

**Meeting Minutes**  
**SCDOT/ACEC/AGC Alternative Delivery Sub-Committee Meeting**  
**1/19/2022 @ 9:30 AM**

**I. Welcome/Introductions**

SCDOT	ACEC	AGC
<ul style="list-style-type: none"> <li>• <b>Chris Gaskins</b></li> <li>• <b>Jae Mattox</b></li> <li>• <b>Clay Richter</b></li> <li>• <i>Brooks Bickley</i></li> <li>• <b>Ben McKinney</b></li> <li>• <b>Brad Reynolds</b></li> <li>• <b>Jason Byrd</b></li> <li>• <b>Randy King</b></li> <li>• <b>Chris Lacy</b></li> <li>• <i>Will McGoldrick</i></li> <li>• <i>David Hebert</i></li> <li>• <b>Daniel Burton</b></li> <li>• <b>Barbara Wessinger</b></li> <li>• <b>Brian Gambrell</b></li> <li>• <b>Carmen Wright</b></li> <li>• <b>Tyler Clark</b></li> <li>• <b>Pat McKenzie</b></li> <li>• <i>Tad Kitowicz*</i></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Walker Roberts (TranSystems)</b></li> <li>• <b>Aaron Goldberg (SME)</b></li> <li>• <b>David Taylor (Stantec)</b></li> <li>• <b>David Russell (JMT)</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Rob Loar (Reeves)</b></li> <li>• <i>Pete Weber (Dane)</i></li> <li>• <i>Lee Bradley (Blythe)</i></li> <li>• <b>Chris Boyd (Crowder)</b></li> <li>• <b>Leslie Clark (AGC)</b></li> </ul>

(Attended, Absent) \*FHWA

- **Jae Mattox**, Preconstruction Alternative Delivery Engineer for the Office of Alternative Delivery (OAD), established as Co-Chairman of Sub-Committee (joining **Clay Richter**).
- **John Caver**, Alternative Delivery Structural Lead, leaving Sub-Committee.
- **Jason Byrd**, Alternative Delivery External Discipline Lead, joining Sub-Committee.

**II. Project Updates**

- Carolina Crossroads Phase 2 – Contract awarded to Archer-United
- Closed and Load Restricted Bridges 2021-1 – District 4 with eight bridges. In procurement. ATC/TP evaluation phase ongoing nearing end of procurement in February.
- Cross Island Parkway Toll Conversion – Apparent best-value team APAC-ICE selected, Contract and NTP imminent.
- 2022 Anticipated Procurements

- I-20 over Wateree, River and Overflow Bridges – Scope: Main river bridges to be replaced, overflow bridges to be rehabilitated. Inclusive within design-build contract. RFQ Spring/Summer 2022, executed contract 2023.
- US 301 over Four-Hole Swamp – Expedited bridge replacement project, not emergency procurement. Two-phase approach, RFQ mid to late 2022. Anticipated \$10 to \$15 M project. Design-Build Prep work to be completed internally.
- Carolina Crossroads Phase 3 – RFQ anticipated in Summer 2022. Alternative Delivery will offer open forum anticipated Early 2022. New RFP Agreement Template to be offered for industry comment prior to procurement.
- 2022/2023 Bridge Packages not currently scheduled but anticipated to begin procurement for first package in mid to late 2022. *\*Note below information.*
- 2023+ Anticipated Procurements
  - I-26/I-95 Interchange Improvements – Funding available. Design-Build prep contract imminent. Procurement to begin on Interchange in 2023. Current scope planned to include MM 176 – 187 for 2025 and MM 165 – 176 for 2027.
    - Separate prep contracts for interchange and widening projects anticipated.
    - Portions of I-26 widening project (MM 125 – 145) to be bid-build.
  - I-95 over Santee (Lake Marion) bridge replacement – Pursuing NEPA, DB On-call, and awaiting construction funding.
  - Long Point Road/Wando Port Interchange due to Longpoint Rd. interchange deficiencies. Currently in the process of a contract modification for preliminary and NEPA services (CDM Smith). 2023 to 2024 procurement.
  - Mark Clark Expressway – Pursuing Final EIS and related documentation/permits. RFQ possible as early as 2023. CSRA to be held in early February.
  - Low Country Corridor West and I-26/I-526 Interchange – ROD (community impacts and R/W acquisition) is expected in 2022; first phase RFQ in 2027.
    - Five phases are currently being evaluated for project delivery type.
  - Low Country Corridor East – Currently in project development and NEPA. Procurement timeframe TBD. Public involvement meetings held in October 2021.
- \*New bridge packages forthcoming. 180 bridges to be presented to commission in January 2022. Mix of Design-Bid-Build and Design-Build project delivery are anticipated. Generally between 4-6 bridges per package grouped per County or District.
  - Discussion around timing of packages throughout 2022. Anticipated to pursue one per quarter (i.e. four packages per year minimum). Industry is open to this schedule and interested in additional expeditious adjustments to project procurement. There are concerns on having additional pursuits at one time and could be problematic for industry availability.
- New On-Call contract being developed for additional prep work. Anticipated to be executed Spring or Summer 2022.

### III. Action Items from 11/19/2021 Meeting

- SCDOT to review and discuss examples of commitments from other states (provided by ACEC/AGC) and potential changes/implementation. **[OPEN]**
  - Ongoing topic of discussion. Additional feedback from industry/other states will be provided if/when available.
- SCDOT/ACEC/AGC to discuss potential new RFQ language suggestions and/or scoring techniques for SOQ evaluations with stakeholders. **[OPEN]**
  - Ongoing topic of discussion. Anticipated resolution within first half of 2022.
- SCDOT to continue to coordinate with Director of Construction Office and Field Offices to finalize a consistent Schedule of Values for design-build contracts. **[CLOSED]**
  - Working through Carolina Crossroads project pay items, it was determined that adjustments were necessary due to new software system (replaced SiteManager, intended to implement this new system into all projects by May let dates).
  - Clay provided update regarding updated approach to SOV adjustments to “per dollar” rather than lump sums. Unit price of 1, quantity of dollar amount of what is presented within bid. This will be updated within RFPs and SOVs moving forward. No further action or discussion needed from ADSC at this time.
- SCDOT to discuss current stipend determination method and potential of additional factor as requested. **[CLOSED]**
  - Additional factor is anticipated to be added that will factor in the amount of prep work conducted/available for teams to utilize within their technical proposals.
  - ACEC/AGC to provide additional data points from other states in consideration of this additional factor or SCDOT’s current stipend calculation. **[ACTION]**
- Clay/DOC to discuss scope for Contractor QC further with ACEC CE&I Committee and present feedback. **[OPEN]**
  - Clay to update after next ACEC CE&I committee held.
  - IQF to be more “traditional” for bridge packages, if at all. May only show up on larger AD projects.
- SCDOT to continue to discuss DBE language and range for percentages and update industry as available. **[OPEN]**
  - Updated language and percentages have been circulated. Minor discussions and tweaks still happening but will be finalized in first part of 2022. SCDOT to update committee when language and percentages are finalized. Biggest concern over professional services DBE goal.
  - Legal has reviewed and signed off on their changes/revisions to DBE office.
- SCDOT to internally discuss and determine appropriate verbiage for designs that are not commonly utilized or are non-standard (i.e. in SC). Language will be circulated for industry feedback. **[CLOSED]**

- As a part of ongoing internal discussion of new base RFP agreement and related definitions, “new”/updated language on this topic will be implemented into PATC language to clarify. Current anticipated language is “Good Industry Practice”.
- SCDOT to discuss CPM schedule RFP language adjustment internally with policy committee and implement adjustments if deemed appropriate. **[CLOSED]**
  - Discussed proposed change with ADPC and have implemented proposed changes into RFP.

**IV. Office of Alternative Delivery – Position/Structure Updates **SCDOT****

- Currently interviewing to fill the Construction Alternative Delivery Engineer position.
  - Two additional Construction Managers, to report to this position, from contract execution to project closeout.
- Two preconstruction Program Managers that develop and manage procurement up to contract execution.
- Carolina Crossroads and Low Country Corridor programs are “nested” within OAD.
- Overall the OAD should have 22 employees when fully staffed.
- AGC: could additional resident engineers be hired and report directly to OAD?
  - A: Certainly possible due to the growth of the program, however, not currently a part of the plan but open to future coordination and reorganization if the benefits are present.

**V. Progressive Design-Build in SC **ACEC****

- ACEC brought forth the progressive design-build (PDB) topic for discussion based on general industry interest due to increasing popularity and demand across the country.
- What are the legislative challenges for Qualifications-Based-Selection (QBS)?
  - Legislation has been, internally, drafted for several years in order to pursue PDB and CM/GC availability at State level. Nothing has been submitted or approved, however, it may be possible to utilize PDB under current SC design-build legislation.
- ACEC: What is the interest by SCDOT for implementing PDB in near term or long-term goal?
  - OAD is interested in near-term and is possible under current legislation or potential amendment to existing legislative language.
  - Complex or “riskier” projects may benefit from utilization of this method to better distribute and share risks.
  - Support needed from industry in order to develop leadership and legislative backing in order to implement into our potential delivery methods.
- SCDOT’s primary goal is to be great at design-build. Continue to deliver quality design-build projects safely, on-time, and on-budget (or with minimized contract modifications or change orders).
- AGC has had a variety of experiences with PDB projects (typically water/wastewater) thus far.

- Collaboration with industry is important in pushing potential adoption of this or other alternative project delivery methods.
- ACEC/AGC to poll and involve members in order to look for examples across industry in order to establish positive potential adoption of PDB, CM/GC, and other methods. **[ACTION]**

#### VI. Team/Industry Meetings

ACEC

- Potential for industry forums to discuss this surplus of work (IIJA and ARPA funding) due to, and how better to utilize, resources.
  - Specific to DB projects at this point in time.
  - Firms are requesting additional communication with the amount of work available.
- ACEC: One-on-One meetings have been shown to be helpful under certain circumstances.
- SCDOT is open for educational meetings regarding AD/DB programs, meeting on project by project basis (i.e. specific risks or issues), or open general discussion geared towards industry.
- Additional communication with ACEC/AGC that helps better prepare to handle surplus of work and direction of OAD and what the needs of the program or transportation industry as a whole.
- SCDOT to discuss potential for separate industry forum and update Sub-Committee on anticipated schedule/intent and related outline. **[ACTION]**

#### VII. SOQ and Technical Proposal Pages

ACEC

- Firms have requested potential limitation/reduction of pages for SOQ and/or Technical Proposal
  - Reducing to minimum is helpful to industry.
- FDOT is 10-15 page max for SOQ and 25 pages for proposal.
- SCDOT templates are set up for 10 pages for SOQ and 10 pages for narrative portion of Technical Proposal.
  - Some larger projects have permitted up to 15 pages.

#### VIII. Open Discussion

- No open discussion.

#### IX. Action Items

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- ACEC/AGC to provide additional data points from other states in consideration of this additional factor.

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X. **Next Meeting Date: 3/16/2022 @ 9:30 AM**

XI. **Adjourn**