November 17, 2020
Meeting Minutes – I-95, Exit 3 (P038678)

Review IMR – Exit 3

Still on track for December for RFP.

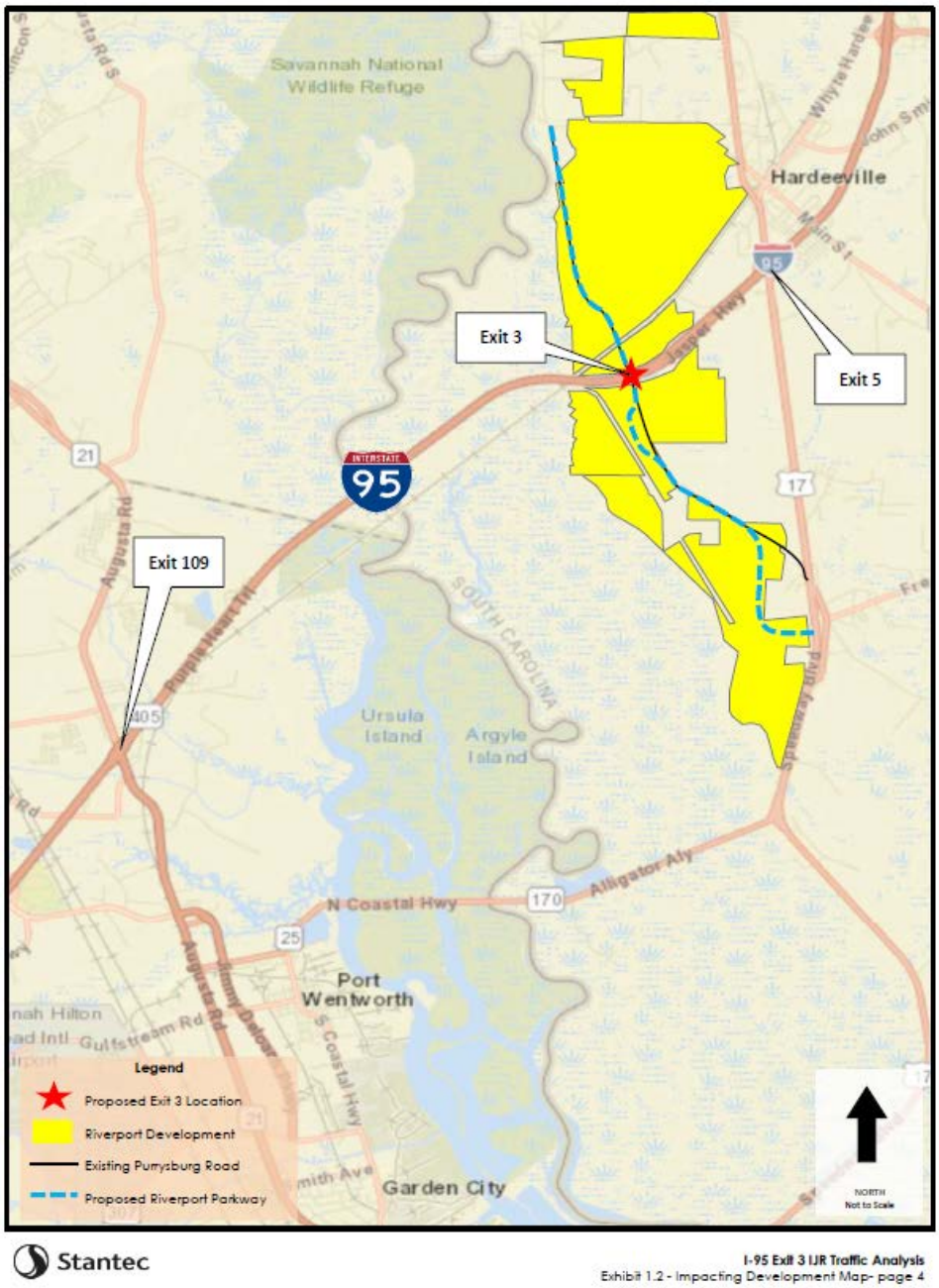

Figure 1. Proposed Exit 3 Interchange

Figure 2. Proposed Exit 3 Layout

DDI – Diverging Diamond Interchange

The ability to tie in the truck parking still exists, there will be grade separation to allow access to truck parking on both northbound and southbound

There was an alternative that was better capacity wise but it had greater impacts which was considered in the selection of the alternative. The DDI was the preferred alternative in the IMR but has not been approved yet.

We are awaiting Environmental document (CORPS was awaiting jurisdictional determination from developers consultant). Anticipate an EA and approval in Spring/Summer.

ROW Phase is anticipated 2024 for I-95. The developer will be donating the land for Exit 3 (there will be no ROW Phase for exit 3. ROW phase is separate from Exit 3 for I-95 widening).

Best scenario is a Bid-Build project using an SCDOT on-call consultant. Expect plans in 18 months. Late 2022 for construction would put Exit 3 there before I-95 widening. There is a risk for timing and coordination between construction on exit and widening.

The Railroad Bridges are widening to the outside, they need to be included in the Exit 3 work.

<u>Risk Assessment Discussion:</u>

- If Exit 3 is constructed first MOT for the interchange, ramps, weigh stations will be a risk

- RR Bridge – what is the ultimate build out (widen more to the outside), need to review plans to prevent this from happening.
- Tying in the ramps at welcome center and US17/Exit 5 - don't expect anything unusual with MOT
- Contractual risk associated with trying to get underway without Exit 3 being completed. May need to push I-95 widening to later letting date based on Exit 3 progress.
- If Exit 3 NOI permit not closed out or overlapping I95 NOI permits, then do partial Exit 3 NOT's to closeout portions that are finished.
- Risks if we are out there together – big MOT concern with widening phases, contractual risk with contractors holding up each other's work if work is overlapping. We will avoid being in construction together since too many coordination and contractual issues.
- If Exit 3 gets delayed in construction it may push our project letting out further. If we start first then we need to absorb their project into ours. An intergovernmental agreement will be drafted to accomplish this.
- Freight is looking at truck parking statewide next year (should be finalized in early 2022, the closet truck parking is Exit 5 (Pilot). Around Exit 8 there is truck only parking areas. The study team for the parking study will be made aware by Freight that these weigh station could be converted to truck parking.
- Weigh Stations – property is owned by SCDOT, DPS does not want to turn it back into a weigh station.
- Resurfacing on first 4 miles (approximately 5-6 years ago), DPS had District 6 reset WIM sensors
- FHWA says no to IMR – risk that conceptual design may change
- Minor/Major improvements may need to be done on Exit 5 if Exit 3 falls through ($35-50 Million in contract modification)

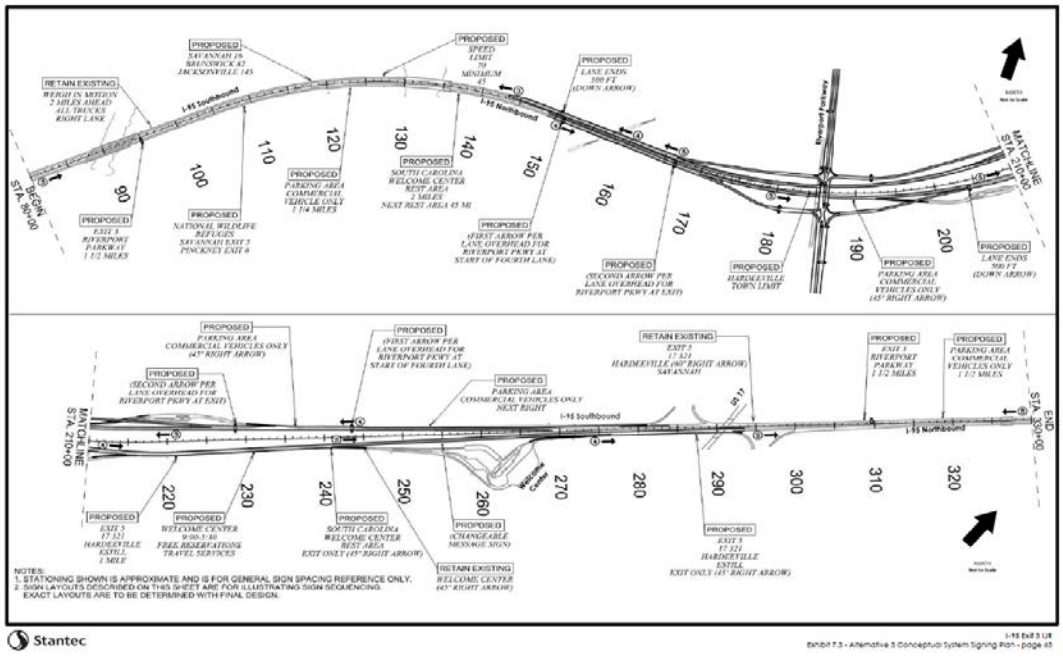

Figure 3. Exit 3 Conceptual Design

Based on information that Siddiqui has thus far with the model, 6 lanes will be recommended. Hardeeville has been told that if the interstate goes to 8 lanes based on Exit 3 the developer will be responsible for additional lane. Within the next 2 weeks Siddiqui will have his model complete (0-18). If 8 lanes is needed, the IMR will need to be discussed again but it will not have to start from scratch again.

Project Development Team in Attendance

- Mark Pleasant - FHWA
- LaToya Grate – Office of Planning
- Jason Riley - ROW
- Jeremiah Harmon – RPG1 - Lowcountry
- Ron Hinson – Traffic Engineering
- Jen Necker – RPG 1 – Lowcountry
- Craig Winn – RPG 1 - Lowcountry
- Eugene Taylor – Traffic Safety
- Dahae Kim – Materials & Research
- Katherine Scott – Construction
- Michael Turner – District 6
- David Gray - Freight
- Betsy McCall – Feasibility Reports
- Erin Porter – Feasibility Reports