

October 7, 2024

Request for Information- Relocation of City of Columbia 30-inch Sanitary Sewer Force Main

CAROLINA CROSSROADS – PHASE 3A-7



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Introduction

The South Carolina Department of Transportation (SCDOT) is in the design and coordination stages for Phase 3A-7 (the “Project”) of the Carolina Crossroads project. The scope of the Project is to relocate a section of City of Columbia’s 30-inch sanitary sewer force main under I-20 along CSX railroad in advance of the widening of I-20. SCDOT is providing information to interested industry participants regarding the current development status of the Project. The intent of this document is to explore the Project with the industry to gauge the level of interest in the Project and what major risks the industry believes to be present.

Responses and Effect of this Request for Information

SCDOT welcomes and encourages responses to this RFI from industry participants that have a potential interest in responding to the anticipated procurement for this Project (“Respondents”); specifically, those firms with the capability and record of experience in the construction of similar utility relocation work.

SCDOT requests that interested industry participants please complete Exhibit 1 – General Inquiries Related to the Proposed Project. Respondents may provide responses to SCDOT via email or mail delivery to the following by the date and time indicated below. If responding via email delivery, it is requested that Respondents copy and paste the questions from Exhibit 1 into the body of an email and provide the associated responses.

Email: PizzutiNC@scdot.org
Subject: CCR Phase 3A-7 RFI Responses

Mail Delivery: Mr. Nick Pizzuti
Re: CCR Phase 3A-7 RFI Responses
Office of Local Government Services
South Carolina Department of Transportation
955 Park Street, Room 108
Columbia, South Carolina 29202-0191

Date / Time: Tuesday, October 15, 2024, by 5:00 pm ET

This RFI is an inquiry only, intended solely to assist SCDOT on an administrative level, and is not a formal solicitation or initiation of a procurement process. No contract or agreement will be entered into as a result of this RFI.

SCDOT will not be hosting an Open Forum for industry participants related to this Project nor will SCDOT schedule One-on-One meetings with any Respondents from this RFI.

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) are subject to the Freedom of Information Act (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 exempted 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, 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.” Any challenges to the confidentiality exemption by any third party are the responsibility of the Respondent to defend at Respondent’s expense. Any challenges to the confidentiality exemption by any third party are the responsibility of the Respondent to defend at Respondent’s expense.

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.

Carolina Crossroads Project Overview

Carolina Crossroads aims to improve the interstate corridor of I-20/26/126, including the system interchanges at I-20/I-26 and I-26/I-126 in Lexington and Richland Counties. These improvements are proposed to increase mobility and enhance traffic operations by reducing existing traffic congestion within the I-20/26/126 corridor, while accommodating future traffic needs. The corridor’s approximately 14 miles of mainline interstate include I-26 from Exit 101 - Broad River Road (US 176) to east of the Saluda River, I-20 from the west of the Saluda River to west of the Broad River, and I-126 from I-26 to east of the interchange with Colonial Life Boulevard.

Carolina Crossroads will be completed in phases. Phase 3C consists of replacement of the I-20 Bridges over the Saluda River and CSX Railroad and the widening of I-20 between Exits 61 and 63. Currently Phase 3C of the project is in design-build procurement with an anticipated award announcement in April 2025.

For more information on the project, and the current phasing plan, please visit the [Carolina Crossroads website \(scdotcarolinacrossroads.com\)](https://scdotcarolinacrossroads.com).

Phase 3A-7 Project Overview

General Scope of Work

The general scope of the Phase 3A-7 Project is to relocate approximately 530 linear feet of the City of Columbia's 30-inch sanitary sewer force main that currently crosses under the I-20 bridge over the CSX railroad (at approximate mile point 63.0), parallel to the CSX railroad right of way. The existing force main is prestressed concrete cylinder pipe (PCCP) and is situated approximately 10 feet outside of the railroad right of way (Subsurface Utility Engineering (SUE) Quality Level A has been completed to confirm the horizontal and vertical location of the exiting force main). The proposed force main relocation shifts this crossing approximately 40 feet southwest of its current alignment towards the Saluda River, installed under I-20 and replaced with new ductile iron pipe throughout the limits of the relocation. The new pipe will be installed via auger boring (trenchless method) under the interstate with a 48" steel casing, and by open-cut methods within areas outside of the interstate fill slopes.

Access to the Project area is bound by CSX railroad on the northeast end, the Saluda River on the southwest end, wetlands on both sides of the interstate, and 2:1 wooded slopes behind guardrail with an approximate 30-foot grade difference from the interstate to natural ground elevation.

The Project goal is to replace the existing PCCP with a new ductile iron pipe prior to the Carolina Crossroads Phase 3C design-build project start of construction. Other scope of work activities for the Project may include:

- Limited clearing and grubbing
- Grading, earthwork, and construction of temporary access road (earthen/aggregate)
- Erosion control and vegetative stabilization
- Interstate traffic control

See Exhibit 2 of this document for a plan view showing the existing conditions and proposed 30-inch force main alignment.

Procurement and Schedule

This Project will be design-bid-build delivery, using SCDOT letting with SCBO notice. SCDOT anticipates the advertisement and award of this project in Q2 of 2025. The Project NTP is anticipated to be in early July 2025, with a completion deadline of 12/31/2025.

Project Information

Design

SCDOT and the City of Columbia are developing construction plans for the proposed utility relocation. Sixty-percent plans have been completed, and 100% plans are in development.

Easement Acquisition

SCDOT and the City of Columbia are in negotiations with impacted property owners to acquire a new permanent easement for the relocated force main. A temporary construction easement for the construction and potential site access is also being negotiated. It is anticipated that these easements will be acquired prior to NTP.

Permitting

SCDOT has previously obtained a Section 404 permit approval from the US Army Corps of Engineers for the Carolina Crossroads project (permit number SAC-2015-01080). It is anticipated that work associated with the Project will require additional impacts outside of the previously permitted area. SCDOT and the City of Columbia are preparing a nationwide permit (NWP) to obtain approval for additional impacts resulting from the Project. The contractor will be required to comply with all applicable conditions of the permit and any specific environmental commitments for the Project.

Site Access

SCDOT is exploring three potential alternatives for access to the Project area:

- a. A temporary access ramp from I-20 eastbound, between the Saluda River and CSX railroad bridges. Large equipment and material deliveries may only utilize this access in the presence of an I-20 lane closure. Single lane closures on I-20 eastbound are restricted Monday 6am-6pm, Tuesday-Friday 6am-7pm, Saturday 9am-5pm, and Sunday 11am-5pm. Dual Lane closures on I-20 eastbound are restricted Monday-Thursday 6am-9pm, Friday 6am-10pm, Saturday 7am-9pm, and Sunday 8am-9pm.
- b. A temporary railroad crossing on the east side of I-20. This access road would start from the I-20 eastbound exit ramp at Bush River Road and run parallel to I-20 eastbound to a temporary CSX railroad crossing. Access for this crossing would require CSX railroad flagging during use and could only be utilized for delivery of materials or construction equipment.
- c. A temporary access road from Rolling Pines Road that is parallel to the CSX railroad right of way through existing wetlands. Access would only be available to small equipment and vehicles. Vehicle weight and size for this access is constrained by the existing railroad crossing geometry, the approach drive and the county owned residential road that would be utilized to reach the temporary road.

CSX Railroad

SCDOT is currently in coordination with CSX on required permitting for this Project.

Level A SUE

SCDOT has performed Subsurface Utility Engineering (SUE) investigations to obtain and validate spatial information associated with this force main. Five (5) Level A SUE test holes were conducted on the existing 30-inch force main to confirm its location near the proposed tie points. These test holes validated the previously acquired Level B SUE that was performed on the force main to reduce the risk of inaccurate utility information.

Geotechnical Investigation

SCDOT has obtained six (6) borings in the Project area and has performed geophysical testing (seismic refraction and electrical resistivity) in the areas outside of the interstate. This information has been used to reduce the subsurface uncertainty in the Project. SCDOT is exploring obtaining additional borings in the areas outside of the interstate to further validate the geophysical testing.

Project Requirements

SCDOT Pre-Qualification

The prime contractor, or any joint venture, for this Project must be pre-qualified through SCDOT. Industry participants are encouraged to visit SCDOT's website for Prime Contractor Prequalification: Applications and Procedures for more information.

<<https://www.scdot.org/business/contractor-prequalified.html?appld=aemshell>>

DBE Participation

DBE participation will be required. SCDOT is currently evaluating what DBE percentage will be required for this Project.

City of Columbia Approved Contractors

All work performed at the tie-in to the existing City of Columbia 30-inch force main must be completed by a contractor on the City of Columbia's approved contractor's list.

Tri-Colored Bat Clearing Moratorium

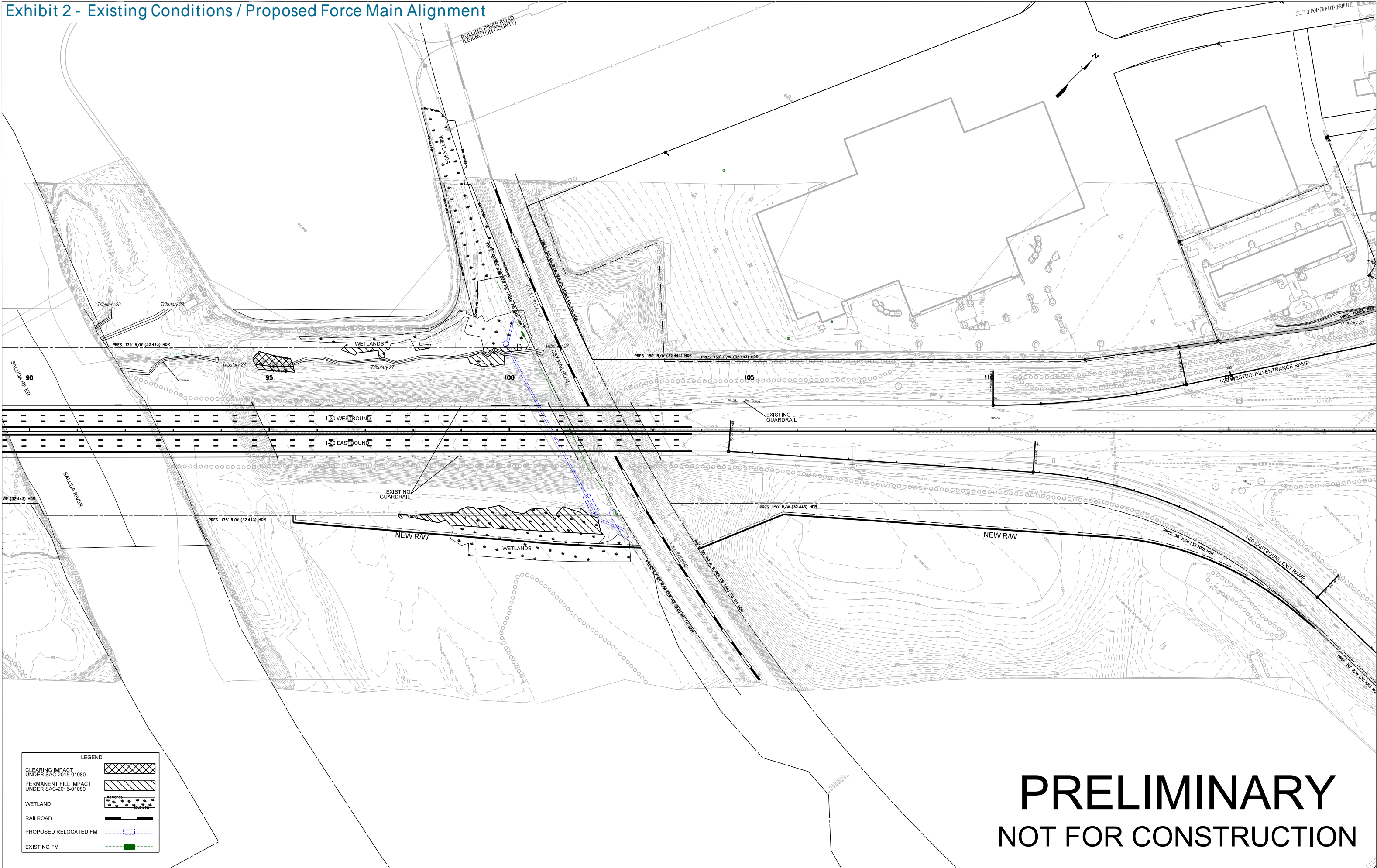
The area of this Project is considered a potential habitat for the tri-colored bat based on environmental surveys performed by SCDOT. It is anticipated that the tri-colored bat will be listed as an endangered species by the US Fish and Wildlife Service in the imminent future. Upon listing of this species on the endangered species list, it is anticipated that no clearing will be allowed in the Project area during the period of May 5th - July 15th.

Exhibit 1 - General Inquiries Related to the Proposed Project

1. Please provide the name of your company, firm information, and the types of utility relocation or other work you can perform.
2. If applicable, please provide a brief description of your firm's qualification for responding to this RFI including experience and capability related to the performance of similar work (type and size).
3. Please provide feedback on the following with respect to this proposed utility relocation procurement:
 - a. Is your firm on the City of Columbia's approved vendor list?
 - b. Is your firm pre-qualified as a prime contractor with SCDOT? If no, do you foresee difficulty with attaining SCDOT pre-qualification as prime contractor hindering your interest in this Project?
 - c. Please describe your firm's interest in responding to this anticipated procurement as a prime contractor, subcontractor, joint venture, or other form of partnering.

4. What lead times are your firm currently experiencing to obtain the necessary materials for this type of project, such as 30-inch ductile iron pipe and fittings, 30-inch plug valves, and 30-inch line-stops by bypass piping?
5. What concerns, if any, does your firm see for the potential construction access via I-20 and the required traffic control?
6. What concerns, if any, does your firm see for the potential construction access via a temporary CSX railroad crossing and the required railroad coordination?
7. Does your firm see any concerns or challenges associated with performance and completion of the Project within the proposed schedule provided in this RFI?
8. If any, what are the inherent risks attributable to this type of work that would influence your decision to respond to this anticipated procurement?

Exhibit 2 - Existing Conditions / Proposed Force Main Alignment



LEGEND

CLEARING IMPACT UNDER SAC-2015-01080	
PERMANENT FILL IMPACT UNDER SAC-2015-01080	
WETLAND	
RAILROAD	
PROPOSED RELOCATED FM	
EXISTING FM	

PRELIMINARY
NOT FOR CONSTRUCTION