



# I-26 AT I-95 INTERCHANGE IMPROVEMENT

---

EARLY COORDINATION MEETING  
NOVEMBER 14, 2022

# Disclaimer

---

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

# Purpose

---

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

# Agenda

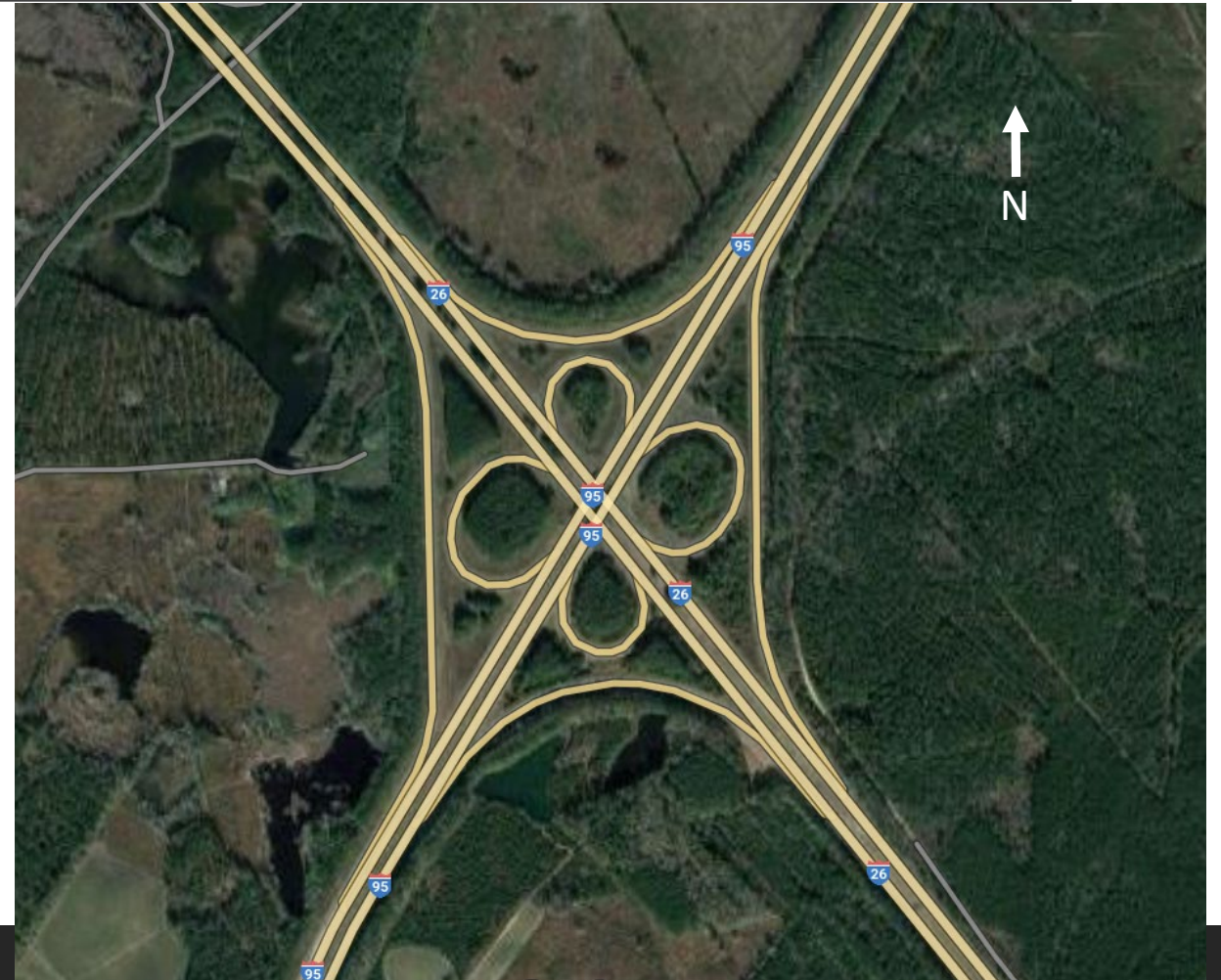
---

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

# Project Location

---

Project is located in Dorchester and Orangeburg Counties on Interstate 26 and Interstate 95. The interchange is located at Exit 169 A/B along I-26 and Exit 86 A/B along I-95, approximately 8 miles east of Bowman and 11 miles west of Holly Hill.



# Anticipated Procurement Type

---

- Two Phase Design-Build
- ATC's
- Best Value
- Weighted Criteria Formula

# Anticipated Key Individuals

---

- Program Manager
- Lead Designer
- Structural Engineer (Potential)
- Construction Manager
- Peer Review Firm for Complex Bridge Design (Potential)

# Anticipated Scope of Work

---

- Replace existing I-95 NB to I-26 WB loop with a flyover ramp.
- Replace existing I-95 SB to I-26 EB loop with a flyover ramp.
- Reconstruct ramps.
- Extend accel/decel lanes.
- Replace existing I-95 bridges over I-26.
- Replace existing S-1302 bridge over I-26.



# Structures – Replace I-95 Bridges

---

- Removal of existing dual bridges.
- Staged construction.
- MOT during construction.
- Anticipated superstructure type: 2-span Prestressed girder bridge.
- Anticipated interior bents: Multi-column with pile footings in the median of I-26
- MSE walls at bridge end bents with rigid barriers.
- Allow for 16-foot paved shoulder along WB I-26
- Accommodate future 8 lane section along I-26

# Structures – Replace S-1302 Bridge

---

- Removal of existing bridge.
- No staged construction.
- Anticipated superstructure type: 2-span Prestressed girder bridge.
- Anticipated interior bents: Multi-column with pile footings in the median of I-26
- MSE walls at bridge end bents with rigid barriers.
- Allow for 16-foot paved shoulder along WB I-26
- Accommodate future 8 lane section along I-26

# Structures – Ramp Bridges

---

## I-95 NB to I-26 WB

- Single flyover with curved steel girders or multiple shorter bridges (pending environmental decision)

## I-95 SB to I-26 EB

- Single flyover with curved steel girders or multiple shorter bridges (pending environmental decision)

# Roadway

---

- Replace existing I-95 NB to I-26 WB loop with a flyover ramp.
- Replace existing I-95 SB to I-26 EB loop with a flyover ramp.
- 2-lane ramp for I-26 EB to I-95 SB.
- 2-lane ramp for I-95 NB to I-26 WB.
- Pavement design TBD. Asphalt and concrete designs will likely be included.
- Project will accommodate 3 lanes EB and WB on I-26 and 16 foot outside shoulder on the WB side for future hurricane evacuations.

# Utilities

---

- SCDOT has performed preliminary coordination efforts.
- Will provide SUE information through confidential means (new process)

# Traffic

---

- Published lane closure restrictions available on SCDOT's public website.
- Maintain all ramp movements at all times.
- Approved IMR will be provided for the project
  - FHWA Headquarters approval required for modifications
- Process will be set up to reduce risk during procurement on potential modifications to the IMR.

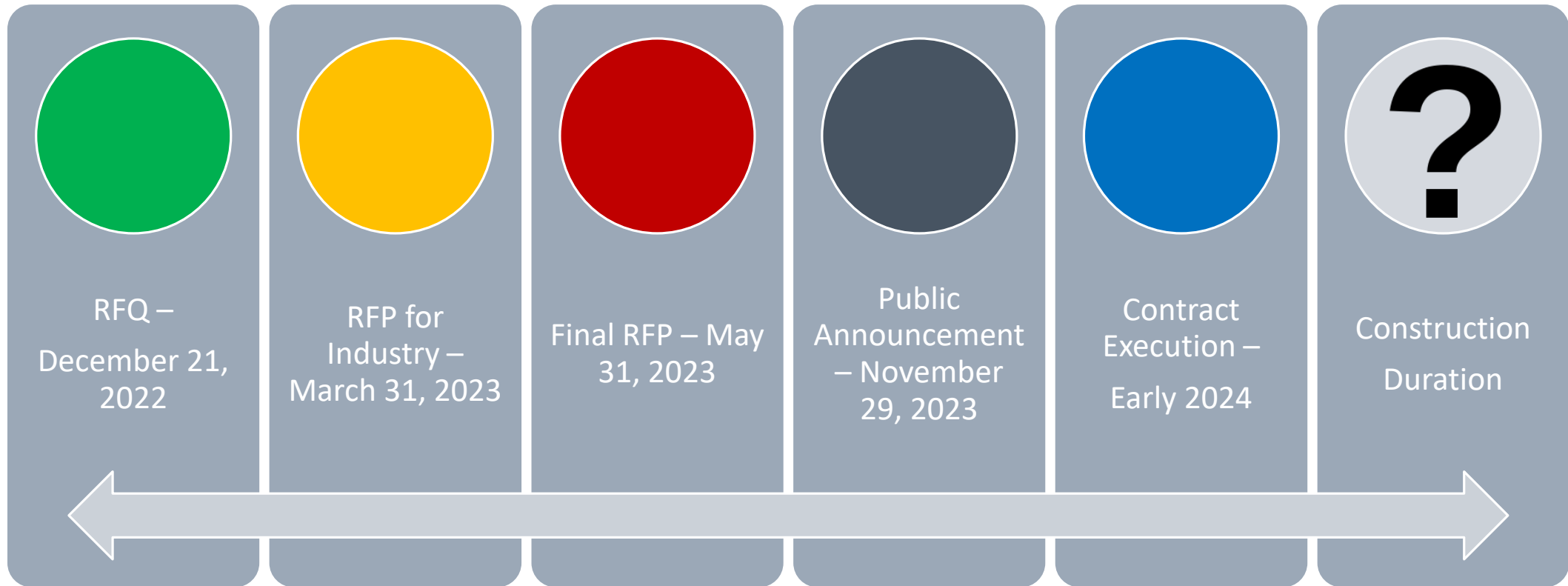
# Environmental

---

- A Non-Programmatic Categorical Exclusion NEPA document is being prepared.
- Public engagement provided through stakeholder email, postcards, and SCDOT website.
  - <http://scdotgis.online/i26ati95interchange>
- A Section 404 SCDOT General Permit or Individual Permit is expected. Contractor responsible for obtaining permit.
  - Anticipate impacts to wetlands, jurisdictional ponds, and minor stream impacts.
- Contractor responsible for mitigation. Per USACE RIBITS, credits are currently available in the primary service areas of Beidler Forest Spring Branch Mitigation Bank (wetlands), Brosnan Forest Coldwater Branch (wetlands, streams), and Brosnan Forest Mitigation Bank (wetlands).
- State endangered bats roost in the 3 interstate mainline box culverts.
  - Coordination ongoing with Fish and Wildlife. Mitigation for bats will be included in the RFP.
- No other major impacts to environmental resources expected.

# Anticipated Project Schedule

---





# Project Budget

---

- \$233 M to be approved in the STIP

# Anticipated Project Information

---

- Survey
- Hazardous Materials Surveys
- Hydrology Report
- Structures
  - SI&A sheets
- Preliminary Utility Report
- Environmental
  - JD and line work for wetlands
  - NEPA document
- Geotech Report

# Questions / Discussion

---

# Feedback

---

Email: [reynoldsbs@scdot.org](mailto:reynoldsbs@scdot.org)