

Anticipated Construction Opportunities





BERKELEY-CHARLESTON-DORCHESTER
COUNCIL OF GOVERNMENTS

PLANNING, PARTNERSHIP & PROSPERITY

Disclaimer

All information provided in this presentation is anticipated in nature and subject to change. It is being displayed for information purposes only. The information herein and the presentation thereof does not, nor is it intended to, form a contract, provide legal advice, or give unfair competitive advantages.

Today's Topics



Project Overview

Anticipated LCRT Corridor
Construction

Other Anticipated Construction
Opportunities

Scheduled One-on-One Meetings to
Follow

Lowcountry Rapid Transit Overview

Overview

Lowcountry Rapid Transit (LCRT) is a modern bus rapid transit system that will connect the region, its communities, key destinations, and employment centers.

Dedicated Bus Lanes



Differentiated Stations



Connections, Growth, and Access



Transit Signal Priority



The Route





Project Highlights



21.3 MILES, ONE WAY

21 HOURS OF SERVICE ON WEEKDAYS

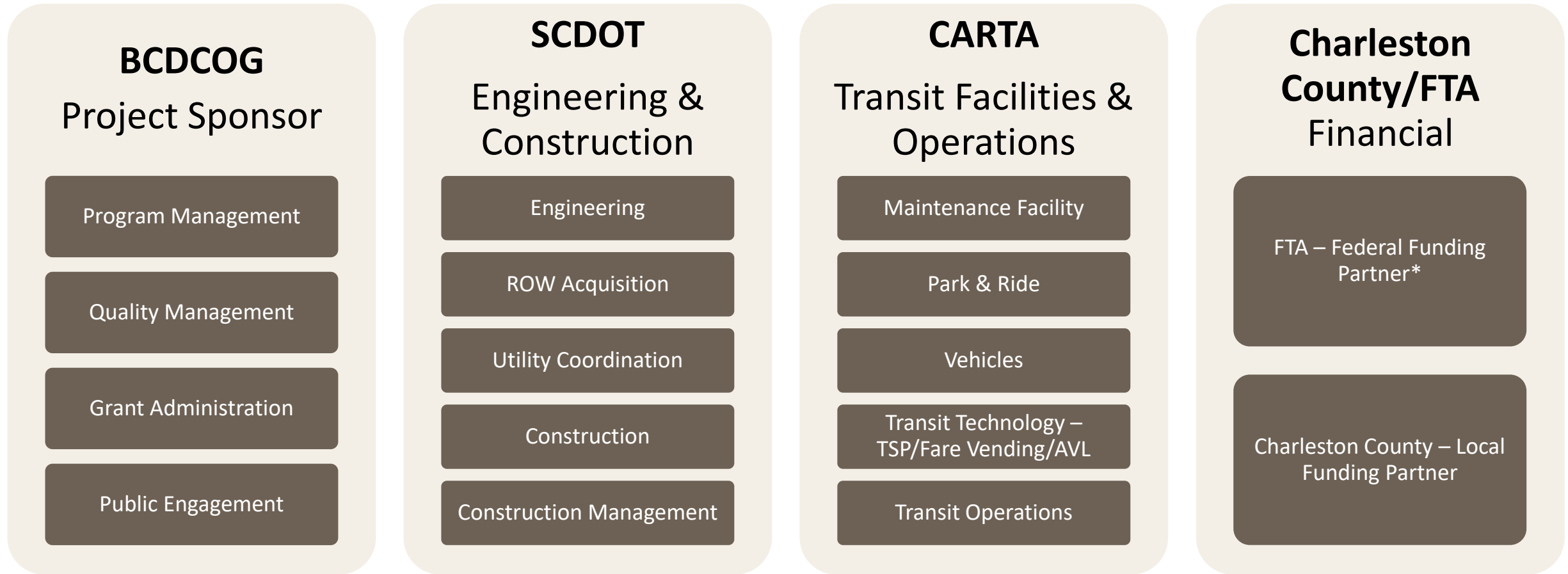
10 MINUTE PEAK & DAYTIME SERVICE FREQUENCY

60 FOOT DEDICATED ARTICULATED BUSES

20 MODERN STATIONS

 **SIDEWALK & SHARED-USE PATH CONNECTIVITY FROM CSU TO DOWNTOWN & PEDESTRIAN CROSSWALKS TO SUPPORT SAFE BICYCLE & PEDESTRIAN MOBILITY**

The Partnership



**FTA Funding Consideration: This project includes FTA funding and will therefore contain certain FTA-required contract provisions that may vary from standard SCDOT/FHWA language and requirements.*

Lowcountry Rapid Transit Anticipated Procurements

BCDCOG/CARTA

- Operations & Maintenance Facility
- Park & Ride
- Bus Procurement
- Operator Procurement
- System Technologies
- Additional Roles During Construction

SCDOT

- **LCRT Corridor Construction**
- Construction Engineering & Inspection Services

Anticipated LCRT Corridor Construction

SCDOT Project ID No. P038432; Contract ID No. 5677600

Lowcountry Rapid Transit Project US-52/US-78

Charleston County/Berkeley County

SCDOT Contract: LCRT Corridor Construction

This Design-Bid-Build (DBB) project will be the main construction contract for the LCRT corridor.



***Tentatively in the March
2027 Letting***

Anticipated Contract Value

This project is an FTA Capital Investment Grant program valued at \$625.1M. Total construction cost anticipated to range between \$300M to \$400M.

Anticipated Work Will Include:

11

Miles of Roadway Reconstruction
(pavement work is asphalt; concrete bus pads at BRT stations)



Sidewalk & Shared-Use Path Development



Pedestrian Bridge



Utility Relocation

~70

Traffic Signal Upgrades

19

Transit Station Locations*



**Additional Transit Station Location included in separate Park & Ride contract.*



Anticipated Core Project Quantities*

350,000 Cubic Yards of Excavation

275,000 Tons of Asphalt

120,000 Feet of Curb and Gutter

535,000 SY of Milling

46,000 SY of Concrete Pavement

11,000 LF Micropiles

112,000 LF Storm Drainage Pipe

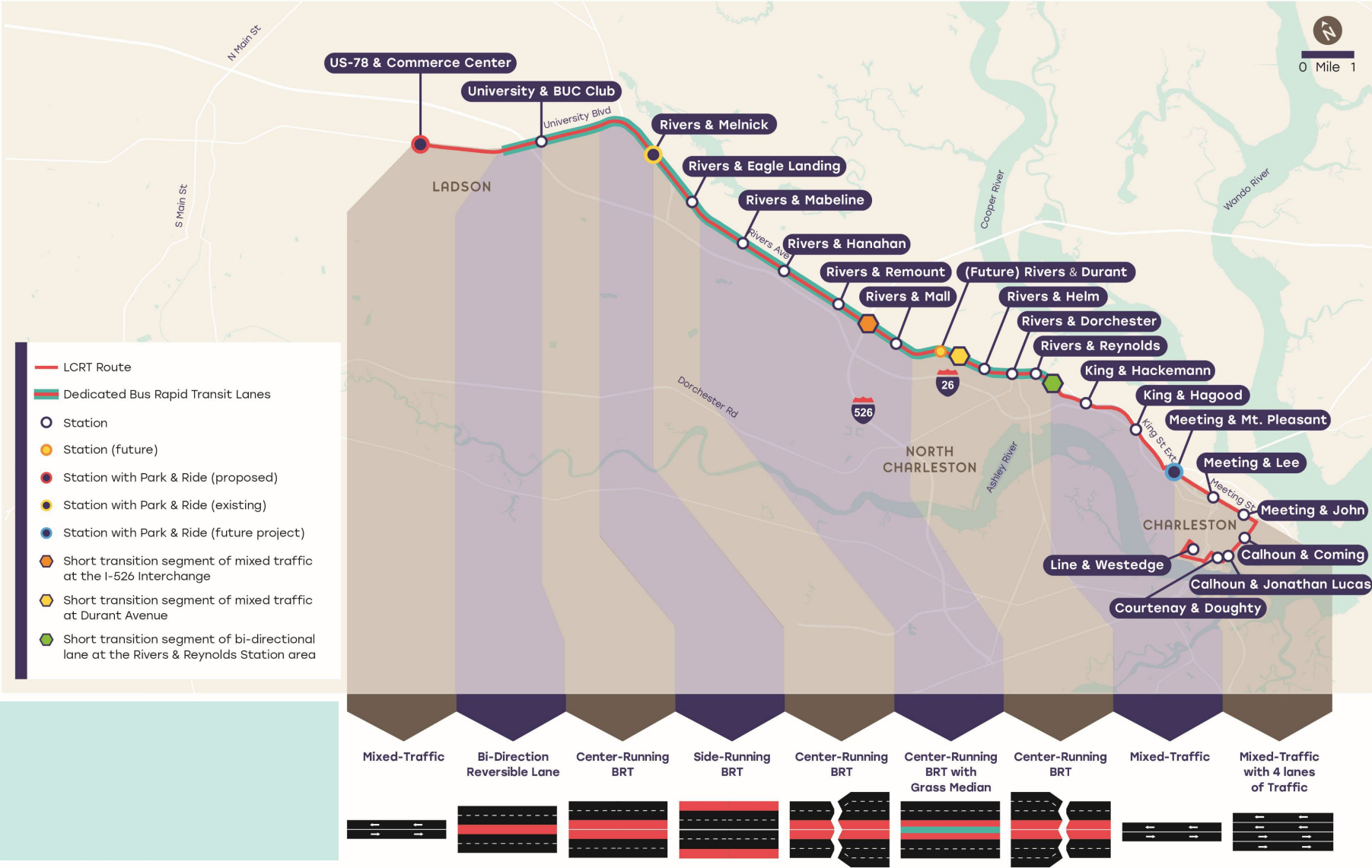
2,100 Storm Drainage Structures

6,000 Landscape Plantings

**All quantities are approximate in nature and subject to change.*

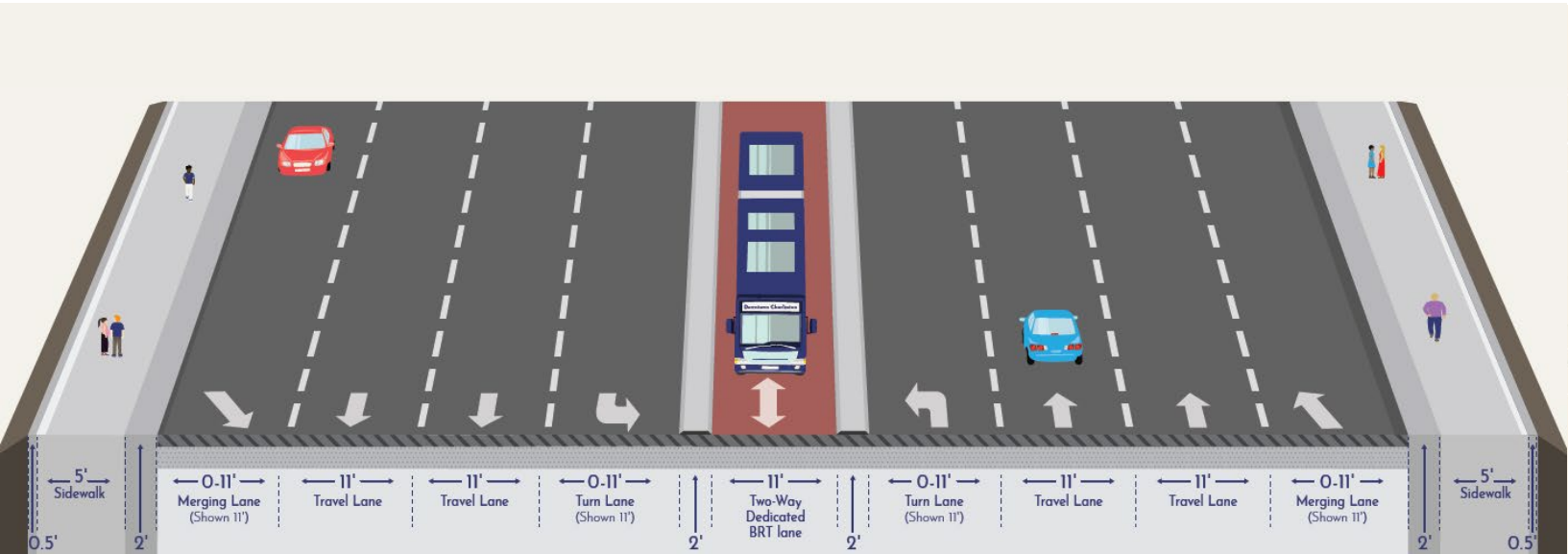


Roadway Treatments



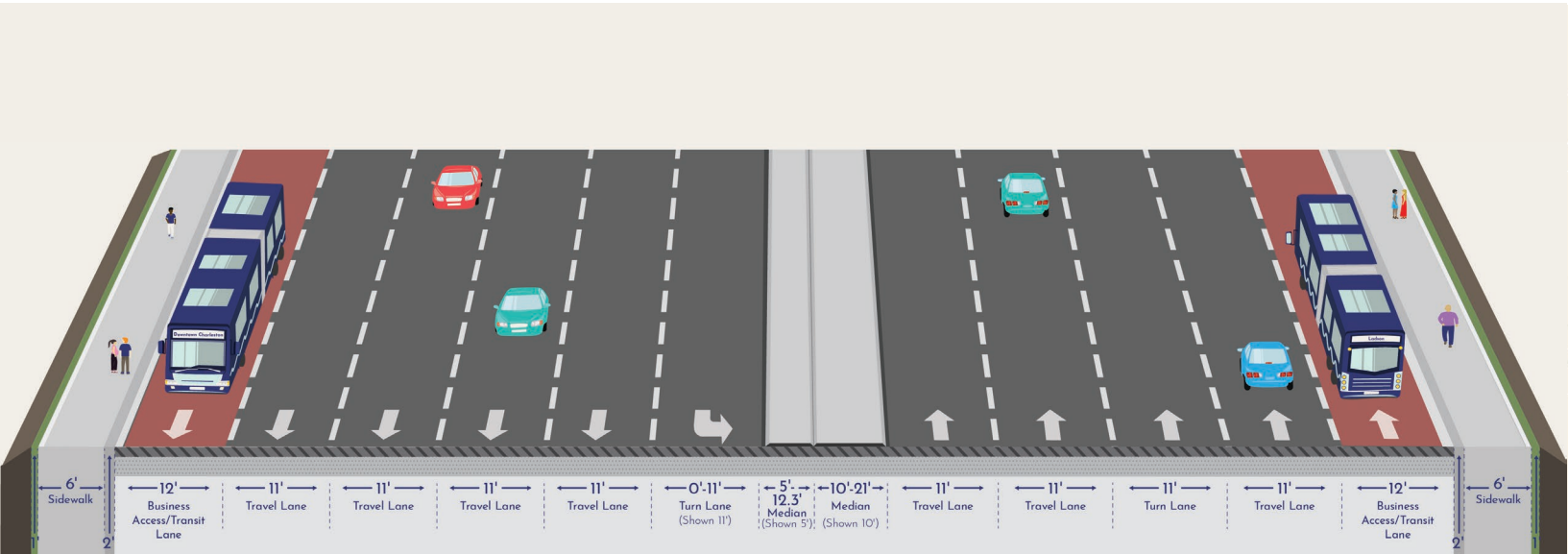
University Blvd. (US-78)

At I-26 interchange



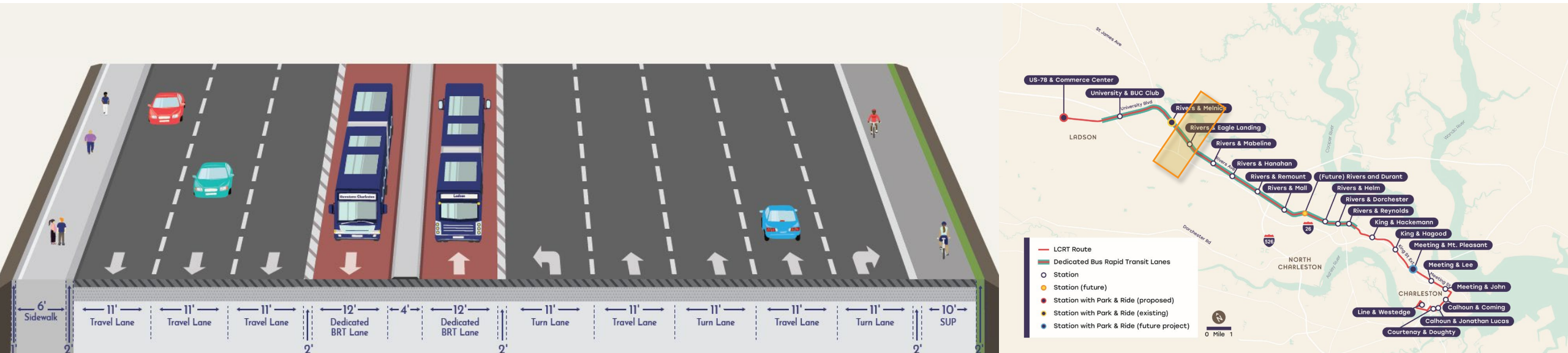
Rivers Ave (US-52)

Melnick Drive looking North



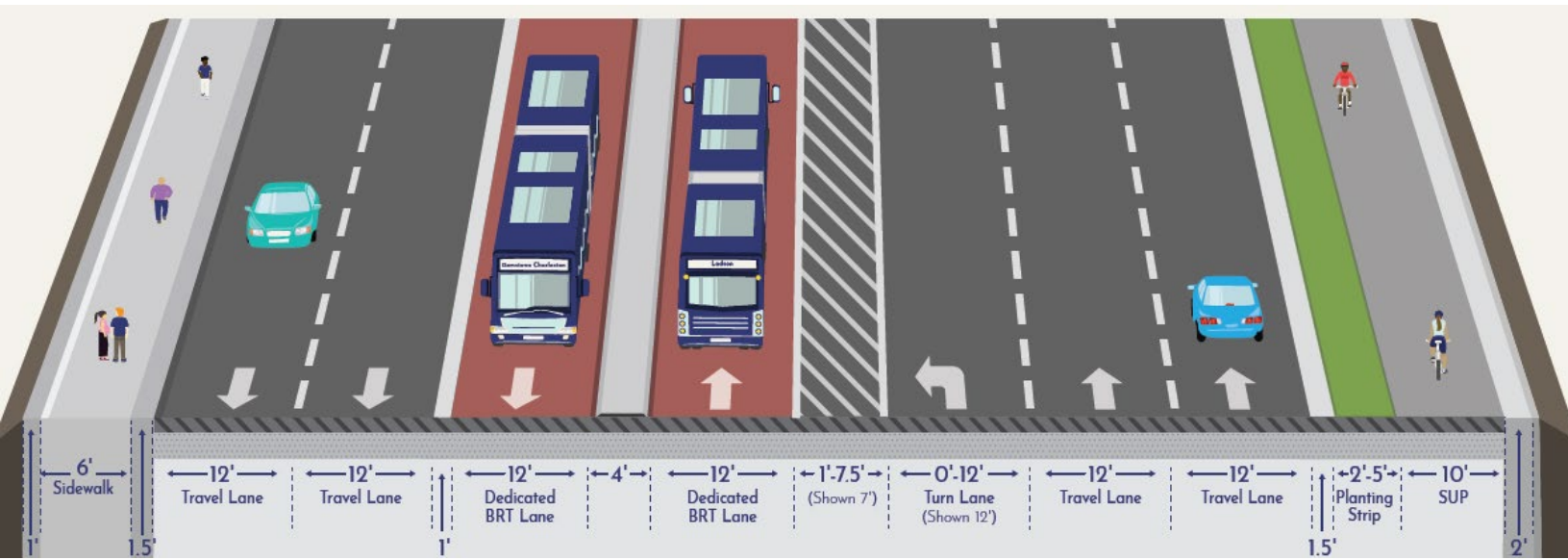
Rivers Ave (US-52)

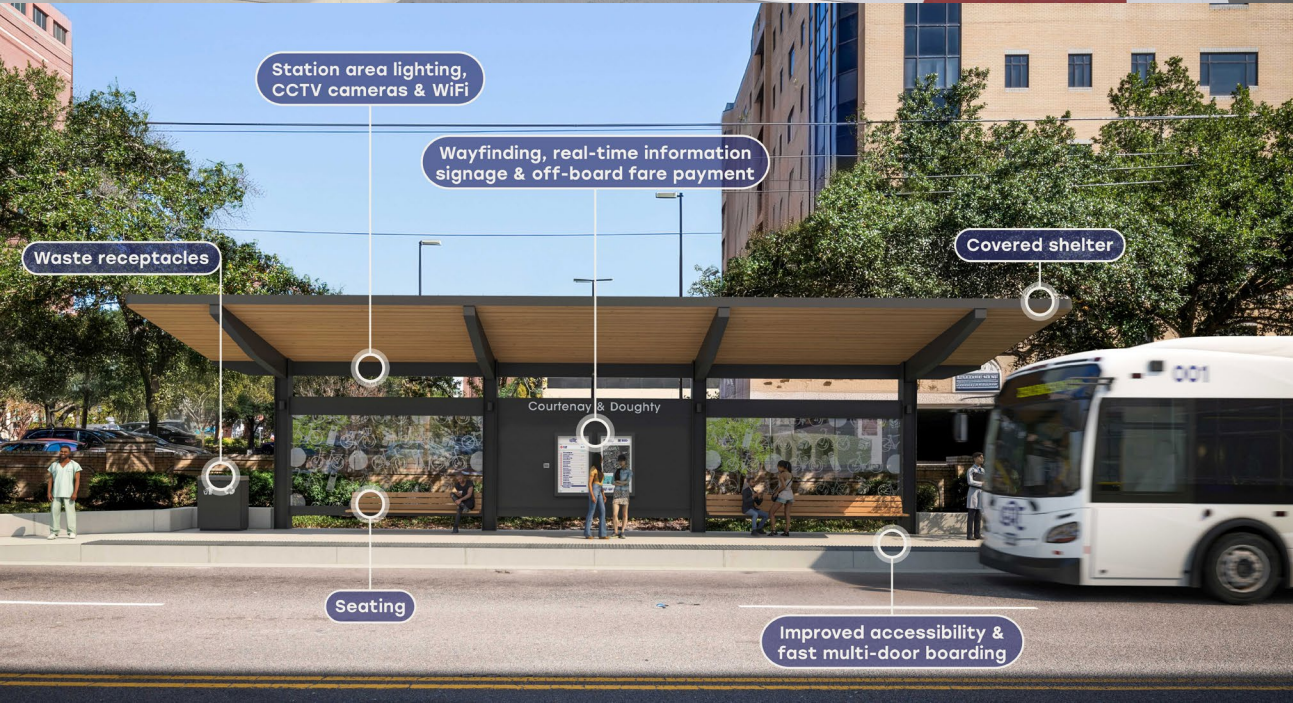
South of Northwoods Blvd looking North



Rivers Ave (US-52)

South of Piggly Wiggly Dr





Transit Station Construction

ANTICIPATED CORE ELEMENTS:

Canopy	Raised Platforms
Lighting	Ramps
Knee Walls	Railings
Technology - CCTV Cameras - Real-Time Information Display	

Stations are prescribed by supplemental specifications and anticipated to be measured and paid by the following lump sum bid items:

- Civil:** (Including concrete, bollards and rub rail)
 - Not including foundations which are anticipated to be paid per standard SCDOT bid items*
- Fitup:** (Including structure, plumbing, furnishings, and electrical)
- TelComm:** (Including communications, displays and testing)

Anticipated In-Contract Utility Work

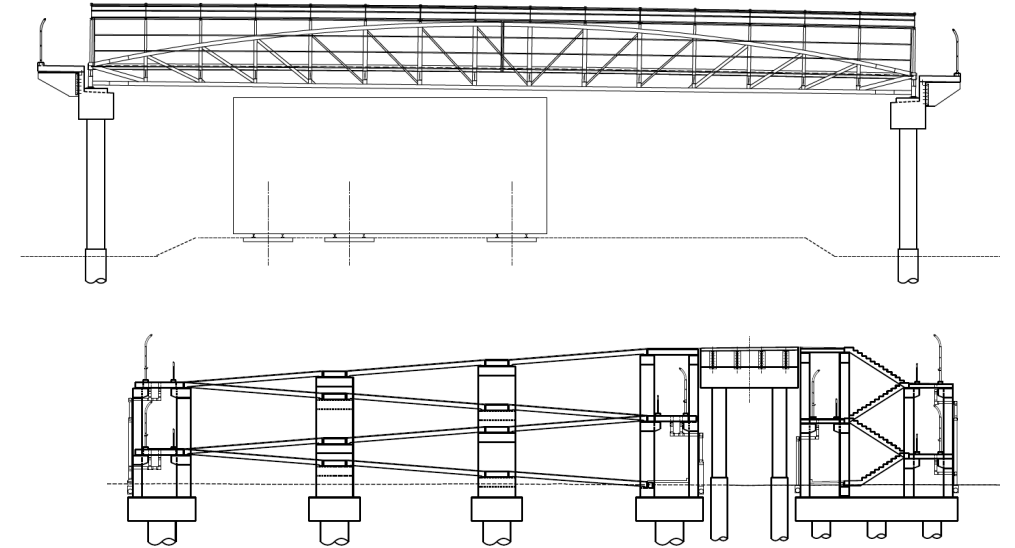
- CWS Water and Sewer Relocations
 - Estimated 29,000 LF of water main
 - Work near remain in place infrastructure
 - Pre-Qualification Requirements
- NCSD Sewer Relocations
 - Estimated 2,100 LF sanitary sewer pipe and 8,200 LF of cured in place pipe lining.

Anticipated Railroad Coordination

- Norfolk Southern (NS) and CSX have signed agreements for flagging adjacent to and over rail lines, including the pedestrian bridge.
- Railroads will perform the Taylor Street Crossing work.
- The contractor will be responsible for coordinating with NS on construction phasing, traffic staging, detours, work sequencing, and scheduling.
- Work within the railroad corridor is expected to occur in multiple stages and require ongoing coordination with railroad operations.

Anticipated Structure Work

- Prefabricated Pedestrian Bridge, which crosses railroad facilities for both NS and CSX
 - Ramps and stairs are precast
- Soil Nail Wall
- Retaining Walls
- Foundations
- Micropiles



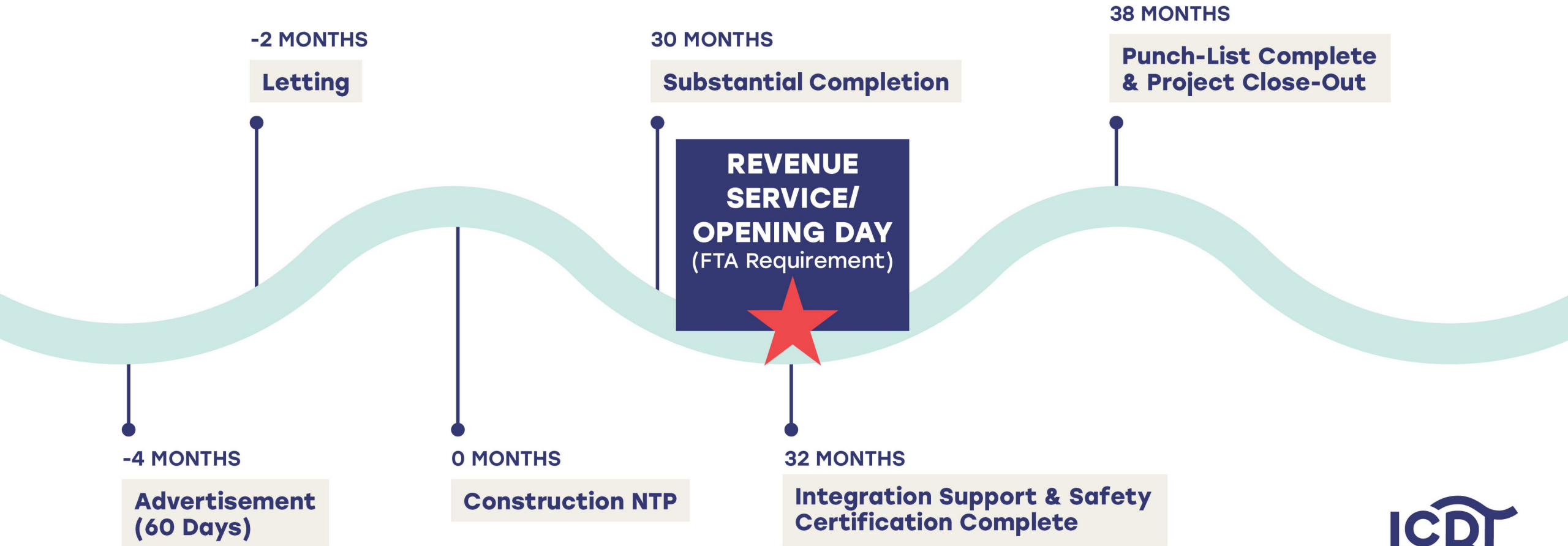
Anticipated Fiber/Communications Work

- Includes an estimated 259,000 LF of fiber optic cable, 175 splice vaults and 46 handholes
- Station Communications
- Transit Signal Priority
- Bi-Directional Transit Lane Signal System
- Integration Support per Systems Integration Plan
- SCDOT will self-perform select backhaul, testing, and related work
 - These activities are not part of the contractor's scope and will be coordinated separately by SCDOT

Anticipated Maintenance of Traffic

- Project anticipates following SCDOT Hourly Lane Closure Restrictions based on route designation, except as included in MOT plans.
- Current MOT plans include full closures on portions of:
 - Line Street between Westedge Street and Hagood Avenue
 - Staggered Southbound and Northbound closures of Courtenay Drive between Bee Street and Ralph H Johnson Drive
 - US -78 (King Street Extension) between Lanxess Chemical Drive and Hackemann Avenue
 - Cosgrove Avenue at US-78
 - US-78 between Montague Avenue and Remount Road (In conjunction with Norfolk Southern Railroad Crossing Work)
 - Westbound Eagle Landing Boulevard at US-78
 - Medical Plaza Drive/BUC Club Boulevard to cross traffic at US-78
- MOT plans include some cases of single lane closures and weekend double lane closures in Downtown Charleston.
- Work is not anticipated to be restricted to a specific starting point or direction.
- Work zones are likely to include concurrent utility work.

CONSTRUCTION MILESTONE SCHEDULE



Other Anticipated Contracts (For Reference Only)

SCDOT Contract: Construction Engineering & Inspection

Anticipated contract for Construction Engineering & Inspection services (CE&I) overseeing the LCRT Corridor Construction.

The work is anticipated to include:

- Project Oversight
- Quality Assurance
- Documentation
- Safety and Compliance



***Anticipate Releasing
RFP in Q3 2026***

BCDCOG/CARTA Contract: Operations & Maintenance Facility

Anticipated contract to build the Operations & Maintenance Facility (OMF).



The work is anticipated to include:

- Vertical Structure of Operations & Maintenance Facility
- Bus Fueling Station
- Site Development

***Anticipated Timing:
Q1 2027***

Operations & Maintenance Facility

Anticipated Project Statistics

- Located on a 5.12 acre site at 175 Acres Drive
- 23,000 sq ft building
- 4 bus maintenance bays
- 1 chassis wash
- 4,000 sq ft bus wash building
- Fueling island with canopy and tank



BCDCOG/CARTA Contract: Park & Ride

Anticipated contract to construct a Park & Ride location.

The work is anticipated to include:

- Site Civil
- Utility Work
- Vertical Structure for Transit Station
- Operator Rest Facility



***Anticipated Timing:
TBD***

BCDCOG/CARTA Contract: Bus Procurement

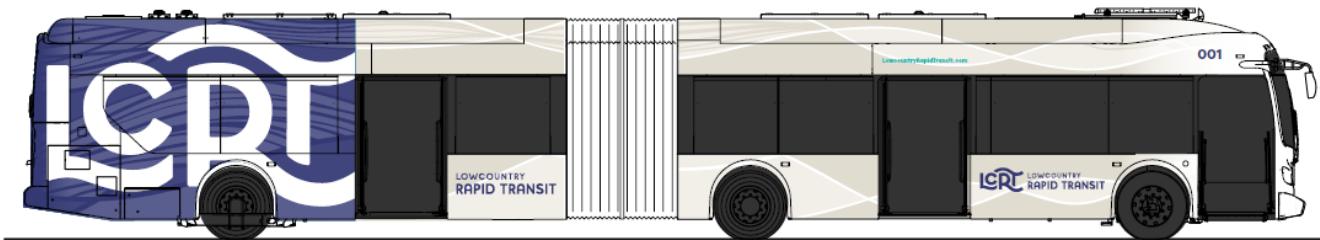
Anticipated contract to procure the buses to be used for LCRT operations.

This is anticipated to include:

- 21 60-Foot Articulated Buses
- Dual-Sided Boarding (Five Doors)
- 14-Inch Level Boarding Height



***Anticipated Timing:
2027***



Q&A

Connect with Us

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General Inquiries Related to the Project



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1. Are there any upcoming projects in the region that might affect your interest or ability to pursue this project?
2. Does the proposed construction schedule affect your interest or ability to pursue this project?

General Inquiries Related to the Project

3. Tell us about your team's experience delivering transit or Bus Rapid Transit corridor projects. What lessons-learned will benefit your team in the pursuit of this project?

General Inquiries Related to the Project

4. Tell us about your team's experience working around older underground utilities, such as aging water mains. What practices have helped reduce disruptions or utility damage?

5. The downtown Charleston station areas will have limited work space, existing utilities, traffic restrictions, and specialized foundations.

a. What construction challenges stand out to you?

b. What strategies would you recommend to address them?

General Inquiries Related to the Project

6. Are there different sequencing approaches we should consider to make pursuing this project more appealing?

7. What types of incentives or contract provisions would make pursuing this project more appealing or help drive successful performance?

- a. What is your perspective on milestone-based liquidated damages?**
- b. What is your perspective on corridor availability requirements or associated disincentives?**
- c. What incentive structures best support phased operational or segmental openings?**

General Inquiries Related to the Project

8. Are there additional considerations, risks, or opportunities the Department should evaluate as it advances toward advertising this project?

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