

NON-CONFIDENTIAL DESIGN-BUILD QUESTIONS
Bridge Package 16 - Contract ID 3962240 - Pickens County

FINAL RFP - ROUND 4

Date Received: 4/12/2023

						SCDOT	
Question No.	Category	Section	Page / Doc No.	Question/Comment	Discipline	Response	Explanation
1	RFP	4	17	<p>The RFP Technical Proposal submittal requirements include the following:</p> <p>c. Cross sections only where necessary to indicate a significant difference from the conceptual plans in the Project Information Package. These should be limited to only those showing a significant change and may be segmented for only the areas where changes occur (11"x17" plan sheets).</p> <p>The US 123 NBL roadway plan and bridge plans for US 123 NBL and SBL are not included in the Conceptual Plans in the Project Information Package. Can SCDOT elaborate on what cross sections should be included in the proposal? Are all sections required or is it appropriate to show one cross section before and after the bridge?</p>	Roadway	Revision	Due to the unique nature of this location, all cross sections are required.
2	PIP	Roadway		On the SC 183 over 12 Mile Creek site the conceptual roadway plans show guardrail closing the existing driveway at approximately Sta. 101+80 (LT). Is it SCDOT's intent to close this driveway and have it consolidated with others?	Roadway	No_Revision	The intention is to close this driveway.
3	PIP	Roadway		There are several driveways (all on north side of SC 183) which currently violate ARMS manual requirements at the Gregory Creek site. Is it SCDOT's intent to re-design these driveways to meet the ARMS manual, or to match the existing slope of the driveway and tie in accordingly?	Roadway	No_Revision	The Engineer should make every attempt to meet the ARMS manual requirements. If ARMs standards cannot be met due to excessive impacts to the property & property owner, each driveway will be evaluated individually for a design solution that best benefits the property owner and DOT.
4	PIP	Roadway		At the SC 124 site. Does SCDOT have a desired width for the driveway onto Tract 1 (existing width is approximately 90')? The existing driveway width is significantly wider than the required amount in the ARMS manual.	Roadway	No_Revision	The driveway width should ultimately be designed to accommodate the turning radii of the largest vehicle anticipated to regularly use this driveway per ARMS.
5	RFP	4	18	<p>The RFP Technical Proposal submittal requirements include the following:</p> <p>b. Superstructure cross sections and substructure elevations showing pertinent structural elements and dimensions.</p> <p>Can pertinent structural elements and dimensions be defined?</p>	Structures	No_Revision	For technical proposal bridge plans, pertinent structural elements and dimensions include: out-to-out structure dimensions, roadway dimensions and cross slopes, barrier dimensions, beam/girder types and spacings, bent cap dimensions (end bent and interior bent), foundation elements and spacings. See BDM 3.2.3 and 3.3.2 #6 and #7. The superstructure typical section and substructure elevation may be combined into the same sheet(s), at the team's discretion.



6	Attach_A	Exhibit_4b	2	To ensure a consistent approach, what weights should be assumed for the utility loadings on the overhangs?	Structures	Revision	Use a minimum unfactored dead load (DW load) of 120 lb/ft per overhang, where utilities will be attached.
7	PIP	Utilities	46, 110	<p>The Preliminary Utility Report discusses ReWa's 36-inch (48-inch casing) gravity sewer line on the SC124 and US123/ Georges Creek site stating "<i>The existing casing ...would need to be extended approximately 45' to get past the proposed fill limit. ReWa will likely need to rehabilitate the existing gravity sewer line if it doesn't need to be relocated.</i>"</p> <p>Has SCDOT made any commitments to ReWa for both these locations to cover the cost of the rehabilitation of their sewer line?</p> <p>If only casing extensions are needed, why is rehab required to be paid for by the project (via Senate Bill)?</p>	Utilities	No_Revision	SCDOT has made no commitments to any utility at this time. Act 36 reimbursements would be applied to non-betterment work as determined during final design.

