T = 20.69'$                        | $T = 58.94'$                        | $T = 46.56'$                       |
| $L = 39.68'$                        | $L = 115.49'$                       | $L = 93.04'$                       |
| $E = 3.67'$                         | $E = 7.28'$                         | $E = 1.12'$                        |
| $R = 56.54'$                        | $R = 234.91'$                       | $R = 968.50'$                      |



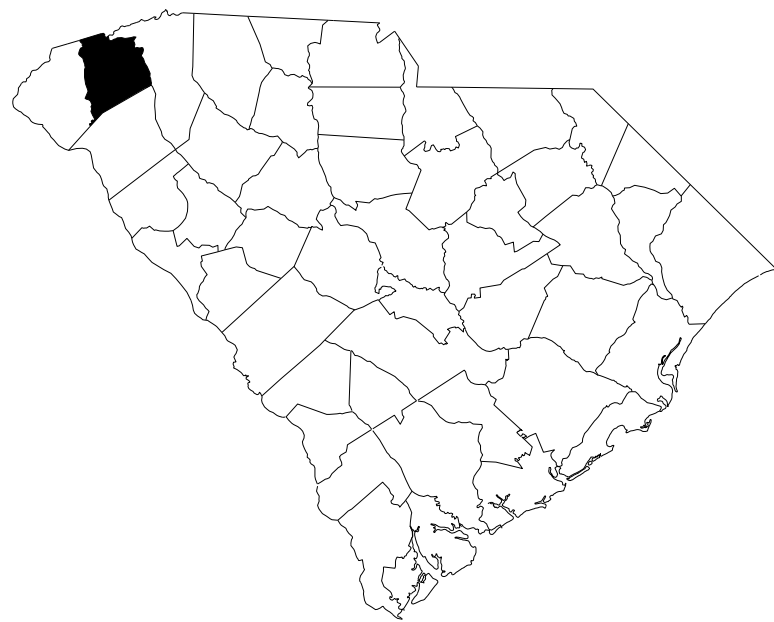
engpro\_da



INDEX OF SHEETS

| SHEET NO. | DESCRIPTION                | SHEET SUBTOTALS |
|-----------|----------------------------|-----------------|
| 1         | TITLE SHEET                | 1               |
| 2-3       | TYPICAL SECTIONS           | 2               |
| 4-10      | PLAN AND PROFILE SHEETS    | 7               |
| 11        | SIGNAL PLANS               | 1               |
| X1-X47    | CROSS SECTION SHEETS       | 47              |
| XP1-XP2   | CROSS PIPE SECTIONS SHEETS | 2               |

TOTAL SHEETS = 60



MAP SHOWING LOCATION OF PICKENS COUNTY IN SOUTH CAROLINA

CONSTRUCT 250' X 95.25' CONCRETE BRIDGE  
STA. 246+06.44 TO STA. 248+56.44  
(SEE BRIDGE PLANS)

PROJECT ID. P041233  
RELOC. ROAD SC-124R2 (OLD EASLEY HWY)  
STA 225+00.00 TO STA 228+88.02  
SEE SHEET 4

| ENVIRONMENTAL PERMIT INFORMATION |          |         |          |          |  |
|----------------------------------|----------|---------|----------|----------|--|
| USACE PERMIT                     | ___YES   | ___X NO |          |          |  |
| NEPA DOCUMENT                    | ___X YES | ___NO   |          |          |  |
| 401 CERTIFICATION                | ___YES   | ___X NO |          |          |  |
| OCRM CAP                         | ___YES   | ___X NO |          |          |  |
| NAVIGABLE WATERS                 | ___SC    | ___USCG | ___USACE | ___X N/A |  |

3 DAYS BEFORE DIGGING IN  
SOUTH CAROLINA

CALL 811

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

RAILROAD INVOLVEMENT?  
YES / NO

TRAFFIC DATA

|          | US-123SB | US-123NB | SC-124 |
|----------|----------|----------|--------|
| 2022 ADT | 11,234   | 11,550   | 9,500  |
| 2042 ADT | 16,290   | 16,748   | 12,065 |
| TRUCKS   | 4 %      |          |        |



South Carolina Department of Transportation



CONCEPTUAL ROADWAY PLANS  
FOR

PICKENS COUNTY

PROJECT ID P041233

US-123 (CALHOUN MEMORIAL HWY)  
BRIDGE REPLACEMENT OVER GEORGES CREEK  
AND SC-124 (OLD EASLEY HWY) ROADWAY IMPROVEMENTS



PICKENS COUNTY MAP

PROJECT ID. P041233  
ROAD US-123 (CALHOUN MEMORIAL HWY)  
STA. 234+25.00 TO STA. 267+00.00  
SEE SHEET 3-4

LAYOUT

SCALE = N.T.S.

|                         | US123SBR | US123NBR | SC124R | SC124R2 | TOTAL       |
|-------------------------|----------|----------|--------|---------|-------------|
| NET LENGTH OF ROADWAY   | 0.573    | 0.546    | 0.247  | 0.073   | 1.439 MILES |
| NET LENGTH OF BRIDGES   | 0.047    | 0.047    | 0.000  | 0.000   | 0.094 MILES |
| NET LENGTH OF PROJECT   | 0.620    | 0.593    | 0.247  | 0.073   | 1.533 MILES |
| LENGTH OF EXCEPTIONS    | 0.000    | 0.000    | 0.000  | 0.000   | 0.000 MILES |
| GROSS LENGTH OF PROJECT | 0.620    | 0.593    | 0.247  | 0.073   | 1.533 MILES |

EQUALITIES IN STATIONING

NONE

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

NOTE: BRIDGE PLANS BOUND UNDER SEPARATE COVER

Design Reference for these plans is the:

2018

AASHTO "A Policy on Geometric Design of Highways and Streets"

Design Reference for these plans is the:

2021

SCDOT Roadway Design Manual

Hydraulic Design Reference for these plans is the:

2009

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

NPDES PERMIT INFORMATION

Disturbed Area = 14.5 Acre(s)

Project Area = 16.5 Acre(s)

Approximate Location of Roadway is

Begin

Latitude 34° 49' 53" N

Longitude 82° 29' 33" W

End

Latitude 34° 49' 12" N

Longitude 82° 30' 12" W

Hydraulic and NPDES Design  
provided by:

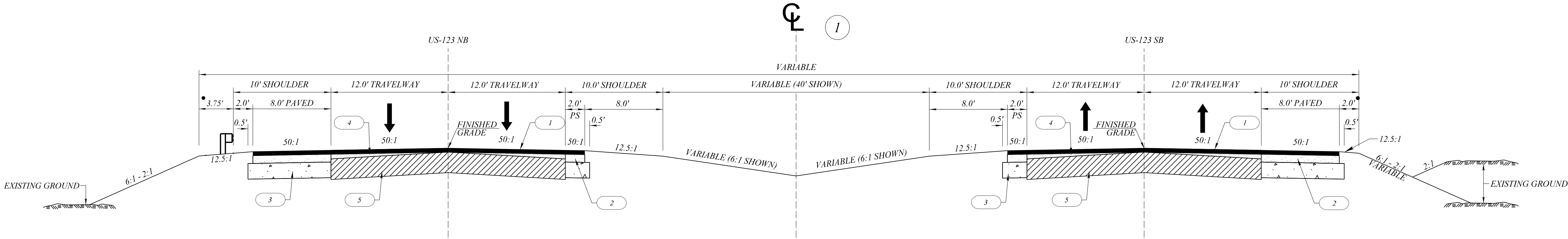
RK&K

Designs may be obtained from the  
SCDOT Regional Production Group



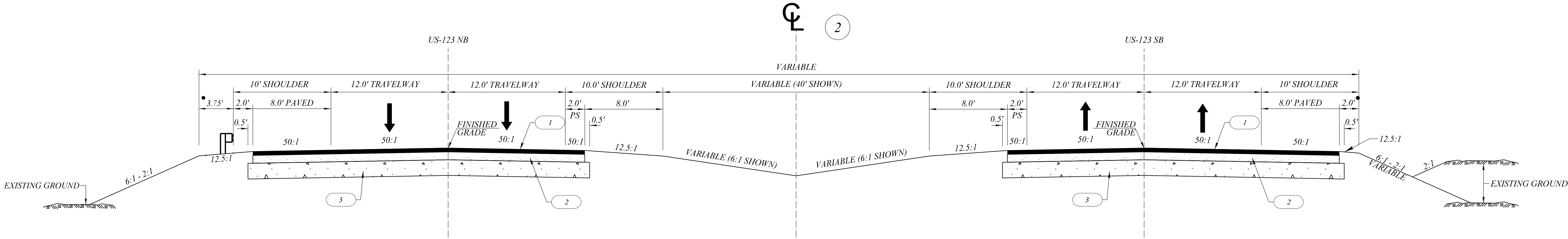


US-123 OVER  
GEORGES CREEK



USE THIS SECTION ON:

US123NBR FROM STA. 234+25.00 TO STA. 236+25.00  
US123NBR FROM STA. 257+25.00 TO STA. 265+80.00  
US123SBR FROM STA. 234+25.00 TO STA. 239+75.00  
US123SBR FROM STA. 256+75.00 TO STA. 266+96.17



USE THIS SECTION ON:

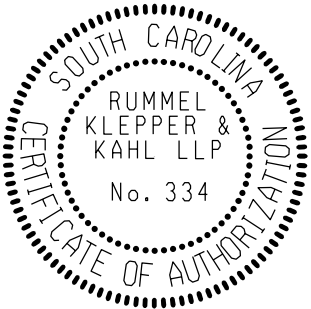
US123NBR FROM STA. 236+25.00 TO STA. 246+01.67 (BEGIN BRIDGE)  
US123NBR FROM STA. 248+61.67 (END BRIDGE) TO STA. 257+25.00  
US123SBR FROM STA. 239+75.00 TO STA. 246+00.00 (BEGIN BRIDGE)  
US123SBR FROM STA. 248+60.00 (END BRIDGE) TO STA. 256+75.00

• ADDITIONAL 3.75' WHERE GUARDRAIL IS USED.

LEGEND

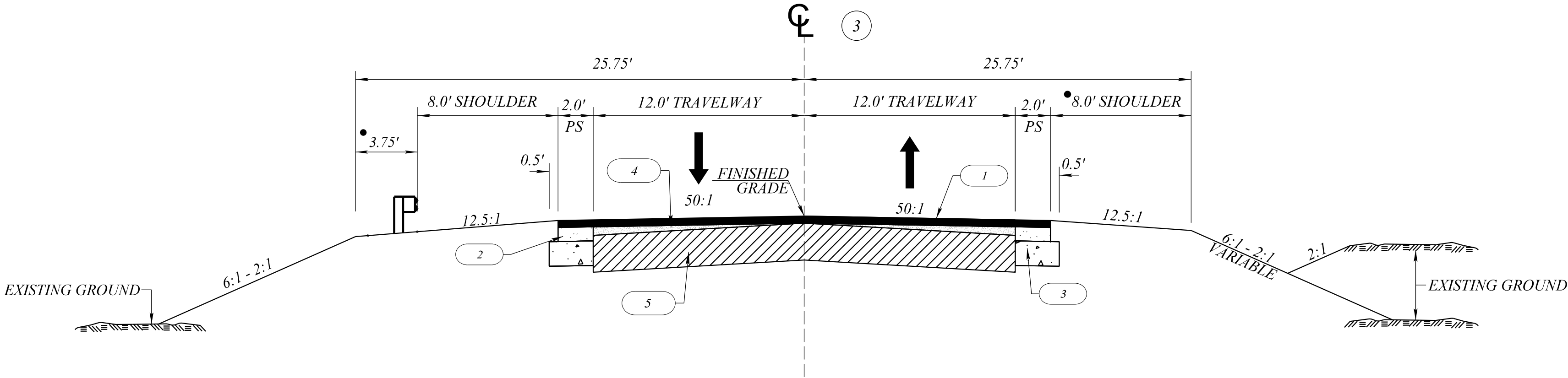
- 1 HOT MIX ASPHALT SURFACE COURSE TYPE B (200 LBS/SY)
- 2 HOT MIX ASPHALT INTERMEDIATE COURSE TYPE B (400 LBS/SY)
- 3 HOT MIX ASPHALT BASE COURSE TYPE A (800 LBS/SY)
- 4 HOT MIX ASPHALT SURFACE TYPE E FOR BUILDUP AND LEVELING 0" TO 1.5" \*\*  
\*\* HOT MIX ASPHALT INTERMEDIATE TYPE B FOR BUILDUP AND LEVELING FOR GREATER THICKNESSES
- 5 EXISTING PAVEMENT - RETAIN

| FUNCTIONAL CLASS                    | DESIGN SPEED | FROM STA. | TO STA.   |
|-------------------------------------|--------------|-----------|-----------|
| US123SBR - URBAN PRINCIPLE ARTERIAL | 55           | 234+25.00 | 267+00.00 |
| US123NBR - URBAN PRINCIPLE ARTERIAL | 55           | 234+50.00 | 265+80.00 |
|                                     |              |           |           |
|                                     |              |           |           |
|                                     |              |           |           |
|                                     |              |           |           |



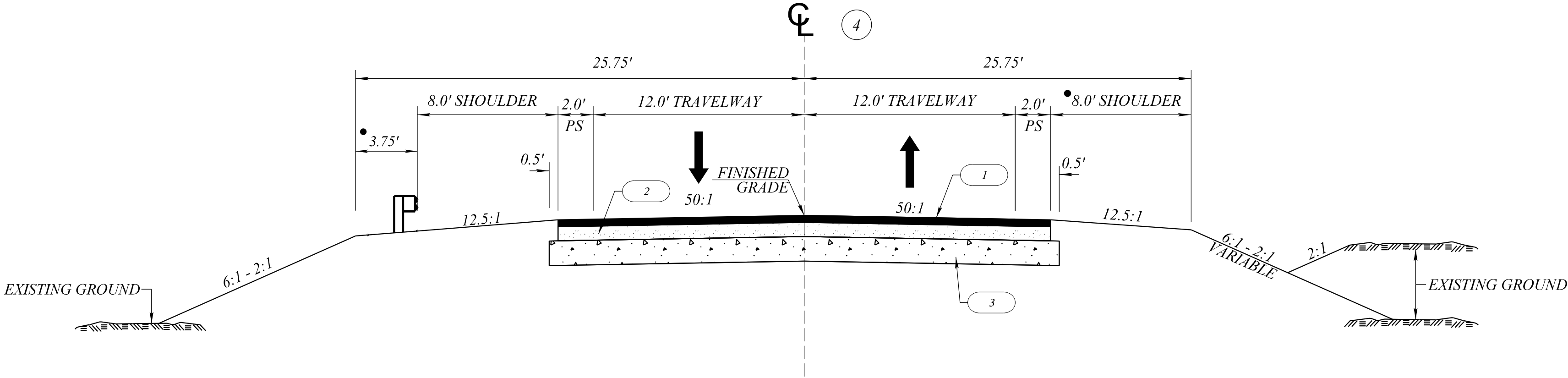
TYPICAL SECTION

SCALE: NTS



USE THIS SECTION ON:

SC124R FROM STA. 207+ 25.00 TO STA. 218+ 02.49  
SC124R2 FROM STA. 225+ 00.00 TO STA. 226+ 25.00



USE THIS SECTION ON:

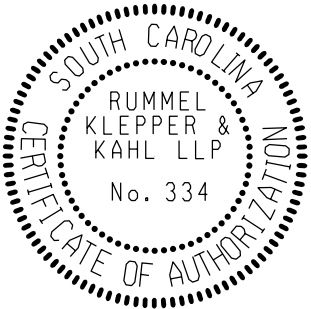
SC124R FROM STA. 205+ 00.00 TO STA. 226+ 25.00  
SC124R2 FROM STA. 226+ 25.00 TO STA. 228+ 88.02

• ADDITIONAL 3.75' WHERE GUARDRAIL IS USED.

## LEGEND

- |   |  |  |
|---|--|--|
| 1 |  | HOT MIX ASPHALT SURFACE COURSE TYPE B (200 LBS/SY)   |
| 2 |  | HOT MIX ASPHALT INTERMEDIATE COURSE TYPE B (400 LBS/SY)  |
| 3 |  | HOT MIX ASPHALT BASE COURSE TYPE A (700 LBS/SY)  |
| 4 |  | HOT MIX ASPHALT SURFACE TYPE E FOR BUILDUP AND LEVELING 0" TO 1.5" **<br>** HOT MIX ASPHALT INTERMEDIATE TYPE B FOR BUILDUP AND LEVELING FOR GREATER THICKNESSES |
| 5 |  | EXISTING PAVEMENT - RETAIN   |

| FUNCTIONAL CLASS               | DESIGN SPEED | FROM STA. | TO STA.   |
|--------------------------------|--------------|-----------|-----------|
| SC124R - URBAN MINOR ARTERIAL  | 50           | 205+00.00 | 218+02.49 |
| SC124R2 - URBAN MINOR ARTERIAL | 50           | 225+00.00 | 228+88.02 |
|                                |              |           |           |
|                                |              |           |           |
|                                |              |           |           |
|                                |              |           |           |



CONTRACTOR:  
**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC.  
A COLAS COMPANY

PREPARED BY:  
**100 years RK&K**

PREPARED FOR:  
**SCDOT**  
CONCEPTUAL PLANS

TYPICAL SECTION

SCALE: NTS

| FED. RD. DIST. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|--------------------|-------|---------|------------|-----------|-----------|
| 3                  | S.C.  | PICKENS | P041233    | US123     | 4         |

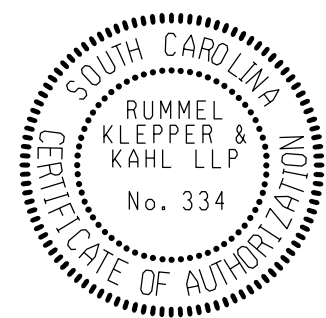
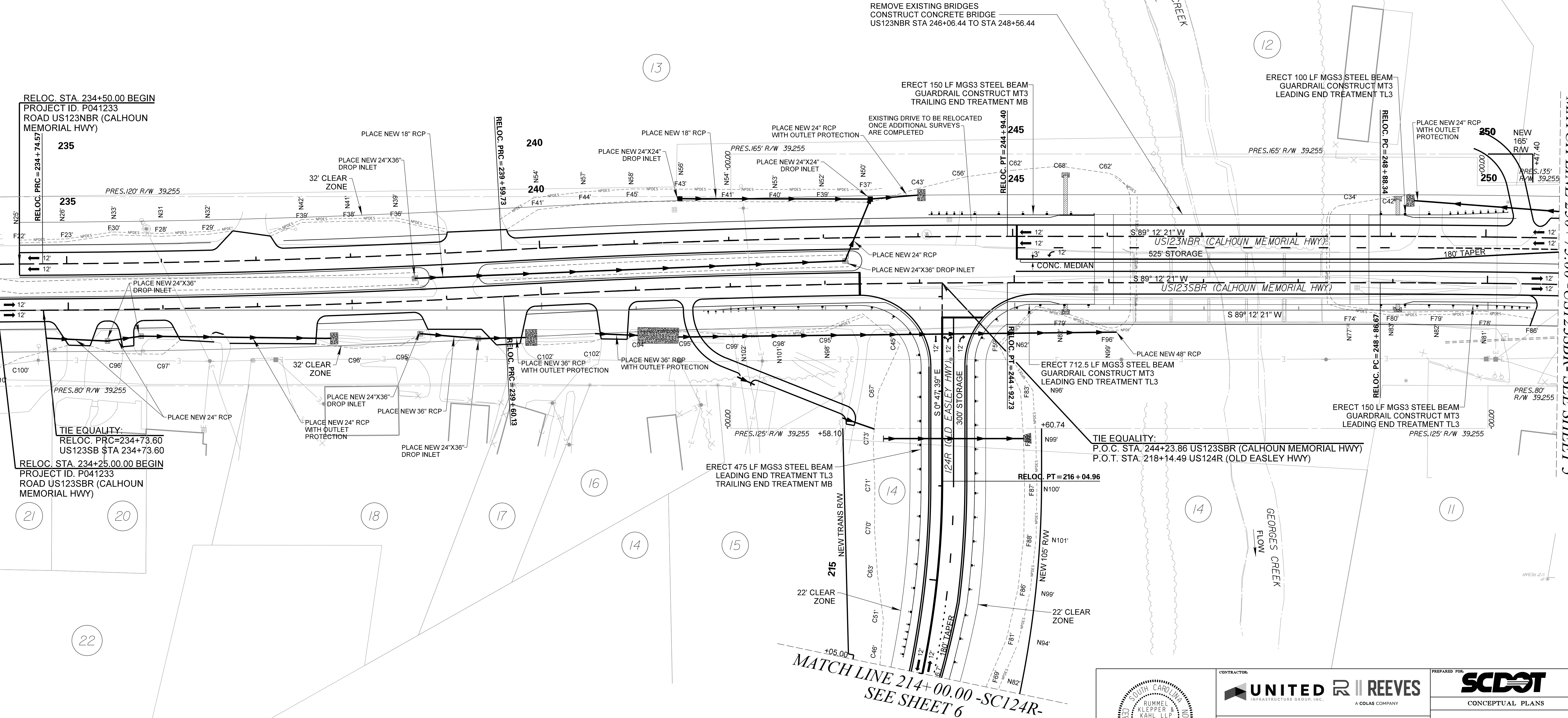
US-123 OVER  
GEORGES CREEK

MATCH LINE 250+75.00 - US123SBR - SEE SHEET 5

| US123SBR  |
|---|
| Reloc. Curve Data<br>ROAD US123SBR1<br>P.I. = 233+86.81<br>$\Delta = 1^{\circ} 40' 49''$ (RT)<br>$D = 0^{\circ} 58' 05''$<br>$T = 86.81'$<br>$L = 173.60'$<br>$E = 0.64'$<br>$R = \text{MATCH EXIST}$   |
| Reloc. Curve Data<br>ROAD US123SBR2<br>P.I. = 237+16.92<br>$\Delta = 2^{\circ} 52' 05''$ (LT)<br>$D = 0^{\circ} 35' 22''$<br>$T = 243.32'$<br>$L = 486.53'$<br>$E = 3.04'$<br>$R = 9,720.00'$<br>$D.S. = 55 \text{ MPH}$<br>$e_{\text{MAX}} = 8.0\%$<br>$e = \text{NC}$<br>$P.C. - LG\% = 0.50$<br>$P.T. - LG\% = 0.50$ |
| Reloc. Curve Data<br>ROAD US123SBR3<br>P.I. = 242+26.50<br>$\Delta = 3^{\circ} 08' 22''$ (RT)<br>$D = 0^{\circ} 35' 22''$<br>$T = 266.36'$<br>$L = 532.60'$<br>$E = 3.65'$<br>$R = 9,720.00'$<br>$D.S. = 55 \text{ MPH}$<br>$e_{\text{MAX}} = 8.0\%$<br>$e = \text{NC}$<br>$P.C. - LG\% = 0.50$<br>$P.T. - LG\% = 0.50$ |

| US123NBR  |
|---|
| Reloc. Curve Data<br>ROAD US123NBR1<br>P.I. = 233+87.29<br>$\Delta = 1^{\circ} 40' 33''$ (RT)<br>$D = 0^{\circ} 57' 36''$<br>$T = 87.29'$<br>$L = 174.57'$<br>$E = 0.64'$<br>$R = \text{MATCH EXIST}$   |
| Reloc. Curve Data<br>ROAD US123NBR2<br>P.I. = 237+17.20<br>$\Delta = 2^{\circ} 51' 35''$ (LT)<br>$D = 0^{\circ} 35' 22''$<br>$T = 242.63'$<br>$L = 485.16'$<br>$E = 3.03'$<br>$R = 9,720.00'$<br>$D.S. = 55 \text{ MPH}$<br>$e_{\text{MAX}} = 8.0\%$<br>$e = \text{NC}$<br>$P.C. - LG\% = 0.50$<br>$P.T. - LG\% = 0.50$ |
| Reloc. Curve Data<br>ROAD US123NBR3<br>P.I. = 242+27.13<br>$\Delta = 3^{\circ} 08' 09''$ (RT)<br>$D = 0^{\circ} 35' 11''$<br>$T = 267.40'$<br>$L = 534.67'$<br>$E = 3.66'$<br>$R = 9,769.00'$<br>$D.S. = 55 \text{ MPH}$<br>$e_{\text{MAX}} = 8.0\%$<br>$e = \text{NC}$<br>$P.C. - LG\% = 0.50$<br>$P.T. - LG\% = 0.50$ |

| US123SB   | SC124R  |
|---|---|
| P.I. = 230+55.73<br>$\Delta = 8^{\circ} 38' 56''$ (RT)<br>$D = 0^{\circ} 58' 05''$<br>$T = 447.62'$<br>$L = 893.54'$<br>$E = 16.90'$<br>$R = 5,919.41'$ | Reloc. Curve Data<br>ROAD SC124R 1<br>P.I. = 211+40.49<br>$\Delta = 59^{\circ} 05' 03''$ (LT)<br>$D = 5^{\circ} 43' 46''$<br>$T = 566.74'$<br>$L = 1,031.21'$<br>$E = 149.43'$<br>$R = 1,000.00'$<br>$D.S. = 50 \text{ MPH}$<br>$e_{\text{MAX}} = 8.0\%$<br>$e = 7.6\%$<br>$P.C. - LG\% = 0.50$<br>$P.T. - LG\% = 0.50$ |



CONTRACTOR:  
**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC.  
A COLAS COMPANY

PREPARED BY:  
**100 years RK&K**

PREPARED FOR:  
**SCDOT**  
CONCEPTUAL PLANS

**ROADWAY PLAN**

SCALE: PLAN 1" = 50'

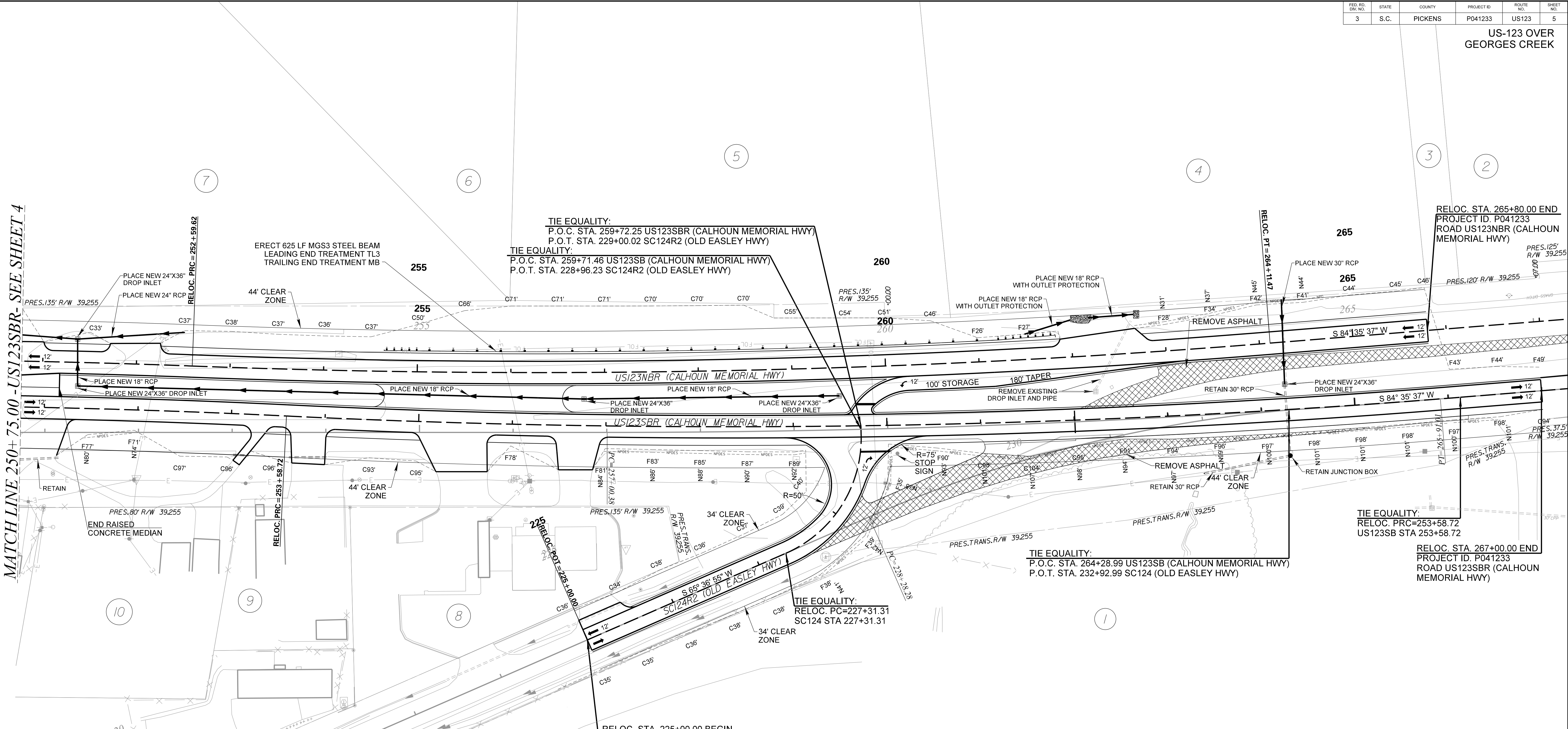


| FED. RD. DIST. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|--------------------|-------|---------|------------|-----------|-----------|
| 3                  | S.C.  | PICKENS | P041233    | US123     | 5         |

US-123 OVER  
GEORGES CREEK

MATCH LINE 250+75.00 -US123SBR- SEE SHEET 4

MATCH LINE 219+00.00  
-SC124- SEE SHEET 6



| US123SB                            | SC124                               |
|------------------------------------|-------------------------------------|
| P.I. = 261+45.93                   | P.I. = 230+62.70                    |
| $\Delta = 4^{\circ} 36' 44''$ (LT) | $\Delta = 18^{\circ} 35' 17''$ (RT) |
| D = 0° 31' 04"                     | D = 4° 00' 00"                      |
| T = 445.56'                        | T = 234.41'                         |
| L = 890.63'                        | L = 464.71'                         |
| E = 8.97'                          | E = 19.05'                          |
| R = 11,064.07'                     | R = 1,432.41'                       |

| SC124R2                             |
|-------------------------------------|
| Reloc. Curve Data                   |
| ROAD SC124R2 1                      |
| P.I. = 228+21.38                    |
| $\Delta = 67^{\circ} 48' 48''$ (LT) |
| D = 42° 43' 29"                     |
| T = 90.07'                          |
| L = 158.60'                         |
| E = 27.46'                          |
| R = 134.00'                         |

| US123SBR                           |
|------------------------------------|
| Reloc. Curve Data                  |
| ROAD US123SBR4                     |
| P.I. = 251+22.74                   |
| $\Delta = 2^{\circ} 46' 57''$ (RT) |
| D = 0° 35' 22"                     |
| T = 236.07'                        |
| L = 472.05'                        |
| E = 2.87'                          |
| R = 9,720.00'                      |
| D.S. = 55 MPH                      |
| eMAX = 8.0%                        |
| e = NC                             |
| P.C. - LG% = 0.50                  |
| P.T. - LG% = 0.50                  |

CONTRACTOR:  
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INFRASTRUCTURE GROUP, INC.  
A COLAS COMPANY

PREPARED BY:  
**100 years RK&K**

| US123NBR                           |
|------------------------------------|
| Reloc. Curve Data                  |
| ROAD US123NBR5                     |
| P.I. = 250+74.00                   |
| $\Delta = 2^{\circ} 10' 39''$ (RT) |
| D = 0° 35' 11"                     |
| T = 185.66'                        |
| L = 371.28'                        |
| E = 1.76'                          |
| R = 9,769.00'                      |
| D.S. = 55 MPH                      |
| eMAX = 8.0%                        |
| e = NC                             |
| P.C. - LG% = 0.50                  |
| P.T. - LG% = 0.50                  |

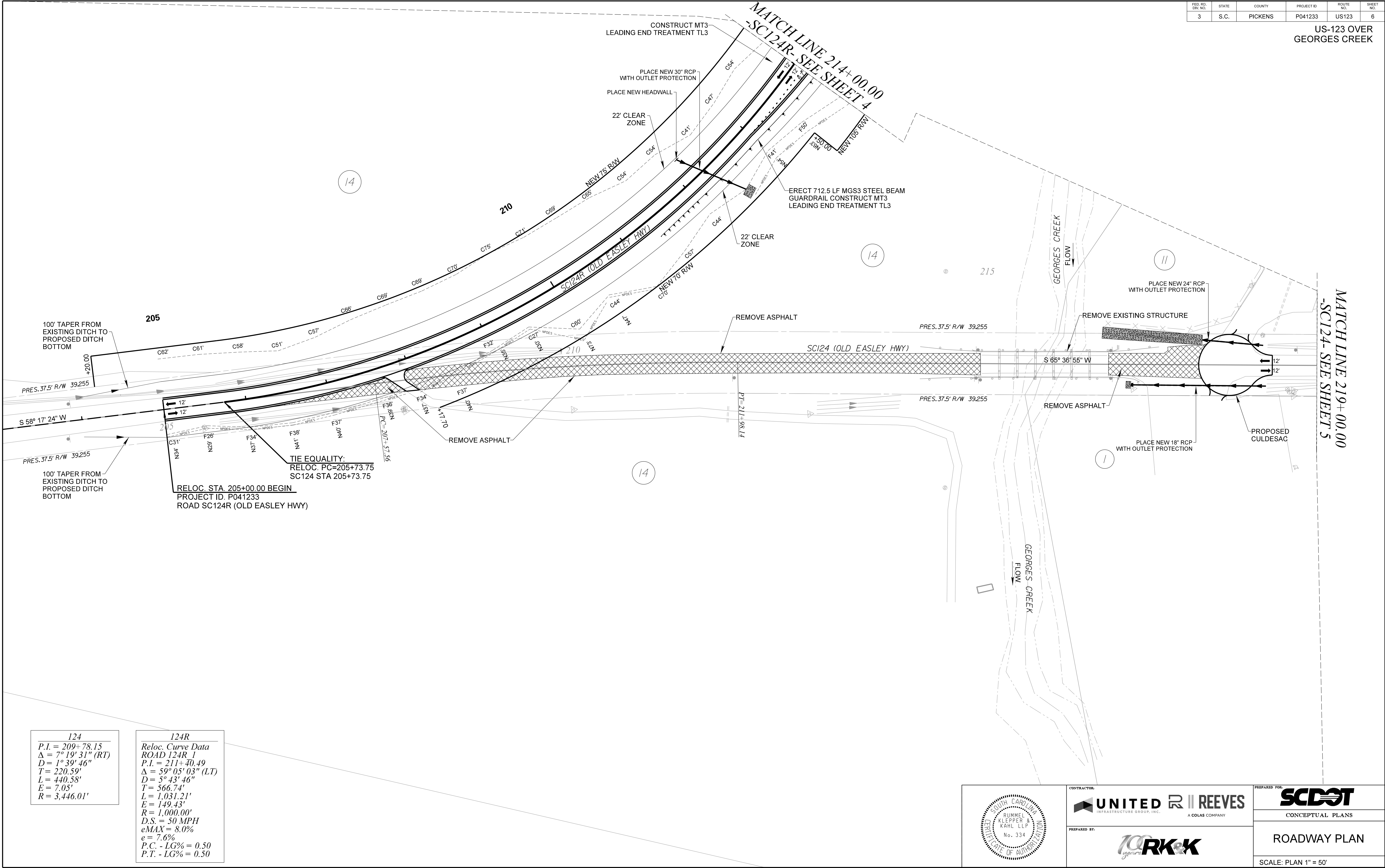
PREPARED FOR:  
**SCDOT**  
CONCEPTUAL PLANS

ROADWAY PLAN

SCALE: PLAN 1" = 50'

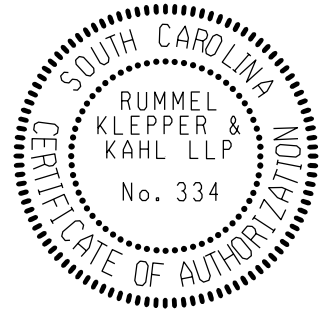
| FED. RD. DIST. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|--------------------|-------|---------|------------|-----------|-----------|
| 3                  | S.C.  | PICKENS | P041233    | US123     | 6         |

US-123 OVER  
GEORGES CREEK



124  
P.I. = 209+78.15  
 $\Delta = 7^\circ 19' 31''$  (RT)  
 $D = 1^\circ 39' 46''$   
 $T = 220.59'$   
 $L = 440.58'$   
 $E = 7.05'$   
 $R = 3,446.01'$

124R  
Reloc. Curve Data  
ROAD 124R-1  
P.I. = 211+40.49  
 $\Delta = 59^\circ 05' 03''$  (LT)  
 $D = 5^\circ 43' 46''$   
 $T = 566.74'$   
 $L = 1,031.21'$   
 $E = 149.43'$   
 $R = 1,000.00'$   
D.S. = 50 MPH  
eMAX = 8.0%  
e = 7.6%  
P.C. - LG% = 0.50  
P.T. - LG% = 0.50



CONTRACTOR:  
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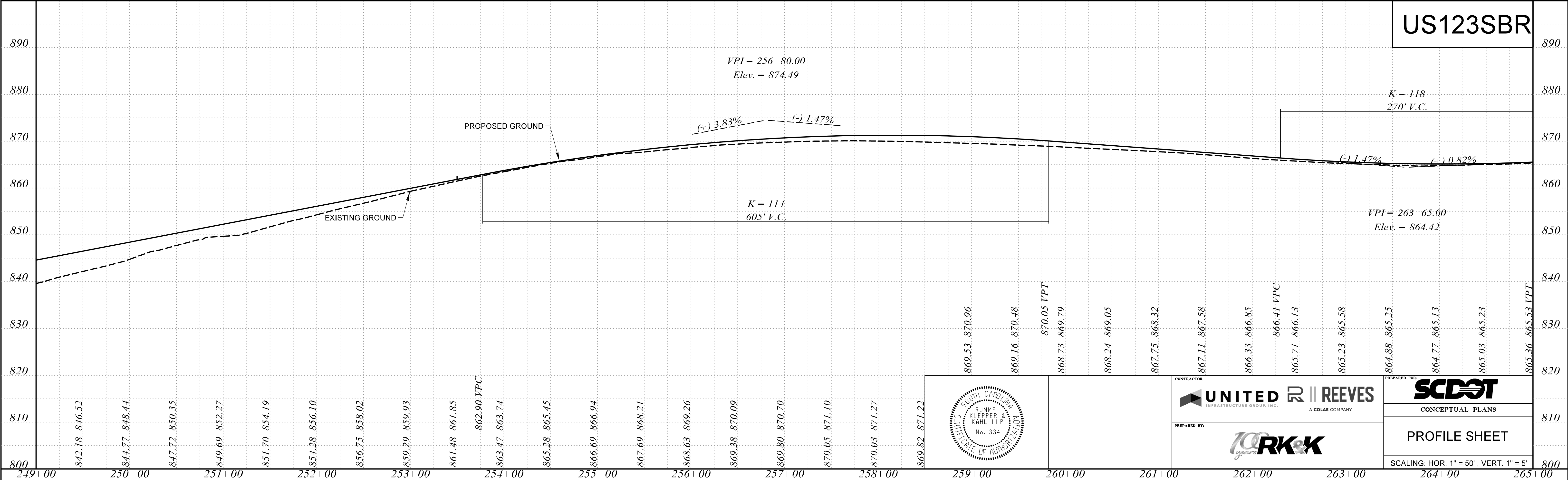
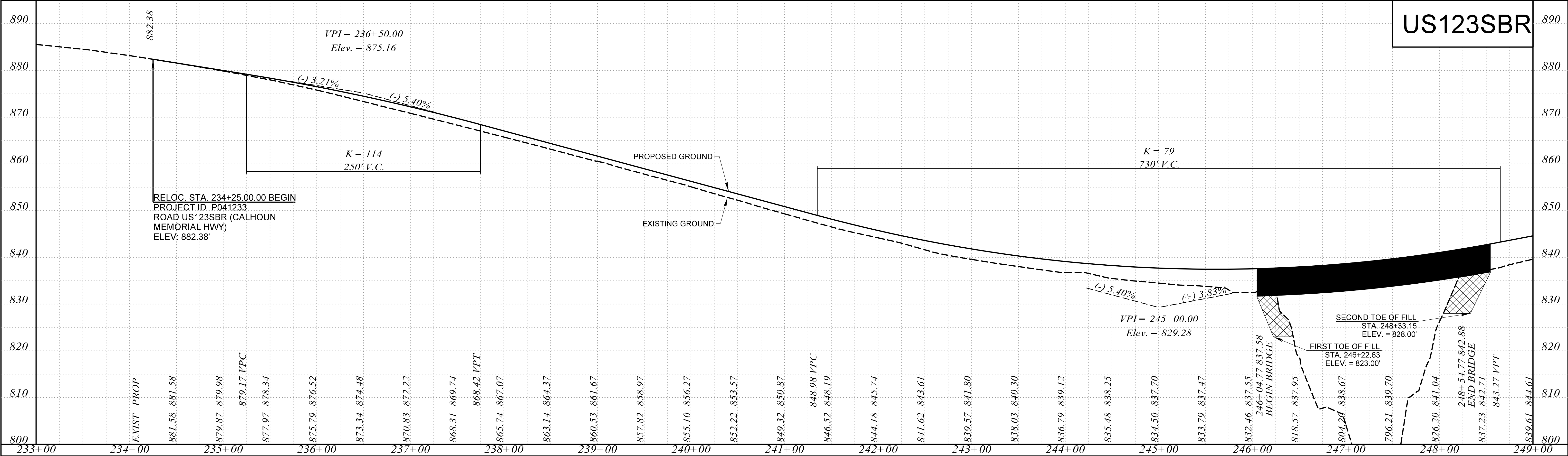
PREPARED BY:  
**100 years RK&K**

PREPARED FOR:  
**SCDOT**  
CONCEPTUAL PLANS

ROADWAY PLAN

SCALE: PLAN 1" = 50'

| FED. RD. DIST. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|--------------------|-------|---------|------------|-----------|-----------|
| 3                  | S.C.  | PICKENS | P041233    | US123     | 7         |



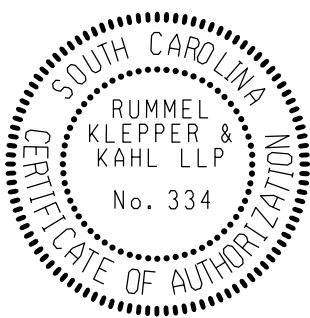
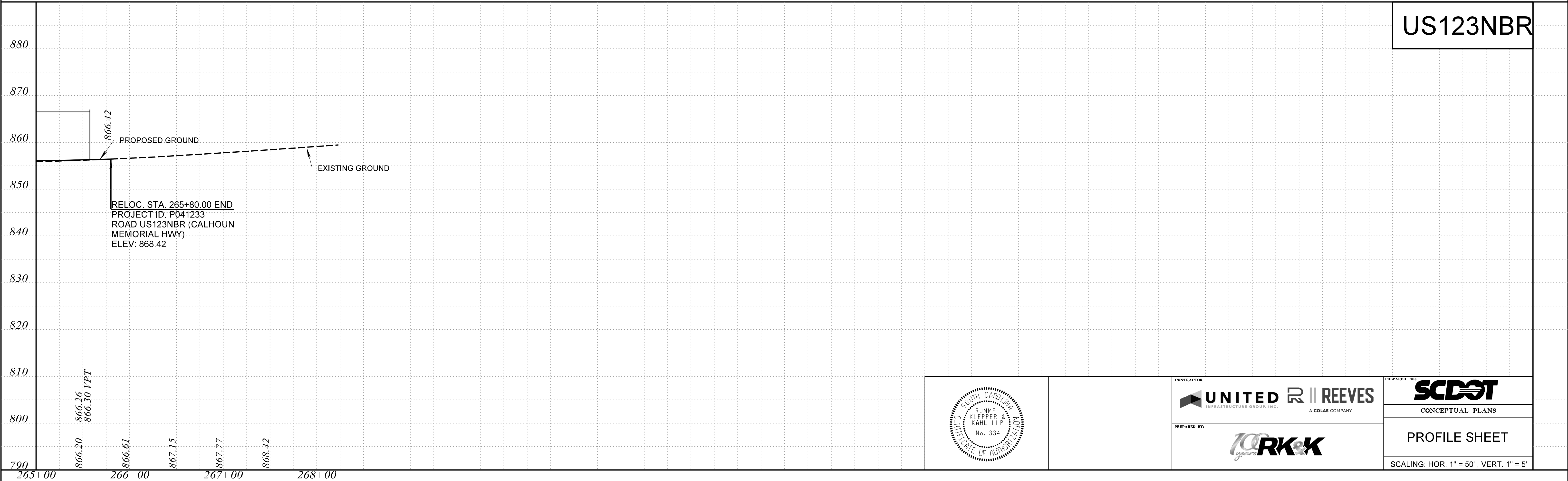
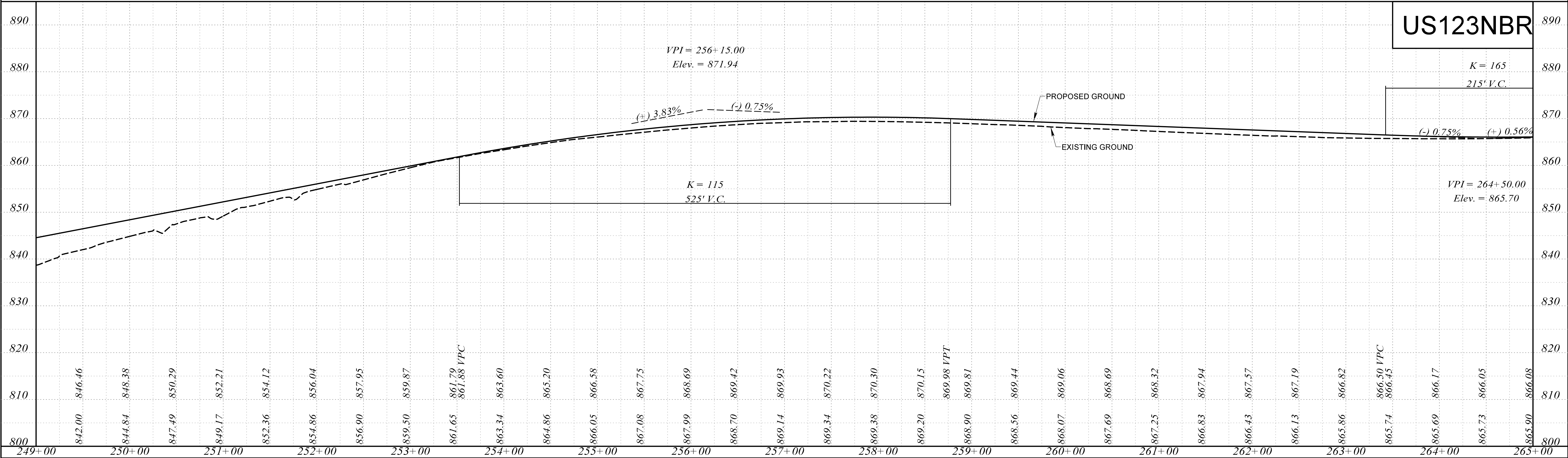
PROFILE SHEET

SCALING: HOR. 1" = 50' , VERT. 1" = 5'





| FED. RD.<br>DIST. NO. | STATE | COUNTY  | PROJECT ID | ROUTE<br>NO. | SHEET<br>NO. |
|-----------------------|-------|---------|------------|--------------|--------------|
| 3                     | S.C.  | PICKENS | P041233    | US123        | 9            |

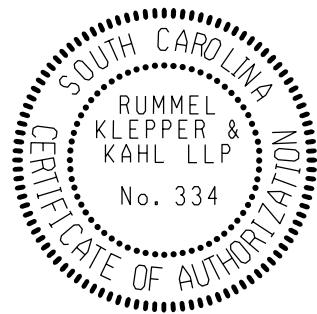
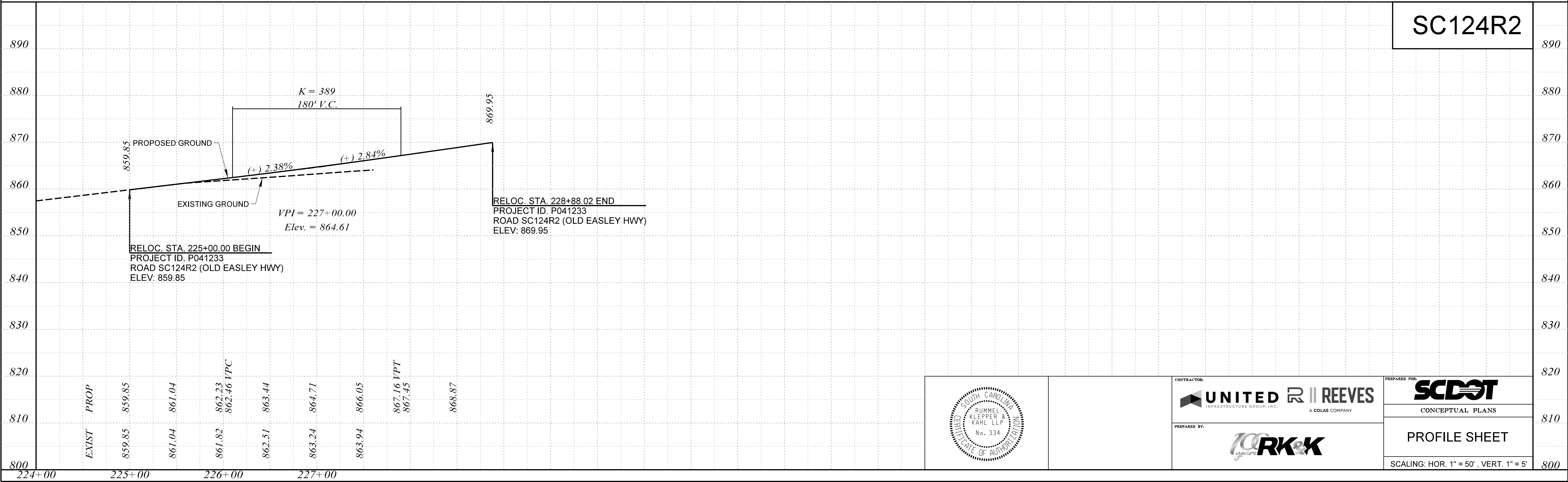
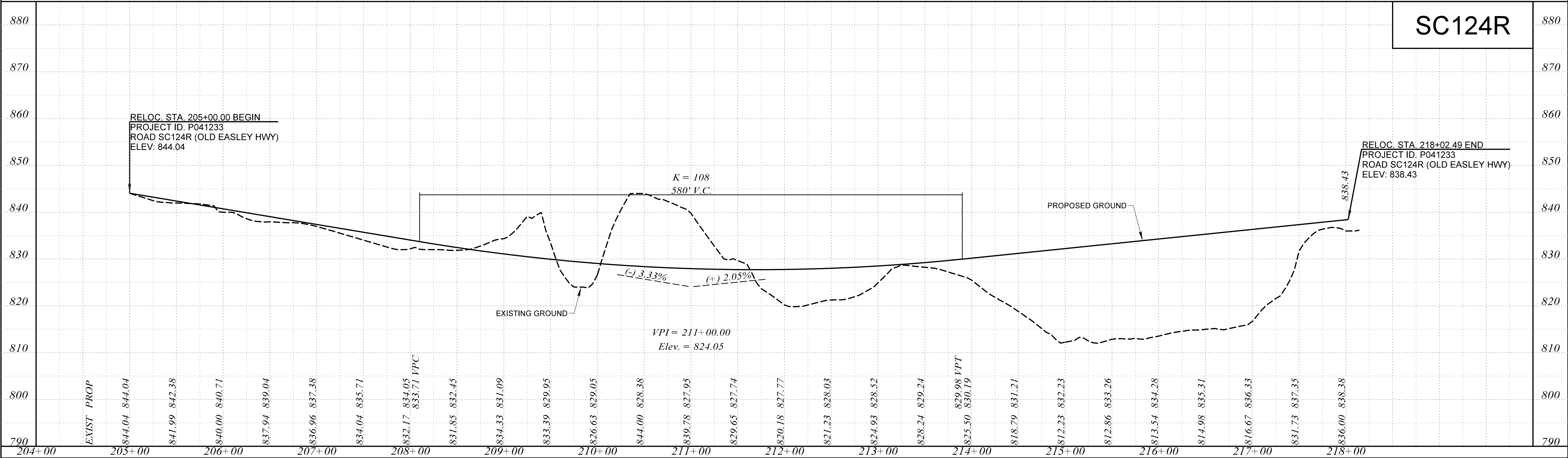


CONCEPTUAL PLANS

PROFILE SHEET

SCALING: HOR. 1" = 50' , VERT. 1" = 5'

| FED. RD.<br>DIST. NO. | STATE | COUNTY  | PROJECT ID | ROUTE<br>NO. | SHEET<br>NO. |
|-----------------------|-------|---------|------------|--------------|--------------|
| 3                     | S.C.  | PICKENS | P041233    | US123        | 10           |

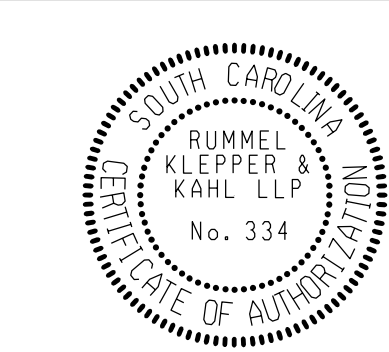
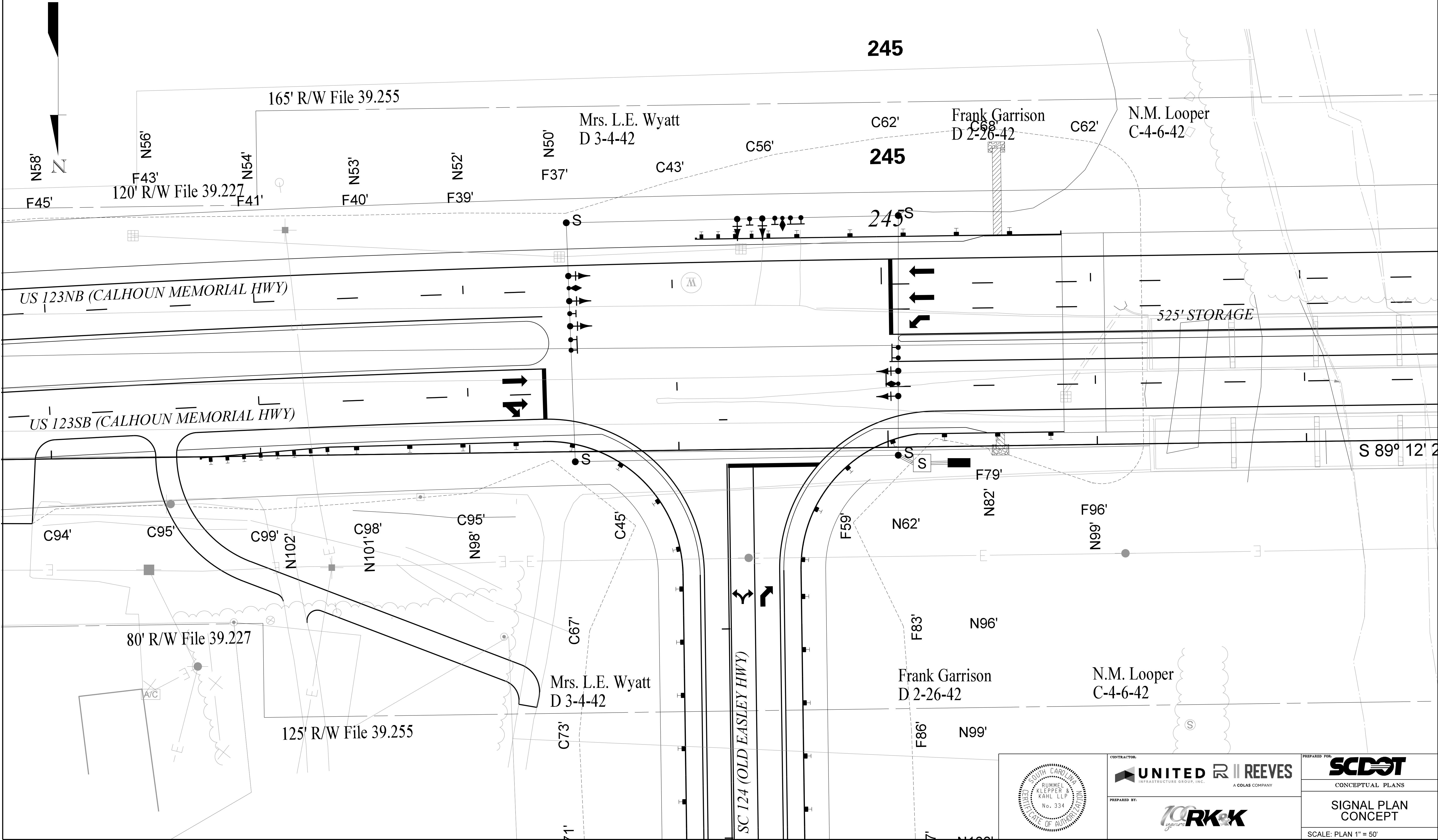


PROFILE SHEET

SCALING: HOR. 1" = 50' , VERT. 1" = 5'



| FED. RD.<br>NO. | STATE | COUNTY  | PROJECT ID | ROUTE<br>NO. | SHEET<br>NO. |
|-----------------|-------|---------|------------|--------------|--------------|
| 3               | S.C.  | PICKENS | P041233    | US-123       | 11           |



CONTRACTOR:  
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INFRASTRUCTURE GROUP, INC.  
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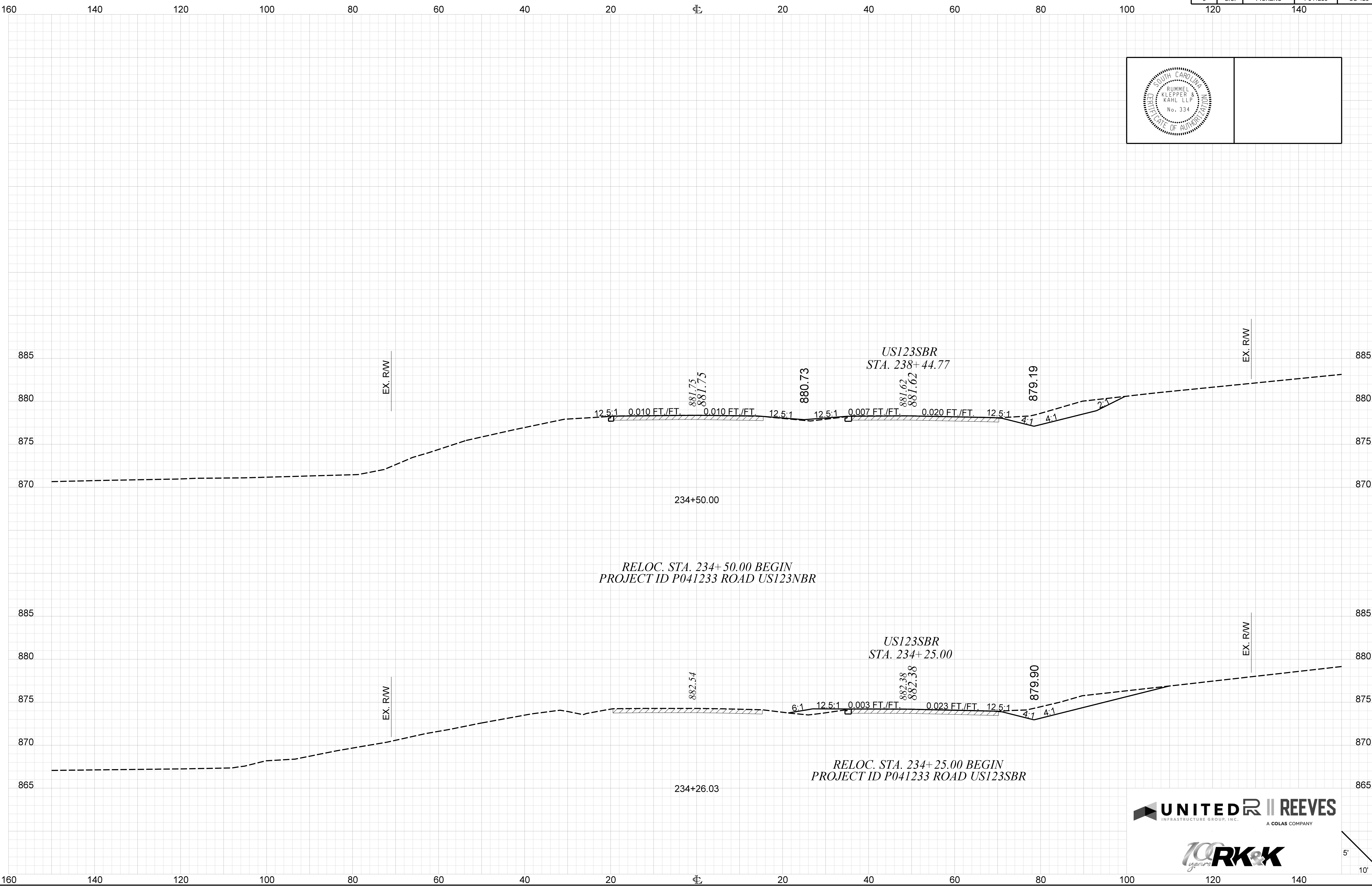
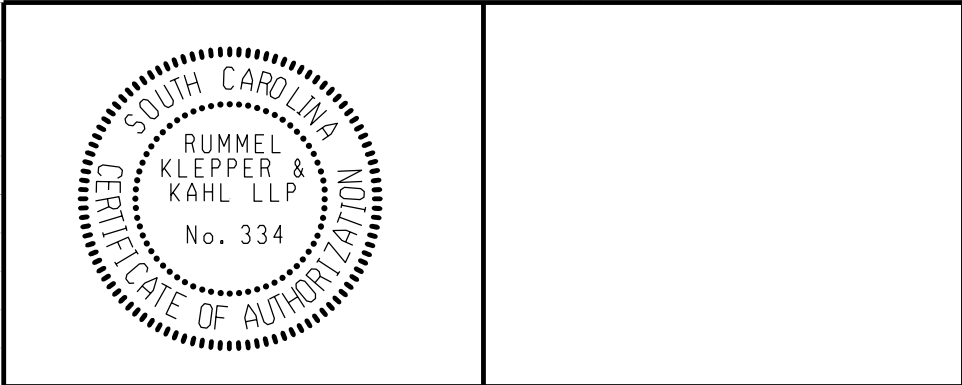
PREPARED BY:  
**100 years RK&K**

PREPARED FOR:  
**SCDOT**  
CONCEPTUAL PLANS

**SIGNAL PLAN  
CONCEPT**

SCALE: PLAN 1" = 50'

| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | US-123    | X1        |

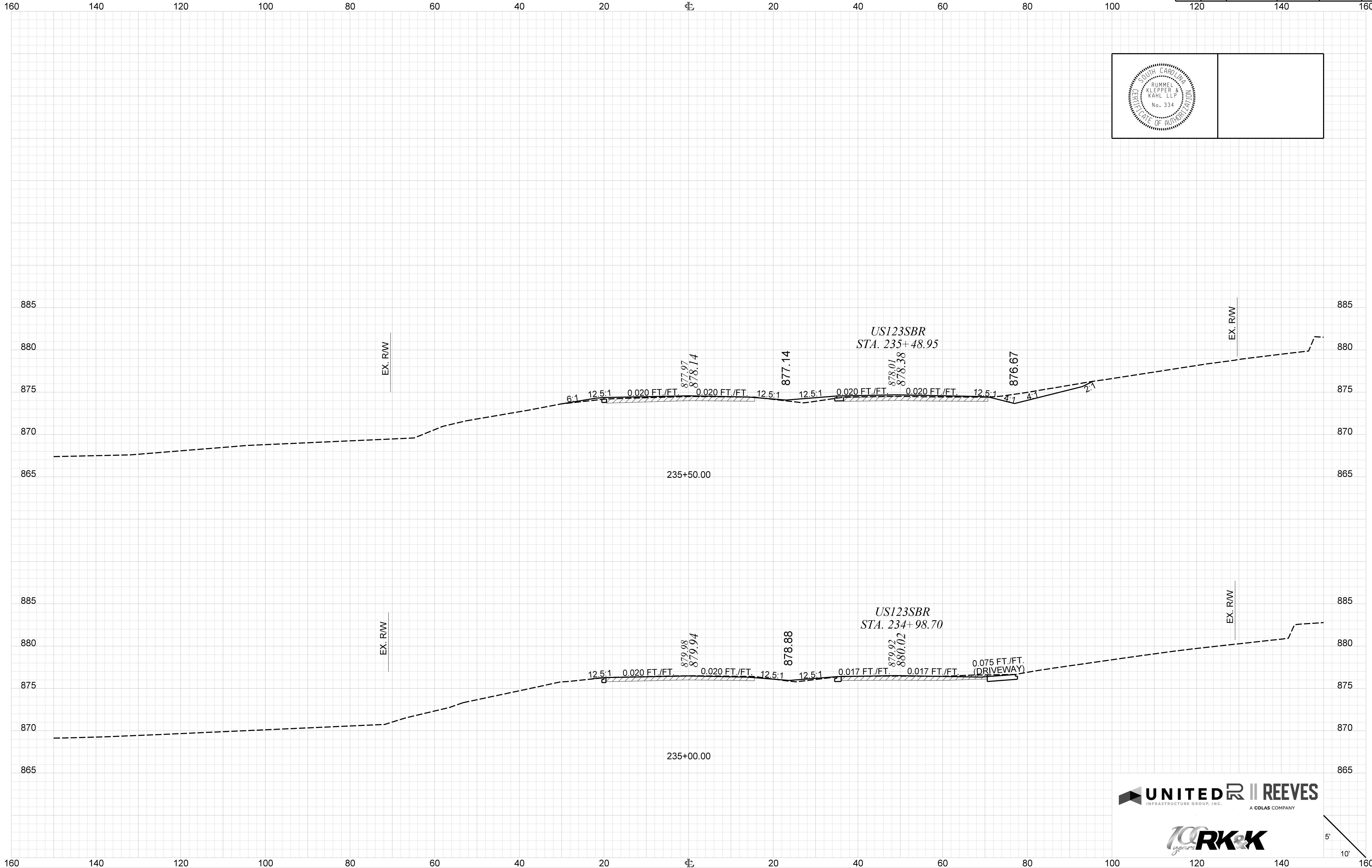
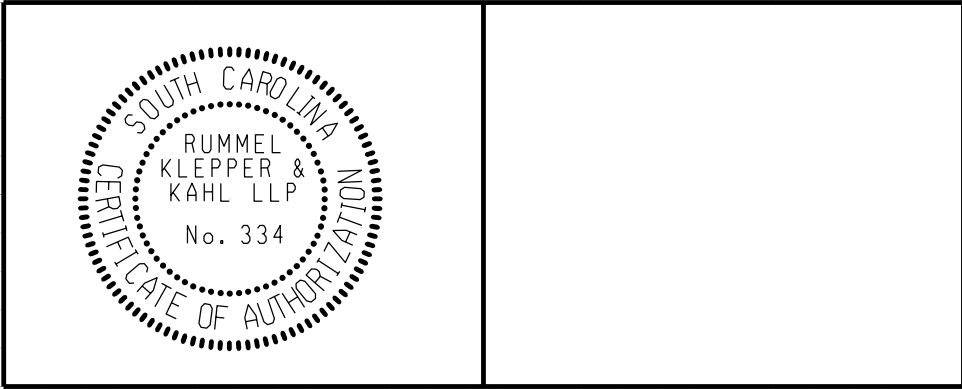


**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY

**100 years RK&K**

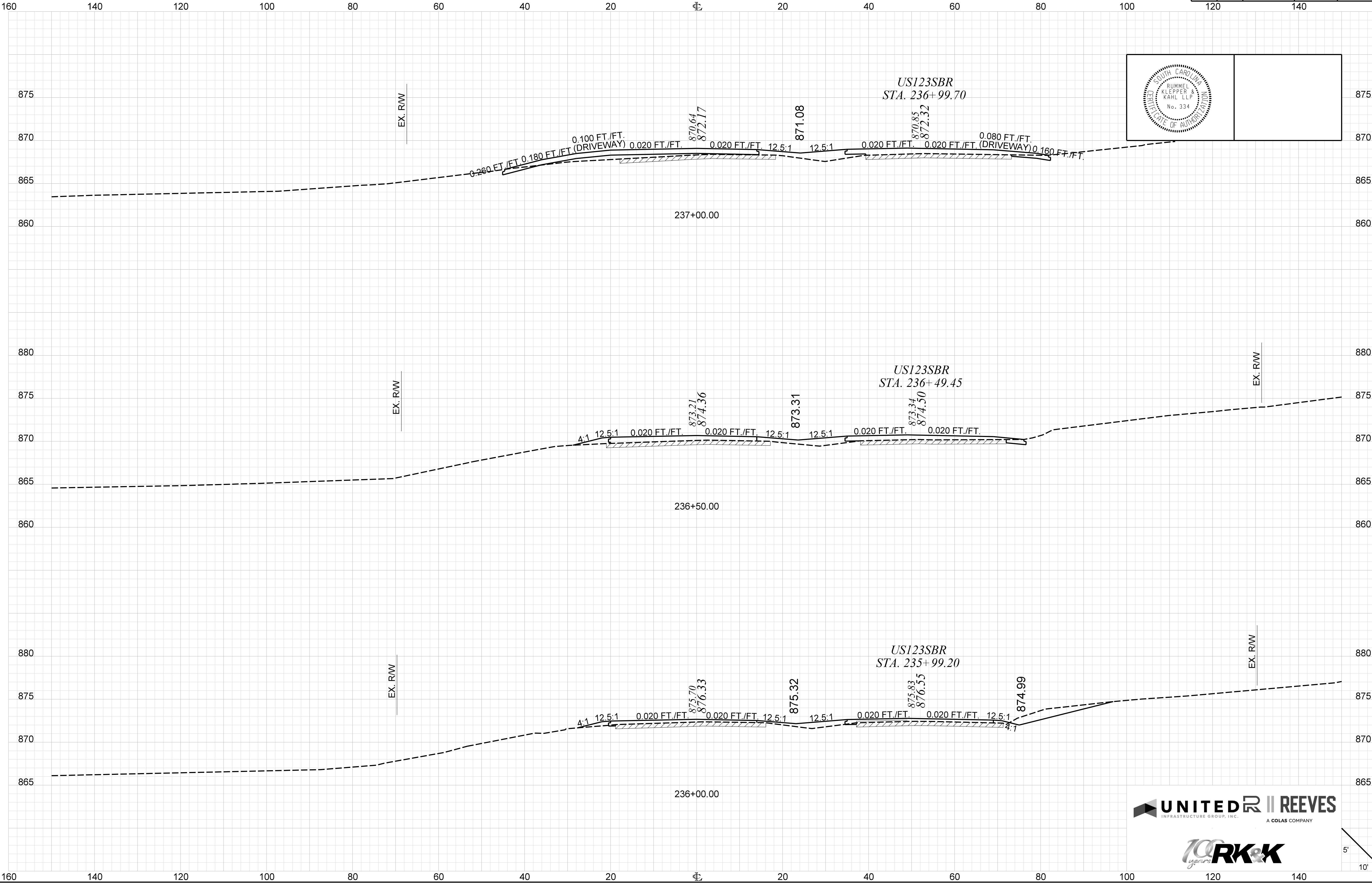
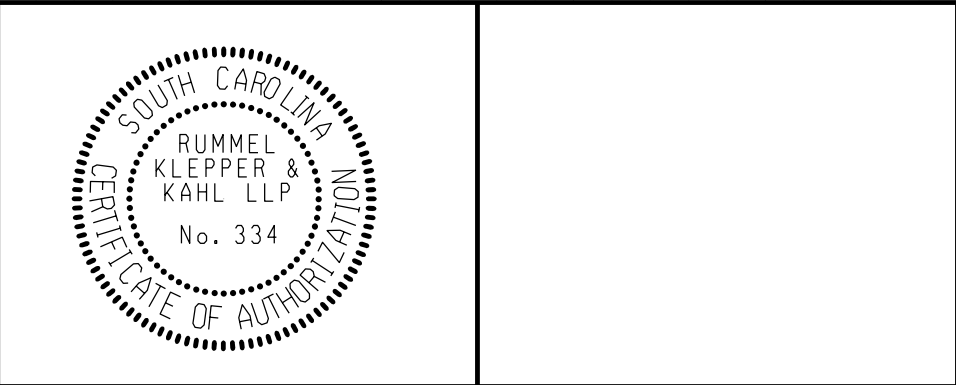
5'  
10'

| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | US-123    | X2        |





| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | US-123    | X3        |

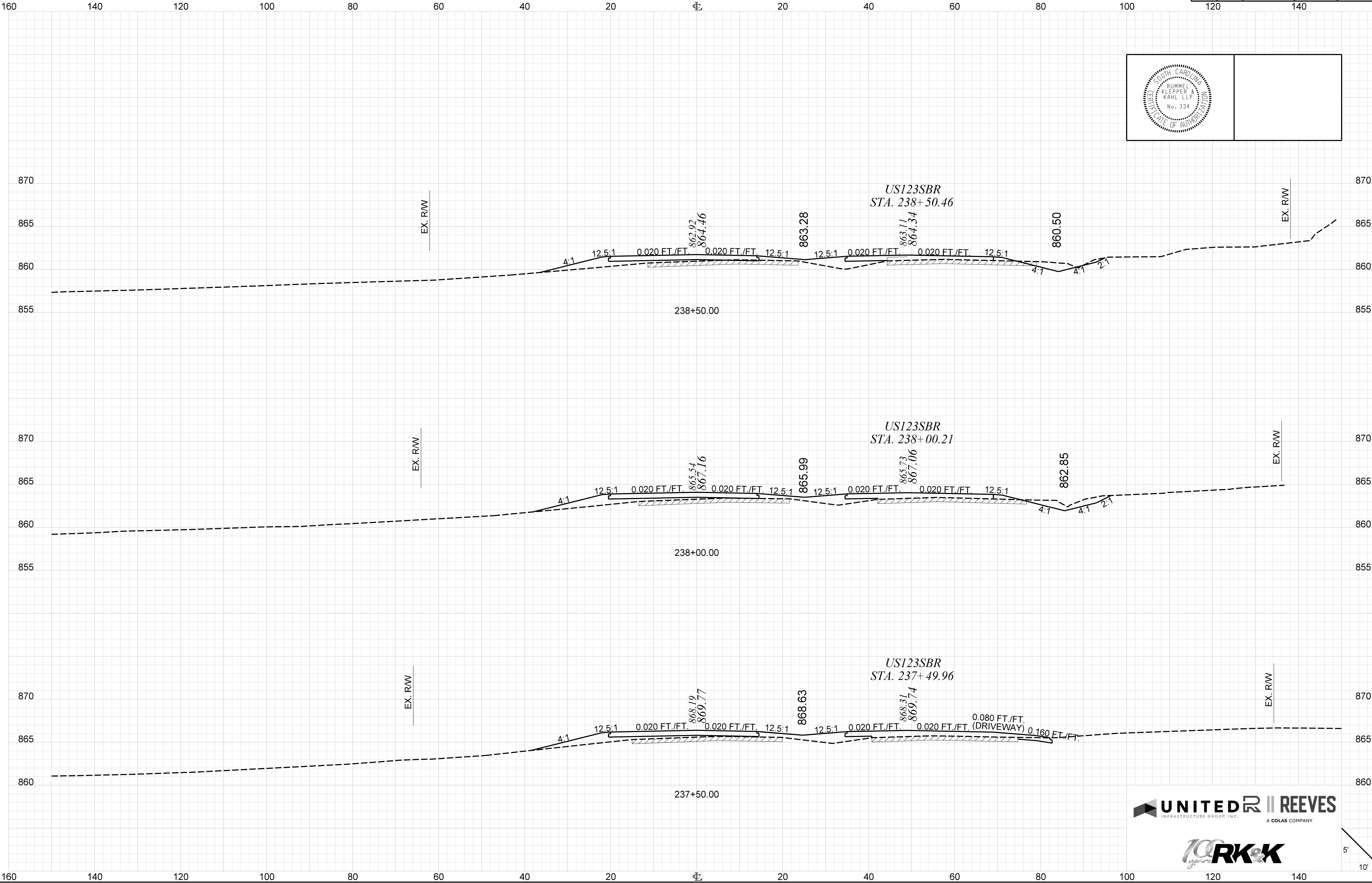
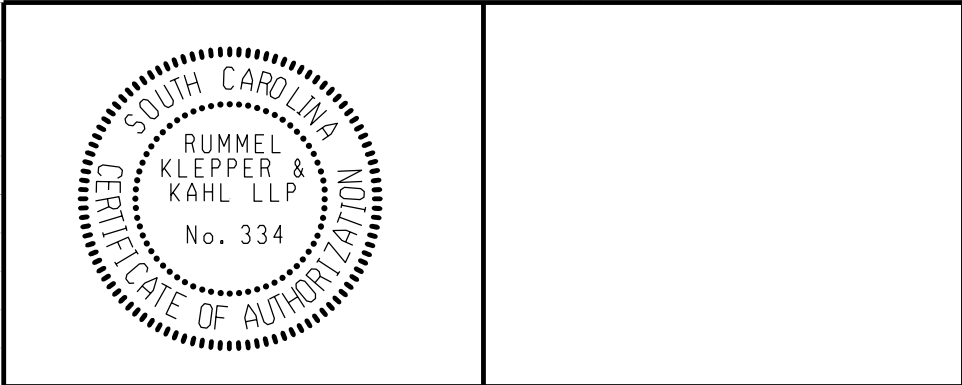


**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY



5'  
10'

| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | US-123    | X4        |

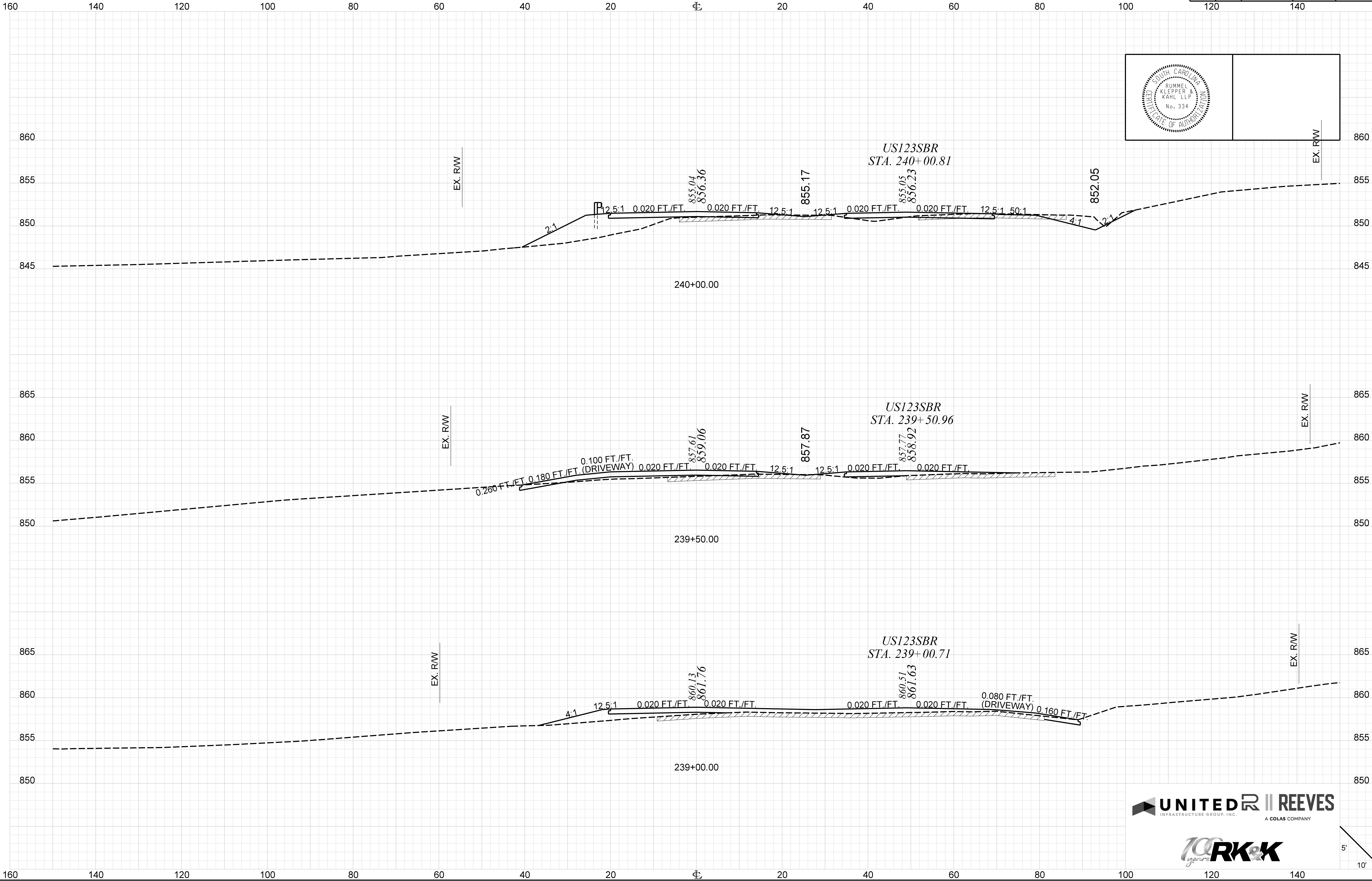
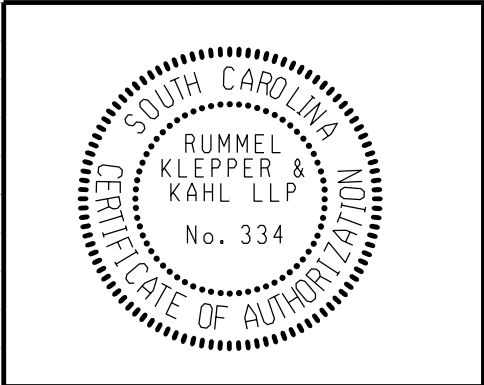


**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY



5'  
10'

| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | US-123    | X5        |



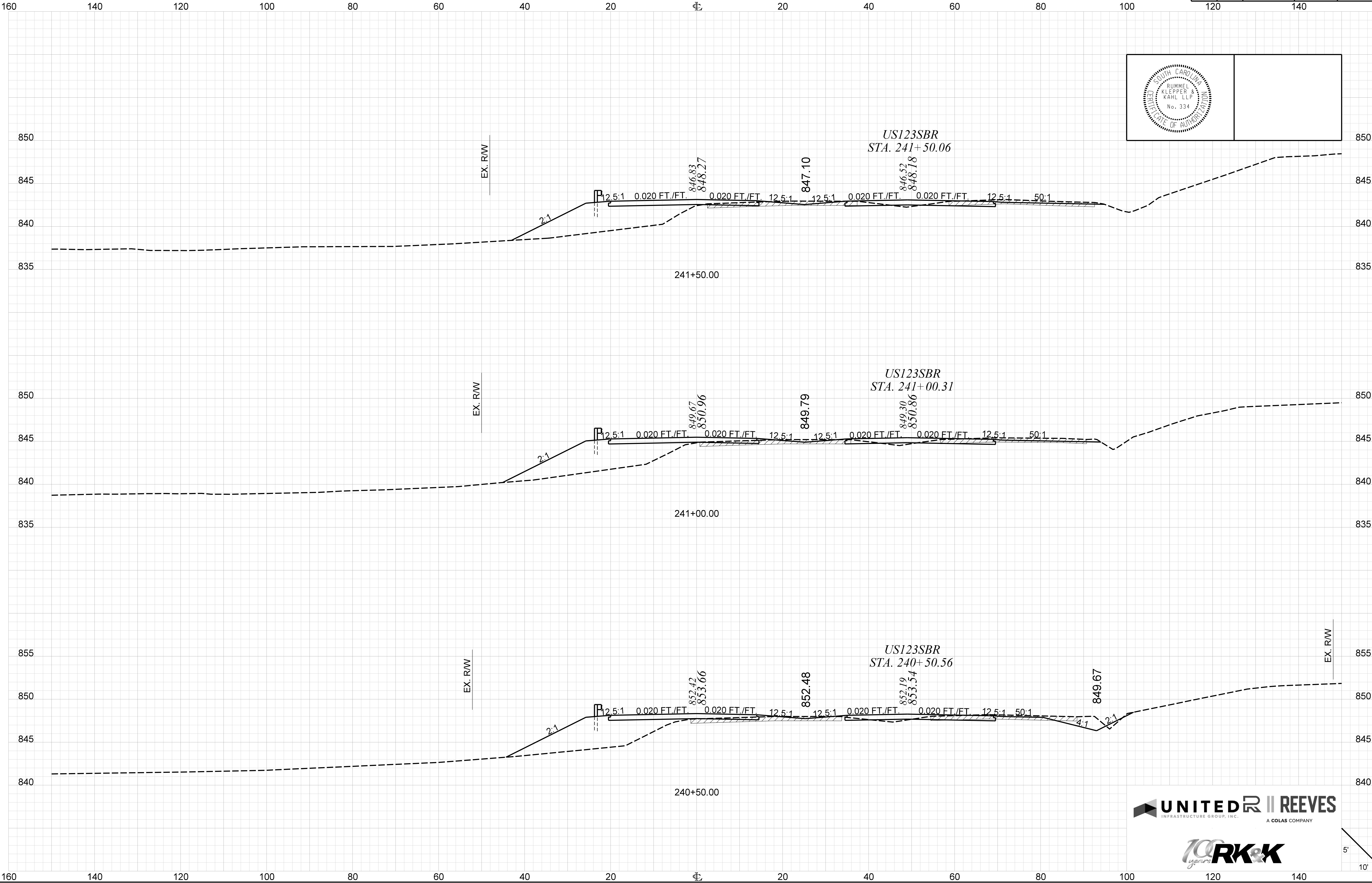
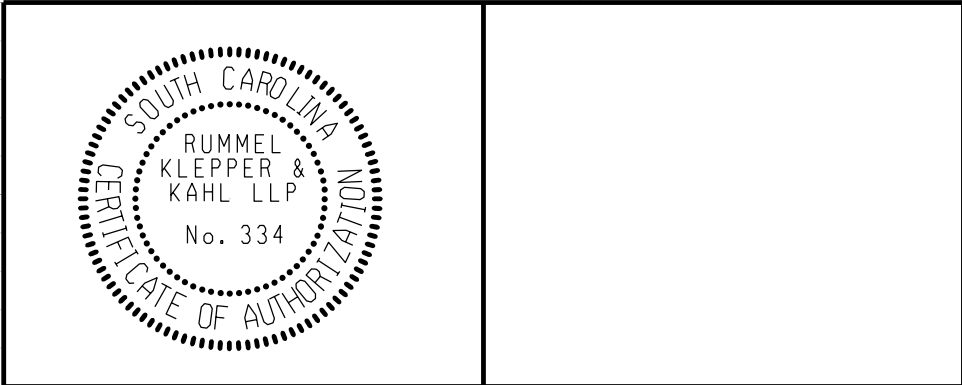
**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY

**100 years RK&K**

5'  
10'



| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | US-123    | X6        |

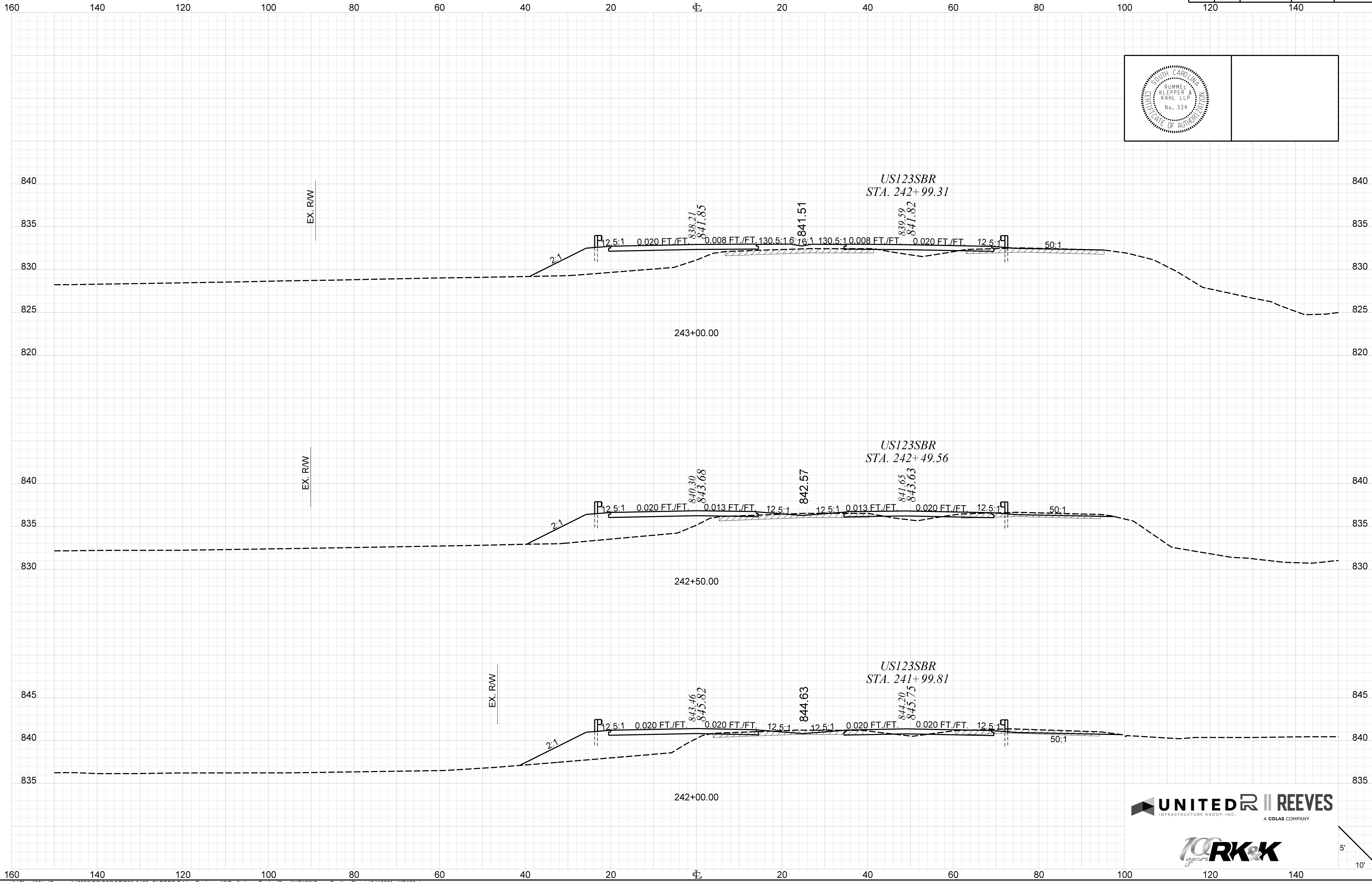
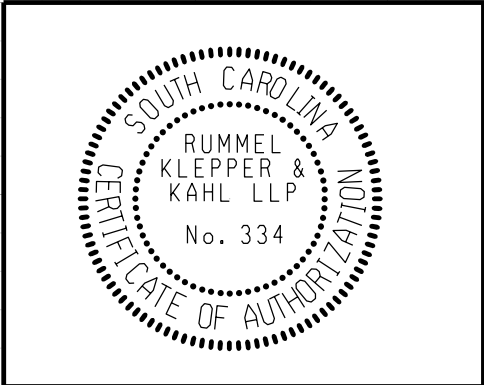


**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY

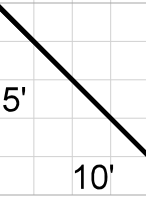
**100 years RK&K**

5'  
10'

| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | US-123    | X7        |



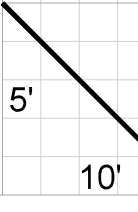
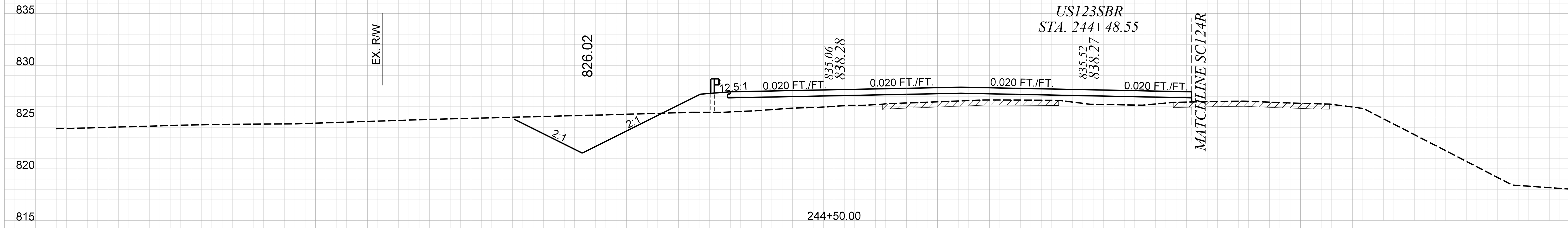
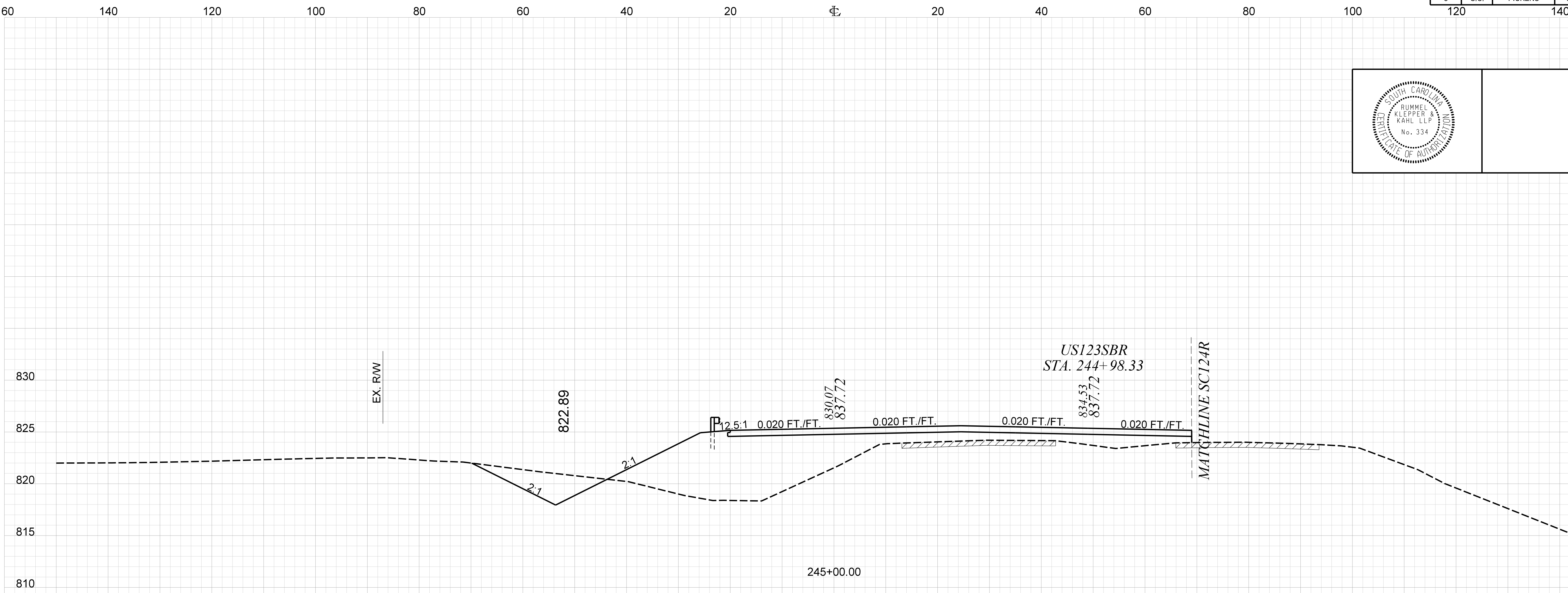
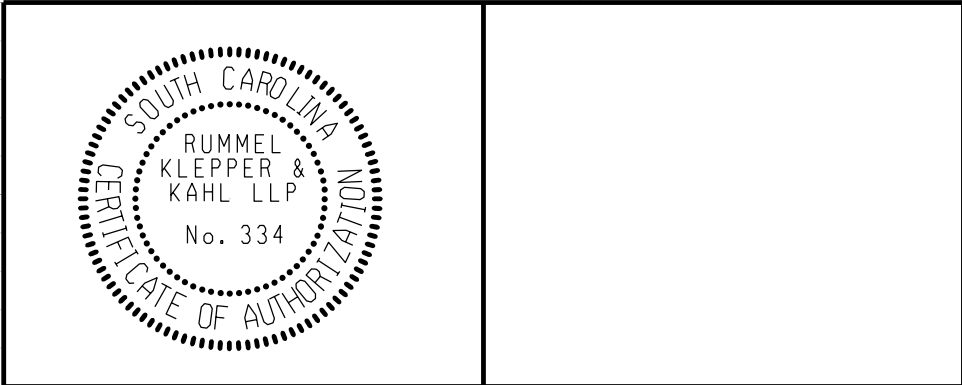
**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY



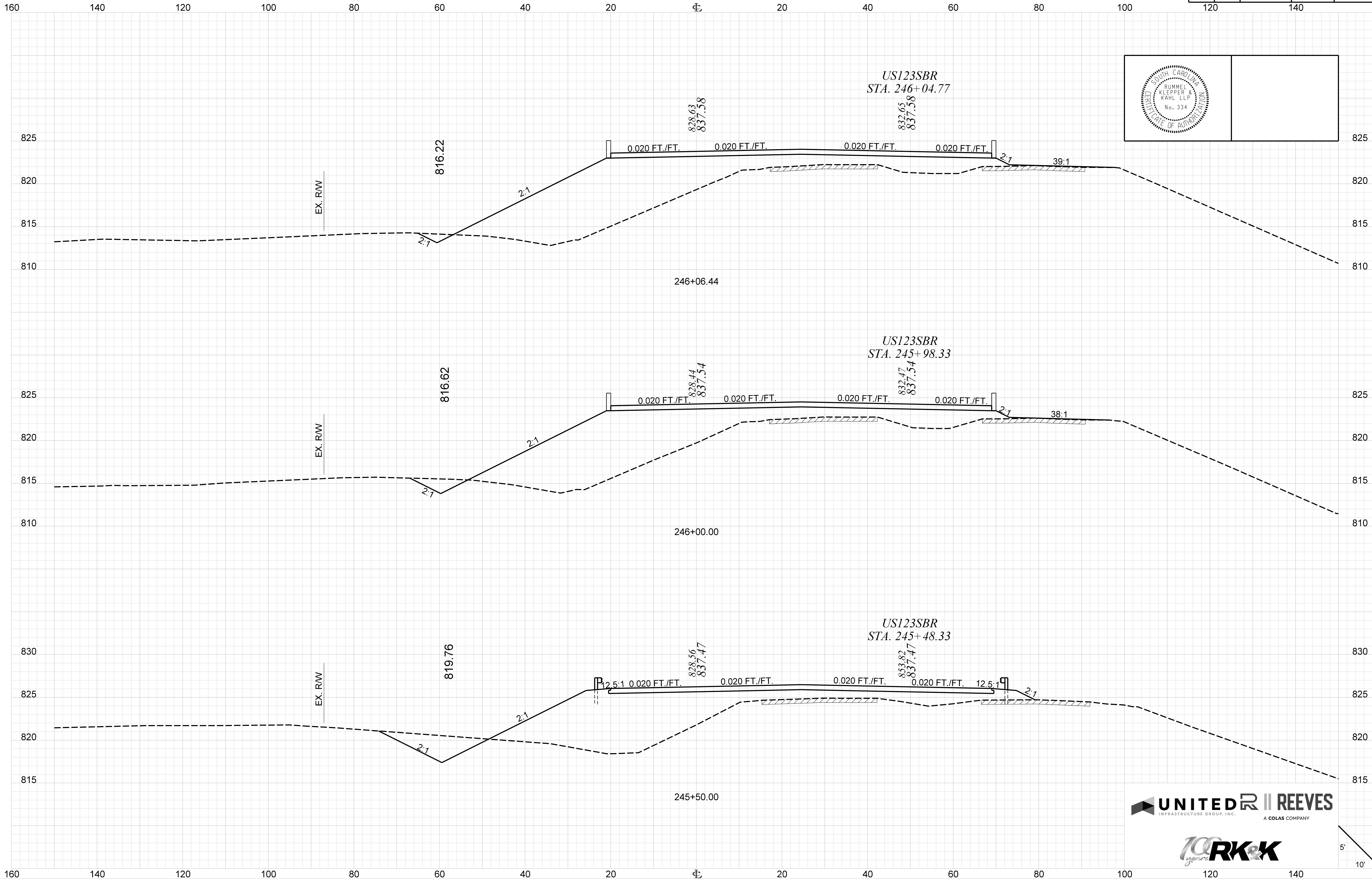
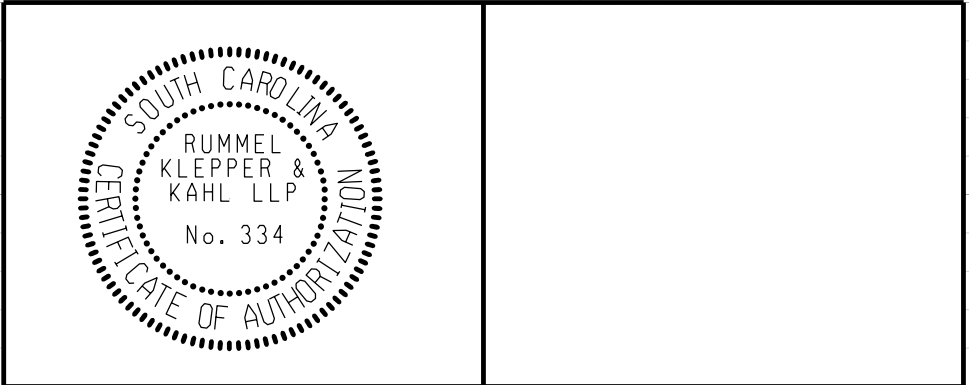




| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | US-123    | X9        |



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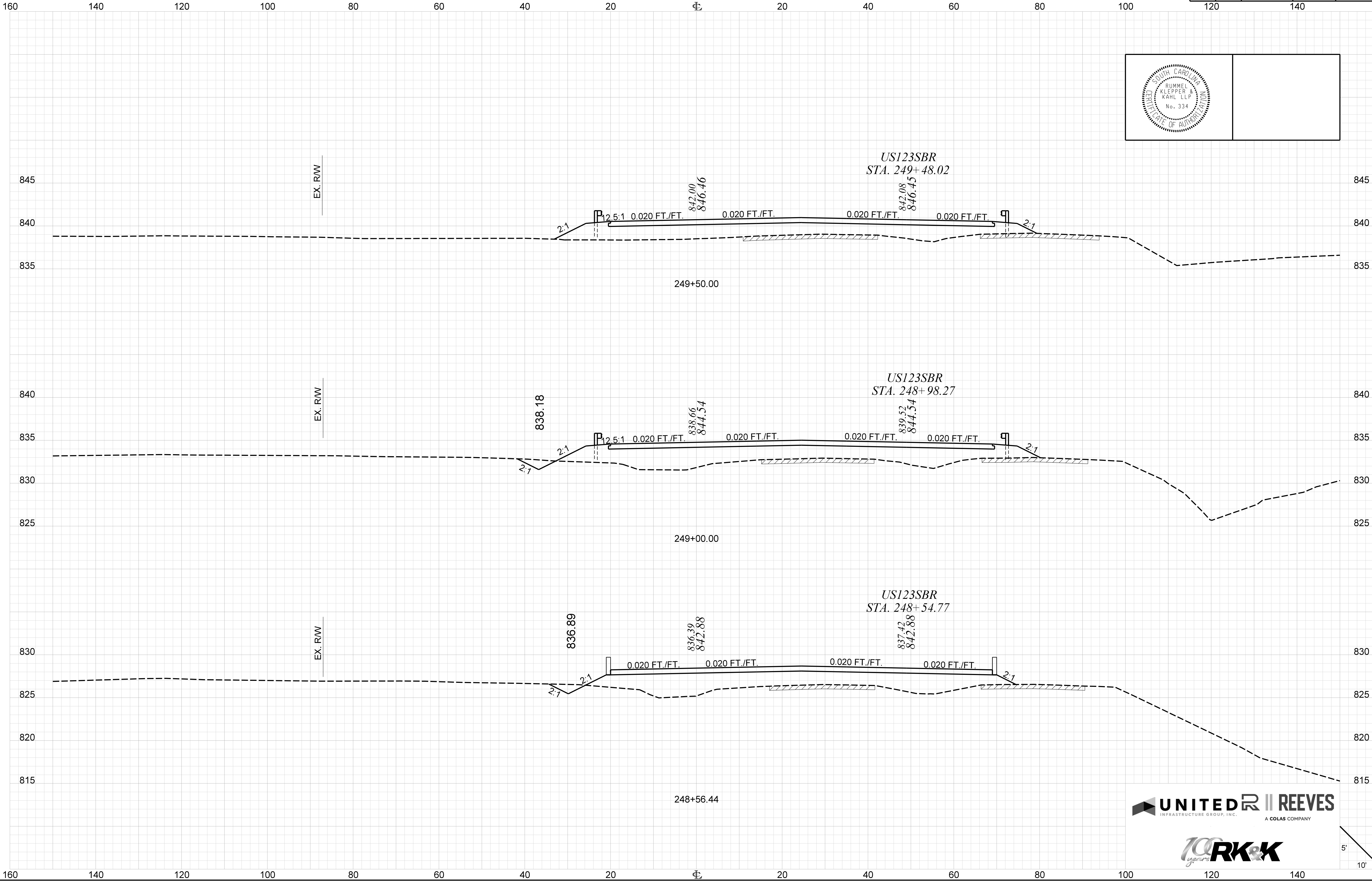
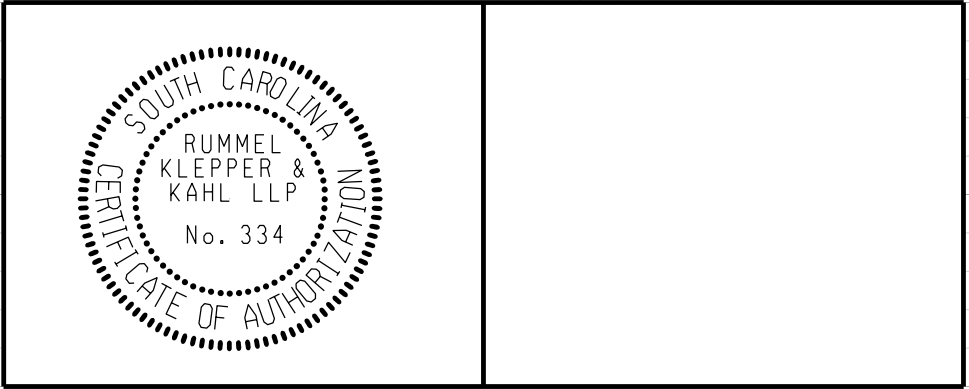


**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY



5'  
10'

| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | US-123    | X11       |



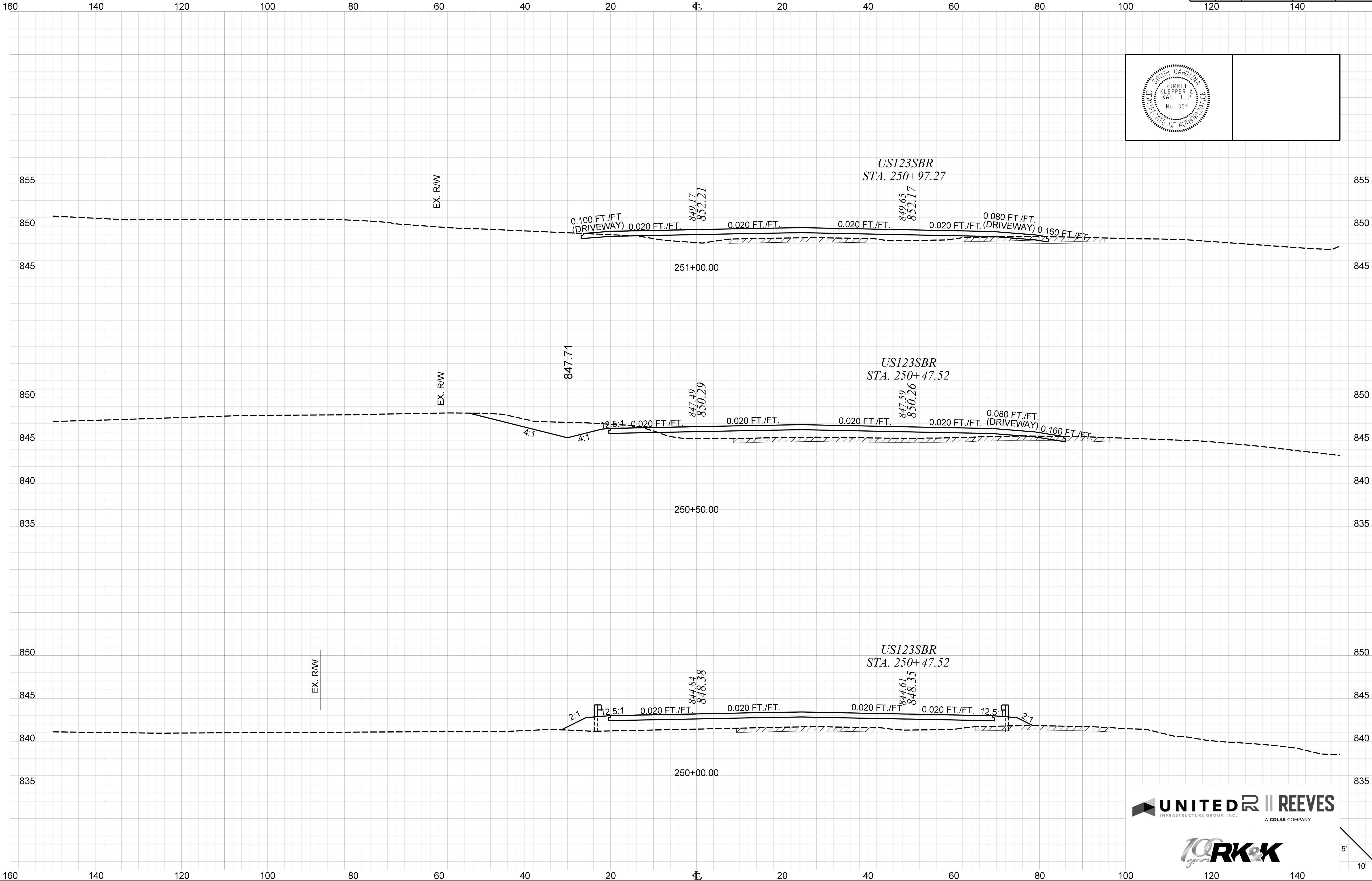
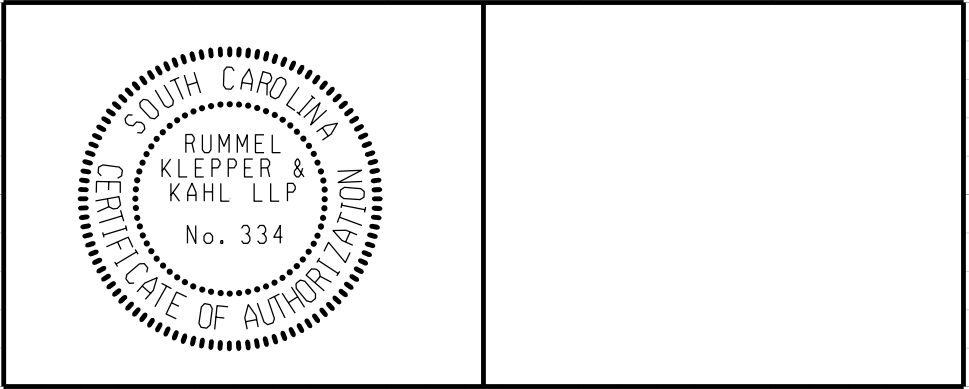
**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY

**100 years RK&K**

5'  
10'



| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | US-123    | X12       |

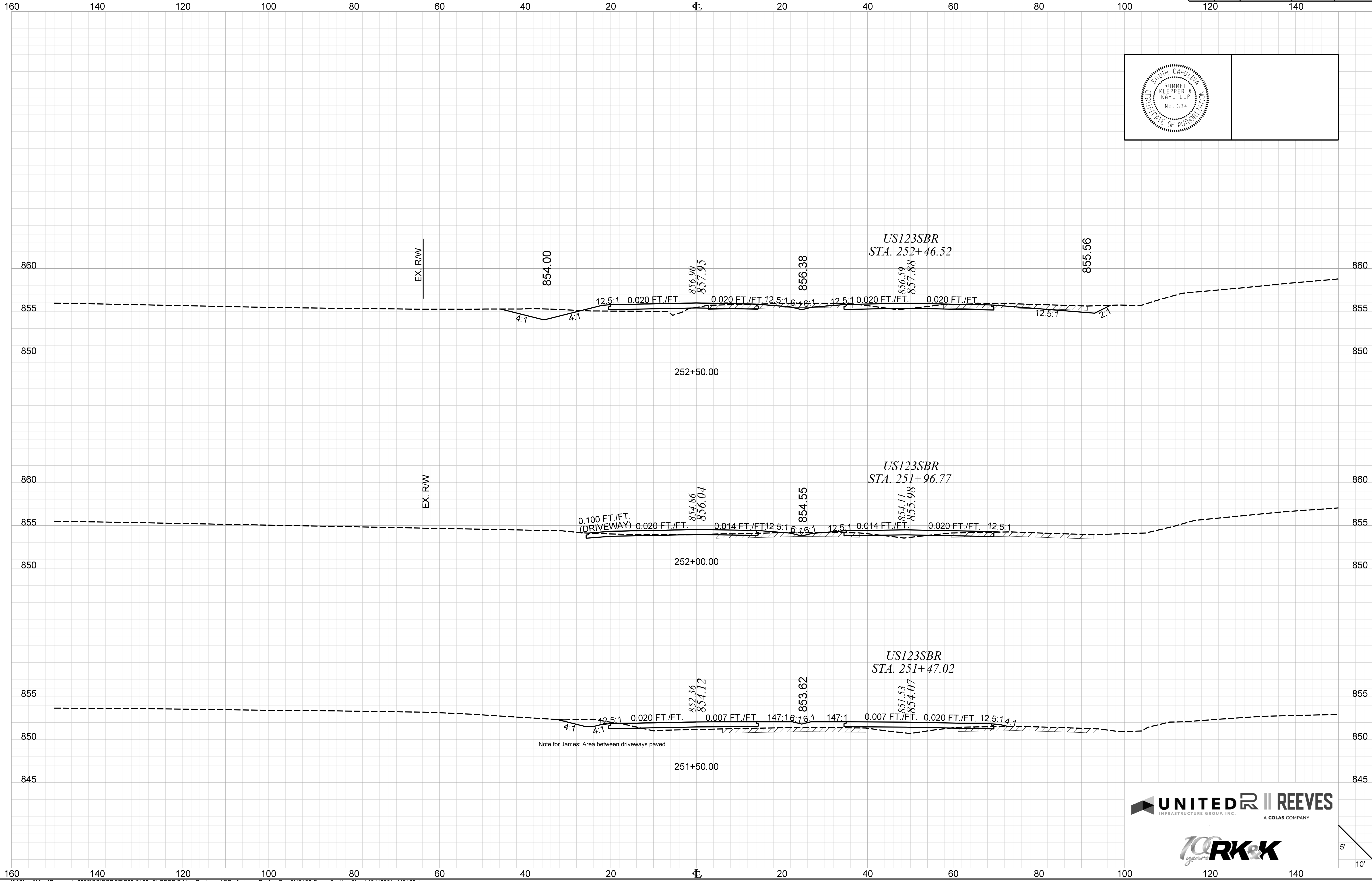
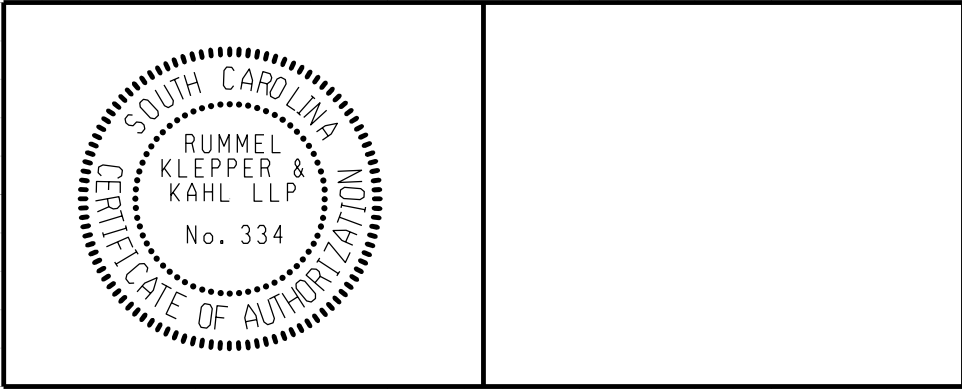


**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY

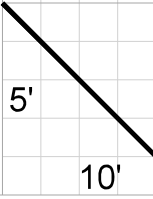
**100 years RK&K**

5'  
10'

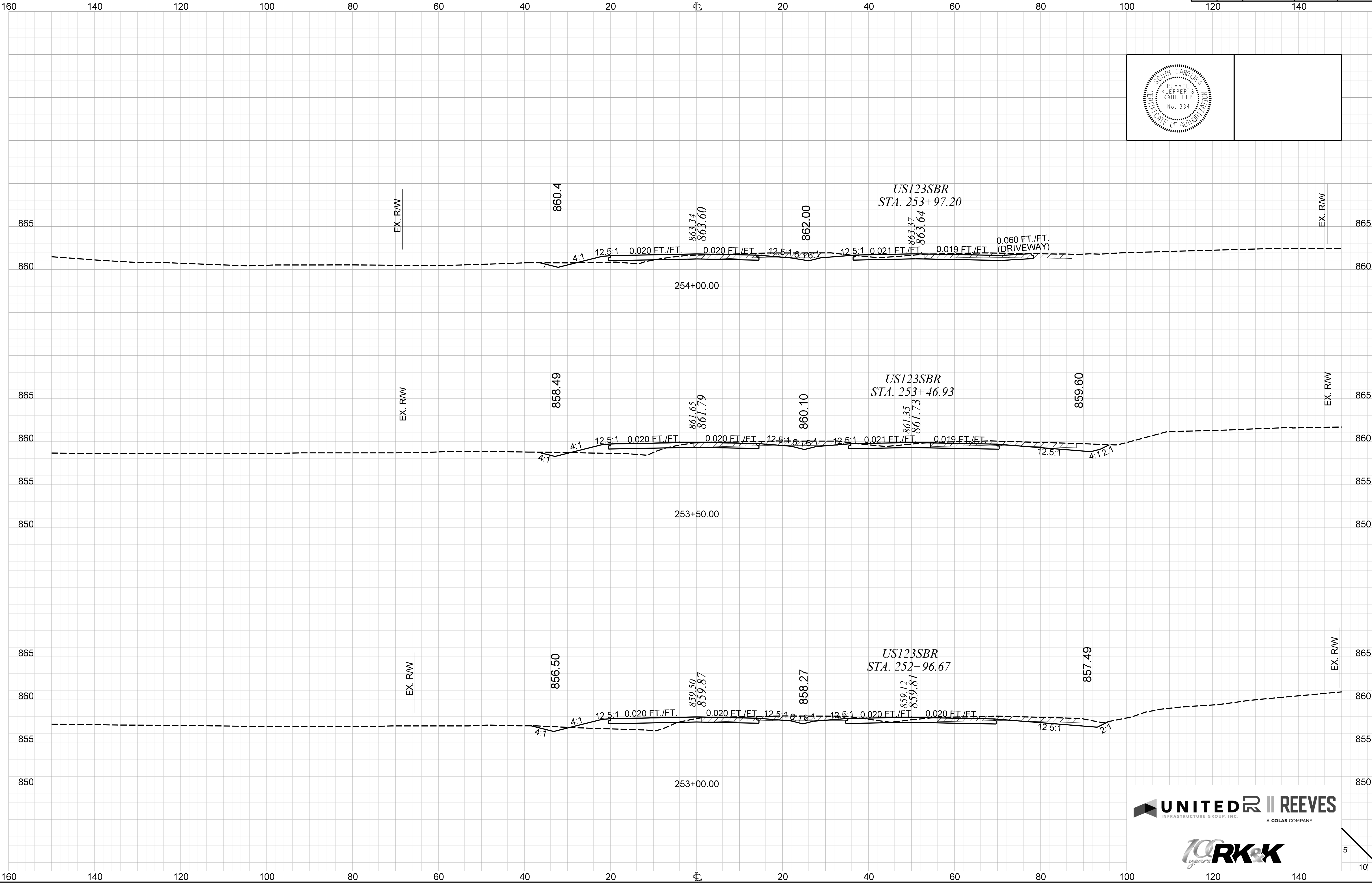
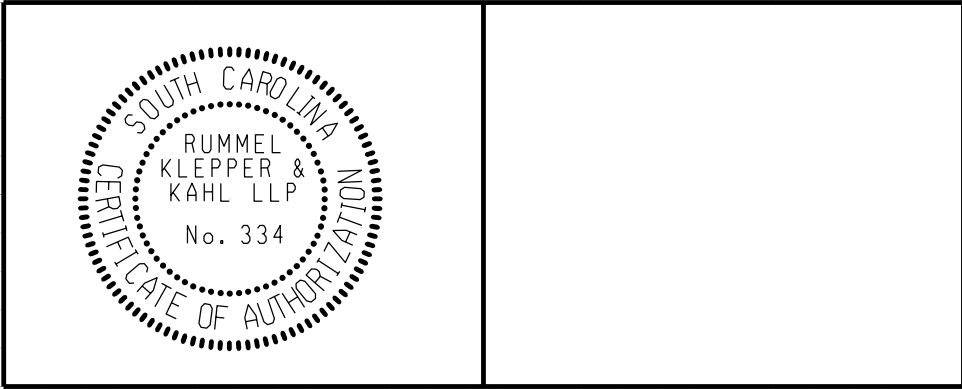
| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | US-123    | X13       |



**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY



| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | US-123    | X14       |

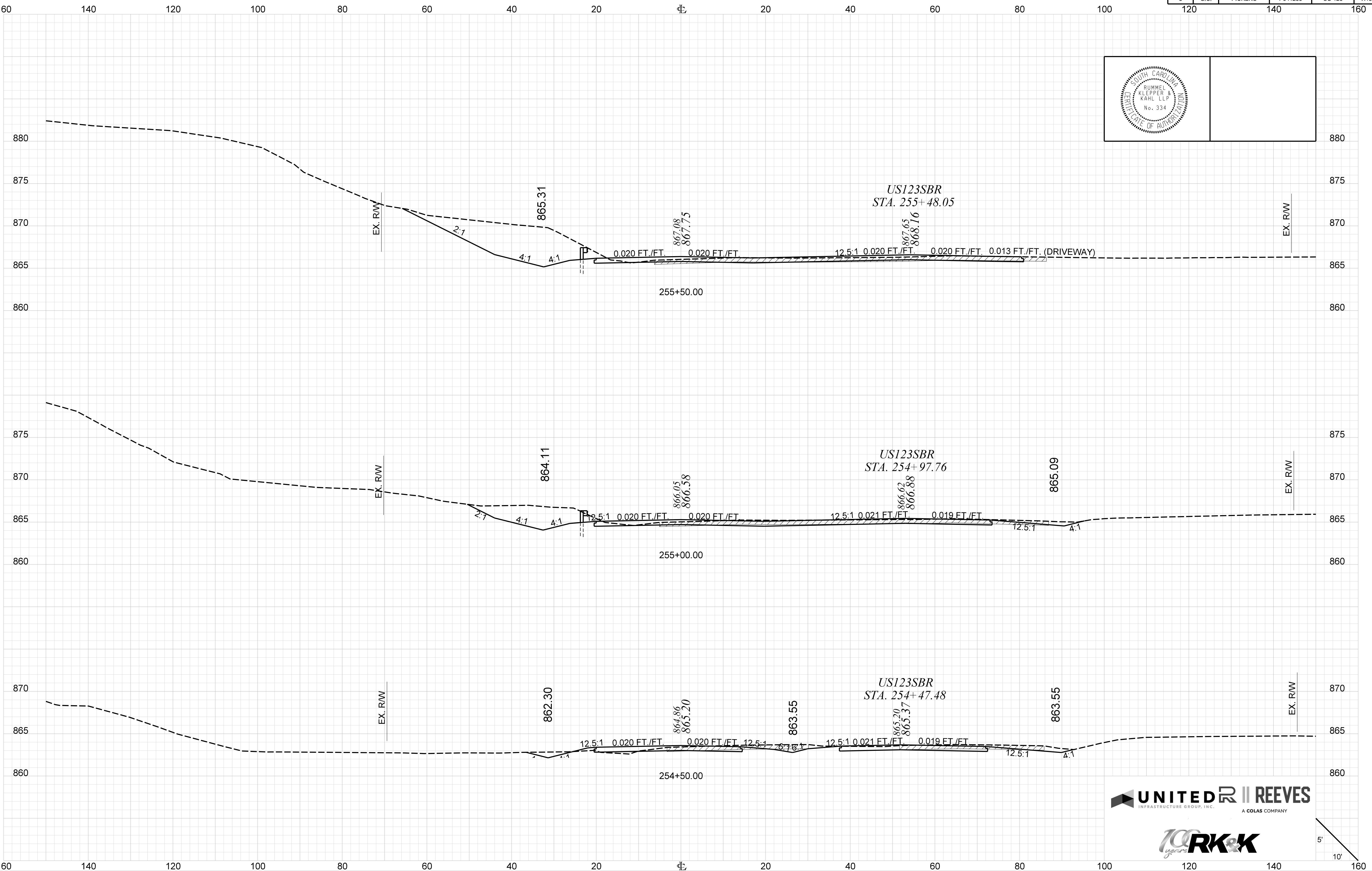
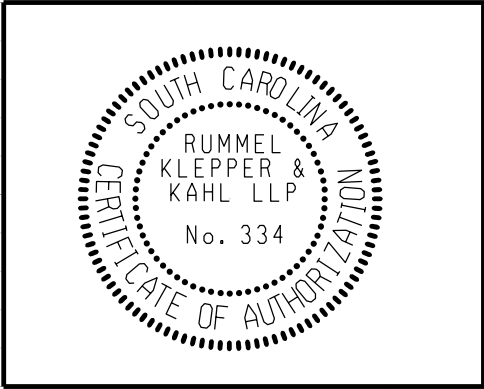


**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY

**100 years RK&K**



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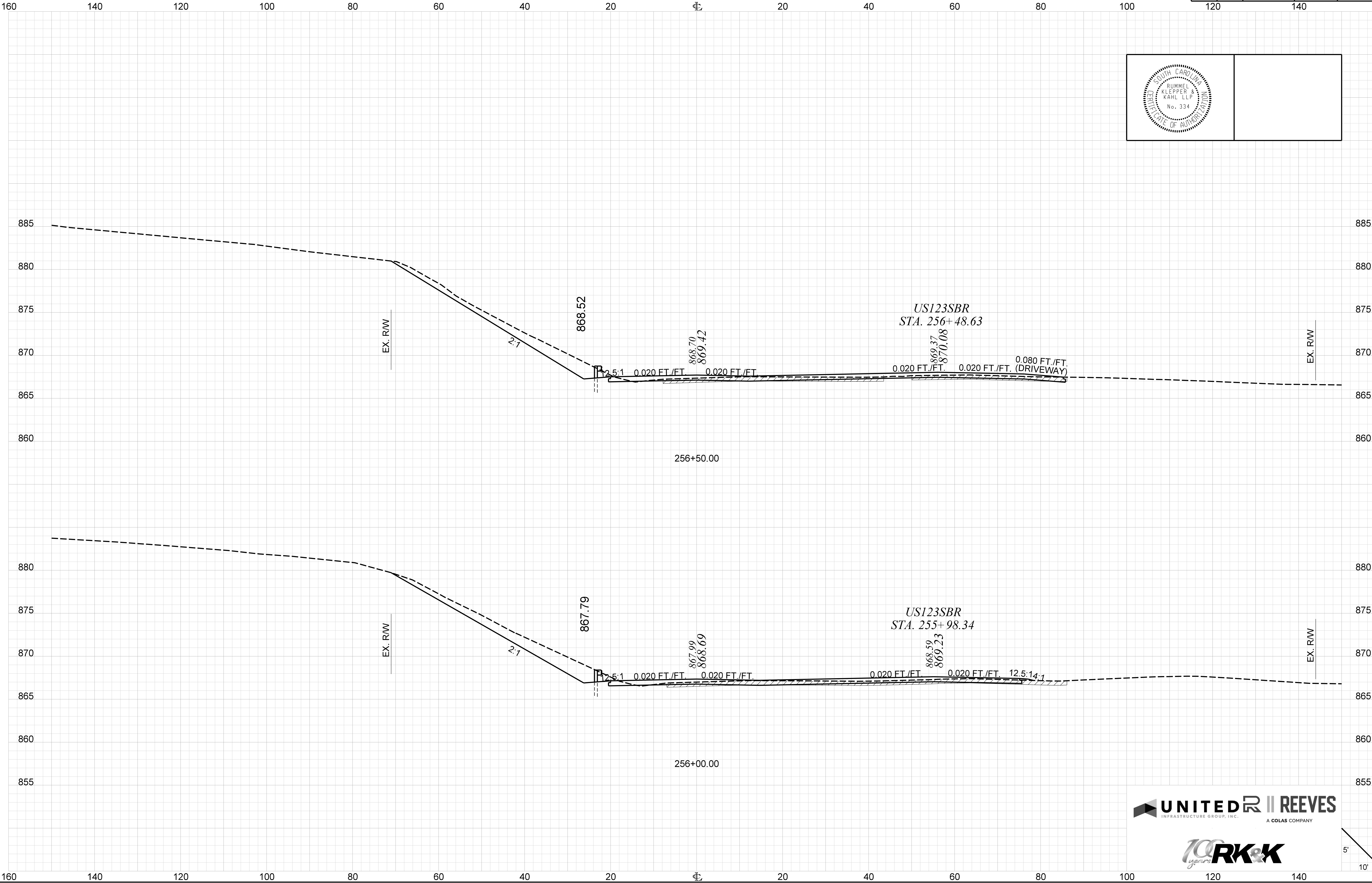
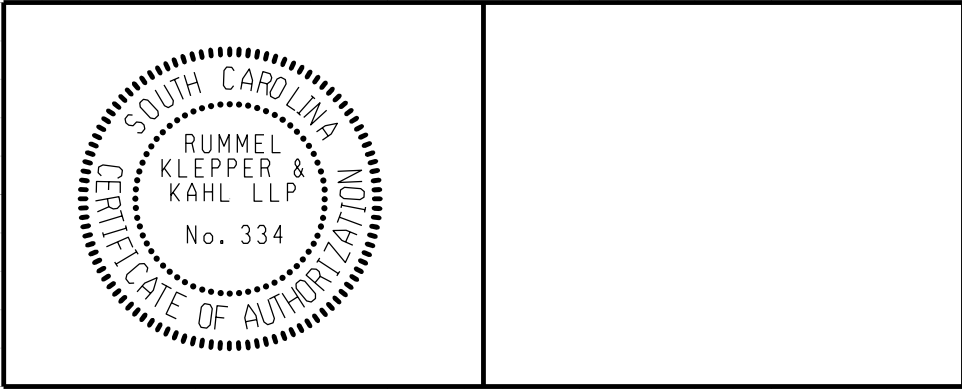


**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY



5'  
10'

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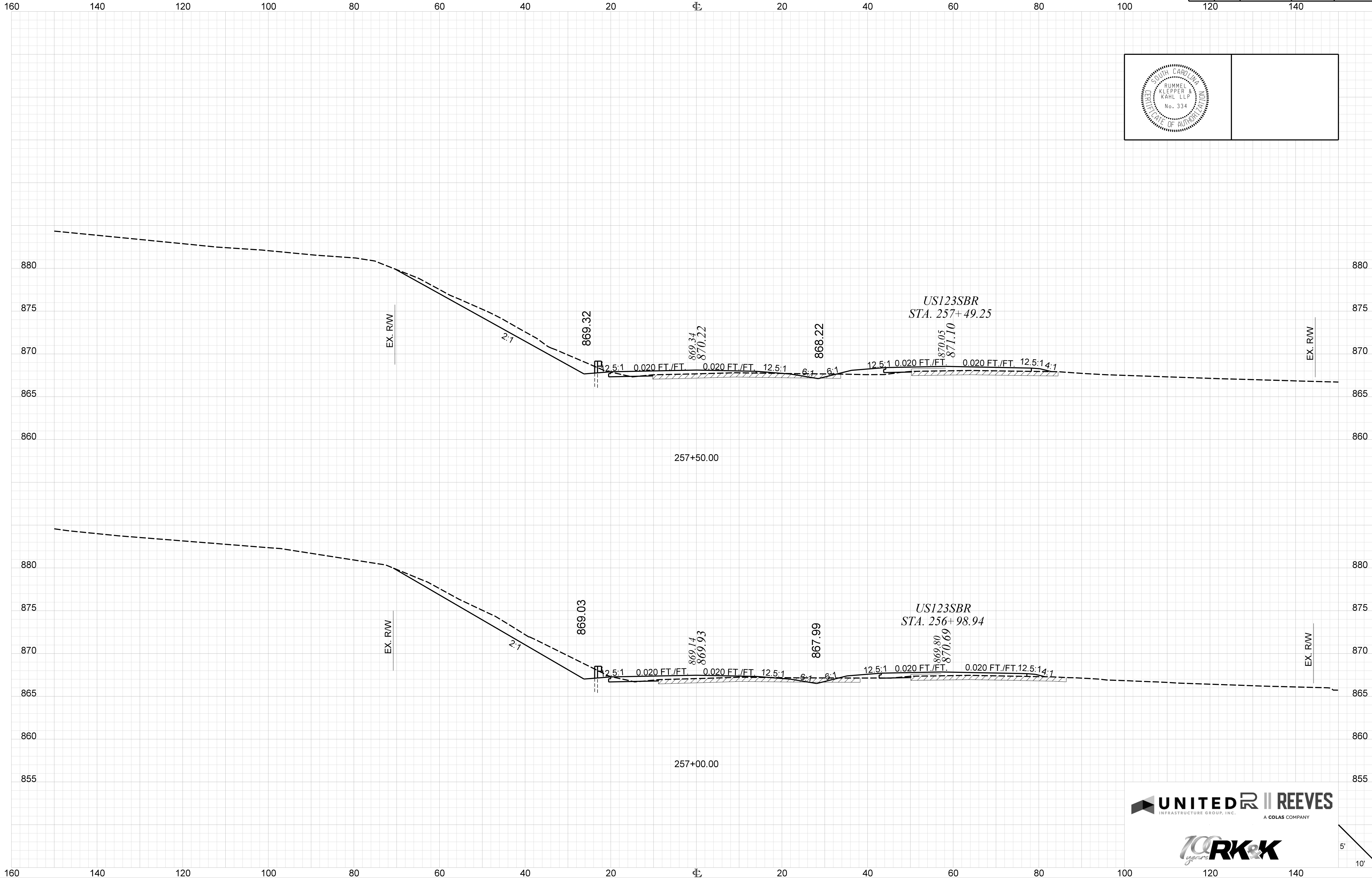
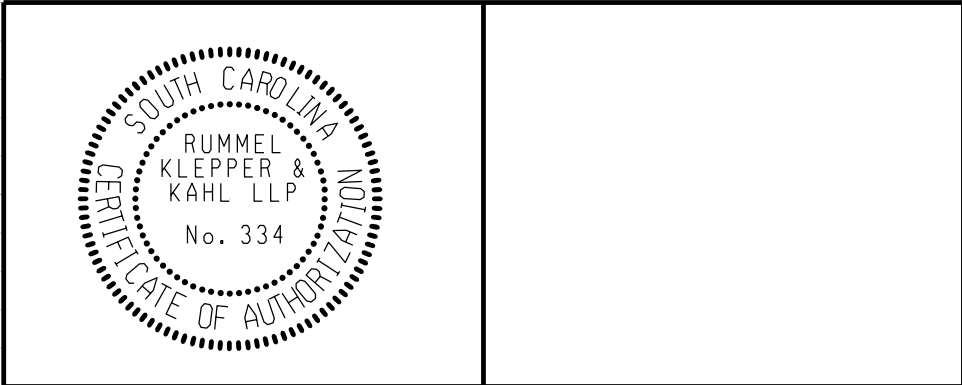


**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY

**100 years RK&K**

5'  
10'

| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | US-123    | X17       |



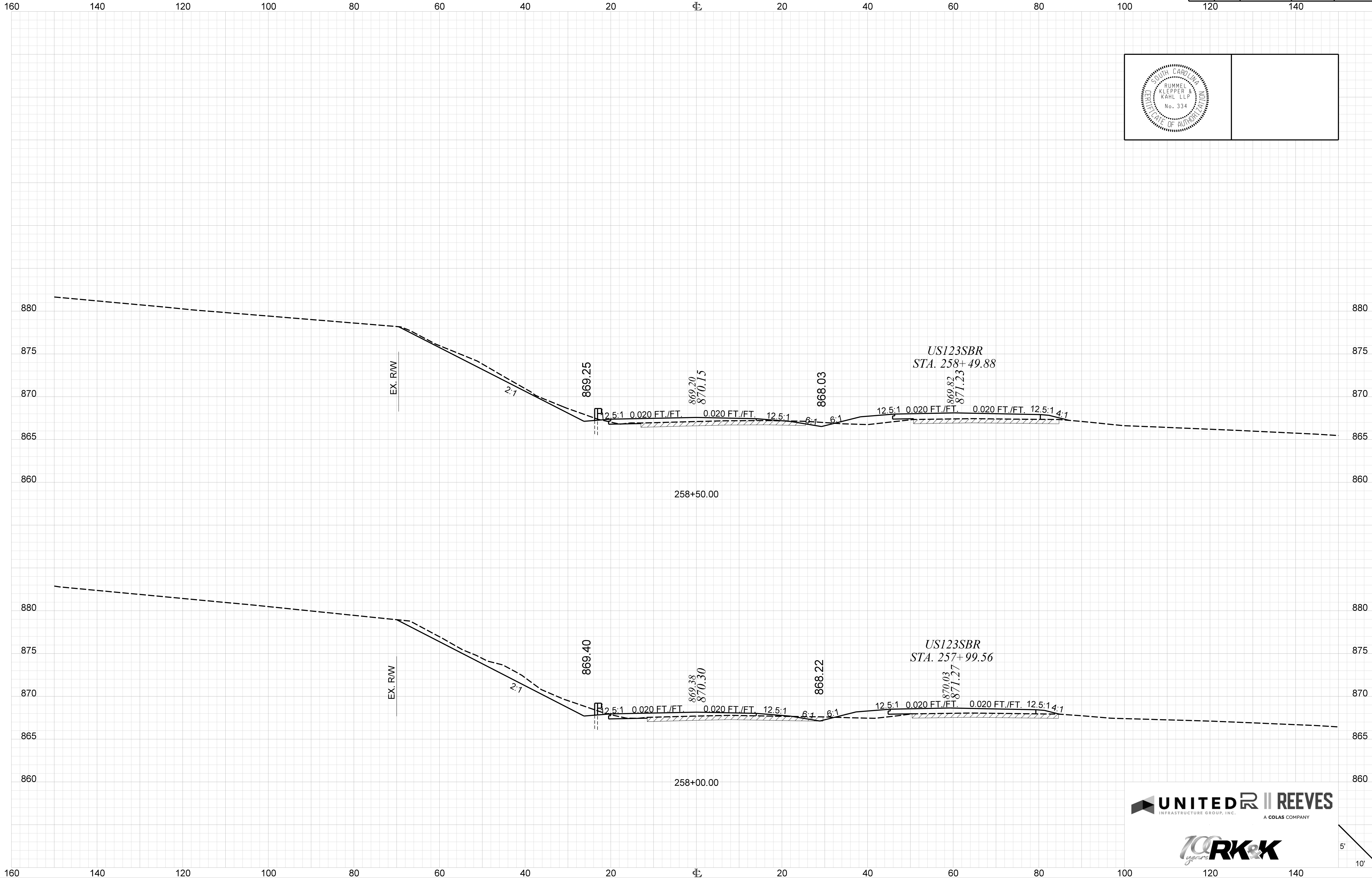
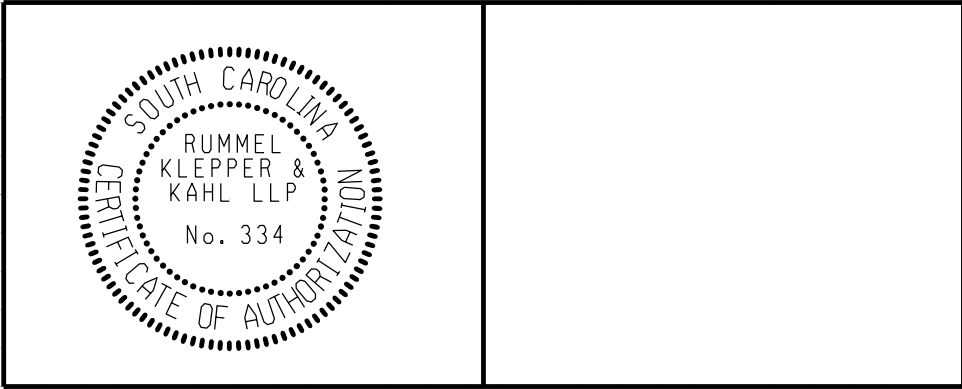
**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY



5'  
10'



| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | US-123    | X18       |

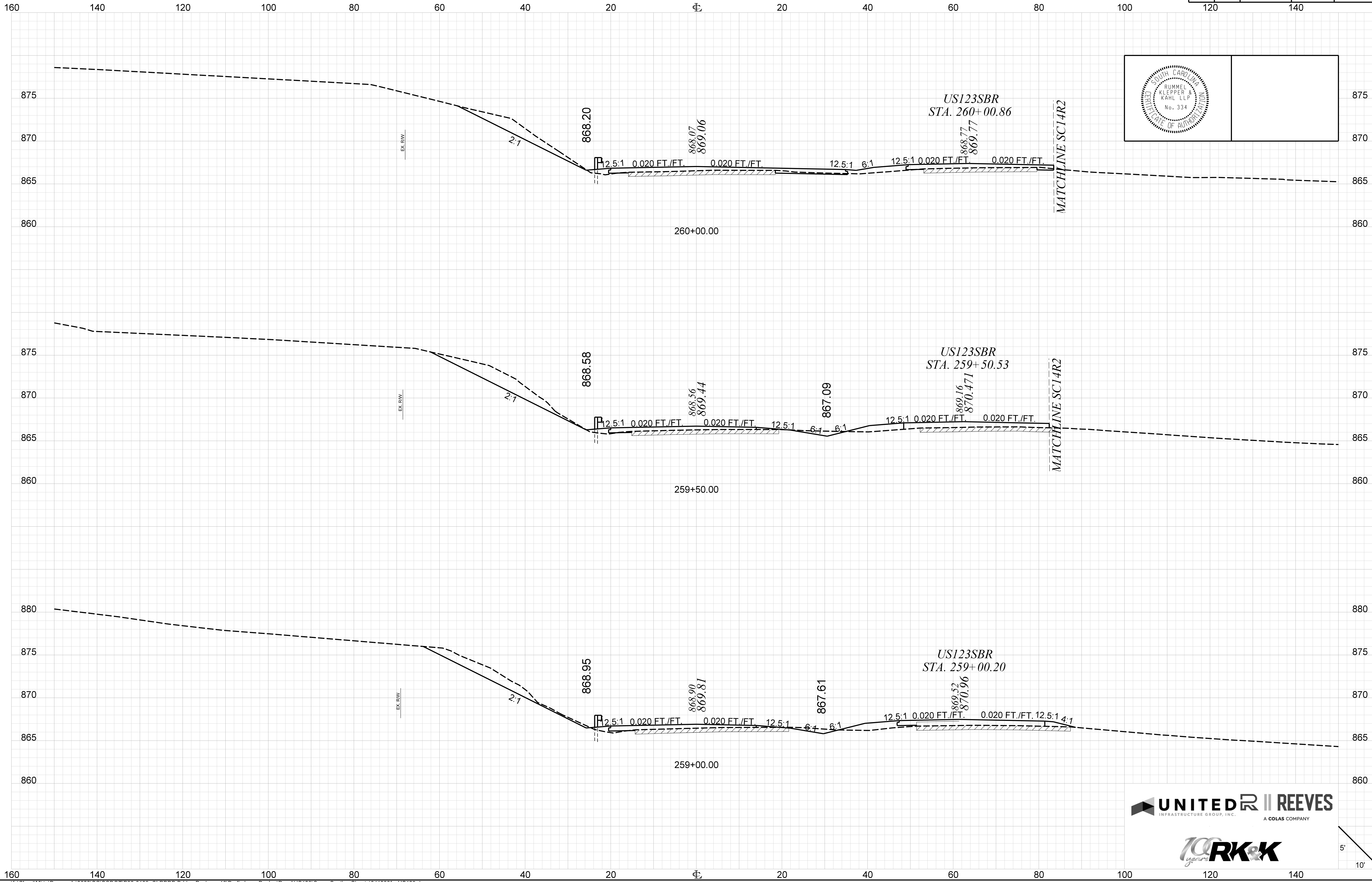
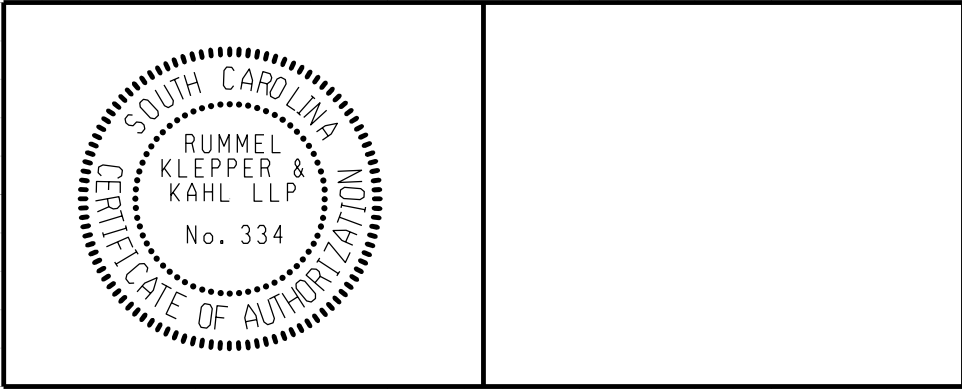


**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY



5'  
10'

| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | US-123    | X19       |



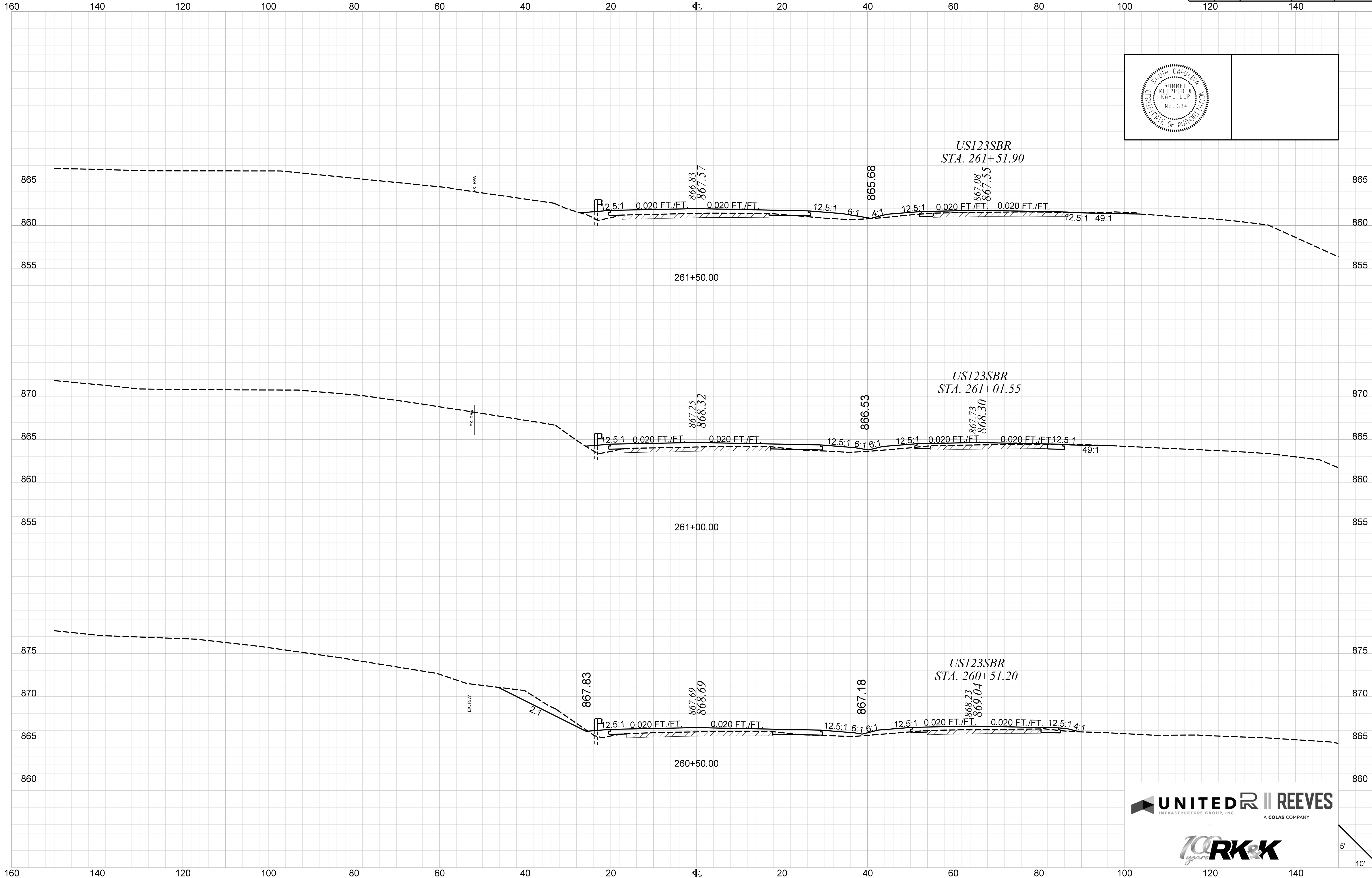
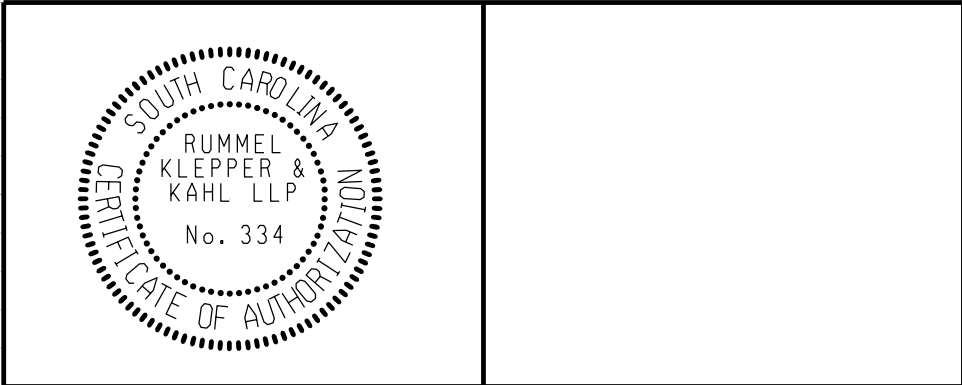
**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY



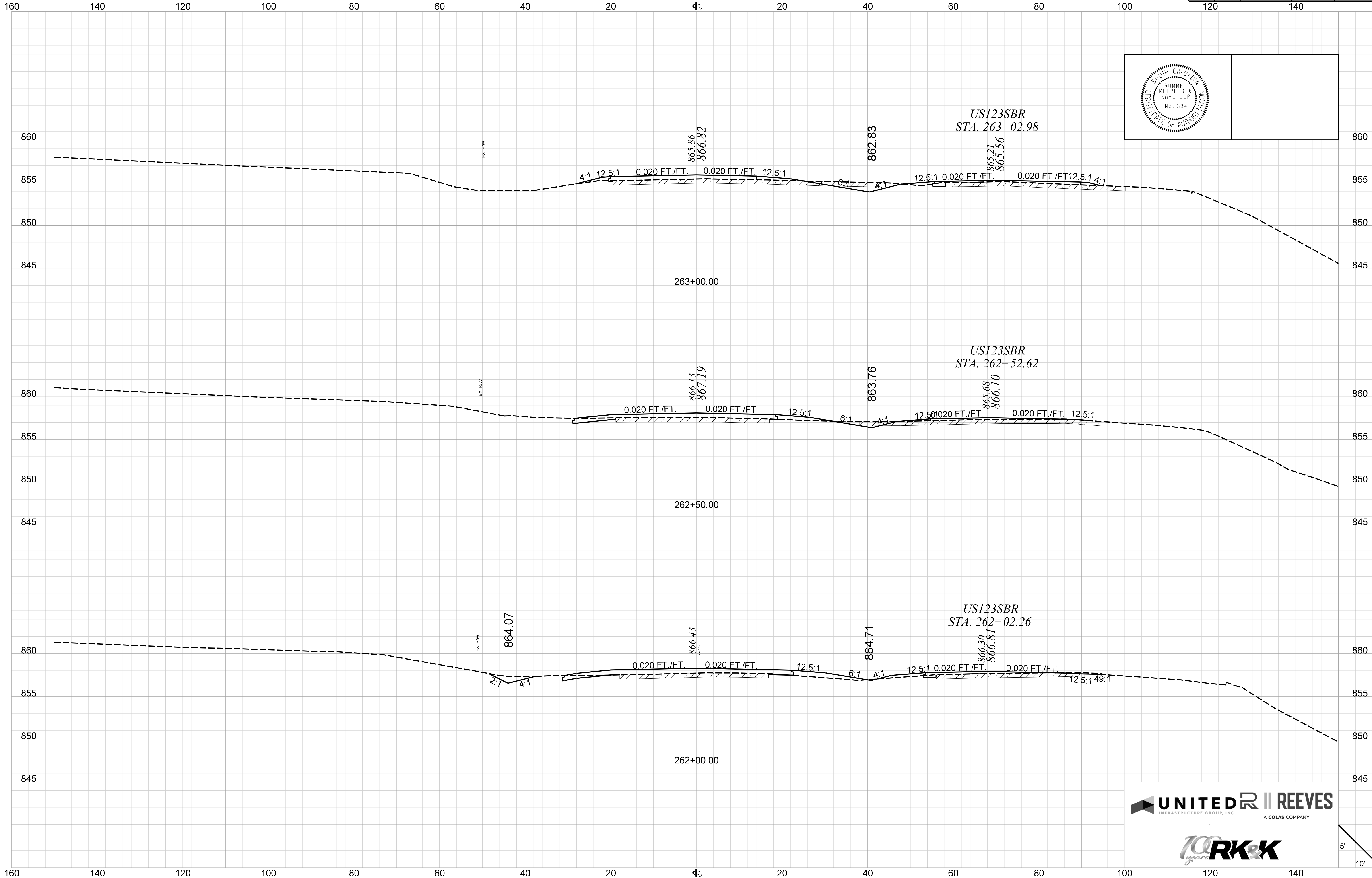
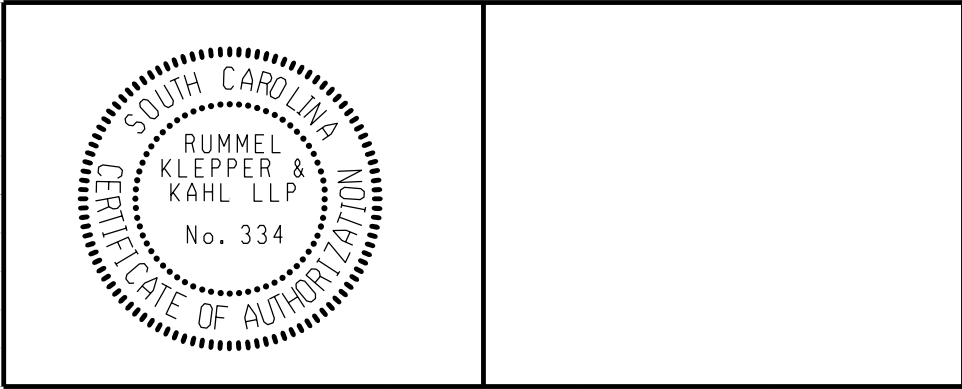
5'

10'

| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | US-123    | X20       |



| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | US-123    | X21       |



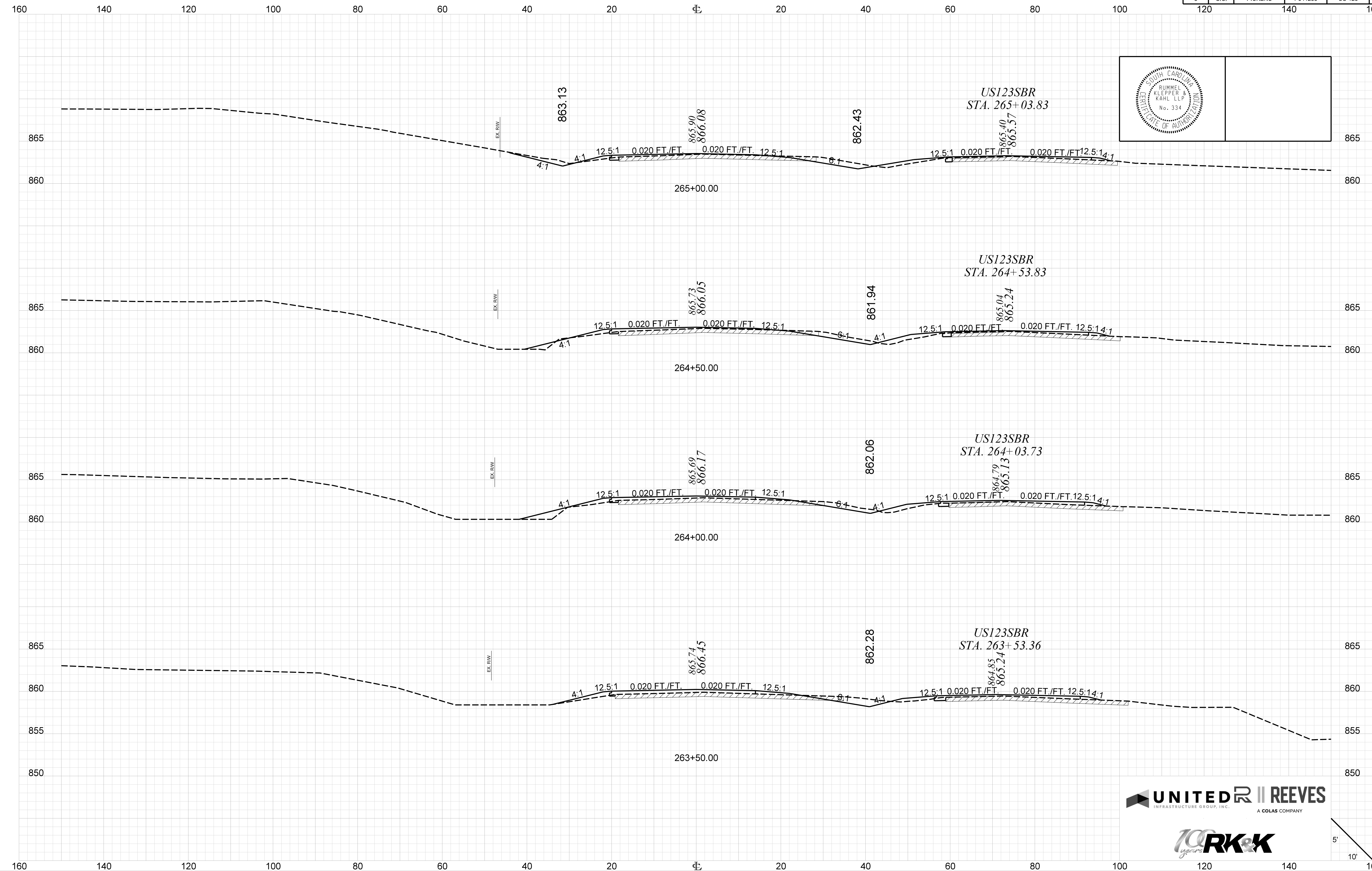
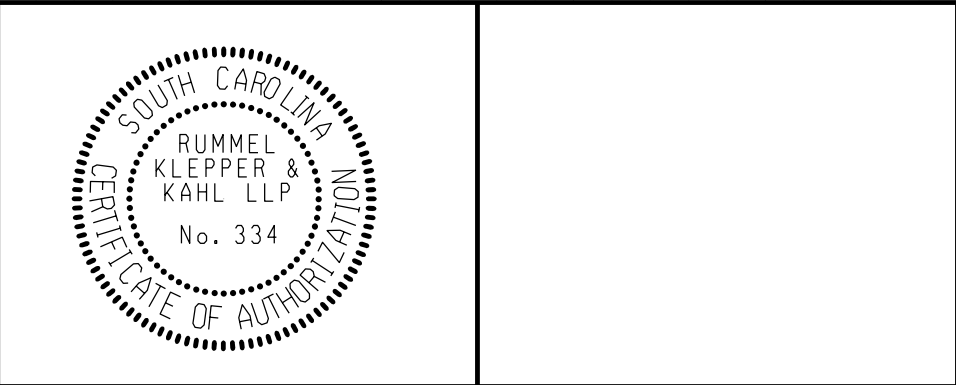
**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY



5'  
10'



| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | US-123    | X22       |

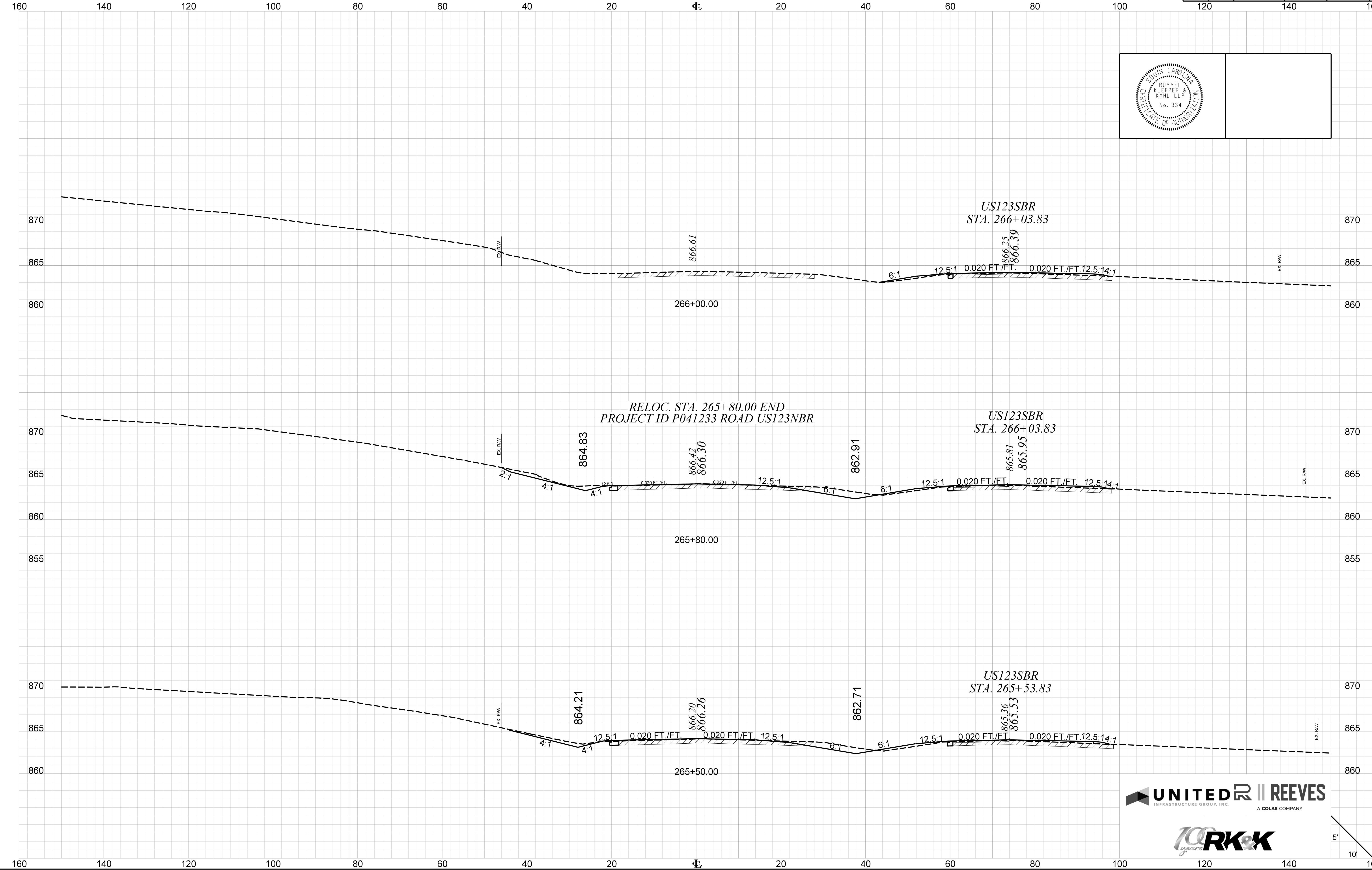
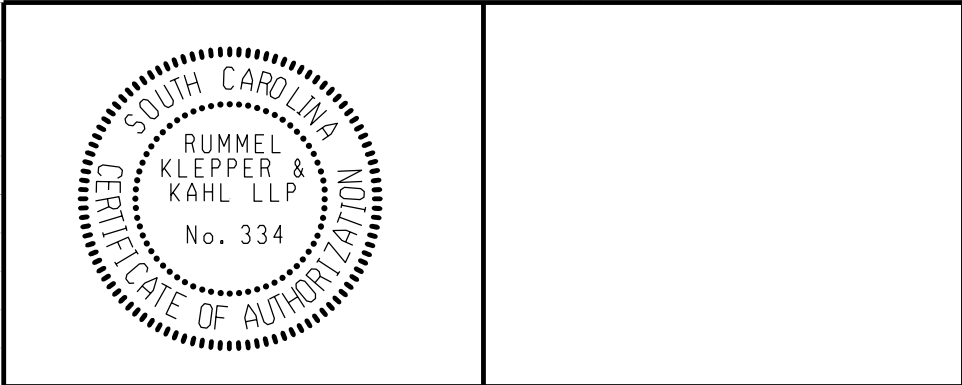


**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY

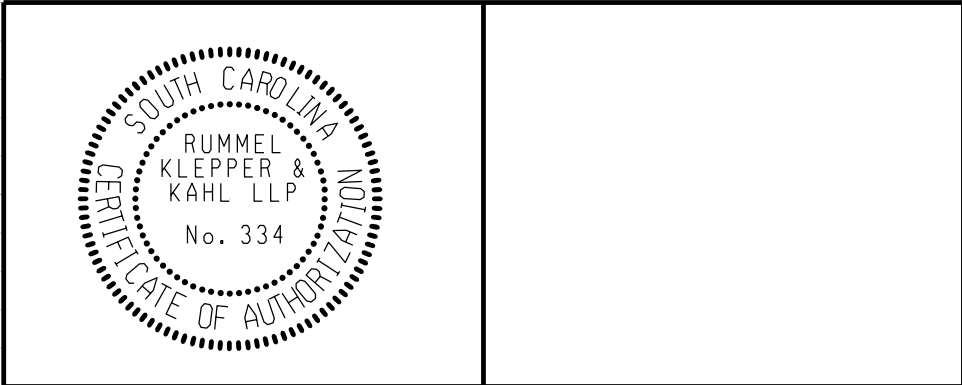


5'  
10'

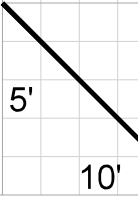
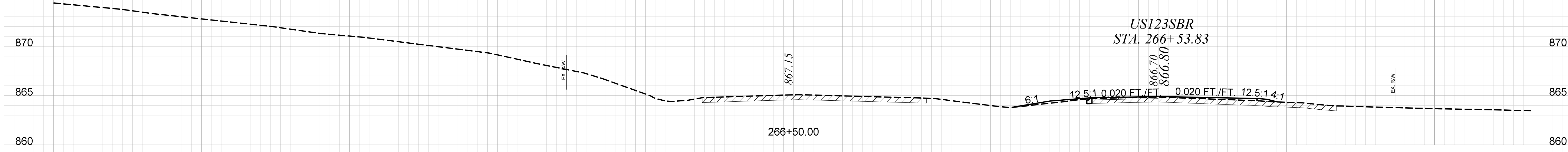
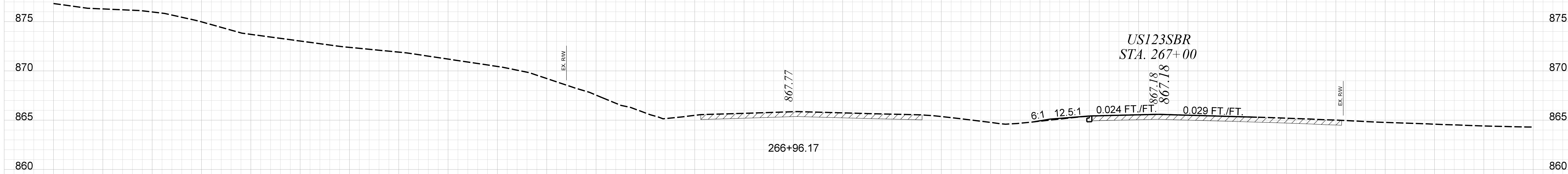
| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | US-123    | X23       |



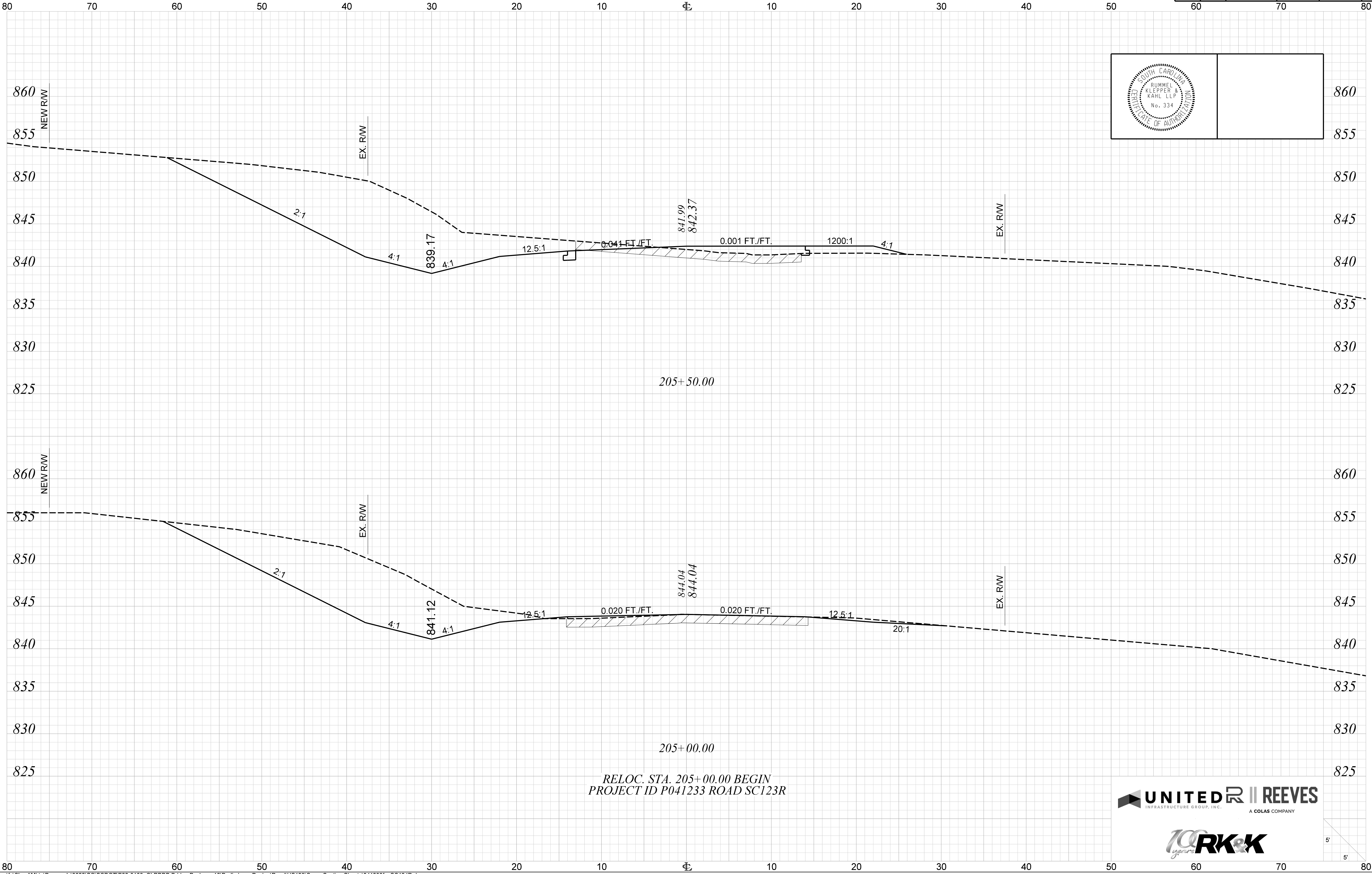
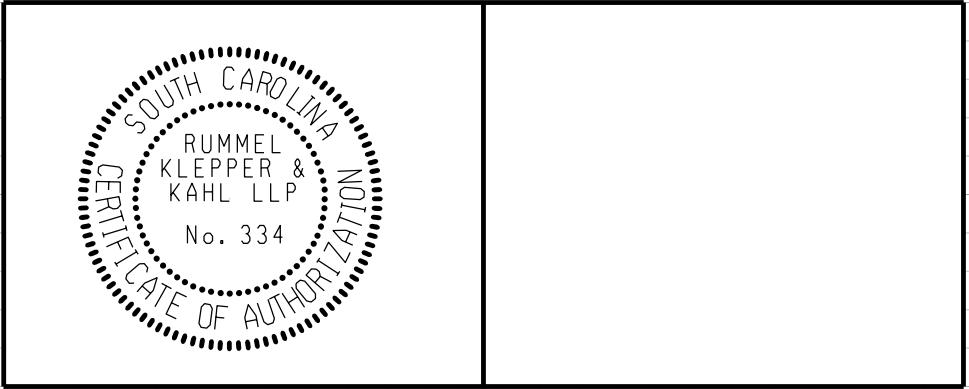
| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | US-123    | X24       |



RELOC. STA. 267+00.00 END  
PROJECT ID P041233 ROAD US123SBR



| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | SC-124R   | X25       |



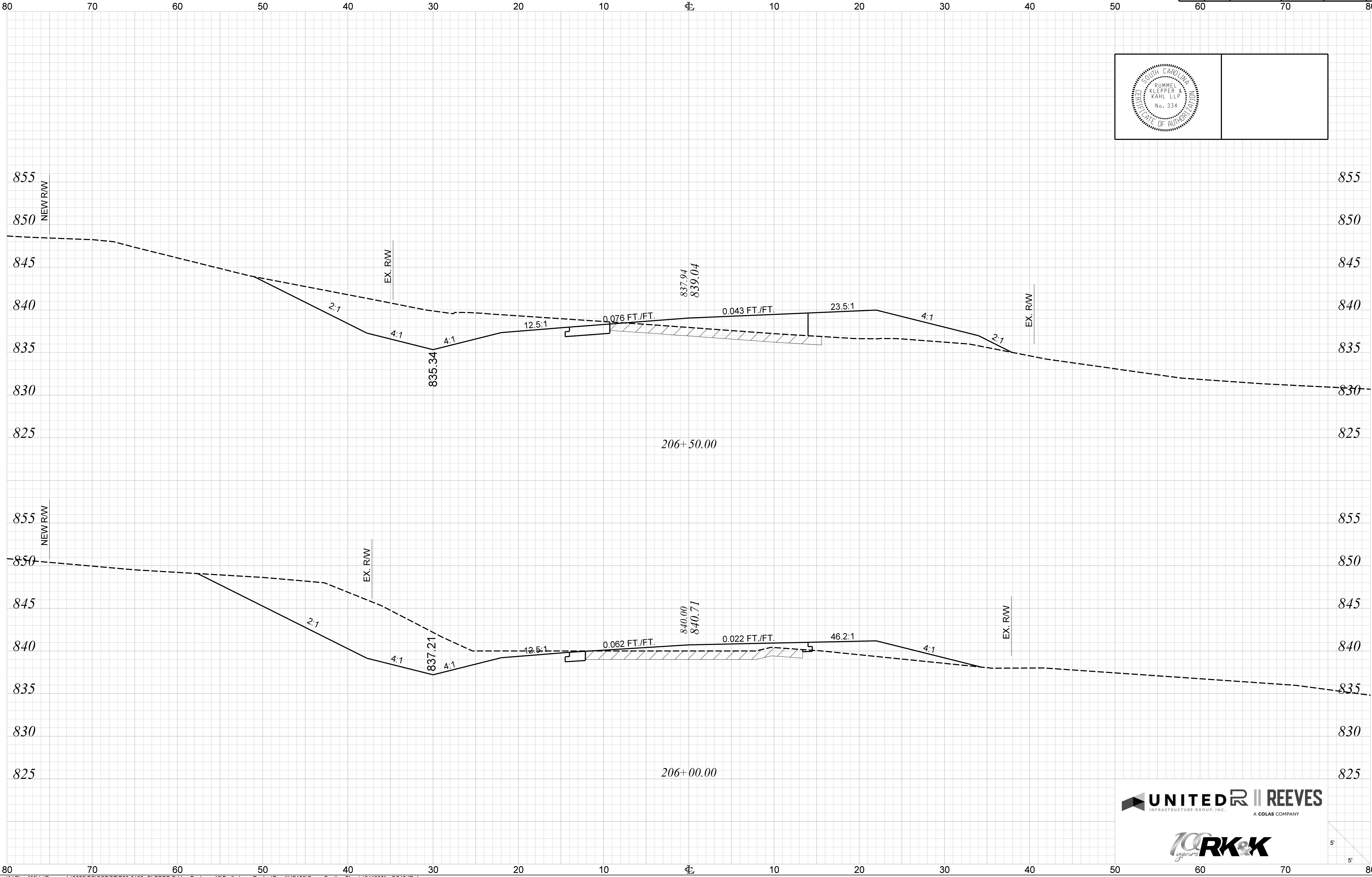
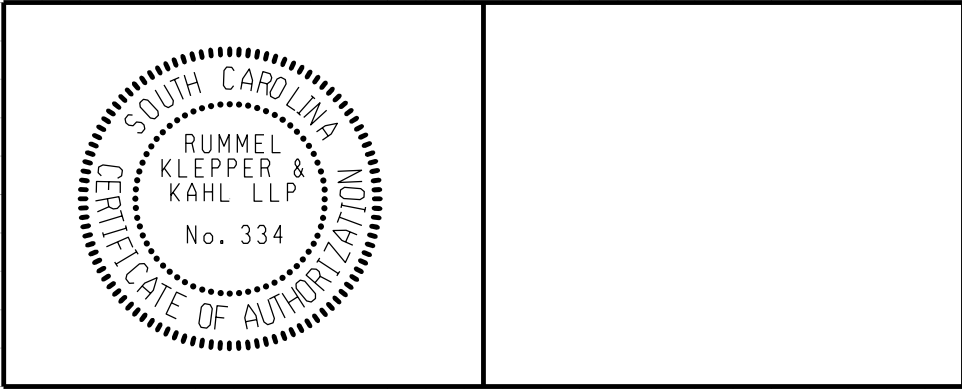
RELOC. STA. 205+00.00 BEGIN  
PROJECT ID P041233 ROAD SC123R

**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY

**100 years RK&K**

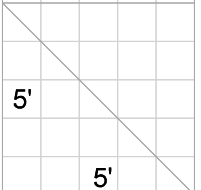


| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
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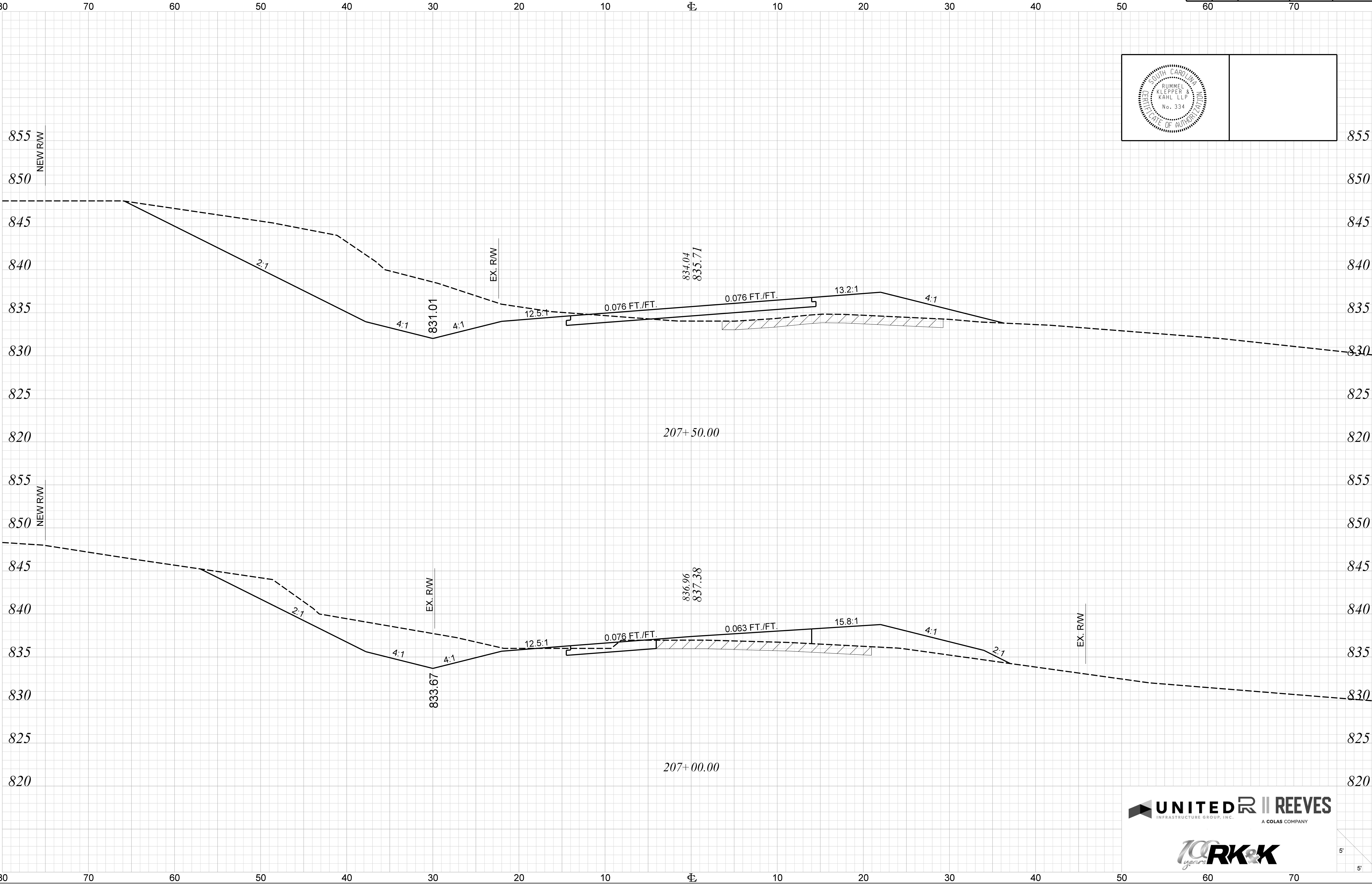
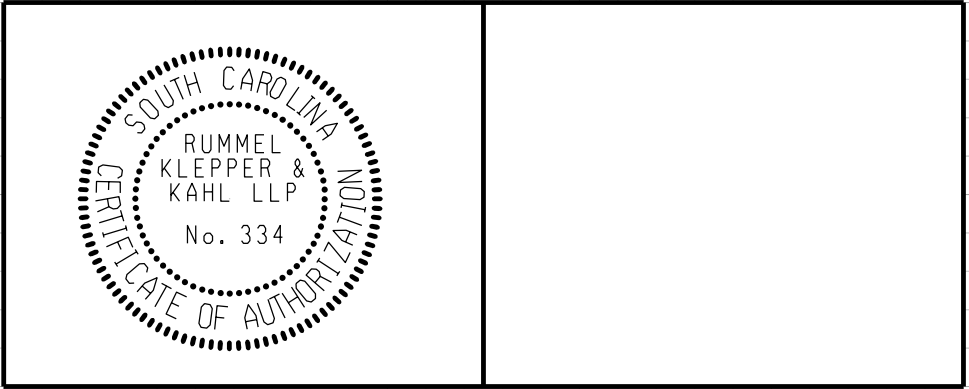


**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY

**100 years RK&K**

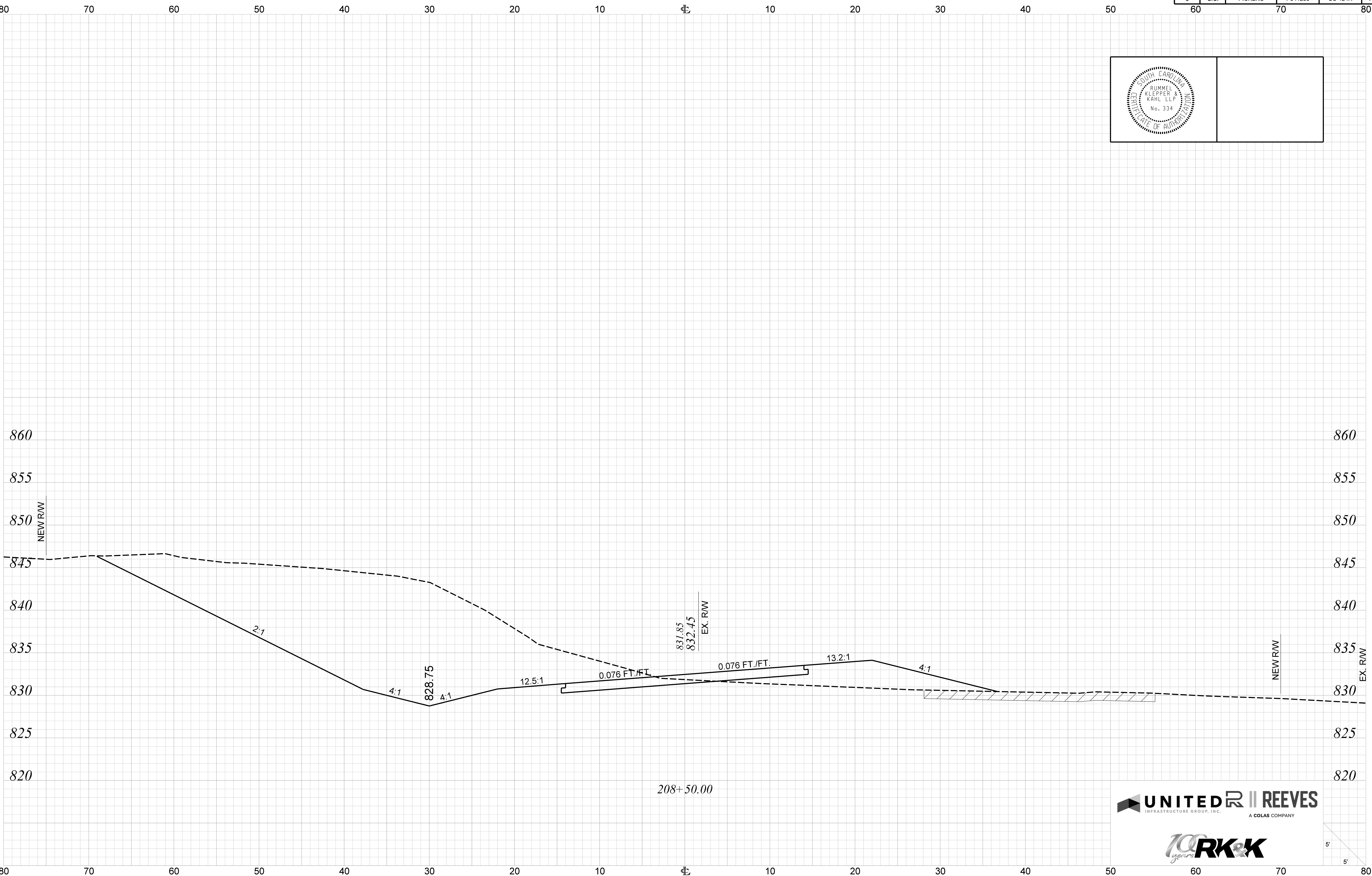
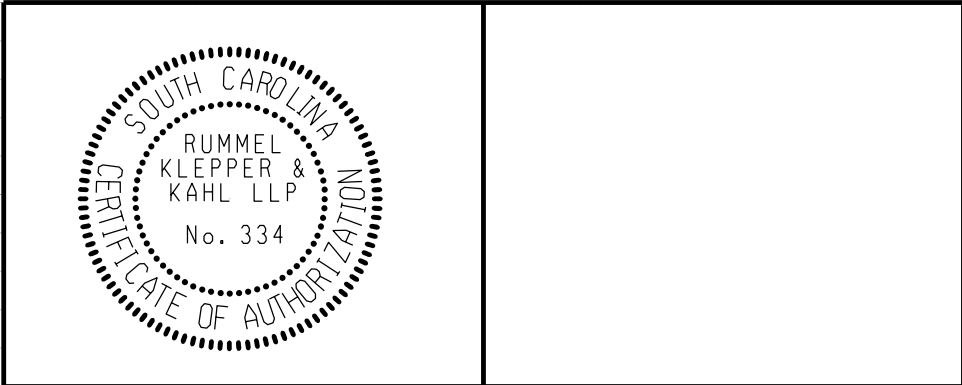


| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | SC-124R   | X27       |





| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | SC-124R   | X29       |

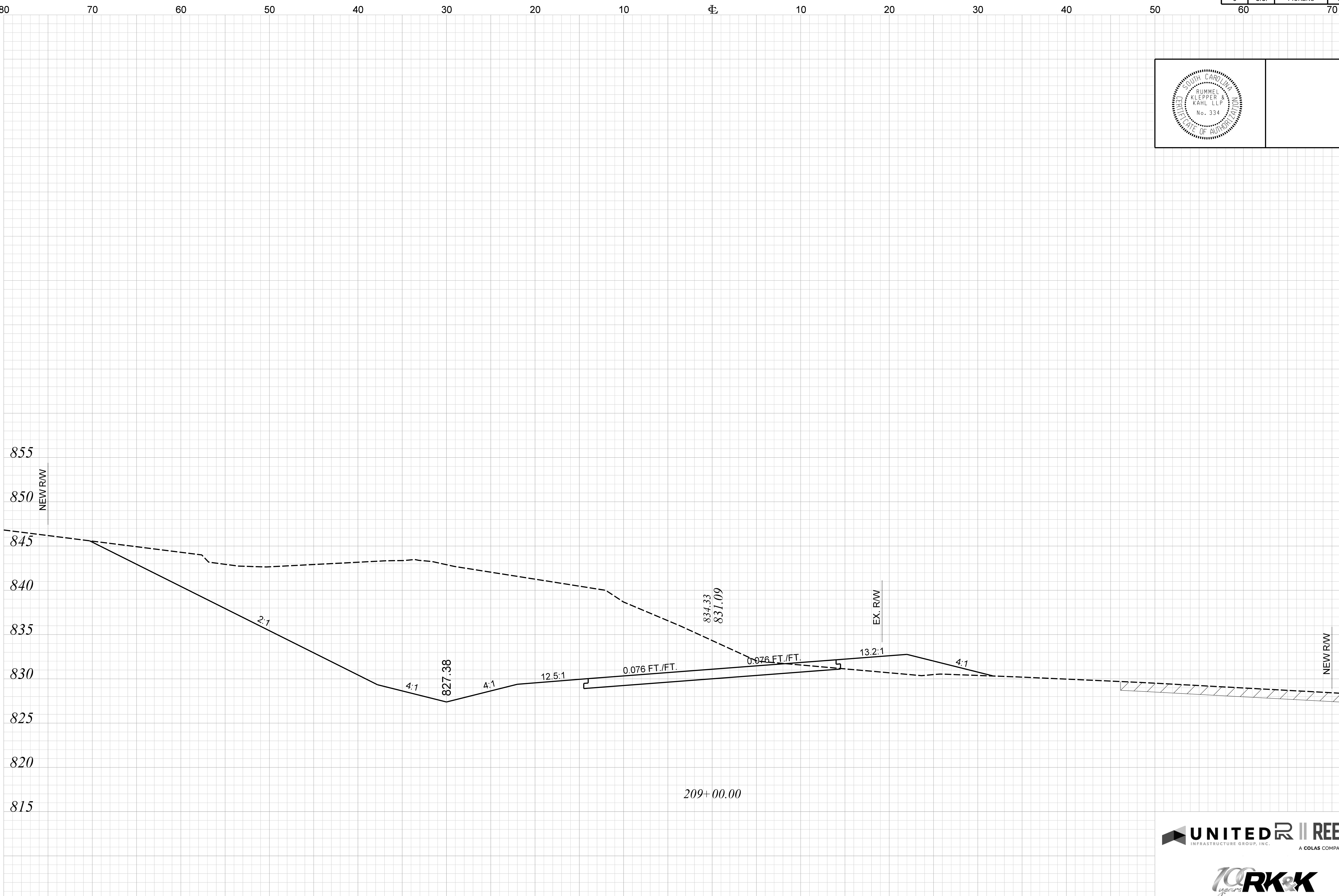
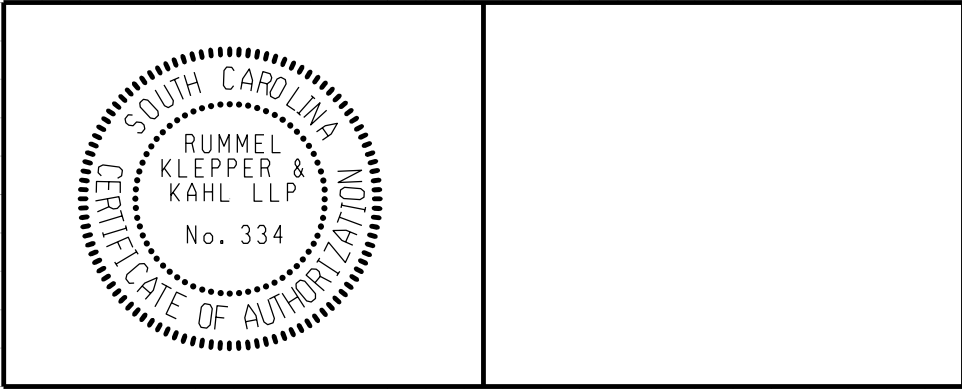


**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY

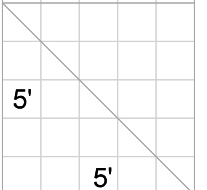
**100 years RK&K**



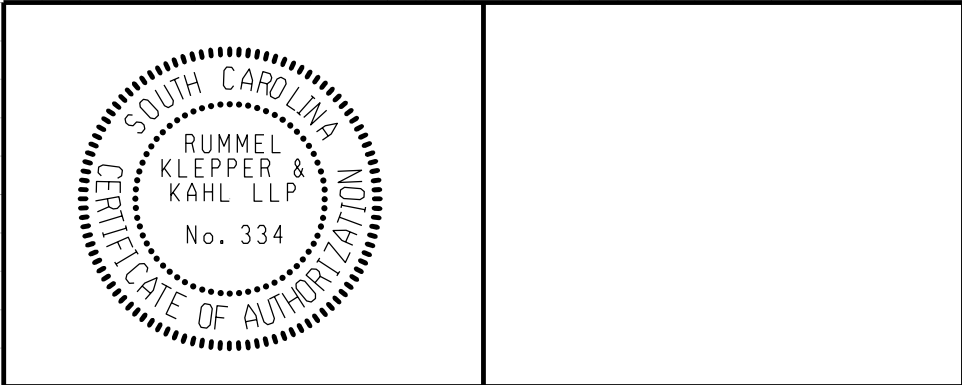
| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | SC-124R   | X30       |



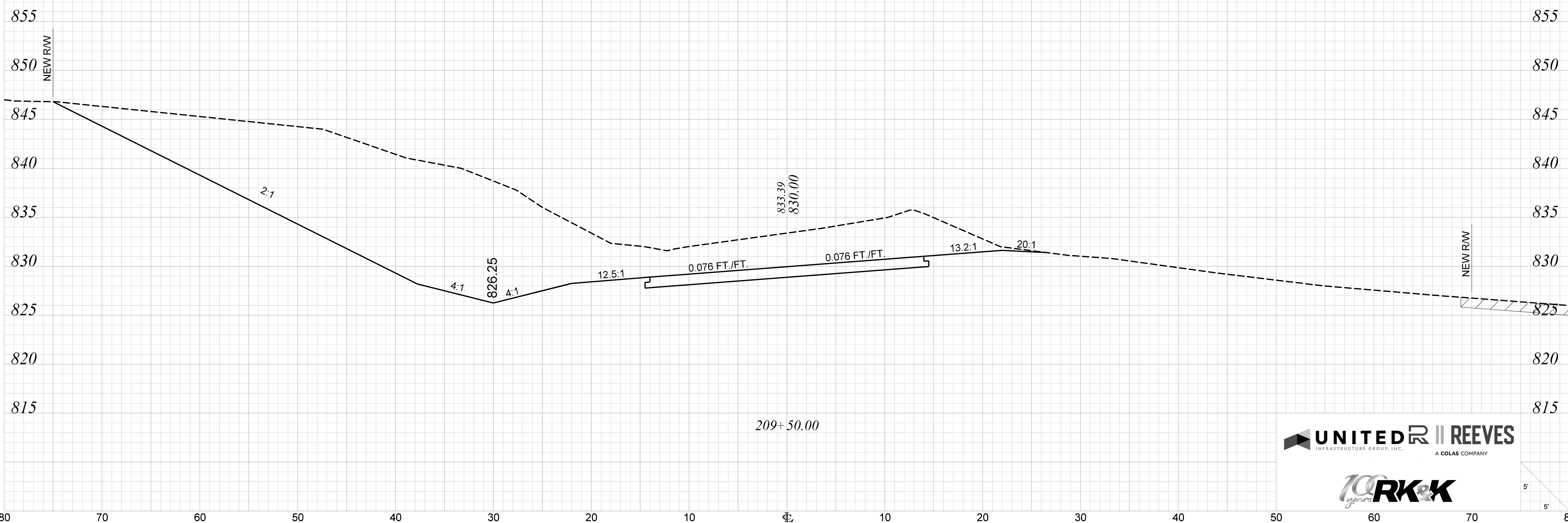
**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY



| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | SC-124R   | X31       |



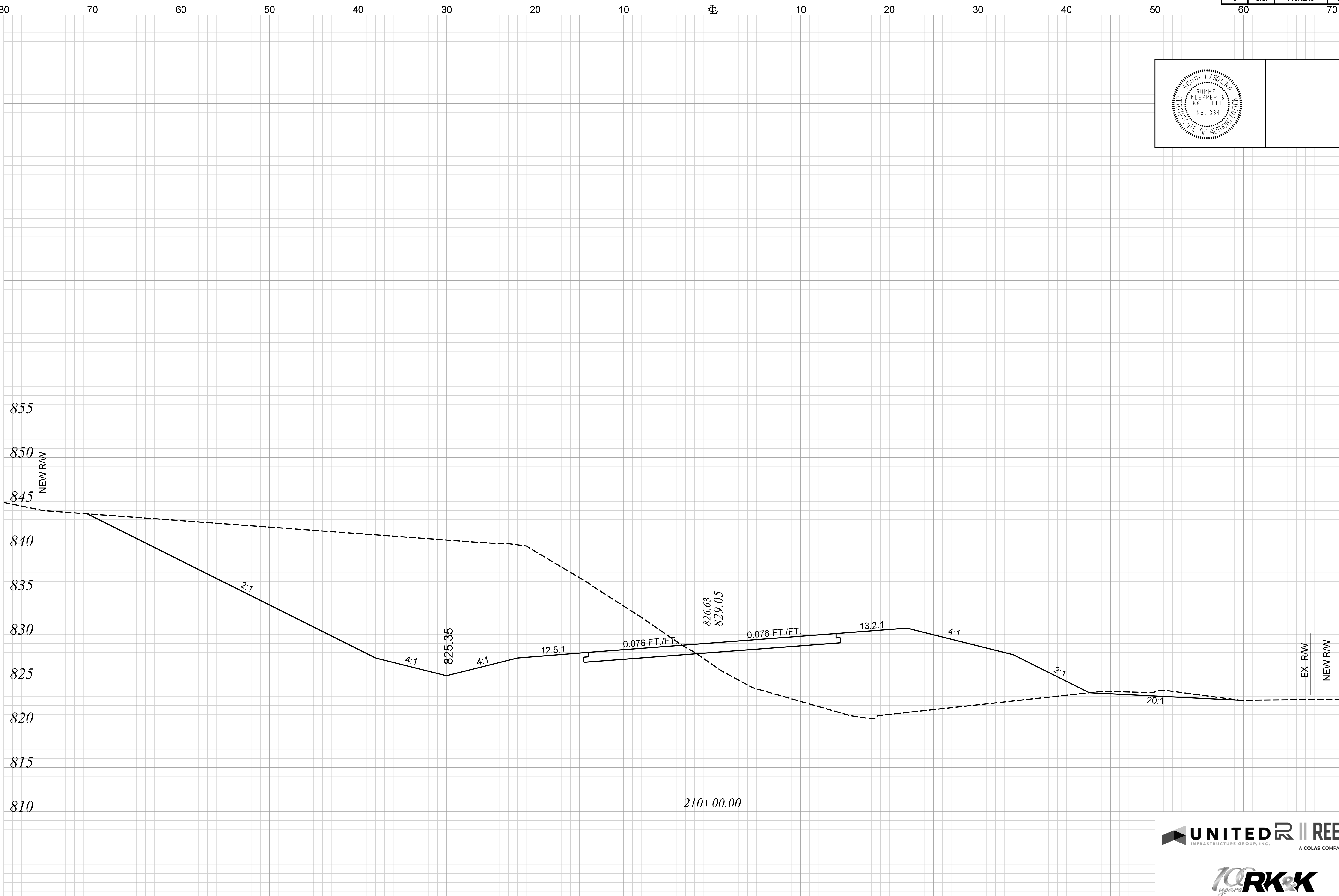
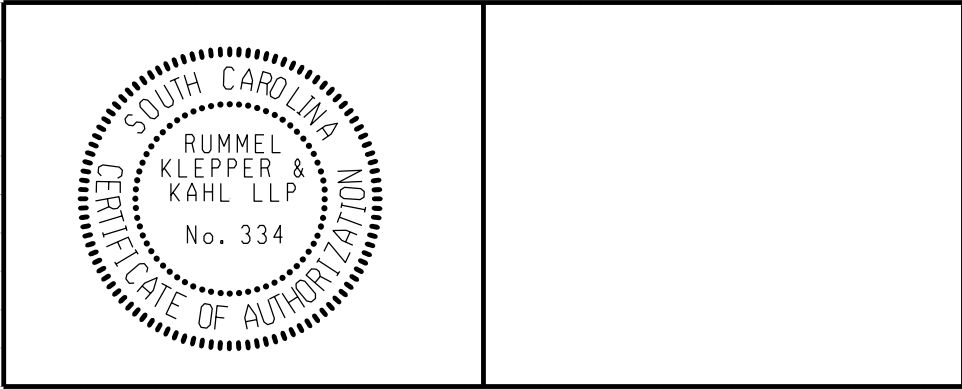
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**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY

**100 years RK&K**

| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | SC-124R   | X32       |

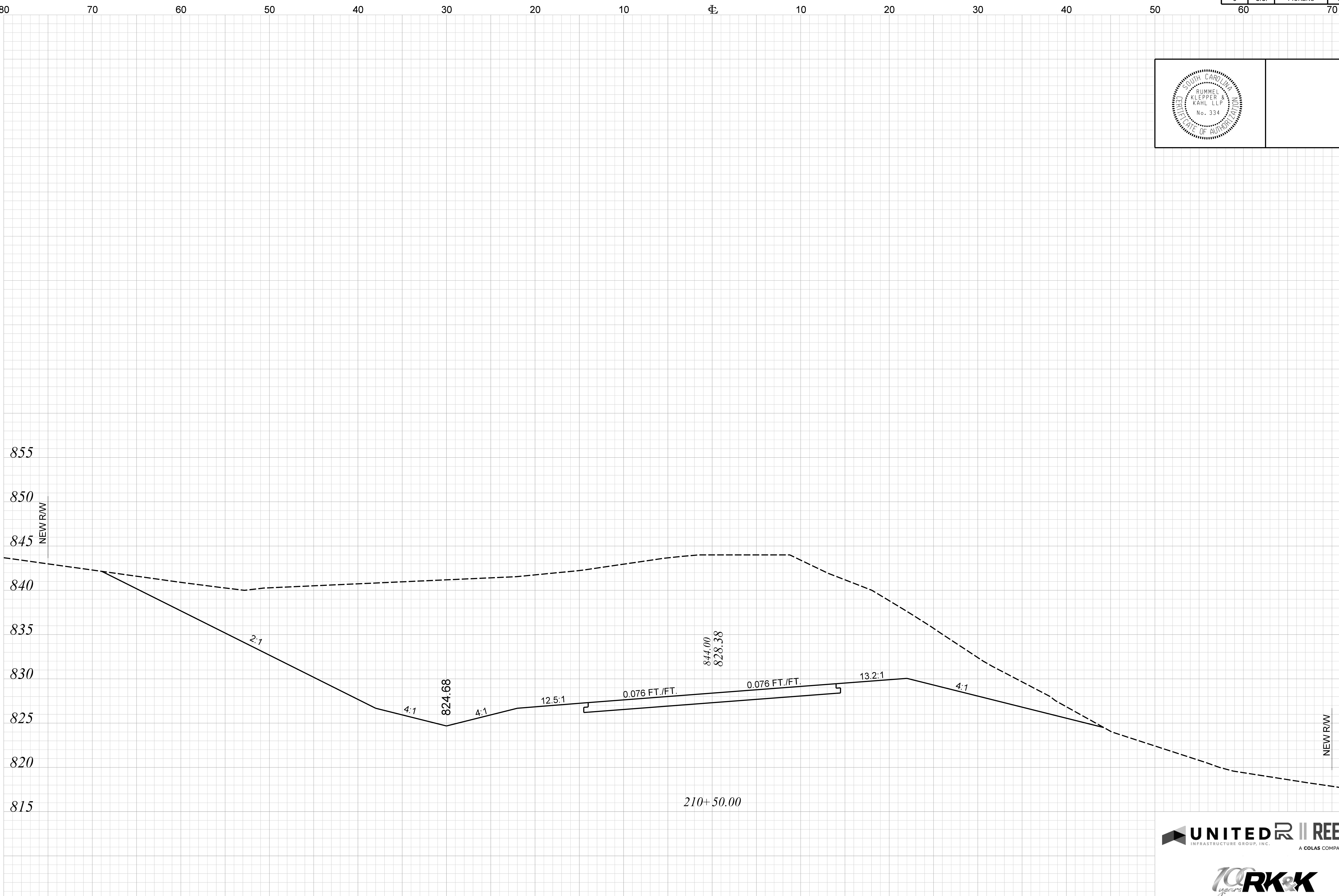
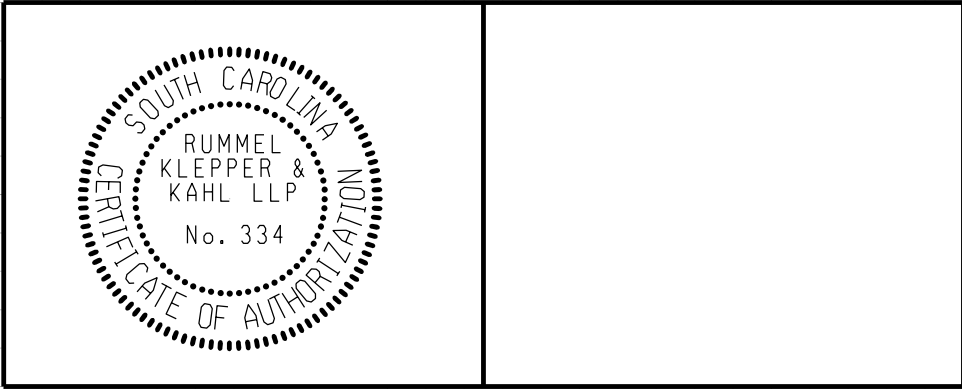


**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY

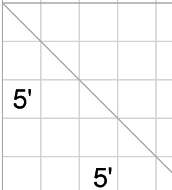
**100 years RK&K**

5'  
5'

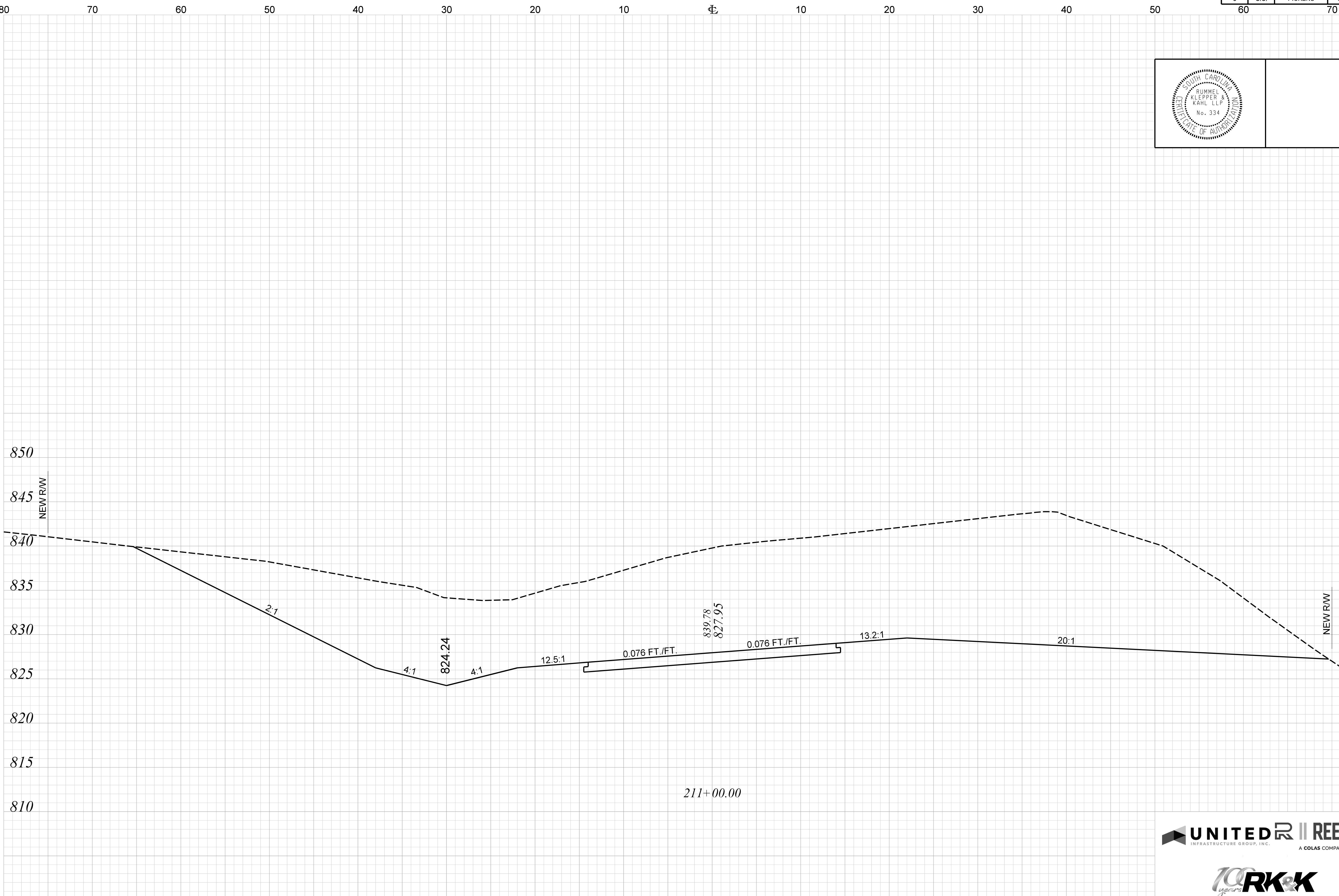
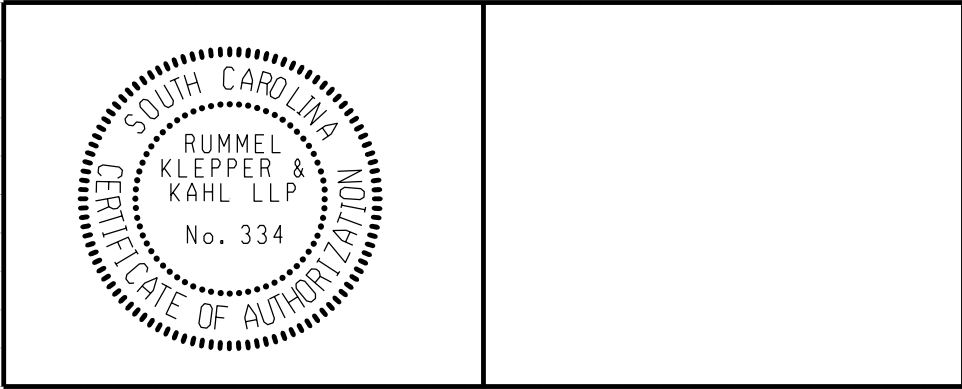
| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | SC-124R   | X33       |



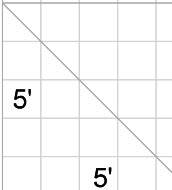
**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY



| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | SC-124R   | X34       |

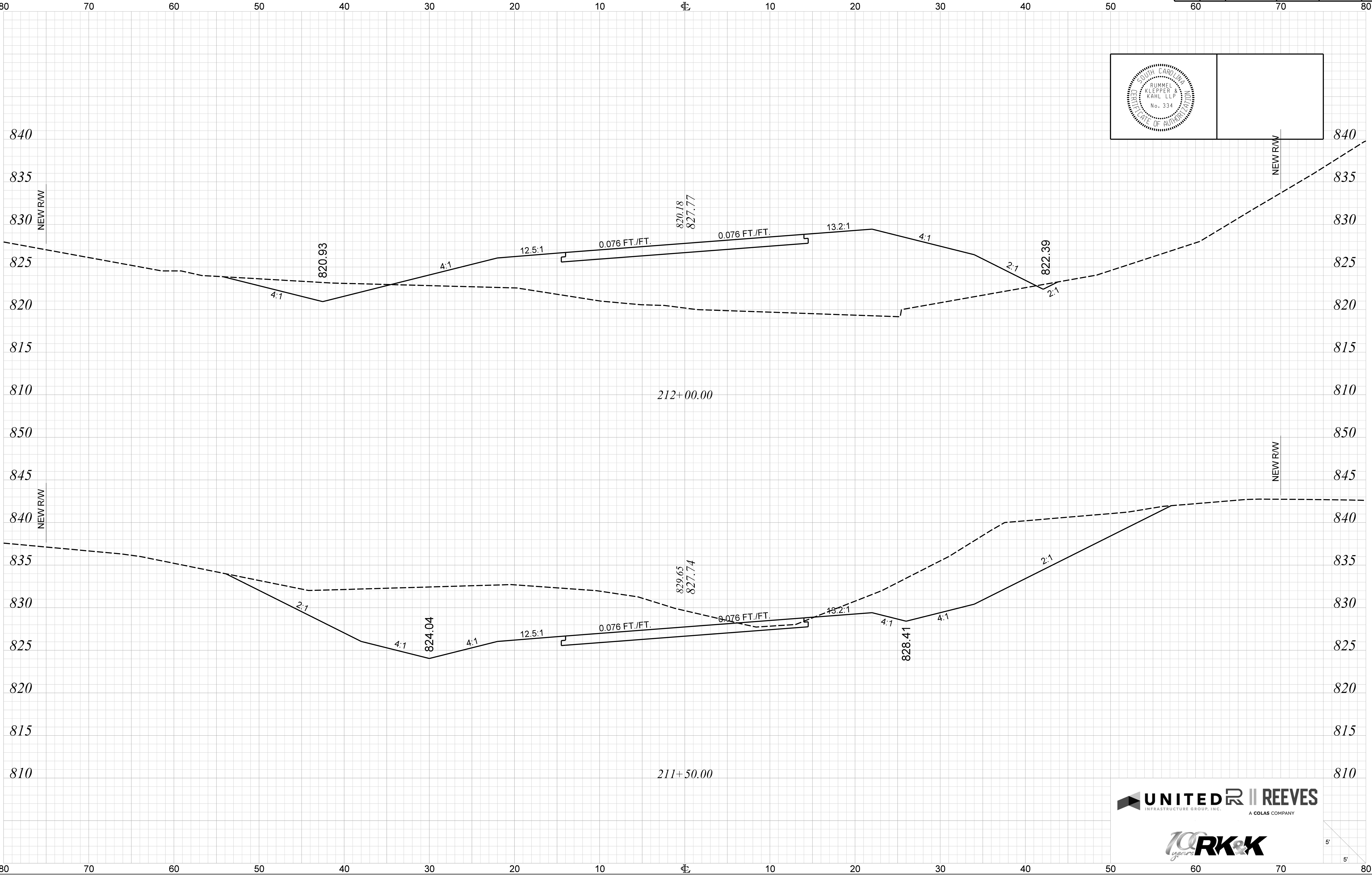
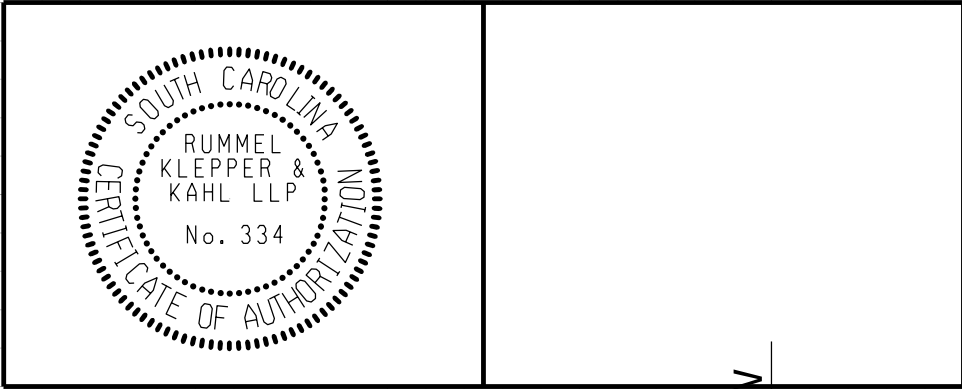


**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY





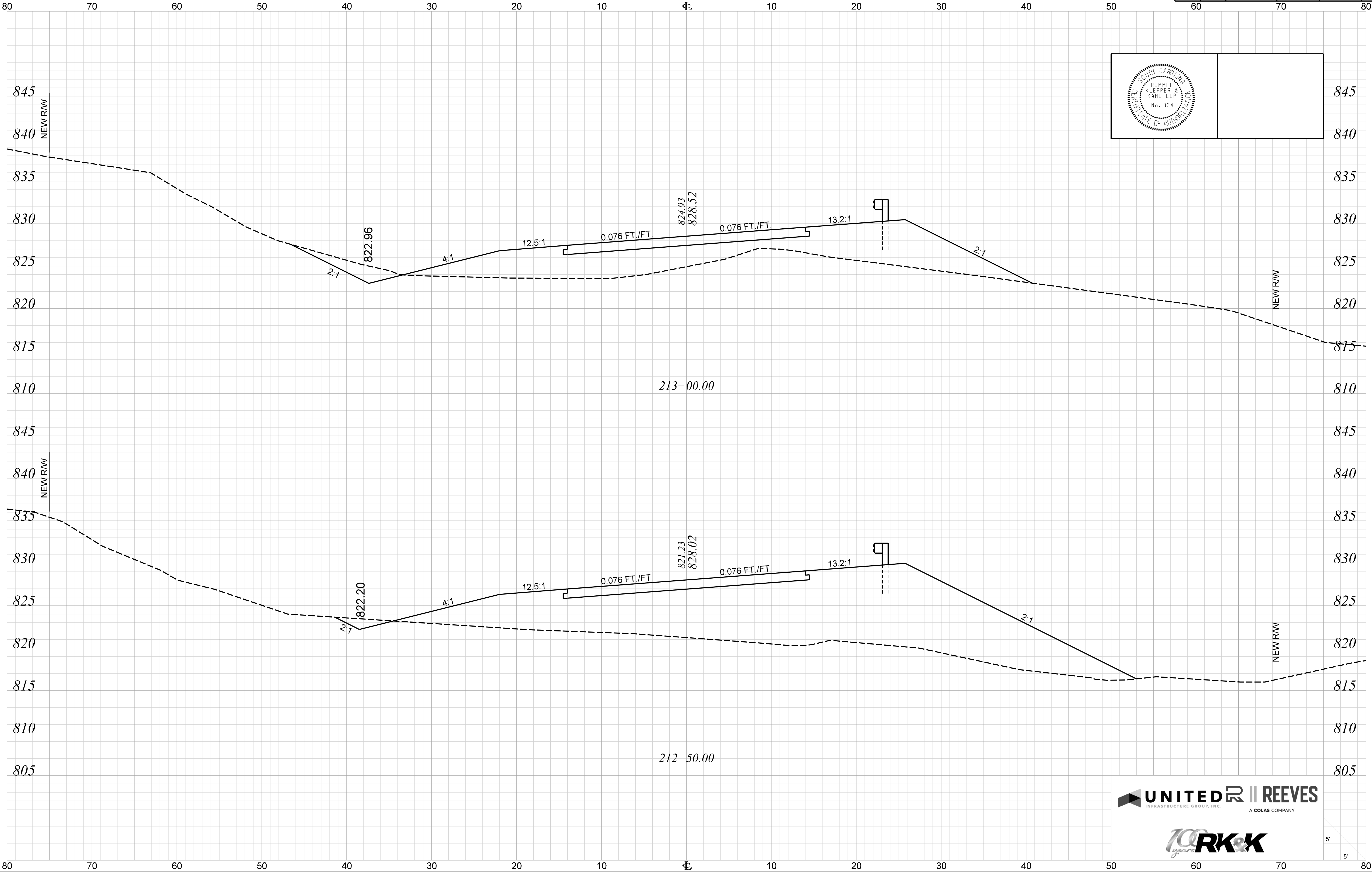
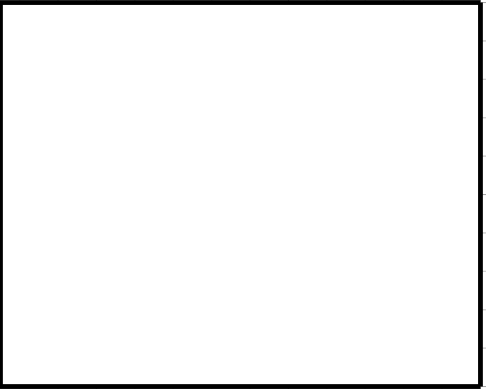
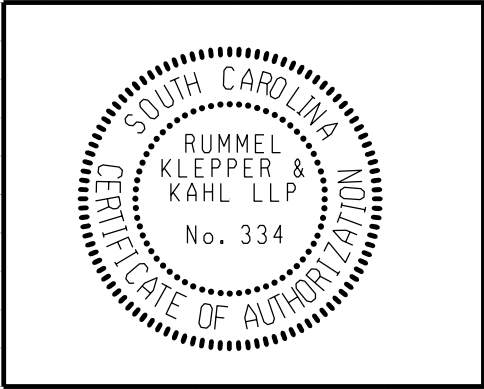
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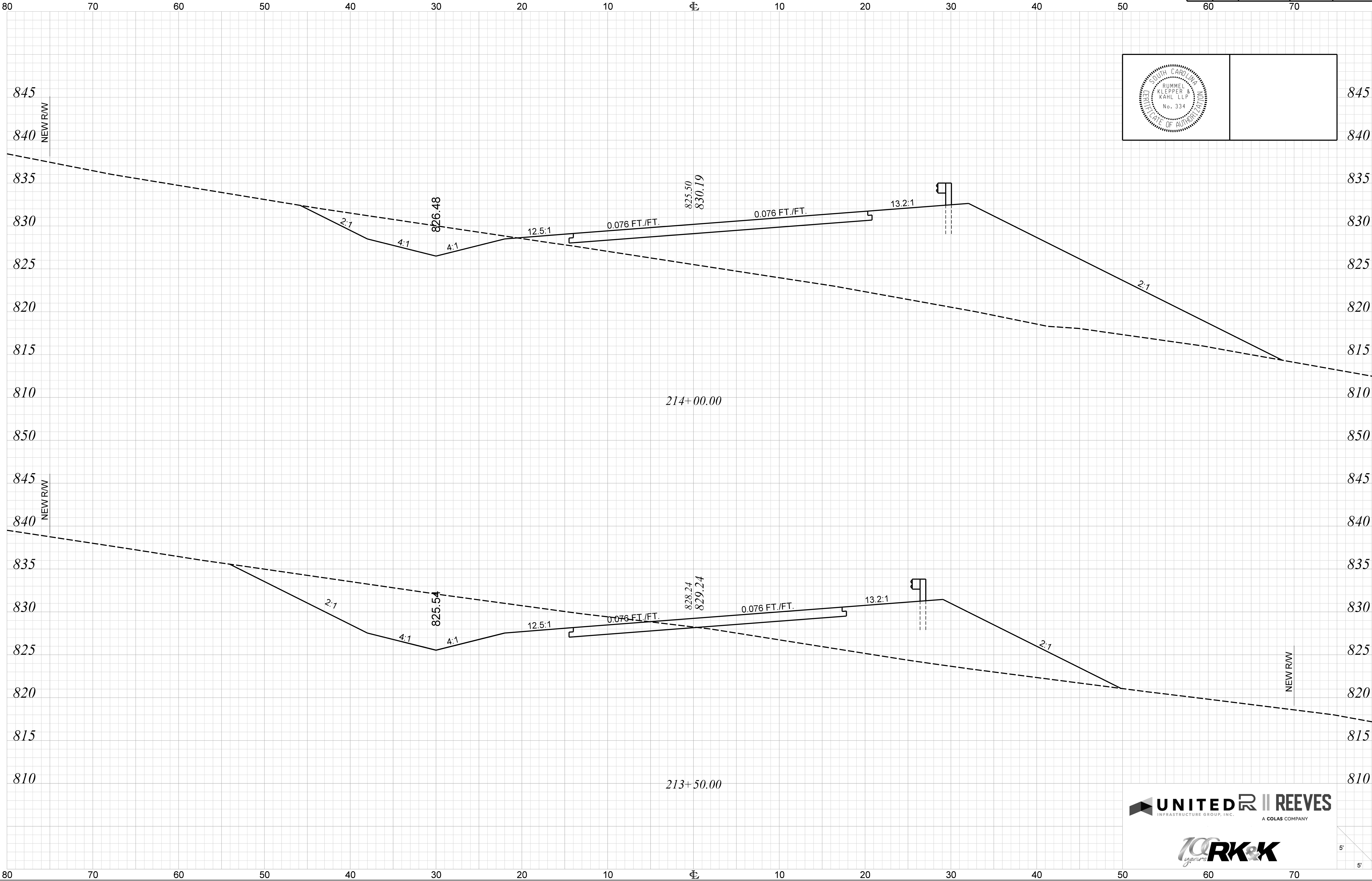
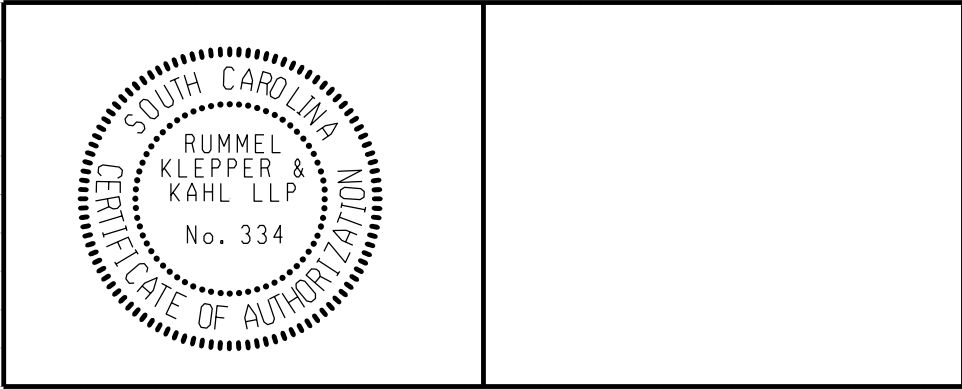
**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY

**100 years RK&K**

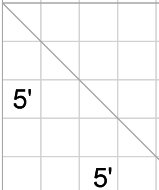
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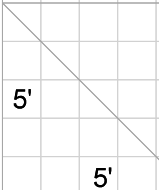
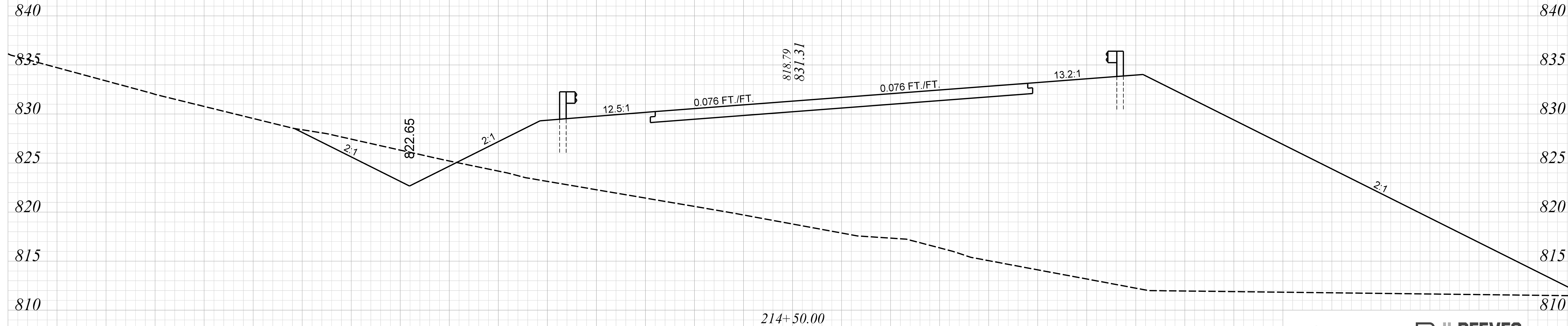
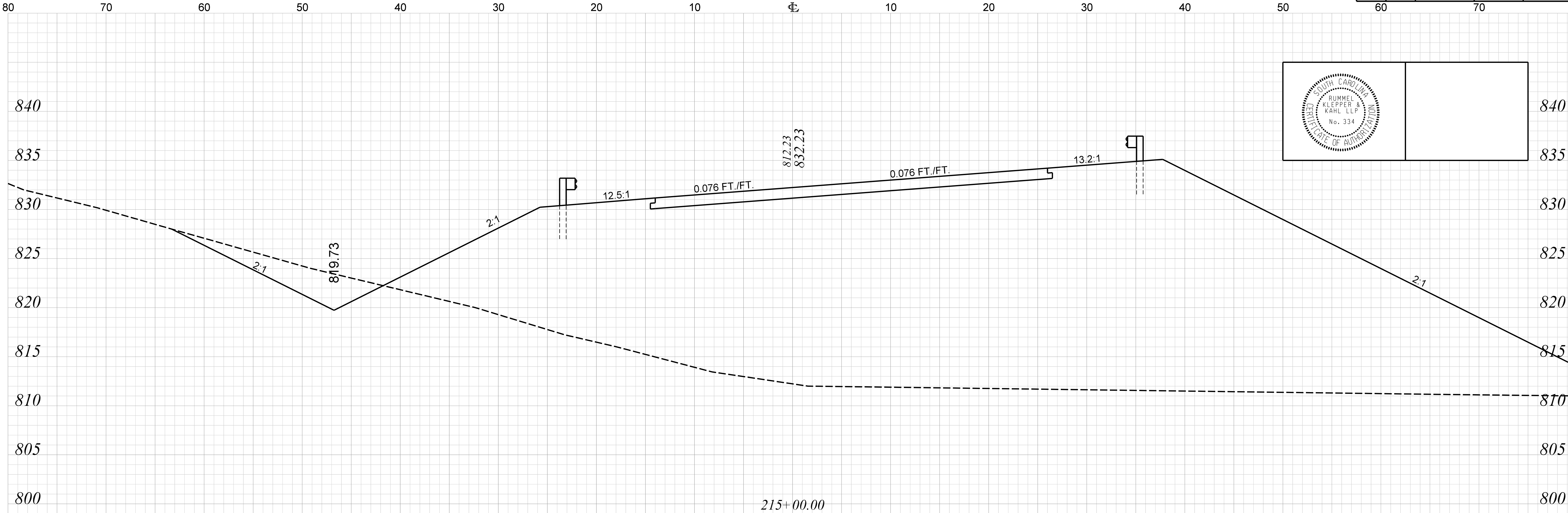
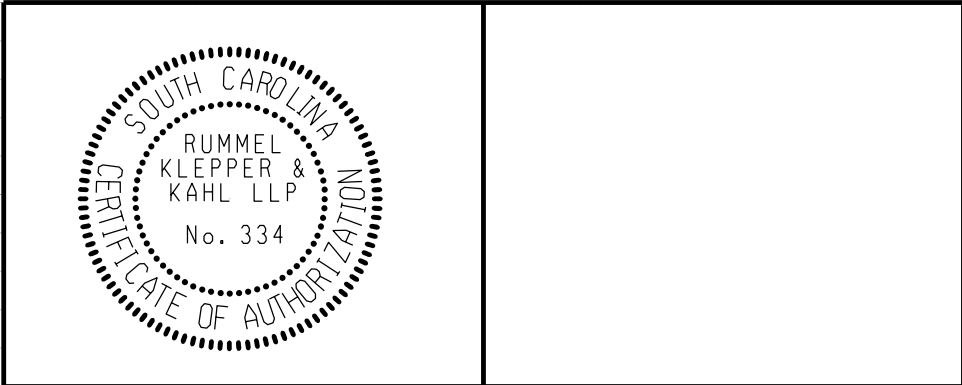
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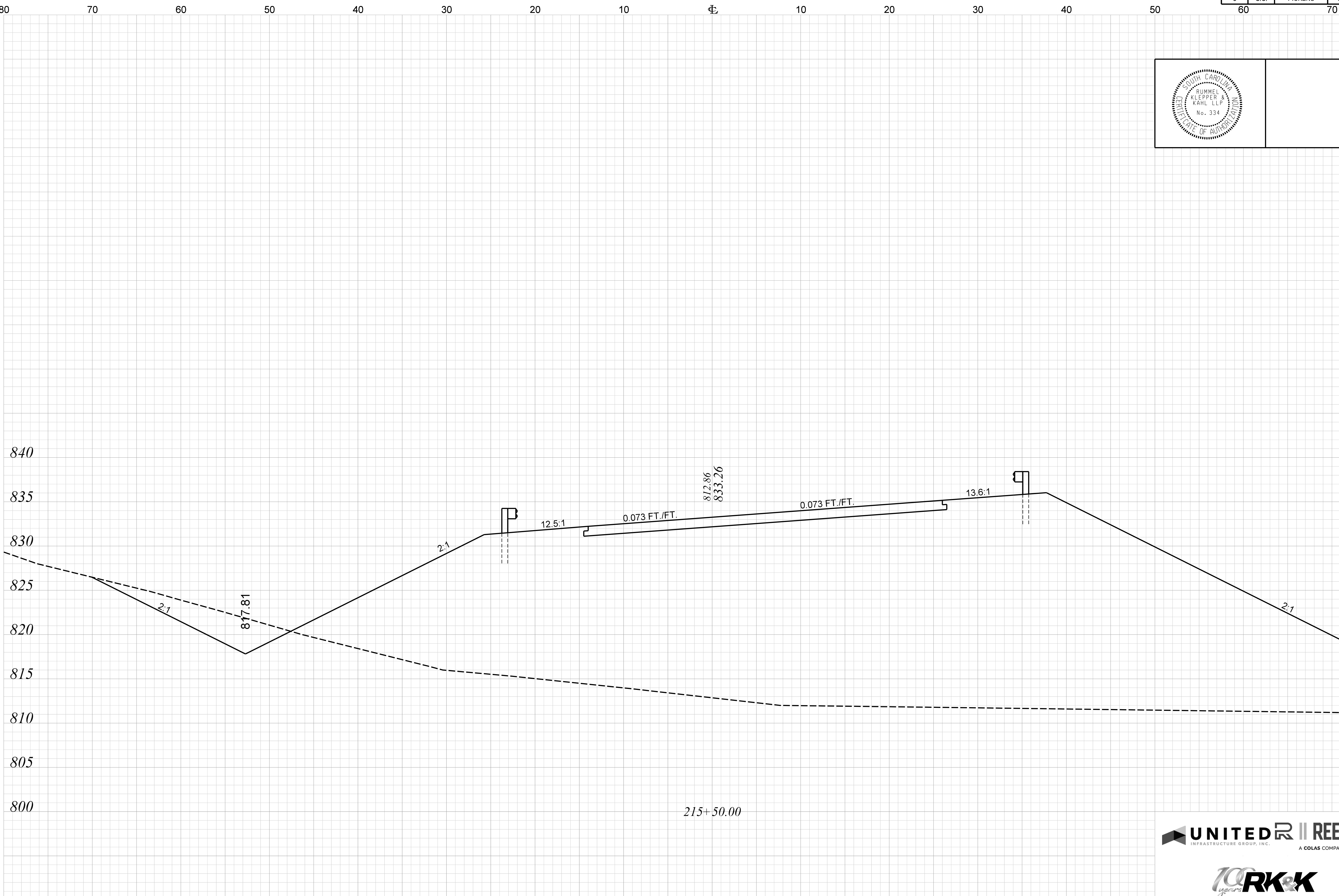
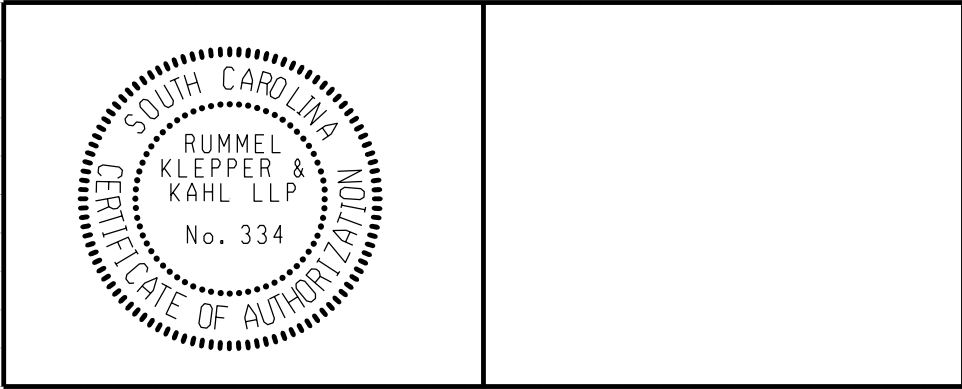
**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY



| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
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| 3                 | S.C.  | PICKENS | P041233    | SC-124R   | X38       |



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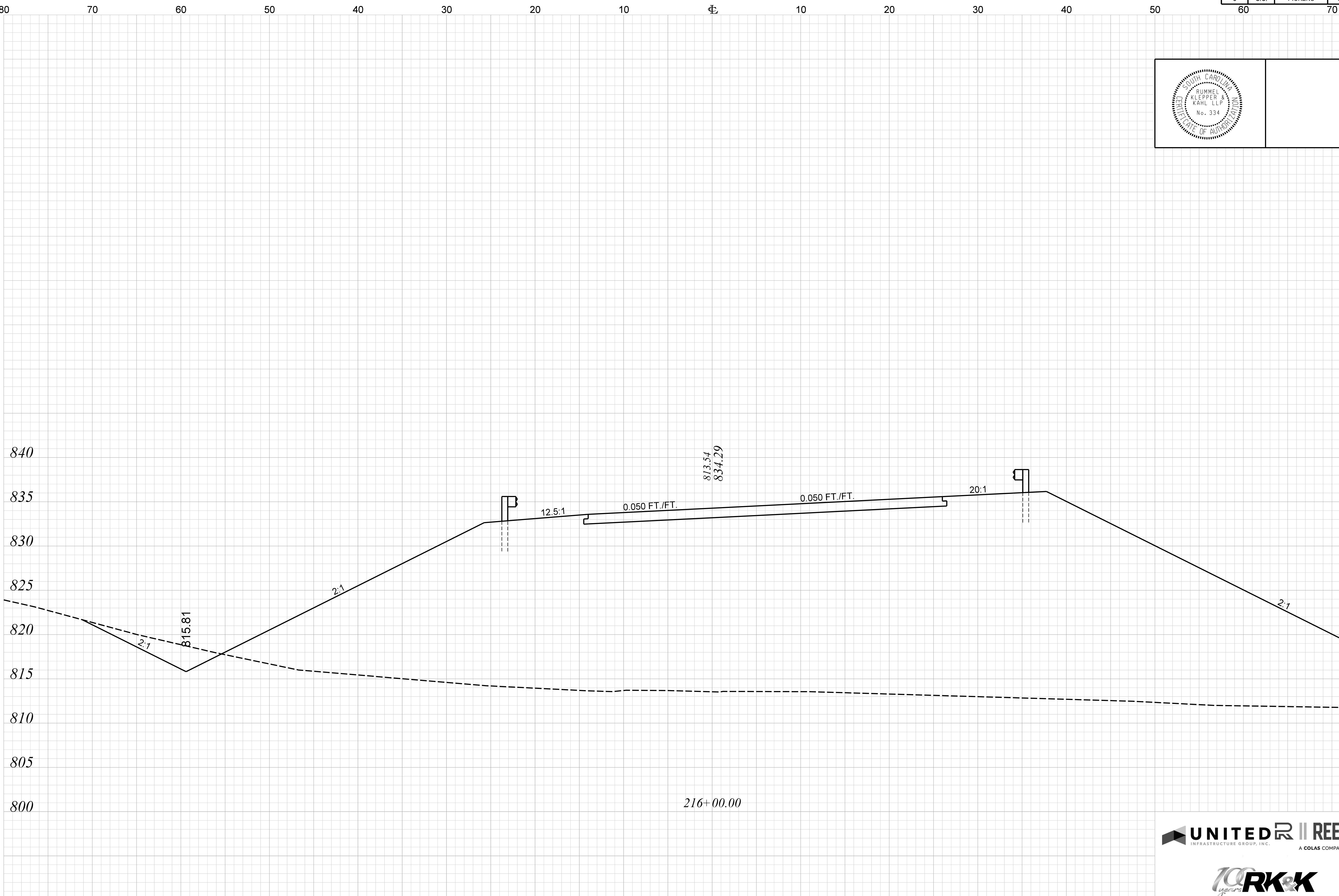
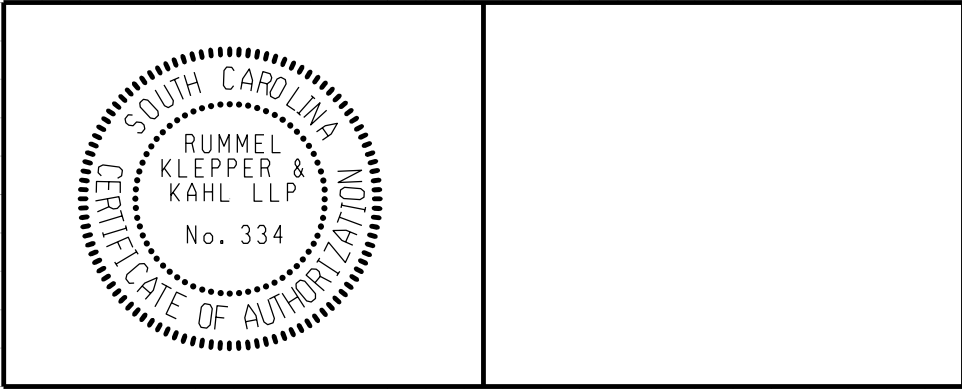


**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY

**100 years RK&K**

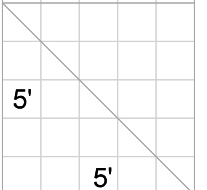


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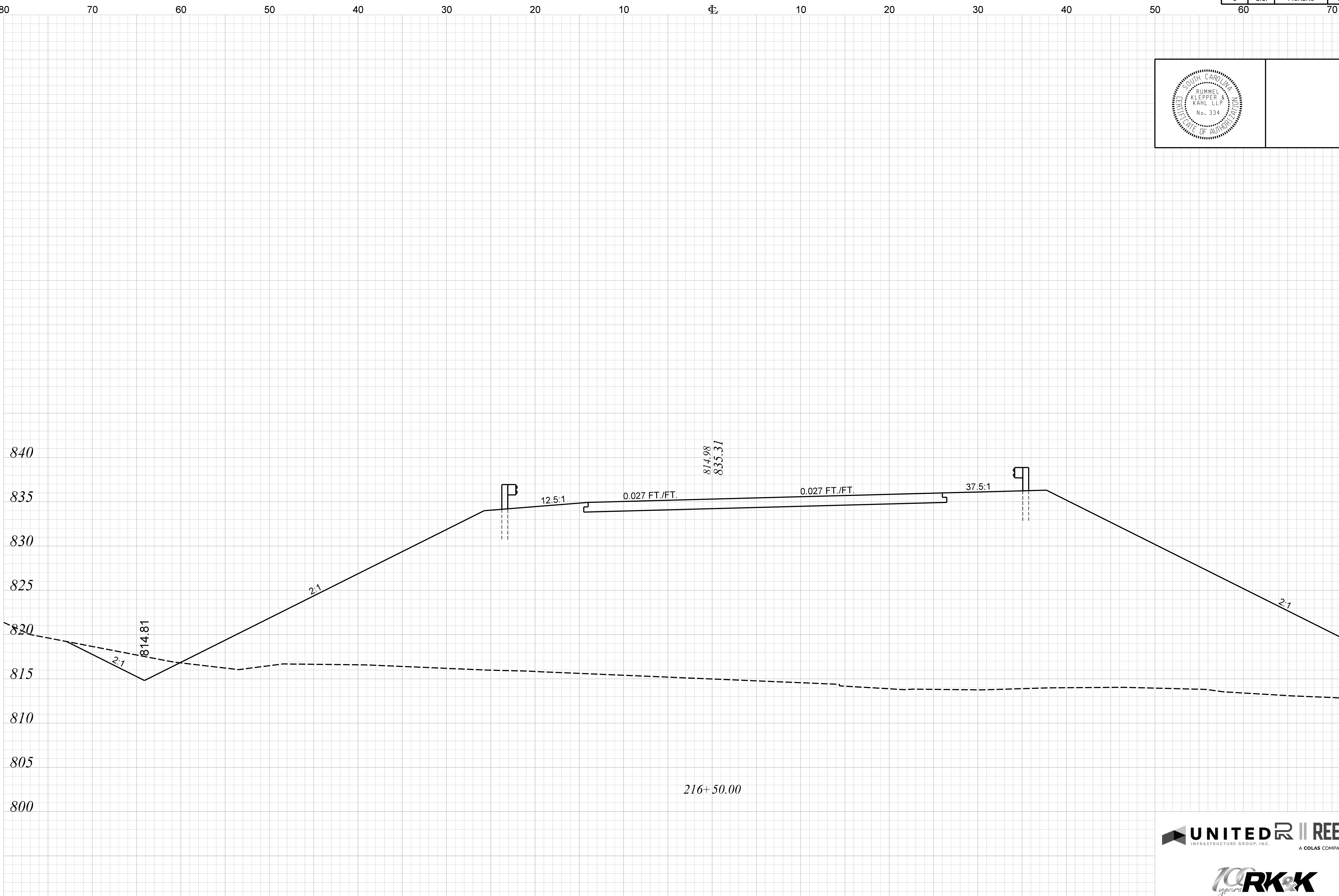
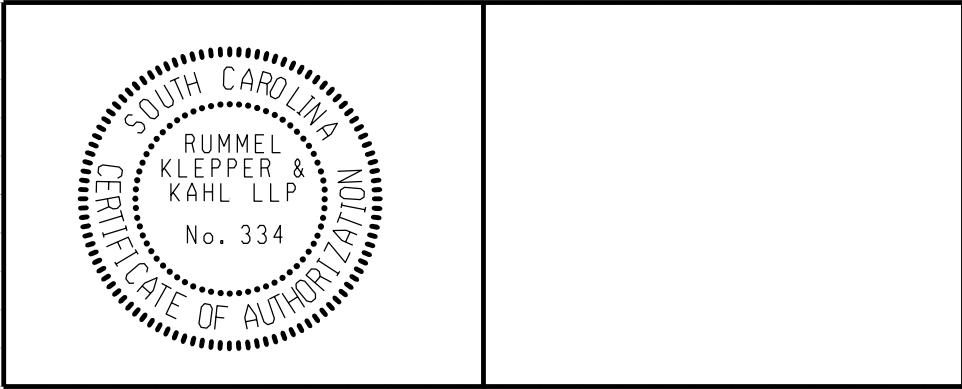


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INFRASTRUCTURE GROUP, INC. A COLAS COMPANY

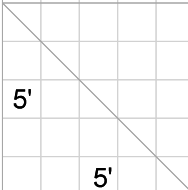
**100 years RK&K**



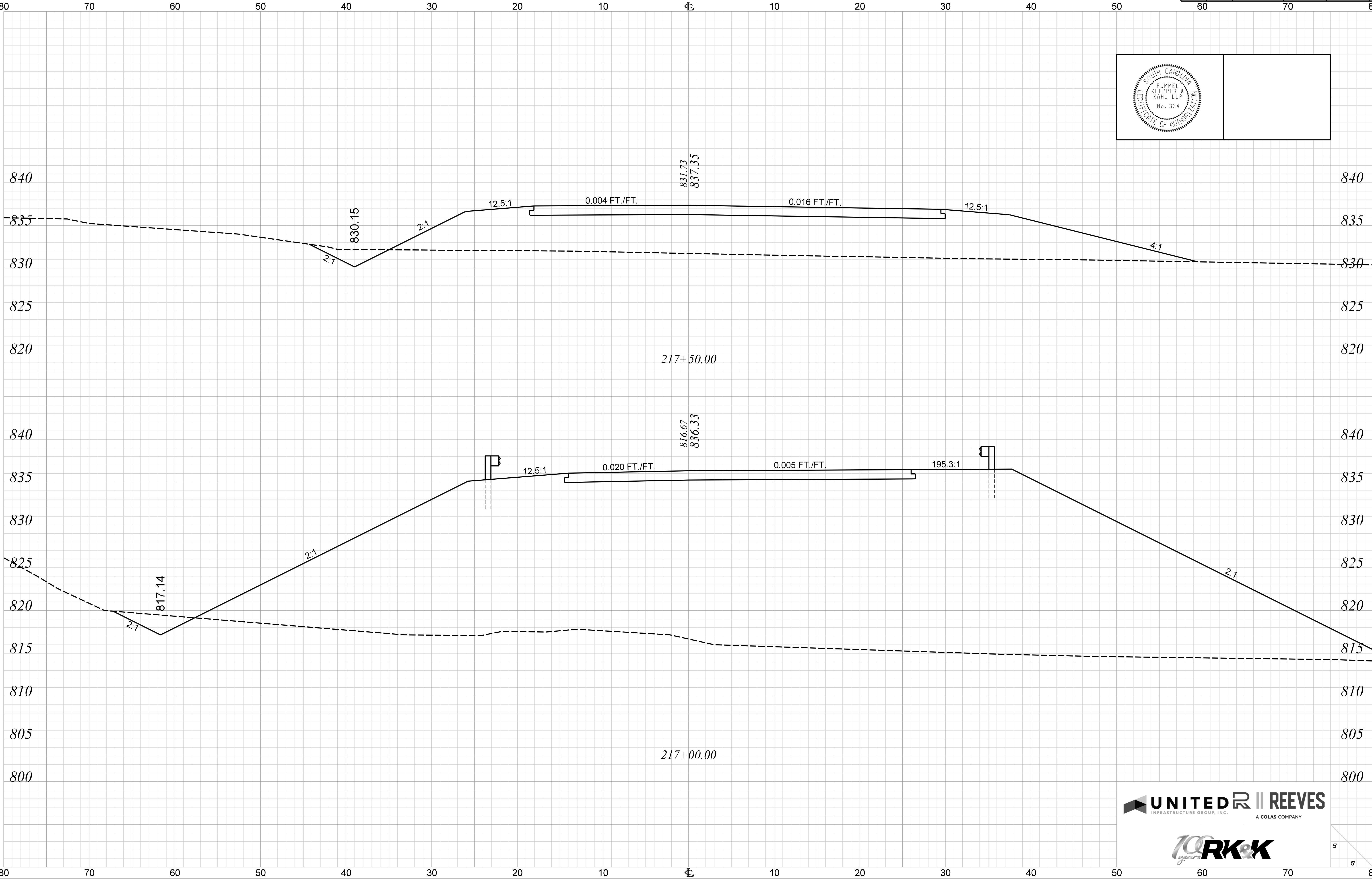
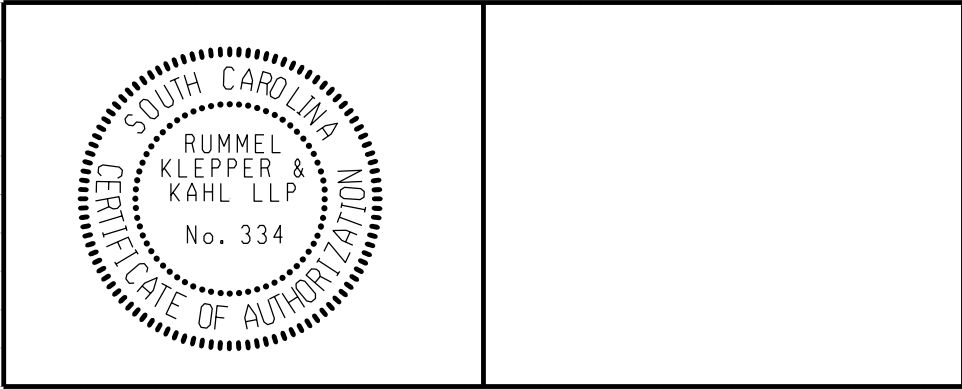
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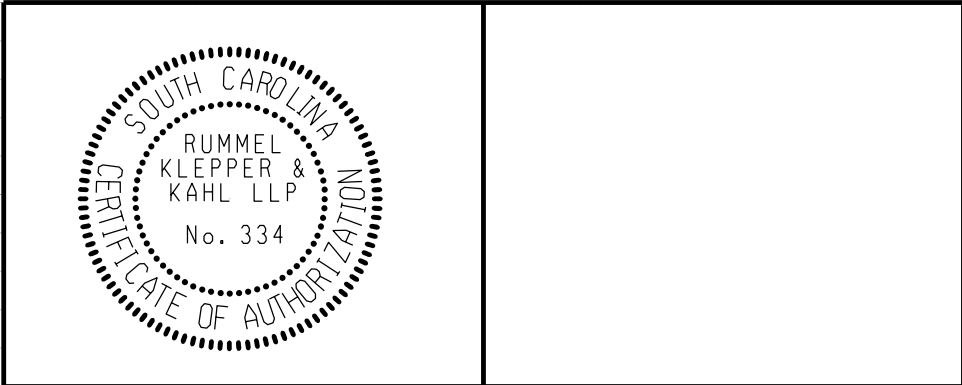
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INFRASTRUCTURE GROUP, INC. A COLAS COMPANY



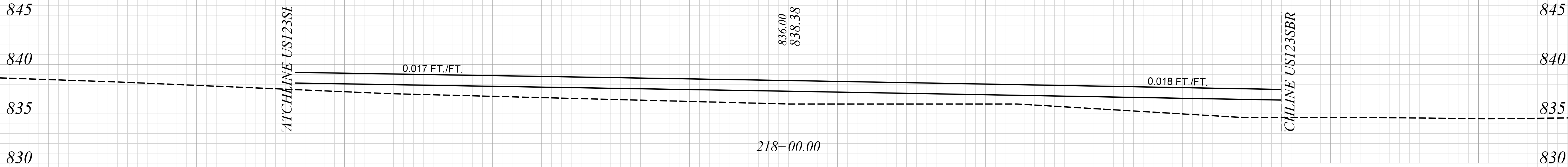
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| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
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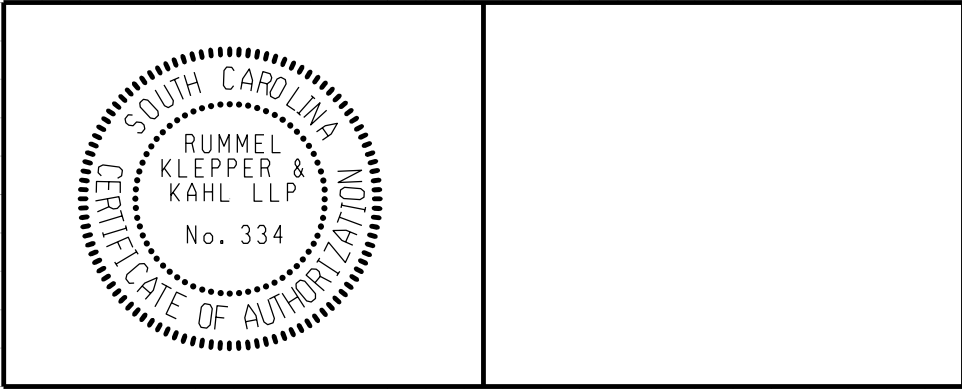
RELOC. STA. 218+02.49 BEGIN  
PROJECT ID P041233 ROAD SC123R



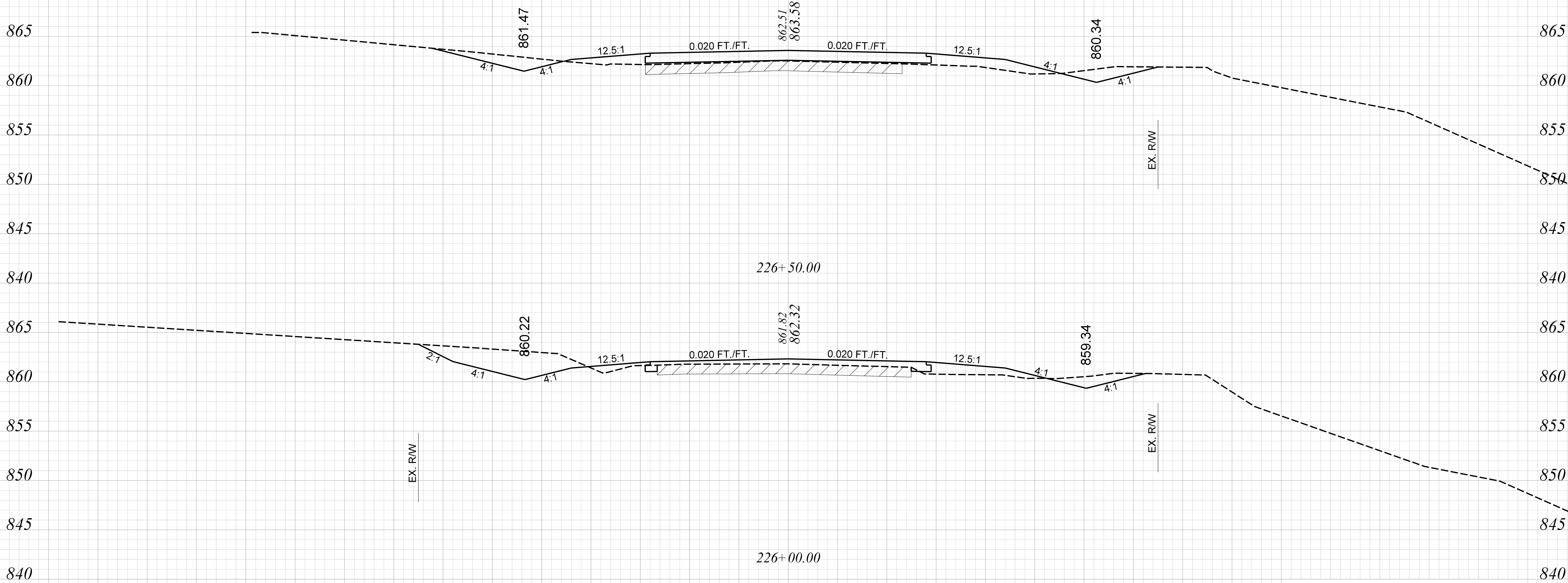




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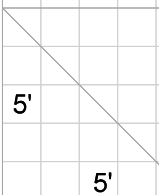


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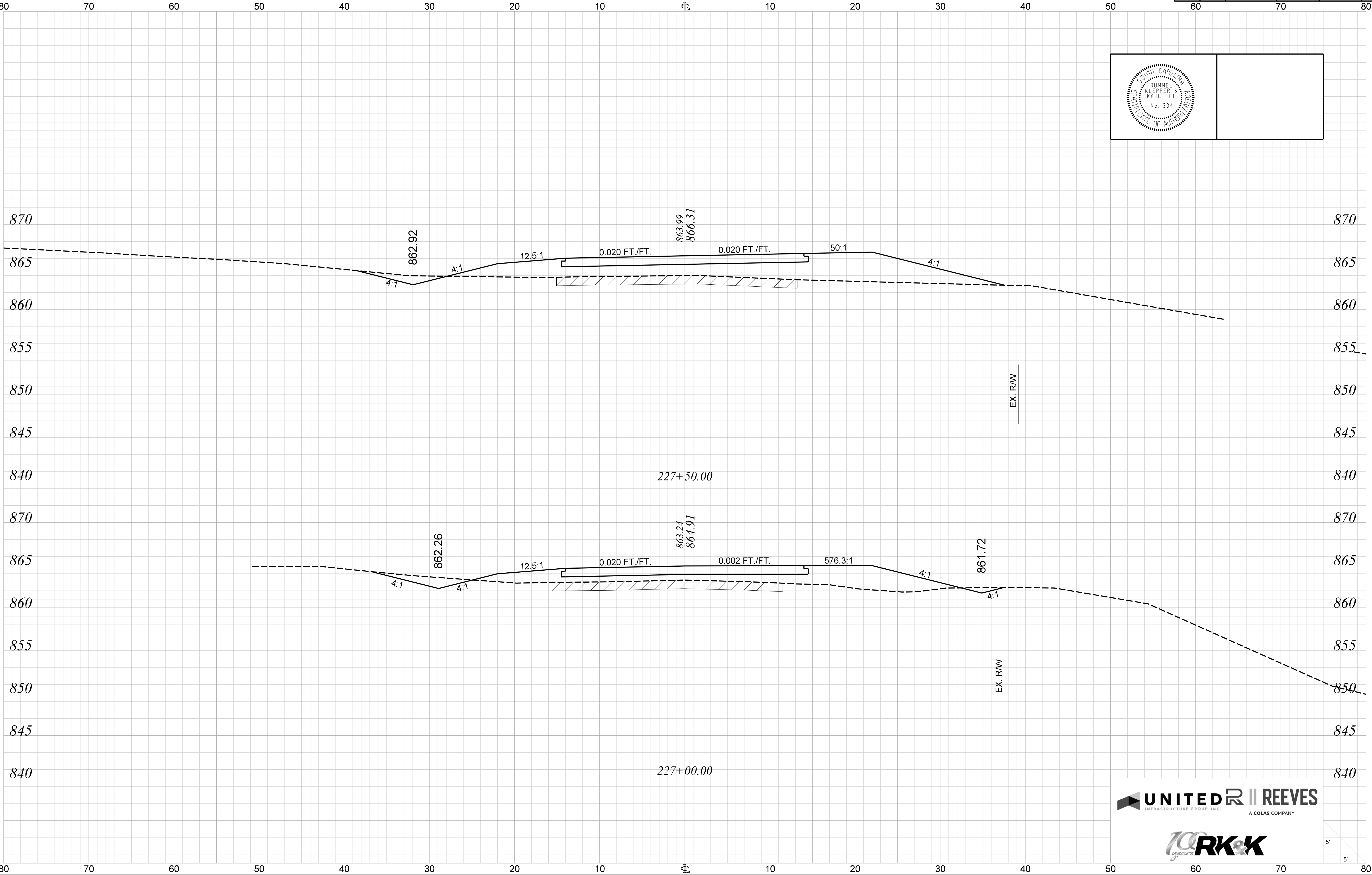
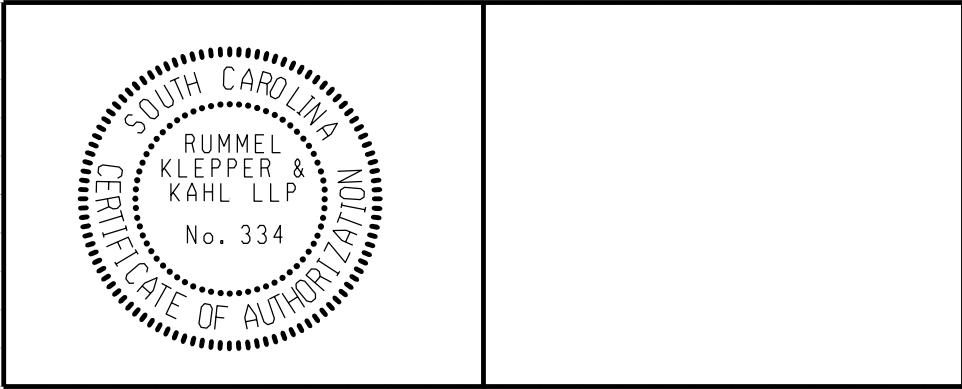


**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC.  
A COLAS COMPANY

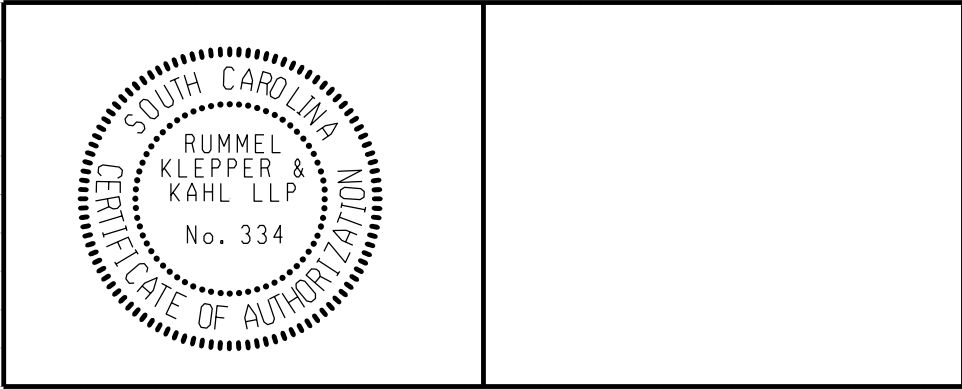
**100 years RK&K**



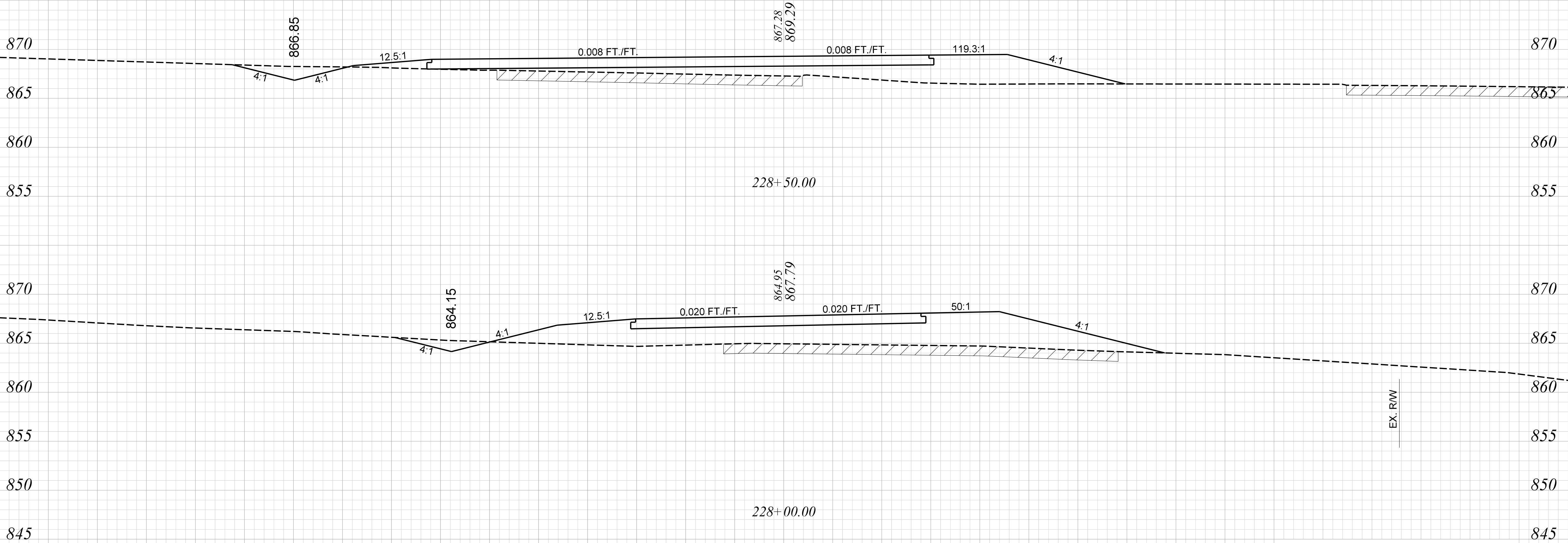
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| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
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RELOC. STA. 228+88.02 END  
PROJECT ID P041233 ROAD SC123R2

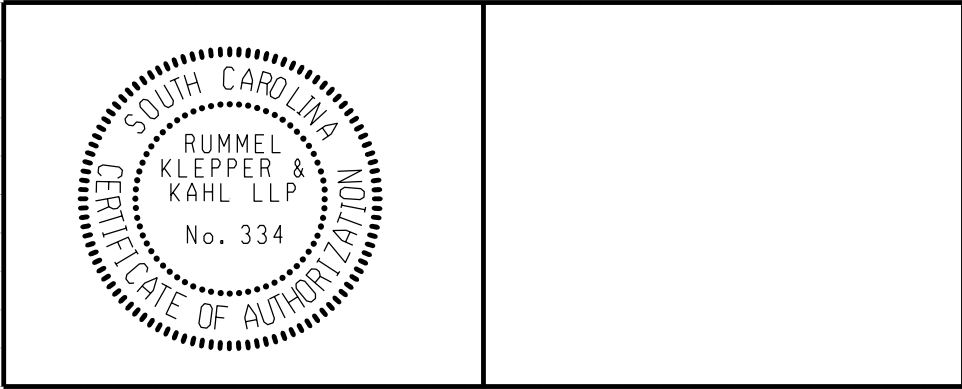


**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY

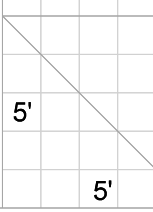
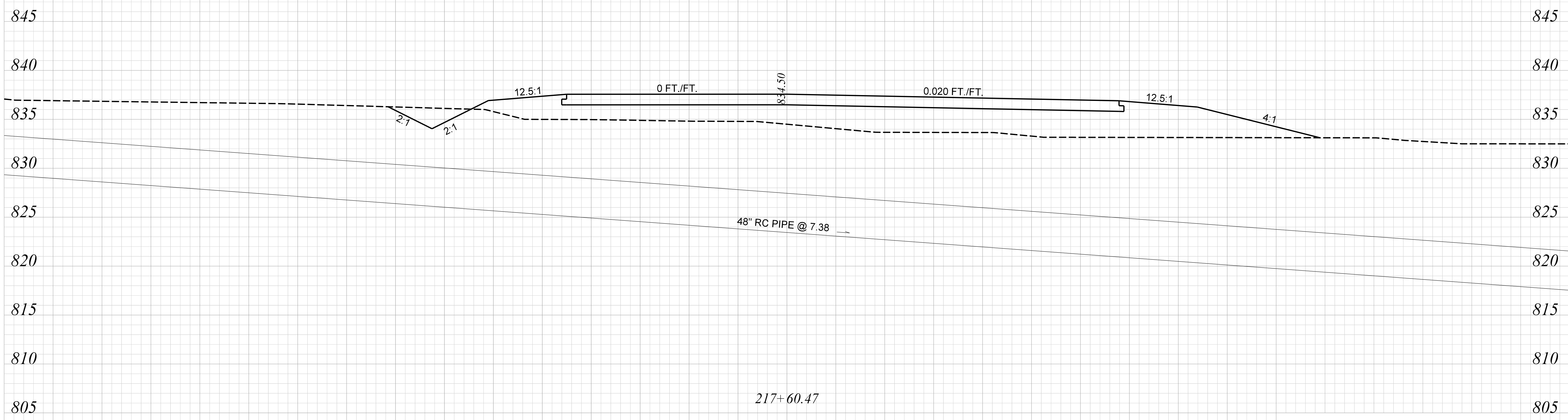
**100 years RK&K**



| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | SC124R    | XP2       |



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## Appendix A.2 - Maintenance of Traffic Plans and/or Documents



**UNITED**  
INFRASTRUCTURE GROUP, INC.

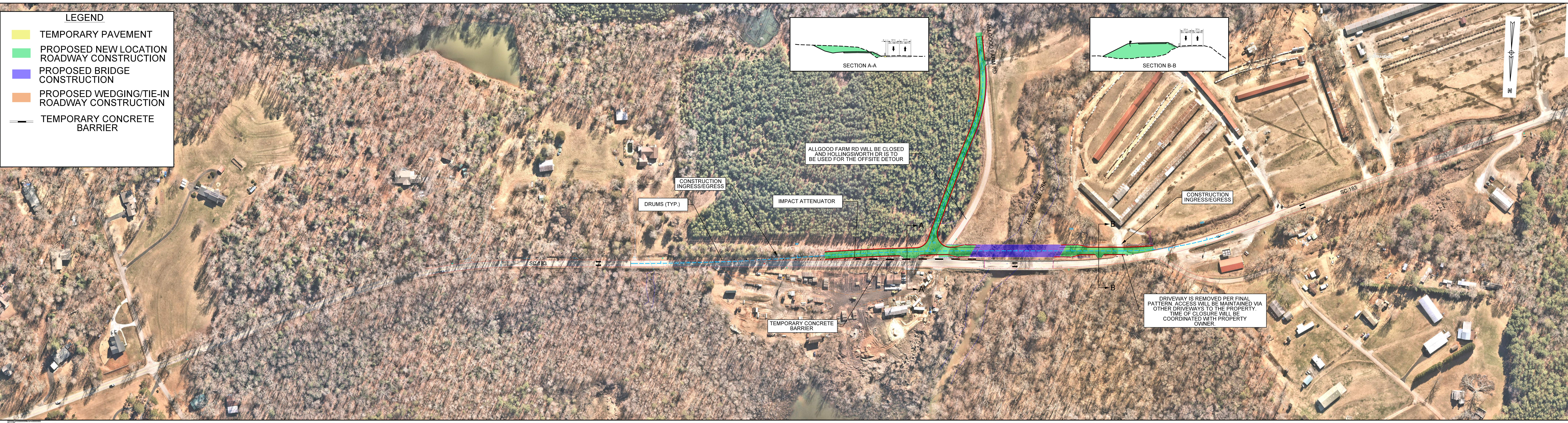


**REEVES**

A COLAS COMPANY







LEGEND

TEMPORARY PAVEMENT

PROPOSED NEW LOCATION ROADWAY CONSTRUCTION

PROPOSED BRIDGE CONSTRUCTION

PROPOSED WEDGING/TIE-IN ROADWAY CONSTRUCTION

TEMPORARY CONCRETE BARRIER

PHASE 1

Phase I (Duration 12 Months)

Step 1

Using lane closures, as required, install advanced warning signs and offsite detour signage for Allgood Farm Rd., leaving the detour signs covered.

Step 2

Uncover offsite detour signage and close Allgood Farm Rd. (Hollingsworth Dr. will serve as the detour route).

With Allgood Farm Rd. closed and using lane closures, install temporary pavement and portable concrete barrier along existing SC 183.

Behind portable concrete barrier, existing guardrail, and/or using lane closures as required, construct proposed new location roadway, proposed bridge and Allgood Farm Rd.

Temporary fill slopes will be required along proposed SC 183 to accommodate the Phase 2 temporary traffic pattern and not encroach on the existing SC 183 eastbound traffic.

Driveway Access

Driveways along existing westbound SC 183 will not be impacted during Phase 1. Accessibility to the Pickens County Flea Market will be maintained through the multiple driveways along SC 183.

Temporary Drainage

During Phase 1, a small ditch will be used between existing and proposed at Section A-A to maintain allowable spread. At Section B-B, a ditch will be constructed between existing and proposed as the embankment is built to convey water and maintain allowable spread. Temporary pipe will be used at driveways when deemed necessary to provide access and convey water.

PUBLIC NOTIFICATION

For this project our team will do the following:

1. Develop Community and Public Relations Plan

2. Identify Target Audiences - A target audience consisting of state and local officials including affected area businesses and residents will be developed and maintained in a data base for the duration of the project, updated as necessary should contacts change during construction.

3. Progress Report/Web site Updates - The Design Build Team will prepare monthly project reports for the Project Resident Construction Engineer (RCE) to ensure SCDOT and the web site have the most accurate information possible regarding the project.

4. Traffic Alerts/Impacts to the Public - The Construction Manager will have constant communication with the PIC regarding traffic conditions, alerts, delays, lane closures or any other issues that may impact the public to be pushed out through the SCDOT's existing social media.

UNITED REEVES

CONTRACTOR

PREPARED BY: RK-K

SCDOT

CONCEPTUAL PLANS

SC 183 BRIDGE OVER TWELVE MILE CREEK PHASE 1

SCALE: 1" = 100'



LEGEND

TEMPORARY PAVEMENT

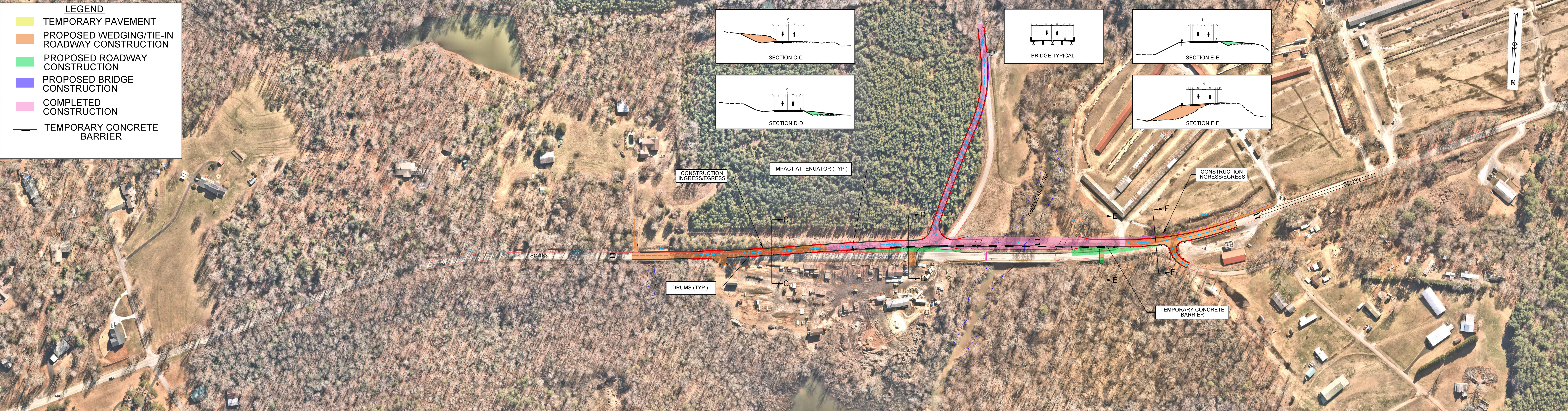
PROPOSED WEDGING/TIE-IN ROADWAY CONSTRUCTION

PROPOSED ROADWAY CONSTRUCTION

PROPOSED BRIDGE CONSTRUCTION

COMPLETED CONSTRUCTION

TEMPORARY CONCRETE BARRIER



PHASE 2

Phase 2 (Duration 1 Month)

Step 1

Step 2

Step 3

Step 4

Driveway Access

Temporary Drainage

PUBLIC NOTIFICATION

For this project our team will do the following:

1. Develop Community and Public Relations Plan

2. Identify Target Audiences - A target audience consisting of state and local officials including affected area businesses and residents will be developed and maintained in a data base for the duration of the project, updated as necessary should contacts change during construction.

3. Progress Report/Web site Updates - The Design Build Team will prepare monthly project reports for the Project Resident Construction Engineer (RCE) to ensure SCDOT and the web site have the most accurate information possible regarding the project.

4. Traffic Alerts/Impacts to the Public - The Construction Manager will have constant communication with the PIC regarding traffic conditions, alerts, delays, lane closures or any other issues that may impact the public to be pushed out through the SCDOT's existing social media.

UNITED REEVES

CONTRACTOR

PREPARED BY: RK-K

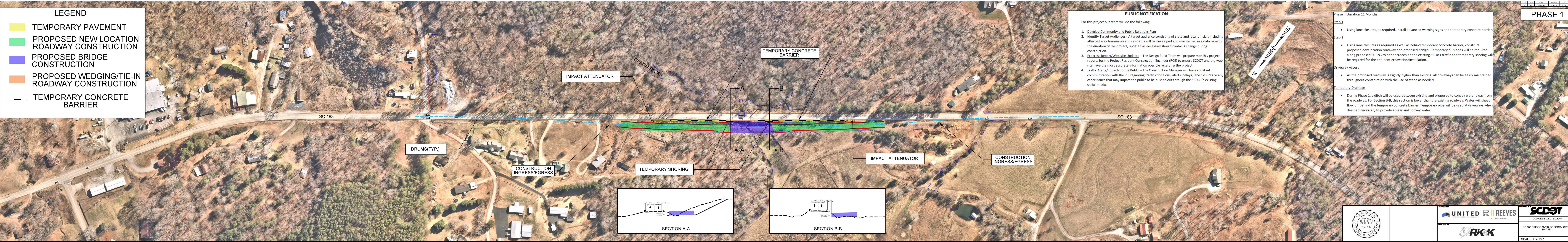
SCDOT

CONCEPTUAL PLANS

SC 183 BRIDGE OVER TWELVE MILE CREEK PHASE 2

SCALE: 1" = 100'





LEGEND

TEMPORARY PAVEMENT

PROPOSED NEW LOCATION ROADWAY CONSTRUCTION

PROPOSED BRIDGE CONSTRUCTION

PROPOSED WEDGING/TIE-IN ROADWAY CONSTRUCTION

TEMPORARY CONCRETE BARRIER

PUBLIC NOTIFICATION

For this project our team will do the following:

1. Develop Community and Public Relations Plan

2. Identify Target Audiences - A target audience consisting of state and local officials including affected area businesses and residents will be developed and maintained in a data base for the duration of the project, updated as necessary should contacts change during construction.

3. Progress Report/Web site Updates - The Design Build Team will prepare monthly project reports for the Project Resident Construction Engineer (RCE) to ensure SCDOT and the web site have the most accurate information possible regarding the project.

4. Traffic Alerts/Impacts to the Public - The Construction Manager will have constant communication with the PIC regarding traffic conditions, alerts, delays, lane closures or any other issues that may impact the public to be pushed out through the SCDOT's existing social media.

Phase 1 (Duration 11 Months)

Step 1

Using lane closures, as required, install advanced warning signs and temporary concrete barrier.

Step 2

Using lane closures as required as well as behind temporary concrete barrier, construct proposed new location roadway and proposed bridge. Temporary fill slopes will be required along proposed SC 183 to not encroach on the existing SC 183 traffic and temporary shoring will be required for the end bent excavation/installation.

Driveway Access

As the proposed roadway is slightly higher than existing, all driveways can be easily maintained throughout construction with the use of stone as needed.

Temporary Drainage

During Phase 1, a ditch will be used between existing and proposed to convey water away from the roadway. For Section B-B, this section is lower than the existing roadway. Water will sheet flow off behind the temporary concrete barrier. Temporary pipe will be used at driveways when deemed necessary to provide access and convey water.

PHASE 1

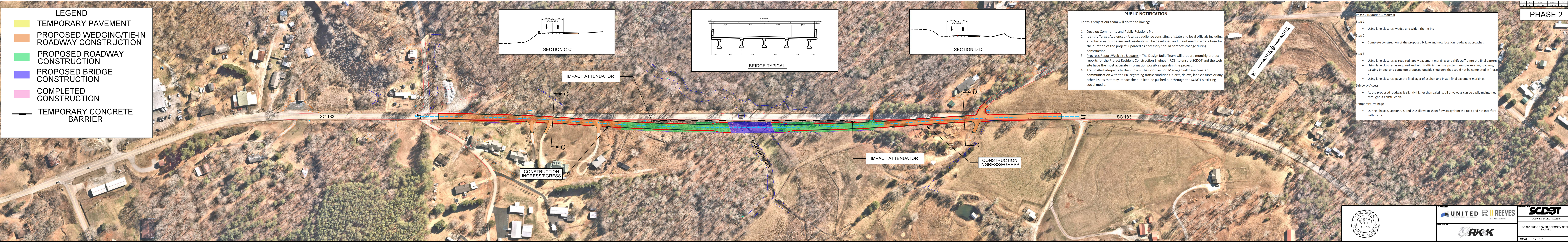
CONTRACTOR: UNITED REEVES

PREPARED BY: RK&K

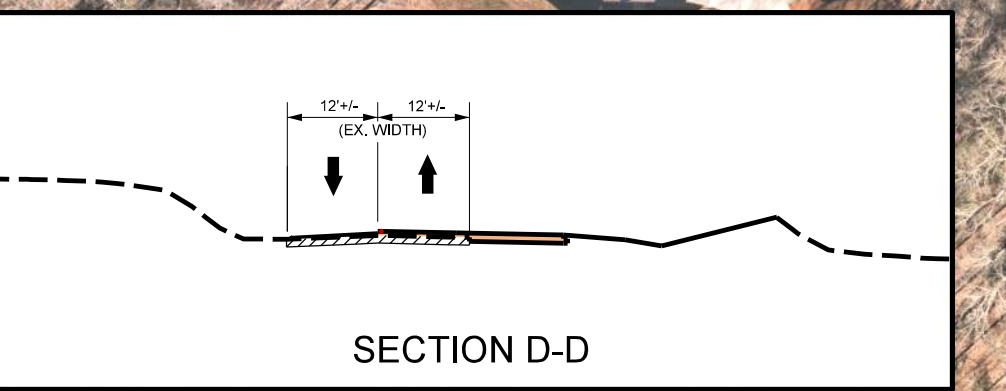
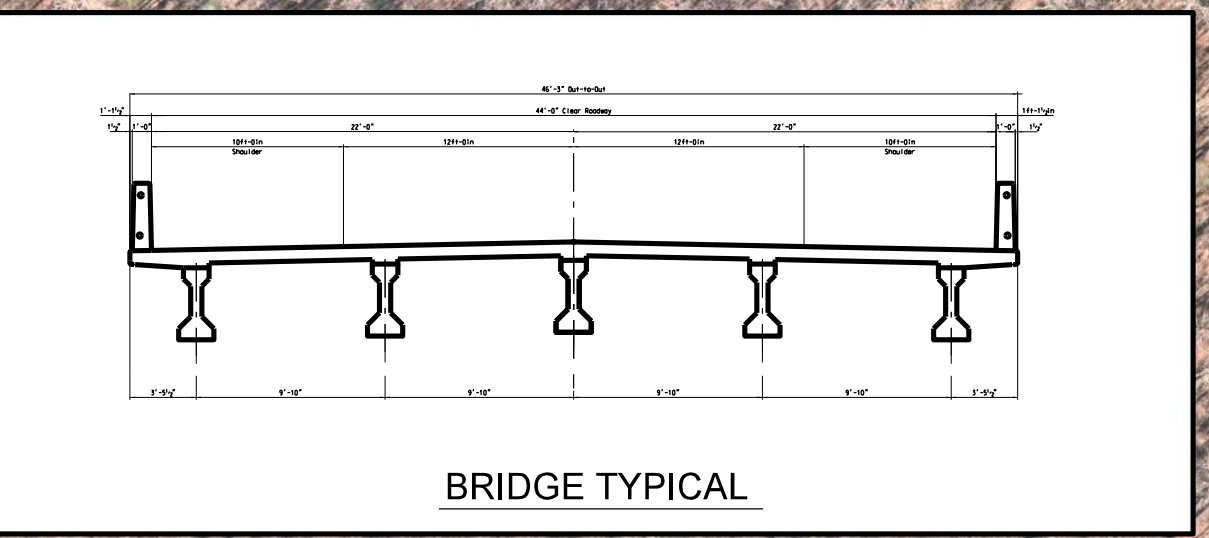
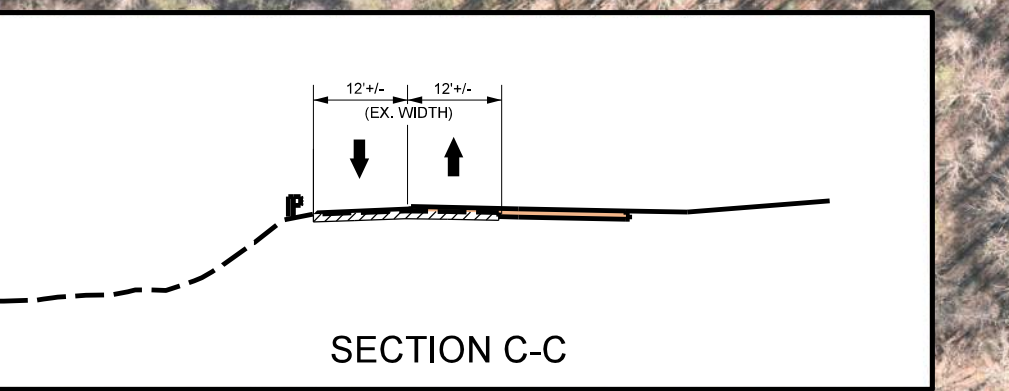
SC 183 BRIDGE OVER GREGORY CREEK PHASE 1

SCALE: 1" = 100'





- LEGEND**
- TEMPORARY PAVEMENT
  - PROPOSED WEDGING/TIE-IN ROADWAY CONSTRUCTION
  - PROPOSED ROADWAY CONSTRUCTION
  - PROPOSED BRIDGE CONSTRUCTION
  - COMPLETED CONSTRUCTION
  - TEMPORARY CONCRETE BARRIER



**PUBLIC NOTIFICATION**

For this project our team will do the following:

1. Develop Community and Public Relations Plan
2. Identify Target Audiences - A target audience consisting of state and local officials including affected area businesses and residents will be developed and maintained in a data base for the duration of the project, updated as necessary should contacts change during construction.
3. Progress Report/Web site Updates - The Design Build Team will prepare monthly project reports for the Project Resident Construction Engineer (RCE) to ensure SCDOT and the web site have the most accurate information possible regarding the project.
4. Traffic Alerts/Impacts to the Public - The Construction Manager will have constant communication with the PIC regarding traffic conditions, alerts, delays, lane closures or any other issues that may impact the public to be pushed out through the SCDOT's existing social media.

- PHASE 2**
- Phase 2 (Duration 3 Months)
- Step 1**
- Using lane closures, wedge and widen the tie-ins.
- Step 2**
- Complete construction of the proposed bridge and new location roadway approaches.
- Step 3**
- Using lane closures as required, apply pavement markings and shift traffic into the final pattern.
  - Using lane closures as required and with traffic in the final pattern, remove existing roadway, existing bridge, and complete proposed outside shoulders that could not be completed in Phase 2.
  - Using lane closures, pave the final layer of asphalt and install final pavement markings.
- Driveway Access**
- As the proposed roadway is slightly higher than existing, all driveways can be easily maintained throughout construction.
- Temporary Drainage**
- During Phase 2, Section C-C and D-D allows to sheet flow away from the road and not interfere with traffic.

CONTRACTOR: **UNITED REEVES**  
A COLAS COMPANY

PREPARED BY: **RK&K**

PREPARED FOR: **SCDOT**  
CONCEPTUAL PLANS

SC 183 BRIDGE OVER GREGORY CREEK  
PHASE 2

SCALE: 1" = 100'



PHASE 1



PUBLIC NOTIFICATION

- For this project our team will do the following:
1. Develop Community and Public Relations Plan
  2. Identify Target Audiences - A target audience consisting of state and local officials including affected area businesses and residents will be developed and maintained in a data base for the duration of the project, updated as necessary should contacts change during construction.
  3. Progress Report/Web site Updates - The Design Build Team will prepare monthly project reports for the Project Resident Construction Engineer (RCE) to ensure SCDOT and the web site have the most accurate information possible regarding the project.
  4. Traffic Alerts/Impacts to the Public - The Construction Manager will have constant communication with the PIC regarding traffic conditions, alerts, delays, lane closures or any other issues that may impact the public to be pushed out through the SCDOT's existing social media.

Phase 2 (Duration 11 Months)

- Step 1
- Using nightly lane closures, perform wedging in the areas shown.
- Step 2
- Shift NB US 123 traffic onto the newly constructed bridge and install barrier along the left side of the lanes. Anchor barrier to bridge deck. Construct the portion of the new location bridge and a portion of the new location roadway as shown. Temporary shoring will be required for the end bent excavation/installation.
- Driveway Access
- Driveway access to be maintained as noted on these plans.
- Temporary Drainage
- For Sections A-A and C-C, there is a section available behind the 2' temporary concrete barrier with an additional 3' shoulder to allow the water to collect and convey to the bridge ends. The road slope is approximately 4% and 2.6%, spread will be calculated and additional drainage features included if necessary. Temporary pipe will be used at driveways when deemed necessary to provide access and convey water.

LEGEND

- REMOVED
- PROPOSED ROADWAY CONSTRUCTION
- PROPOSED BRIDGE CONSTRUCTION
- COMPLETED CONSTRUCTION
- PROPOSED WEDGING/TIE-IN ROADWAY CONSTRUCTION
- TEMPORARY CONCRETE BARRIER
- TEMPORARY PAVEMENT
- IMPACT ATTENUATOR

US 123 NB  
STA. 238+00

SECTION A-A

SECTION B-B  
(BRIDGE)

US 123 NB  
STA. 251+00

SECTION C-C

CONTRACTOR  
**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY

PREPARED BY:  
**100 years RK-K**

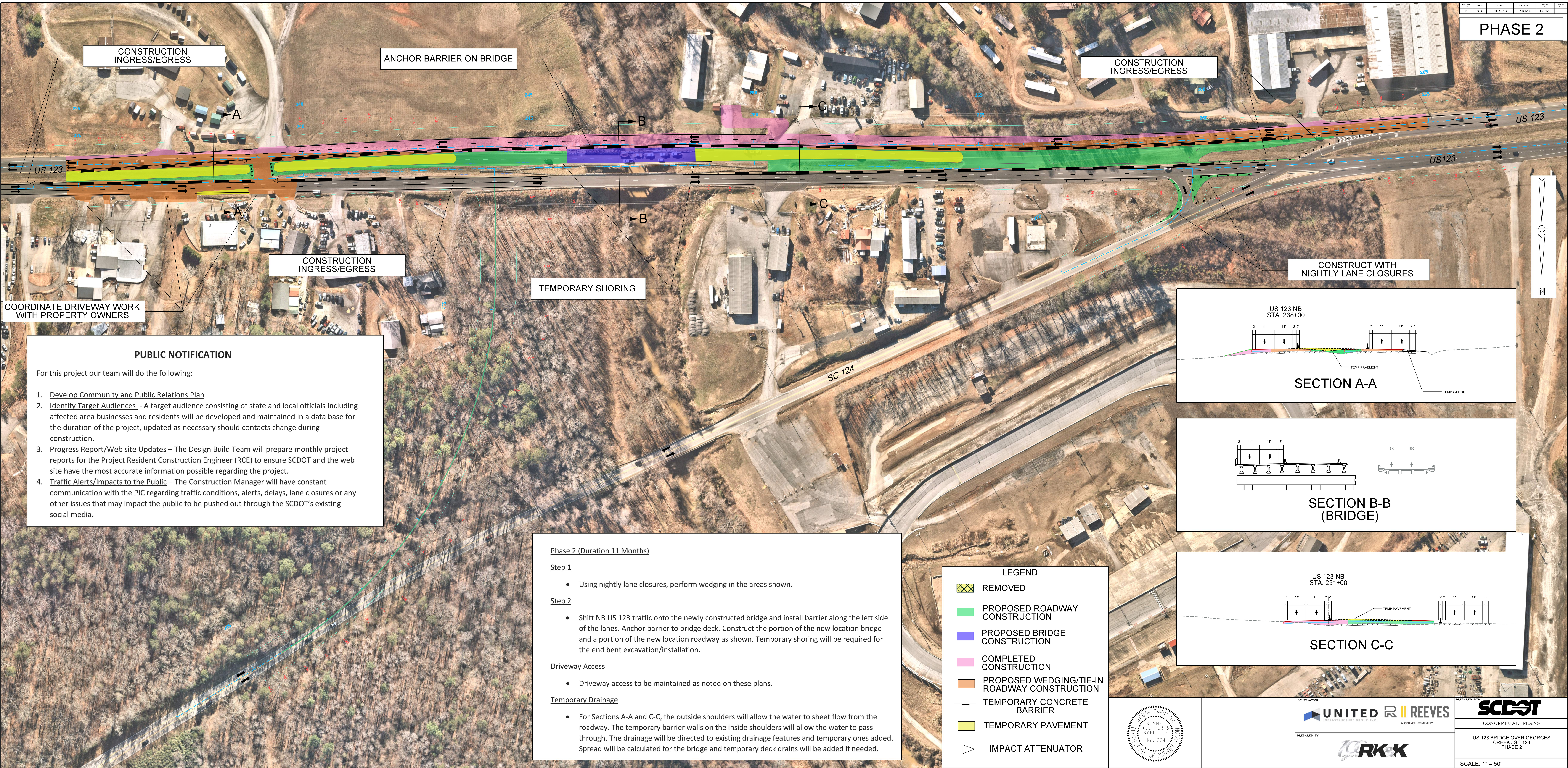
PREPARED FOR  
**SCDOT**  
CONCEPTUAL PLANS

US 123 BRIDGE OVER GEORGES CREEK / SC 124  
PHASE 1

SCALE: 1" = 50'



PHASE 2



**PUBLIC NOTIFICATION**

For this project our team will do the following:

1. Develop Community and Public Relations Plan
2. Identify Target Audiences - A target audience consisting of state and local officials including affected area businesses and residents will be developed and maintained in a data base for the duration of the project, updated as necessary should contacts change during construction.
3. Progress Report/Web site Updates – The Design Build Team will prepare monthly project reports for the Project Resident Construction Engineer (RCE) to ensure SCDOT and the web site have the most accurate information possible regarding the project.
4. Traffic Alerts/Impacts to the Public – The Construction Manager will have constant communication with the PIC regarding traffic conditions, alerts, delays, lane closures or any other issues that may impact the public to be pushed out through the SCDOT’s existing social media.

**Phase 2 (Duration 11 Months)**

**Step 1**

- Using nightly lane closures, perform wedging in the areas shown.

**Step 2**

- Shift NB US 123 traffic onto the newly constructed bridge and install barrier along the left side of the lanes. Anchor barrier to bridge deck. Construct the portion of the new location bridge and a portion of the new location roadway as shown. Temporary shoring will be required for the end bent excavation/installation.

**Driveway Access**

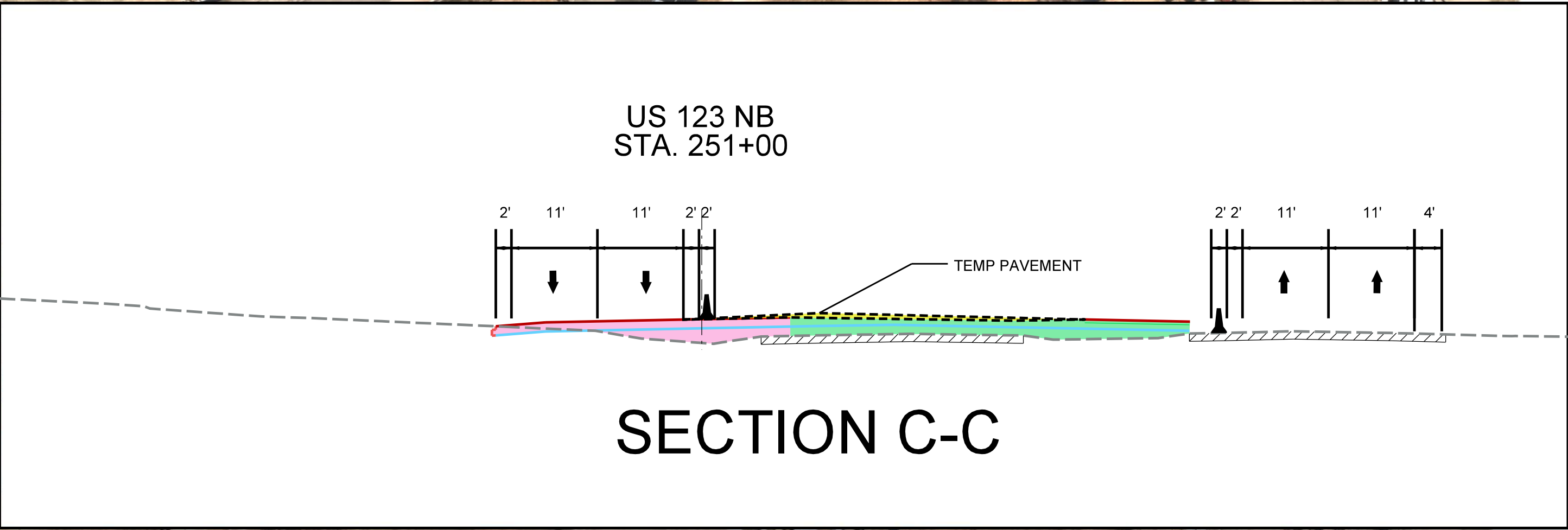
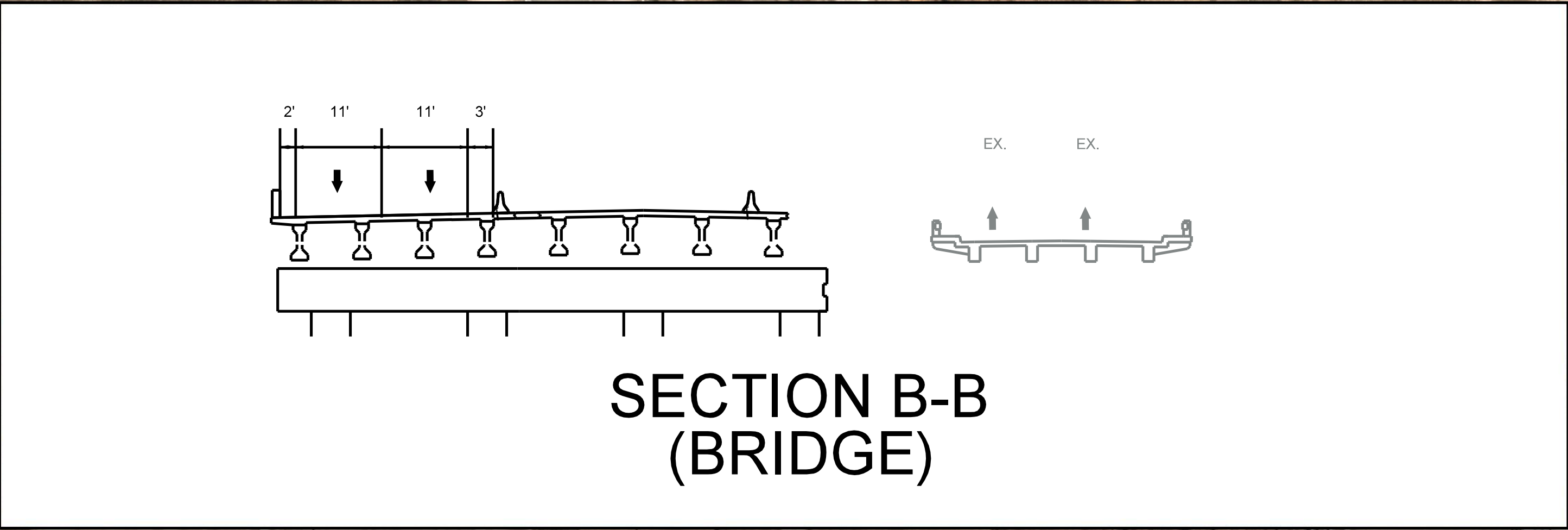
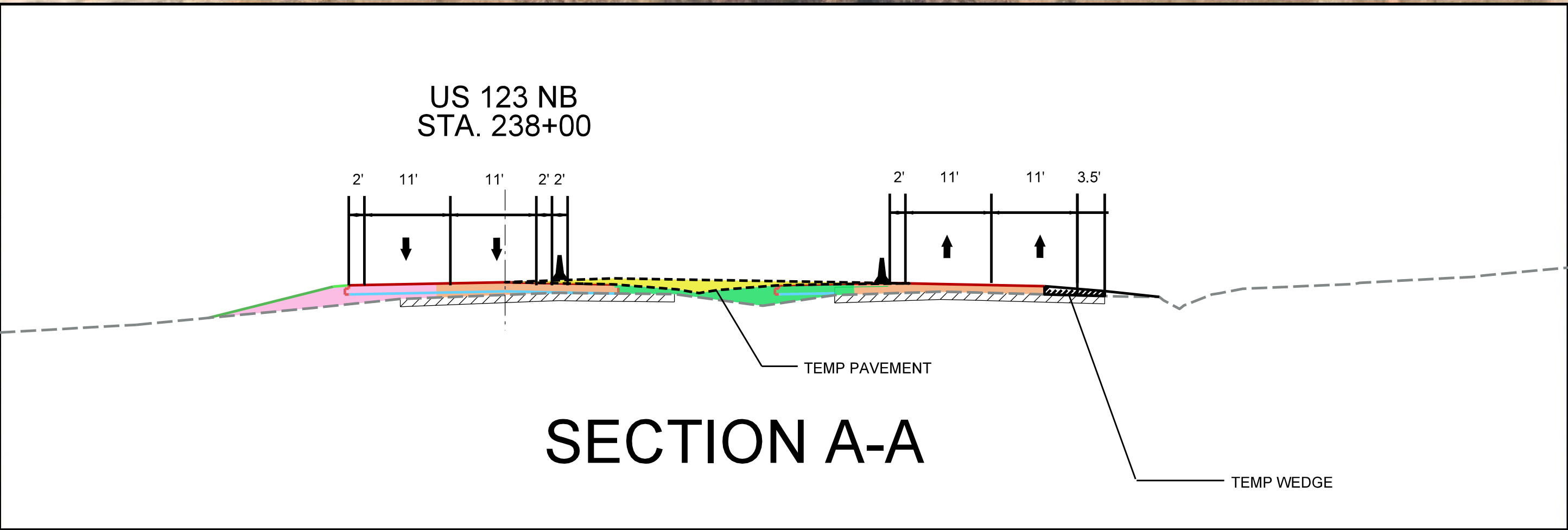
- Driveway access to be maintained as noted on these plans.

**Temporary Drainage**

- For Sections A-A and C-C, the outside shoulders will allow the water to sheet flow from the roadway. The temporary barrier walls on the inside shoulders will allow the water to pass through. The drainage will be directed to existing drainage features and temporary ones added. Spread will be calculated for the bridge and temporary deck drains will be added if needed.

**LEGEND**

- REMOVED
- PROPOSED ROADWAY CONSTRUCTION
- PROPOSED BRIDGE CONSTRUCTION
- COMPLETED CONSTRUCTION
- PROPOSED WEDGING/TIE-IN ROADWAY CONSTRUCTION
- TEMPORARY CONCRETE BARRIER
- TEMPORARY PAVEMENT
- IMPACT ATTENUATOR





## PHASE 3

## ANCHOR BARRIER ON BRIDGE

## CONSTRUCTION INGRESS/EGRESS

## CONSTRUCTION INGRESS/EGRESS

COORDINATE DRIVEWAY WORK  
WITH PROPERTY OWNERS. CONSTRUCT  
DRIVEWAYS AND ADJACENT ROAD  
IN TWO STAGES TO MAINTAIN  
ACCESS

## PUBLIC NOTIFICATION

For this project our team will do the following:

1. Develop Community and Public Relations Plan
2. Identify Target Audiences - A target audience consisting of state and local officials including affected area businesses and residents will be developed and maintained in a data base for the duration of the project, updated as necessary should contacts change during construction.
3. Progress Report/Web site Updates – The Design Build Team will prepare monthly project reports for the Project Resident Construction Engineer (RCE) to ensure SCDOT and the web site have the most accurate information possible regarding the project.
4. Traffic Alerts/Impacts to the Public – The Construction Manager will have constant communication with the PIC regarding traffic conditions, alerts, delays, lane closures or any other issues that may impact the public to be pushed out through the SCDOT’s existing social media.

COORDINATE DRIVEWAY WORK  
WITH PROPERTY OWNERS. CONSTRUCT  
DRIVEWAYS AND ADJACENT ROAD  
IN TWO STAGES TO MAINTAIN  
ACCESS

## SECTION A-A









US 123 NB  
STA. 238+00

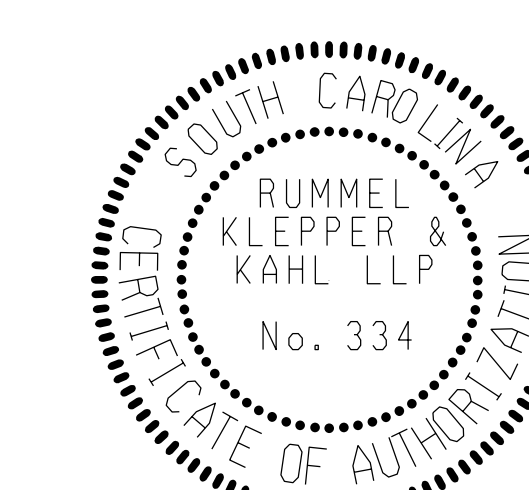
SECTION B-B  
(BRIDGE)

US 123 NB  
STA. 251+00

## SECTION C-C

### LEGEND

-  REMOVED
-  PROPOSED ROADWAY CONSTRUCTION
-  PROPOSED BRIDGE CONSTRUCTION
-  COMPLETED CONSTRUCTION
-  PROPOSED WEDGING/TIE-IN ROADWAY CONSTRUCTION
-  TEMPORARY CONCRETE BARRIER
-  TEMPORARY PAVEMENT
-  IMPACT ATTENUATOR



CONTRACTOR:

 **UNITED**  
INFRASTRUCTURE GROUP, INC.

 **REEVES**  
A COLAS COMPANY

PREPARED BY:

**100 years RK&K**

PREPARED FOR: **SCDOT**

CONCEPTUAL PLANS

US 123 BRIDGE OVER GEORGES  
CREEK / SC 124  
PHASE 3

SCALE: 1" = 50'



PHASE 4

CONSTRUCTION  
INGRESS/EGRESS

CONSTRUCTION  
INGRESS/EGRESS

PUBLIC NOTIFICATION

For this project our team will do the following:

1. Develop Community and Public Relations Plan
2. Identify Target Audiences - A target audience consisting of state and local officials including affected area businesses and residents will be developed and maintained in a data base for the duration of the project, updated as necessary should contacts change during construction.
3. Progress Report/Web site Updates – The Design Build Team will prepare monthly project reports for the Project Resident Construction Engineer (RCE) to ensure SCDOT and the web site have the most accurate information possible regarding the project.
4. Traffic Alerts/Impacts to the Public – The Construction Manager will have constant communication with the PIC regarding traffic conditions, alerts, delays, lane closures or any other issues that may impact the public to be pushed out through the SCDOT’s existing social media.

Phase 4 (Duration 4 Months)

Step 1

- NB US 123 to remain in its previous stage configuration. Shift SB US 123 traffic onto the permanent right shoulder of SB US 123. Shift SC 124 traffic onto the new alignment. Open the new intersection of US 123 at SC 124. Install temporary concrete barrier along the left sides of both US 123 NB and US 123 SB. Construct permanent medians and demolish existing pavement as shown. Demolish existing SC 124 bridge.

Driveway Access

- All permanent driveways have been constructed and are opened in their final configuration in this phase.

Temporary Drainage

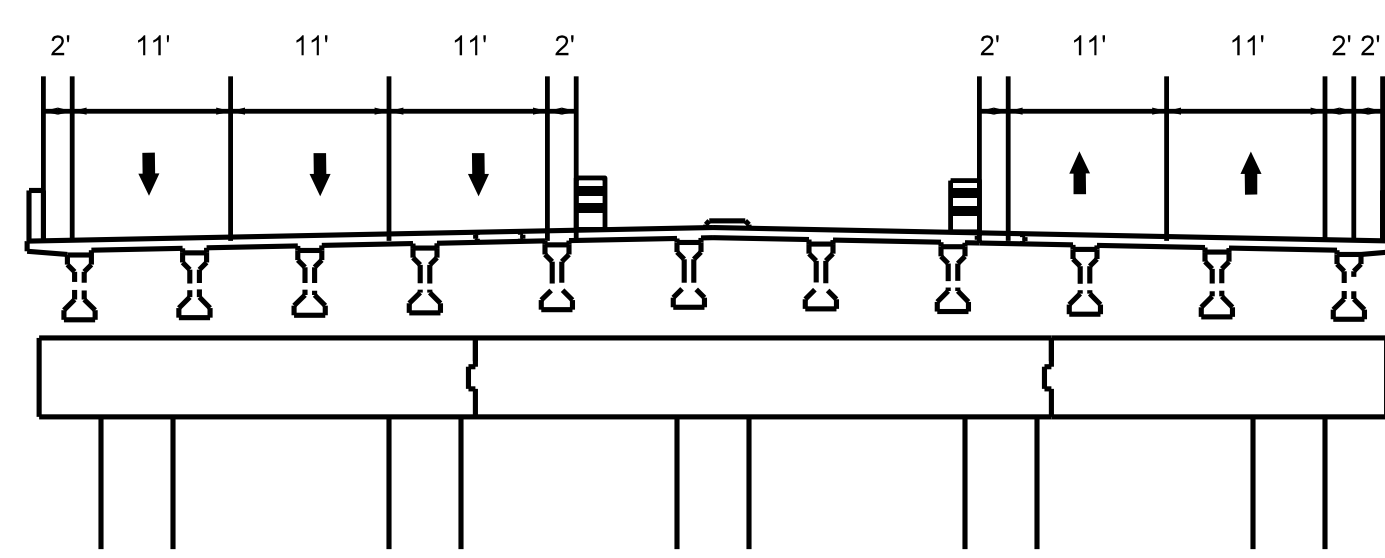
- For Sections A-A and C-C, the outside shoulders will allow the water to sheet flow from the roadway. The drainage will be directed to new drainage features and temporary ones added.

LEGEND

- REMOVED
- PROPOSED R-O-W
- PROPOSED ROADWAY CONSTRUCTION
- PROPOSED BRIDGE CONSTRUCTION
- COMPLETED CONSTRUCTION
- PROPOSED WEDGING/TIE-IN ROADWAY CONSTRUCTION
- TEMPORARY CONCRETE BARRIER
- TEMPORARY PAVEMENT
- IMPACT ATTENUATOR

US 123 NB  
STA. 238+00

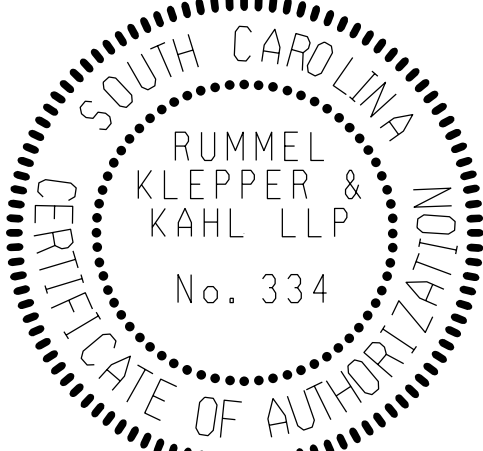
SECTION A-A



SECTION B-B  
(BRIDGE)

US 123 NB  
STA. 251+00

SECTION C-C



UNITED REEVES  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY

100 years  
RK K

SCDOT  
CONCEPTUAL PLANS

US 123 BRIDGE OVER GEORGES  
CREEK / SC 124  
PHASE 4

SCALE: 1" = 50'



## Appendix A.3 - Bridge Plans



**UNITED**  
INFRASTRUCTURE GROUP, INC.



**REEVES**

A COLAS COMPANY



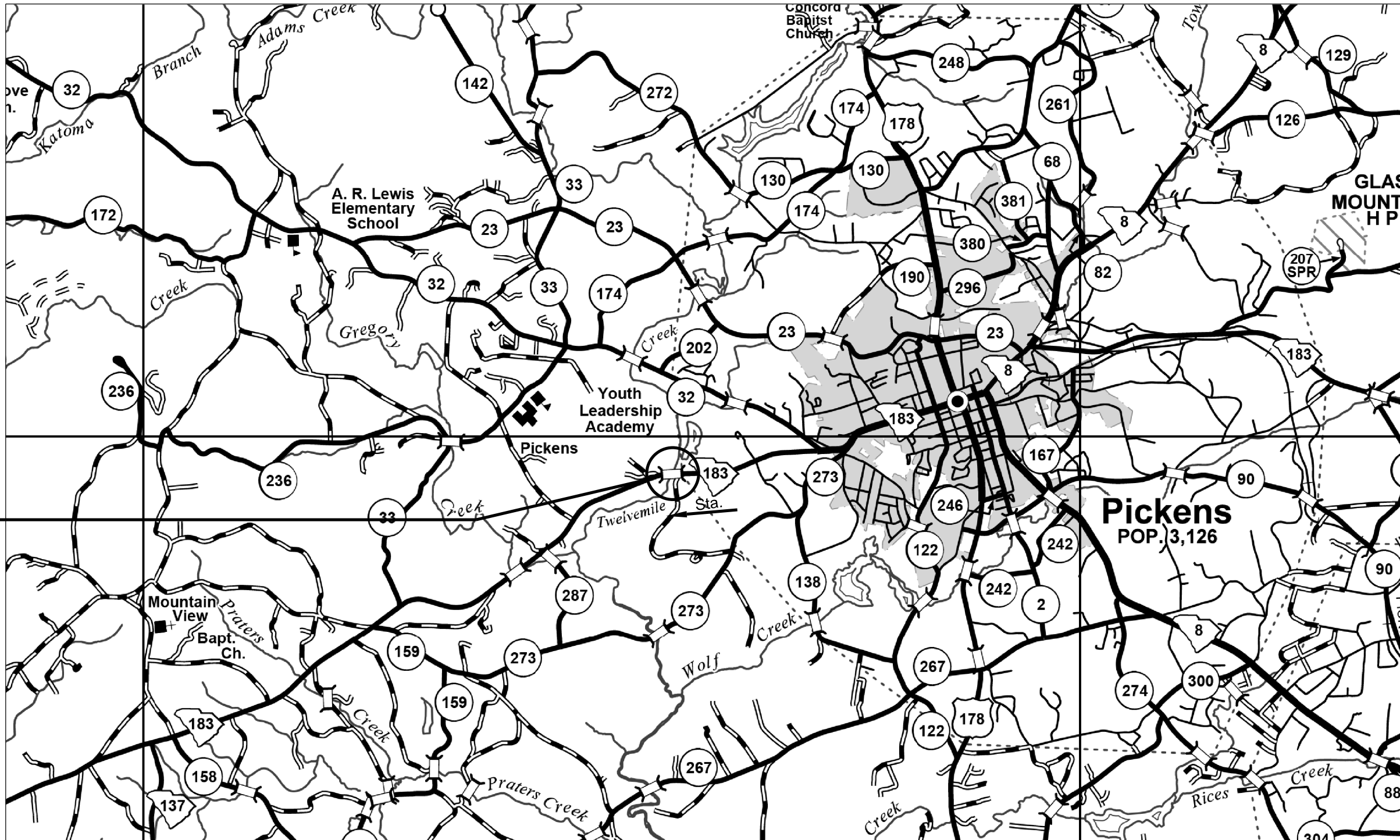
INDEX OF SHEETS

- 1. Title Sheet
- 2. Bridge Plan and Profile
- 3. End Bent 1
- 4. End Bent 4
- 5. Interior Bent 2
- 6. Interior Bent 3
- 7. Superstructure Typical Section
- 8. Bridge Construction Access Plan



South Carolina Department of Transportation

CONCEPTUAL PLANS  
FOR  
PICKENS COUNTY  
PROJECT ID P041231  
STATE ROUTE SC 183 (WALHALLA HWY.)  
REPLACE BRIDGE OVER TWELEVE MILE CREEK



SITE LOCATION



Approximate Location of Bridge is  
Latitude 34° - 52' - 32" N  
Longitude 82° - 44' - 37" W

LAYOUT

|                         |       |       |
|-------------------------|-------|-------|
| NET LENGTH OF ROADWAY   | 0.000 | MILES |
| NET LENGTH OF BRIDGES   | 0.054 | MILES |
| NET LENGTH OF PROJECT   | 0.054 | MILES |
| LENGTH OF EXCEPTIONS    | 0.000 | MILES |
| GROSS LENGTH OF PROJECT | 0.054 | MILES |

3 DAYS BEFORE DIGGING IN  
SOUTH CAROLINA

CALL 811

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

ASSET ID NOT ASSIGNED

TRAFFIC DATA

2022 ADT 6,000 V.P.D.

2042 ADT 10,800 V.P.D.

TRUCKS 8 %

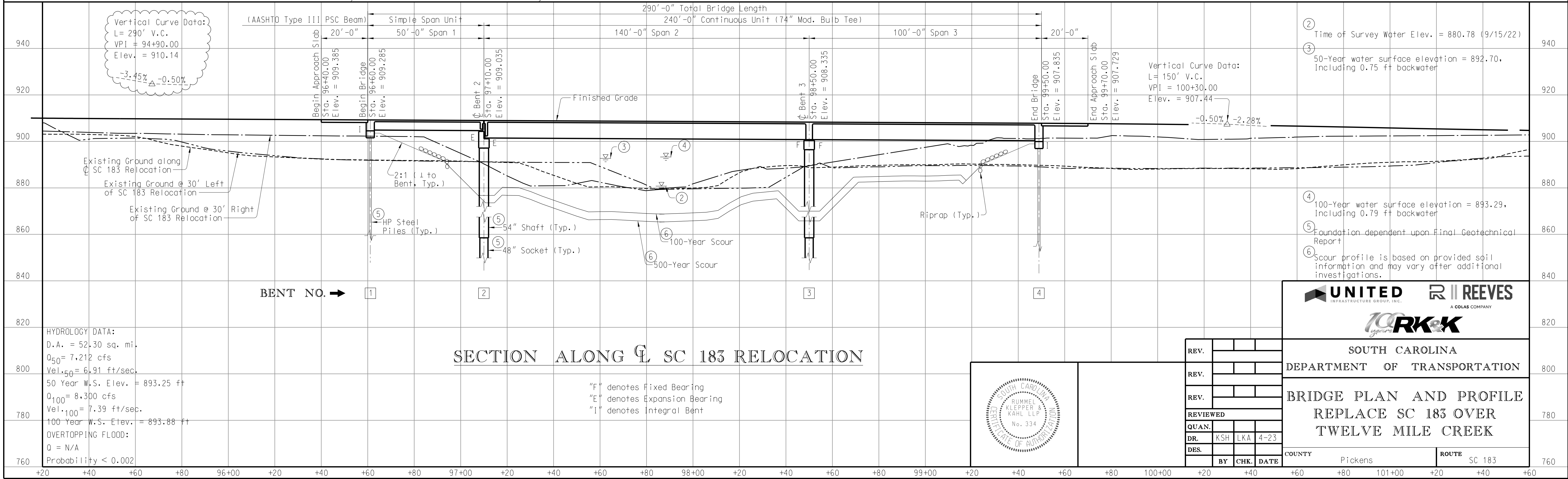
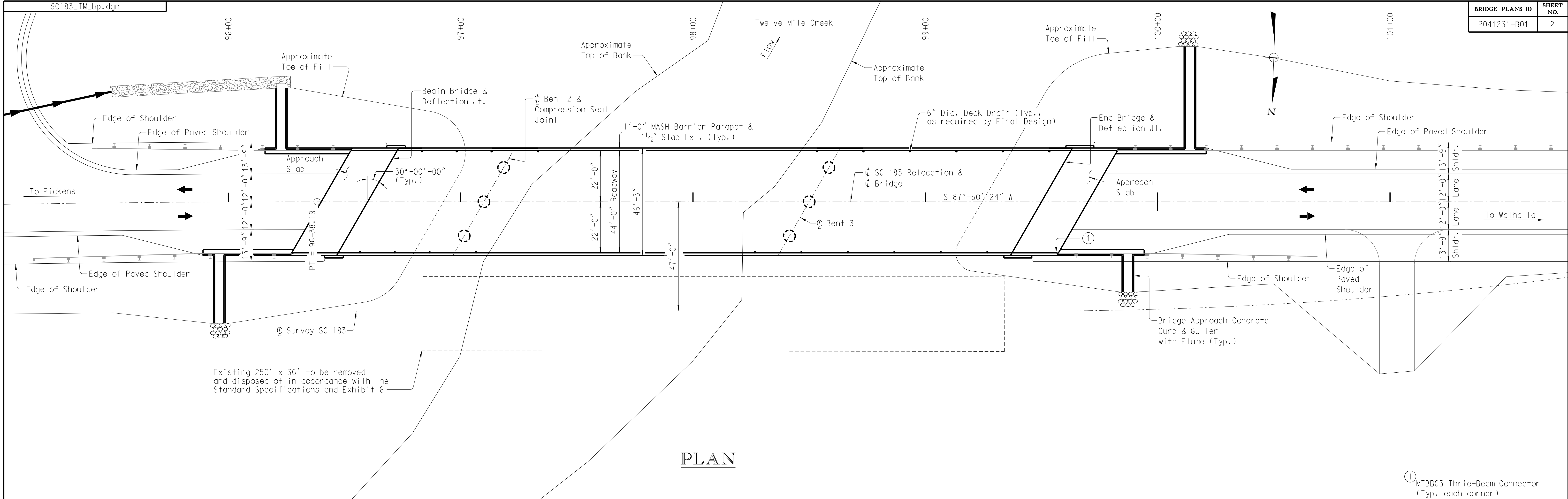


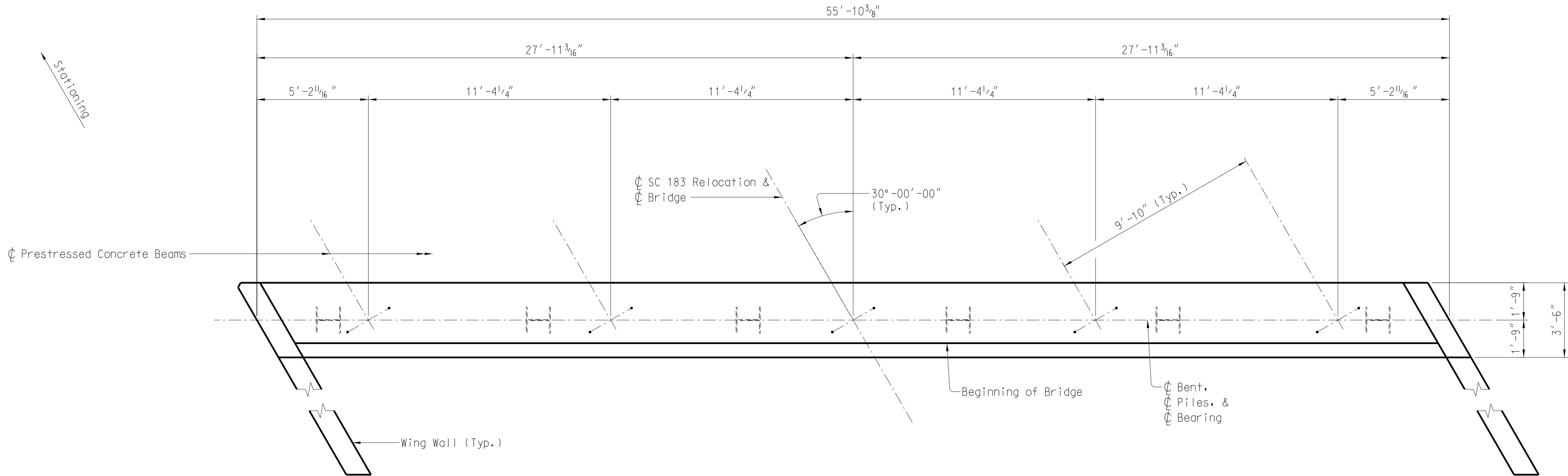
NOTE: EXCEPT AS MAY OTHERWISE BE SPECIFIED ON THE PLANS OR IN THE SPECIAL PROVISIONS, ALL MATERIALS AND WORKMANSHIP ON THIS PROJECT SHALL CONFORM TO THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2007 EDITION) AND THE STANDARD DRAWINGS FOR ROAD CONSTRUCTION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

|          |     |     |     |       |      |
|----------|-----|-----|-----|-------|------|
| REVIEWED | DR. | LTW | KSH | 12-22 | DATE |
|          |     | BY  | CHK |       |      |

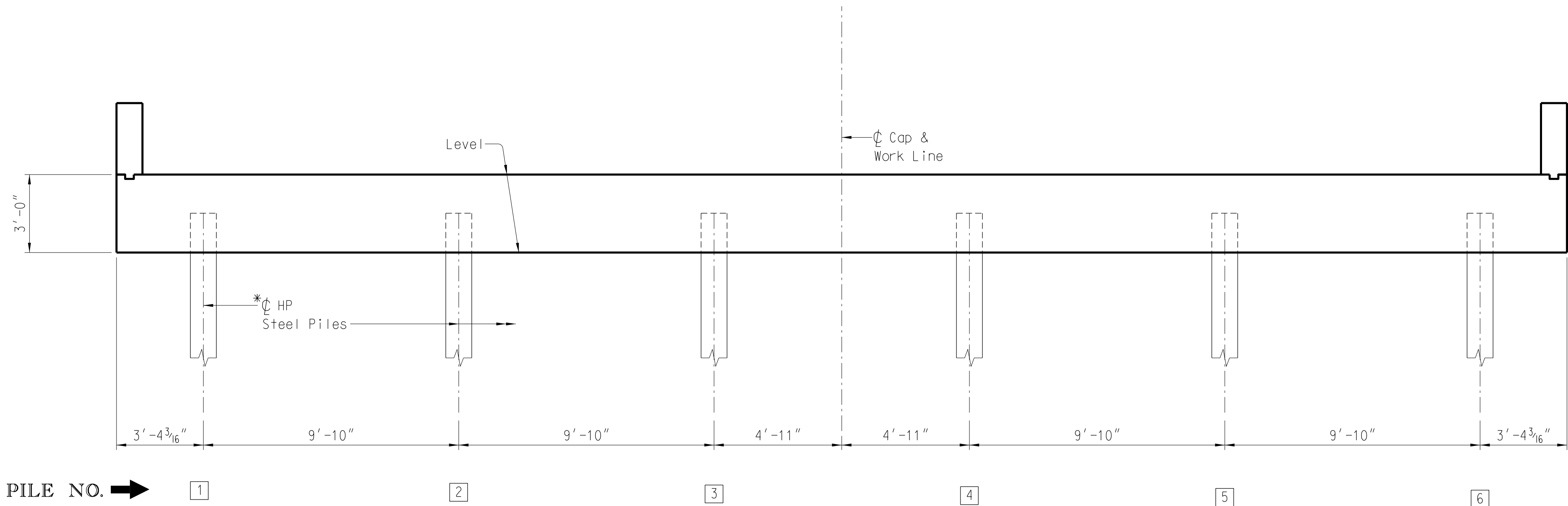


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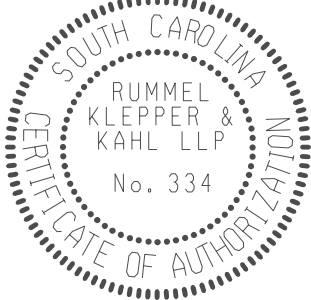
PLAN



PILE NO. ➔ 1 2 3 4 5 6  
Piles are numbered from left to right looking in direction of stationing.

ELEVATION  
(Looking in Direction of Stationing)

\*Foundation dependent upon Final Geotechnical Report

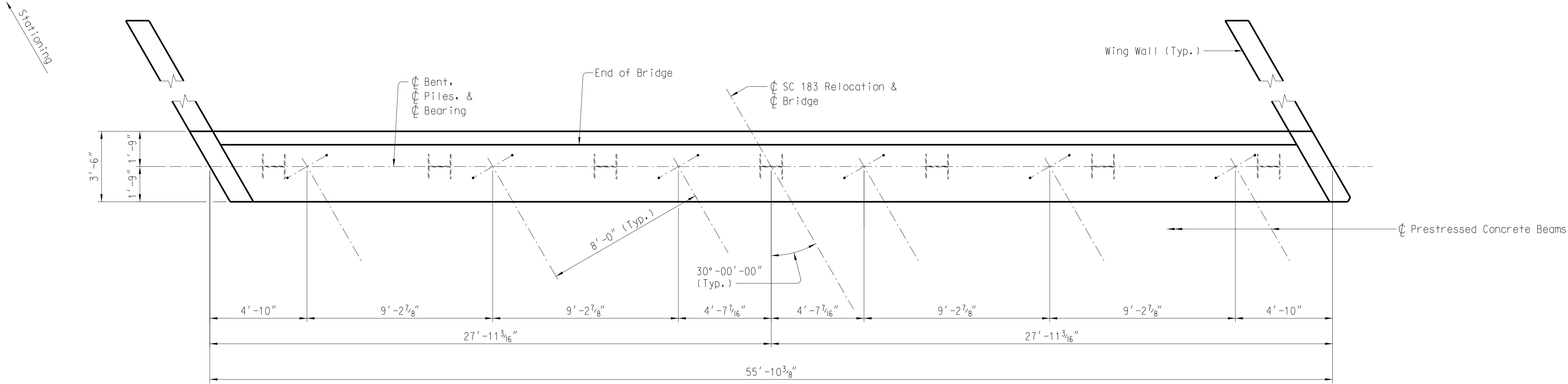


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| DR.      | AJR  | KSH  | 4-23 |
| DES.     |      |      |      |
| BY       | CHK. | DATE |      |

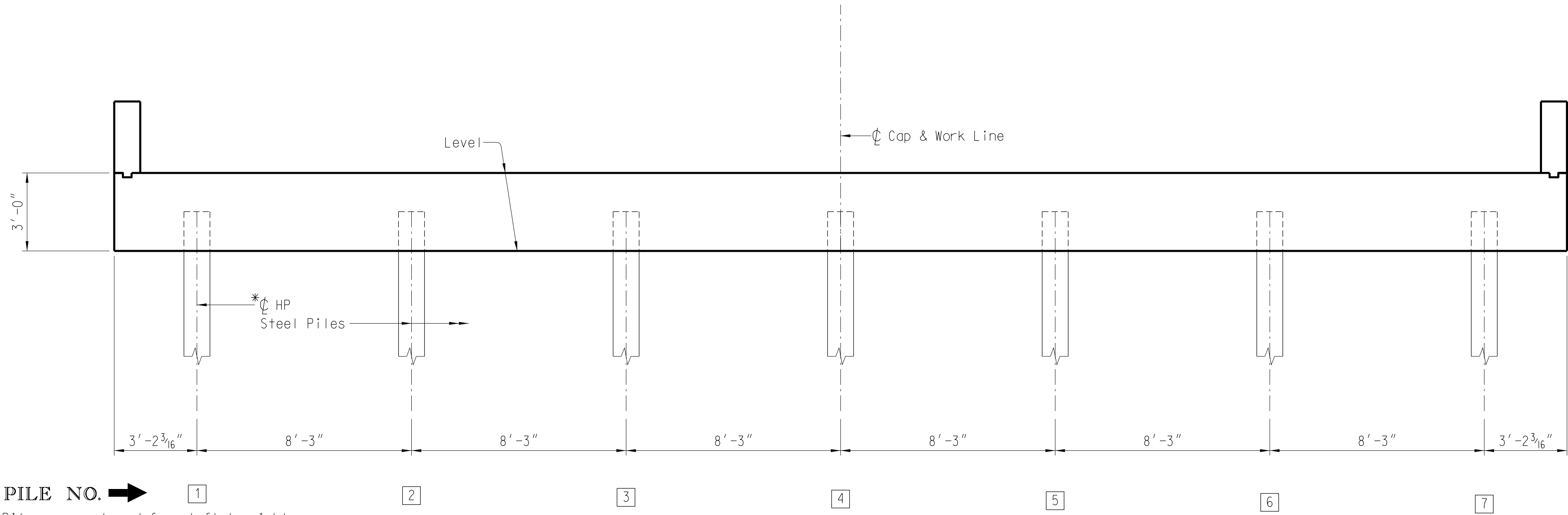
**SOUTH CAROLINA  
DEPARTMENT OF TRANSPORTATION**

**END BENT 1**

|        |         |       |        |
|--------|---------|-------|--------|
| COUNTY | Pickens | ROUTE | SC 183 |
|--------|---------|-------|--------|



PLAN



PILE NO. → [1] [2] [3] [4] [5] [6] [7]

Piles are numbered from left to right looking in direction of stationing.

ELEVATION  
(Looking in Direction of Stationing)

\*Foundation dependent upon Final Geotechnical Report

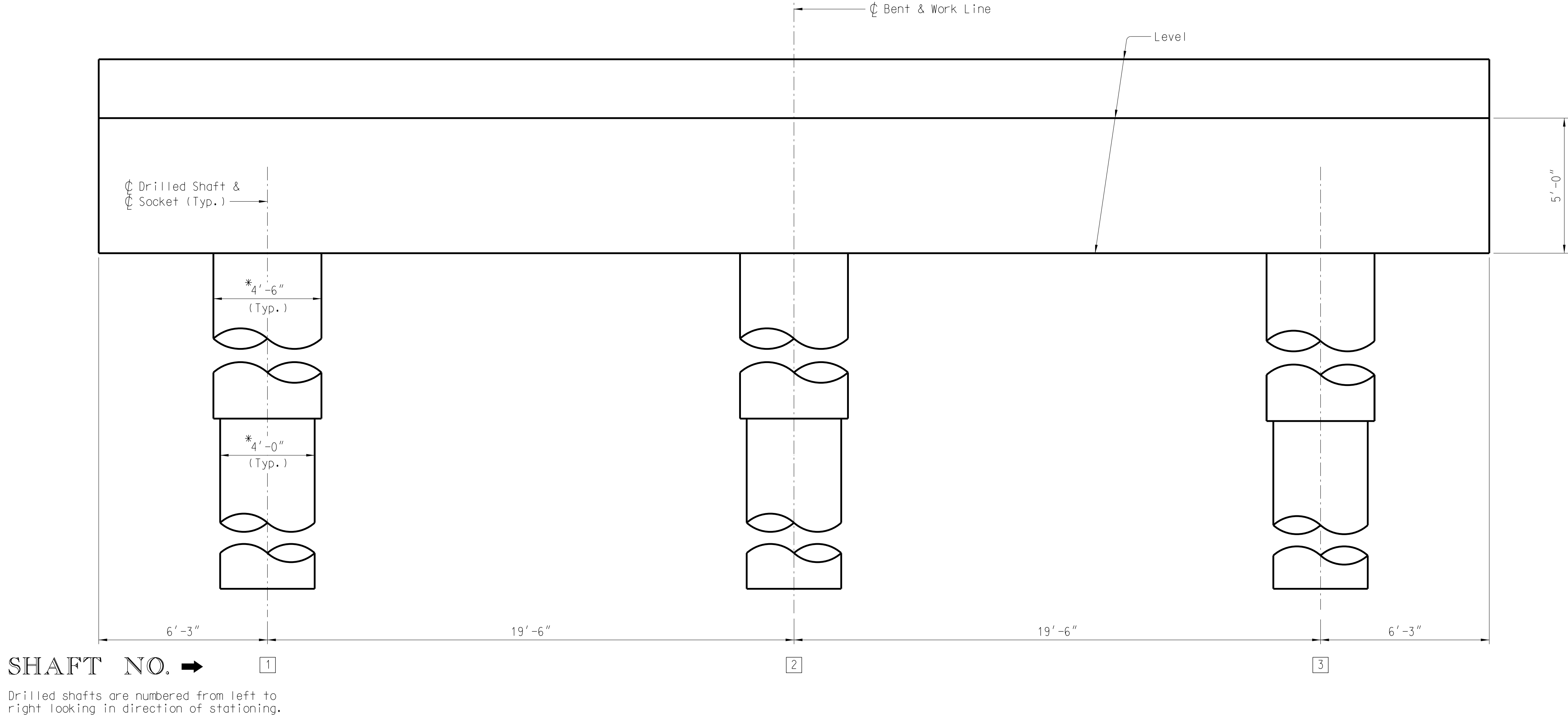
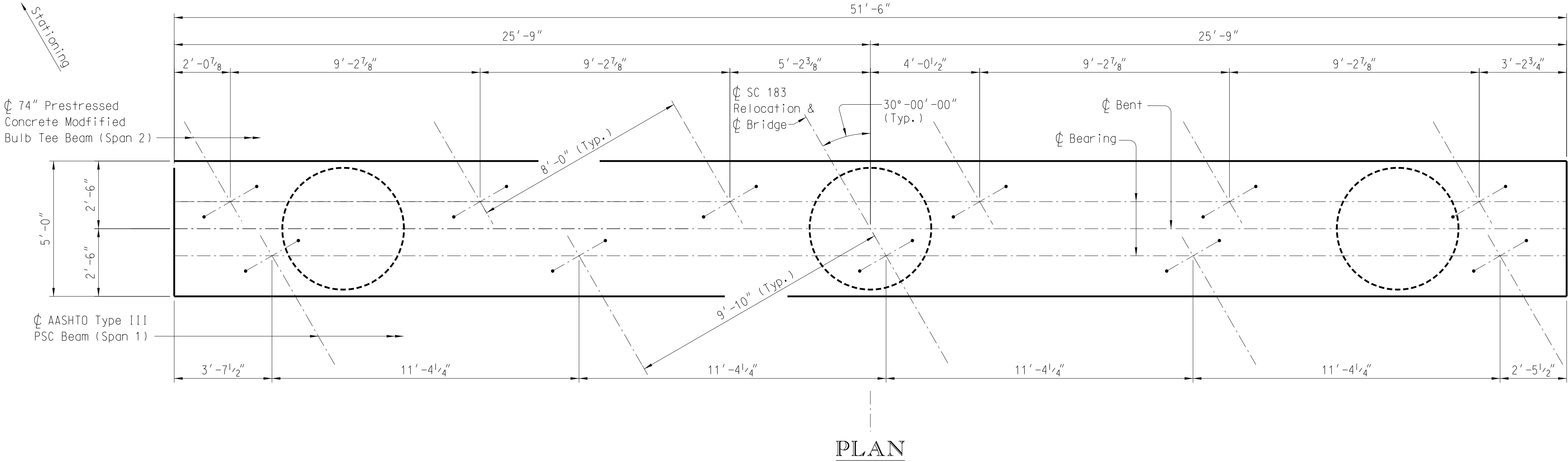


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| DR.      | AJR  | KSH  | 4-23 |
| DES.     |      |      |      |
| BY       | CHK. | DATE |      |

SOUTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

END BENT 4

|        |         |       |        |
|--------|---------|-------|--------|
| COUNTY | Pickens | ROUTE | SC 183 |
|--------|---------|-------|--------|



\*Foundation sizes dependent upon Final Geotechnical Report

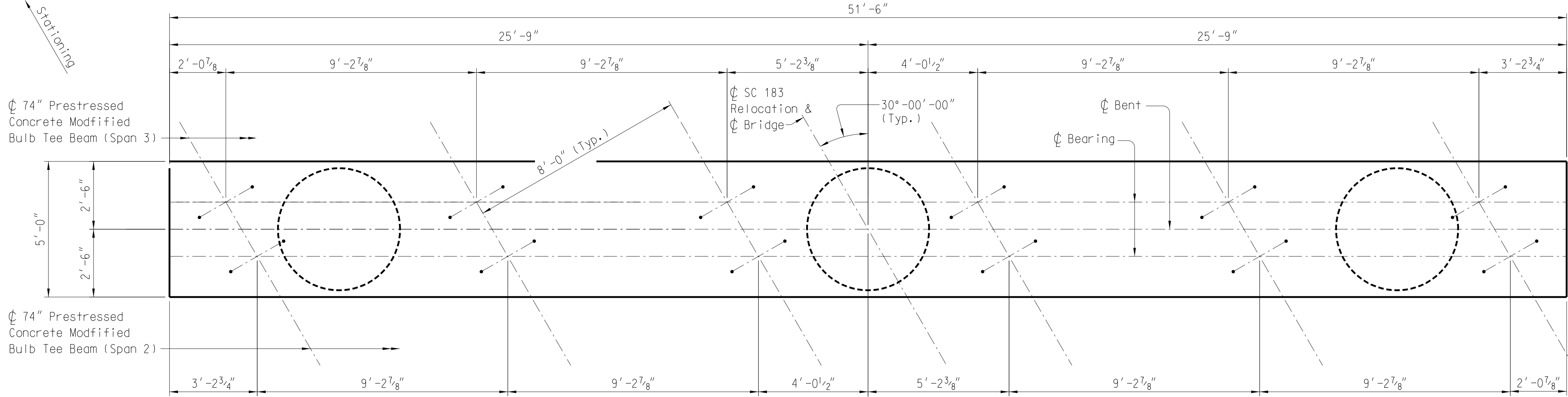


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| BY       | CHK. | DATE |      |

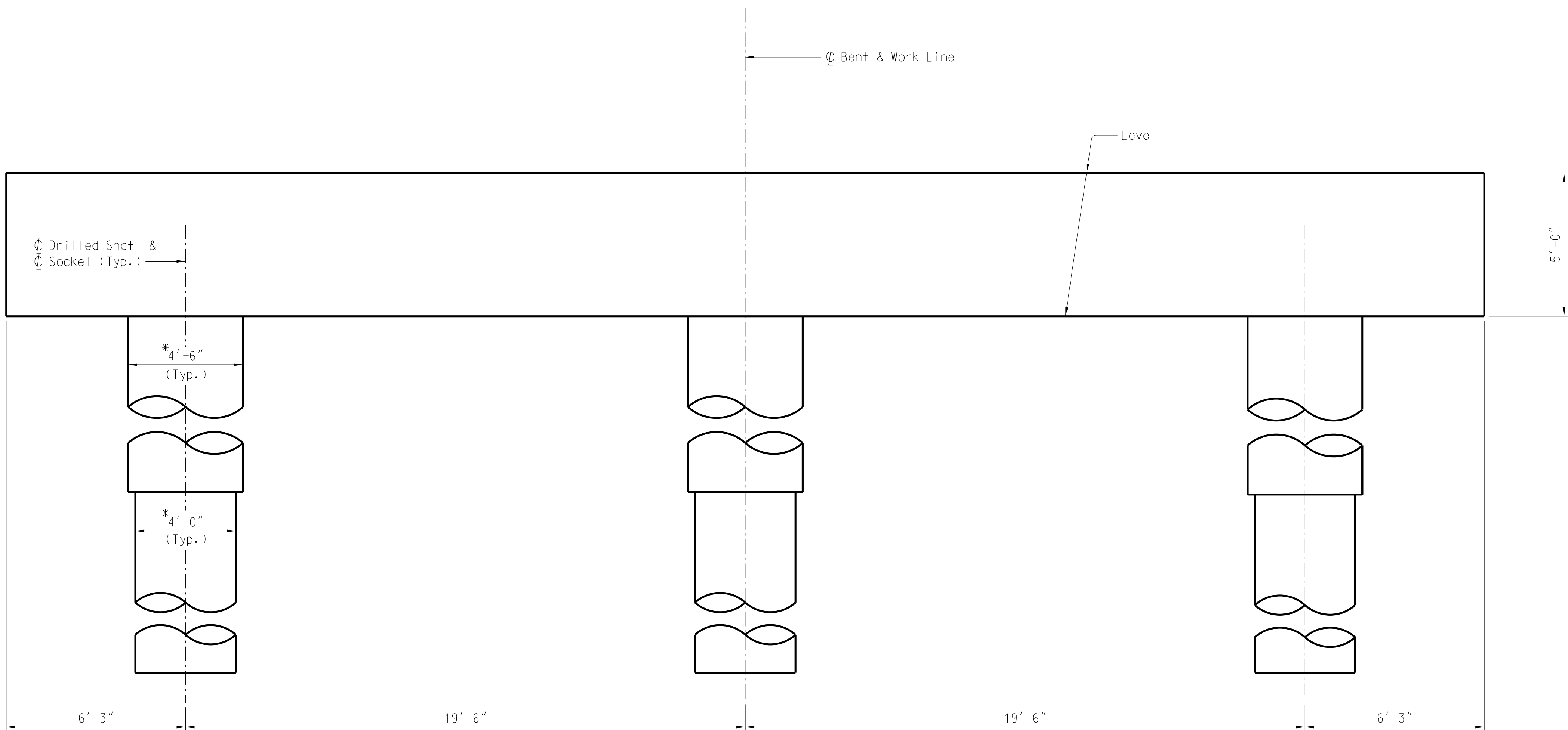
SOUTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

INTERIOR BENT 2

|        |         |       |        |
|--------|---------|-------|--------|
| COUNTY | PICKENS | ROUTE | SC 183 |
|--------|---------|-------|--------|



PLAN



ELEVATION

(Looking in direction of Stationing)

SHAFT NO. →

Drilled shafts are numbered from left to right looking in direction of stationing.

\*Foundation sizes dependent upon Final Geotechnical Report

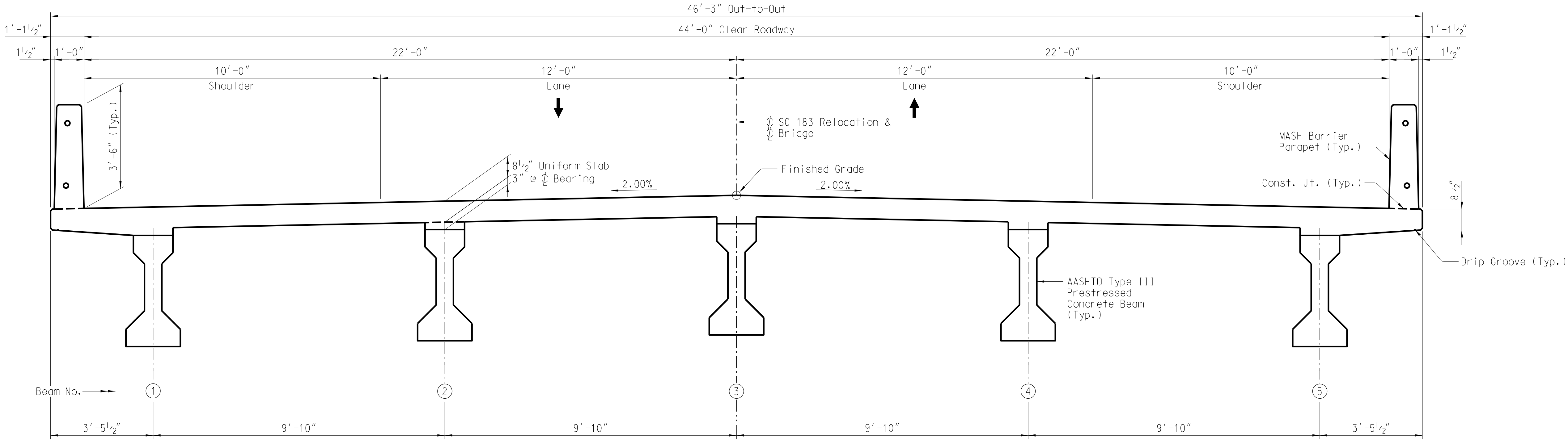


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| DES.     |     |      |      |
|          | BY  | CHK. | DATE |

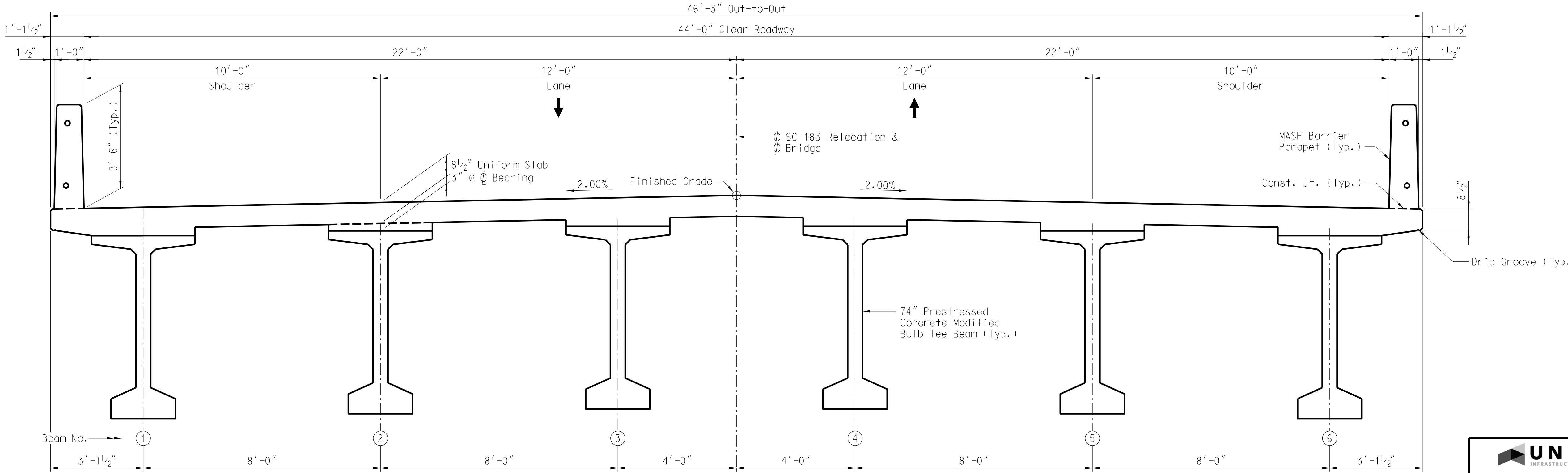
SOUTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

INTERIOR BENT 3

|        |         |       |        |
|--------|---------|-------|--------|
| COUNTY | PICKENS | ROUTE | SC 183 |
|--------|---------|-------|--------|



TYPICAL SECTION - SPAN 1  
(Looking in Direction of Stationing)



TYPICAL SECTION - SPANS 2 & 3  
(Looking in Direction of Stationing)



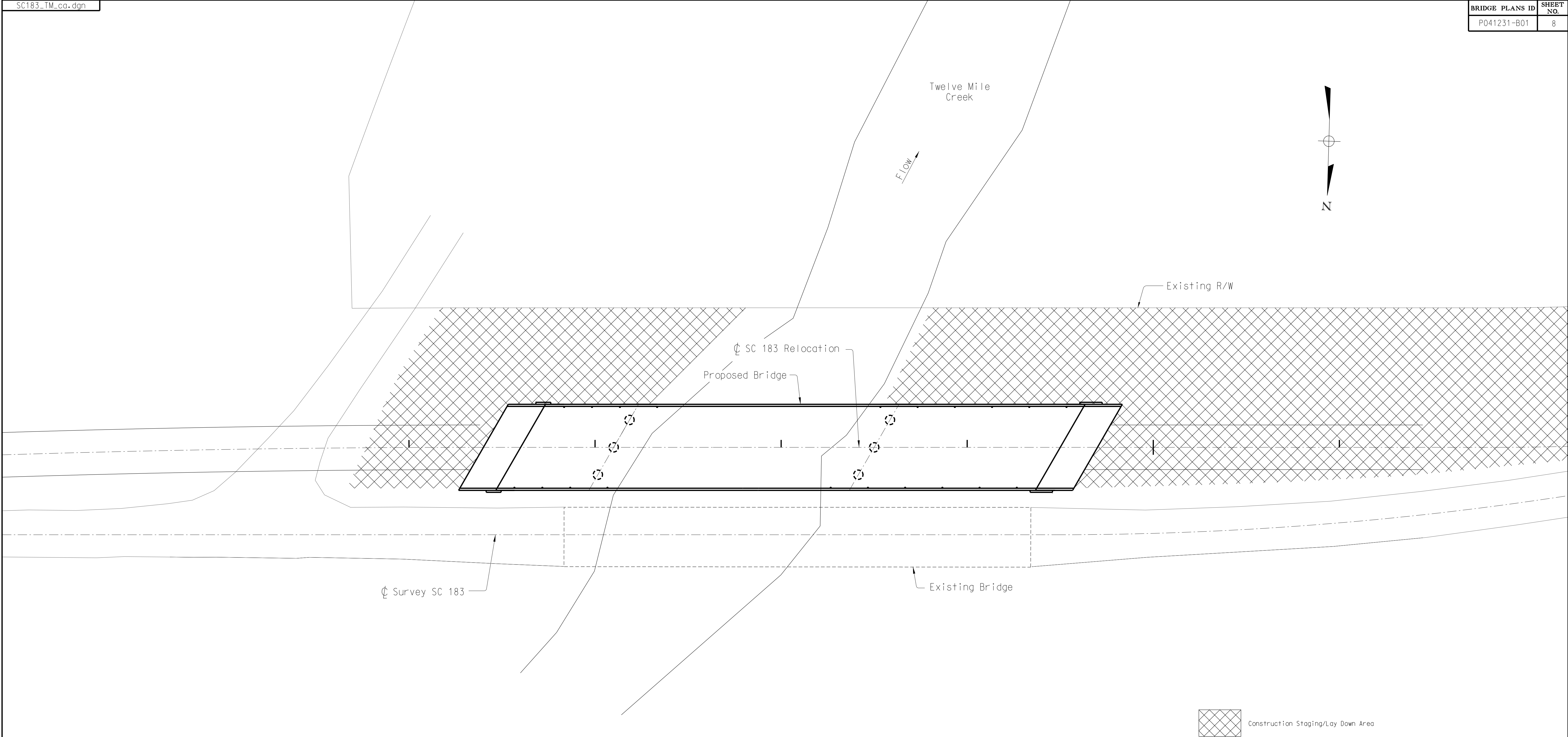
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| QUAN.    |      |      |      |
| DR.      | AJR  | KSH  | 4-23 |
| DES.     |      |      |      |
| BY       | CHK. | DATE |      |

SOUTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE  
TYPICAL SECTIONS

|        |         |       |        |
|--------|---------|-------|--------|
| COUNTY | Pickens | ROUTE | SC 183 |
|--------|---------|-------|--------|

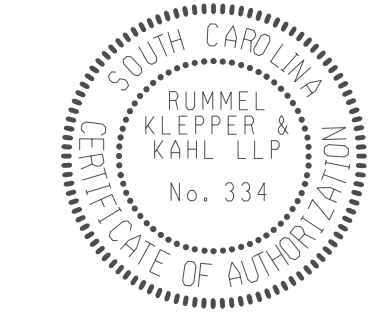







BRIDGE CONSTRUCTION ACCESS PLAN

 Construction Staging/Lay Down Area

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| DR.      | KSH | LKA  | 4-23 |
| DES.     |     |      |      |
|          | BY  | CHK. | DATE |



SOUTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BRIDGE CONSTRUCTION  
ACCESS PLAN

|        |         |       |        |
|--------|---------|-------|--------|
| COUNTY | Pickens | ROUTE | SC 183 |
|--------|---------|-------|--------|



## INDEX OF SHEETS

1. Title Sheet
2. Bridge Plan & Profile
3. End Bents 1 & 3
4. Interior Bent 2
5. Superstructure Typical Section
6. Bridge Construction Access Plan



## LAYOUT

Approximate Location of Bridge is

|           |                   |
|-----------|-------------------|
| Latitude  | 34° - 51' - 55" N |
| Longitude | 82° - 45' - 47" W |

-N-

### 3 DAYS BEFORE DIGGING IN SOUTH CAROLINA

CALL 811

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

ASSET ID NOT ASSIGNED

## TRAFFIC DATA

2022 ADT 6,000 V.P.D.

2042 ADT 9,540 V.P.D.

TRUCKS 8 %

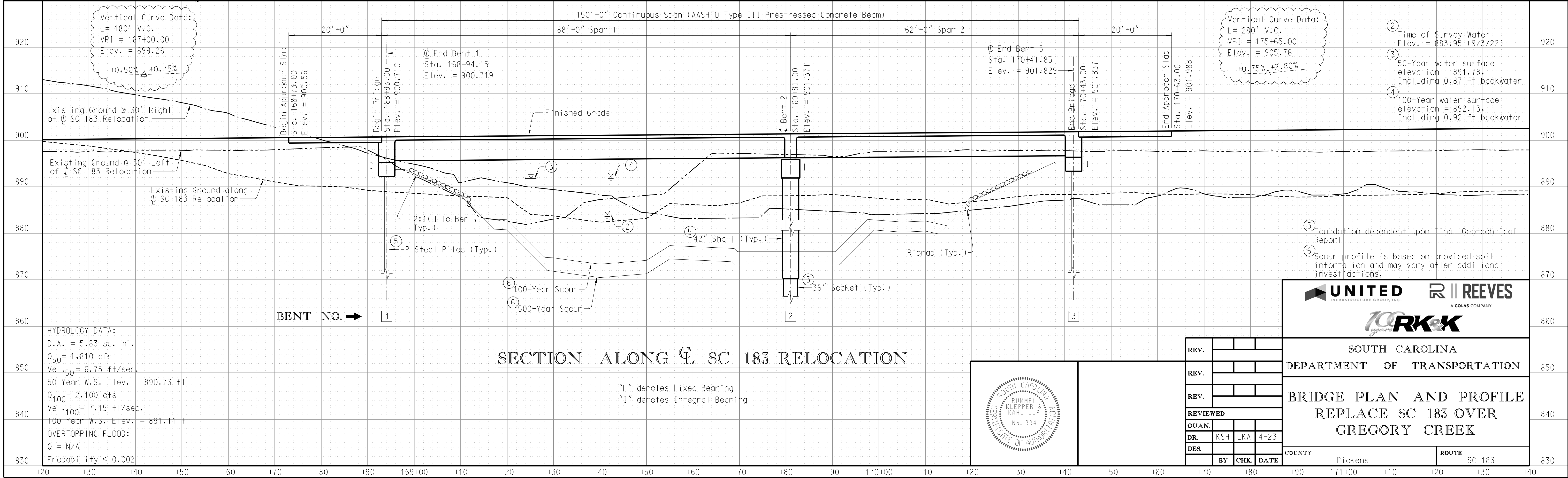
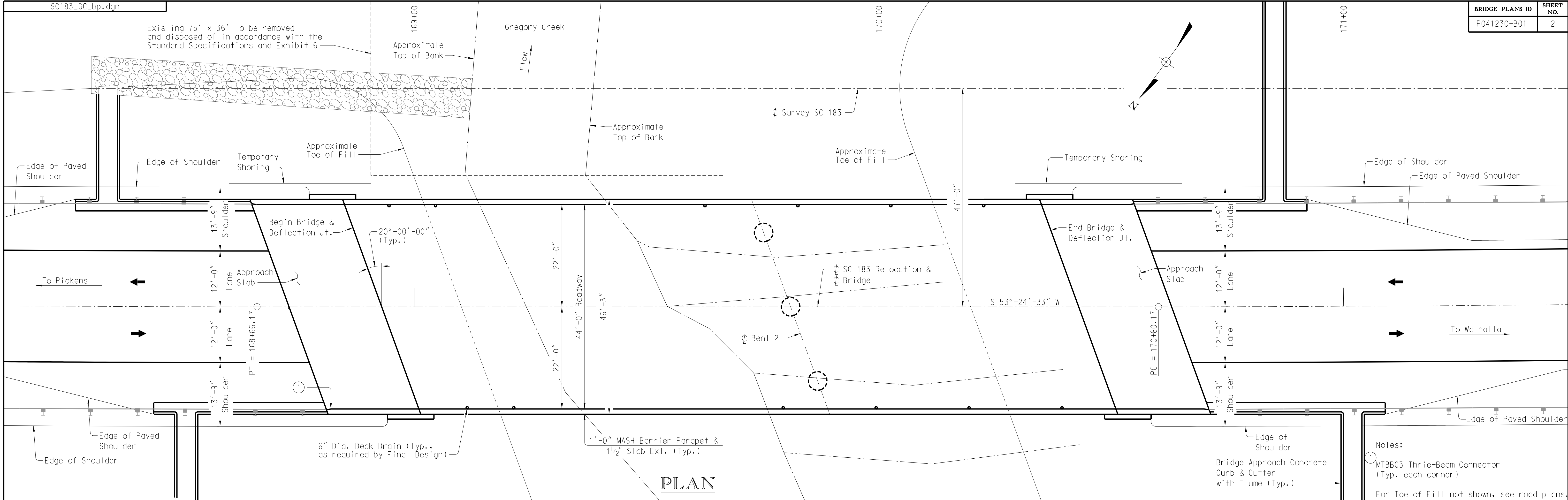
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| NET LENGTH OF BRIDGES   | 0.028 | MILES |
| NET LENGTH OF PROJECT   | 0.028 | MILES |
| LENGTH OF EXCEPTIONS    | 0.000 | MILES |
| GROSS LENGTH OF PROJECT | 0.028 | MILES |

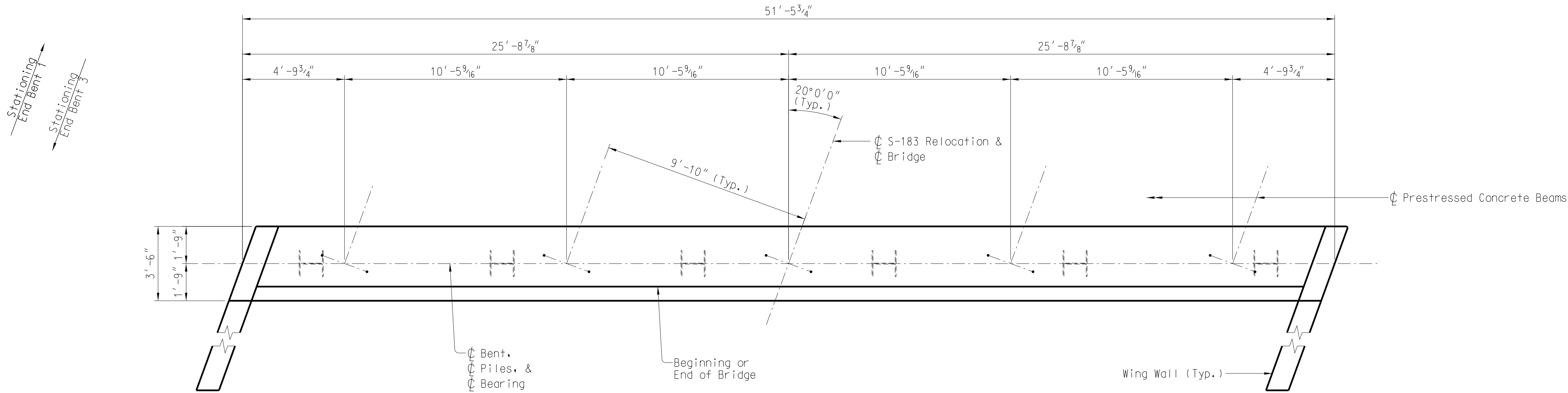
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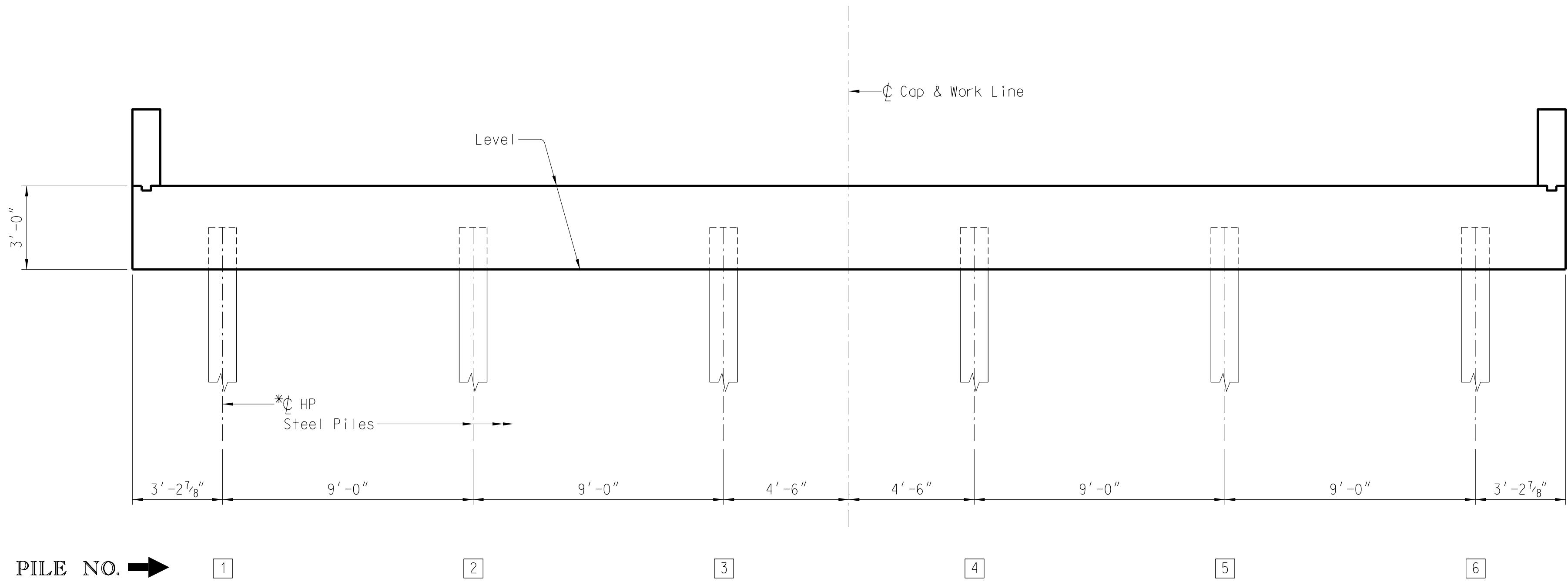
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|          | BY  | CHK | DATE  |





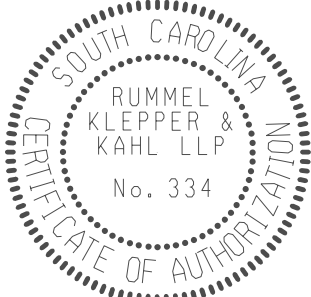
PLAN



PILE NO. ➡  
Piles are numbered from left to right  
looking in direction of stationing.

ELEVATION

(Looking in Direction of Stationing - End Bent 1)  
(Looking in Opposite Direction of Stationing - End Bent 3)  
\*Foundation dependent upon Final Geotechnical Report

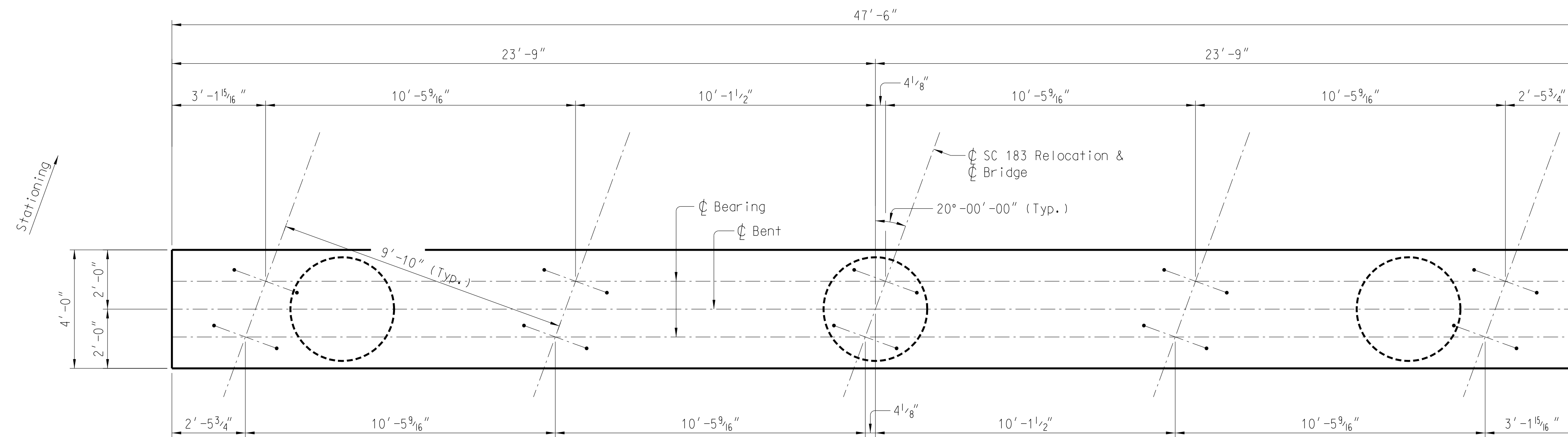


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| DR.      | AJR  | KSH  | 4-23 |
| DES.     |      |      |      |
| BY       | CHK. | DATE |      |

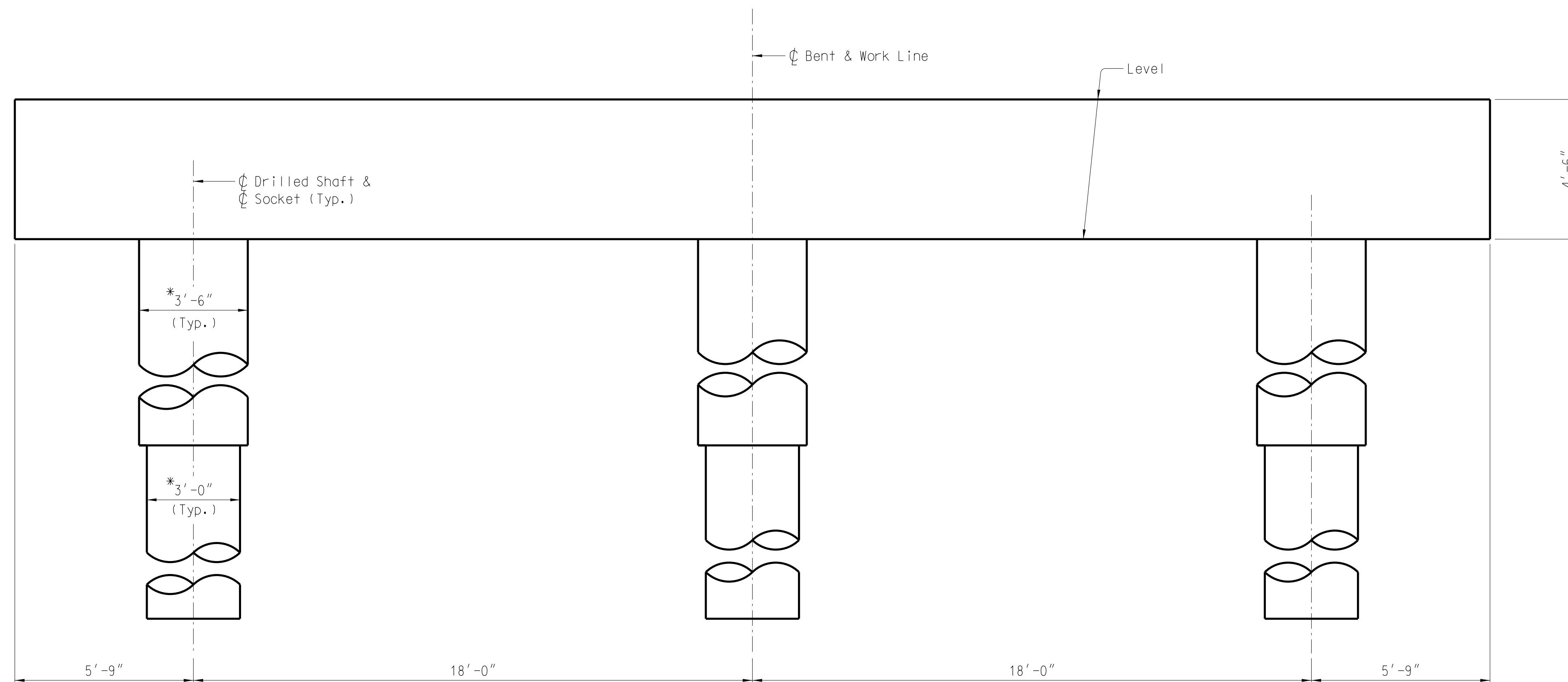
SOUTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

END BENTS 1 & 3

|        |         |       |        |
|--------|---------|-------|--------|
| COUNTY | Pickens | ROUTE | SC 183 |
|--------|---------|-------|--------|



## PLAN

SHAFT NO. 

1

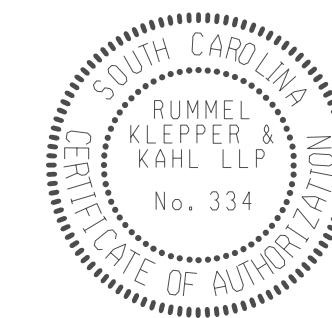
Drilled shafts are numbered from left to right looking in direction of stationing.

2

3

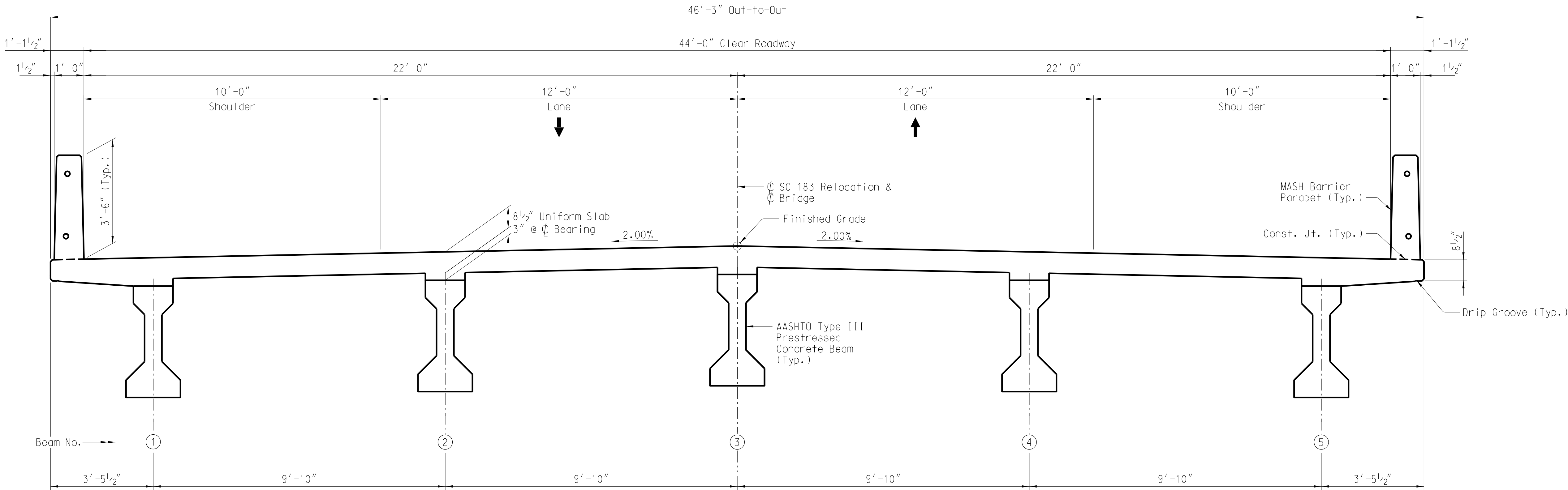
ELEVATION  
(Looking in the direction of stationing)

\*Foundation sizes dependent upon Final Geotechnical Report



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| QUAN.    |     |      |      |
| DR.      | KSH | LKA  | 4-23 |
| DES.     |     |      |      |
|          | BY  | CHK. | DATE |

|  |  |   |  |
|--|--|---|--|
|  <b>UNITED</b><br><small>INFRASTRUCTURE GROUP, INC.</small> |  |  <b>REEVES</b><br><small>A COLAS COMPANY</small> |  |
|   |  |   |  |
| <b>SOUTH CAROLINA</b><br><b>DEPARTMENT OF TRANSPORTATION</b>   |  |   |  |
| <b>INTERIOR BENT 2</b>   |  |   |  |
| <b>COUNTY</b><br>PICKENS   |  | <b>ROUTE</b><br>SC 183  |  |

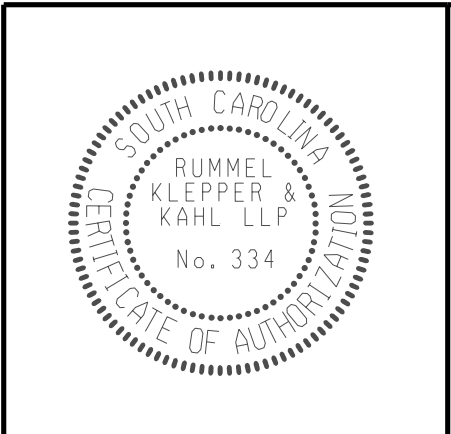


SUPERSTRUCTURE TYPICAL SECTION  
(Looking in Direction of Stationing)

SOUTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

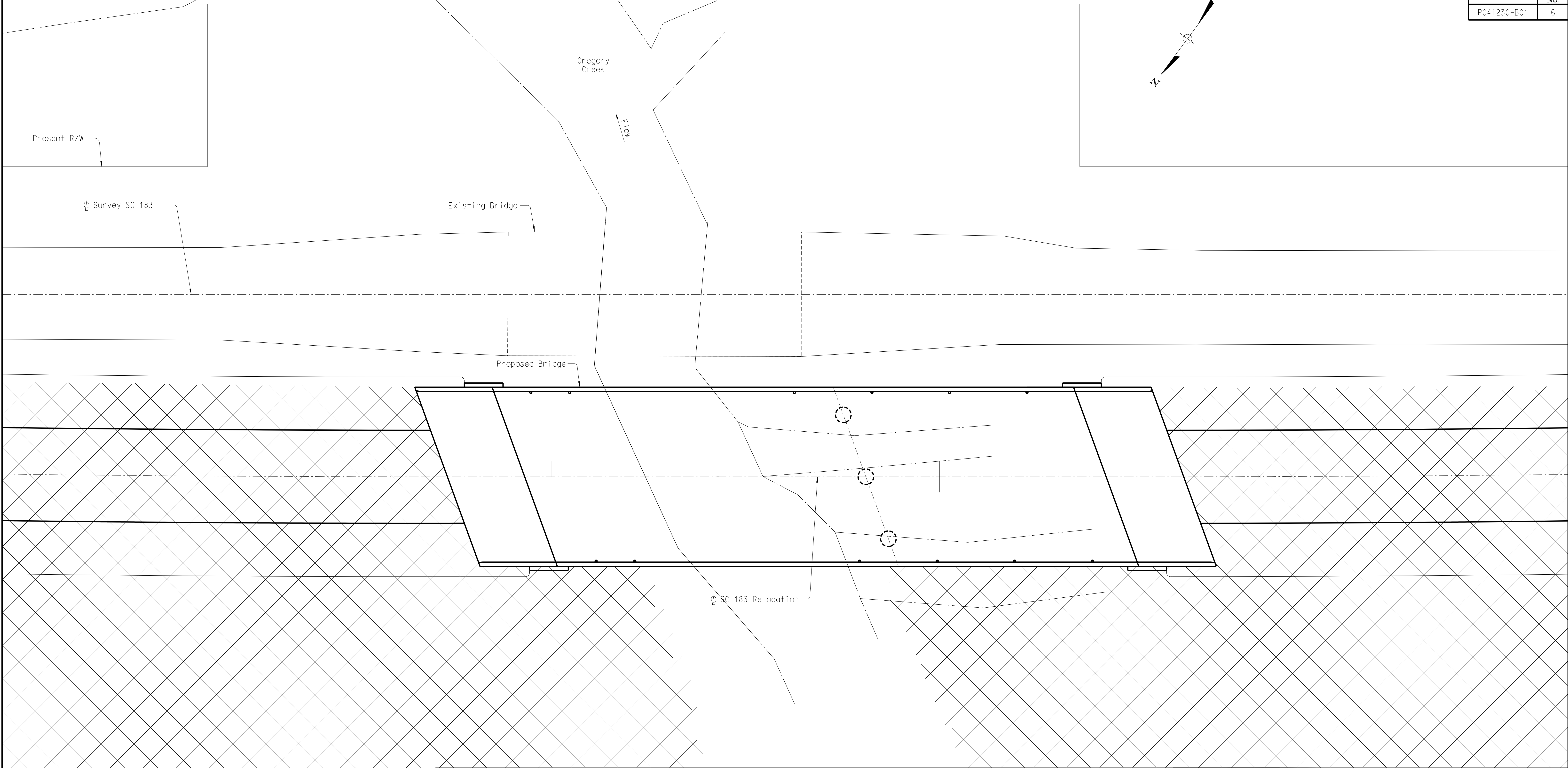
SUPERSTRUCTURE  
TYPICAL SECTION

|        |         |       |        |
|--------|---------|-------|--------|
| COUNTY | Pickens | ROUTE | SC 183 |
|--------|---------|-------|--------|

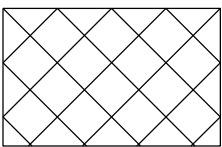


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| REVIEWED |      |      |      |
| QUAN.    |      |      |      |
| DR.      | AJR  | KSH  | 4-23 |
| DES.     |      |      |      |
| BY       | CHK. | DATE |      |





BRIDGE CONSTRUCTION ACCESS PLAN



Construction Staging/Lay Down Area



|          |     |      |      |
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| QUAN.    |     |      |      |
| DR.      | KSH | LKA  | 4-23 |
| DES.     |     |      |      |
|          | BY  | CHK. | DATE |

**UNITED**  
INFRASTRUCTURE GROUP, INC.

**REEVES**  
A COLAS COMPANY

**100 years RK&K**

SOUTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BRIDGE CONSTRUCTION  
ACCESS PLAN

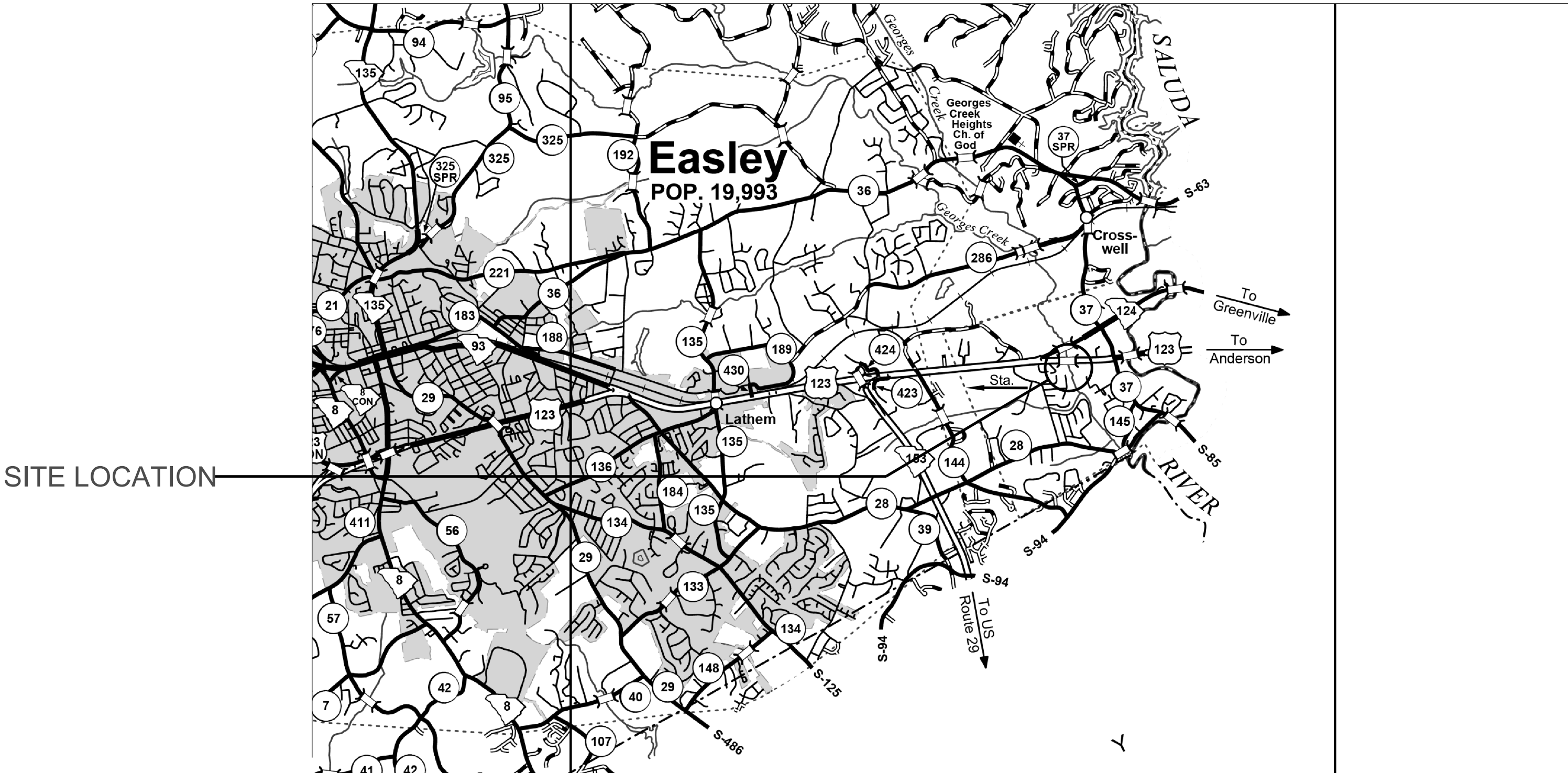
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| COUNTY | Pickens | ROUTE | SC 183 |
|--------|---------|-------|--------|



INDEX OF SHEETS

- 1. Title Sheet
- 2. Bridge Plan & Profile
- 3. Bridge Staging (Sheet 1 of 2)
- 4. Bridge Staging (Sheet 2 of 2)
- 5. End Bents 1 & 4
- 6. Interior Bents 2 & 3
- 7. Superstructure Typical Section
- 8. Bridge Construction Access Plan (Stage 1)
- 9. Bridge Construction Access Plan (Stage 2)
- 10. Bridge Construction Access Plan (Stage 3)

CONCEPTUAL BRIDGE PLANS  
FOR  
PICKENS COUNTY  
PROJECT ID P041233  
U.S.ROUTE 123 (CALHOUN MEMORIAL HWY.)  
REPLACE NB & SB BRIDGES OVER GEORGES CREEK



Approximate Location of Bridge is  
Latitude 34° - 49' - 53" N  
Longitude 82° - 29' - 49" W

3 DAYS BEFORE DIGGING IN  
SOUTH CAROLINA  
**CALL 811**  
SOUTH CAROLINA 811 (SC811)  
WWW.SC811.COM  
ALL UTILITIES MAY NOT BE A MEMBER OF SC811

ASSET ID NOT ASSIGNED

| TRAFFIC DATA |                   |                   |  |
|--------------|-------------------|-------------------|--|
|              | US 123 SB         | US 123 NB         |  |
| 2022         | ADT 11,234 V.P.D. | ADT 11,550 V.P.D. |  |
| 2042         | ADT 16,290 V.P.D. | ADT 16,748 V.P.D. |  |
|              | TRUCKS 4 %        |                   |  |

|                         |       |       |
|-------------------------|-------|-------|
| NET LENGTH OF ROADWAY   | 0.000 | MILES |
| NET LENGTH OF BRIDGES   | 0.047 | MILES |
| NET LENGTH OF PROJECT   | 0.047 | MILES |
| LENGTH OF EXCEPTIONS    | 0.000 | MILES |
| GROSS LENGTH OF PROJECT | 0.047 | MILES |

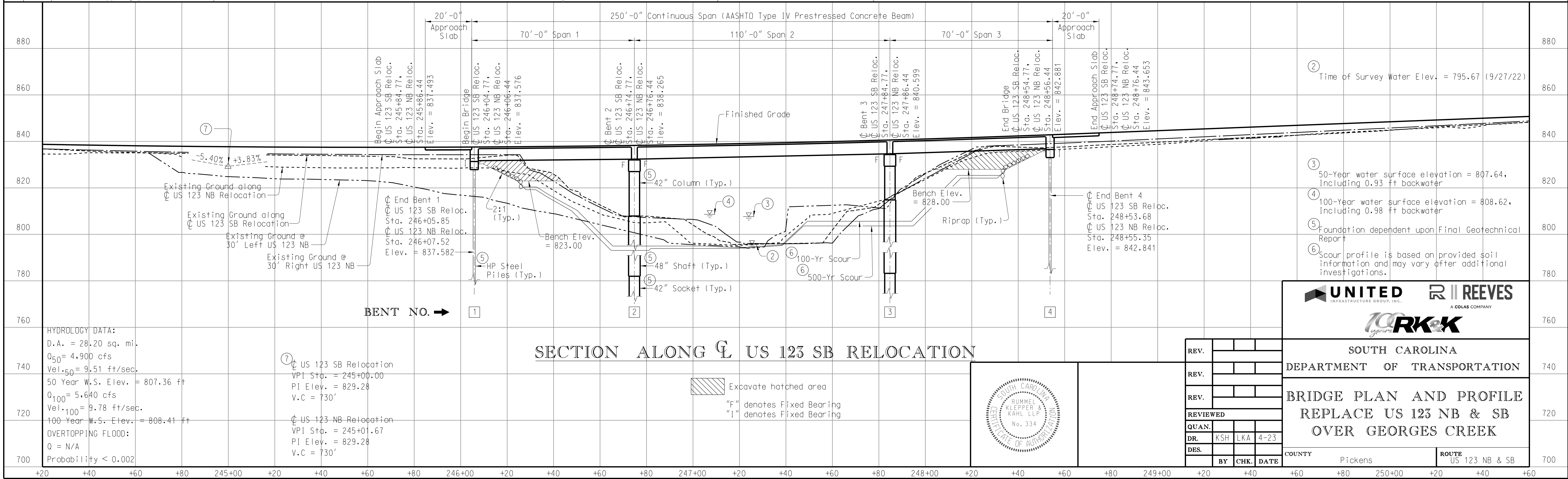
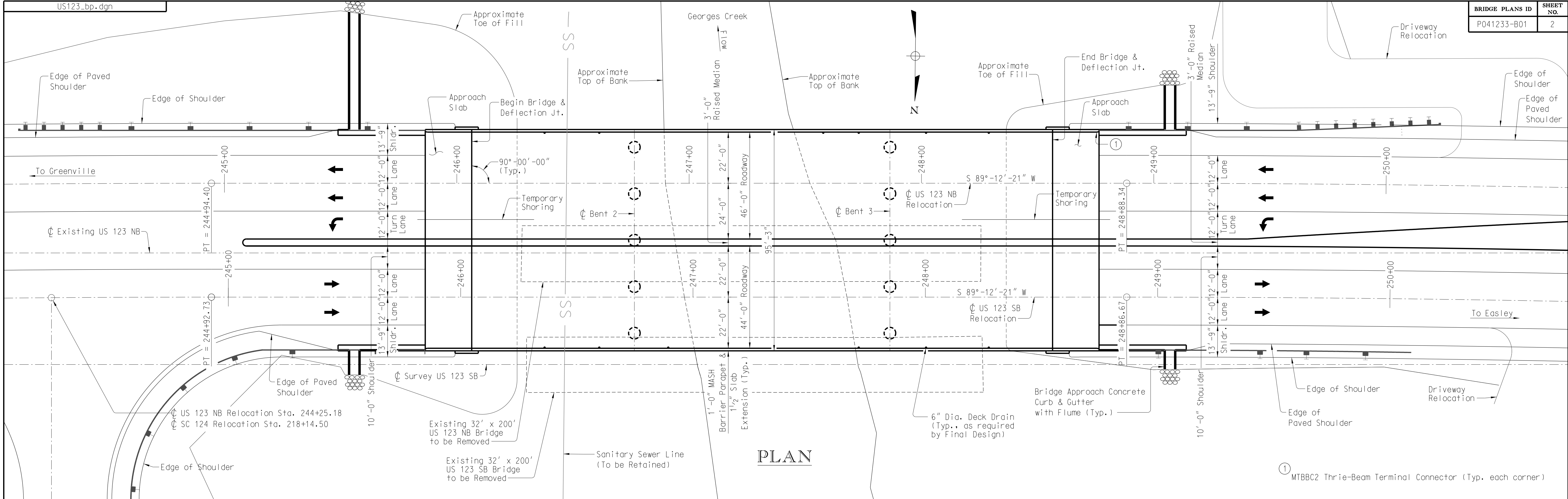


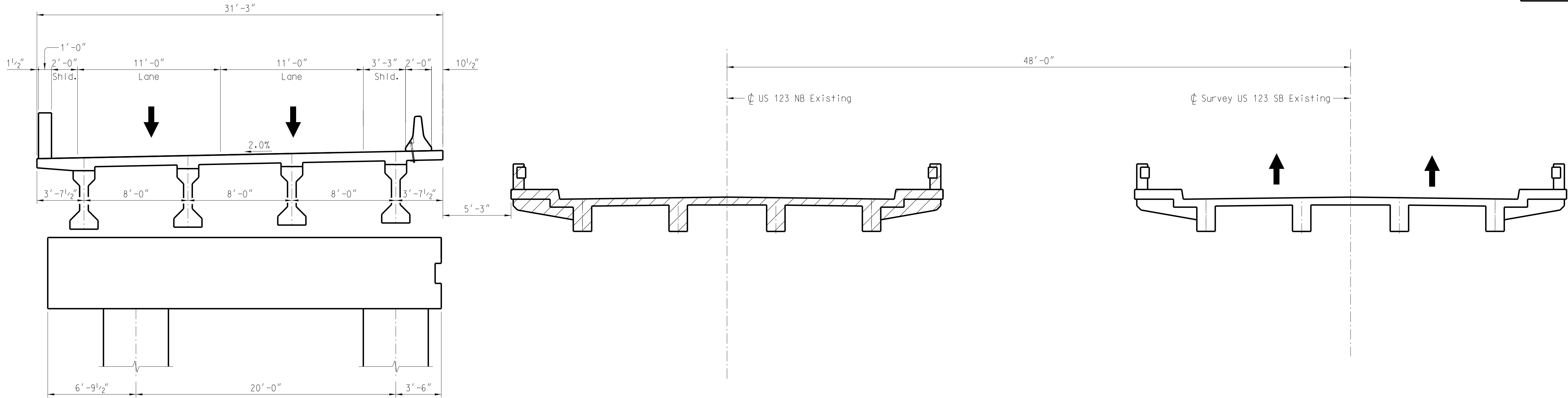
NOTE: EXCEPT AS MAY OTHERWISE BE SPECIFIED ON THE PLANS OR IN THE SPECIAL PROVISIONS, ALL MATERIALS AND WORKMANSHIP ON THIS PROJECT SHALL CONFORM TO THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2007 EDITION) AND THE STANDARD DRAWINGS FOR ROAD CONSTRUCTION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

|          |      |      |
|----------|------|------|
| REVIEWED | 4-23 | DATE |
|          | KSH  | CHK  |
|          | LTW  | BY   |
|          | DR.  |      |

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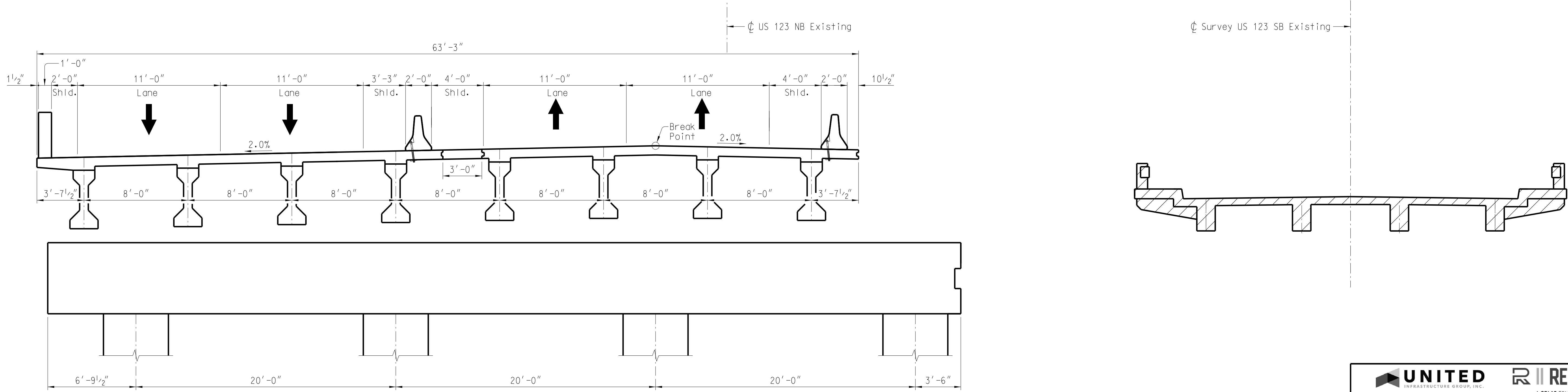
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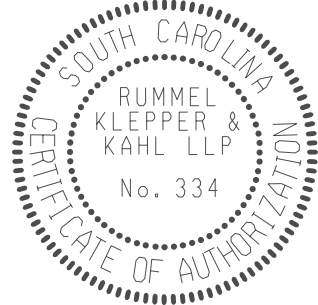
STAGE 1

Build portion of US 123 Northbound  
Shift US 123 Northbound Traffic to New Bridge  
Remove existing US 123 Northbound bridge



STAGE 2

Build second portion of New Bridge.  
Shift US 123 Southbound Traffic to New Bridge.  
Remove Existing US 123 Southbound Bridge.



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**UNITED**  
INFRASTRUCTURE GROUP, INC.

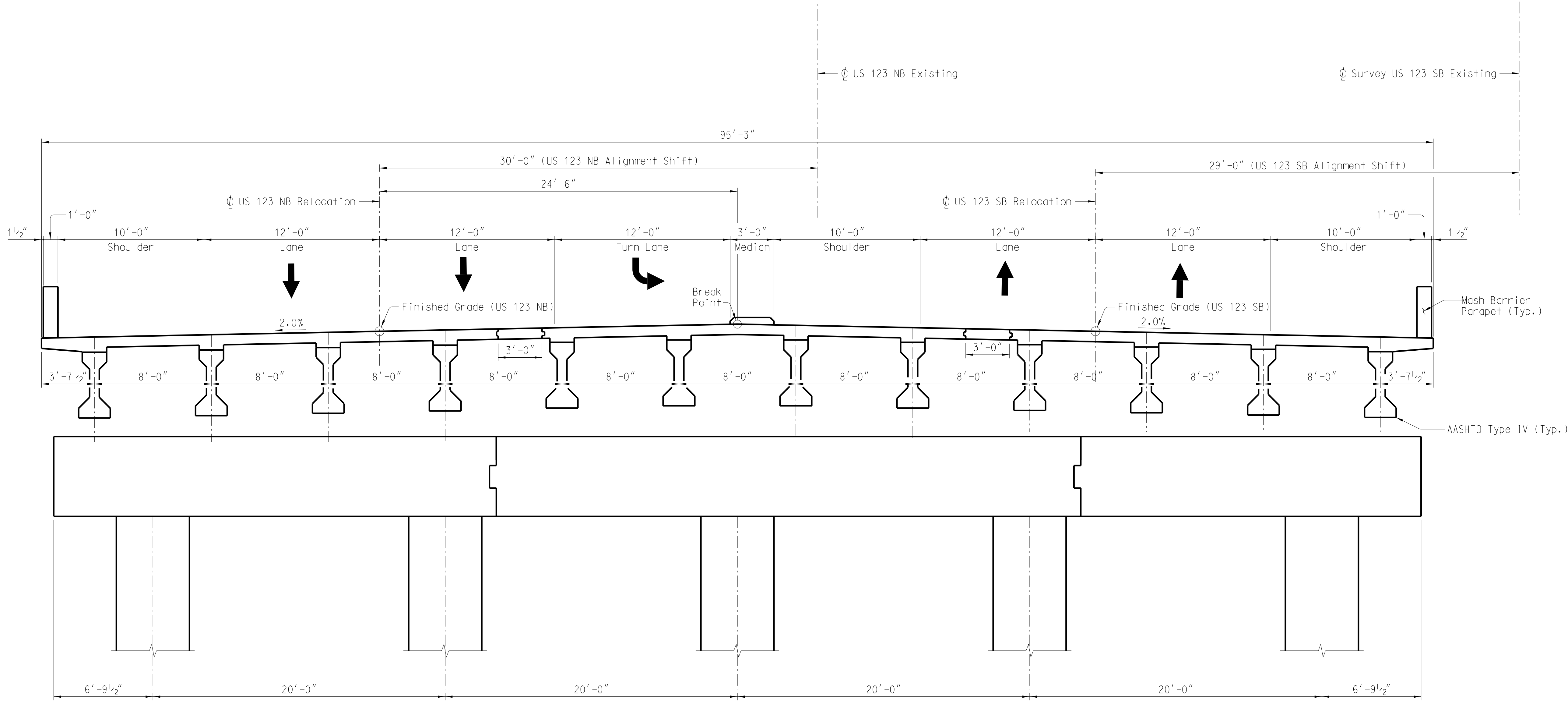
**REEVES**  
A COLAS COMPANY

**100 years RK&K**

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

**US 123 BRIDGE STAGING**  
**(SHEET 1 of 2)**

|               |         |              |                |
|---------------|---------|--------------|----------------|
| <b>COUNTY</b> | Pickens | <b>ROUTE</b> | US 123 NB & SB |
|---------------|---------|--------------|----------------|



STAGE 3

Build remaining portion of New Bridge.  
Shift traffic to Final Configuration.

SOUTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

US 123 BRIDGE STAGING  
(SHEET 2 of 2)

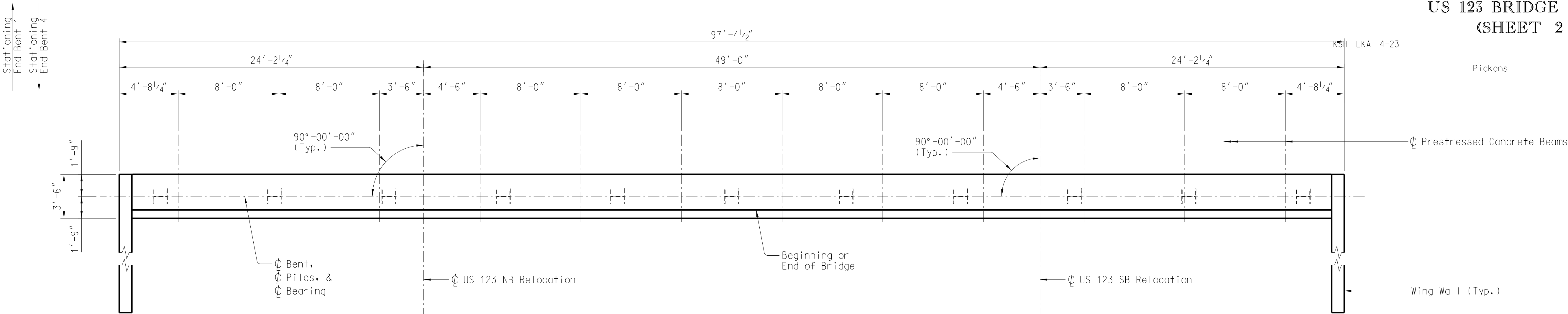
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| COUNTY | Pickens | ROUTE | US 123 NB & SB |
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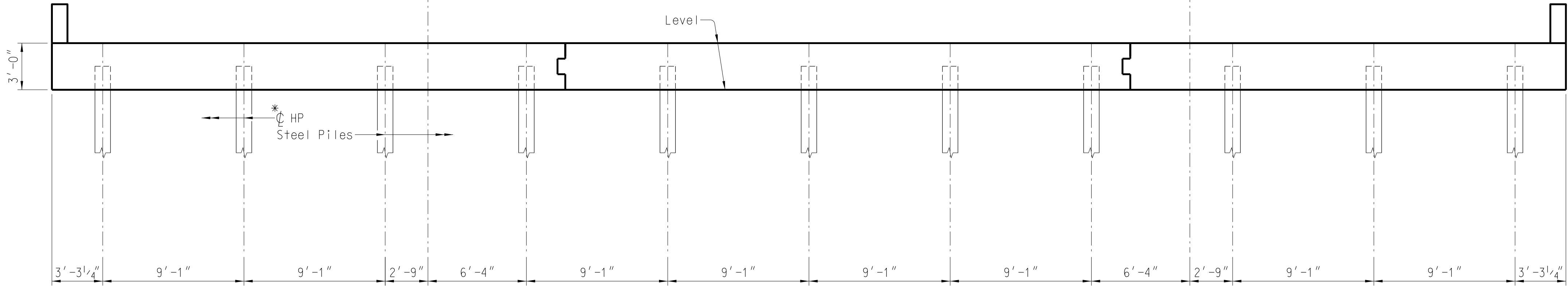


US 123 BRIDGE STAGING  
(SHEET 2 of 2)

Pickens US 123 NB & SB



PLAN



PILE NO. ➡

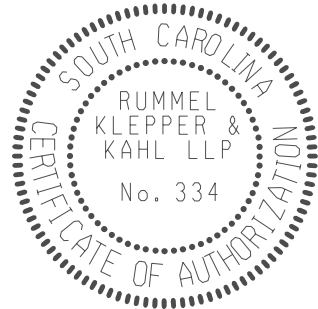
- 1 2 3 4 5 6 7 8 9 10 11

Piles are numbered from left to right looking in direction of stationing.

ELEVATION

(Looking in Direction of Stationing - End Bent 1)  
(Looking in Opposite Direction of Stationing - End Bent 4)

\*Foundation dependent upon Final Geotechnical Report



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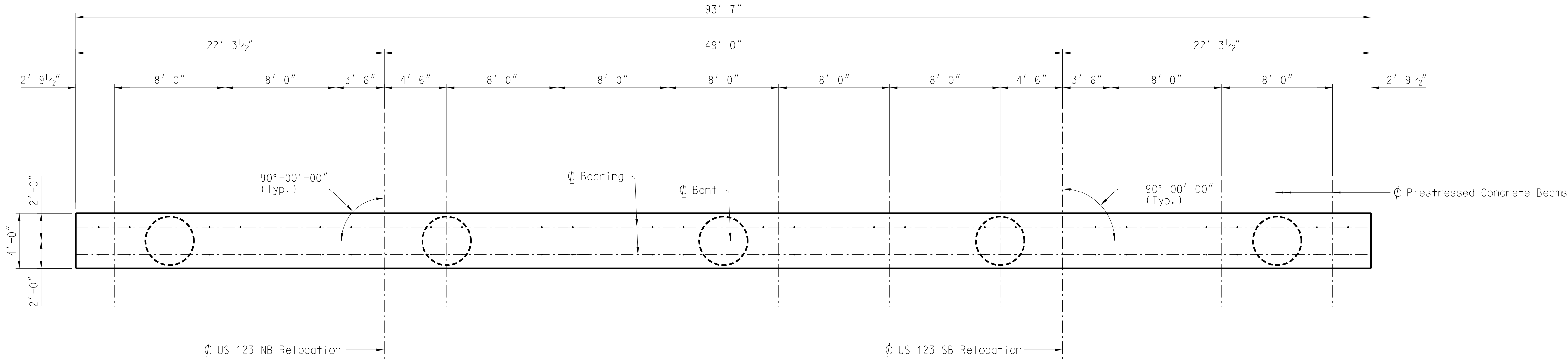
UNITED INFRASTRUCTURE GROUP, INC. REEVES A COLAS COMPANY RK&K 100 years

SOUTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

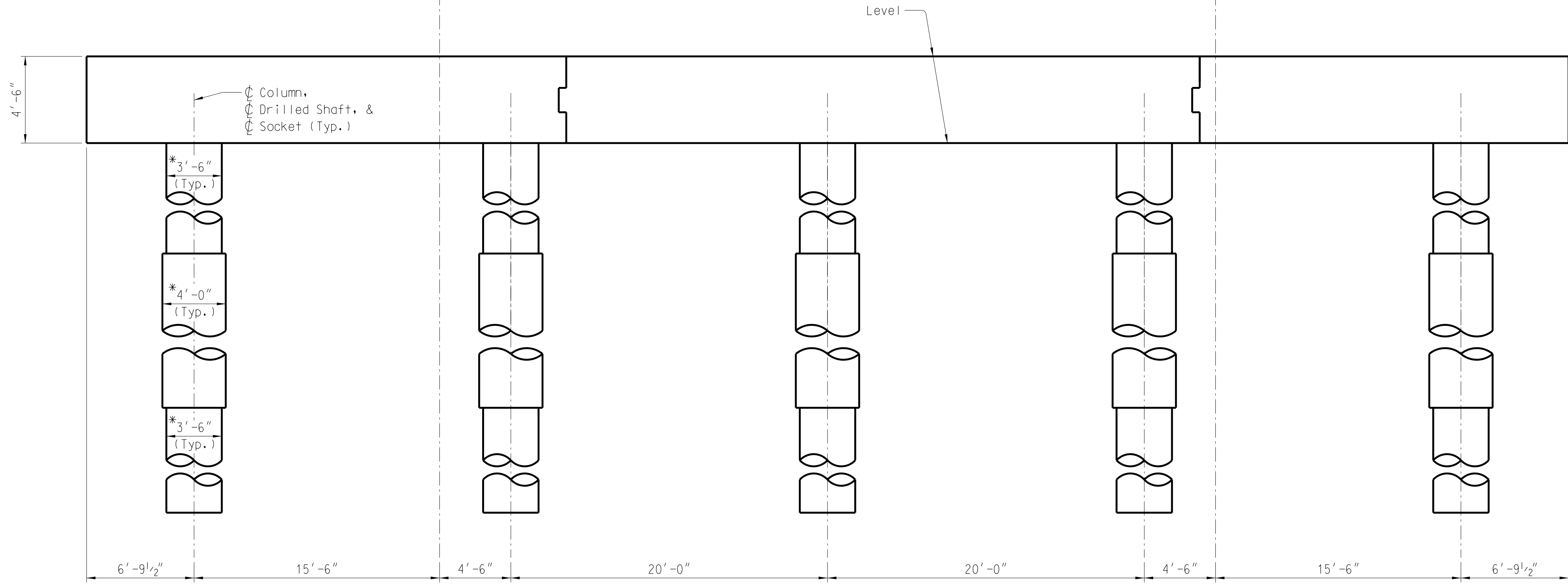
END BENTS 1 & 4

|        |         |       |                |
|--------|---------|-------|----------------|
| COUNTY | Pickens | ROUTE | US 123 NB & SB |
|--------|---------|-------|----------------|





PLAN



SHAFT NO. ➡ 1

Drilled shafts are numbered from left to right looking in direction of stationing.

ELEVATION  
(Looking in the direction of stationing)

\*Foundation dependent upon Final Geotechnical Report

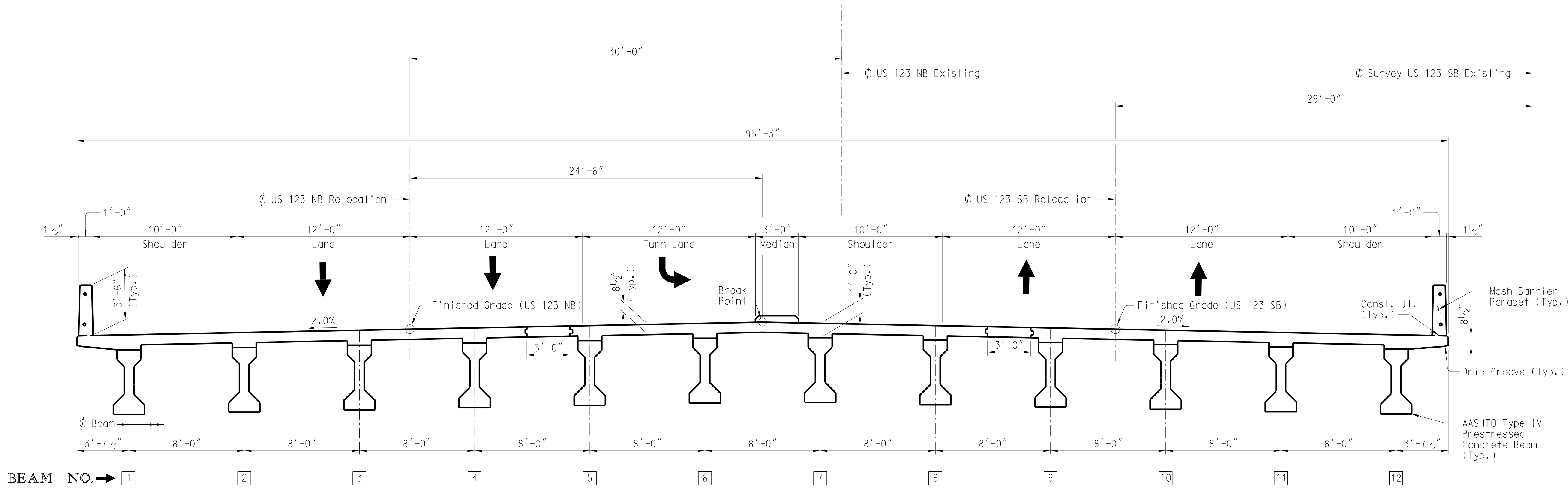


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SOUTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

INTERIOR BENTS 2 & 3

|        |         |       |                |
|--------|---------|-------|----------------|
| COUNTY | Pickens | ROUTE | US 123 NB & SB |
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SUPERSTRUCTURE TYPICAL SECTION

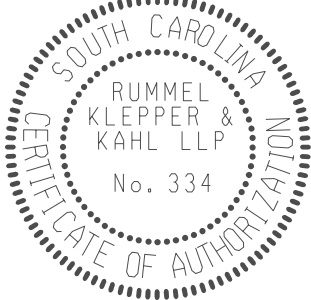
(Looking in Direction of Stationing)

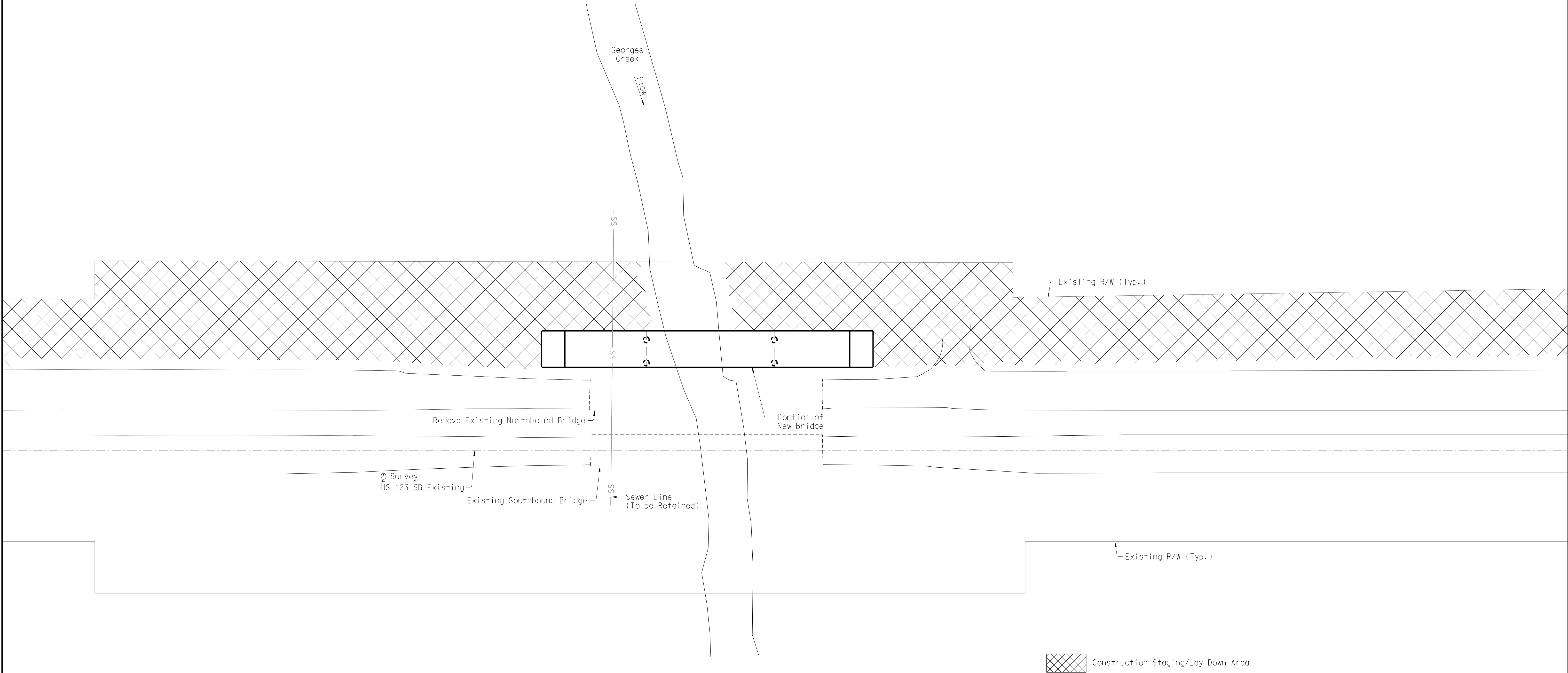
SOUTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE  
TYPICAL SECTION

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| COUNTY | Pickens | ROUTE | US 123 NB & SB |
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BRIDGE CONSTRUCTION ACCESS PLAN - STAGE 1

See MOT plans for additional information



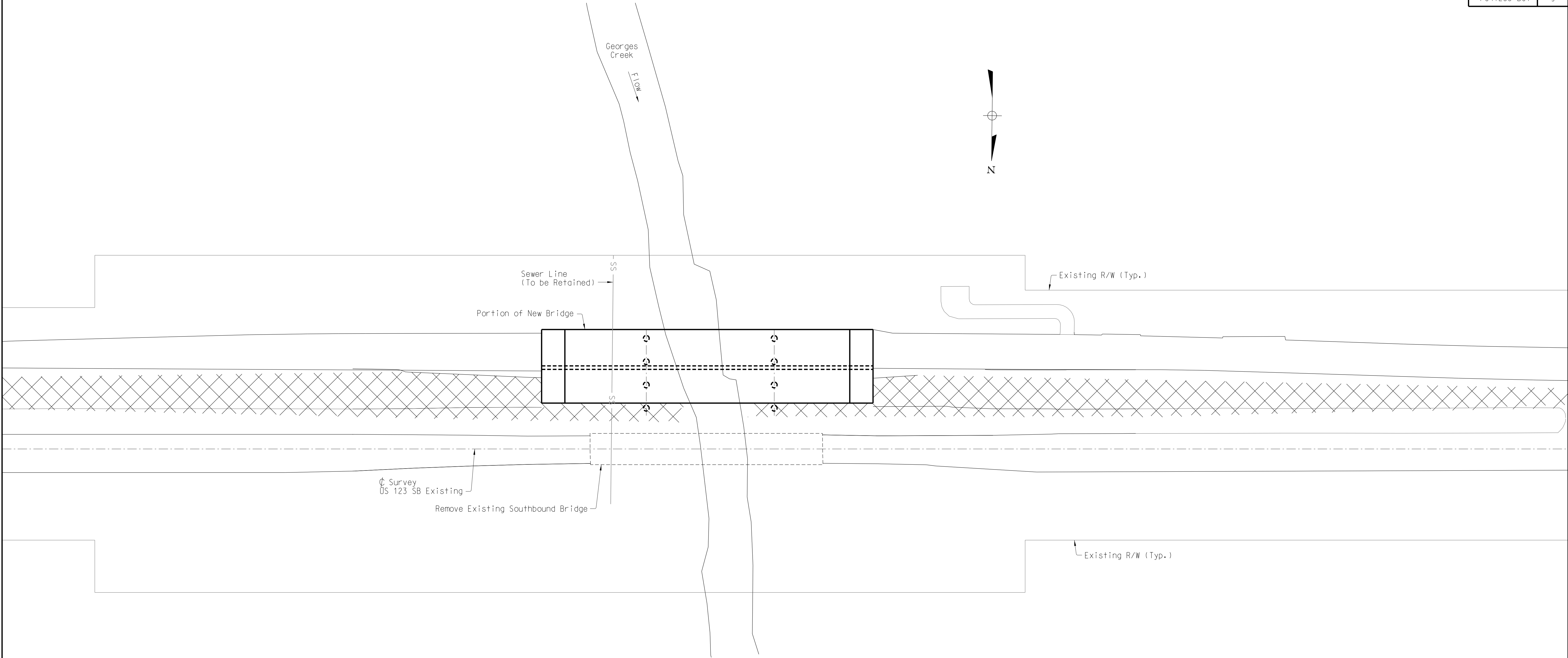
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|          | BY  | CHK. | DATE |

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SOUTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BRIDGE CONSTRUCTION  
ACCESS PLAN  
(STAGE 1)

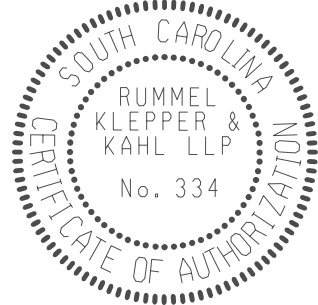
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| COUNTY | Pickens | ROUTE | US 123 NB & SB |
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BRIDGE CONSTRUCTION ACCESS PLAN - STAGE 2

See MOT plans for additional information

 Construction Staging/Lay Down Area



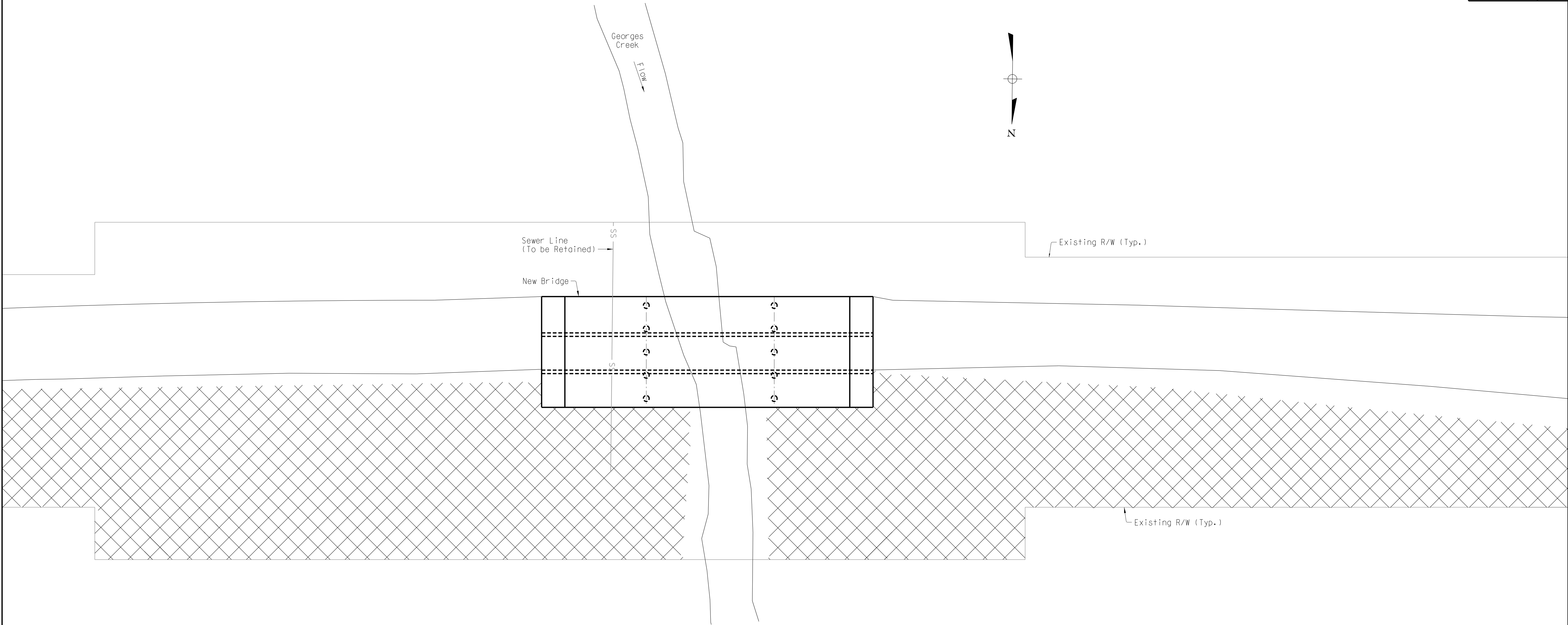
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|          | BY  | CHK. | DATE |



SOUTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BRIDGE CONSTRUCTION  
ACCESS PLAN  
(STAGE 2)

|        |         |       |                |
|--------|---------|-------|----------------|
| COUNTY | Pickens | ROUTE | US 123 NB & SB |
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BRIDGE CONSTRUCTION ACCESS PLAN - STAGE 3




See MOT plans for additional information

 Construction Staging/Lay Down Area

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SOUTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BRIDGE CONSTRUCTION  
ACCESS PLAN  
(STAGE 3)

|        |         |       |                |
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| COUNTY | Pickens | ROUTE | US 123 NB & SB |
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## Appendix A.4 - CPM Schedule



**UNITED**  
INFRASTRUCTURE GROUP, INC.

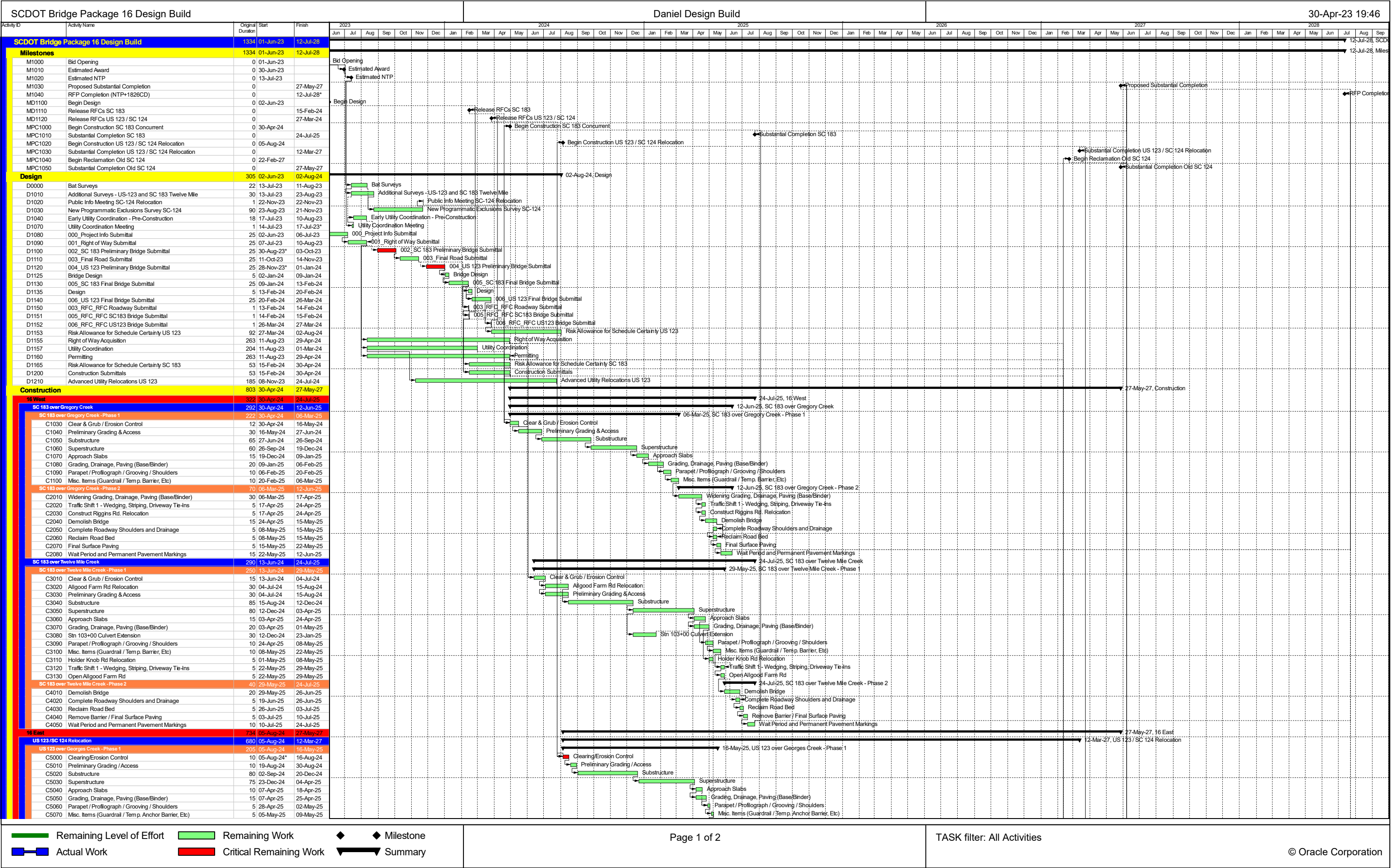


**REEVES**

A COLAS COMPANY

**RK&K**







## SCDOT Bridge Package 16 Design Build

Daniel Design Build

30-Apr-23 19:46

| Activity ID                                | Activity Name   | Original Duration | Start     | Finish    |
|--|---|-------------------|-----------|-----------|
| C5080                                      | Traffic Shift 1 - Wedging, Striping                         | 5                 | 12-May-25 | 16-May-25 |
| <b>US 123 over Georges Creek - Phase 2</b> |   |                   |           |           |
| C6010                                      | Demolish Bridge   | 25                | 19-May-25 | 03-Apr-26 |
| C6020                                      | Preliminary Grading / Access                                | 5                 | 23-Jun-25 | 27-Jun-25 |
| C6030                                      | Substructure  | 80                | 30-Jun-25 | 17-Oct-25 |
| C6040                                      | Superstructure  | 70                | 20-Oct-25 | 23-Jan-26 |
| C6050                                      | Closure   | 10                | 26-Jan-26 | 06-Feb-26 |
| C6055                                      | Approach Slabs  | 10                | 09-Feb-26 | 20-Feb-26 |
| C6060                                      | Grading, Drainage, Paving (Base/Binder)                     | 15                | 09-Feb-26 | 27-Feb-26 |
| C6070                                      | Parapet / Profilegraph / Grooving / Shoulders               | 5                 | 02-Mar-26 | 06-Mar-26 |
| C6080                                      | Paving (Base/Binder/Surface up to final inch)               | 10                | 09-Mar-26 | 20-Mar-26 |
| C6090                                      | Misc. Items (Guardrail / Temp. Anchor Barrier, Etc)         | 5                 | 23-Mar-26 | 27-Mar-26 |
| C6100                                      | Traffic Shift 2 - Wedging, Striping                         | 5                 | 30-Mar-26 | 03-Apr-26 |
| C9010                                      | SC 124R - Clearing & Grubbing                               | 10                | 19-May-25 | 30-May-25 |
| C9020                                      | SC 124R - Remove Any RR Trestle Footings In Conflict        | 2                 | 02-Jun-25 | 03-Jun-25 |
| C9030                                      | SC 124R - Stn 208+00 - 217+75 Grading / Drainage            | 75                | 04-Jun-25 | 16-Sep-25 |
| C9040                                      | SC 124R - Stn 208+00 - 217+75 90 Day Waiting Period         | 90                | 17-Sep-25 | 15-Dec-25 |
| C9050                                      | SC 124R - Stn 208+00 - 217+75 Grading / Paving / Misc       | 10                | 15-Dec-25 | 29-Dec-25 |
| <b>US 123 over Georges Creek - Phase 3</b> |   |                   |           |           |
| C7020                                      | Demolish Bridge   | 25                | 06-Apr-26 | 08-May-26 |
| C7030                                      | Preliminary Grading / Access                                | 10                | 11-May-26 | 22-May-26 |
| C7040                                      | Substructure  | 65                | 25-May-26 | 21-Aug-26 |
| C7050                                      | Superstructure  | 70                | 24-Aug-26 | 27-Nov-26 |
| C7060                                      | Closure   | 10                | 30-Nov-26 | 11-Dec-26 |
| C7070                                      | Approach Slabs  | 10                | 14-Dec-26 | 25-Dec-26 |
| C7080                                      | Grading, Drainage, Paving (Base/Binder)                     | 15                | 14-Dec-26 | 01-Jan-27 |
| C7090                                      | Parapet / Profilegraph / Grooving / Shoulders               | 10                | 04-Jan-27 | 15-Jan-27 |
| C7100                                      | Misc. Items (Temp. Anchor Barrier, Etc)                     | 5                 | 18-Jan-27 | 22-Jan-27 |
| C7110                                      | Temp Signal Flash Period                                    | 10                | 04-Jan-27 | 15-Jan-27 |
| C7120                                      | Install Permanent Signage                                   | 2                 | 21-Jan-27 | 22-Jan-27 |
| C7130                                      | Traffic Shift 3 - Wedging, Striping                         | 10                | 25-Jan-27 | 05-Feb-27 |
| C9510                                      | SC 124R - Stn 205+00 - 208+00 Wedging Tie-In / Shoulders    | 5                 | 06-Apr-26 | 10-Apr-26 |
| C9520                                      | SC 124R - Stn 217+75 US-123 Phase 3 Tie-In                  | 5                 | 13-Apr-26 | 17-Apr-26 |
| C9530                                      | SC 124R - Misc. Items (Guardrail / Temp. Signals (Covered)) | 5                 | 20-Apr-26 | 24-Apr-26 |
| <b>US 123 over Georges Creek - Phase 4</b> |   |                   |           |           |
| C8010                                      | Reclaim Grass Median / Construct Concrete Median            | 10                | 08-Feb-27 | 19-Feb-27 |
| C8020                                      | Activate Signals at SC-124/US-123                           | 1                 | 22-Feb-27 | 22-Feb-27 |
| C8030                                      | Final Paving / Driveways                                    | 5                 | 23-Feb-27 | 01-Mar-27 |
| C8040                                      | Waiting Period and Permanent Pavement Markings              | 9                 | 02-Mar-27 | 12-Mar-27 |
| <b>Old SC 124</b>                          |   |                   |           |           |
| C9610                                      | Demolish Bridge   | 25                | 22-Feb-27 | 26-Mar-27 |
| C9620                                      | Reclaim Existing Roadway/Crossovers/Merge Lane              | 5                 | 29-Mar-27 | 02-Apr-27 |
| C9630                                      | Construct Cul-de-sac  | 10                | 29-Mar-27 | 09-Apr-27 |
| C9635                                      | Risk Allowance for Schedule Certainty                       | 19                | 12-Apr-27 | 06-May-27 |
| C9640                                      | Final Paving / Driveways                                    | 5                 | 07-May-27 | 13-May-27 |
| C9650                                      | Waiting Period and Permanent Pavement Markings              | 10                | 14-May-27 | 27-May-27 |



## Appendix B - Required Forms, Confidential and Proprietary Information Page List



**UNITED**  
INFRASTRUCTURE GROUP, INC.



**REEVES**

A COLAS COMPANY





### 13. STIPEND AGREEMENT

#### STIPEND AGREEMENT

Project ID: 3962240

Bridge Package 16

Pickens County

THIS STIPEND AGREEMENT (the "Agreement") is made and entered into as of the 1 day of May, 2023 by and between the SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION (hereinafter "SCDOT"), and United Reeves Joint Venture ("Proposer"), with reference to the following facts:

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

NOW, THEREFORE, Proposer hereby agrees as follows:

#### 1. Work Product.

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

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

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

#### 2. Compensation and Payment.

2.1 A stipend to Proposer for the Work Product described herein shall be \$70,000.00 and is payable to Proposer that was determined to be responsible and (1) submitted a responsive Technical Proposal and responsive Cost Proposal to the RFP which is not selected for award of this Project, or (2) was awarded the Contract but the Contract was terminated by SCDOT for convenience after the Submittal of Proposal Due Date (See Final RFP Milestone schedule) but prior to the Notice to Proceed #1. Responsibility of Proposers and responsiveness of the Technical Proposal and Cost Proposal will be determined by SCDOT as a condition of payment.

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

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



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

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

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

### **3. Indemnities.**

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

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

### **4. Compliance With Laws.**

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

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

### **5. Assignment.**

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

### **6. Miscellaneous.**

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

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

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

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



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

Witness:

\_\_\_\_\_

Recommended:

\_\_\_\_\_  
Michael Pitts  
Alternative Delivery Program Manager

Witness:

\_\_\_\_\_

\_\_\_\_\_

SOUTH CAROLINA DEPARTMENT  
OF TRANSPORTATION

By: \_\_\_\_\_  
Jac Mattox  
Alternative Delivery Engineer

Proposer

United Reeves Joint Venture  
Name of Proposer

By: 

Its: EVP & Chief Business Officer



## 12. STIPEND ACKNOWLEDGEMENT FORM

### Stipend Acknowledgement Form

#### Bridge Package 16 Pickens County

Proposer: United Reeves Joint Venture

ADDRESS: 5562 Pendergrass Blvd., Great Falls, SC 29055

The undersigned Proposer, hereby:

☐

Waives the stipend for this Project.

☒

Accepts the stipend for this Project.

By accepting the stipend for this Project, Proposer agrees:

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

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

May 1, 2023  
Date

David Michael Grey  
Proposer

David Michael Grey  
Print Name



## 11. EQUAL EMPLOYMENT OPPORTUNITY CERTIFICATION

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

Select the Certification that applies to the PROPOSER:

Certification (1) ☒

or

Certification (2) ☐

Select the appropriate responses in the applicable Certification:

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

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

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

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

OR

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

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

Executed on May 1, 20 23.

Signed:

Rain Michael Dyer  
(Officer/PROPOSER)

Title: Chief Business Officer & EVP

Company: United Infrastructure Group, Inc.

Address: 5562 Pendergrass Blvd., Great Falls, SC 29055

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

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

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



## 11. EQUAL EMPLOYMENT OPPORTUNITY CERTIFICATION

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

Select the Certification that applies to the PROPOSER:

Certification (1) ☒

or

Certification (2) ☐

Select the appropriate responses in the applicable Certification:

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

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

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

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

OR

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

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

Executed on 4/26, 2023.

Signed: *Clint D...*

(Officer/PROPOSER)

Title: Vice President

Company: Reeves Construction Company

Address: 248 Plemons Rd.

Duncan, SC 29334

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

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

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## 10. NON-COLLUSION CERTIFICATION

### NON-COLLUSION CERTIFICATION

Project ID: 3962240

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

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

Executed on May 1, 2023  
(Date)

Signed:   
(Officer/Proposer)

Chief Business officer + EVP  
(Title)

5562 Pendergass Blvd.,  
(Address)

Great Falls, SC 29055



## 10. NON-COLLUSION CERTIFICATION

### NON-COLLUSION CERTIFICATION

**Project ID: 3962240**

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

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

Executed on 4-26-23  
(Date)

Signed: Chad J. Duncan  
(Officer/Proposer)

Vice President  
(Title)

248 Plemmons Rd.  
(Address)

Duncan, SC 29334





South Carolina  
Department of Transportation

**NOTICE OF RECEIPT**  
**Bridge Package 16**  
**Design-Build – Contract ID 3962240**  
**Pickens County**

**Addendum 1**

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

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

**Confirmation Statement:**

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

David Michael Grey  
PROPOSER's Signature

May 1, 2023  
Date

David Michael Grey  
Printed Name

For: United Reeves Joint Venture  
Design-Build Team Name







South Carolina  
Department of Transportation

**NOTICE OF RECEIPT**  
**Bridge Package 16**  
**Design-Build – Contract ID 3962240**  
**Pickens County**

**Addendum 2**

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

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

**Confirmation Statement:**

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

David Michael Grey  
PROPOSER's Signature

May 1, 2023  
Date

David Michael Grey  
Printed Name

For: United Reeves Joint Venture  
Design-Build Team Name







South Carolina  
Department of Transportation

## NOTICE OF RECEIPT

Bridge Package 16  
Design-Build – Contract ID 3962240  
Pickens County

### Addendum 3

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

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

#### Confirmation Statement:

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

David Michael Grey  
PROPOSER's Signature

May 1, 2023  
Date

David Michael Grey  
Printed Name

For: United Reeves Joint Venture  
Design-Build Team Name







South Carolina  
Department of Transportation

## NOTICE OF RECEIPT

Bridge Package 16  
Design-Build – Contract ID 3962240  
Pickens County

### Addendum 4

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

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

#### Confirmation Statement:

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

David Michael Grey  
PROPOSER's Signature

May 1, 2023  
Date

David Michael Grey  
Printed Name

For: United Reeves Joint Venture  
Design-Build Team Name

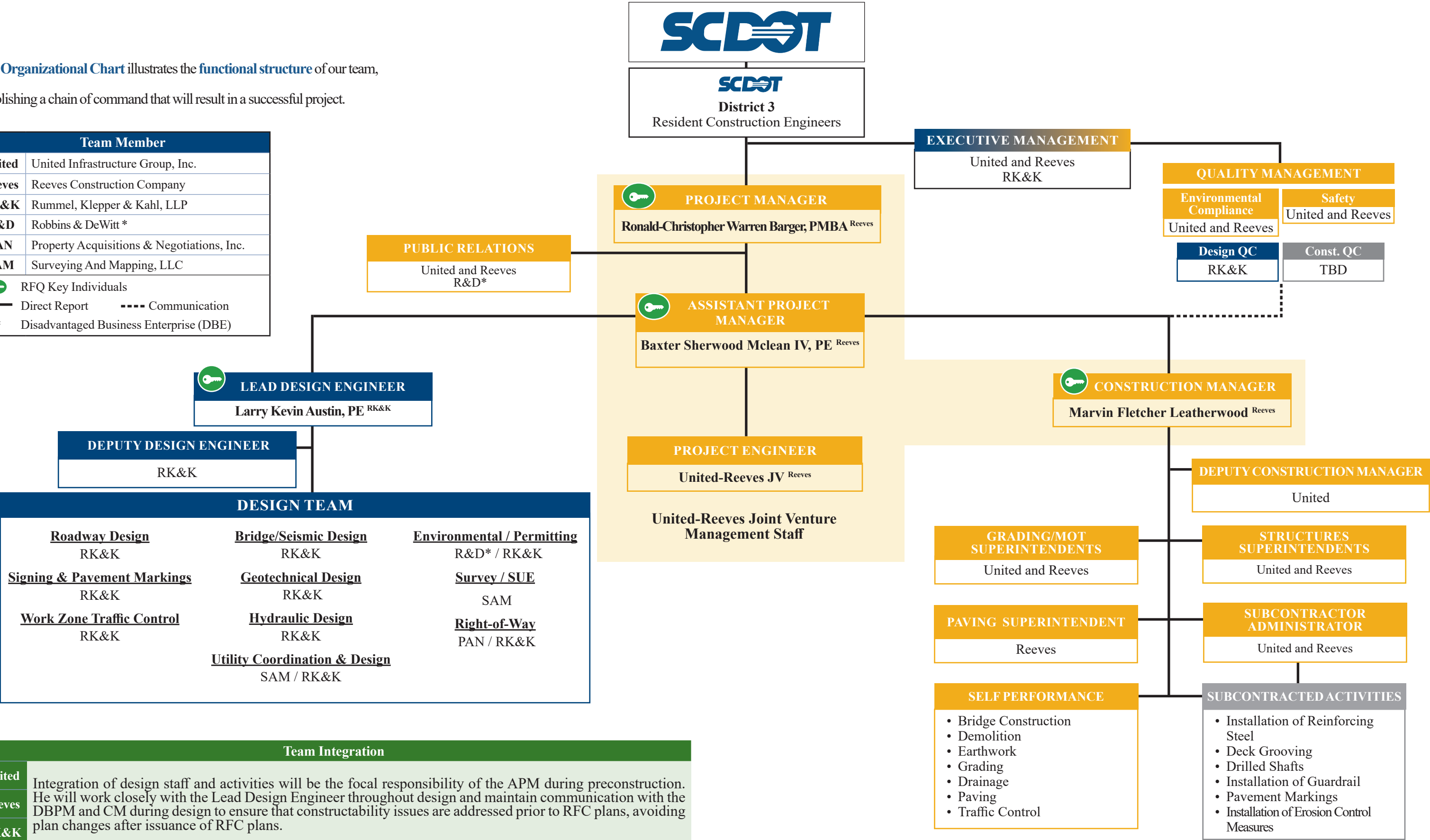






This **Organizational Chart** illustrates the **functional structure** of our team, establishing a chain of command that will result in a successful project.

| Team Member                               |  |
|---|--|
| United                                    | United Infrastructure Group, Inc.          |
| Reeves                                    | Reeves Construction Company                |
| RK&K                                      | Rummel, Klepper & Kahl, LLP                |
| R&D                                       | Robbins & DeWitt *                         |
| PAN                                       | Property Acquisitions & Negotiations, Inc. |
| SAM                                       | Surveying And Mapping, LLC                 |
| RFQ Key Individuals                       |  |
| — Direct Report    - - - - Communication  |  |
| * Disadvantaged Business Enterprise (DBE) |  |



| Team Integration |   |
|------------------|---|
| United           | Integration of design staff and activities will be the focal responsibility of the APM during preconstruction. He will work closely with the Lead Design Engineer throughout design and maintain communication with the DBPM and CM during design to ensure that constructability issues are addressed prior to RFC plans, avoiding plan changes after issuance of RFC plans. |
| Reeves           |   |
| RK&K             |   |





A COLAS COMPANY

April 26, 2023

Carmen Wright  
Office of Project Delivery  
South Carolina Department of Transportation  
955 Park Street, Room 101  
Columbia, South Carolina 29201

RE: Bridge Package 16  
Contract ID 3962240, Pickens County, South Carolina

Dear Ms. Wright:

I, C. Robert Loar, in my capacity as Vice President of Reeves Construction Company, affirm that the Key Individuals represented in our Project Organization Chart in our SOQ for the referenced project shall be available to construct the Bridge Package 16 Design-Build Project, barring any unforeseen circumstances, as required in the RFP at the earliest of the times and durations identified in the RFQ and RFP, until expiration of the Warranty Period, or such earlier date as the Contract is terminated.

Respectfully Submitted,

C. Robert Loar  
Vice President

State of **South Carolina**  
County of **Greenville**

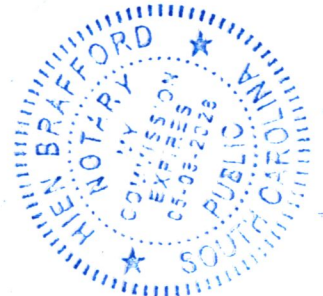
Sworn to and subscribed before me this 26<sup>th</sup> day of april, 2023, by

Hien Brafford  
(Print name of person signing Affidavit)

Hien Brafford  
Notary Public

May 8, 2028  
Commission Expires

Personally Known ☒ Or Produced Identification ☐





May 1, 2023

RE: Bridge Package 16- Design-Build Project - Contract ID 3962240

**7.f. Updated Organization Chart and Notarized Statement of Availability of Key Individuals**

This serves as a written statement that RK&K's Key Individual, Larry Kevin Austin, PE, who is identified as the Lead Design Engineer on the original organizational chart submitted with the SOQ, will be available, barring any unforeseen circumstances, at the earliest of the times and durations identified in the RFQ and RFP, until expiration of the Warranty Period, or such earlier date as the Contract is terminated or SCDOT releases, in writing, such Key Individual from this requirement.



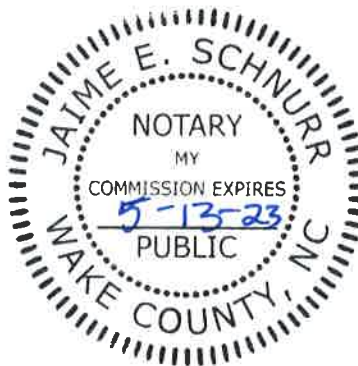
B. Keith Skinner, PE

Partner

Rummel, Klepper & Kahl, LLP

  
Notary Signature

Expiration 5-13-23







## **g. Confidential and Proprietary Information Page List**

United Infrastructure Group-Reeves Construction Company-Joint Venture (United-Reeves JV) (Contractor) and Rummel, Klepper & Kahl, LLP (RK&K) (Lead Designer) have identified several items that we consider confidential and proprietary information. Per Section 4.4 of the RFP, the following is a list of page numbers that contain confidential and/or proprietary information.

### Technical Proposal Narrative

- Pages 9-10

### Appendix B - Required Forms

- United-Reeves JV Teaming Agreement
- Quality Credit Matrix

As we have designated a portion of our Proposal as “Confidential,” we have submitted one complete copy of our Proposal from which the designated “Confidential” information has been redacted, i.e. the redacted copy. The redacted copy reflects the same pagination as the original, shows the empty space from which information was redacted, and has been submitted electronically. Except for the information concealed, the redacted copy is identical to its original Proposal, and the SCDOT POC is able to view, search, copy and print the redacted copy.





Columbia, South Carolina

**SOUTH CAROLINA DEPARTMENT  
OF  
TRANSPORTATION**

**PRIME CONTRACTOR**

**PREQUALIFICATION CERTIFICATE**

This Certifies that your company has complied with the rules and regulations of the Department and the State of South Carolina, and subject to the rules and regulations for a prime contractor, is declared eligible to submit a bid and be awarded any construction contract issued by the Department, subject to obtaining proper bonds and insurance acceptable to the Department and complying with all other statutory and contract requirements.

ALL BIDS SUBMITTED TO THE DEPARTMENT MUST BE IN THE NAME AS SHOWN BELOW.

**UNITED INFRASTRUCTURE GROUP-REEVES CONSTRUCTION COMPANY JV**

**Vendor ID: 1UN040**

**Issued : January 11, 2023**

**Expires: December 31, 2023**

**Approved By:**

  
**Prequalification Coordinator**





Columbia, South Carolina

**SOUTH CAROLINA DEPARTMENT  
OF  
TRANSPORTATION**

**PRIME CONTRACTOR**

**PREQUALIFICATION CERTIFICATE**

This Certifies that your company has complied with the rules and regulations of the Department and the State of South Carolina, and subject to the rules and regulations for a prime contractor, is declared eligible to submit a bid and be awarded any construction contract issued by the Department, subject to obtaining proper bonds and insurance acceptable to the Department and complying with all other statutory and contract requirements.

ALL BIDS SUBMITTED TO THE DEPARTMENT MUST BE IN THE NAME AS SHOWN BELOW.

**REEVES CONSTRUCTION COMPANY**

**Vendor ID: 1RE005**

**Issued : June 14, 2022**

**Expires: June 30, 2023**

**Approved By:**

A handwritten signature in blue ink, appearing to read "Maria A. Sautto", is written over a horizontal line.

**Prequalification Coordinator**





Columbia, South Carolina

**SOUTH CAROLINA DEPARTMENT  
OF  
TRANSPORTATION**

**PRIME CONTRACTOR**

**PREQUALIFICATION CERTIFICATE**

This Certifies that your company has complied with the rules and regulations of the Department and the State of South Carolina, and subject to the rules and regulations for a prime contractor, is declared eligible to submit a bid and be awarded any construction contract issued by the Department, subject to obtaining proper bonds and insurance acceptable to the Department and complying with all other statutory and contract requirements.

ALL BIDS SUBMITTED TO THE DEPARTMENT MUST BE IN THE NAME AS SHOWN BELOW.

**UNITED INFRASTRUCTURE GROUP, INC.**

**Vendor ID: 1UN002**

**Issued : December 13, 2022**

**Expires: December 31, 2023**

**Approved By:** Maria G. Duroso  
**Prequalification Coordinator**



























## Appendix C - Approved Formal ATCs being incorporated into the Proposer's Cost Proposal



**UNITED**  
INFRASTRUCTURE GROUP, INC.



**REEVES**

A COLAS COMPANY





# Formal Alternative Technical Concepts Submittal Form

Project: Bridge Package 16

Project ID: 3962240

ATC No.: 1

Priority: High

Team: United-Reeves JV

Date: 4/10/23

## Description (required):

This ATC seeks to realign westbound SC 124 (Old Easley Highway) and tie into US 123 (Calhoun Memorial Highway) just East of the proposed US 123 bridge replacements. This ATC will also modify the existing SC 124/US 123 intersection to a traditional T-intersection and cul-de-sac SC 124 just before the west end of the existing bridge over Georges Creek. The ATC would include the demo of the existing SC 124 bridge structure and remove it from SCDOT bridge inventory.

## Usage:

Our team is proposing a relocation utilizing a 1000' radius horizontal curve that moves the existing SC 124 alignment east of the existing SC 124 bridge structure south towards US 123 location as shown in our attached conceptual plans.

## Deviations (required):

This relocation of SC 124 would deviate from the project description in the RFP for proposing the replacement of SC 124 bridge over Georges Creek. This ATC would also deviate from the US 123 Bridge Typical in Attachment B of the RFP by having a 12' turn lane with 3' raised median and a centerline highpoint with cross slopes going to the outside of the structure. The guardrail located in the northwest quadrant of the new US 123 / SC 124 intersection will also deviate from the RFP by being a premash installation due to the tight radius of the new guardrail.

## Justification:

Upon an in-depth review of the site along with the conceptual design provided as part of the Project Information Package, our team determined that realigning SC 124 would improve safety for the existing SC 124/US 123 intersection (included) by shifting near-all traffic to the new signalized intersection while eliminating the replacement of the existing SC 124 bridge structure over Georges Creek. This would eliminate all impacts to the commercial properties affected by shifting/staging of the proposed SC 124 bridge replacement as well as all utility impacts that include an 18" Ductile Iron Water Main, Sanitary Sewer Main, telecommunications, and power. Cultural Resources impacts to the Pickens Speedway property would also be eliminated. Included in this ATC is the Typical section, Roadway Plan and Profile, Cross sections, and Signal warrant information.

## Schedule:

Approval of this ATC will allow an 18 month (540 day) reduction to the construction schedule due to elimination of replacing the bridge. The realignment of SC 124 could be constructed simultaneous with the US 123 bridge with only a small tie in period disrupting traffic on SC 124. This tie would occur once the US 123 bridges were complete.

## Impacts:

Approval of this ATC will eliminate utility impacts, reduce property impacts from 2 to 1 tract and will not increase property acquisition due to anticipated right of way impacts. The right of way area required for the SC 124 relocation is +/- 120,000 sq. ft. which is all but equal to the right of way needed for the RFP conceptual drawings. The impacts for acquisition cost in right of way comparisons are much more significant for replacing the SC 124 bridge due to the reasons justified above.

## History:

N/A



# Formal Alternative Technical Concepts Submittal Form

Project: Bridge Package 16

Project ID: 3962240

ATC No.: 1

Priority: High

Team: United-Reeves JV

Date: 4/10/23

## Risks:

No risks to SCDOT are anticipated.

## Costs (required):

This ATC would provide a cost savings of +/- \$2,000,000 that includes eliminating a new bridge structure, utility relocations, operations and maintenance cost as described below, and right-of-way impacts as described above. SCDOT would also save over \$500,000 in ACT 36 utility relocation costs for the Powdersville Water Line.

## Quality:

No adverse impacts to quality with the implementation of this ATC.

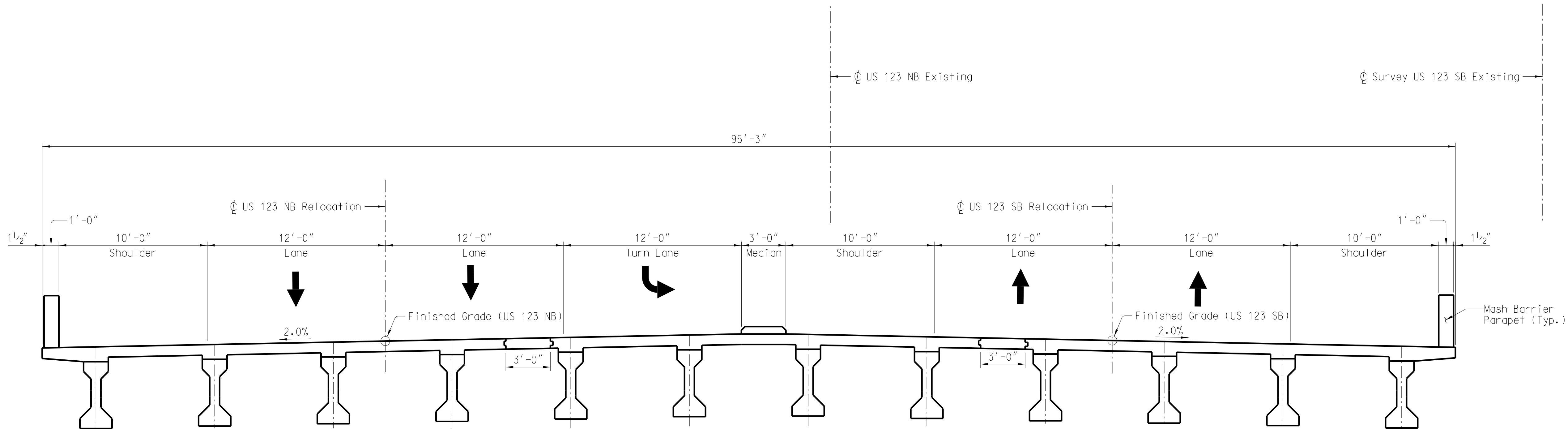
## Operations & Maintenance:

This ATC would eliminate any and all future bridge maintenance costs for the proposed SC 124 bridge structure. The anticipated inspection cost with inflation is +/- \$250,000 over 50 years and +/- \$250,000 over 50 years in potential maintenance repairs. Safety at the existing SC 124/US 123 intersection would also be greatly improved by relocating the tie-in with a 90 degree stop controlled condition. For the new SC 124/US 123 intersection, there will be additional new costs associated with signal timing and maintenance as needed.



# BRIDGE TYPICAL SECTIONS





BRIDGE TYPICAL SECTION  
US 123 OVER GEORGES CREEK  
(Looking in Direction of Stationing)

SOUTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

US 123 BRIDGE  
TYPICAL SECTION

COUNTY PickensROUTE US 123 NB & SB

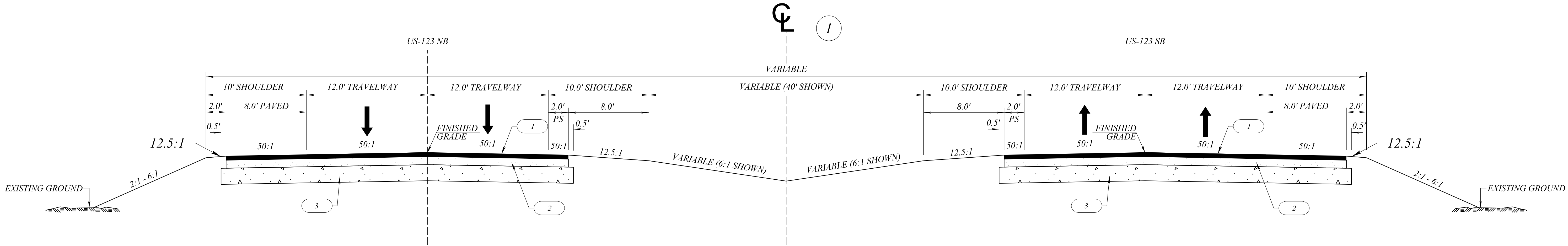
|          |      |      |  |
|----------|------|------|--|
| REV.     |      |      |  |
| REV.     |      |      |  |
| REV.     |      |      |  |
| REVIEWED |      |      |  |
| QUAN.    |      |      |  |
| DR.      |      |      |  |
| DES.     |      |      |  |
| BY       | CHK. | DATE |  |





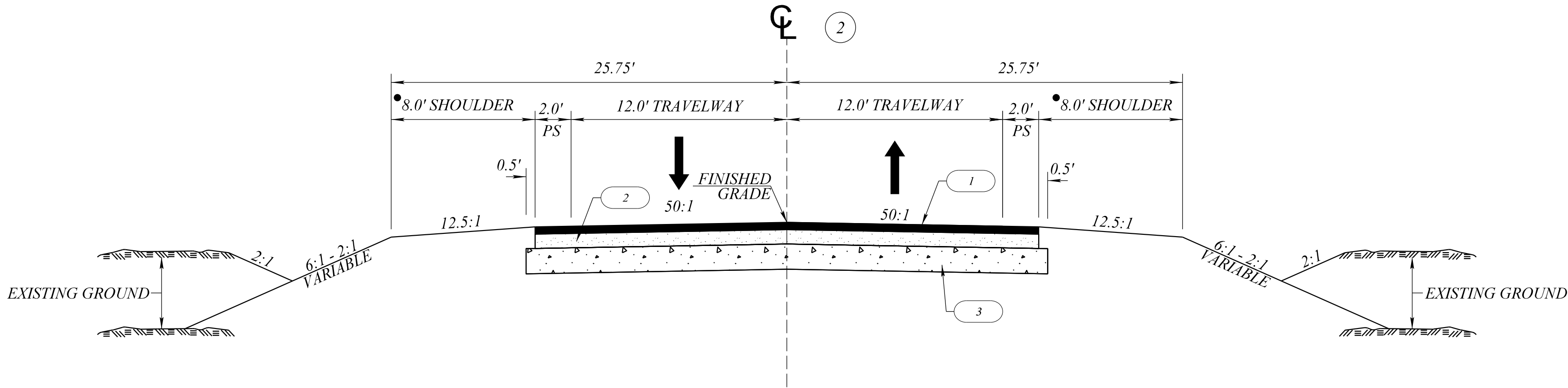
# CONCEPTUAL DESIGN





USE THIS SECTION ON:

123SBR FROM STA. 234+70.00 TO STA. 262+00.00  
123NBR FROM STA. 234+70.00 TO STA. 263+25.00



USE THIS SECTION ON:

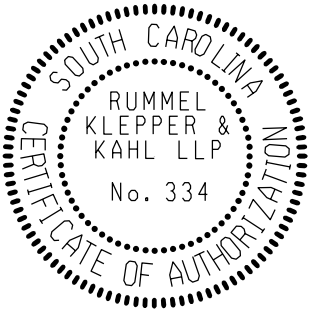
SC-124R FROM STA. 205+00.00 TO STA. 217+85.74

• ADDITIONAL 3.75' WHERE GUARDRAIL IS USED.

LEGEND

- |   |  |   |
|---|--|---|
| 1 |  | HOT MIX ASPHALT SURFACE COURSE TYPE B (200 LBS/SY)      |
| 2 |  | HOT MIX ASPHALT INTERMEDIATE COURSE TYPE B (400 LBS/SY) |
| 3 |  | HOT MIX ASPHALT BASE COURSE TYPE A (700 LBS/SY)         |

| FUNCTIONAL CLASS                  | DESIGN SPEED | FROM STA. | TO STA.   |
|-----------------------------------|--------------|-----------|-----------|
|                                   | MPH          |           |           |
| 123SBR - URBAN PRINCIPLE ARTERIAL | 55           | 234+70.00 | 266+20.00 |
| 123NBR - URBAN PRINCIPLE ARTERIAL | 55           | 234+70.00 | 263+25.00 |
| 124R - URBAN MINOR ARTERIAL       | 50           | 205+00.00 | 217+85.74 |
|                                   |              |           |           |
|                                   |              |           |           |
|                                   |              |           |           |



CONTRACTOR:  
**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC.  
A COLAS COMPANY

PREPARED BY:  
**100 years RK&K**

PREPARED FOR:  
**SCDOT**  
CONCEPTUAL PLANS

TYPICAL SECTION

SCALE: NTS





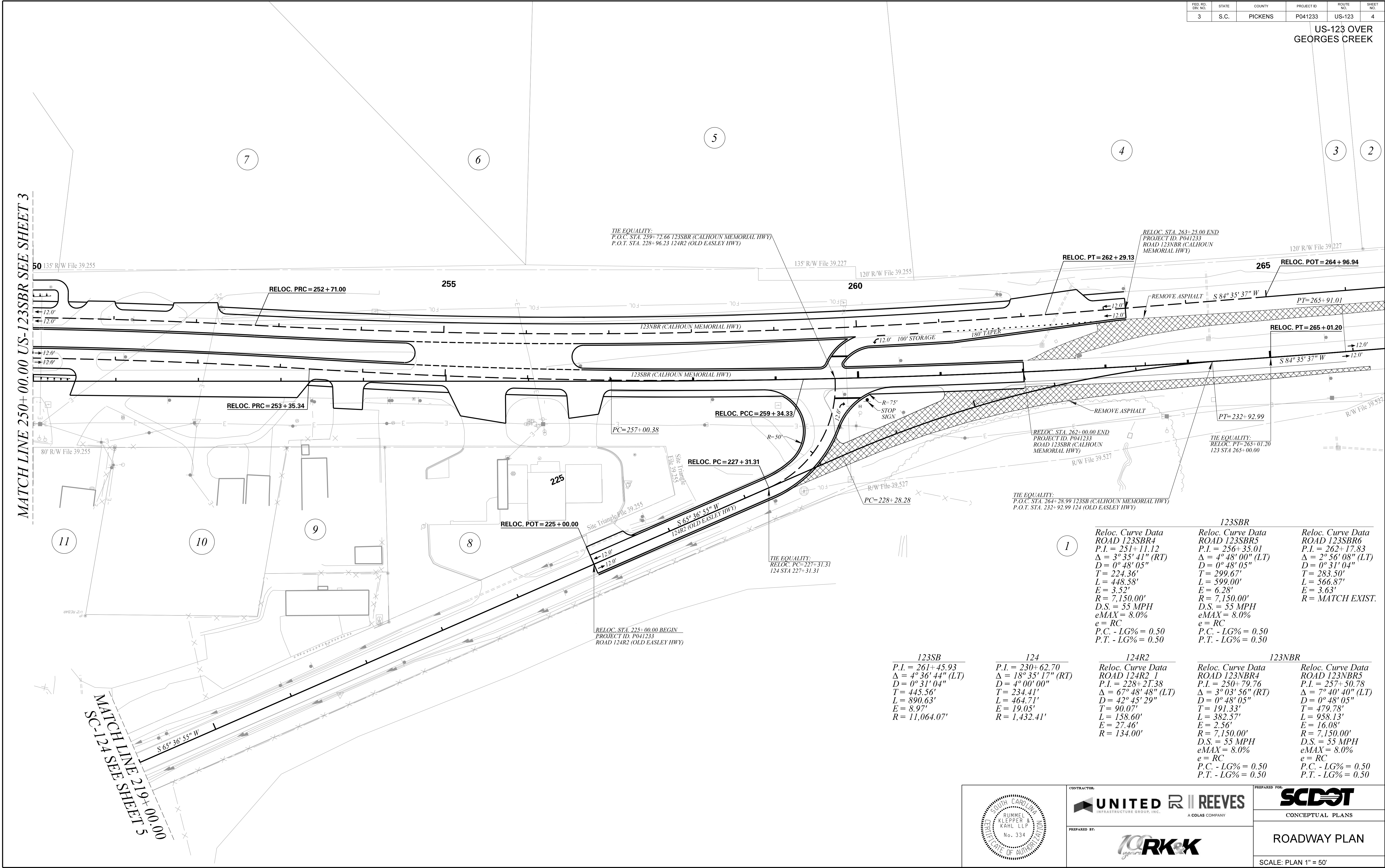


| FED. RD. DIST. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|--------------------|-------|---------|------------|-----------|-----------|
| 3                  | S.C.  | PICKENS | P041233    | US-123    | 4         |

US-123 OVER  
GEORGES CREEK

MATCH LINE 250+00.00 US-123SBR SEE SHEET 3

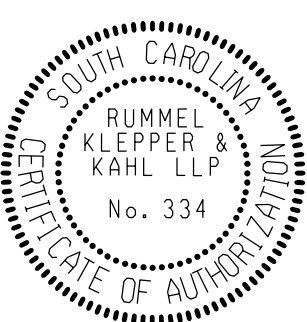
MATCH LINE 216+00.00  
SC-124 SEE SHEET 5



| Reloc. Curve Data<br>ROAD 123SBR4 | Reloc. Curve Data<br>ROAD 123NBR5 | Reloc. Curve Data<br>ROAD 123NBR6 |
|-----------------------------------|-----------------------------------|-----------------------------------|
| P.I. = 251+11.12                  | P.I. = 256+35.01                  | P.I. = 262+17.83                  |
| $\Delta = 3^\circ 35' 41''$ (RT)  | $\Delta = 4^\circ 48' 00''$ (LT)  | $\Delta = 2^\circ 56' 08''$ (LT)  |
| D = 0° 48' 05"                    | D = 0° 48' 05"                    | D = 0° 31' 04"                    |
| T = 224.36'                       | T = 299.67'                       | T = 283.50'                       |
| L = 448.58'                       | L = 599.00'                       | L = 566.87'                       |
| E = 3.52'                         | E = 6.28'                         | E = 3.63'                         |
| R = 7,150.00'                     | R = 7,150.00'                     | R = MATCH EXIST.                  |
| D.S. = 55 MPH                     | D.S. = 55 MPH                     |                                   |
| eMAX = 8.0%                       | eMAX = 8.0%                       |                                   |
| e = RC                            | e = RC                            |                                   |
| P.C. - LG% = 0.50                 | P.C. - LG% = 0.50                 |                                   |
| P.T. - LG% = 0.50                 | P.T. - LG% = 0.50                 |                                   |

| 123SB                            | 124                               |
|----------------------------------|-----------------------------------|
| P.I. = 261+45.93                 | P.I. = 230+62.70                  |
| $\Delta = 4^\circ 36' 44''$ (LT) | $\Delta = 18^\circ 35' 17''$ (RT) |
| D = 0° 31' 04"                   | D = 4° 00' 00"                    |
| T = 445.56'                      | T = 234.41'                       |
| L = 890.63'                      | L = 464.71'                       |
| E = 8.97'                        | E = 19.05'                        |
| R = 11,064.07'                   | R = 1,432.41'                     |

| 124R2                             | 123NBR                            |
|-----------------------------------|-----------------------------------|
| Reloc. Curve Data<br>ROAD 124R2 1 | Reloc. Curve Data<br>ROAD 123NBR5 |
| P.I. = 228+27.38                  | P.I. = 250+79.76                  |
| $\Delta = 67^\circ 48' 48''$ (LT) | $\Delta = 3^\circ 03' 56''$ (RT)  |
| D = 42° 45' 29"                   | D = 0° 48' 05"                    |
| T = 191.33'                       | T = 479.78'                       |
| L = 158.60'                       | L = 958.13'                       |
| E = 27.46'                        | E = 16.08'                        |
| R = 134.00'                       | R = 7,150.00'                     |
|                                   | D.S. = 55 MPH                     |
|                                   | eMAX = 8.0%                       |
|                                   | e = RC                            |
|                                   | P.C. - LG% = 0.50                 |
|                                   | P.T. - LG% = 0.50                 |



CONTRACTOR:  
**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC.  
A COLAS COMPANY

PREPARED BY:  
**100 years RK&K**

PREPARED FOR:  
**SCDOT**  
CONCEPTUAL PLANS

**ROADWAY PLAN**

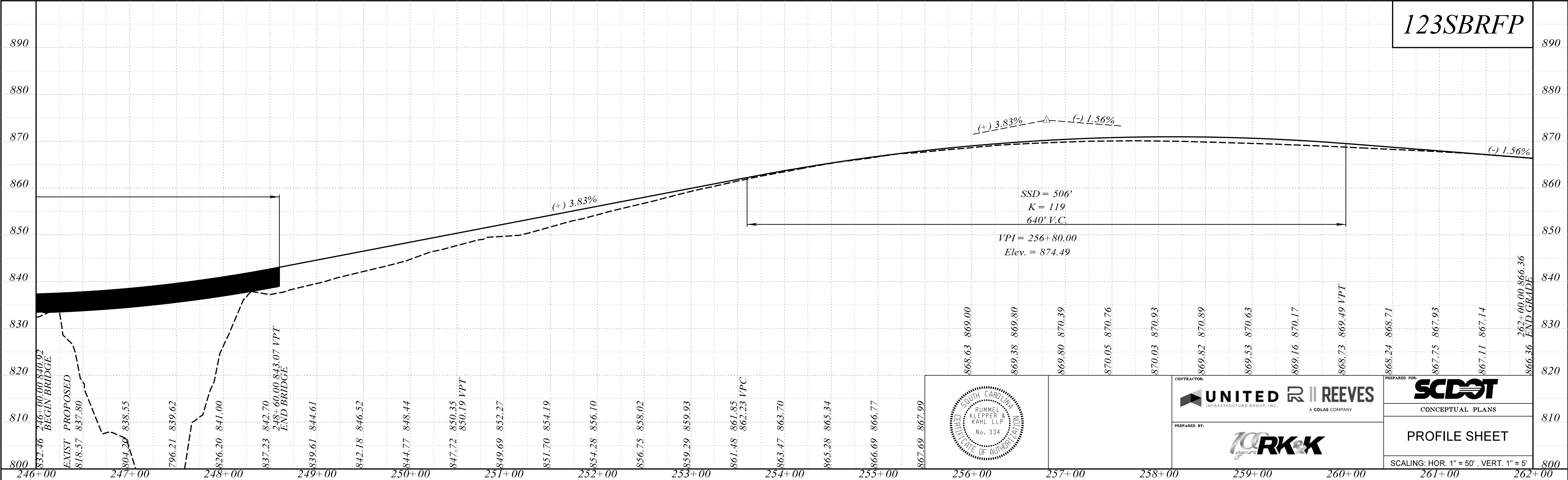
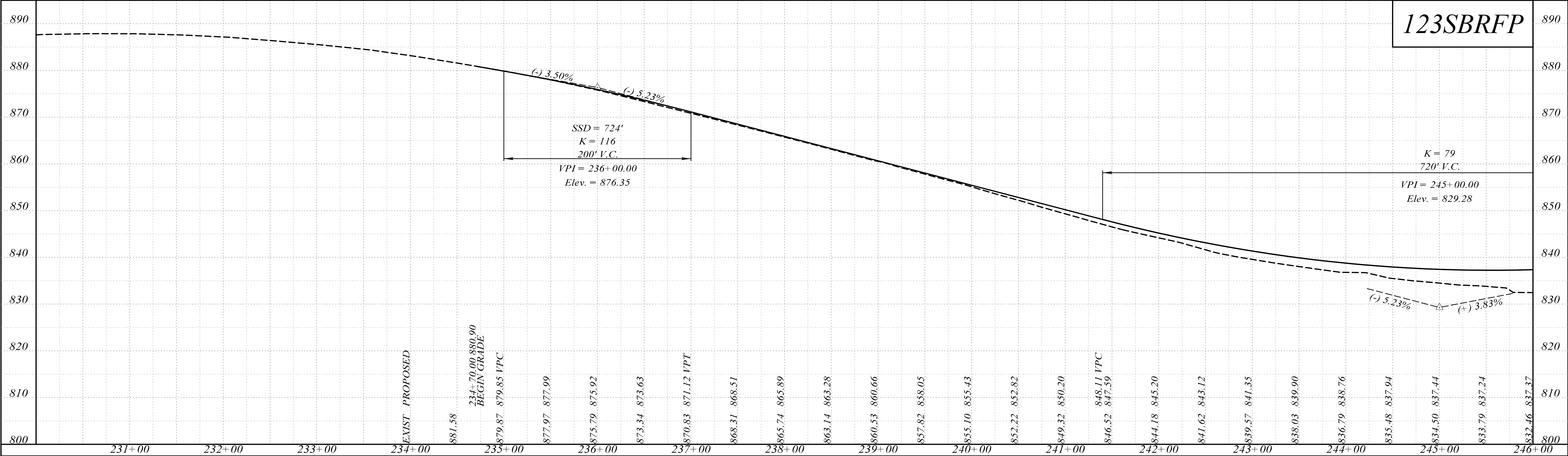
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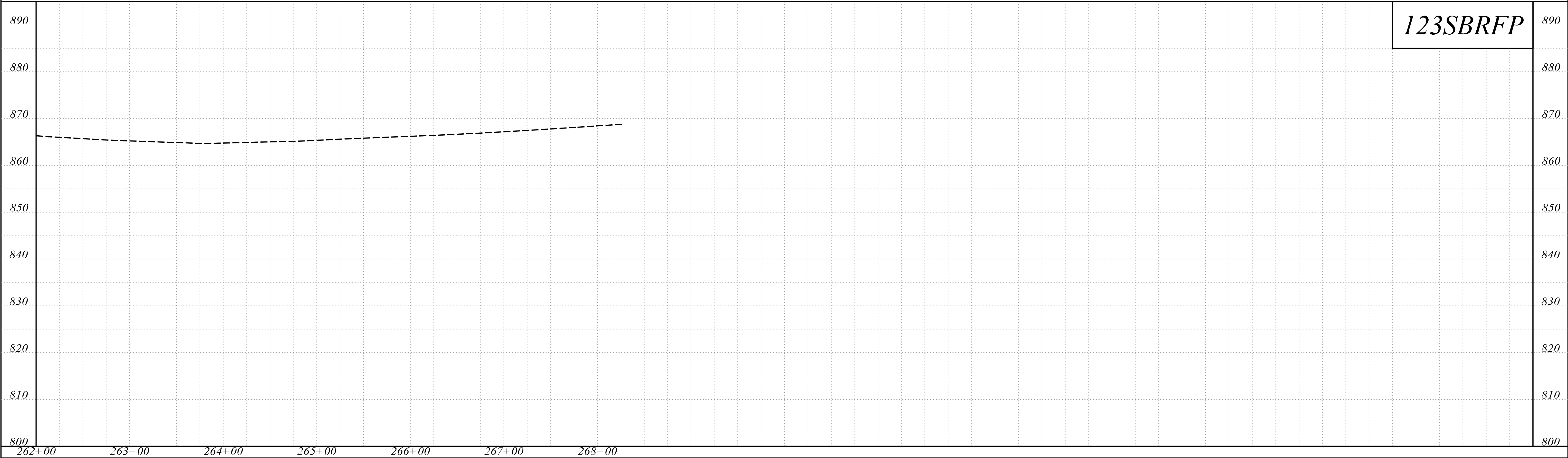
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|---------------------|-------|---------|------------|--------------|--------------|
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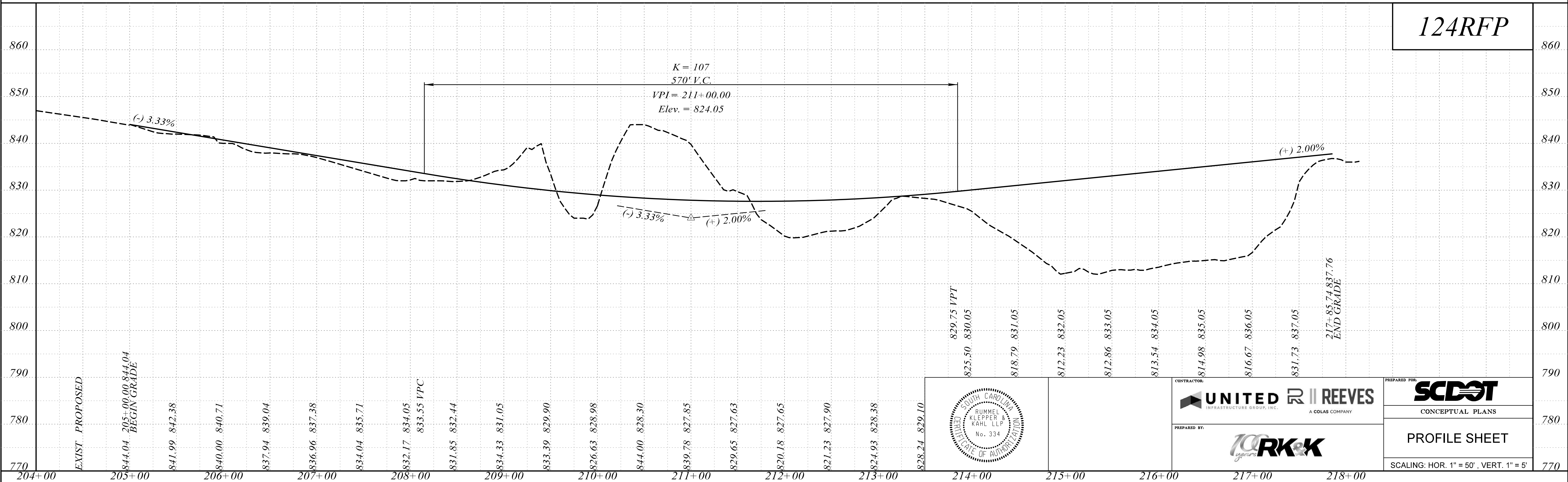


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123SBRFP



124RFP

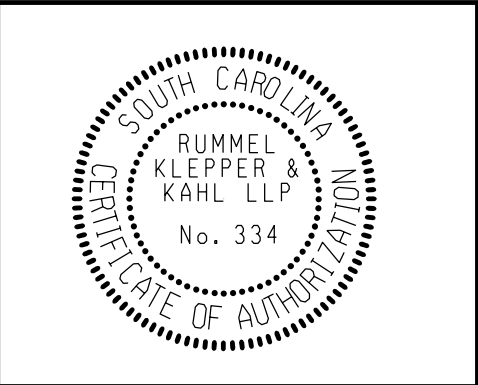








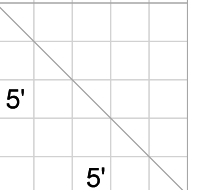
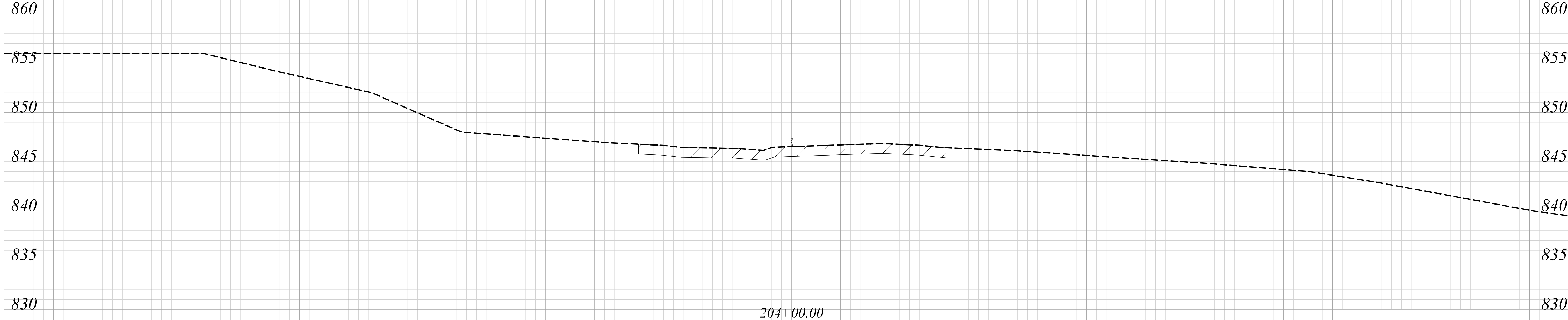
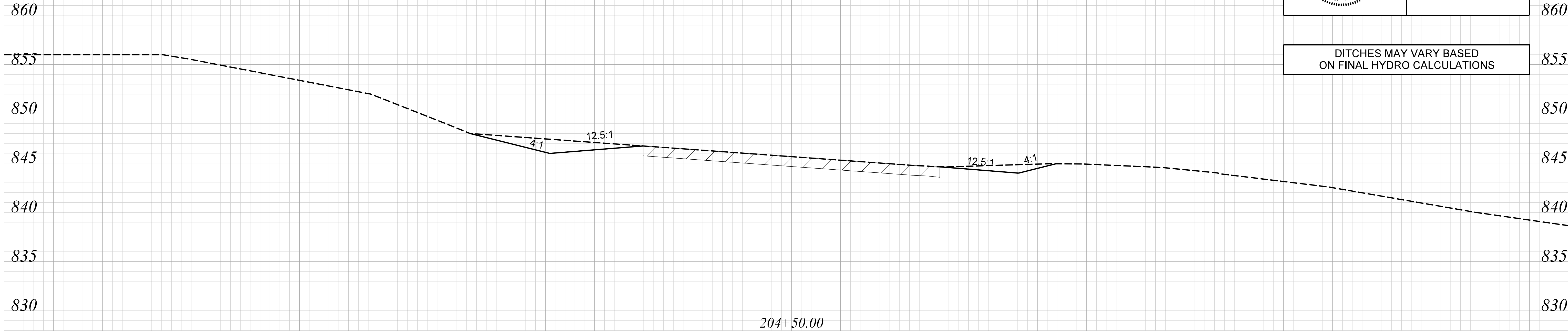
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|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | SC124     | X-1       |



DITCHES MAY VARY BASED  
ON FINAL HYDRO CALCULATIONS

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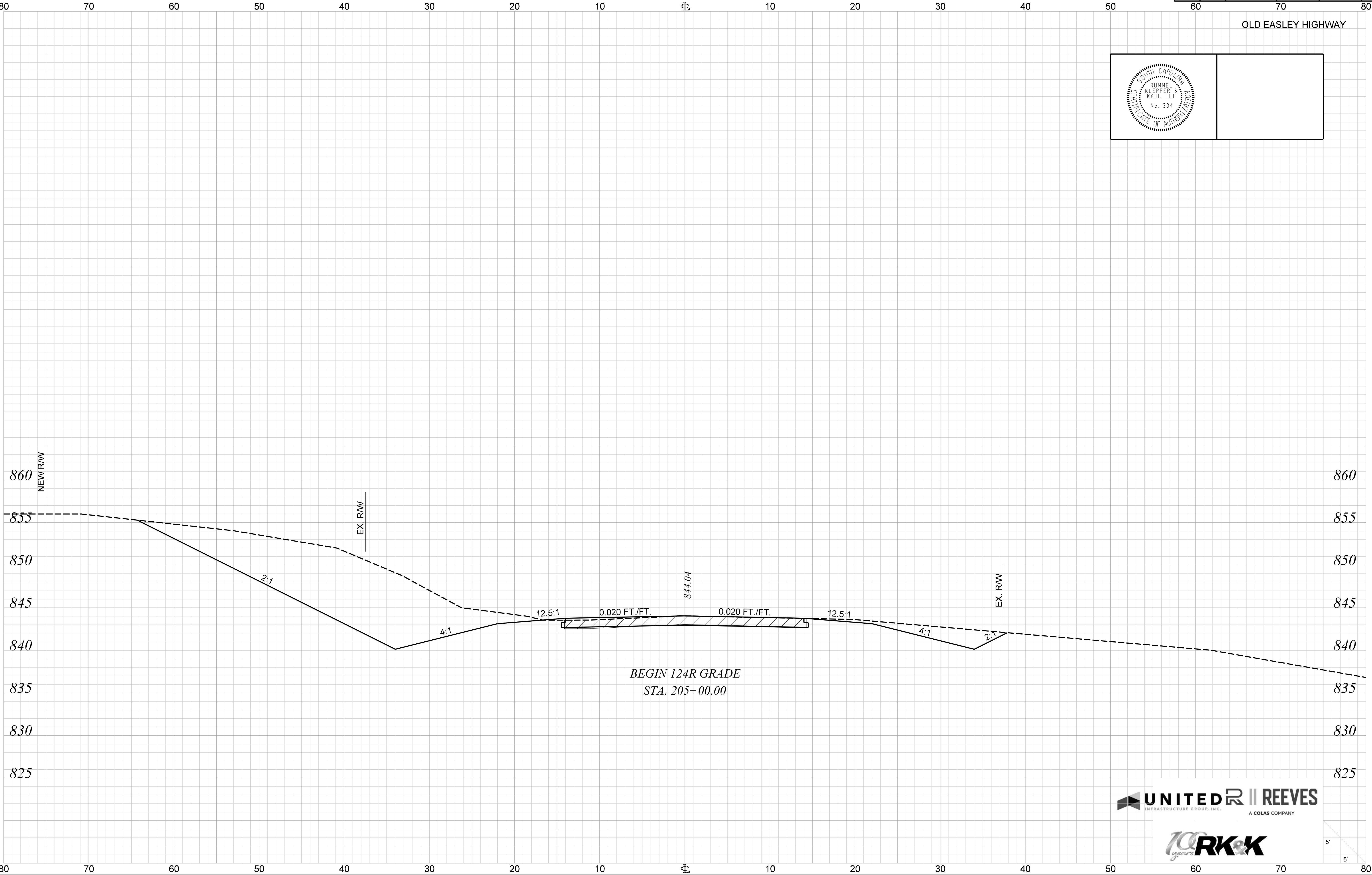
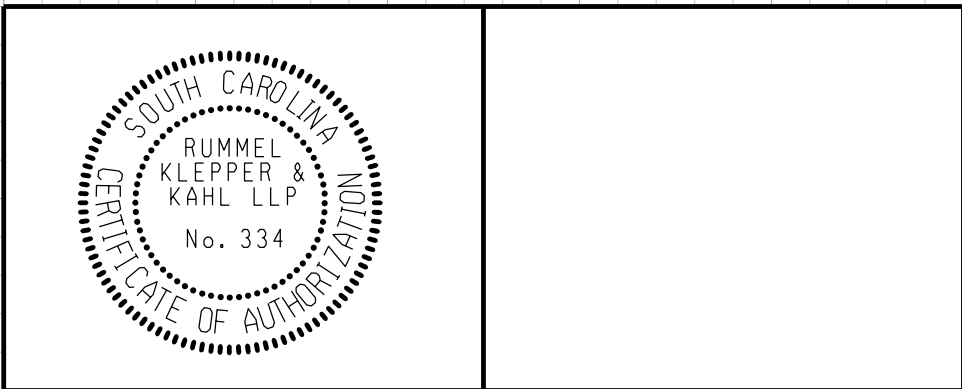
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| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
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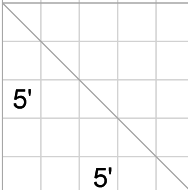
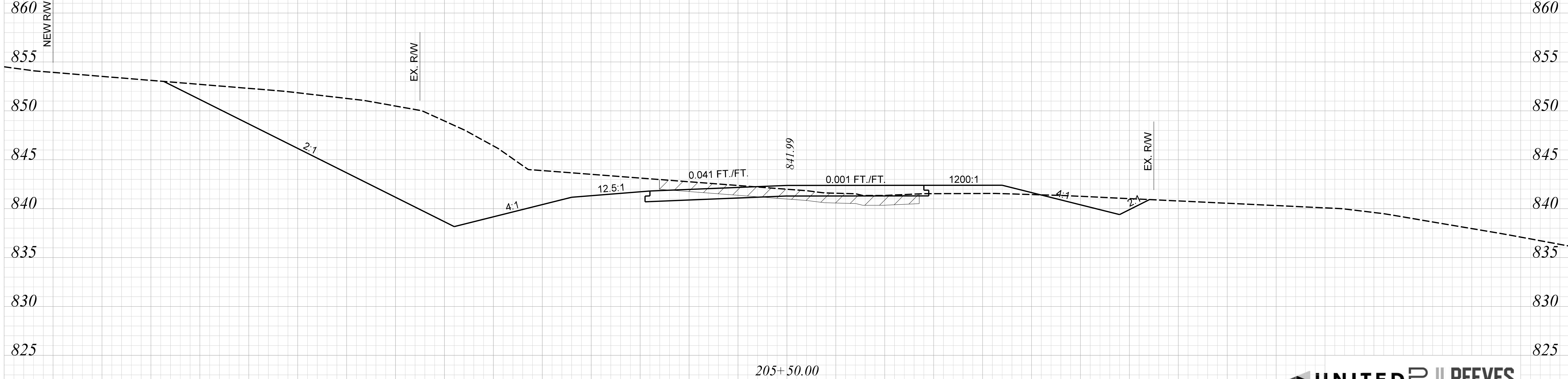
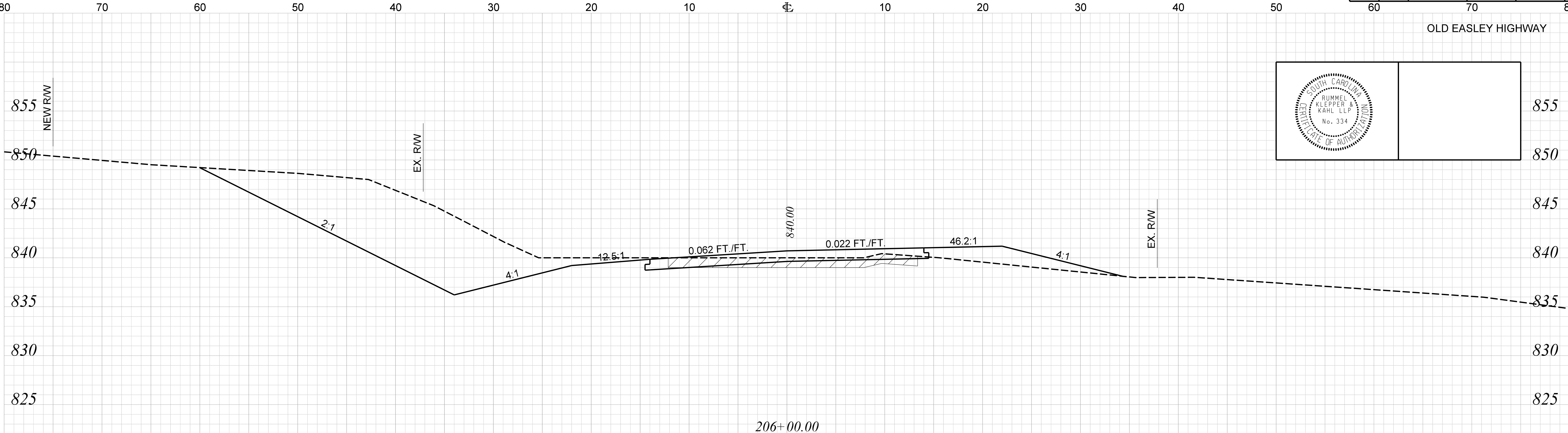
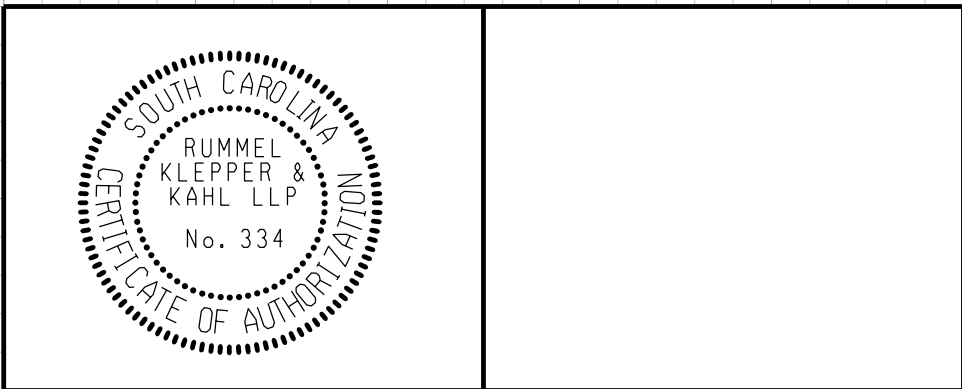
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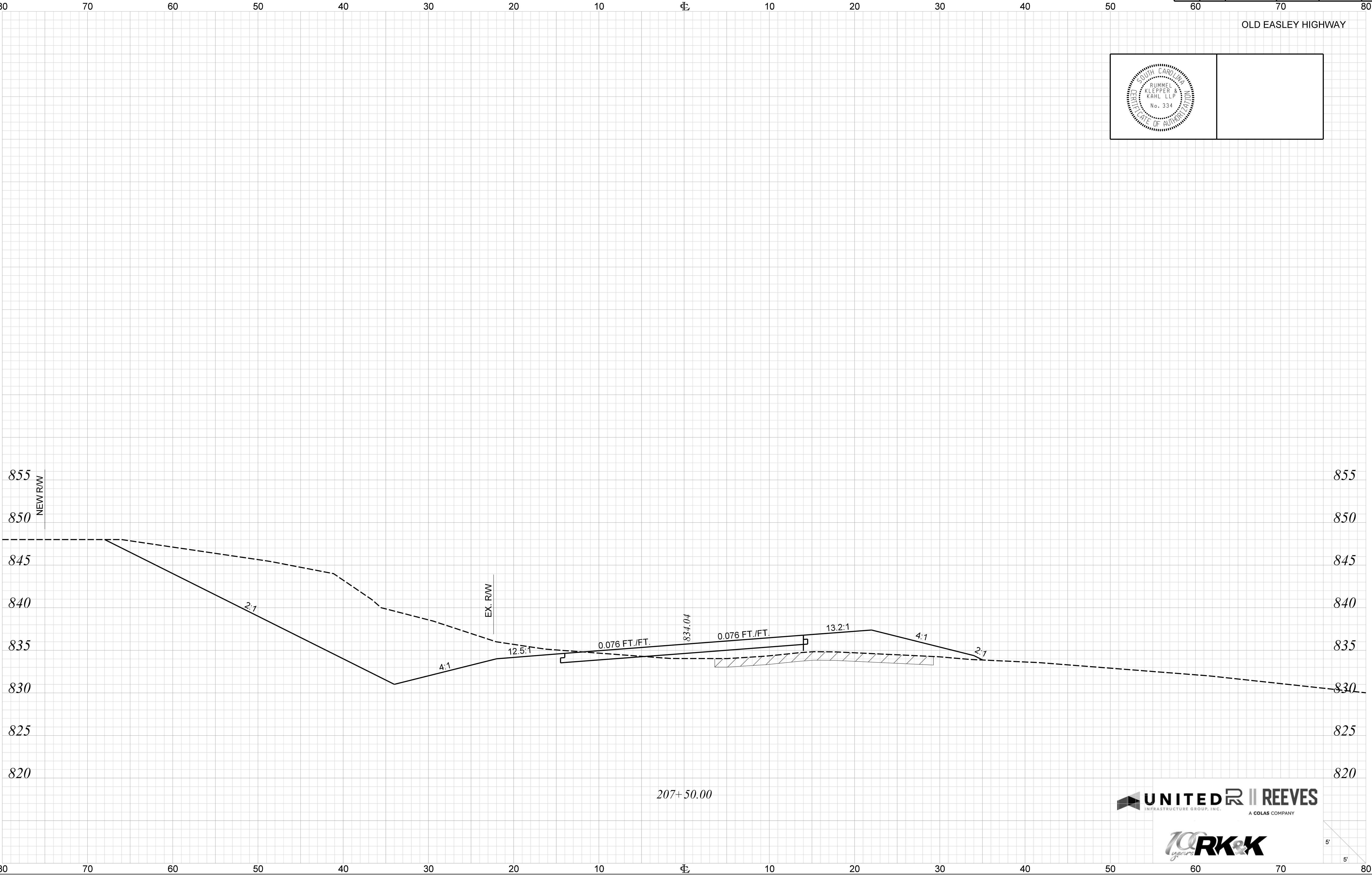
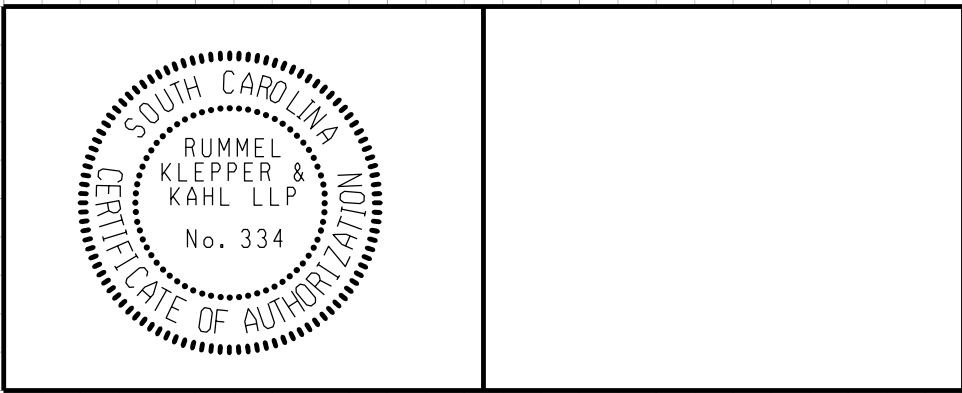






| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
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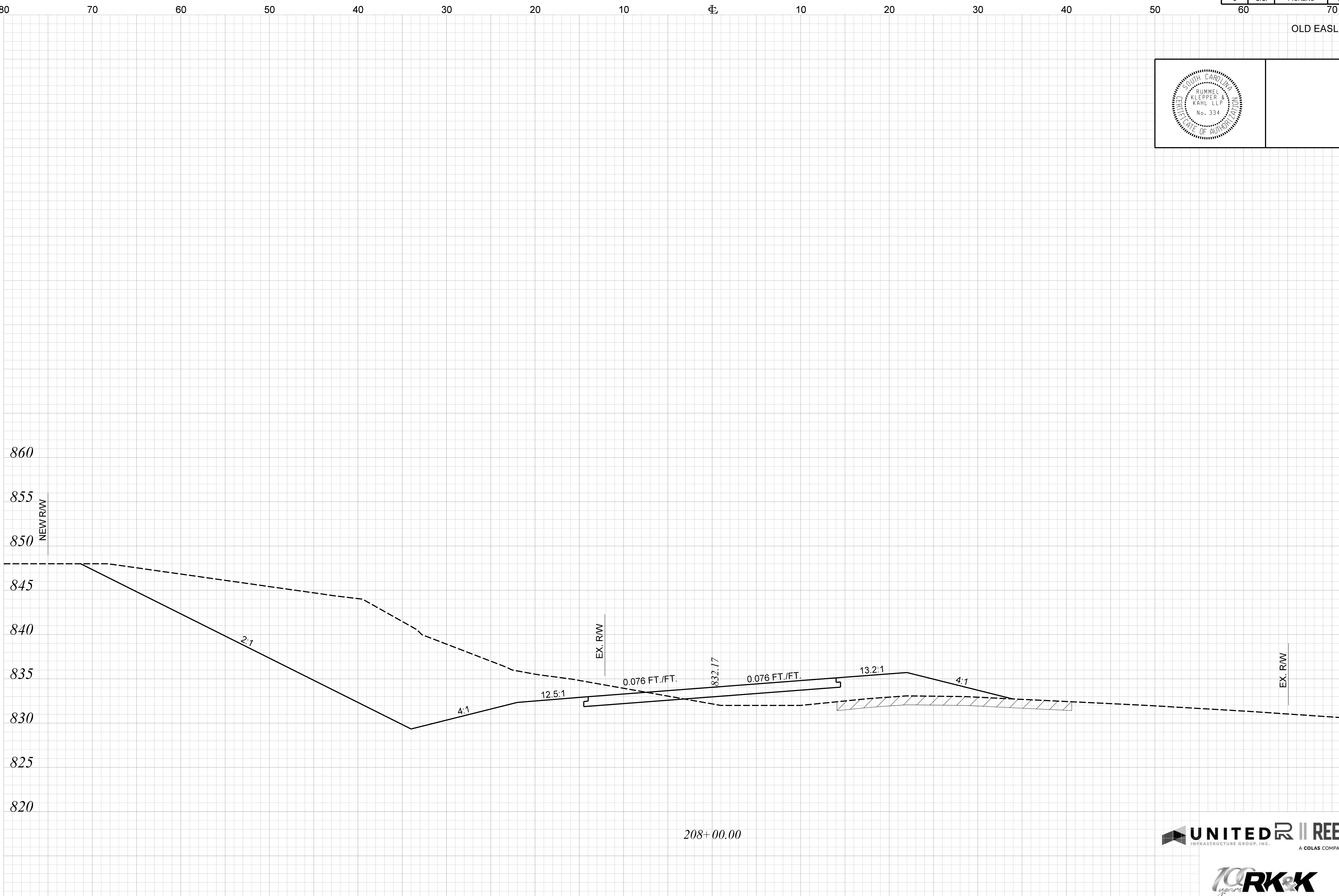
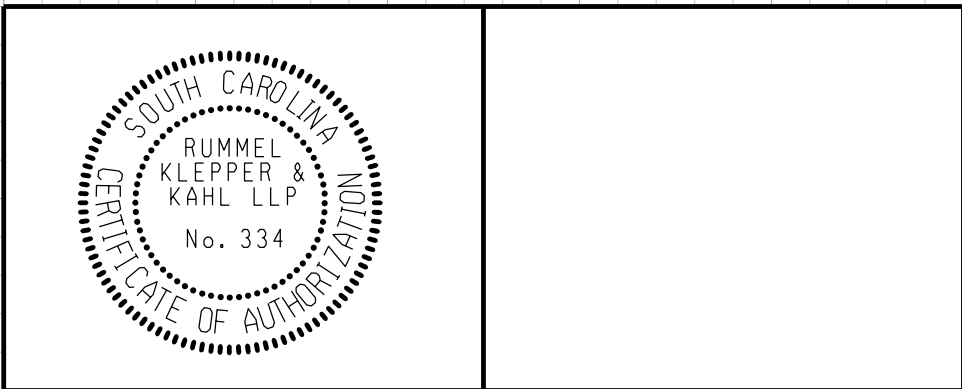
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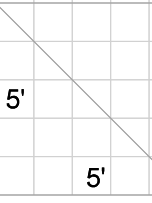
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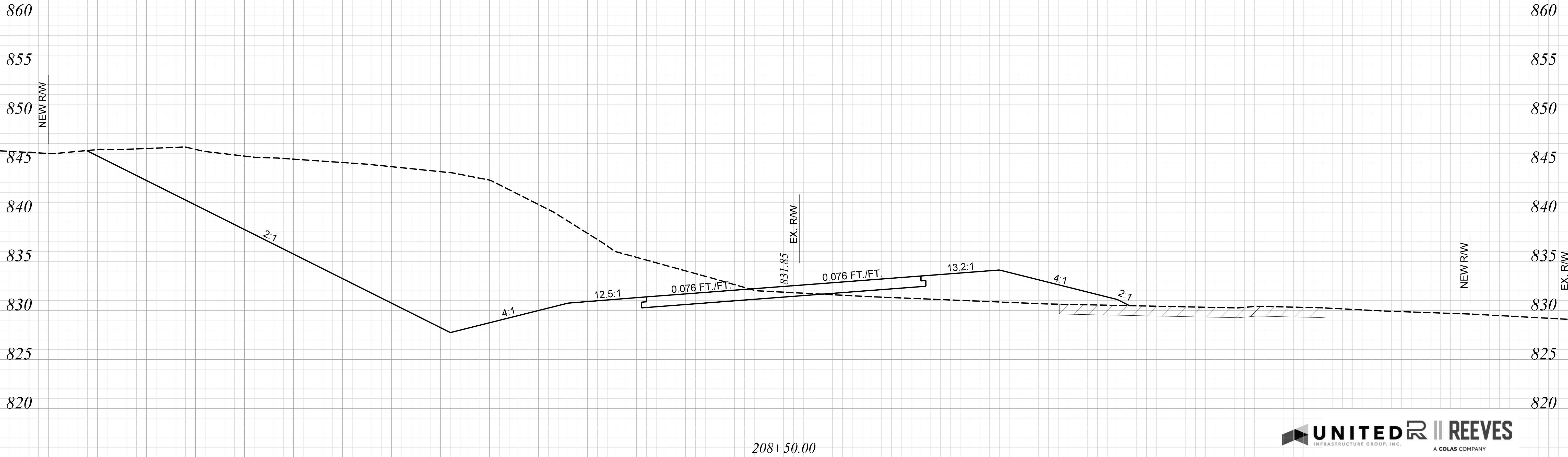
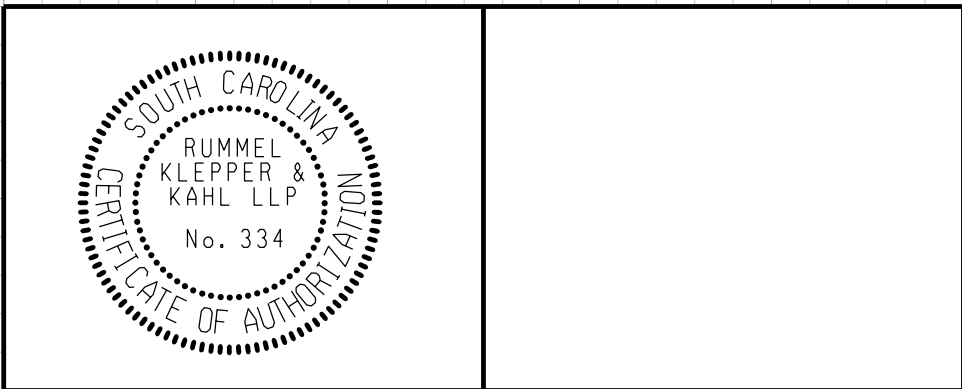
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| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
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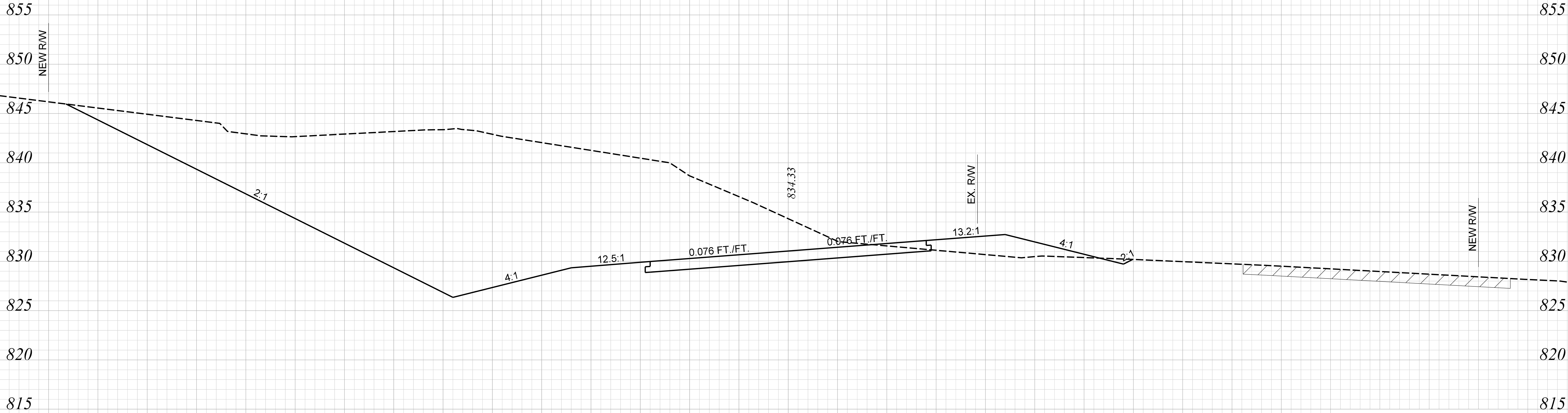
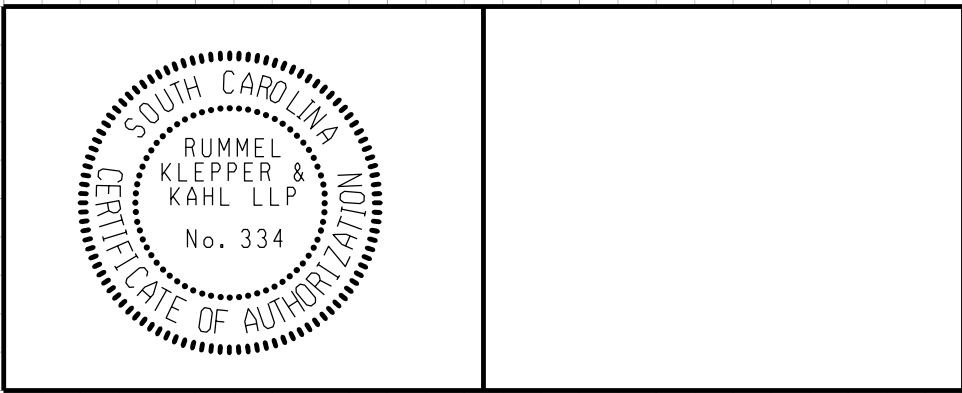
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| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
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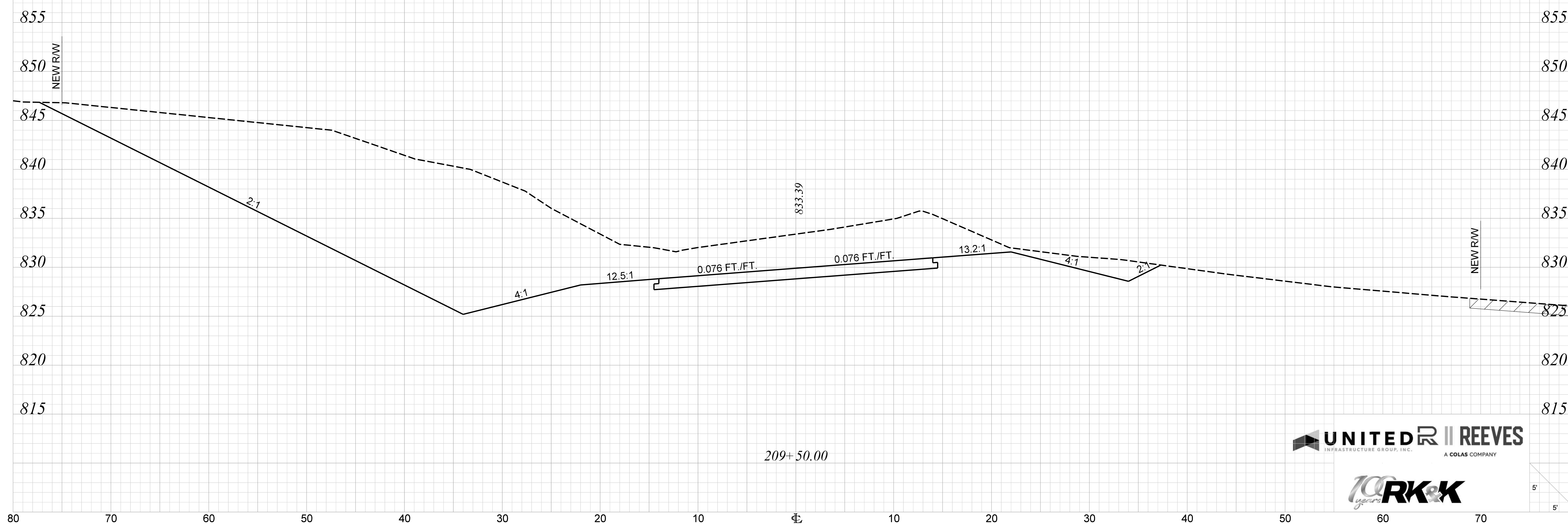
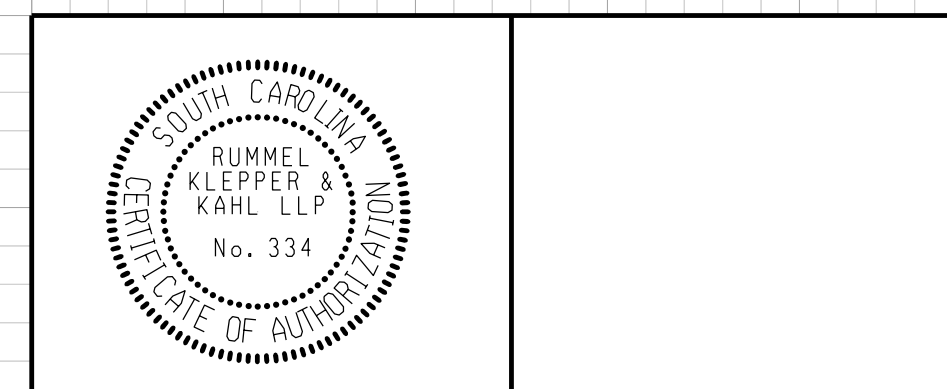
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| FED. RD.<br>DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE<br>NO. | SHEE<br>NO. |
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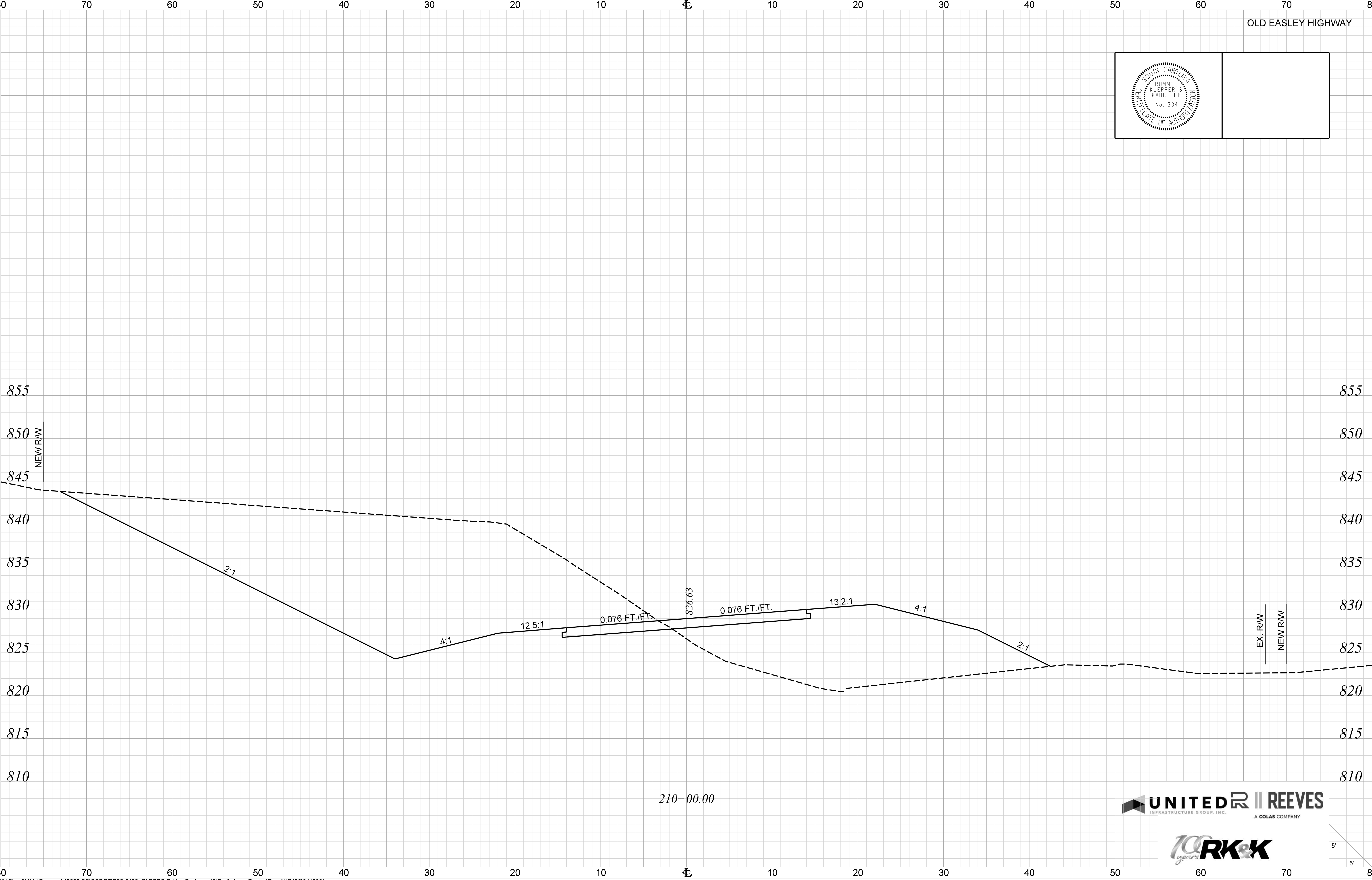
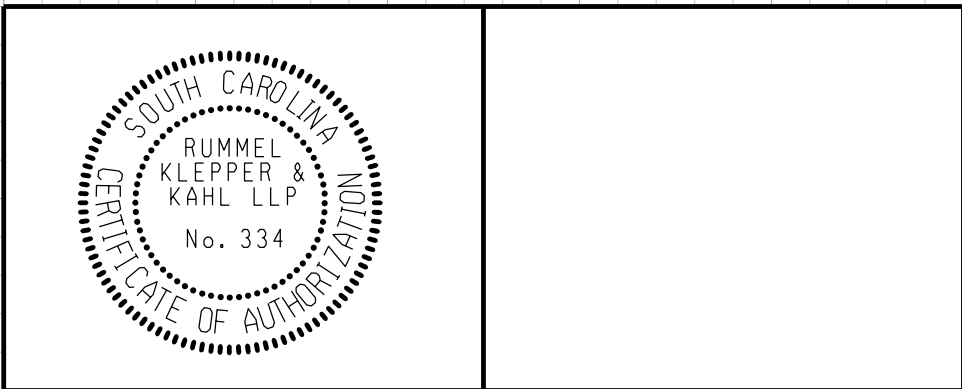
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| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
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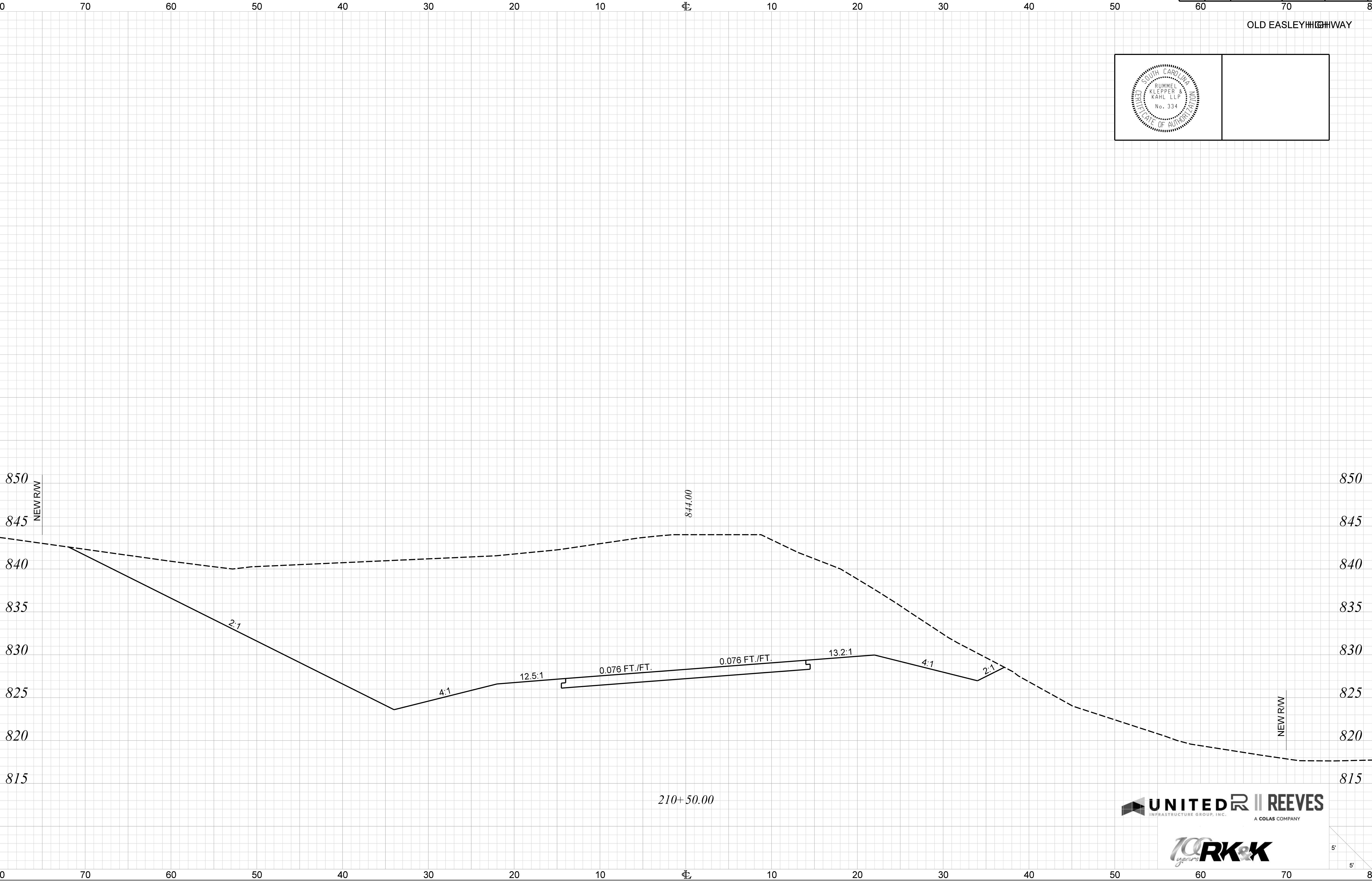
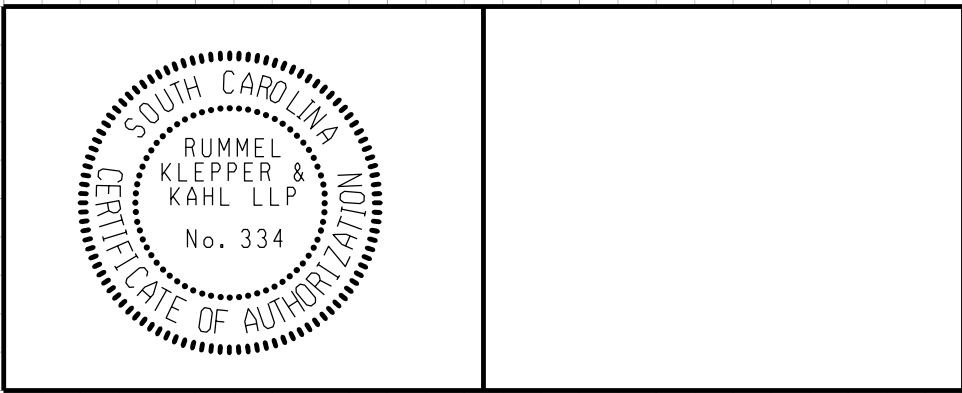
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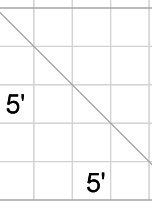
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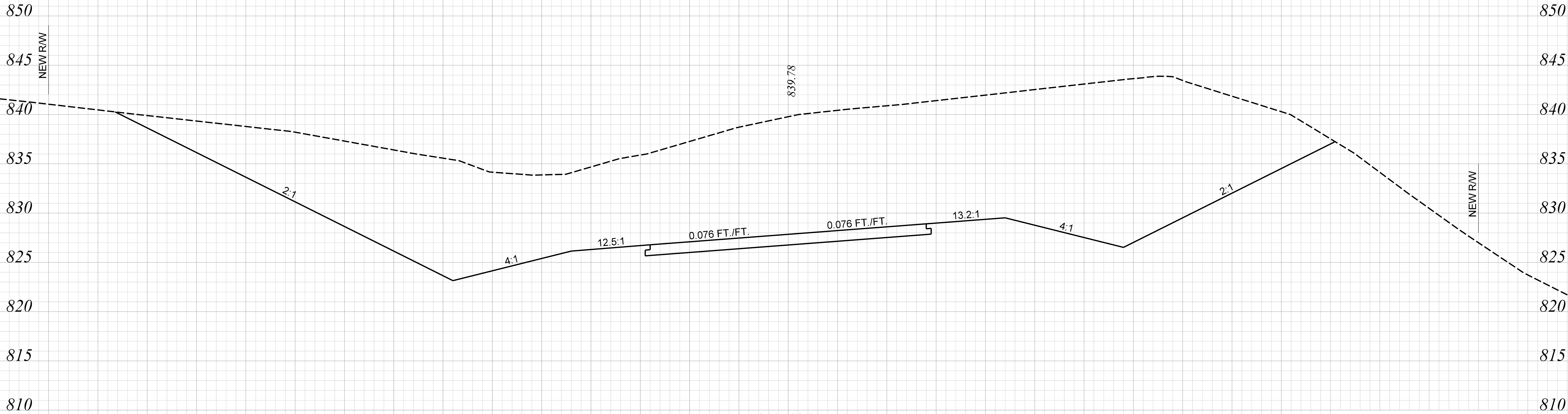
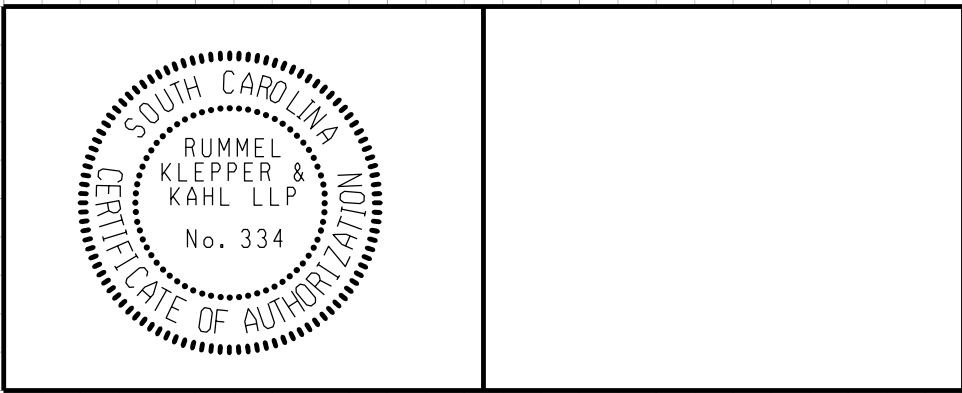
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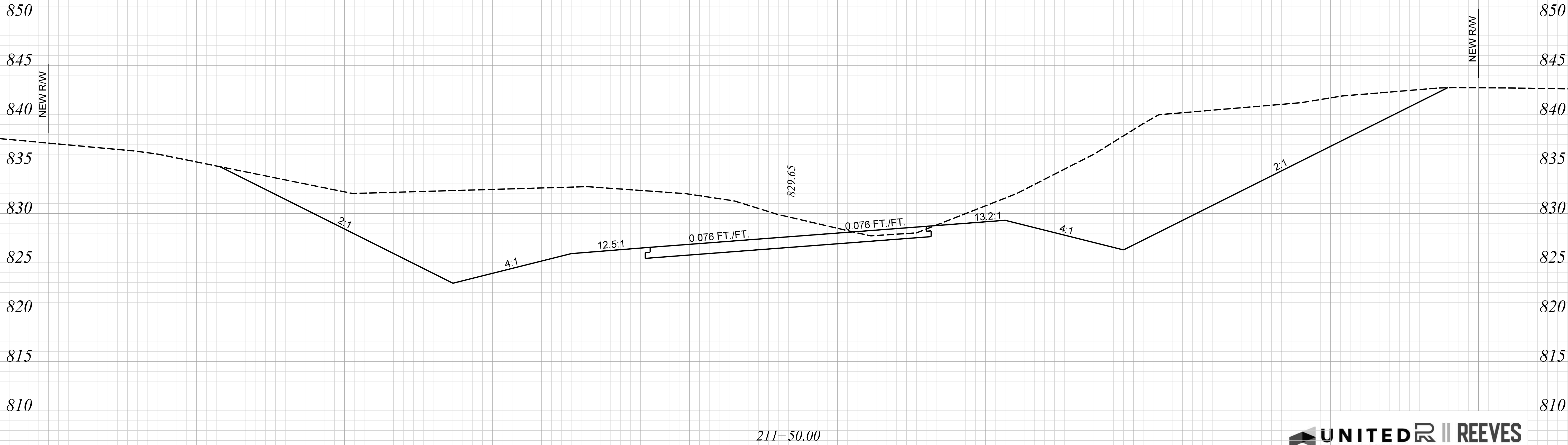
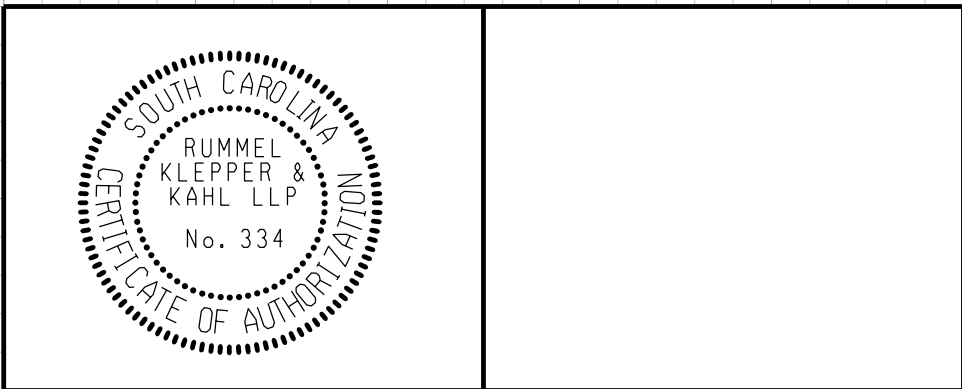
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|-------------------|-------|---------|------------|-----------|-----------|
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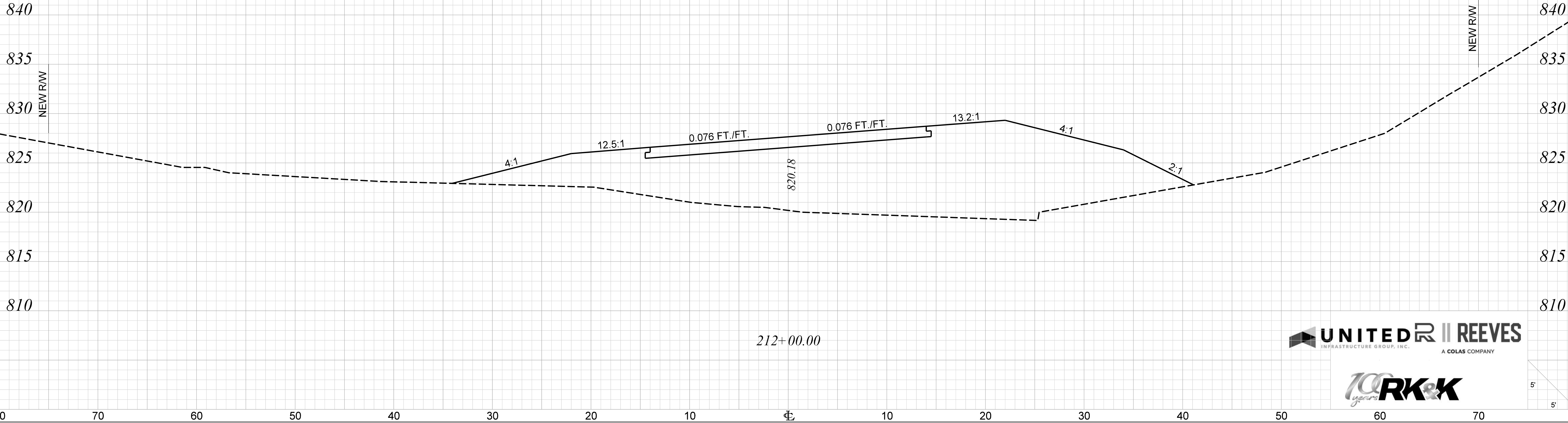
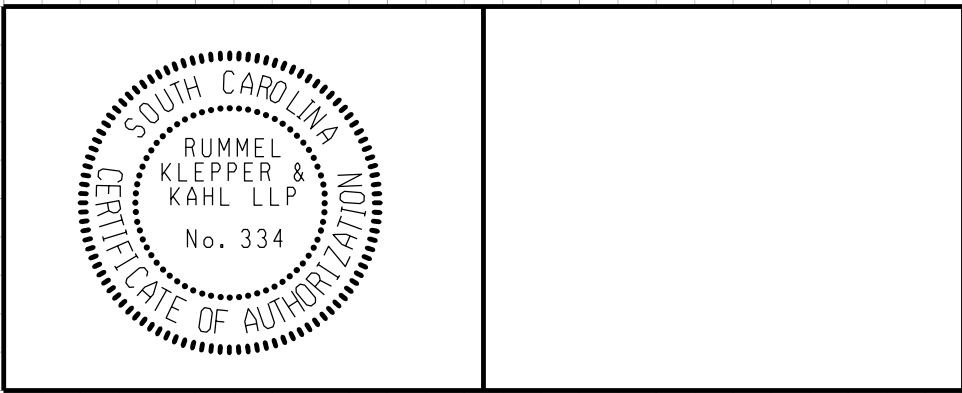
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| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
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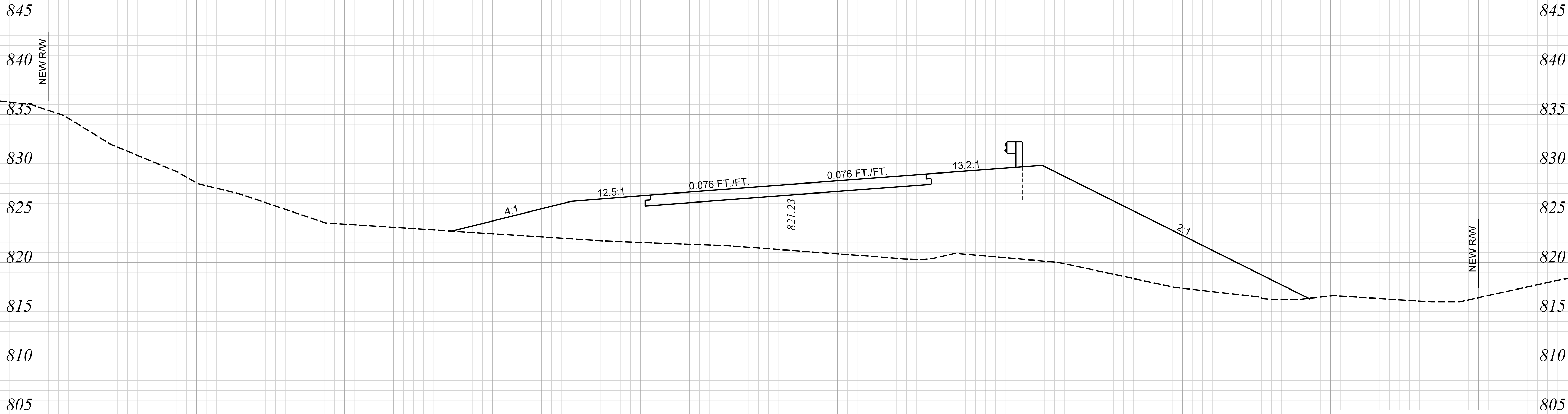
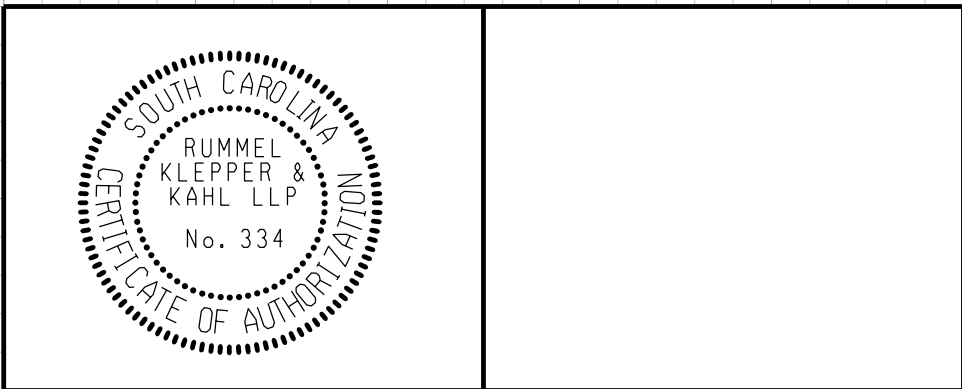
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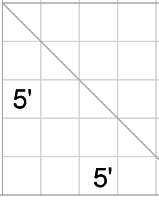
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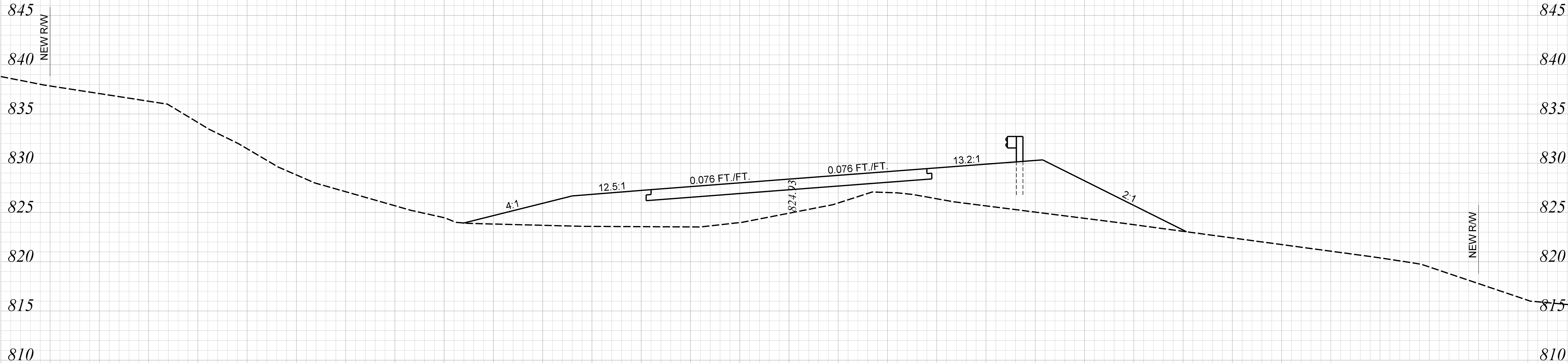
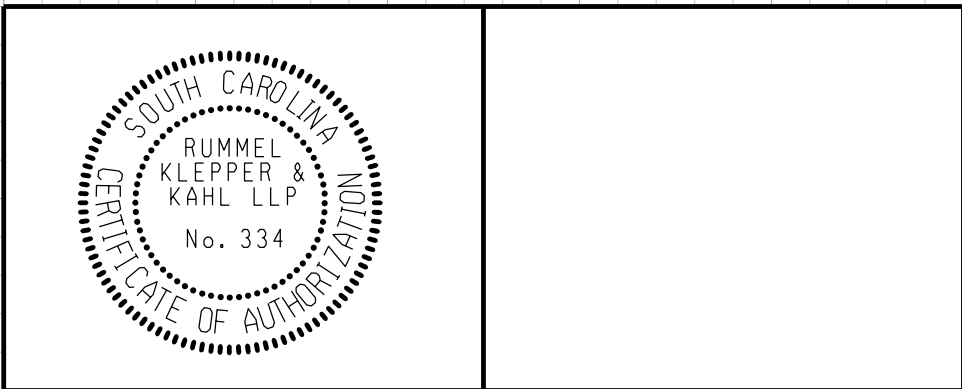
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| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
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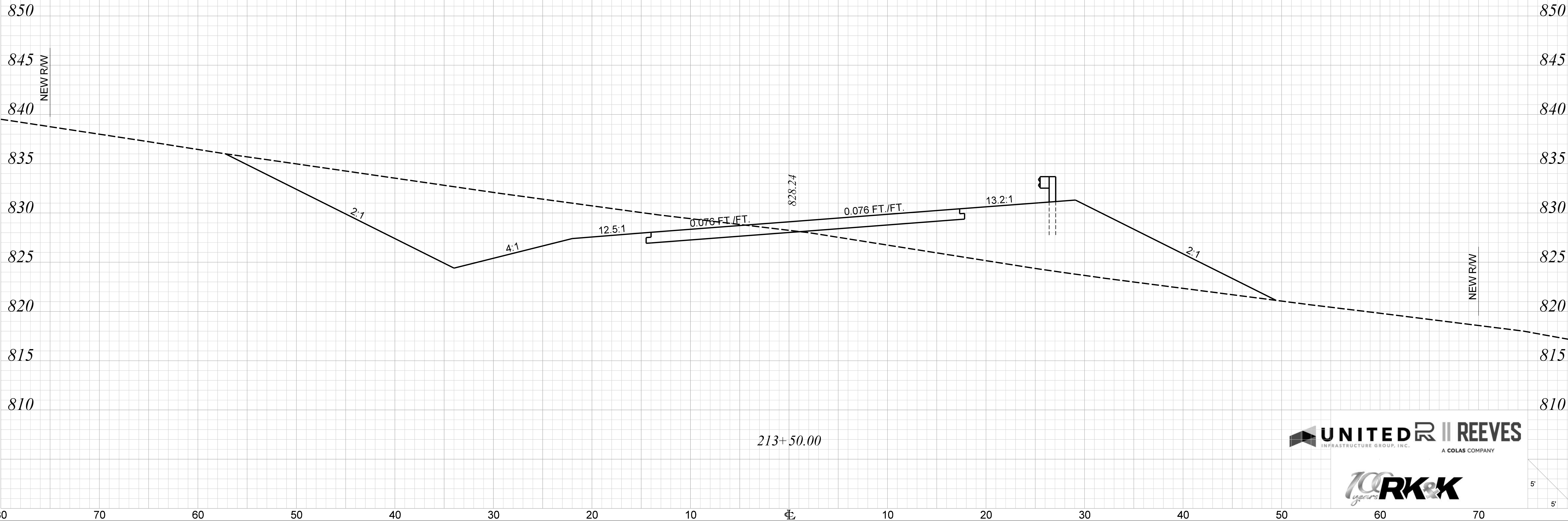
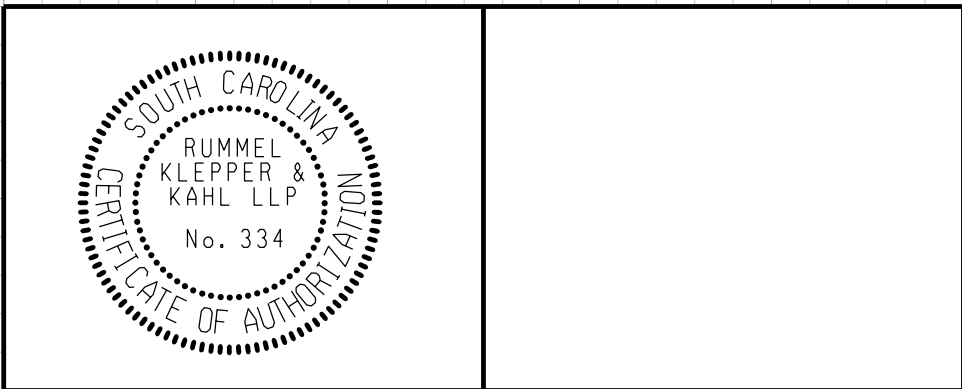
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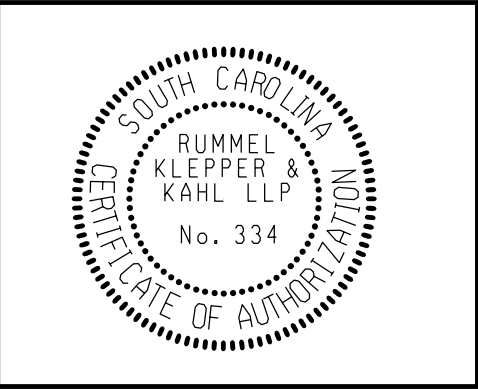
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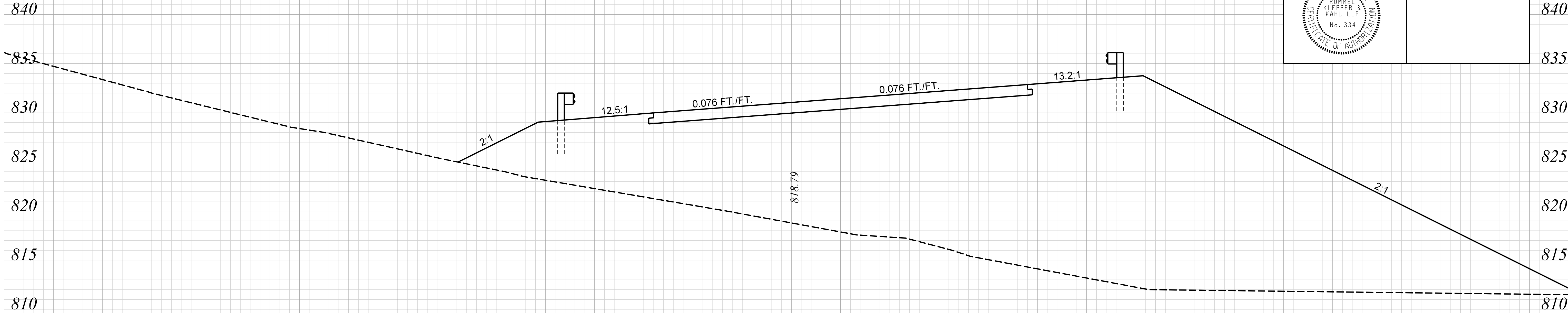


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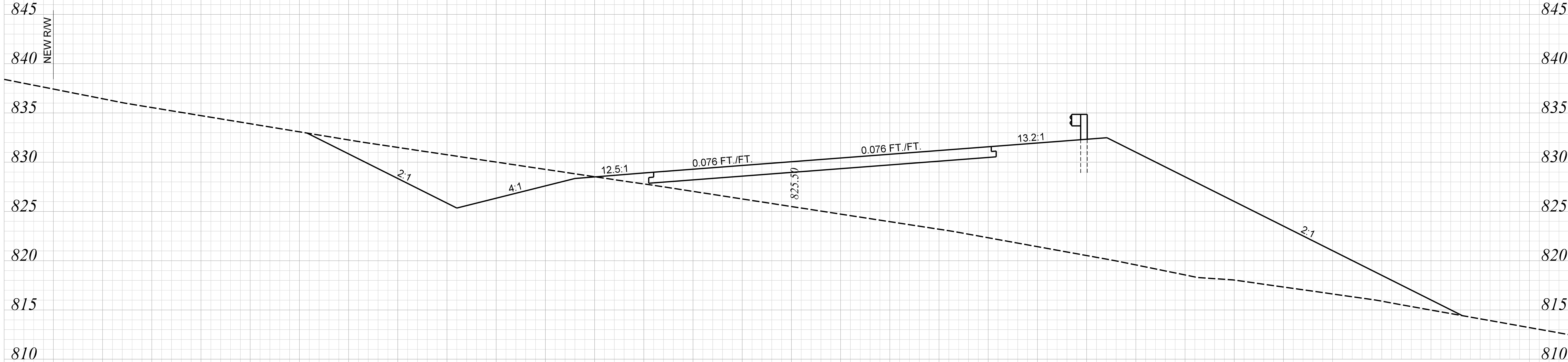


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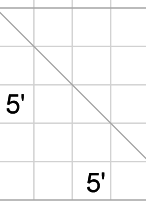
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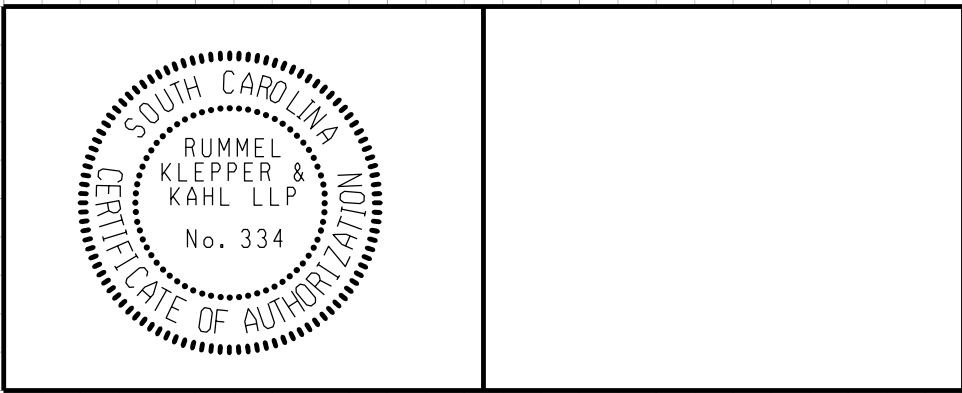
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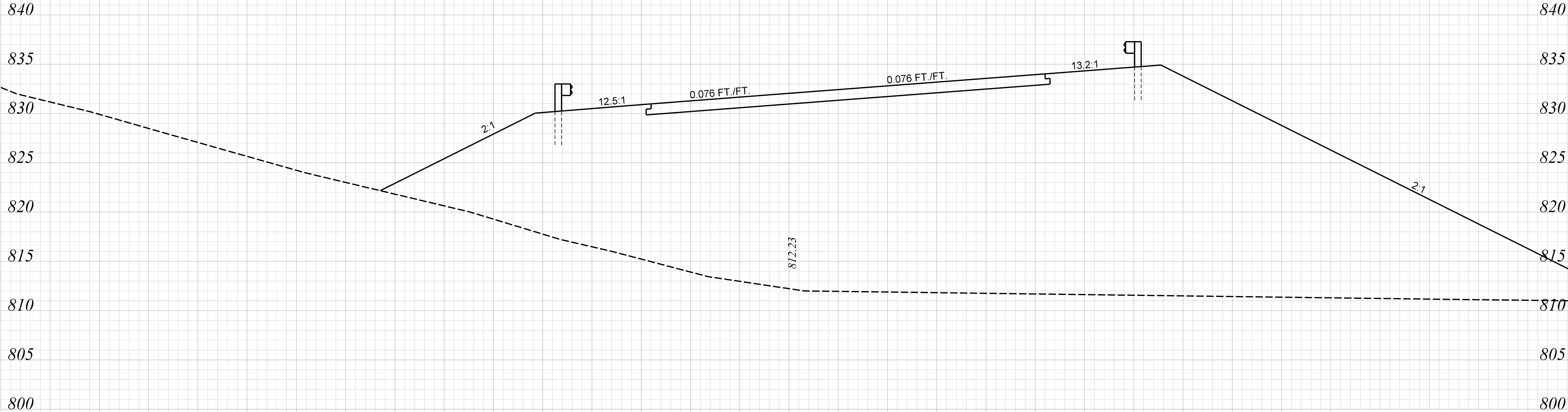


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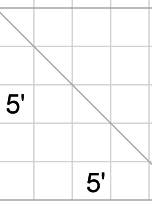


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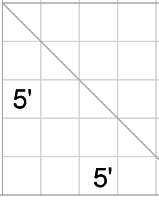
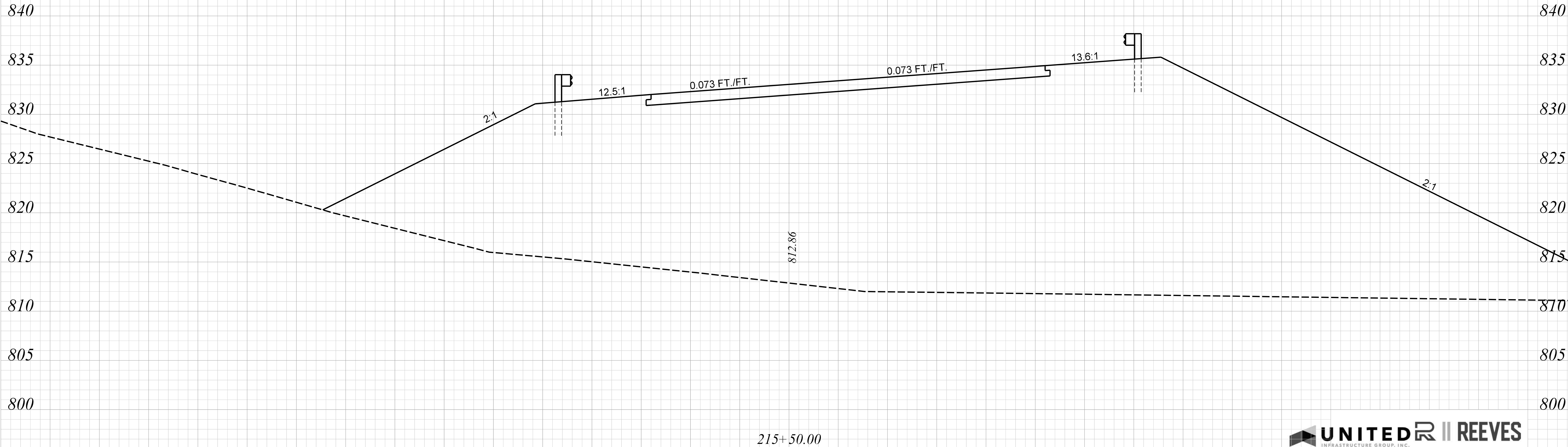
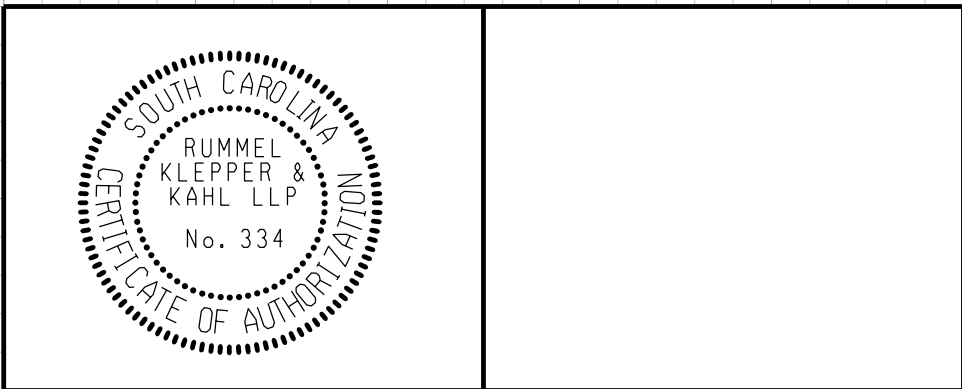
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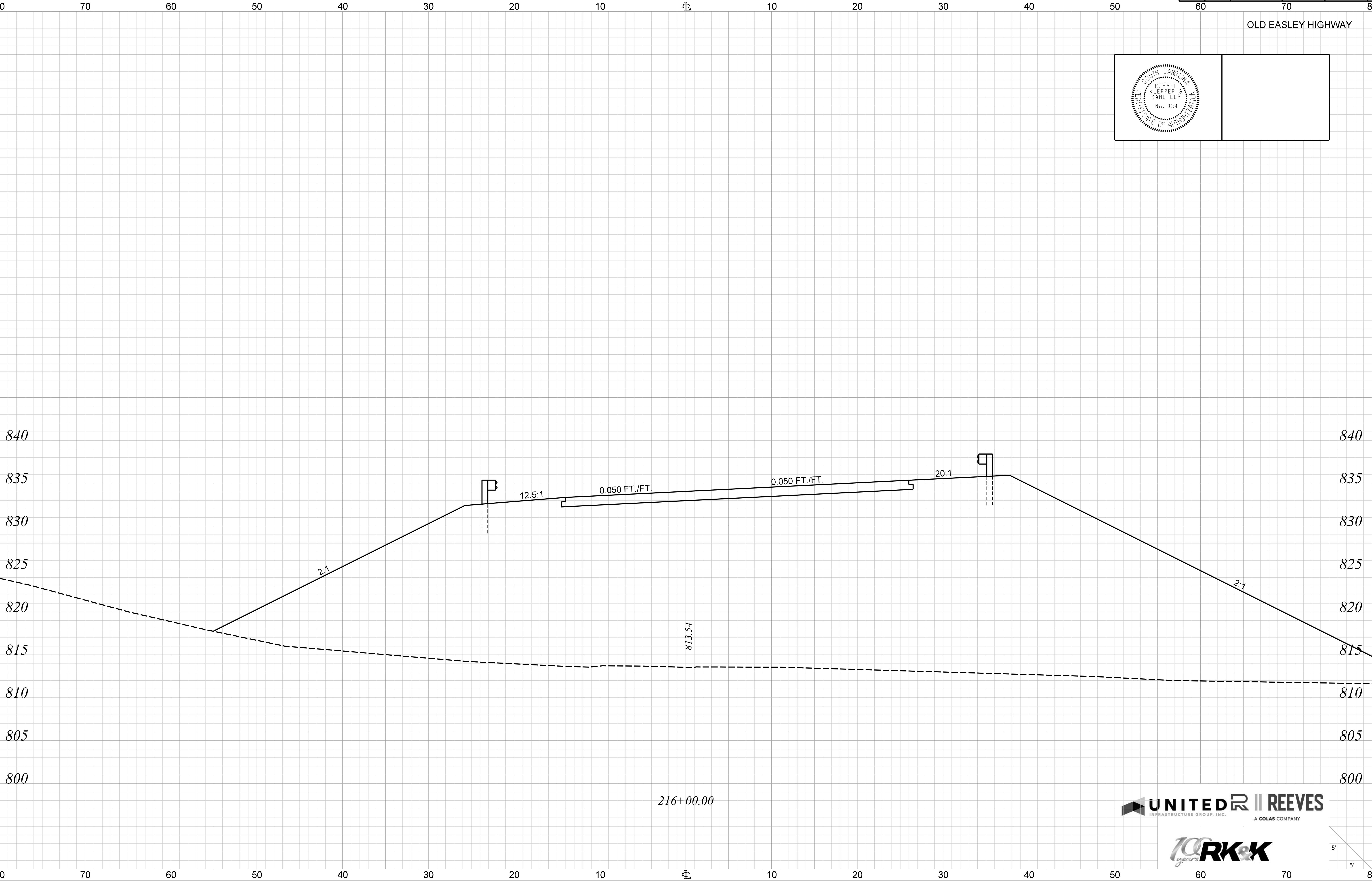
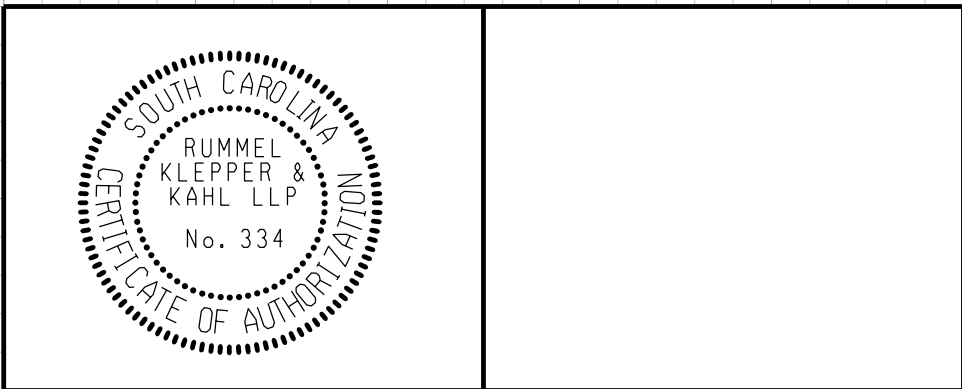
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| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | SC124     | X-21      |

OLD EASLEY HIGHWAY



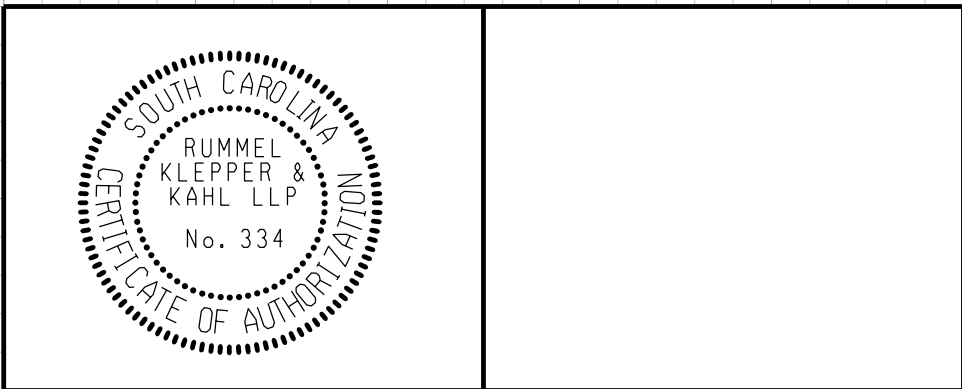
**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY

**100 years RK&K**

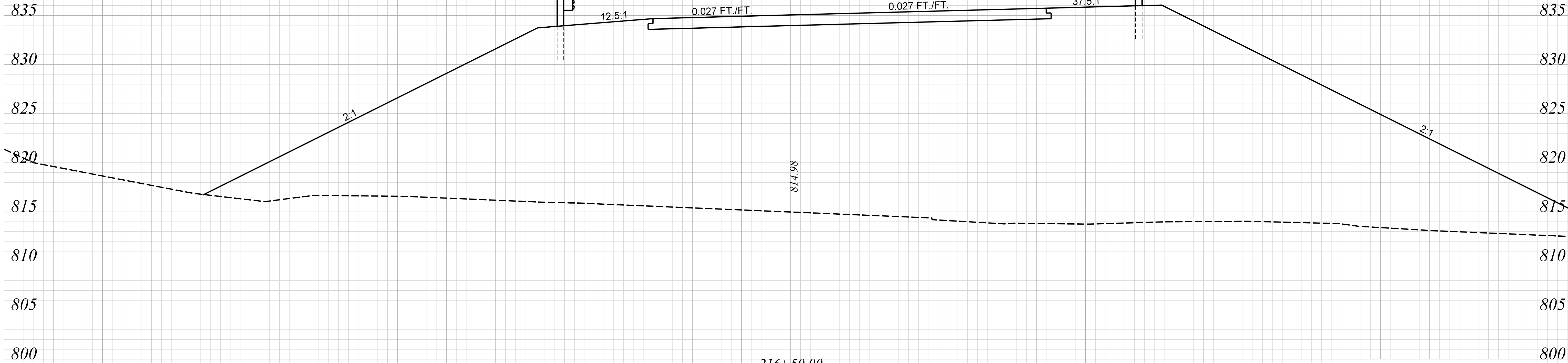


| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | SC124     | X-22      |

OLD EASLEY HIGHWAY

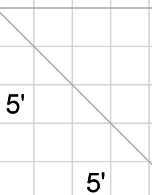


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**UNITED REEVES**  
INFRASTRUCTURE GROUP, INC. A COLAS COMPANY

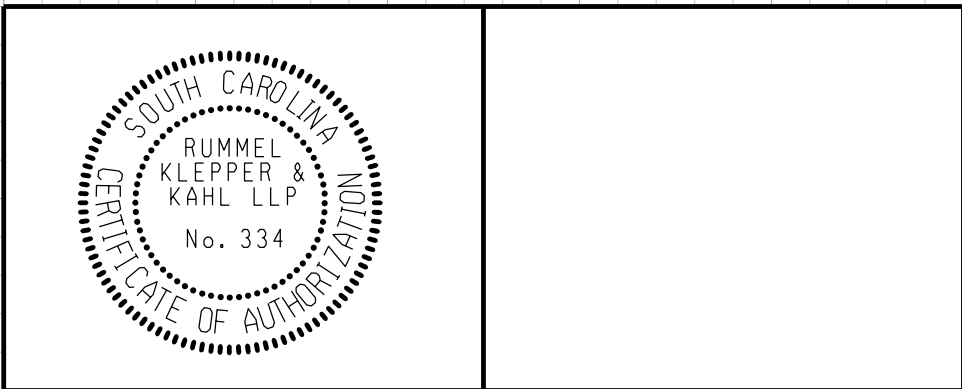
**100 years RK&K**



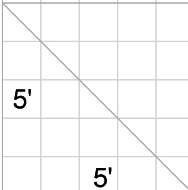
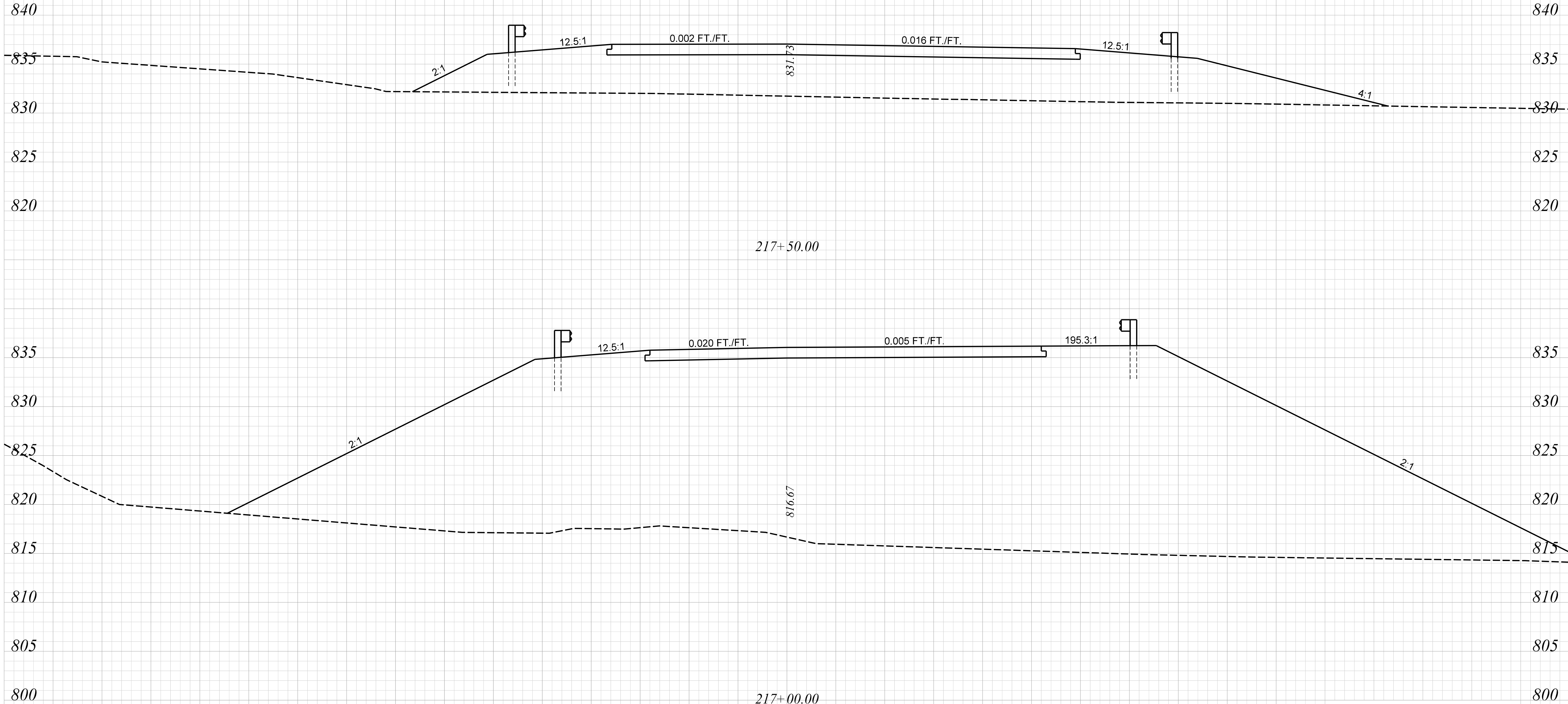


| FED. RD. DIV. NO. | STATE | COUNTY  | PROJECT ID | ROUTE NO. | SHEET NO. |
|-------------------|-------|---------|------------|-----------|-----------|
| 3                 | S.C.  | PICKENS | P041233    | SC124     | X-23      |

OLD EASLEY HIGHWAY



END 124R  
STA. 217+85.74





# TRAFFIC ANALYSIS





# MEMORANDUM

1201 Main St Suite  
1400, Columbia, SC  
29201  
Phone +18037481356  
www.rkk.com

**Date:** March 23, 2023  
**To:** South Carolina Department of Transportation  
**From:** RK&K  
**CC:** File  
**Re:** South Carolina Department of Transportation – Contract ID 3962240 – Bridge Package 16

---

## 1 Introduction

South Carolina Department of Transportation is proposing to replace five load restricted bridges in Pickens County as part the Bridge Package 16 design-build project. As part of RK&K's proposal, the realignment of SC-124 (Old Easley Highway) with US-123 (Calhoun Memorial Highway) to create a signalized intersection was considered. The following sections detail the traffic operations analysis for the justification of a traffic signal as well as the projected operations in 2045.

## 2 Signal Warrant Analysis

Preliminary turning movement counts from August 2022 were provided at the intersection of Calhoun Memorial Hwy and Old Easley Hwy/Joshua St during the AM and PM peak hours. A total of 8 hours of data were collected between 7:00AM – 9:00AM and 12:00PM – 6:00PM. Based on the data provided, a signal warrant analysis was conducted in accordance with the MUTCD Warrant 1 – Eight-Hour Vehicular Volume.

Table 1 summarizes the volumes for each of the eight hours and requirements for Condition A – Minimum Vehicular Volume to be met to warrant a traffic signal. All eight hours exceed the basic minimum hourly volume. Therefore, a traffic signal is warranted at the intersection of US-123 and SC-124 based on existing volumes in 2022.

**Table 1. 8-Hour Signal Warrant Volumes**

| Condition A – Minimum Vehicular Volume |   |   |   |   |
|--|---|---|---|---|
| Hour                                   | Observed Vehicles per Hour on Major Street (Total of Both Approaches) | Basic Minimum Hourly Volume to Meet Warrant on Major Street | Observed Vehicles per Hour on Minor Street (One Direction Only) | Basic Minimum Hourly Volume to Meet Warrant on Minor Street |
| 7:00 AM                                | 2464  | 600   | 358   | 150   |
| 8:00 AM                                | 2256  | 600   | 341   | 150   |
| 12:00 PM                               | 1767  | 600   | 281   | 150   |
| 1:00 PM                                | 1760  | 600   | 308   | 150   |
| 2:00 PM                                | 1881  | 600   | 300   | 150   |
| 3:00 PM                                | 2031  | 600   | 343   | 150   |
| 4:00 PM                                | 4013  | 600   | 441   | 150   |
| 5:00 PM                                | 2376  | 600   | 533   | 150   |



### 3 2045 Traffic Operations Analysis

#### 3.1 Growth Rate Methodology

To ensure that the proposed alignment can handle future volumes, a growth rate was determined to apply to existing peak hour volumes. Historic AADT volumes were compared, and it was determined to use a 2% growth rate for US 123 corridor volumes and a nominal 0.5% growth rate for SC 124 and Joshua St. Table 2 summarizes the historic AADT volumes and associated growth rates. Appendix A shows the existing volumes and projected 2045 volumes after applying the associated growth rates.

**Table 2. Historic AADT**

| Corridor                    | Segments                             | SCDOT Traffic History        |        |        |                          |
|-----------------------------|--------------------------------------|------------------------------|--------|--------|--------------------------|
|                             |                                      | Annual Average Daily Traffic |        |        | Growth Rates (2019-2021) |
|                             |                                      | 2019                         | 2020   | 2021   | Compound                 |
| US 123 Calhoun Memorial Hwy | West of Old Easley Hwy               | 41,500                       | 38,500 | 43,100 | <b>1.99%</b>             |
|                             | East of Old Easley Hwy               | 24,800                       | 23,000 | 24,200 | <b>-1.22%</b>            |
| SC 124 Old Easley Hwy       | North of US 123 Calhoun Memorial Hwy | 10,200                       | 9,500  | 9,900  | <b>-1.48%</b>            |

#### 3.2 2045 No-Build Analysis

Using the projected 2045 volumes, a no-build scenario was created in Synchro with existing roadway geometries. Measures of effectiveness were recorded and are summarized in Table 3. Based on anticipated growth, each movement that Synchro was able to calculate the delay for operates at a level of service of C or worse.

**Table 3. 2045 No-Build Measures of Effectiveness**

| Approach   | Movement | Delay |       | Level of Service |     |
|------------|----------|-------|-------|------------------|-----|
|            |          | AM    | PM    | AM               | PM  |
| Eastbound  | Left     | 28.0  | 371.7 | D                | F   |
|            | Through  | †     | †     | †                | †   |
|            | Right    | †     | †     | †                | †   |
|            | Approach | --    | --    | --               | --  |
| Westbound  | Through  | †     | †     | †                | †   |
|            | Right    | †     | †     | †                | †   |
|            | Approach | --    | --    | --               | --  |
| Northbound | Right    | 37.7  | 15.6  | E                | C   |
|            | Approach | 37.7  | 15.6  | E                | C   |
| Southbound | Right    | --*   | --*   | --*              | --* |
|            | Approach | --*   | --*   | --*              | --* |

† SYNCHRO does not provide level of service or delay for movements with no conflicting volumes.  
 \* SYNCHRO does not report a delay for free movements.



### 3.3 2045 Realignment with Traffic Signal Analysis

Based on the signal warrant analysis and projected volumes, an analysis was performed in Synchro utilizing a proposed realignment of SC 124 to east of the US 123 bridge over Georges Creek with a traffic signal. Table 4 summarizes the recorded delay and level of service by movement. The overall intersection operates at a level of service of B in the morning and C in the evening peak hours.

**Table 4. 2045 Traffic Signal Measures of Effectiveness**

| Approach  | Movement | Delay |      | Level of Service |    |
|---|----------|-------|------|------------------|----|
|   |          | AM    | PM   | AM               | PM |
| Eastbound   | Left     | 24.6  | 76.2 | C                | E  |
|   | Through  | 9.0   | 2.7  | A                | A  |
|   | Approach | 11.3  | 21.0 | B                | C  |
| Westbound   | Through  | 14.2  | 43.4 | B                | D  |
|   | Right    | 8.8   | 10.7 | A                | B  |
|   | Approach | 14.2  | 43.2 | B                | D  |
| Southbound  | Left     | 44.1  | 55.5 | D                | E  |
|   | Right    | 0.2   | 35.9 | A                | D  |
|   | Approach | 22.2  | 45.7 | C                | D  |
| Overall   |          | 13.0  | 34.5 | B                | C  |
| † SYNCHRO does not provide level of service or delay for movements with no conflicting volumes. |          |       |      |                  |    |
| * SYNCHRO does not report a delay for free movements.   |          |       |      |                  |    |

## 4 Conclusions

To determine projected traffic operations at the intersection of US-123 (Calhoun Memorial Highway) and SC-124 (Old Easley Hwy), a signal warrant analysis was conducted based on existing volumes. Based on the conditions of the 8-hour signal warrant from the MUTCD, a traffic signal is warranted at the intersection. A growth rate based on historical AADT values was determined and applied to existing traffic volumes to conduct a traffic operations analysis for a No-Build and Traffic Signal scenario in 2045.

## 5 Appendices

Appendix A: Existing 2022 and Projected 2045 Traffic Volumes



Figure 1. Existing 2022 Traffic Volumes – AM (PM)

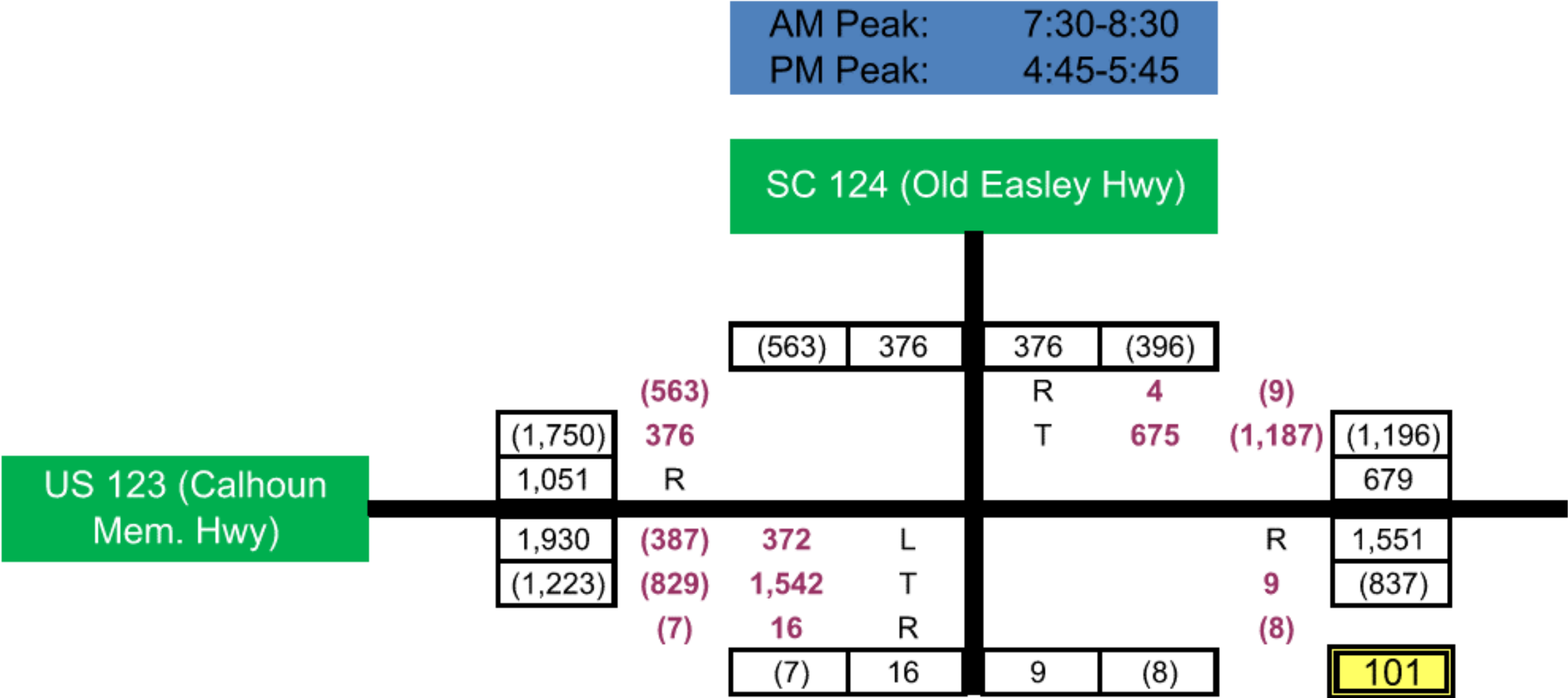
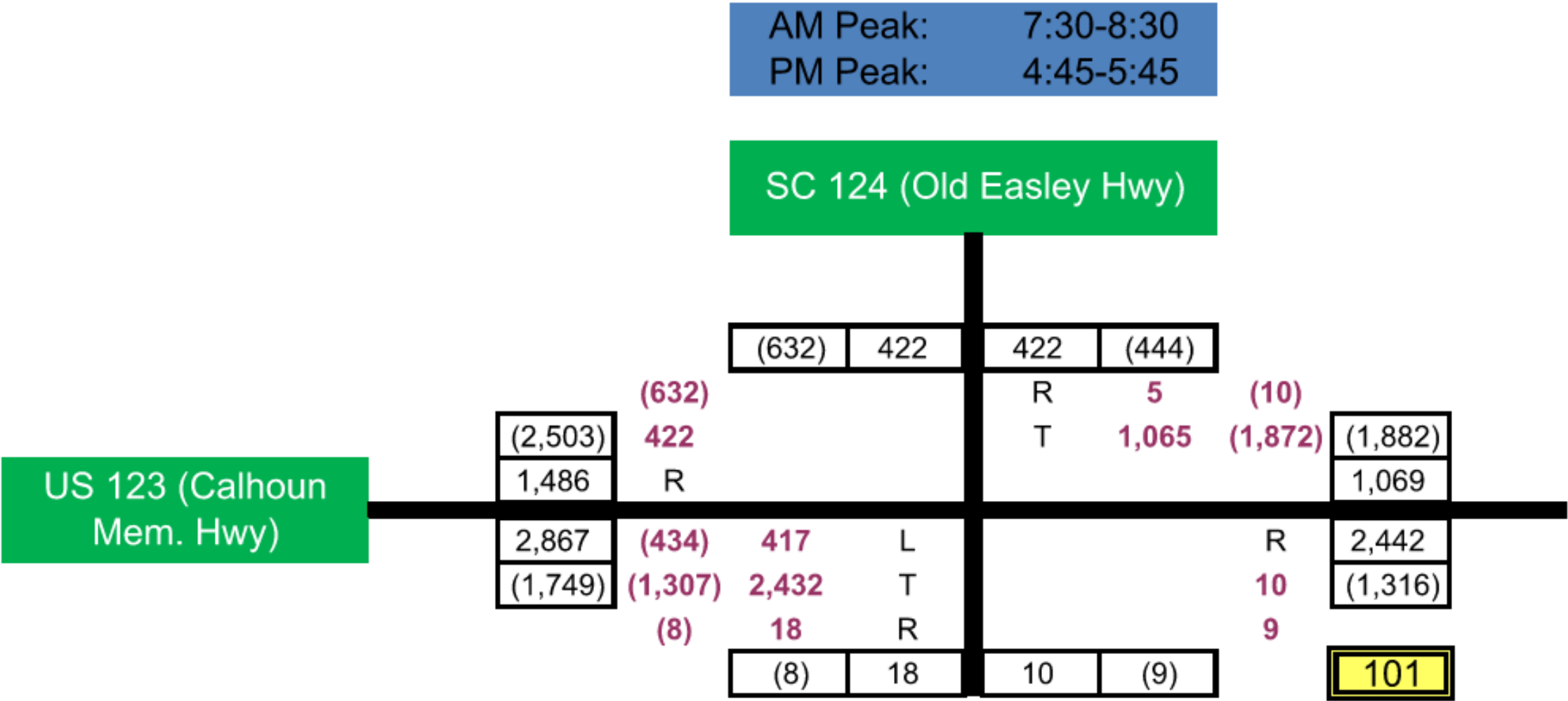




Figure 2. Projected 2045 Traffic Volumes – AM (PM)







## Technical Proposal



SC 183 over Twelve Mile Creek



US 123 over Georges Creek



SC 124 over Georges Creek



SC 183 over Gregory Creek

 5562 Pendergrass Boulevard  
Great Falls, SC 29055

 803.581.6000  [www.uig.net](http://www.uig.net)



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