

**Carolina Crossroads
Project ID P027662**

**PRELIMINARY ENGINEERING
UTILITY COORDINATION REPORT**

I-20/ I-26/ I-126 Carolina Crossroads Project

Phase 3 – Systems Interchanges

Project ID P039720

Richland and Lexington Counties



March 15, 2023

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*Information provided is For Information Only. DBT will be responsible for verification and continuation of effort. See individual folders in electronic submission for additional information and details.

**Several new facilities have been installed since the original SUE base mapping was created in May 2019 and are NOT shown. See Appendix E, Section E: Encroachment Permit Log for list of permits filed since SUE was completed, though the list may not include every single utility installed to date.

1. Approach Summary

STV was tasked to provide Preliminary Engineering Utility Coordination services for the I-20/ I-26/ I-126 “Carolina Crossroads” (CCR) project located between US 176 on I-26 to US 378 on I-26 and Broad River at I-20 to Bush River Road at I-20. This report will only address items located in Phase 3 project area. Phase 3 consists of the interchange of I-26 at St. Andrews Blvd, the interchange of I-26 at I-20, and the interchange of I-20 at Bush River Road along with the widening of I-26 and I-20 and improvements to Jamil Road and Fernandina Road to the Phase 4 and Phase 3 tie point.

This utility coordination was accomplished through the combined efforts of a Utility Coordination Team (UCT) which included members from SCDOT, HDR, STV, and utility stakeholders. The result of this effort includes proposed preliminary relocation plans for each utility within the project limits. These plans were then used to develop preliminary utility relocation quantities for the cost estimate for those utilities claiming prior rights, those who qualify for the Utility Relocation Act, and utilities electing to go in-contract, and potential environmental and right of way impacts.

Potential conflicts associated with roadway widening, drainage, new right of way (ROW), and constructability were evaluated depending on existing and proposed conditions, utility type, and long-term maintenance access. The criteria and preliminary utility plans were governed by the following:

- Individual Utility Owner input (see individual utility sections below).
- Meetings with the respective utility owners and peer reviews

Proposed utility services to existing residences and commercial properties were not included because these new services will be addressed later in final design.

The UCT held an initial round of group and individual utility meetings to discuss the project and review existing utilities, potential conflicts, the owners’ criteria and concerns, proposed resolutions, and estimated costs. All the information compiled from these meetings was used to develop the design criteria, create the preliminary utility relocation plans, and calculate quantities for the preliminary cost estimate. These plans were then shared with the respective utility owners for their review and input. Peer reviews with the utility owners were requested to ensure the understanding of their facilities was being addressed properly with the proposed utility relocations and to request cost estimates for similar types of relocations. **It was understood that these peer reviews did not constitute approval and acceptance by the utility owners.** The intent was that the approach to conflict resolution was in line with their normal practices and that potential conflicts were agreed upon.

The utility owners cannot make commitments to relocation plans and costs until final CCR plans are near completion and full engineering studies are performed by the utility owner. Revisions to the utility relocation plans and quantity estimates were made following the peer reviews.

The remaining sections of this report summarize the results of the preliminary utility relocation effort for each utility. The appendices contain utility owner contact information, a quick reference table (QRT), base mapping, preliminary relocation plans (U-sheets), encroachment permits for new installation since Level B SUE was obtained by SAM, and other pertinent utility report contents.

1-2. Notable Items

- Early coordination efforts were the development of a utility task force responsible for reviewing various avenues to reduce risk for the DBT, SCDOT, utility owners, and ultimately, the traveling public.
- The key partnership agreement items were as follows: No project could be compared to this one since this is the first of its kind in size and complexity in South Carolina; All parties needed to be open minded to ideas; All parties needed to protect their interest as well as demonstrate partnership. This required everyone to be honest, to think outside the box, and to work together to address any conflicts.
- Utilities expressed concern about starting utility relocations too early in the process. They understood this will put a lot of pressure on all parties once plans are complete enough to proceed with relocation options. It is recommended that DBT provide suitable plans ASAP and **avoid making unnecessary** design changes that could impact the utilities efforts to relocate. It is imperative that the DBT review changes with the affected utility owner and provide **constant communication** throughout all stages of design, ROW, and construction. DBT should provide plans with **specific notable changes**, so utility owners are not having to determine what specifically was revised.
- The NEPA process and setting the limits of the project were explained to all the owners. The Record of Decision (ROD) defines the proposed “footprint” and should be conservative enough to allow for alignment changes; however, the DBT could elect to go outside the proposed project plan limits with their Alternative Technical Concepts (ATC). If a DBT teams chooses this option, they would have to go back through the environmental permitting process, which could take a lot of extra time. The intent is for this not to occur, but there are no guarantees at this point.
- Right of Way (ROW) acquisition will be performed under plan cover P027662 in accordance with the Request for Proposals (RFP). The purpose of obtaining ROW was to reduce risk to the DBT as well as provide utilities a place to relocate early in the DB process. **It is the intent for the DB contractor to clear and perform removing & disposal items soon after NTP to provide enough time for relocations and minimize schedule delays.**
- There are no set utility windows for this phase. See *Appendix B Quick Reference Table* for design, permitting, and relocation timeframes. **DBT will be responsible for coordinating relocation schedules into overall project schedule for the DBT.**

- Prior rights documentation was requested for all major items; however, this is an on-going process due to time constraints and limited resources. Prior rights identified in this report are based on Level B SUE in relation to property limits shown as well as any known easements. Prior rights has not been certified for all utilities impacted by the project.
- Potential Conflict Identification based on the modified selected alternative (MSA) and ROD project limits.
- Relocation options were created for the following purposes. These relocation options shown in this report are for information only since the final design is not known; however, the DBT should be aware that the utilities have taken part in those developments and told that these were subject to change.
 - Agreement cost estimates
 - Right of Way availability for relocation – Evaluation of risk that there will not be enough room for potential relocations
 - Feasibility of relocations due to constructability
- Based on discussions with the US Army Corps of Engineers additional permitting and possible mitigation will be required outside of SCDOT’s Conditional Individual Permit that was secured for highway construction.

1-3. Future Utilities and No Conflict Utilities

There has been no indication of new utility owners in Phase 3 since the development of this report; however, new facilities have been installed and are NOT included in the base mapping of this report. New facilities of existing owners have been reported. DBT will be responsible for verifying this information. All new encroachment permits have been logged and included in this report (*See Appendix E: Encroachment Permit Log and Permits*).

Comporium, Conterra/Crown Castle, City of West Columbia (COWC), and Lexington Medical Center do not have facilities in the area. *See Appendix E: Encroachment Permit Log & Permits* for log of permits.

It is assumed that no project improvements are occurring beyond the limits shown on the U-sheets (*see Appendix D: Utility Conflicts & Recommended Relocations*). No timeframes, costs, relocation options, etc. have been accounted for anything outside these limits in this report. **If these areas are impacted by the DBT, it will be the responsibility of DBT to coordinate all relocation efforts and account for impacts in their schedule.**

1-4. Project Phasing

The utilities were first introduced to the project as one mega project. After the original procurement was canceled in May 2019, all previous agreements and discussions were placed on hold. Coordination efforts started again in late August/early September 2019 once the project phasing was determined.

Project Phases <https://www.scdotcarolinacrossroads.com/>

- Phase 1 – Rebuild Colonial Life Blvd. at I-126 Interchange
- Phase 2 – Rebuild Broad River Road at I-20 Interchange
- Phase 3 – Rebuild I-20/26 and I-26/126 interchanges including St. Andrews Rd. at I-26 and Bush River Rd. at I-20
- Phase 4 Frontage Road Relocations – Shift frontage roads outward from interstate beginning at Harbison Blvd to the Phase 3 tie point.
- Phase 5 - I-26 Widening from US 176 Broad River Rd. to west of St. Andrews Rd.

1-5. Project Schedule

The following dates were provided to the utility owners recent emails and individual meetings.

Project Timelines <https://www.scdot.org/business/design-build-active.aspx>

The utilities were told it would take approximately one year from RFQ to negotiate with the contractor before issuing Notice-to-Proceed. It will then be approximately one year to start construction. The intent of the early UC effort was to utilize this time to begin and/or complete utility relocations especially those of critical nature outside of in-contract items.

Table 1: Project Schedule provided to utility owners

| | RFQ | RFP Industry Review | Final RFP | Bid Opening |
|---------|--------|---------------------|-----------|-------------|
| Phase 1 | 4/2020 | 7/2020 | 9/2020 | 3/2021 |
| Phase 2 | 7/2020 | 9/2020 | 11/2020 | 5/2021 |
| Phase 3 | 9/2022 | 1/2023 | 2/2023 | 12/2023 |

1-6. Meetings Held

- Group Meetings
 - Utility Introduction Meeting
 - Preferred Recommended Alternative and Conflict Impacts
 - Partnering Agreement Meeting
- Right of Way Acquisition
- Individual Utility Owners

1-7. Subsurface Utility Engineering (SUE) Overview

It was recommended that Level B SUE be performed under the design build prep, so all proposing DBT would have the same information, providing a better level of accuracy to minimize impacts and reduce risk; to improve safety and reduce costs by reducing field investigations from multiple proposers; reduce redundant SUE required under RFP. SAM (a.k.a. So-Deep), KCI, and GEL performed Level B SUE for all the main lines and several hundred feet along the crossing route of the interchanges. SAM was the only firm performing SUE in Phase 3. **NOTE: During early coordination and design-build prep efforts, edits were made to the SUE dgn file provided by SAM due to comments provided by utility owners. File "u849pp_2d_STV.dgn" may be reviewed to see the edits; however, this**

file does not include all new facilities.

There could be a need for additional SUE depending on final project limits set by the DBT. Reference the electronic SUE files for limits performed under the design-build prep. These are also found on SCDOT’s Design Build website in the project information package as well. Also reference the *Appendix E: Encroachment Permit Log & Permits* for log and actual permits for new installation since SUE was performed. **Additionally, due to the age of the SUE provided with this package including items previously noted, it will be the DBT’s responsibility to verify the accuracy the SUE information provided.**

Tracking Spreadsheets

1-8.

The purpose of the tracking spreadsheets is to provide the latest status of events as well as where we are in the process of collecting agreements, letters, plans, etc. It also notes what items are not expected under this phase either due to it not being applicable, or there are no conflicts. **Please note that it will be the DBT’s responsibility to continue all remaining utility coordination effort and any other related functions as defined under this contract.** These spreadsheets can be found under *Appendix F: Tracking Spreadsheets*.

Project Delineation

1-9.

For the individual utility sections, summaries will use baseline references for identification. The station ranges for those sections are noted in the table below. Some relocations may continue beyond the stations shown to tie back to existing facilities (i.e. poles, splice points). Detailed breakdowns will be shown in the conflict matrix following each plan sheet.

| BASELINE/ ROADWAY | STATION | STATION | COMMENTS |
|--------------------|----------------|-----------------|--|
| I-26 | 242+60 | 435+00 | Use for cross lines |
| I-20 | 30+00 | 194+00 | Use for cross lines |
| Fernandina Road | 9250+00 | 9306+00 | Beatty Rd to St. Andrews Blvd |
| Burning Tree Drive | 9306+00 | 9332+00 | St. Andrews to Browning |
| Browning Road | 9332+00 | 9375+00 | Burning Tree to Fairhaven |
| Burnette Drive | 9375+00 | 9385+00 | Browning to Morning Hill Dr |
| Zimalcrest Drive | 9161+00 | 9171+50 | Stationing stops at Sta 9171+50; however, relocations will continue to Bush River Road |
| Rockland Road | 9147+00 | 9161+00 | Stationing transitions to Zimalcrest |
| Bush River Road | 69+00 24+00 | 113+50 42+00 | Includes crossing over I-126 & I-20 |

| BASELINE/ ROADWAY | STATION | STATION | COMMENTS |
|----------------------------|----------------|---------------------|--|
| Berryhill Drive | 9300+00 | 9953+00 (109+00) | Woodland Hills to Broad River, 109+00 refers to I-20 |
| Woodland Hills Road | 91+00 | 95+50 | Stationing stops at Relocated PT at Station 96+09.75 |
| Andrews Boulevard | 18+00 | 46+00 | Jamil to Kay /Chartwell |
| Jamil Road | 9275+00 | 9297+00 | Stationing stops at Sta 9297+00; however, relocations will continue to St. Andrews Blvd. |

1-10. Abbreviations (*Report Only. SUE abbreviations noted in U-sheets*)

Table 2: List of commonly used abbreviations within the Utility Coordination Report

| Abbreviation | Name/ Description | Abbreviation | Name/ Description |
|--------------|--|--------------|--|
| ATC | Alternative Technical Concept | CCR | Carolina Crossroads |
| COC | City of Columbia | CL | CenturyLink / Lumen |
| CT | Count | DE | Dominion Energy |
| DB | Design-Build | DOA | Department of Administration |
| DI | Ductile Iron | DBT | Design-Build Team |
| FEIS | Final Environmental Impact Statement | FHWA | Federal Highway Administration |
| G | Gas | JUDB | Joint-Use Duct Bank (multiple owners) |
| MSA/ SA | Modified Selected Alternative / Selected Alternative used for ROD/FEIS | MOA | Memorandum of Agreement – Utility agreement for in-contract work between SCDOT and Utility Owner |
| | | P | Power |
| PR | Pair | PVC | Polyvinyl Conduit |
| QRT | Quick Reference Table | RFP | Request for Proposals |
| RFQ | Request for Qualifications | ROD | Record of Decision |
| ROW | Right of Way | SCDOT | South Carolina of Department of Transportation |
| SCWU | South Carolina Water Utilities | SCW-PWR | South Carolina Water Utilities – Palmetto Utilities |
| SCW-SYN | South Carolina Water Utilities - Synergy | SUE | Subsurface Utility Engineering |
| T | Transmission | TBD | To Be Determined by DBT |
| T-DB | Telecommunication Duct Bank (single owner) | U-sheets | Utility Relocation Plans (preliminary) |
| UA | Utility Agreement – Prior Rights reimbursement agreement | UCT | Utility Coordination Team |

2. AT&T

AT&T is the main communication distribution service provider in this area. They have direct buried copper and fiber optic cables as well as overhead cables attached to Dominion Energy (DE) poles within the Phase 3 limits. AT&T indicated they had no planned future facilities within the assumed area of Phase 3 other than typical development and upgrades. Verify new facilities with AT&T and Encroachment Permit log.

Per Section 2-1, there are specific locations that AT&T has identified to go in-contract, and the final design, plans and specifications for modifications to AT&T facilities will be developed by the DBT; for the remaining facilities, it is anticipated that the final design, plans, and specifications for the fiber optic cable and copper cables will be developed by AT&T, or a contractor that they hire. AT&T will install any direct buried facilities, comm lines within the conduit system, and any overhead attachments. **DBT will be responsible for any conduit and vault design and installation for AT&T’s use. See Section 2-3 for further details.**

2-1. Communication Cables

*Table 2: AT&T existing facilities and relocation options**

| Existing Utility | Relocation Option | In-Contract |
|---|--|--|
| St. Andrews & Berryhill Drive - 20-way and 16-way duct bank along St. Andrews Blvd which is bored under I-26 on the east side of the overpass. It continues east/ southeast along Berryhill Drive where it splits. One system goes under I-20 to feed west side of Bush River Road. The other continues along Berryhill Drive to service Executive Center and the east side of Bush River Road. | Relocate to new conduit system installed by DBT. This system will be SEPARATE from other communication JUIDB. | Yes (conduit system)/ No (cable or OH) |
| Direct buried copper and fiber optic cables as well as cables in conduit along the following roads: Berryhill Drive, Bush River Rd, Burning Tree Drive, Browning Road, St. Andrews Road, and Burnette Drive | Relocate to new conduit system installed by DBT | Yes (Conduits & Vaults)/ No (Cables) |
| Direct buried copper and fiber optic cables in conduit crossing I-26 at STA 356+00 and I-20 at STA 172+00 | Relocate to new conduit system installed by DBT | Yes (Conduits & Vaults)/ No (Cables) |

| | |
|---|---|
| <p>OH attachments on DE poles along west side of St. Andrews Blvd., north side of Fernandina Road, south side of Jamil Road, east side of Burning Tree Drive, south side Zimalcrest Drive</p> | <p>Relocate to new pole line, if No necessary</p> |
|---|---|

**Existing Utilities: Utilities mapped in dgn SUE file. These do not include any utilities outside project limits or were installed after SUE data was collected. Relocation Option: This is a preliminary resolution option based on MSA design concept. DBT's final design will be used to determine if the utility conflicts and what is an acceptable resolution in accordance with SCDOT's Utility Accommodations Manual. In-Contract: Utilities identified to be performed by DBT.*

AT&T will request to retain their existing conduit/manhole system from their existing manhole at the intersection of Fernandina/Burning Tree/St. Andrews heading northeast on St. Andrews out of the project limits. All new conduits will tie into the system at this location.

2-2. Prior Rights and Cost Responsibility

AT&T has not provided sufficient prior rights documentation for this phase of construction. They have provided some documentation for areas they believe they have prior rights, but at the time of this report, those documents do not appear to demonstrate prior rights. AT&T will be responsible for 100% of cost relocations. Any costs provided to UCT were provided by AT&T as a high-level estimate for information only. DBT will need to verify this and any additional prior rights documents AT&T presents.

DBT needs to collect No Cost letters, encroachment permits, and final relocation plans when processing their paperwork.

2-3. Proposed New Conduit System

AT&T has agreed for the sake of the project and due to limited available ROW, project access, to reduce risk for damages associated with earlier relocation efforts, and to help the project schedule, to relocate into a new conduit system, which would be designed and installed by the DBT; however, they do not want to be in a joint use duct bank (JUDB) with other utility owners except at the following locations: I-26 crossing from Browning Road to Burning Tree Drive; I-20 crossing from Berryhill Drive at Executive Center Drive to Rockland Road; along Burning Tree Drive from St. Andrews interchange to Browning Road at Center Point Road; I-26 crossing at proposed Station 316+00 to Berryhill Drive; along Berryhill Drive to the west to Woodland Hills Road and to the east to Executive Center Drive. If there is adequate spacing available, AT&T prefers to lay adjacent to the JUDB in their own trench; however, If adequate spacing is not available, AT&T will go in the JUDB. AT&T requires six (6) 4-in conduits and associated appurtenances.



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It is anticipated that the final design, plans and specifications for modifications to AT&T facilities will be performed in contract by DBT for the areas identified above. See *Appendix F: Tracking Spreadsheet* for status update.

3. Charter - CATV

Charter is the main cable TV (CATV) service provider within the CCR project limits. They have coaxial and fiber optic cable aerial attachments and buried facilities throughout the project limits, which are directly impacted by the CCR project.

The aerial relocations are governed by Dominion Energy – Distribution’s (DE-D) relocations. Wherever DE-D relocates their overhead pole line, whether overhead (OH) or underground (UG), then Charter will follow. CATV companies are rarely on their own pole line. Charter can attach to telephone or power company owned poles or bury their lines within SCDOT ROW. Charter will only bury their existing overhead lines because either the pole attachment agreement with DE-D was not approved, or a developer of the area will not allow overhead lines. Existing buried lines that are impacted will be relocated underground.

It is anticipated that the final design, plans, and specifications for cable modifications to Charter facilities will be developed by DBT. Charter is amenable to relocate into the new conduit system, or equivalent JUDB. DBT will be responsible for any conduit and fiber optic cable design and installation. See Charter’s specifications for details.

3-1. CATV Lines

*Table 3: Charter existing CATV facilities and relocation options**

| Existing Utility | Relocation Option | In-Contract |
|--|---------------------------|-------------|
| OH attachment on DE-P and/or MCEC poles along the following locations: Fernandina Road, St. Andrews Road, Burning Tree Drive, Bush River Rd, Browning Road, Burnette Drive, and Morning Hill Drive | Relocate to new pole line | Yes |
| OH attachment on DE-P and/or MCEC poles crossing St. Andrews Road at STA 15+50 and STA 21+50. | Retain | Yes |
| OH attachment on DE-P and/or MCEC poles crossing St. Andrews Road at STA 37+00. | Relocate to new pole line | Yes |
| OH attachment on DE-P and/or MCEC poles crossing I-20 into along Browning Road and stopping at Browning Road STA 9361+00. | Relocate to new pole line | Yes |
| OH attachment on DE-P and/or MCEC poles crossing I-26 at STA 366+50. | Relocate to new pole line | Yes |

| | | |
|--|---|-----|
| OH attachment on DE-P and/or MCEC poles crossing Bush River Road at STA 74+00, STA 76+00, STA 88+50, STA 94+00, STA 95+50 | Relocate attachment at STA 74+00 to new pole line. Retain at other locations. | Yes |
| Direct buried coaxial and fiber optic cables along the following locations: Fernandina Road, Jamil Road, Burning Tree Drive, Berryhill Drive, Bush River Road, | Relocate to new conduit system installed by DBT | Yes |
| Direct burial coaxial and fiber optic cables crossing I-26 at STA 315+75 | Relocate | Yes |
| Direct burial coaxial and fiber optic cables crossing St. Andrews Road at STA 16+50 | Relocate | Yes |

**Existing Utilities: Utilities mapped in dgn SUE file. These do not include any utilities outside project limits or were installed after SUE data was collected. Relocation Option: This is a preliminary resolution option based on MSA design concept. DBT’s final design will be used to determine if the utility conflicts and what is an acceptable resolution in accordance to SCDOT’s Utility Accommodations Manual. In-Contract: Utilities identified to be performed by DBT.*

3-2. Prior Rights and Cost Responsibility

Charter has not claimed and does not have appear to have prior rights in this phase of the project. SCDOT will not be responsible for Charter’s relocations. Charter will need to supply a No Cost letter, encroachment permit, and final relocation plans for final approval.

3-3. Proposed New Conduit System

Charter has agreed for the sake of the project and due to limited available ROW, project access, to reduce risk for damages associated with earlier relocation efforts, and to help project schedule, to relocate into a new conduit system, or equivalent JUDB with all communication companies. Charter has further agreed to have the contractor perform the installation of this infrastructure. Charter requires one (1) 4-in conduit and associated appurtenances.

It is anticipated that the final design, plans and specifications for modifications to Charter facilities will be performed in-contract by DBT for the areas identified above. See appendix F: Tracking Spreadsheet for status update.

4. City of Columbia (water, sewer)

The City of Columbia (COC) owns and maintains the water facilities as well as the effluent sewer transmission gravity system in the CCR Phase 3 project area. The distribution water line sizes range from 2-in to 24-in in either PVC or DI material. South Carolina Water Utilities (SCWU) operates the sewer collection system in CCR Phase 3. See Section 12 for SCWU’s details.

4-1: Water lines:

*Table 4a: COC existing water lines and relocation options**

| Existing Utility | Relocation Option** | In-Contract |
|---|---------------------|-------------|
| 4-in water at the following locations: Berryhill Drive at STA 9330+80, | Relocate | Yes |
| 6-in water at the following locations: Jamil Road STA 9285+75, Zimalcrest Drive, Burning Tree Drive, Fairway Lane, Berryhill Drive at STA 9336+80, Bush River Road at STA 19+75, Zimalcrest Drive, Luster Lane, Burnette Drive | Relocate | Yes |
| 8-in water along the following locations: Fernandina Road, Jamil Road, Burning Tree Drive, Woodland Hills Road, Berryhill Drive, Browning Road, Executive Center Drive | Relocate | Yes |
| 10-in water located along the following locations: St. Andrews Road, Rockland Road | Relocate | Yes |
| 12-in water located along the following locations: Berryhill Drive, Bush River Road, I-26 | Relocate | Yes |
| 24-in water located along the following locations: St. Andrews Road, Burning Tree Drive, I-20, Morning Hill Road, Bush River Road | Relocate | Yes |
| 12-in water line crossing I-26 at STA 317+25 | Relocate | Yes |
| 8-in water line crossing St. Andrews Road at STA 24+50. | Relocate | Yes |
| All water lines starting at intersection of Fernandina/Burning Tree/St. Andrews heading north under existing pavement of St. Andrews; Bush River Road near I-126; Burnette. COC anticipates relocations will tie at these existing lines. | Retain | N/A |

4-2: Sewer Lines:

*Table 4b: COC existing sewer facilities and relocation options**

| Existing Utility | Relocation Option | In-Contract |
|------------------|-------------------|-------------|
| 30-inch sewer | Retain in place | In-contract |

***Existing Utilities:** Utilities mapped in dgn SUE file. These do not include any utilities outside project limits or were installed after SUE data was collected. **Relocation Option:** This is a preliminary resolution option based on MSA design concept. DBT’s final design will be used to determine if the utility conflicts and what is an acceptable resolution in accordance to SCDOT’s Utility Accommodations Manual. **In-Contract:** Utilities identified to be performed by DBT.

****Some portions of the water lines could be retained along these roads. Final design will determine the extent of the impacts; however, the locations noted as “Retain” in the table are anticipated tie points to remain.**

4-3. Prior Rights

COC has estimated overall 30% prior rights with 100% prior rights for some of their facilities. COC is finalizing documentation of their facilities to send to SCDOT to be certified. The final cost share will be accounted for in the final Memorandum of Agreement (MOA) with SCDOT. See *Appendix F: Tracking Spreadsheets* for latest status of agreement.

4-4. Utility Relocation Act

COC qualifies for reimbursement under the SC Utility Relocation Act as a large utility. This reimbursement is for costs that do not qualify for prior rights.

It is anticipated that the final design, plans, and specifications for modifications to COC water and sanitary sewer facilities will be performed by DBT. COC has entered a MOA with SCDOT to have this utility work included. See *Appendix F: Tracking Sheets* for current document status.

5. Department of Administration (DOA) (Communications)

Department of Administration (DOA) underground fiber optic cables located with the limits of the CCR Phase 3 project in the same corridor as SCDOT’s existing ITS system until the interchange of I-20 and Bush River Road where they exit into their own system.

It is anticipated that the DBT will be responsible for the conduit, fiber optic cable, and handhold design and installation for DOA use. DOA will perform the cutovers and splicing once the DBT installs the infrastructure and fiber optic cable.

5-1. Communication Lines

*Table 5: Department of Administration existing communication facilities and relocation options**

| Existing Utility | Relocation Option | In-Contract |
|---|-------------------|-------------|
| 144-ct fiber optic cable in conduit in same trench as SCDOT ITS system along the following locations: I-26, I-20, I-126 | Relocate | Yes |
| 144-ct fiber optic direct buried along Bush River Road | Relocate | Yes |
| 144-ct in conduit in same trench as SCDOT ITS system crossing at I-26 STA 339+50 | Relocate | Yes |
| 144-ct in conduit in same trench as SCDOT ITS system crossing at I-20 STA 156+00 | Relocate | Yes |
| 24-ct and 12-ct fiber optic cable in conduit and innerduct comes out of joint trench at I-20 STA 130+00 then goes across I-20 and runs along Bush River Ramp H into Bush River Road | Relocate | Yes |
| 48-ct, 6-ct, and 12-ct fiber optic cable in HDPE comes out of joint trench at I-20 STA 130+00 then runs along I-20 to tie-in at Berryhill Drive at STA 117+30. | Relocate | Yes |
| 24-ct fiber optic cable direct buried comes out of joint trench at I-20 STA 130+00 following along I-20 crossing Bush River Road continuing down I-20. | Relocate | Yes |

**Existing Utilities: Utilities mapped in dgn SUE file. These do not include any utilities outside project limits or were installed after SUE data was collected. Relocation Option: This is a preliminary resolution option based on MSA design concept. DBT’s final design will be used to determine if the utility conflicts and what is an acceptable resolution in accordance to SCDOT’s Utility Accommodations Manual. In-Contract: Utilities identified to be performed by DBT.*

5-2. Prior Rights and Cost Responsibility

DOA reviewed U-sheets and provided cost estimate. They do not have prior rights and all relocation costs will be at No Cost to SCDOT. DBT will be responsible for all coordination, collecting relocation plans, encroachment permits, and No Cost letter for final approval.

5-3. Proposed New Conduit System

DOA has agreed for the sake of the project and due to limited available ROW, project access, to reduce risk for damages associated with earlier relocation efforts, and to help project schedule, to relocate under the DB contract. Their approved relocation options are as follows:

- a. Single owner conduit system outside the C/A,
- b. JUDB with other communication owners,
- c. Inside the C/A as single owner. SCDOT has agreed to allow them to relocate in the C/A like they currently exist even though SCDOT will not install their ITS system under the DB contract. DOA will be in a separate trench when they depart from SCDOT's ROW should this option be chosen.

DOA requires a 144 ct fiber optic cable in one (1) 4-in conduit with a handhold every 500-ft and at tie points. The handhold size will be 30" x 48" x 24". See DOA's criteria for further details.

It is anticipated that the final DOA facilities will be performed in-contract by DBT for the areas identified above. See *Appendix F: Tracking Spreadsheet* for status update.

6. Dixie Pipeline – Gas (petroleum)

Dixie Pipeline (DP) has an 8-in steel gas line crossing under I-26 within the CCR project limits and an 8-in steel gas line within a 12-in casing crossing under I-20. DP was provided utility relocation plans to review. Based on their review, they agree with potential conflicts and resolutions identified on the proposed plans.

It is anticipated that the final design and installation for modifications to DP facilities will be developed by the DBT. See *Appendix F: Tracking Spreadsheet* for status update.

6-1. Petroleum Gas Lines

*Table 6: DP existing gas facilities and relocation options**

| Existing Utility | Relocation Option | In-Contract |
|--|-----------------------------------|-------------|
| 8-in steel gas line at I-26 crossing: STA 286+75 | Rebore I-26 at a deeper elevation | Yes |
| 8-in steel gas line with 12-in steel casing crossing at I-20 STA 62+00 | Retain in place | Yes |

**Existing Utilities: Utilities mapped in dgn SUE file. These do not include any utilities outside project limits or were installed after SUE data was collected. Relocation Option: This is a preliminary resolution option based on MSA design concept. DBT's final design will be used to determine if the utility conflicts and what is an acceptable resolution in accordance to SCDOT's Utility Accommodations Manual. In-Contract: Utilities identified to be performed by DBT.*

6-2. Prior Rights and Cost Responsibility

DP has not claimed and does not appear to have prior rights on their existing facilities. Relocation costs will be 100% on DP. It is anticipated that the final DP facilities will be performed in-contract by DBT for the areas identified above.

7. Dominion Energy – Gas Distribution

Dominion Energy Gas (DE-G) has distribution gas lines ranging from 2-inch plastic to 6-inch steel throughout the CCR project limits. DE-G was provided utility relocation plans to review. Based on this peer review, DE-G provided an overall cost estimate, comments to the proposed relocations and project approach, and agreed with potential conflicts and resolutions identified on the proposed plans.

It is anticipated that the final design and installation for modifications to DE-G Energy facilities will be developed by the DBT. SCDOT is currently working with DE-G on the MOA. See *Appendix F: Tracking Spreadsheet* for status update. Reference DE-G’s required specifications for details.

7-1. Distribution Gas Lines

Table 7: DE-G existing gas facilities and relocation options*

| Existing Utility | Relocation Option | In-Contract |
|---|-------------------|-------------|
| 2-in plastic gas along the following locations: Fernandina Road, Berryhill Drive, Jamil Road | Relocate | Yes |
| 2-in plastic gas along the following locations: Executive Center Drive, Bush River Road, Rockland Road | Retain in place | Yes |
| 2-in steel gas along the following locations: Fernandina Road, Zimalcrest Drive | Relocate | Yes |
| 2-in steel gas along the following locations: Rockland Road | Retain in place | Yes |
| 4-in steel gas along the following locations: Jamil Road, I-26, I-20, Bush River Road, Woodland Hills Road, Fairhaven Drive, Burnette Drive | Relocate | Yes |
| 4-in steel gas along the following locations: Bush River Road, Morninghill Drive | Retain in place | Yes |
| 4-in steel gas along St. Andrews Ramp B tying into 6-in steel gas at St. Andrews Road at STA 23+90 | Relocate | Yes |
| 6-in plastic gas along the following locations: Zimalcrest Drive, Browning Road, Fairhaven Drive | Relocate | Yes |

| | | |
|---|---|-----|
| 6-in steel gas along the following locations: St. Andrews Road | Retain in place | Yes |
| 4-in steel crossing Bush River Road at STA 71+00 then changes to 6-in plastic continue crossing Bush River Road into Zimalcrest Drive. | Retain in place | Yes |
| 4-in steel gas crossing St. Andrews Road at STA 25+75 then turning and crossing I-20 to follow St. Andrews Road to gas valve at STA 30+25 | Relocate | Yes |
| 4-in steel gas along Bush River Road at STA 18+00 crossing I-20 to continue along Bush River Road to STA 41+00 | Relocate from Bush River Road from STA 24+00 across I-20 to STA 39+00 | Yes |
| 6-in steel gas crossing I-26 at STA 351+10 from Zimalcrest Drive to I-26 Ramp D | Relocate | Yes |

**Existing Utilities: Utilities mapped in dgn SUE file. These do not include any utilities outside project limits or were installed after SUE data was collected. Relocation Option: This is a preliminary resolution option based on MSA design concept. DBT's final design will be used to determine if the utility conflicts and what is an acceptable resolution in accordance to SCDOT's Utility Accommodations Manual. In-Contract: Utilities identified to be performed by DBT.*

7-2. Prior Rights and Cost Responsibility

DE-G has not claimed and does not appear to have prior rights on their existing facilities. Cost will be 100% on DE-G. It is anticipated that the final DE-G facilities will be performed in-contract by DBT for the areas identified above.

8. Dominion Energy (Power Distribution & Transmission)

Dominion Energy Power Distribution (DE-D) has several systems that will be affected by the CCR project including their existing distribution network, ITS feeds, and new services to proposed CCR facilities. Dominion Energy Power Transmission (DE-T) has overhead crossings over I-20 that should not have conflicts.

DE-D indicated that they had no planned future facilities that may affect the project other than typical development and upgrades. It is anticipated that the final design, plans, and specifications for modifications to Dominion Energy facilities will be developed by Dominion Energy, or a contractor whom they hire.

8-1. Dominion Energy Power Distribution

Table 8a: DE-D existing power distribution facilities and relocation options*

| Existing Utility | Relocation Option | In-Contract |
|---|-------------------|-------------|
| OH poles with attachments located along the following**: Fernandina Road, Jamil Road, St. Andrews Road, Burning Tree Drive, Browning Road, Zimalcrest Drive, Morninghill Drive, Bush River Road | Relocate | No |
| UG buried along the following the locations**: Jamil Road | Relocate | No |
| OH power poles with attachments crossings**: I-26 at STA 287+90 from Jamil Road to Fernandina Road, I-26 at STA 303+10 along St. Andrews Road; I-26 at STA 353+25 from Zimalcrest Drive to Browning Road; I-26 at STA 367+40 from Bush River Road to Fairhaven Drive; I-20 at STA 172+50 from Browning Road | Relocate | No |

** does not include service drops or side road crossings

8-2. Dominion Energy Power Transmission

Table 8b: DE-T existing power transmission facilities and relocation options*

| Existing Utility | Relocation Option | In-Contract |
|--|-------------------|-------------|
| OH power crossings: I-20 at STA 67+00, I-26 at STA 416+00 and STA 424+00 | Retain in Place | No |

***Existing Utilities:** Utilities mapped in dgn SUE file. These do not include any utilities outside project limits or were installed after SUE data was collected. **Relocation Option:** This is a preliminary resolution option based on MSA design concept. DBT's final design will be used to determine if the utility conflicts and what is an acceptable resolution in accordance to SCDOT's Utility Accommodations Manual. **In-Contract:** Utilities identified to be performed by DBT.

8-3. Cost Estimate Criteria, Prior Rights, and Cost Responsibility

DE-D agreed to the preliminary assessment of conflicts and proposed relocations, which was used for estimated cost to relocate. Our initial impact estimate is \$2,625,000.00. Upon coordination with DE-D, we anticipate DE-D will provide prior rights documentation for up to 75% of their facilities, which is accounted for in the estimate. DE-D has not provided their prior rights documentation at the time of this report; however, DBPT will continue to pursue acquiring, reviewing, and certifying these rights as they are received.

8-4. Dominion Energy Power Distribution (power feeds to ITS)

DBT will coordinate with DE-D for power feeds to any proposed ITS, overhead signs, and signals, as needed.

9. CenturyLink / Lumen (Brightspeed, Level 3 Communications) (Communications)

9-1. Local Distribution Facilities

Lumen was recently acquired by Brightspeed in October 2022; however, this report will refer to them as Lumen.

Potential impacts to CenturyLink / Lumen local distribution facilities include overhead and underground lines along St. Andrews, Berryhill, Burning Tree, Bush River, Fernandina, and Browning roads. CenturyLink / Lumen agreed with the relocation approach and potential conflicts when reviewing the plans. ****Several existing facilities are not shown as they have been installed since SAM completed SUE; however, CenturyLink / Lumen has agreed that all impacted existing facilities would be relocated in-contract as detailed below. See Appendix E: Encroachment Log & Permits.****

CenturyLink / Lumen has applied for new facilities that may affect the CCR project (See Appendix F: Encroachment Log & Permits for locations and status). It is anticipated that the final design and installation will be performed by the DBT. See CenturyLink / Lumen’s specifications for details.

9-2. Communication Lines

Table 9: Lumen existing communication facilities and relocation options*

| Existing Utility | Relocation Option | In-Contract |
|---|---|-------------|
| Buried fiber optic cable along the following locations: Berryhill Drive, Burning Tree Drive, Browning Road, St. Andrews Blvd, | Relocate to new conduit system installed by DBT | Yes |
| OH attachments along the following locations: Bush River Road, St. Andrews Road, Browning Road, | Relocate to JUDB or new OH pole line | Yes |
| OH attachments crossing I-26 and I-20 at interchanges | Relocate | Yes |

***Existing Utilities:** Utilities mapped in dgn SUE file. These do not include any utilities outside project limits or were installed after SUE data was collected. **Relocation Option:** This is a preliminary resolution option based on MSA design concept. DBT’s final design will be used to determine if the utility conflicts and what is an acceptable resolution in accordance to SCDOT’s Utility Accommodations Manual. **In-Contract:** Utilities identified to be performed by DBT.

9-3. Prior Rights and Cost Responsibility

Lumen provided estimated relocation costs to SCDOT. They do not have prior rights; therefore, their relocations will be at No Cost to SCDOT. DBT will be responsible for finalizing impacts, collecting No Cost letter, encroachment permits, and relocation plans for final approval.

9-4. National Transmission Facilities

CenturyLink National Core Network reviewed the overall project limits in December 2015 and stated they did not have any facilities within the project limits. SUE did not indicate their presence either. DBT to verify.

9-5. Proposed New Conduit System

Lumen has agreed for the sake of the project and due to limited available ROW, project access, to reduce risk for damages associated with earlier relocation efforts, and to help project schedule, to relocate into a new conduit system, or equivalent joint use duct bank (JUDB) with all communication companies. Lumen has further agreed to have the contractor perform the installation of this infrastructure. Lumen requires two (2) 4-in conduits, a 96ct and 144ct fiber optic cable, and a handhold every 500-ft and at every crossing/tie-in point. T

It is anticipated that the final relocation of Lumen facilities will be performed in-contract by DBT for the areas identified above.

10. Mid-Carolina Electric Cooperative (MCEC) (Power Distribution)

Mid-Carolina Electric Cooperative (MCEC) Power Distribution (DE-D) has several systems that will be affected by the CCR project including their existing distribution network and new services to proposed CCR facilities.

MCEC indicated that they had no planned future facilities that may affect the project other than typical development and upgrades. It is anticipated that the final design, plans, and specifications for modifications to MCEC facilities will be developed by MCEC, or a contractor whom they hire.

10-1. Mid-Carolina Electric Cooperative Power Distribution

*Table 10: MCEC existing power distribution facilities and relocation options**

| Existing Utility | Relocation Option | In-Contract |
|--|-------------------|-------------|
| OH power poles along the following locations: St. Andrews Road, Berryhill Drive, Bush River Road | Retain | No |
| Buried UG along the following locations: Fernandina Road, I-26, Burning Tree Drive, Berryhill Drive | Relocate | No |
| Buried UG along the following locations: Berryhill Drive, Executive Center Drive, I-20, Bush River Road | Retain | No |
| Buried UG crossing I-26 at STA 308+00 and STA 308+25 | Relocate | No |
| Buried UG crossing I-20 at STA 142+75 from Berryhill Drive to Rockland Road | Relocate | No |
| Buried UG crossing I-20 at STA 123+75 along Bush River Road | Retain | No |
| OH power poles crossing Bush River Road at STA 35+50 | Retain | No |
| Buried UG along I-26 crossing St. Andrews Road at STA 90+50 to continue along I-26 | Relocate | No |

**Existing Utilities: Utilities mapped in dgn SUE file. These do not include any utilities outside project limits or were installed after SUE data was collected. Relocation Option: This is a preliminary resolution option based on MSA design*

concept. DBT's final design will be used to determine if the utility conflicts and what is an acceptable resolution in accordance to SCDOT's Utility Accommodations Manual. In-Contract: Utilities identified to be performed by DBT.

10-2. Cost Estimate Criteria, Prior Rights, and Cost Responsibility

MCEC provided preliminary mark ups used for estimated cost to relocate. Their initial impact estimate is \$675,000, which includes all relocation efforts. Upon coordination with MCEC, it is anticipated MCEC will provide prior rights documentation for up to 75% of their facilities. MCEC has not provided their prior rights documentation at the time of this report; however, DBPT will continue to pursue acquiring, reviewing, and certifying these rights as they are received.

10-3. Mid-Carolina Electric Cooperative Power Distribution (power feeds to ITS)

DBT will coordinate with MCEC for power feeds to proposed ITS, overhead signs, and signals.

11. Segra (f.k.a. Spirit) Communications

Segra has overhead and underground fiber optic cables located with the limits of the CCR Phase 3 project. MCI shares/leases fiber optic cable from Segra within the project area, so additional coordination will be needed. Segra has applied for new facilities throughout the overall CCR project since SUE was performed. See *Appendix F: Encroachment Log & Permits* for encroachment log and permits for specific locations.

It is anticipated that the specific tie points and specifications for their handholds and fiber optic cable will be provided by Segra. They will also perform the cutovers and splicing once the DBT installs the infrastructure and fiber optic cable. DBT will be responsible for any conduit design and conduit and fiber optic cable installation for Segra’s use.

11-1. Communication Lines

*Table 11: Segra existing communication facilities and relocation options**

| Existing Utility | Relocation Option | In-Contract |
|---|---|-------------|
| Buried fiber optic cables along the following locations: Fernandina Road, Jamil Road, St. Andrews Road, Burning Tree Drive, Berryhill Drive, Bush River Road, Browning Road | Relocate to conduit provided by DBT | Yes |
| Buried fiber optic cables along the following locations: Executive Center Drive, Bush River Road, Burnette Drive | Retain in place | Yes |
| OH attachments on power poles along the following locations: St. Andrews Road, Fernandina Road, | Relocate to new power line | Yes |
| OH attachments on power poles along the following locations: Bush River Road, | Retain in place | Yes |
| Buried fiber optic cables along Browning Road crossing I-20 at STA 171+25 continue along Browning Road | Relocate from Browning Road STA 9352+00 onwards | Yes |
| Buried fiber optic cable crossing I-26 at STA 372 +00 along Bush River Road | Relocate | Yes |

**Existing Utilities: Utilities mapped in dgn SUE file. These do not include any utilities outside project limits or were installed after SUE data was collected. Relocation Option: This is a preliminary resolution option based on MSA design concept. DBT’s final design will be used to determine if the utility conflicts and what is an acceptable resolution in accordance to SCDOT’s Utility Accommodations Manual. In-Contract: Utilities identified to be performed by DBT.*

11-2. Prior Rights and Cost Responsibility

Segra reviewed U-sheets and provided cost estimate. They do not have prior rights and all relocation costs will be at No Cost to SCDOT. DBT will be responsible for all coordination, collecting relocation plans, encroachment permits, and No Cost letter for final approval.

11-3. Proposed New Conduit System

Segra has agreed for the sake of the project and due to limited available ROW, project access, to reduce risk for damages associated with earlier relocation efforts, and to help project schedule, to relocate into a new conduit system, or equivalent JUDB with all communication companies. Segra has further agreed to have the contractor perform the installation of this infrastructure. Segra requires three (3) 1.25-in conduits and associated appurtenances, and they place set their own vaults. DBT will coordinate with Segra through this effort.

It is anticipated that the final Segra facilities will be performed in-contract by DBT for the areas identified above. See *Appendix F: Tracking Spreadsheet* for status update.

12. South Carolina Water Utilities (Palmetto Utilities, Synergy) (sewer)

South Carolina Water Utilities (SCW) is the parent company to Palmetto Utilities (SCW-P) and Synergy (SCW-S) which are private operators of the sewer collection system in CCR Phase 3. SCW-P’s gravity system covers everything from St. Andrews Boulevard to I-20/I-26, and SCW-S’s system covers from I-20/I-26 east to Bush River Road over I-126. Both area systems have potential conflicts with the CCR Phase 3 project improvements. SCW is a private company and not a public municipality.

12-1: Sewer Lines:

*Table 12a: SCW-P existing sewer facilities and relocation options**

| Existing Utility | Relocation Option | In-Contract |
|---|-------------------|-------------|
| 8-in sewer line at or along the following locations: Jamil Road, Fernandina Road, Berryhill Drive, St. Andrews Road, Burning Tree Drive, | Relocate | Yes |
| 8-in sewer line at or along the following locations: St. Andrews Road, Burning Tree Drive, Browning Road | Retain in place | Yes |
| 20-in sewer line along the following locations: Berryhill Drive, Rockland Road, | Relocate | Yes |
| Unknown size sewer line along Berryhill Drive into Bush River Road | Retain in place | Yes |
| 10hp pump station | Relocate | Yes |
| 18-in sewer gravity line crossing I-26 at STA 306+30 then splitting into one crossing St. Andrews Road at STA 31+75 then turning to cross Fernandina Road and the other a 12-in into Burning Tree Drive | Relocate | Yes |
| 20-in sewer line crossing I-20 at STA 142+50 | Relocate | Yes |

*Table 12b: SCW-S existing sewer facilities and relocation options**

| Existing Utility | Relocation Option | In-Contract |
|--|-------------------|-------------|
| 8-in sewer line at or along the following locations: Browning Road | Relocate | Yes |

| | | |
|---|-----------------|-----|
| 6-in sewer line at or along the following locations: Zimalcrest Drive, Bush River Road | Retain in place | Yes |
|---|-----------------|-----|

| | | |
|--|----------|-----|
| 12-in sewer line crossing I-26 at STA 368+80 | Relocate | Yes |
|--|----------|-----|

***Existing Utilities:** Utilities mapped in dgn SUE file. These do not include any utilities outside project limits or were installed after SUE data was collected. **Relocation Option:** This is a preliminary resolution option based on MSA design concept. DBT's final design will be used to determine if the utility conflicts and what is an acceptable resolution in accordance to SCDOT's Utility Accommodations Manual. **In-Contract:** Utilities identified to be performed by DBT.

12-2. Prior Rights

SCW has indicated they have 10% prior rights for cost estimating purposes. SCW will need to supply prior rights documentation to SCDOT for review. If they are not able to provide the proper documentation, then they will need to supply a No Cost letter and encroachment permit for their relocations.

SCW does have prior rights on the 10 hp pump station located along Fernandina Road near the St. Andrews Road interchange.

12-3. Utility Relocation Act

SCW is a private company, and they do not qualify for reimbursement under the Utility Relocation Act.

It is anticipated that the final SCW facilities will be performed in-contract by DBT for the areas identified above.

13. Verizon (f.k.a. MCI) Communications

Verizon (MCI) has overhead and underground fiber optic cables located within the limits of the CCR Phase 3 project. MCI shares/leases from Segra in some locations and relocation efforts will need to be coordinated. MCI facilities will be impacted by Segra's relocations. MCI has applied for new facilities throughout the overall CCR project since SUE was performed. See *Appendix F: Encroachment Log & Permits* for encroachment log and permits for specific locations.

It is anticipated that the specific tie points and specifications for their handholds and fiber optic cable will be provided by MCI. They will also perform the cutovers and splicing once the DBT installs the infrastructure and fiber optic cable. DBT will be responsible for any conduit design and conduit and fiber optic cable installation for MCI's use.

13-1. Communication Lines

*Table 13: Verizon existing communication facilities and relocation options**

| Existing Utility | Relocation Option | In-Contract |
|--|-------------------|-----------------------------|
| Buried UG fiber optic cables along the following locations: Fernandina Road, Browning Road, Bush River Road | Relocate to JUDB | Conduit (yes) Cable (no) |
| Buried UG fiber optic cables along the following locations: St. Andrews Road, Bush River Road, Burnette Drive, Morninghill Drive | Retain | Yes |
| Buried UG fiber optic cables along Browning Road crossing I-20 at STA 172+00 | Relocate | Conduit (yes) Cable (no) |
| Buried UG fiber optic cables along Bush River Road (S-31) crossing I-26/I-126 at STA 370+00 | Relocate | Conduit (yes) Cable (no) |

**Existing Utilities: Utilities mapped in dgn SUE file. These do not include any utilities outside project limits or were installed after SUE data was collected. Relocation Option: This is a preliminary resolution option based on MSA design concept. DBT's final design will be used to determine if the utility conflicts and what is an acceptable resolution in accordance to SCDOT's Utility Accommodations Manual. In-Contract: Utilities identified to be performed by DBT.*

13-2. Prior Rights and Cost Responsibility

MCI reviewed U-sheets and it appears they do not have prior rights. All relocation costs will be at No Cost to SCDOT. DBT will be responsible for all coordination, collecting relocation plans, encroachment permits, and No Cost letter for final approval.

13-3. Proposed New Conduit System

Verizon (MCI) has agreed for the sake of the project and due to limited available ROW, project access, to reduce risk for damages associated with earlier relocation efforts, and to help project schedule, to relocate into a new conduit system, or equivalent JUDB with all communication companies. Verizon (MCI) has further agreed to have the contractor perform the installation of this infrastructure. Verizon (MCI) requires two (2) “6-way” 4.25-in conduits and associated appurtenances.

It is anticipated that the final Verizon facilities will be performed in-contract by DBT for the areas identified above.

14. SCDOT (ITS/Traffic Signals)

SCDOT has buried ITS fiber optic cables and power lines along I-26 & I-20 throughout Phase 3 limits. They also have signals along Bush River Road and St. Andrews Blvd.

SCDOT will abandon and/or remove existing ITS facilities within the CCR Phase 3 project area and will replace after the project is completed. All existing signal facility modifications or relocations will be coordinated by DBT as part of the construction project.

14-1. Fiber Cables/Power/ITS Boards, Cameras, etc.

There are potential conflicts with the buried fiber and bridge columns, roadway, drainage, and ITS overhead sign adjustments.

14-2. Traffic Signals

The traffic signals will be reconfigured at signalized intersections.