Industry Review Open Forum

LOWCOUNTRY RAPID TRANSIT




SCDOT


BCDCOG
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 Opportunity
- Industry Review Feedback & Discussion

LCRT | BCDCOG | SCDOT

Lowcountry Rapid Transit Overview

LCRT | BCDCOG | SCDOT

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



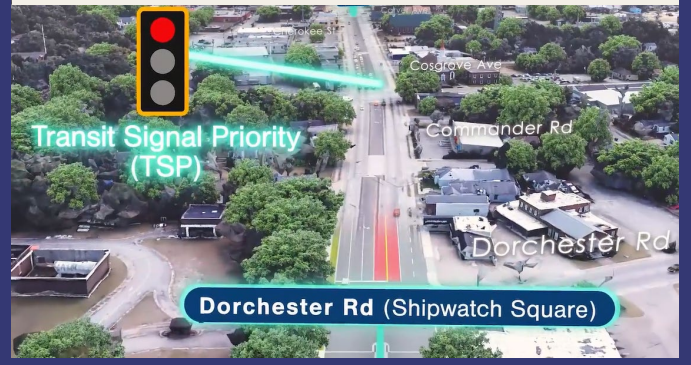
Differentiated Stations



Connections, Growth, and Access



Transit Signal Priority



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The Route


LCRT Route: 21.3 Miles
Dedicated BRT Lanes: 12.1 Miles
US-78 & Commerce Center
University & BUC Club
Rivers & Melnick
Rivers & Eagle Landing
Rivers & Mabeline
Rivers & Hanahan
Rivers & Remount
(Future) Rivers and Durant
Rivers & Mall
Rivers & Helm
Rivers & Dorchester
Rivers & Reynolds
King & Hackemann
King & Hagood
Meeting & Mt. Pleasant
Meeting & Lee
Meeting & John
Calhoun & Coming
Calhoun & Jonathan Lucas
Courtenay & Doughty
Line & Westedge
University Blvd
Rivers Ave
King St Ext
Meeting St
LADSON
NORTH CHARLESTON
CHARLESTON
N Main St
S Main St
Dorchester Rd
Cooper River
Ashley River
Wando River
526
26
LCRT Route
Dedicated Bus Rapid Transit Lanes
Station
Station (future)
Station with Park & Ride (proposed)
Station with Park & Ride (existing)
Station with Park & Ride (future project)
0 Mile 1



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

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The Partnership

BCDCOG
Project Sponsor

- Program Management
- Quality Management
- Grant Administration
- Public Engagement

SCDOT
Engineering & Construction

- Engineering
- ROW Acquisition
- Utility Coordination
- Construction
- Construction Management

CARTA
Transit Facilities & Operations

- Maintenance Facility
- Park & Ride
- Vehicles
- Transit Technology – TSP/Fare Vending/AVL
- Transit Operations

Charleston County/FTA
Financial

- FTA – Federal Funding Partner*
- Charleston County – Local Funding Partner

**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.*

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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

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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.



Tentative Letting in Spring/Summer of 2027

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.

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Documents Shared

Volume 1A-1G Roadway

Volume 2 – Stations and Systems

Volume 3 - Bridge

Geotechnical Subsurface Data Report

Draft Special Provisions

CWS Package

NCSD Package

Draft Proposal



Anticipated Work Will Include:

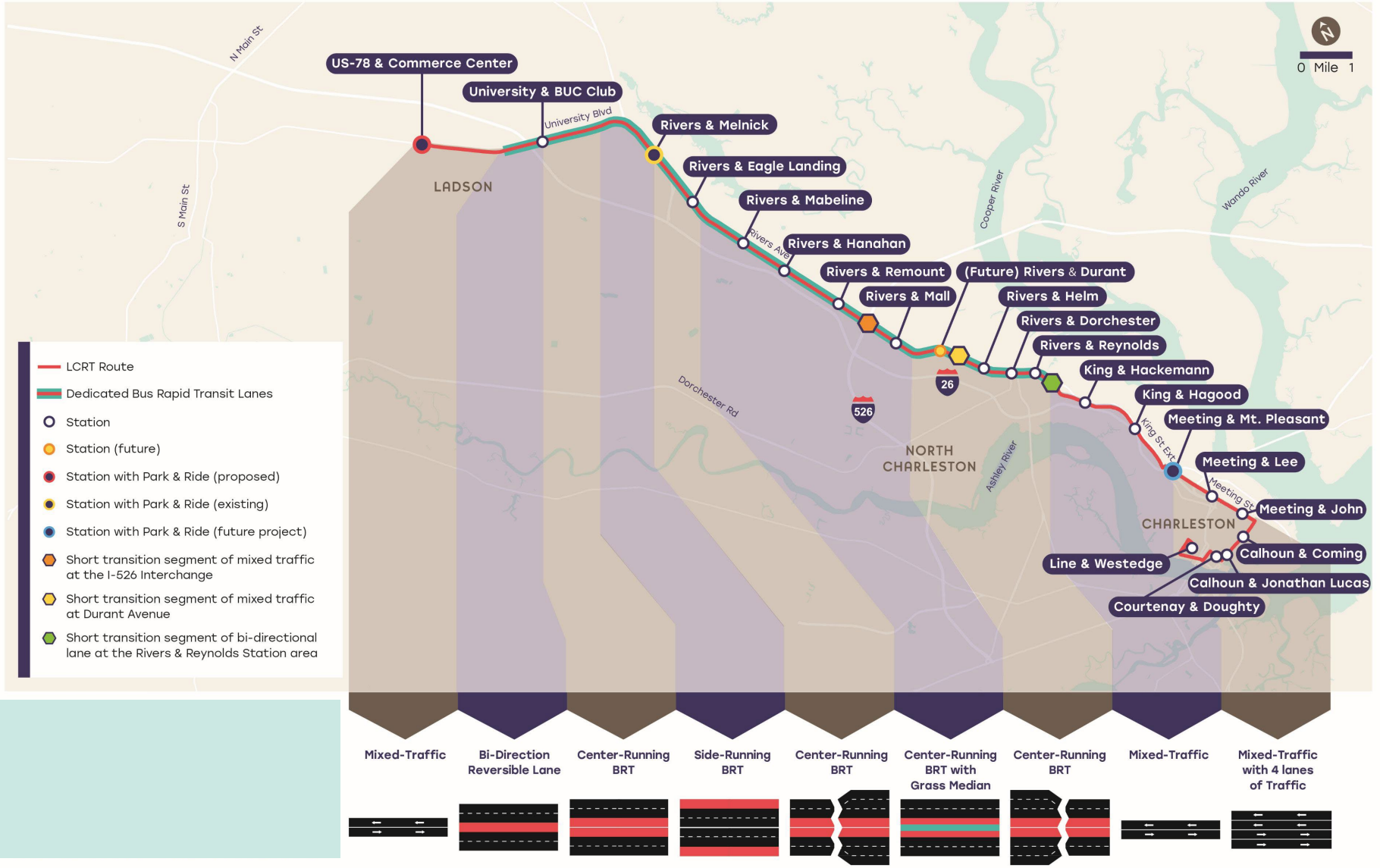
11	Miles of Roadway Reconstruction *(pavement work is asphalt; concrete bus pads at BRT stations)*
	Sidewalk & Shared-Use Path Development
	Pedestrian Bridge
	Utility Relocation
~70	Traffic Signal Upgrades
19	Transit Station Locations*

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



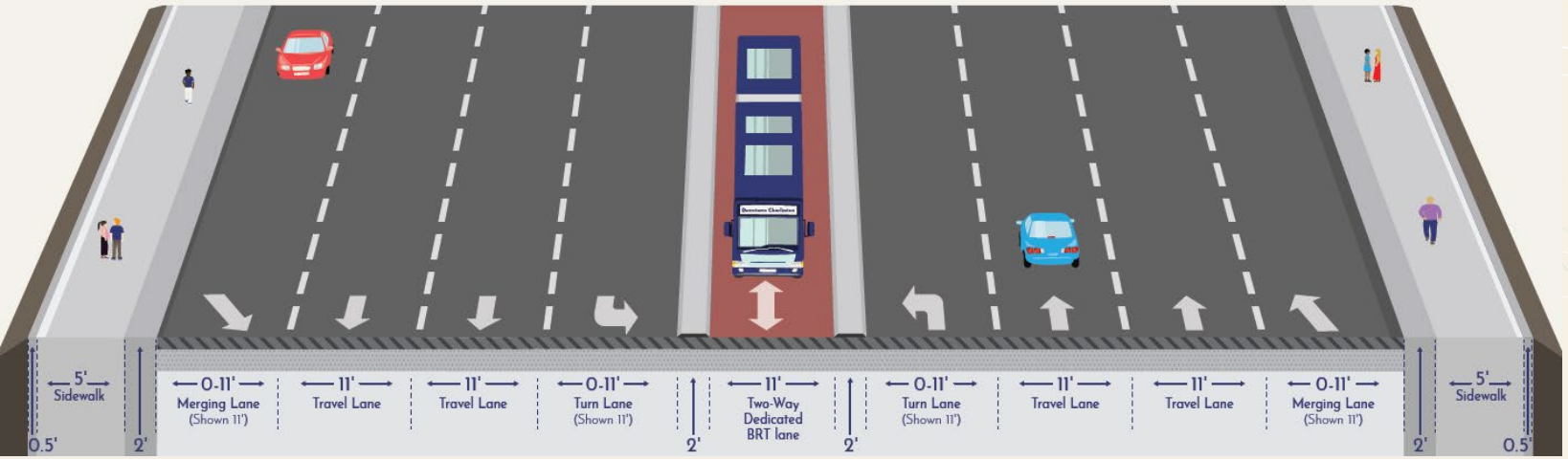
Roadway Treatments



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University Blvd. (US-78)

At I-26 interchange

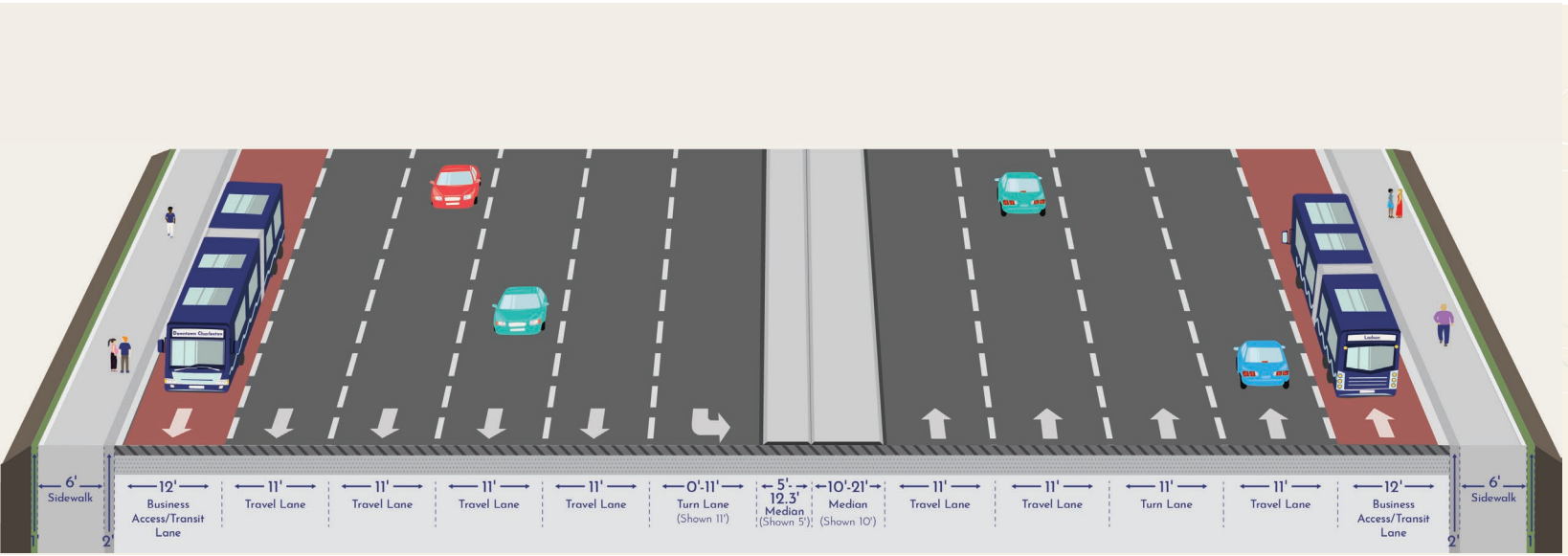




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Rivers Ave (US-52)

Melnick Drive looking North

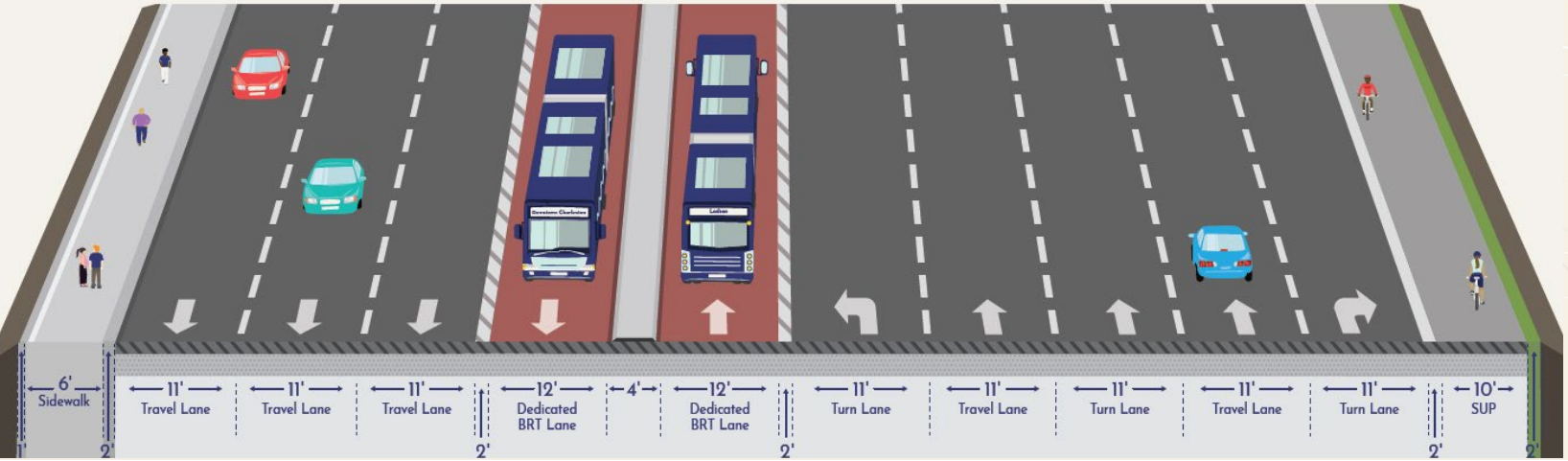




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Rivers Ave (US-52)

South of Northwoods Blvd looking North

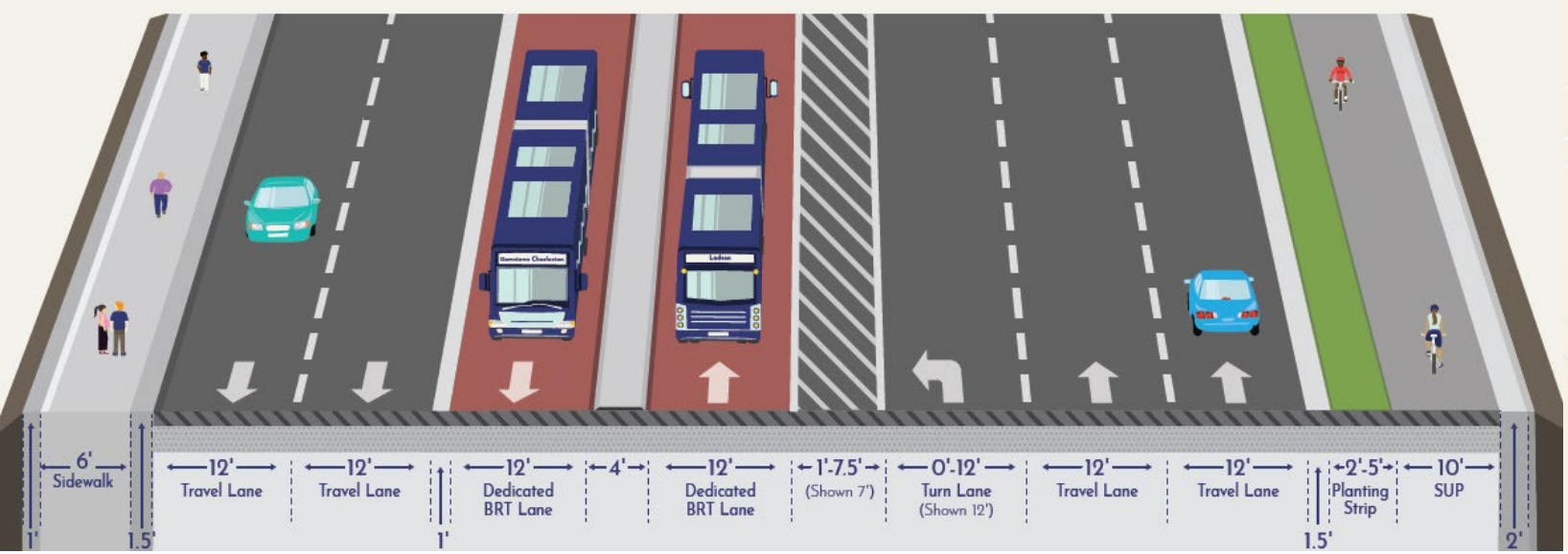




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Rivers Ave (US-52)

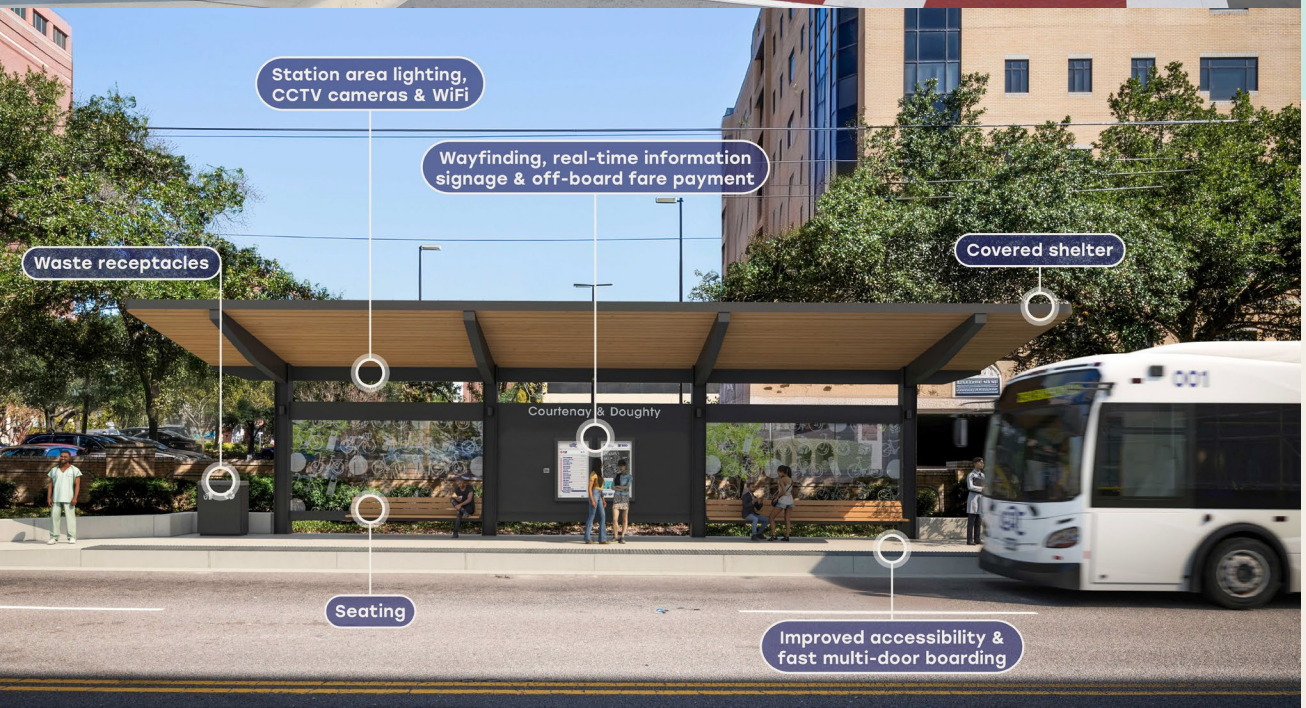
South of Piggly Wiggly Dr





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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
  - Work near remain in place infrastructure
  - Pre-Qualification Requirements
- NCSD Sewer Relocations

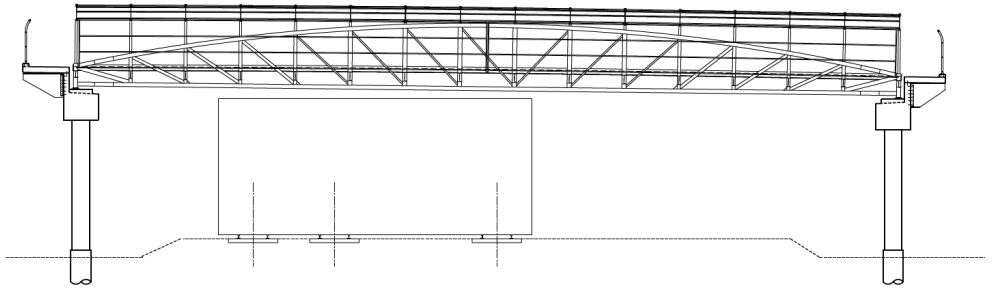
Anticipated Railroad Coordination

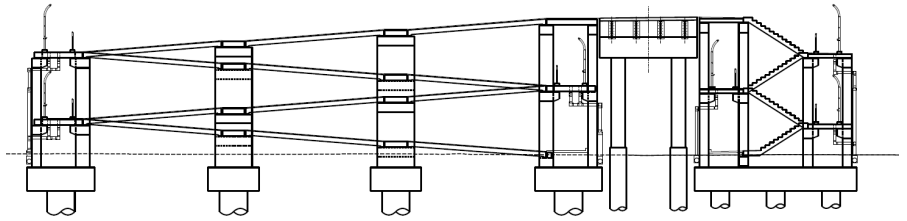
- Norfolk Southern (NS) and CSX have signed agreements for flagging adjacent to and over rail lines, including the pedestrian bridge.
- Railroads will perform the Taylor Street Crossing work.
- The contractor will be responsible for coordinating with NS on construction phasing, traffic staging, detours, 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







Pedestrian Bridge

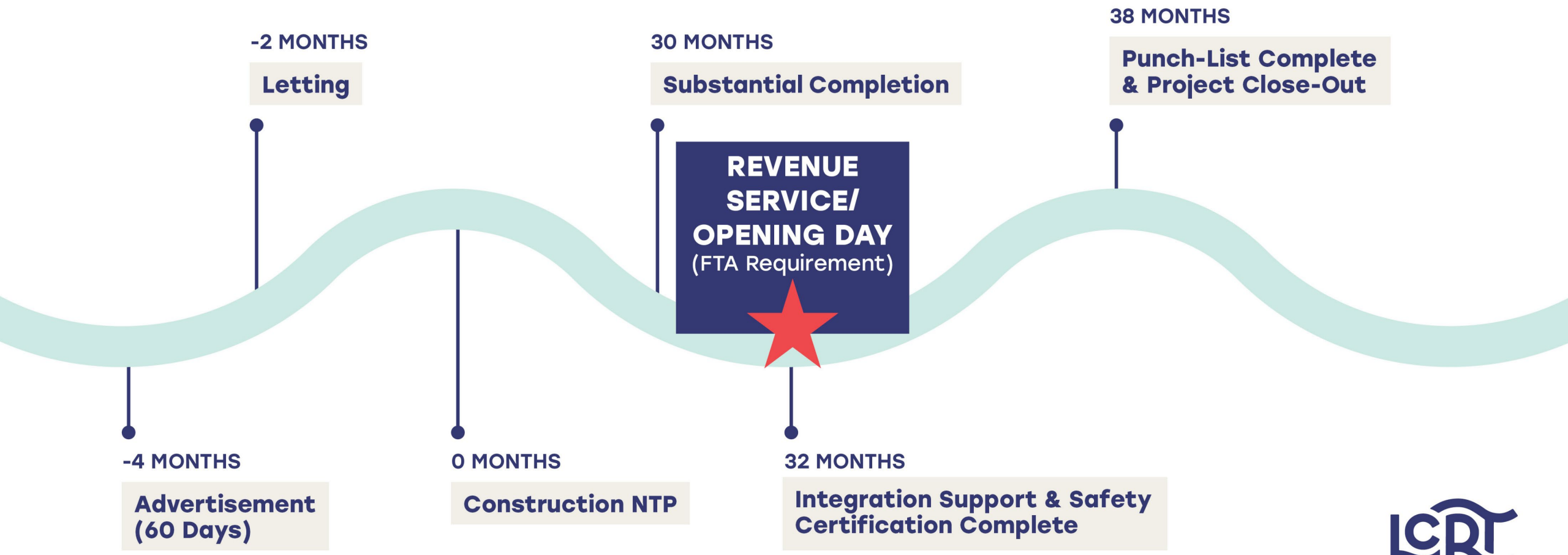
Anticipated Fiber/Communications Work

- Including fiber optic cable, splice vaults and 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.
  - CWS Relocation Work on Calhoun Street near Coming Street will need to proceed first.
- Work zones are likely to include concurrent utility work.

CONSTRUCTION MILESTONE SCHEDULE



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Industry Review Feedback & Discussion

Industry Review Feedback & Discussion

1. Permits Needed for City of Charleston
   - Construction Permit & Lane Closure Permits
2. Draft Special Provisions

Connect with Us

W: lowcountryrapidtransit.com

E: info@lowcountryrapidtransit.com

South Carolina Department of Transportation (SCDOT)

Brooks Bickley
SCDOT Project Manager

T: 803.240.5187
E: BickleyBJ@scdot.org

scdot.org/business/lcrt.html

Berkeley-Charleston-Dorchester Council of Governments (BCDCOG)

Sharon Hollis
LCRT Project Manager
T: 843.529.2583
E: sharonh@bcdcog.com

lowcountryrapidtransit.com/constructionopportunities/