



Request for Information

CAROLINA CROSSROADS – PHASE 3D

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Introduction

The South Carolina Department of Transportation (SCDOT) is in the planning and development stages of procurement documentation for Phase 3D (Project) of the Carolina Crossroads project. Due to the size and scope of work for the Project, SCDOT is looking for feedback from the contracting community regarding the Project.

The intent of this document and the questions below is to collect information on the design-build industry's interest in the project, gauge the industry's perspective on the approach to the Project, and spur conversation during one-on-one meetings.

Written responses prior to or during the one-on-one meetings are not required; however, any written responses provided to SCDOT will become public record for the Project.

Disclosure and Disclaimer

All materials and information submitted in response to this Request for Information (RFI), and any materials delivered to SCDOT during one-on-one meetings, are subject to FOIA.

If a respondent has special concerns about the confidentiality of materials and information that it desires to make available to SCDOT, but which the Respondent believes is exempt from disclosure under FOIA, such Respondent shall specifically and conspicuously designate that material and information in writing and by placing "CONFIDENTIAL" on the portion of such page affected, together with a concise written explanation as to why the information is exempt from disclosure under FOIA. No oral designations of any kind will be accepted. Blanket written designations that do not identify the specific materials and information are not acceptable and may be cause for SCDOT to treat the entire response as public information. SCDOT may disclose the contents of all responses to this RFI, except to the extent exempt from FOIA. By delivering a response, as well as by registering and participating in a one-on-one meeting with SCDOT, each Respondent consents to such disclosure and expressly waives any right to contest such disclosure. In determining whether to release documents, the SCDOT will rely on Respondent's marking of each page or portions of pages of documents as being "Confidential".

SCDOT reserves to itself all rights available to it under applicable law, including but not limited to the unqualified right, at any time and in its sole discretion, to change or modify this RFI, to reject any and all information, to seek clarification of information, to request additional information, and to undertake communications with one or more Respondents or others who, at any time subsequent to the deadline for submissions to this RFI, may express an interest in the subject matter hereof.

No Respondent or any other person or entity shall have any rights against SCDOT arising from the contents of this RFI, the receipt of information, or the incorporation in or rejection of information contained in any response or in any other document. SCDOT makes no representations, warranties or guarantees that the information contained herein or on the project website, or in any addenda hereto or thereto, is accurate, complete, or timely or that such information accurately represents the conditions that would be encountered during the performance of any subsequent contract issued from a separate procurement. The furnishing of such information by SCDOT shall not create or be deemed to create any obligation or liability upon it for any reason whatsoever; and each Respondent, by submitting its information,

expressly agrees that it has not relied upon the foregoing information, and that it shall not hold SCDOT liable or responsible therefore in any manner whatsoever.

Project Overview

SCDOT proposes to reconstruct and improve the I-26 and I-126 system interchange and approaches. Work will include widening of I-26 and I-126, ramp improvements, new roadways to support the future improvements to the I-26 and I-20 system interchange, and complete tie-ins to the Carolina Crossroads Phase 1 improvements. SCDOT will replace and widen the I-26 bridges over the Saluda River, CSX Railroad and I-126. New bridges for the I-126 westbound to I-26 eastbound ramp and the new I-26 eastbound collector-distributor road will also be incorporated. Utility relocations, bridge rehabilitation of the S-40-31 (Bush River Road) bridge over I-26, and demolition of the existing bridges will be incorporated.

Additional project information can be found online on the SCDOT website at <https://www.scdot.org/business/CCR-Phase-3D.html> or on the project website at <https://www.scdotcarolinacrossroads.com>.

General Inquiries Related to the Project

1. What were the primary reasons your company chose not to submit a SOQ on the previous procurement of Phase 3D (if applicable)? What recommendations do you have to address your concerns?
2. Are there other upcoming projects in the region (tentative lettings or future design-build projects) that will heavily influence your decision to pursue Phase 3D?
3. What schedule concerns do you have in relation to Phase 3D, Phase 3A, Phase 4&5, and I-26 MM 136-145 all coming out in a relatively short period of time? Please address work force availability when addressing this question.
4. What other market constraints (materials, specialty trades, supply chain, etc.) may affect your ability or willingness to pursue this project?
5. SCDOT anticipates the Key Personnel for this project to be the Project Manager, Lead Design Engineer, Structural Engineer, Construction Manager, and Independent Quality Manager. What are your thoughts for these identified Key Personnel for this project?
6. What are some pros/cons to SCDOT's current organization structure for the CCR program? Are there any management changes that would impact your decision to submit an SOQ? (See Organization Chart attached)
7. Would winning or losing Phase 3D impact your willingness to submit on Phase 3E?
8. Phase 3C and Longpoint Interchange project agreements are available on the SCDOT DB website. In your opinion, are there any articles that unfairly allocate risk? Is there any other feedback you want to share on these agreements?
9. SCDOT anticipates the potential of overlapping/proximity contract work limits and schedules for Phase 3D, Phase 3A, Phase 4&5, and Phase 3E. To mitigate such risks, SCDOT is evaluating the potential inclusion of early completion incentives and hold-offs/delayed starts for subsequent projects. What risks do you see with this approach and what other strategies would your team recommend to minimize risk?

10. It is anticipated that this project will have multiple technical constraints related to impacts on adjacent CCR phases and structures. SCDOT is considering awarding quality credits for other items such as project approach/means and methods, and schedule. What concerns do you have and what have you seen nationwide to incentivize innovation on constrained projects?
11. What are the largest constraints or risks that you currently see with the schematic Phase 3D concept? What are the largest project risks?

Attachment A – Phase 3D Organizational Chart

Project Management Team Organization Chart

