

NON-CONFIDENTIAL DESIGN-BUILD QUESTIONS
Bridge Package 14 - Contract ID 1162220 - Cherokee County

RFP FOR INDUSTRY REVIEW

Date Received: 19-Aug

					SCDOT	
Question No.	Category	Section	Page / Doc No.	Question/Comment	Response	Explanation
1	Attach_A	Agreement	25	Please verify that BMP install and clearing/grubbing operations in advance of utility relocations do not require a notice of closure.	No_Revision	This is correct for the S-226 site only which is currently open to traffic.
2	Attach_A	8	9	"A complete submittal package shall be limited to one phase (ex. Preliminary/Right Of Way (ROW)/Final/Release For Construction (RFC)) of one roadway segment or structure and include all design deliverables specified in Exhibit 4z." Suggest change to "...one roadway segment AND/OR structure..." to allow roadway and structure plans to be submitted simultaneously.	Revision	Will revise to include "and/or".
3	Attach_A	Exhibit 5	19	"The contractor shall monitor vibrations at no less than four locations at each specific site of construction activity along the perimeter of the project during all foundation and embankment construction activities." Does this apply to sites containing no structures within 300 feet of any vibration inducing construction activity?	No_Revision	No.
4	Attach_A	Exhibit 5	20-21	Figure 1 - Vibration Criteria on page 20 is partially cutoff. Please provide full figure.	Revision	Figure will be provided.
5	PIP			Appendices A, B and C in the baseline geotechnical report for S-11-106 are for S-11-86 over Kings Creek. Please provide appendices for S-11-106.	Revision	Report will be revised and provided to the teams.
6		Hydraulics	n/a	Can the South Carolina Bridge Scour Envelope Curves Template, 2016 referenced in the Preliminary Hydraulic Analysis Memo provided by SCDOT for each bridge be provided to the design teams?	No_Revision	The link is provided on SCDOT's website https://www.scdot.org/business/hydraulic-bridge.aspx USGS SIR 2016-5121
7		Hydraulics	n/a	Is there a minimum distance upstream a dam has to be located within for it to be included in the hydraulic analysis?	No_Revision	There are no SCDOT Hydraulic requirements other than directions on modeling in Exhibit 4e of the RFP, however the EOR should model and determine whether or not the upstream dam has an hydraulic impact downstream. There is some guidance in the RHDS 2009, Sec 1.3.1 Step 2 Section 2 Job Site Inspection. The 2nd paragraph states to note presence of Hydraulic structures upstream and downstream at a distance at least equal to the floodplain width.
8	Attach_A	Exhibit 5	40	"The Contractor's bid shall include 2000 square yards of full depth asphalt pavement patching." Will pavement patching be limited to bridge approaches or do detour routes also qualify for patching?	No_Revision	The full depth patching is not limited to bridge approaches. Patching quantity is also intended for detour routes.
9	Attach_A	Exhibit 5	40	The unit price of \$52 per square yard of full depth asphalt patching is low. Consider revising unit rate to \$75/SY.	Revision	Will revise the RFP to show a higher unit rate price of \$75.00



10	Attach_A	Agreement	77 of 91	There is a discrepancy in the Professional Services DBE % (0.4% vs 0.8%)	Revision	Section will be revised. Professional service percentage is 0.4%
11	PIP	Forms		On the Quality Matrix Form, is the number requested a sequential numbering of ideas, or the bridge number for which the idea is applicable?	No_Revision	The number requested is for sequential numbering.
12	RFP		n/a	Agreement section XVIII. DBE: Page 77 of 91 references 0.4% from Professional Services but Page 78 of 91 references 0.8%. Please clarify.	Revision	Section will be revised. Professional service percentage is 0.4%
13	RFP	2	5	Confidential Risk Register and Conceptual ATC Meetings are stated to be "in advance of the release of the Final RFP". This is inconsistent with the Milestone schedule found on page 33.	Revision	Section will be revised. Due to tight schedule, the meeting will come shortly after the release of the Final RFP.
14	RFP	3	6	"Once the Final RFP is issued, SCDOT will allow Proposers to submit additional non-confidential questions or comments to point out mistakes or ambiguities in the RFP." The milestone schedule found on page 33 does not show a non-confidential question period after the Final RFP has been issued.	Revision	Milestone will be added for submittal of Non-Confidential Questions.
15	RFP	3	14	Appendix A - Conceptual Plans list skips "A.2". Please confirm there are no additional conceptual plans required other than Roadway Plans, Bridge Plans and CPM Schedule.	Revision	Correct. Section will be revised to show in sequential order.
16	RFP	4	15	Please confirm that the "Quality Commitment Matrix" Form on the SCDOT Design-Build site, under Standard Forms, is the "Quality Credit Matrix" referenced in section 4.1.	Revision	Correct. Title has been updated.
17	RFP	4	33	Please consider adding a non-confidential and confidential question submittal date to the milestone schedule after SCDOT's Final Determination of Formal ATCs. (Monday, October 3, 2022)	Revision	A NCQ/CQ submittal will be included after the Final Determination shown in the milestone schedule.
18	Attach_A	Agreement	10	Will SCDOT consider decreasing the initial review period from 15 business days to 10 business days?	No_Revision	No. Initial review will stay 15 business days.
19	Attach_A	Agreement	62-64	B. Defense and Indemnification Procedures. This article makes several references to Section I, Section II.C, Section II.C.2, Section C.1, Section II.C.3, and Section II.G, but these sections are either mis-labeled or missing. Please clarify.	Revision	Section references will be revised.
20	Attach_A	Agreement	77-78	We have reviewed the opportunities for DBE subcontractors on the project and feel the DBE goal of 11.6% is high for the scope of work. Would SCDOT consider revising the DBE goal?	No_Revision	No.
21	Attach_A	Agreement	77-78	Sentence 4 states "DBE committals for the .8 percent must be submitted no later than 30 calendar days from contract execution." Please define "the .8 percent". This appears to contradict the requirement of .4 percent to be met at the time of bid opening.	Revision	Section will be revised. Professional service percentage is 0.4%
22		Survey	77	Do the lines labeled CCR & CCL in the MicroStation survey files provided by SCDOT denote the top of channel banks?	No_Revision	Yes, the lines labeled CCR & CCL denote top of creek bank, right and left at the time of survey.
23	RFP	4	n/a	RFP Exhibit 4a-Road Design Criteria, Section 2.2 (45 MPH) and Attachment B – Supplemental Project Design Criteria, Roadway 1. CLRB_TYP.pdf (50 MPH) show different DS for S-86. Please clarify	Revision	RFP Exhibit 4a will be revised to 50 mph design speed for S-86.



24	Attach_A	Agreement	1	Please clearly define the limits of new pavement required at each site.	No_Revision	Limits of new pavement will be based on actual design. Limits of new pavement shall be provided up to profile tie-in. Refer to Exhibit 4c for further details on locations where new pavement ties to existing pavement.
25	Attach_A	Exhibit_3	1	"This work also includes repairing any deficient roadway embankments within the roadway approach limits of each bridge." Please define the roadway approach limits of each bridge.	No_Revision	Roadway approach limits will be based on actual design. Deficient roadway embankments shall be repaired within project begin and end termini to be in accordance with RFP.
26	Attach_A	Exhibit_3	3	2.15 "Clear all right-of-way within the project limits." Consider changing to "Clear the entirety of the ROW at the bridge sites and extend clearing a distance of 75' from the end of each bridge."	Revision	Section will be revised. Intent is to clear and grub the entirety of the right-of-way, with the exception of grubbing in wetlands. Contractor shall clear but not grub in the wetlands.
27	Attach_A	Exhibit_4a	2	Can the criteria in Exhibit 4a section 2.8 be applied if you are replacing the existing sag vertical curve with two vertical curves in order to move the low point off of the bridge?	No_Revision	Yes, the criteria in exhibit 4a section 2.8 can be applied to all proposed vertical curves within project limits.
28	PIP			Please provide MicroStation CAD files of the Conceptual Roadway Design.	Revision	Available conceptual roadway design files will be provided in PIP.
29	PIP			The conceptual roadway plans provided for S-138 Over Goucher Creek and S-56 Over Horse Creek do not indicate new ROW, however these sites do not appear to meet either of the ROW requirements presented in Exhibit 4a, 2.15. Is there an exception to the ROW requirements at these two sites if the new bridge can be constructed within the existing ROW?	Revision	RFP Exhibit 4a will be revised to clarify. Conceptual roadway design files provided in PIP are for information only. Design teams shall refer to RFP, exhibit 4a when determining requirements for roadway design including right-of-way. There is no exception to the ROW requirements at S-138 or S-56.
30	RFP		1	Project Goals "Avoidance of right-of-way acquisition at S-86 over King Creek." Please clarify that avoidance of ROW acquisition is for Kings Mountain National Military Park only.	Revision	Revision. Section 2.2 Project Goals will be revised for clarity.
31	PIP			Please provide MicroStation CAD files of the Conceptual Bridge Plans.	Revision	Conceptual Bridge CAD files will be provided and provided in the Project Information Package.
32	Attach_A	Exhibit_4a	1	"New signs shall be erected over the entire length of the project, including, at a minimum, stop signs on all intersecting routes." Please provide begin and end stationing for each site to clearly define "entire length of project"	No_Revision	Not intended for detour routes, only signs inside the immediate project limits (from begin to end stationing around the bridge).
33	Attach_A	Exhibit 4d_Pt 2	1	"Existing signs, if applicable, shall be maintained during construction." Does this mean that existing detour signage if applicable may be utilized by the contractor?	No_Revision	No. Contractor must provide their own signage. District will reclaim existing detour signage.
34	Attach_A	Exhibit 4d_Pt 2	2	Vertical clearance and crossing route number signs are not applicable to any of the proposed bridges within the scope of this project. Consider removing.	No_Revision	This is part of standard bridge package language.



35	Attach_A	Exhibit 4d_Pt 2	5	4 of the 5 bridge sites have detours currently in place. Please add language to clarify that Contractor is not responsible for installation and maintenance of detours until "Notice of Closure" has been submitted.	Revision	Section will be revised to clarify.
36	Attach_A	Exhibit 4d_Pt 2	5	Is the name of the road being detoured required on all detour signs?	Revision	Yes. Provide road names on all detour signs.
37	Attach_A	Exhibit 4d_Pt 2		Please confirm roadway lighting, ITS design, traffic signal and communication plans, and interchange modification reports are not applicable to any of the bridge sites within this project.	No_Revision	Items are not applicable. This language is a part of a template.
38	Attach_B	Exhibit 5		Please provide the current and future ADT traffic projections referenced in section 2.3 of Exhibit 4a.	Revision	Current and future ADT traffic projections will be provided in Attachment B.
39	Attach_A	Agreement	37	Has there been any upfront utility coordination with Duke Transmission on S-86 over King Creek? Conceptual plans show impacts to their easement.	No_Revision	The Preliminary Utility Report contains information based on the original concept plans. After the initial concept plans and immediately before issuance of the RFP for Industry Review, Exhibits 3 and 4a were revised to avoid impacts to the Kings Mountain Park. No further coordination was done with Duke due to assumed avoidance of the grading impacts.
40	Attach_A	Agreement	37	If an eligible water/sewer utility under ACT 36 has conflicts with proposed construction, how will the MOA process be handled and added to the contract?	Revision	Language will be added to the Agreement Article VII in an Addendum to clarify.



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Date Received: 25-Aug

Question No.	Category	Section	Page / Doc No.	Question/Comment	SCDOT	
					Response	Explanation
1	Attach_A	Agreement	25	Follow up to question 1 from RFP For Industry Review. Please clarify that BMP install and clearing/grubbing in advance of utility relocations do not require a Notice of Closure and therefore do not begin the construction time is applicable to all sites.	No_Revision	For the closed bridges BMP installation and clearing/grubbing in advance of utility relocations will require a Notice of Closure and therefore begin the construction time.
2	Attach_A	Exhibit 5	40	Can there be a minimum quantity set for each mobilization of patching? Please consider a minimum of 165 SY per mobilization for patching.	No_Revision	A minimum patching quantity will not be set for each mobilization.
3	Attach_A	Exhibit 5	40	Per the RFP for patching, "The pavement shall be removed to a depth of six (6) inches as directed by the RCE. In the event unstable material is encountered at this point, then such additional material shall be removed as directed by the RCE. The volume of material removed below the patch shall be backfilled with crushed stone and thoroughly compacted in 4-inch layers with vibratory compactors." How is the removal and backfill of the unstable material to be paid?	No_Revision	Removal and backfill of unstable material is included in the unit price for full depth patching per the Special Provision.
4	Attach_A	Exhibit 4d_Pt 2	6	"Pavement on detour routes will be maintained by SCDOT." This statement is inconsistent with the response to Question 8 from the RFP For Industry Review Questions and Answers, which stated "Patching quantity is also intended for detour routes." Please clarify.	Revision	This clarification has been made in Exhibit 4d - Part 2 and Exhibit 4c of the RFP. Patching quantity includes bridge approaches and detour routes.
5				The location of boring B-5 for bridge S-226 in the Geotechnical Subsurface Data Reports and Field Testing Data Files does not appear to be correct. Please confirm.	Revision	Location of B-5 was in error. This has been revised.

