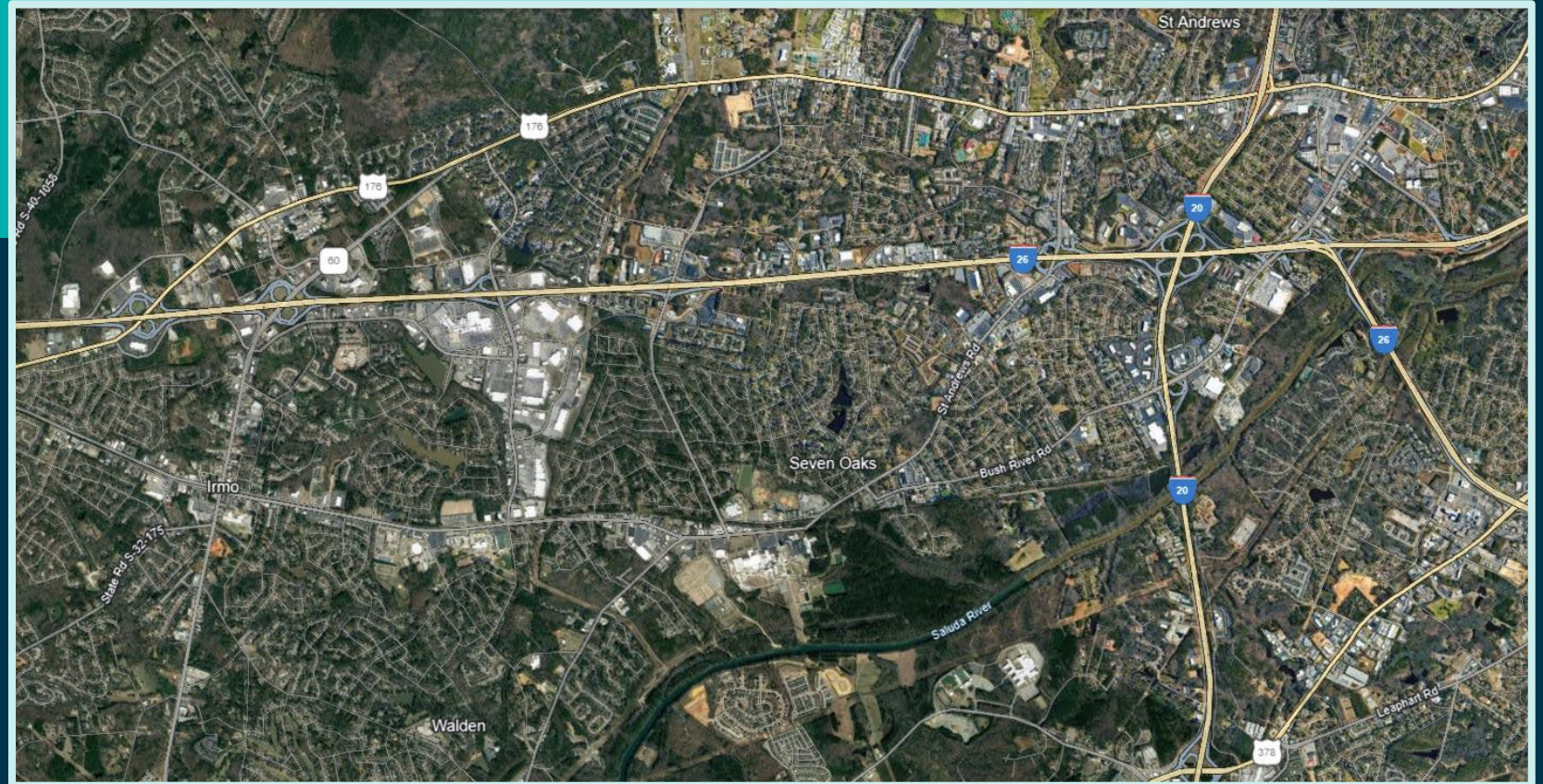


# Carolina Crossroads Re-phasing Open-Forum Meeting

02.27.2024



# Disclaimer

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- 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 any future Final Request for Proposals (RFP).

- Any materials and information submitted or delivered to SCDOT during this meeting or later in response to this meeting are subject to FOIA.



# Agenda

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1. Meeting Purpose & Format
2. Program Overview & Project Scope
3. Upcoming Project Work
4. Management of Program Risks
5. Anticipated Upcoming Procurements & Schedule



# Purpose & Format

## Purpose

1. Provide Information
2. Gather Information on Industry Interest & Competition

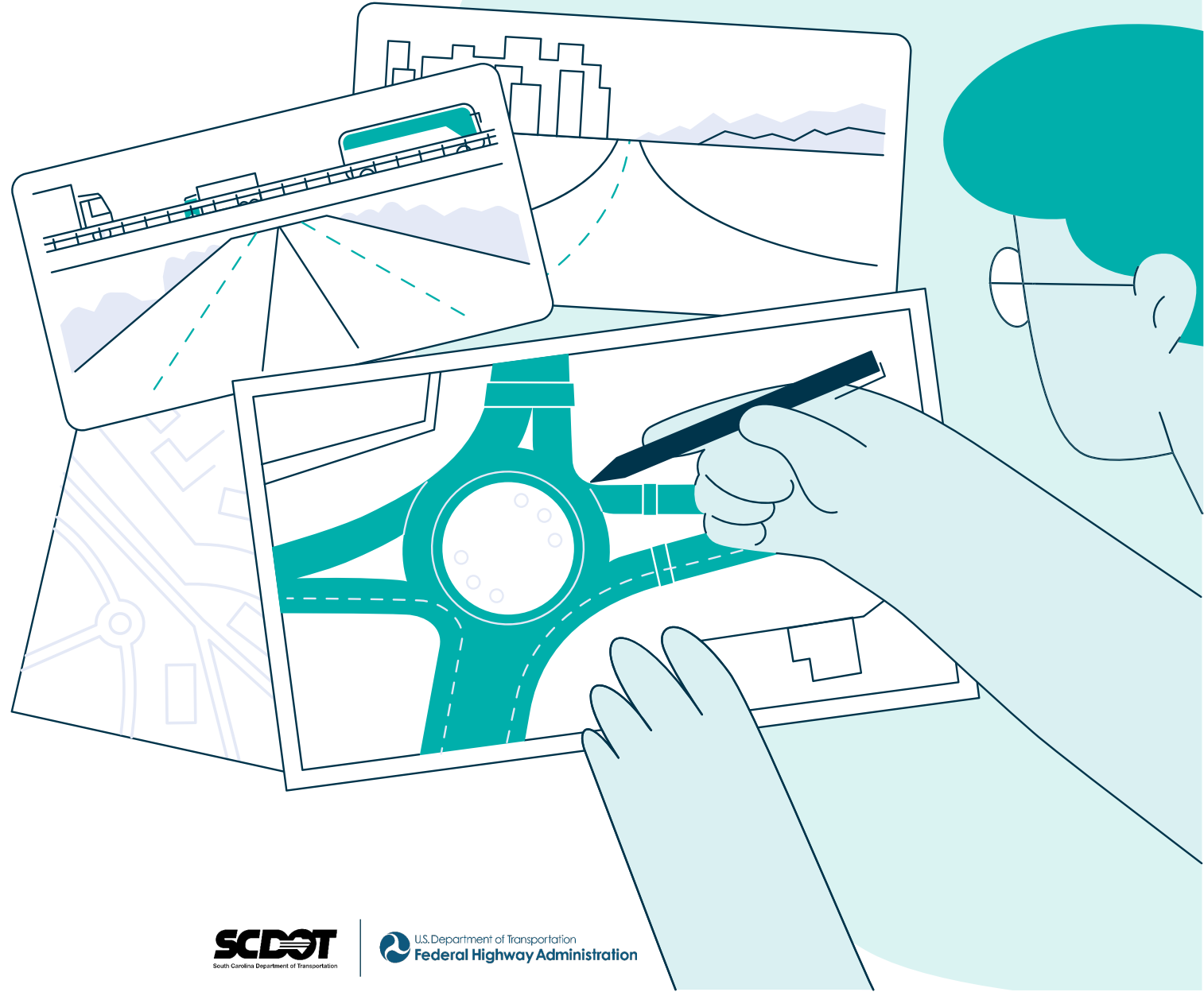
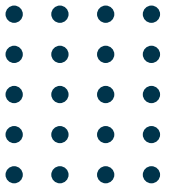
## Format

1. General Information Session





# Program Overview & Project Scope



# Current Program Activity



## Phased Construction

- Phases 1 & 2 (DB)  
Construction is underway

## Corridor Improvements

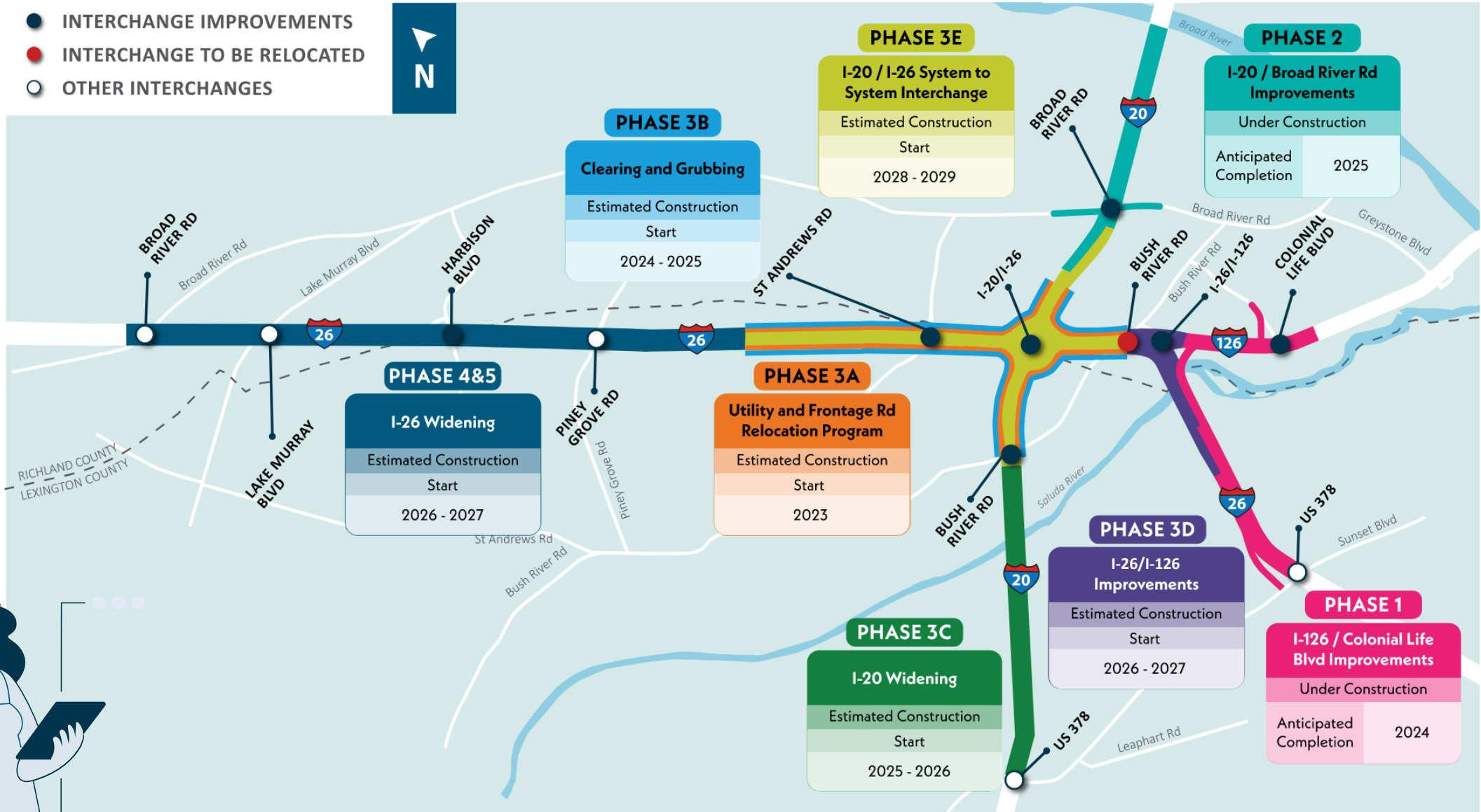
- I-20, I-26, and I-126  
widening
- Interchange improvements
- Full Access Interchange at  
Colonial Life Boulevard at I-  
126





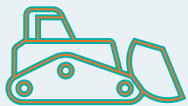
# Program Re-phasing

- INTERCHANGE IMPROVEMENTS
- INTERCHANGE TO BE RELOCATED
- OTHER INTERCHANGES

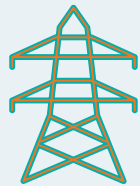


# Program Re-phasing

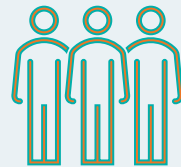
We remain committed to advancing the project and providing a safer, more modern corridor that serves South Carolina's residents, businesses, and visitors. SCDOT intends to progress the project with the following goals in mind:



**Continued  
Progress**



**Risk  
Reduction**



**Industry  
Opportunity**  
(Promoting  
Competition)



**Realizing  
Innovation**



**Momentum**



**Delivering  
Results**

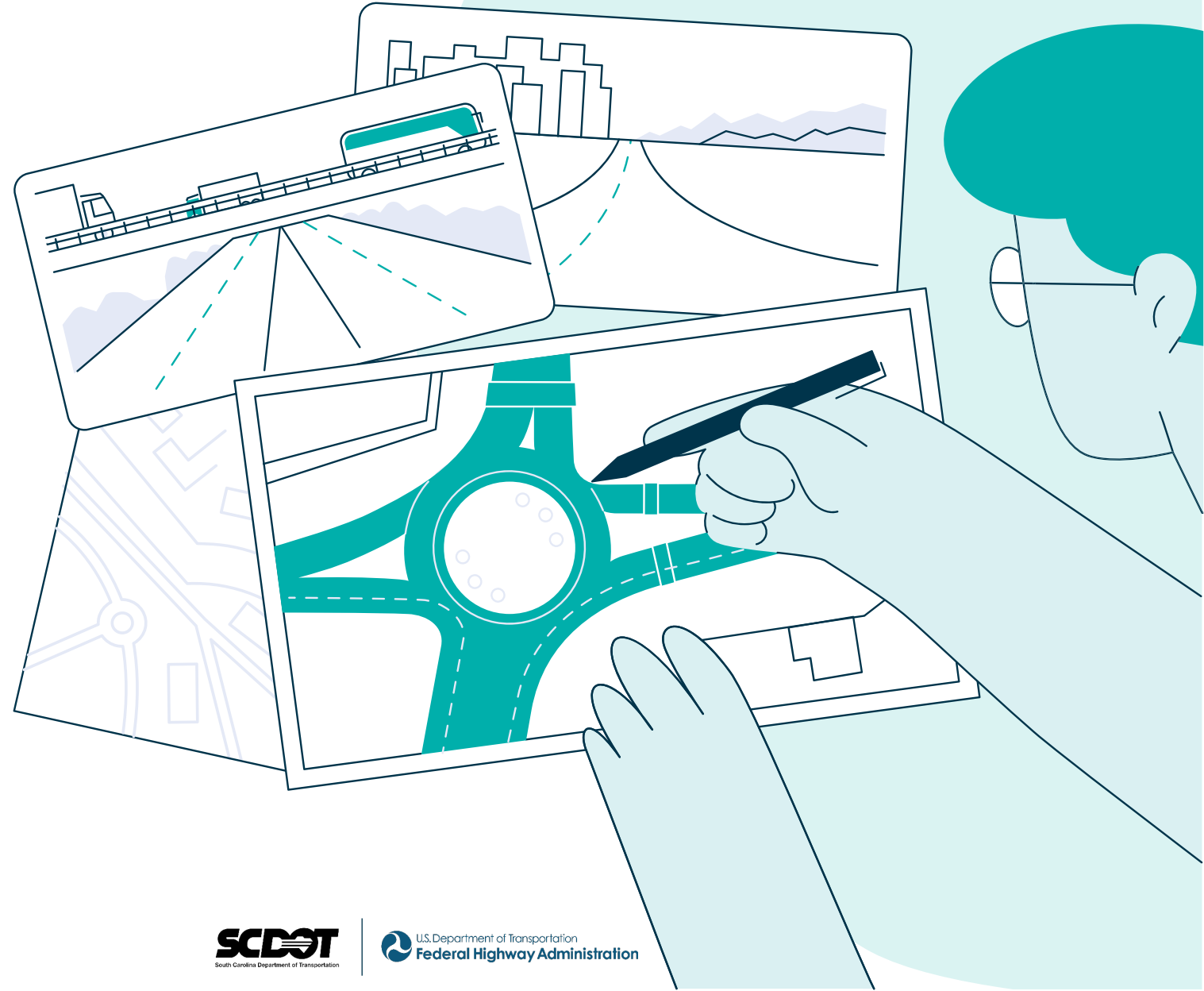
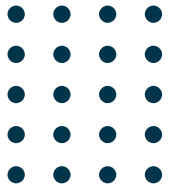


# Program Re-phasing - Goals

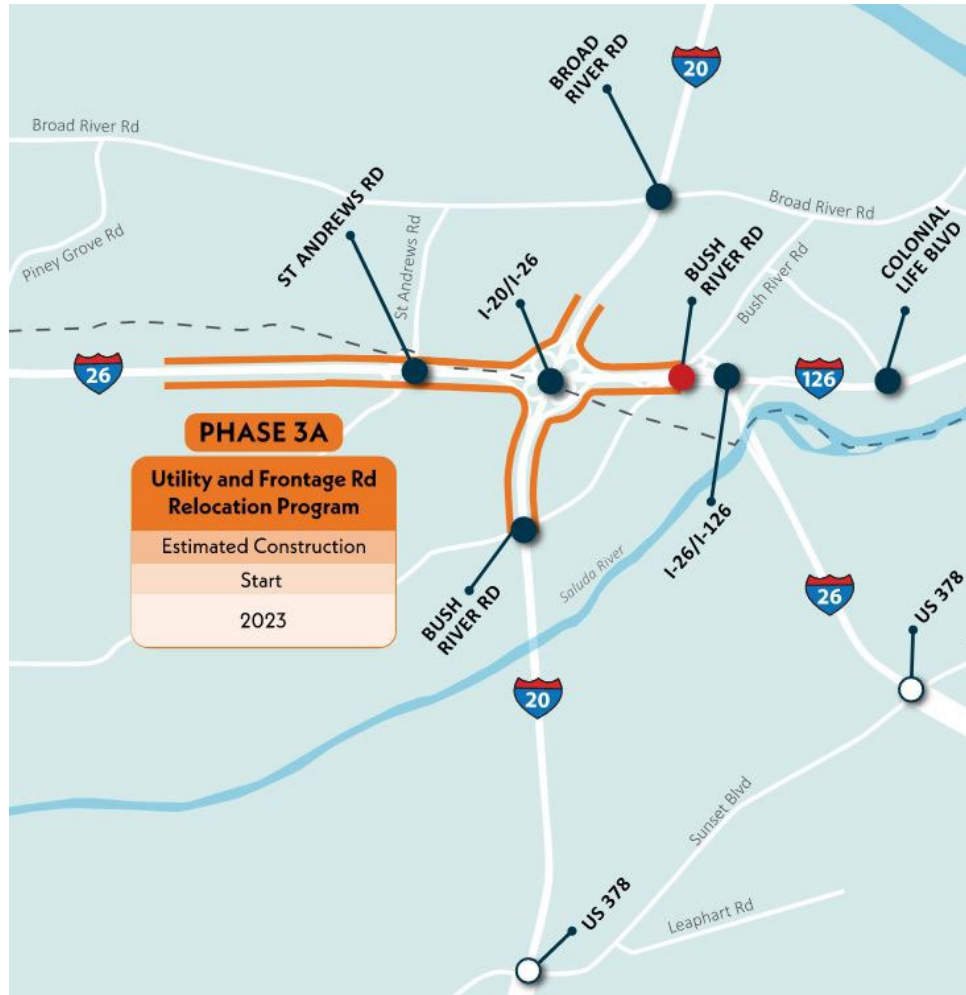
SCDOT will advance the project in line with the following goals:

- Continued progression of corridor improvements, building upon current work in Phases 1 and 2.
- Utilization of project information from previous procurements for continued project development with information made available to interested proposers.
- Multiple, smaller contracts to promote competition within the industry.
- Management by SCDOT of high-value risks associated with utility relocations and geotechnical conditions to eliminate or minimize risks to contractors.

# Upcoming Project Work



# Utility and Frontage Road Relocations



## Overall Approach:

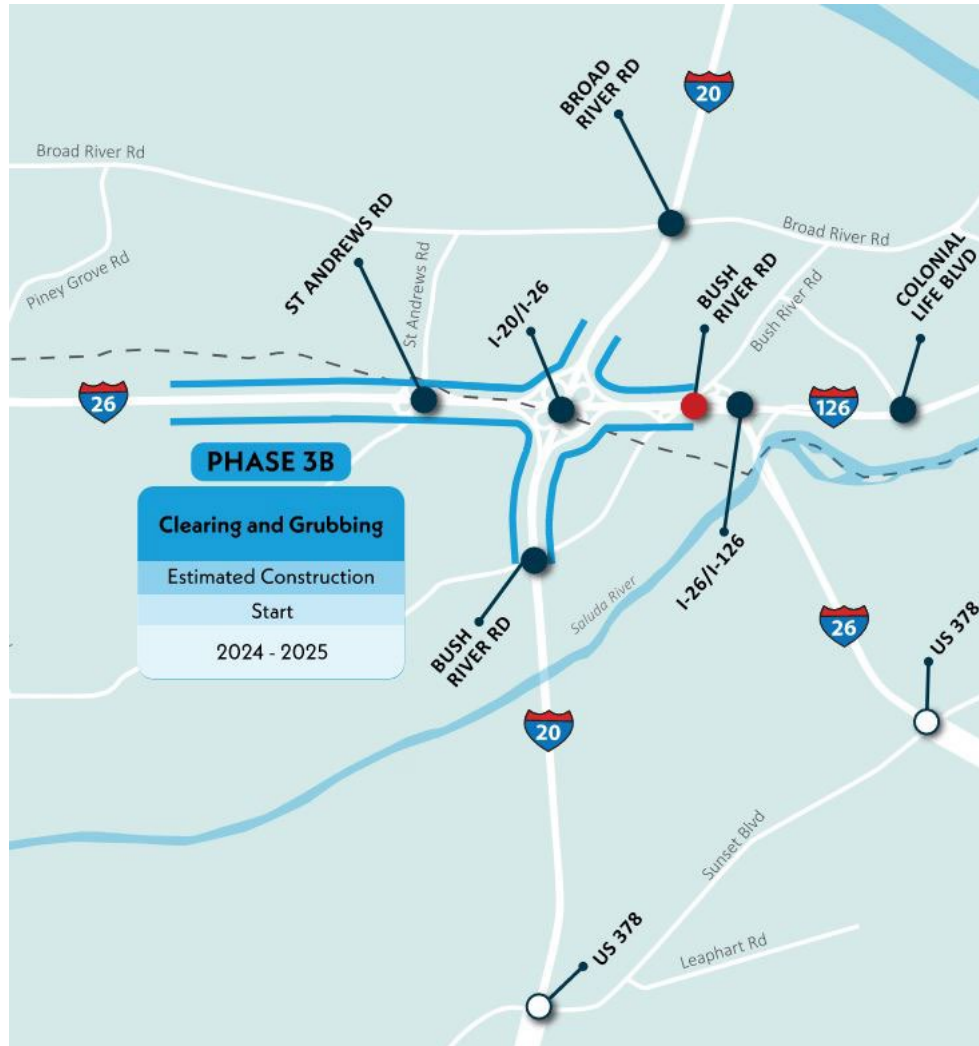
- Multiple frontage road and critical utility relocation lettings (Design-Bid-Build)

## Upcoming work:

- Utility coordination
- Utility and frontage road relocation design
- Self-performing utility relocations by select utilities



# Clearing and Grubbing



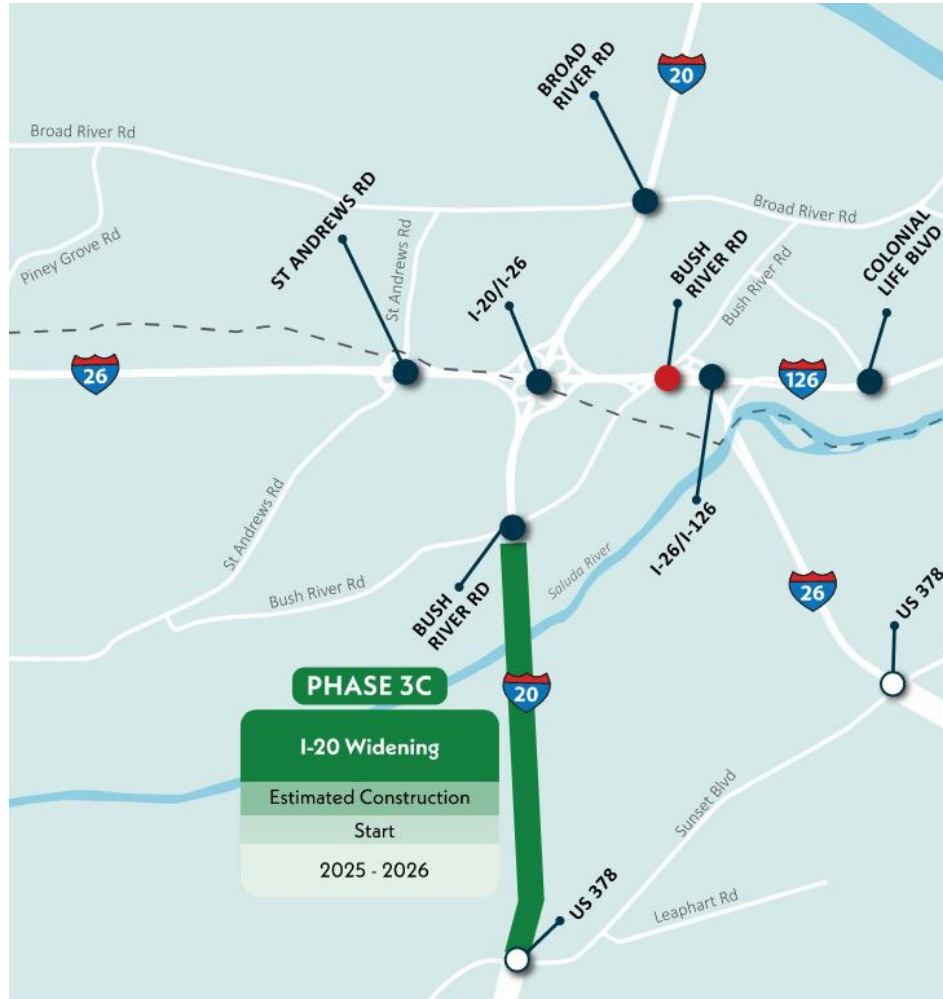
## Upcoming Dates:

- Anticipated Design-Bid-Build letting in Fall 2024

## Scope of Work:

- Approx. 270 acres of Clearing & Grubbing anticipated
- Clearing only (no grubbing) within wetland areas
- Allows for advancement of critical utility relocations

# I-20 Widening



## Upcoming Dates:

- Design-Build project with RFQ anticipated in Spring 2024

## Scope of Work:

- Replacement of I-20 over Saluda River bridge
- Replacement of I-20 over CSX bridge
- Widening I-20 to ultimate lane configuration
- Does not include replacement of Bush River Road at I-20 Interchange

# I-26/I-126 Improvements



## Upcoming Dates:

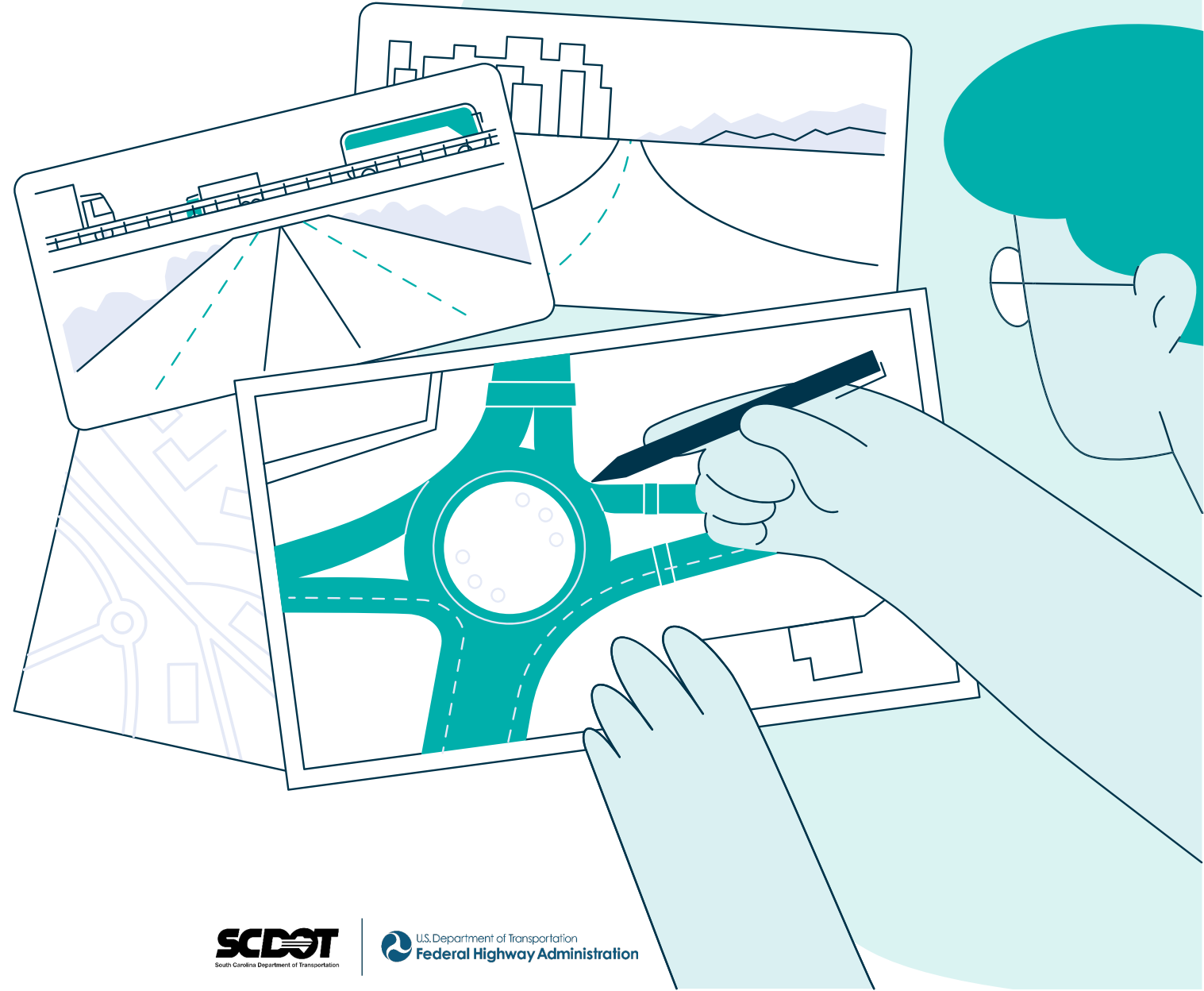
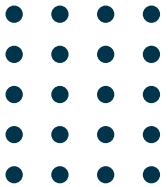
- Design-Build project with RFQ anticipated in Spring 2025

## Scope of Work:

- Replacement of I-26 bridges over Saluda River and CSX railroad
- Replacement of I-126WB to I-26EB ramp
- Widening of I-26
- Construction of I-26 bridge over realigned I-126EB
- Extension of I-26WB CD road



# Managing Program Risks



# Risk Mitigation

SCDOT is committed to moving the project forward and reducing or eliminating project risks to contractors. Key strategies have already been fully or partially implemented, and SCDOT will continue implementing these strategies throughout the project.



**Right of Way  
Acquisition**



**Environmental  
Permitting  
& Mitigation**



**Utility  
Coordination**



**Geotechnical  
Conditions**



**Railroad  
Coordination**



**Procurement  
Strategies**

# Project Risks - ROW Acquisition

## Potential Risk

- Many ROW risks are not knowable until we "knock on the door"
- Contractor securing large numbers of tracts puts large third-party schedule and cost risk on contractor

## Risk Management Strategy

- SCDOT is performing all ROW acquisitions up-front prior to construction.
- DB contractors have the ability to propose and secure additional ROW through the ATC process as part of DB contracts.





# Project Risks - Permitting

## Potential Risk

- USACE permit and mitigation third-party schedule risk on contractor

## Risk Management Strategy

- SCDOT coordinated an innovative approach with USACE for the development of an Individual Permit based on the selected alternative from the FEIS/ROD.
- A permit modification is to be performed for each phase of the project to cover actual impacts.
- SCDOT has constructed a PRM (Permittee Responsible Mitigation) site with the intent of covering mitigation needs of the project. PRM site construction has been completed.



# Project Risks - Utility Relocations

## Potential Risk

- Uncertainty in utility location information
- Uncertain duration of utility relocation
- Utility coordination by contractor increases potential schedule and cost risks

## Risk Management Strategy

- SCDOT to continue coordinating in-contract utility relocation agreements with utility owners prior to each phase of work.
- SCDOT to continue up-front utility coordination with other non-in-contract utilities (self-performing) to provide project updates and schedule information.
- SCDOT to coordinate the design and construction of critical utility relocations and frontage roads in advance of the main interchange improvements.
- SCDOT to conduct additional SUE investigations (Level B and Level A) to identify utilities and confirm critical utility locations, depths, and tie-ins. Information to be provided to DB contractors.



# Project Risks – Geotechnical Conditions

## Potential Risk

- Geotechnical conditions (hard rock)
- Presence of geotechnical conditions adds potential for re-design and increased schedule and cost risks

## Risk Management Strategy

- SCDOT to conduct additional geotechnical investigations (boring data) at known and anticipated structural elements (walls, bridges, etc.) and high-value / critical utility relocations (30” sanitary force main, etc.) to identify existence of underlying subsurface conditions. Information to be provided to DB contractors.
- SCDOT to utilize additional geotechnical information and data obtained from previous procurements for continued project development. Data also to be provided to DB contractors.





# Project Risks - Railroad

## Potential Risk

- Railroad coordination and ROW acquisition for air rights entail potential for schedule risk
- Railroad coordination included in Phases 3C and 3D (I-20 and I-26)

## Risk Management Strategy

- SCDOT to continue up-front coordination and contract provisions development.
- SCDOT to cover the cost of services provided by the railroad up to a certain value equitable to the anticipated cost.



# Procurement Strategies

## Potential Risk

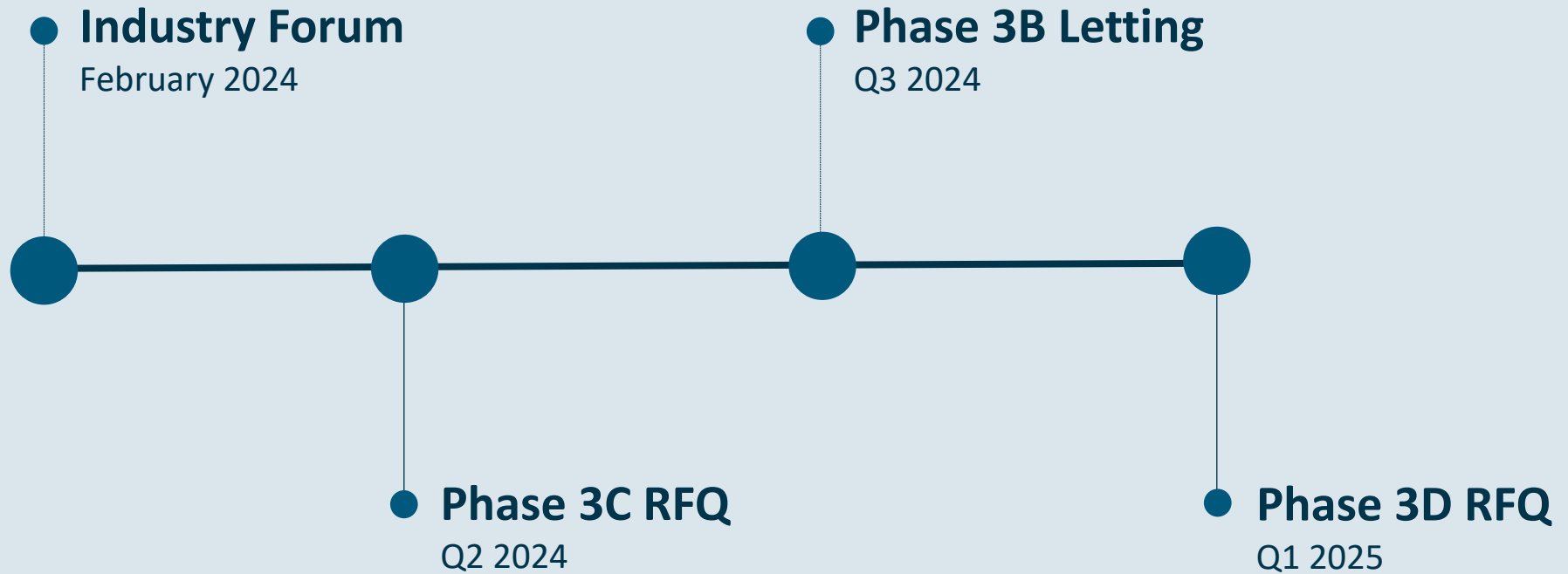
- Attracting adequate participation
- Equitable risk allocations

## Risk Management Strategy

- SCDOT to utilize both Design-Build (DB) and Design-Bid-Build (DBB) procurement methods for remaining construction.
- SCDOT to release multiple, smaller DB contracts to more appropriately fit the capacity of industry partners.
- SCDOT to utilize a new Design-Build agreement to attract Design-Build contractors through appropriate risk allocation.



# Anticipated Upcoming Procurements





# Questions & Answers

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**Submit all questions in written format to:**

**Nicholas Pizzuti**

Interim Director Office of Local Government Services with SCDOT  
by email at

**[PizzutiNC@scdot.org](mailto:PizzutiNC@scdot.org)**

