Agenda

SCDOT/ACEC/AGC Alternative Delivery Sub-Committee Meeting

9/16/2026 @ 9:30 AM

I. Welcome/Introductions — SCDOT

SCDOT	AGC	ACEC
Chris Gaskins	Pat McGriff –- *LANE*	Abdul Fekrat – *TERRACON*
David Rogers	Matthew Payne – *AW*	Chris Jordan – *RK&K*
Michael Pitts	Tom Watson – *ESW*	Ladd Gibson – *GFT*
Jason Byrd	Whitney Williams - *AGC*	
Carmen Wright	Mike Grey - *United*	
Brian Gambrell	Greg Cook - *Banks*	

Michael Pitts announced as PADE.

II. Safety Minute — ACEC

- Be aware of inattentive drivers and pedestrians.
- Drivers should conduct a 360-degree walk-around of your vehicle prior to beginning trip.

III. Project Updates — SCDOT

See Alternative Delivery website for more details
SCDOT Design-Build Future Projects: Name and Information

- Bridge Pkg. 22 ($100M) will have a Public Announcement in October 2026.
- Bridge Pkg. 23 ($50M): 5 bridges, possibly in 2028. Potential CM/GC candidate
- Bridge Pkg. 24 ($100M): RFQ in February 2027
- Bridge Pkg. 25 ($70M): RFQ in 2028
- Bridge Pkg. 26/28 ($100M) 33 bridges, prep start Q4 2026, procurement in 2029
- I-95 over Great Pee Dee: design-build prep to begin Q4 2026. Procurement 2028
- CCR 3D: RFQ advertised in August 2026
- CCR 3E: RFQ in 2029
- CCR 3A: December 2026 letting
- CCR Phase 4/5: February 2027 Letting
- LCC West and East on-going. West ROD commitments to begin soon (housing). East still in evaluation. Anticipated 2029 timeframe for a project.
- Lowcountry Rapid Transit: January 2027 advertisement, March 2027 letting
- 2025 Commission List of 64 bridges, possible to cover out to 2030-2032 timeframe.
- I-85/Lake Hartwell/GA border: future still TBD (not currently on OAD's active list)

IV. Action Items from 7/15/2026 Meeting — SCDOT

- **SCDOT** to provide update & **ACEC** to provide feedback on bridge IDIQ – This item was tabled in previous meeting. Status unchanged until CM/CG, Phased D-B, and P3 processes become clear.
- **SCDOT** to draft language with as-builts to be used for BMO load rating – this has been completed, **SCDOT** to send out for industry review.
- **SCDOT** to draft language on new/consistent formatting standards for SOQs and tech proposals (word counts?) – on-going, **SCDOT** to present to industry prior to a procurement based on this language.
- **SCDOT** to evaluate procurement schedule with respect to timing of tech proposal and cost proposal submissions - SCDOT open to reducing time between these times. Industry indicated the concern was between FATC final determination and TP submittal. SCDOT generally uses 45 days for this and the time between Tech to Cost. Industry states that between 6 weeks and 2 months for Tech to Cost is appropriate.
- **SCDOT** to present final RAP embankment Special Provision – RAP Special Provision has been received by industry and SCDOT waiting for comments.
- **SCDOT** to present final DBE supplemental spec – DBE Special Provision revisions are complete. **SCDOT** to send for industry review.
- **SCDOT** to present survey verification post award language – on-going.
- **ACEC/AGC** update on contract time for large bridge packages – SCDOT will continue to look at a balance of public and schedule impacts versus the durations and number of bridges under construction at any given time.

V. QC/QA in Design Build — SCDOT

OAD is taking a fresh look at contractor quality control (QC) requirements for alternative delivery projects. Internal and external surveys indicate that there is value in a good QC program, and the roles are clearly defined; however, there isn't consensus yet as to what this should look like onsite and whether improvements are needed to the language.

Industry indicated that bids could vary widely across projects and districts, so more clarification may help. Making the QC roles and responsibilities clearer will likely be beneficial to projects. AGC brought up the inclusion of QC as an established percentage of the construction cost (GDOT does this).

VI. CMCG/Phased DB-B/P3 Discussion (Standing) — SCDOT

CMCG Manual is approximately 50% complete with a goal to have it by end of 2026. TN and MI appear to be the most appropriate models for SCDOT to reference. Contract documents to be used will be determined later. Processes to be ready for use in early 2027.

P3 process is on-going with changes to SCDOT internal structure to accommodate program needs. Engineering will stay with OAD. Other factors will be handled through other offices. Kit Scott will be P3 Engineer. Nick Pizzuti will oversee the financial side. Potential projects to be determined within the next year. Regulations for P3 are unique from other alternative delivery methods and will require P3-specific regulation and policy to be created. Possibly a year out for manual to be ready for discussion. Virginia's P3

program seems to be a good model for SCDOT. TX and GA are other key peer discussion states.

VII. Design Submittals for large bridge packages ACEC

Bridge Package 22 included some modifications to the allowed number of design submittals (~3 sites as a limit). Industry states that potentially an increase to 4-6 Low Impact bridges could be included in a single design review submittal; industry concurred that complexity of the structures would be a factor, but all agreed that for a large package, they could handle and would prefer larger submittal packages.

SCDOT requested more formalized feedback on the "ideal case" and is open to feedback.

VIII. Stipend Invoice process – agreement to serve as the invoice AGC

Industry asked that the stipend agreement serve as the invoice rather than another step. SCDOT believes that is possible and will follow up.

IX. New Contract Format ALL

Manuals and contract templates are being revised considering the new legislation. The contracts used on CCR will remain the same with that program; however, the legacy template (2015+) will be updated to streamline a clean version that has the most beneficial parts of the CCR/LPR version. The format and structure will change. Our goal is always to have consistent contract "foundations" (specs, etc.) between Design-Bid-Build and Design-Build projects.

Industry requested to know what the P3 contract will look like well in advance of a procurement. SCDOT noted this and will coordinate with subcommittee when that process begins.

X. Open Discussion ALL

- Industry brought up a standard bridge design as a function of length.

- DBE update:
  - nothing new, still evaluating companies

- Key Individuals
  - Industry: key individual replacement with "equal or better" and the RFQ has different requirements. Opportunity for advancement within design-build appears to be compromised and can't have progressive experience without opportunities. Requested that language be revised to facilitate the industry's process of career advancement & is having trouble with "equal or better" with limited individuals in the market. Potentially have a point in the project (65% complete?) where the original key individual could be present but replaced in the position with someone else who has also been on the project in a different role.
  - SCDOT indicated that we could be flexible when job performance is going well and welcomed any draft language from the industry.

XI. Action Items

- Move IDIQ off list
- SCDOT to provide as-builts language.
- SCDOT to provide SOQ and Technical Proposal formatting standards language
- SCDOT to confirm procurement schedule.
- RAP/DBE items to be handled through DOC going forward
- SCDOT to provide post-award survey verification language
- QC/QA discussion on hold for now. SCDOT will review ACEC responses to the questionnaire.
- ACEC to provide more formalized feedback on number of submittals for large bridge packages
- SCDOT to develop new process for stipend invoice submittal
- SCDOT to evaluate “equal or better” language versus progressive experience in RFQ

XII. **Next Meeting Date:** November 18, 2026

XIII. **Adjourn**