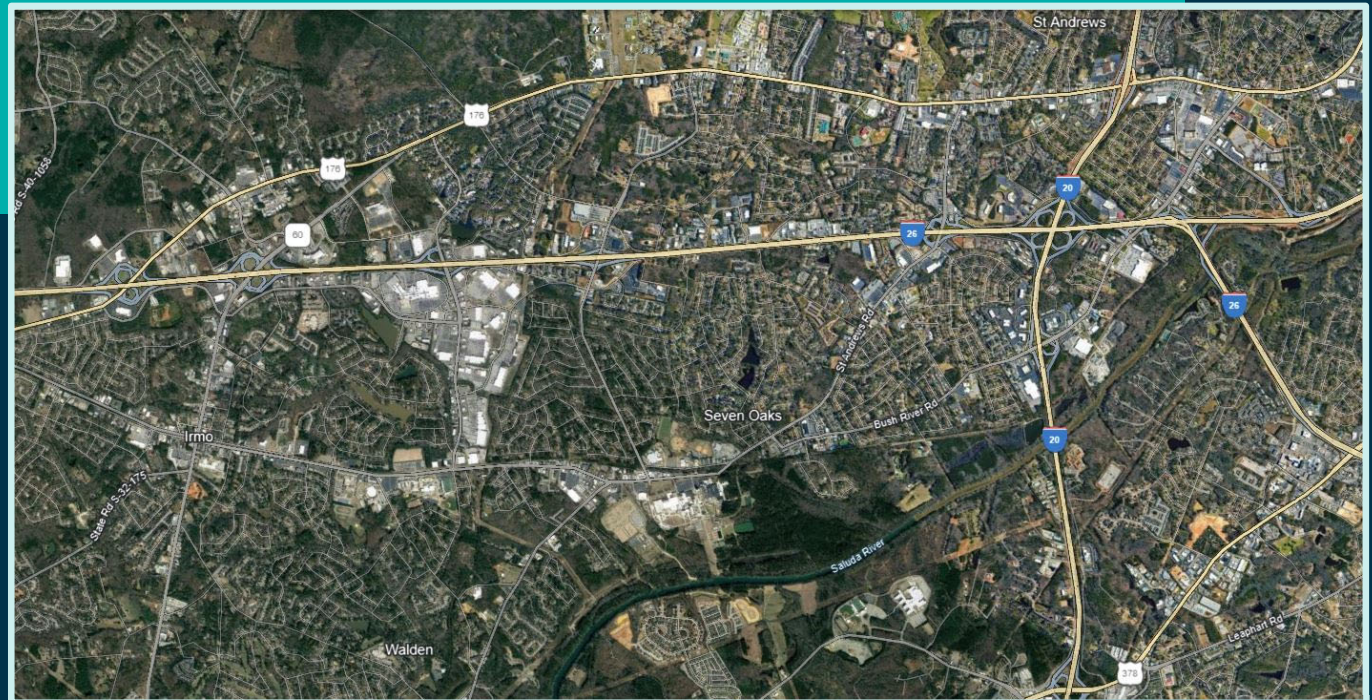


Carolina Crossroads Phase 3D I-26/126 System Interchange Improvements Design-Build

05.13.2026





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 any future Final Request for Proposals (RFP).



Purpose

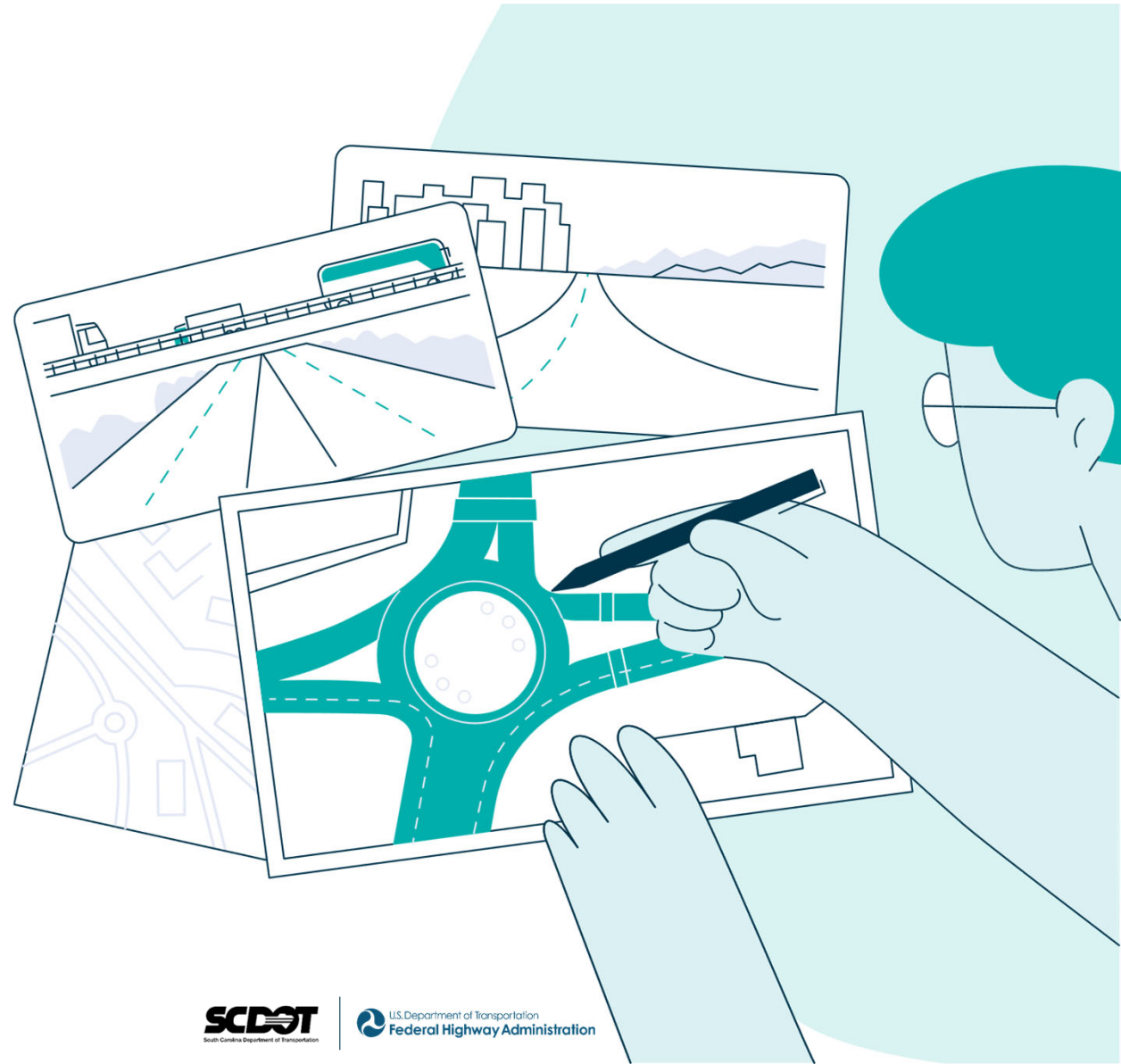
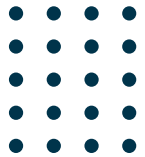
- Provide Information
- Get Feedback & Answer Questions
- Gauge Industry Interest & Competition



Agenda

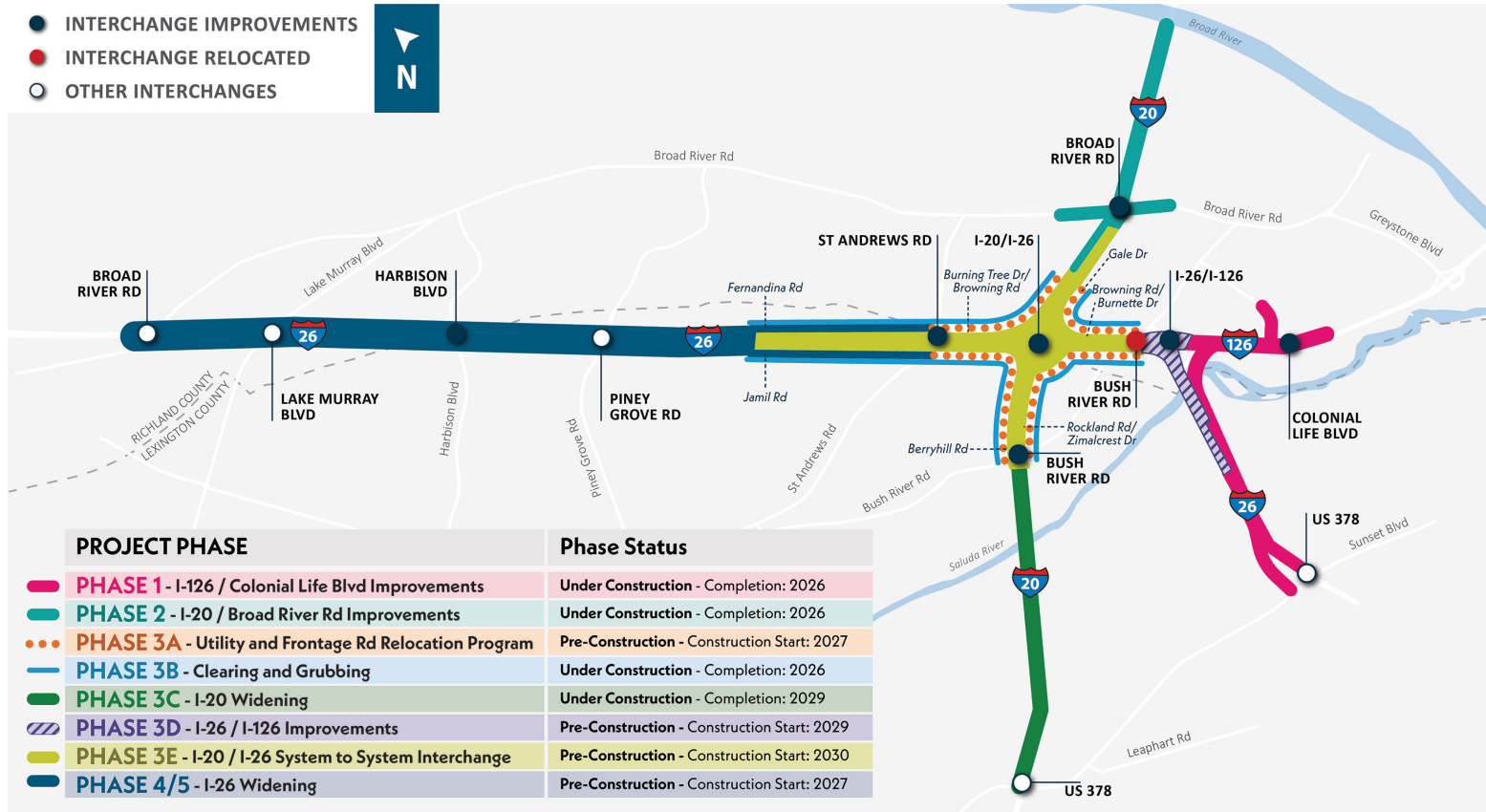
- Location / Overview
- Procurement Type
- Scope of Work
- Schedule
- Questions & Answers

Program Overview & Project Scope



Program Phasing

- INTERCHANGE IMPROVEMENTS
- INTERCHANGE RELOCATED
- OTHER INTERCHANGES



Project Location

- The Project is located in Richland and Lexington Counties along interstates I-26 and I-126, connecting from the CCR Phase 1 project limits to just west of the Bush River Road bridge over I-26.





Anticipated Procurement Type

- Two-Phase Design-Build
- ATCs
- Best Value
- Weighted Criteria Formula



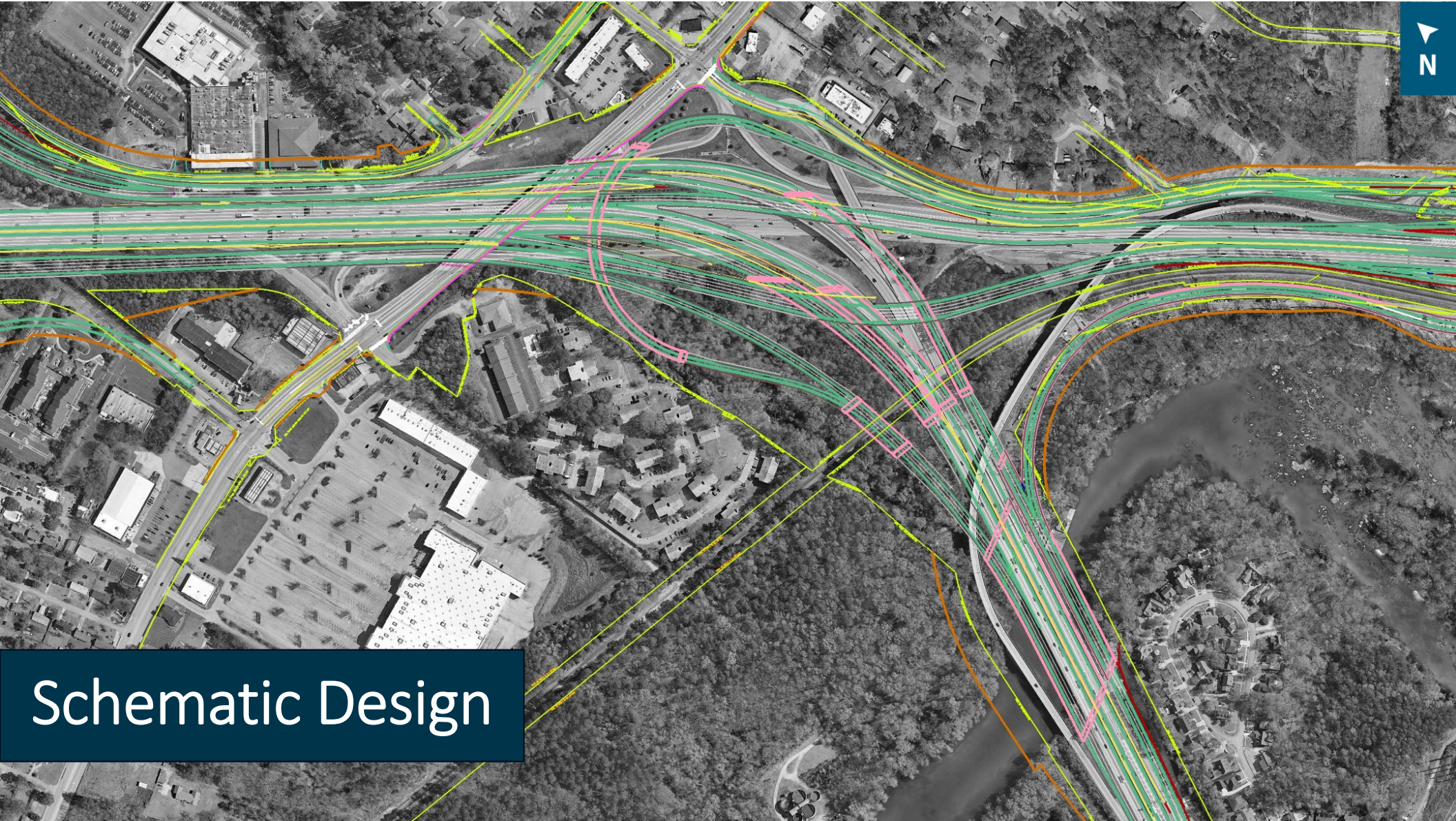
Anticipated Key Individuals

- Project Manager
- Lead Design Engineer
- Structural Engineer
- Construction Manager
- Independent Quality Manager



Anticipated Scope of Work

- Construction of 6 bridges
- Widening of I-26 and I-126
- Partial Construction of I-26 CD roads (EB and WB)
- Rehabilitation of Bush River Road over I-26 bridge
- Lighting design and construction for I-126 Bridge over Broad River east of Phase 1 to Elmwood Ave.
- In-contract utility relocations



Schematic Design

Structures

- Schematic Design includes 6 new structures, including:
 - New bridge over the Saluda River
 - New bridges over CSX Railroad
 - Long-span flyover ramps
- Independent Peer Review for Complex Bridge Elements (Seismic Design is a qualifying design feature)
- Girder-type superstructures anticipated (both prestressed-concrete and weathering steel plate girders will be allowed by RFP)
- Existing Bush River Road over I-26 bridge to be retained, and rehabilitation scope will be provided.

Roadway

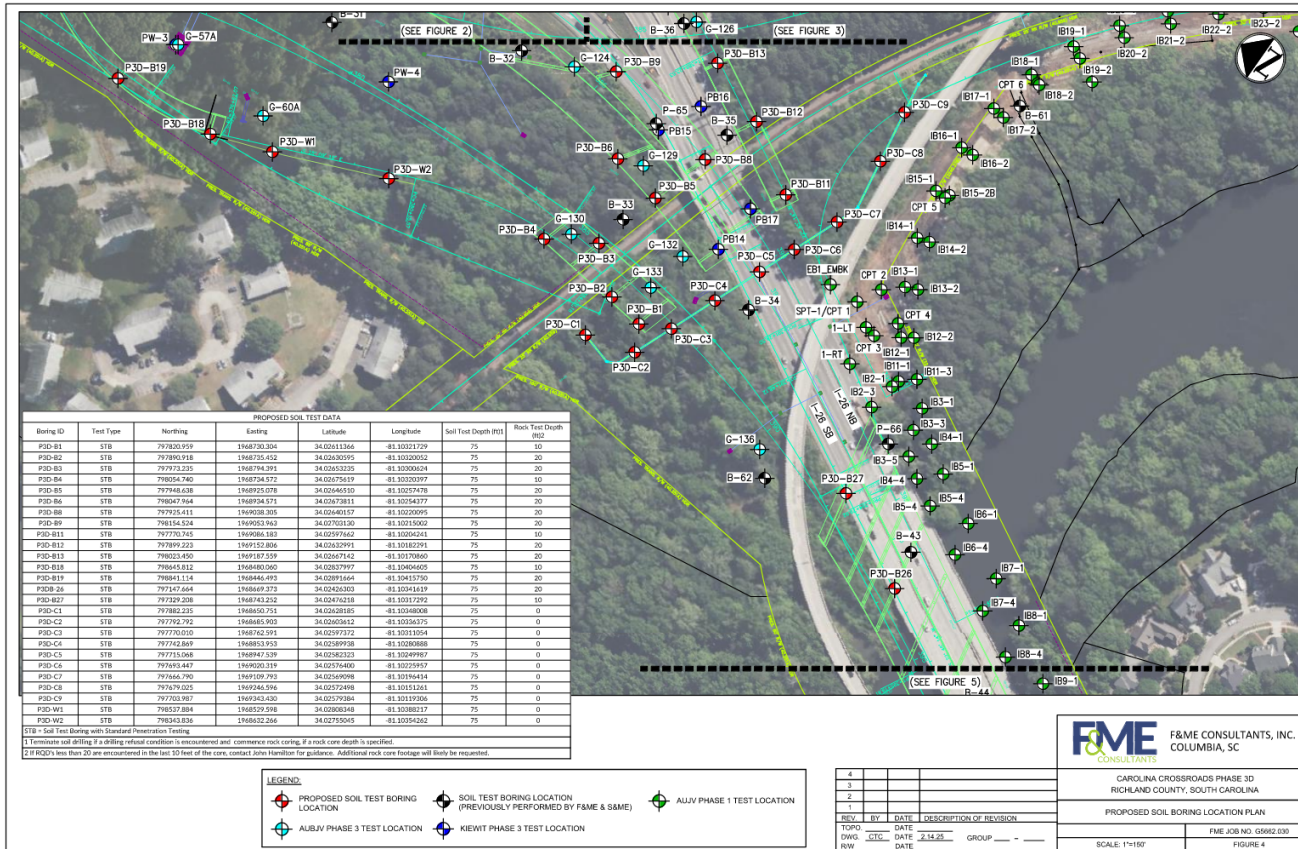
- Urban freeway, C-D roads, and system-to-system ramps
- 12' mainline shoulders
- I-126 exit from I-26 eastbound will be reconstructed as a right exit
- Tie to completed Phase 1 improvements
- Construct pavement for future tie-in to Phase 3E



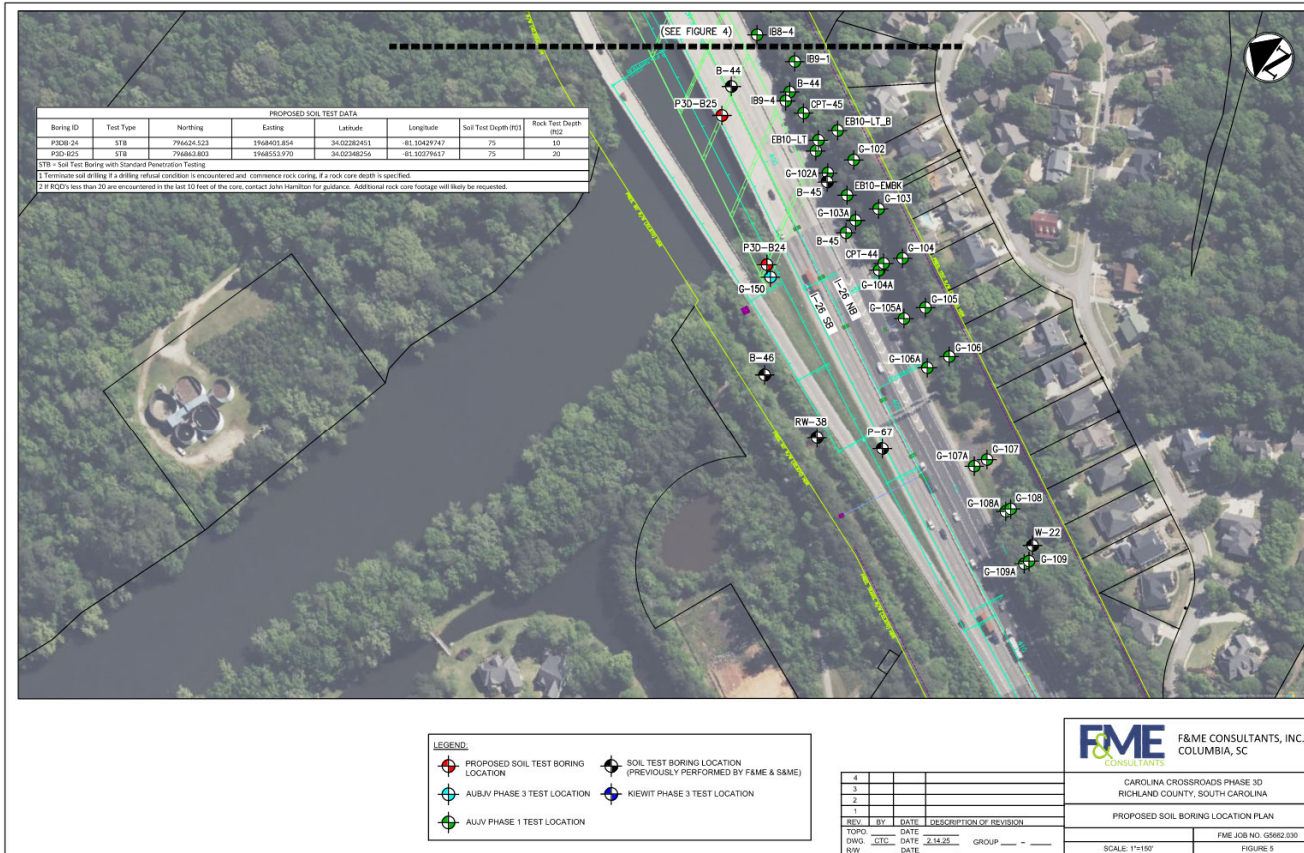
Geotechnical

- 128 bridge, 64 wall, 54 roadway, 11 utility borings have been performed in preparation for Phase 3D.
- 8 CPT soundings previously performed during Phase 1 investigation .
- 1 Downhole seismic test previously performed.
- Alluvium and Coastal Plain soils overlying Residuum and Partially Weathered Rock.
- Rock coring and SPT drilling with split spoon sampling performed within partially weathered rock and bedrock.
- 179 Unconfined Compressive Strength tests primarily on previously recovered samples of bedrock.

Phase 3D Borings



Phase 3D Borings



Utilities

- SCDOT has performed preliminary coordination efforts.
- SCDOT will provide SUE information.
- Proposer responsible for all relocations and installations for utilities in-contract with SCDOT.
- SCDOT is coordinating with utilities to relocate crossings in between Bush River Road and the I-26/I-20 interchange in advance of this project in conjunction with Phase 3A. These include:
 - Dominion Power
 - Dominion Gas
 - AT&T
- Project will relocate the City of Columbia 30" Force Main under I-26.



Traffic

- A revised Interchange Modification Report (IMR) for the Schematic Design and an updated traffic year has been approved by FHWA.
- This IMR and associated TransModeler and other support files will be provided.
- Traffic control restrictions will be provided in the contract if they are different than our standard ones.
- ATCs will be accepted for non-standard restrictions, but can need to be elevated to senior leadership in some cases.



Environmental

- The FEIS/ROD and NEPA Re-evaluations are posted on the Carolina Crossroads project website.
- NEPA Re-evaluation #7 will be provided which covers the Schematic Design.
- A single conditional Individual Section 404 Permit is complete and will be provided. Permit modification #5 -will be provided along with draft permit modification #6 which incorporates the Schematic Design.
- Contractor responsible for preparing and submitting a modification to the Individual Section 404 Permit covering any additional impacts for this Project.
- No noise barrier wall warranted for the Schematic Design for this Phase.

Anticipated Project Schedule





Project Budget

- \$340 to \$440 million



Anticipated Project Information

- Survey
- Hazardous Materials
- Hydrology Report
 - Video Pipe Inspections
- Structures
 - SI&A Sheets
- Traffic Studies
- Geotech Report
- Environmental
 - 404 Permit and Modifications
 - FEIS/ROD and NEPA Re-evaluations
- Railroad Coordination
- Utility Coordination
- Right of Way Plans

Questions





Questions & Answers

Submit all questions in written format to:

Carmen Wright

Director of Alternative Procurement and Card Services with SCDOT
by email at

WrightCL@scdot.org

