South Carolina Department of Transportation

NON-CONFIDENTIAL DESIGN-BUILD QUESTIONS
Bridge Package 29

RFP for Industry Review #1

Date Received: 10/21/2024 **Meeting Date:** 10/23/2024

						SCDOT	
Question No.	Category	Section	Page / Doc No.	Question/Comment	Discipline	Response	Explanation
1	RFP			Our team was verbally told that mandatory onsite Prebid meetings would occur; one day per site. Are these mandatory Prebid meetings still being planned, and if so, which dates/times for which site?	Construction	No_Revision	Based on current timelines, we will not require on-site pre-bid meetings.
2	Attach_A	Agreement	26 of 91/IV.A.1	We respectfully request an additional 3 months (13 weeks) be added to each site's substantial completion date.	Construction	Revision	SCDOT will be working on refining the completion dates and incentive language and include adjustments in the RFP for Industry Review #2 or Final RFP.
3	Attach_A	Exhibit 5	44	The Incentive/Disincentive section notes "Section to be Updated". Please provide the update.	Construction	Revision	SCDOT will be working on refining the completion dates and incentive language and include adjustments in the RFP for Industry Review #2 or Final RFP.
4		2,IV	6,57	Pg 6 shows dates of US 76 Substantial Completion: June 22, 2025 & US 278 Substantial Completion: May 1, 2025 Pg 57 shows dates of US 76 Substantial Completion: June 8, 2025 & US 278 Substantial Completion: April 17, 2025 Which set of dates are correct?	Construction	Revision	SCDOT will be working on refining the completion dates and incentive language and include adjustments in the RFP for Industry Review #2 or Final RFP.
5	Attach_B	Traffic		The detour currently in place for US-278 does not match what is depicted in Attachment B. Confirm that SCDOT desires for the Contractor to change the detour for this route.	Construction	Revision	Use the detour route in Attachment B. The current US 278 detour will be replaced with the one shown in Attachment B. Revised Exhibit 5 Section (8)
6	Attach_A	Agreement	Section IV.A pdf 57 of 340	Please clarify the substantial completion dates for both locations. Project Goals (RFP Instructions, 2.2) state substantial completion dates as June 22, 2025 for US 76, and May 1, 2025 for US 278. Agreement, Section IV, Paragraph A, states Substantial Completion is June 8, 2025 for US 76 and April 17, 2025 for US 278.	Construction	Revision	SCDOT will be working on refining the completion dates and incentive language and include adjustments in the RFP for Industry Review #2 or Final RFP.
7				Will conceptual bridge and roadway plans be provided to the bidding teams? If so, what is the timeline to provide those drawings?	DM	Revision	Minimal concept drawings may be provided but will not reflect much more than a potential alignment change at the US76 site and anticipated new R/W limits for each bridge site. Minimal surveys have been performed and will be provided on the website this week.
8				There is still missing data in the project attachments (Survey, Geotech, Seismic, Environmental, etc.…). Will consideration be given to push the milestone schedule dates as these late deliverables become available?	DM	No_Revision	No. Information will be provided as soon as available.
9		3.12	186	Construction Working Drawings, Shop Drawings, and Submittals – Would SCDOT consider shortening the standard review timeframes?	DM	No_Revision	No specific review times for working drawings, shop drawings or submittals are included within the RFP outside of Design Reviews. However, SCDOT is committed to expediting review of these items due to the accelerated nature of the project.

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10		3.12	186	Construction Working Drawings, Shop Drawings, and Submittals – Would it be acceptable for the Designer/Engineer of Record review and SCDOT review to be concurrent?	DM	No_Revision	No.
11		2	174	Design Submittals – will SCDOT allow multiple (concurrent) design submittal packages for review?	DM	Revision	Yes the RFP Agreement Section II.D will be revised to allow submittal of roadway and bridge plans for one site and one phase at a time for concurrent review. Will not allow dual submittals between sites (i.e. road one site with bridge from other site).
12	RFP	4.1	12	Can a 10-point font be used for graphics/charts/tables?	DM	Revision	Will allow 10 pt. font in charts and tables for this limited TP.
13	Attach_A	Exhibit_4b	Setion 2.1.3 pdf 139 of 340	Will removal and disposal of abandoned bridge downstream of existing bridge be required as part of this project?	DM	Revision	No. Avoid the older existing 1920's bridge and associated environmental and utility impacts.
14	Attach_A	Agreement	47 of 91/IX	It is noted that the RFP asks the proposers to assume the General Permit is applicable to each site, but our understanding is that it may not be for US 76. Is the DOT going to acquire any necessary USCOE permits for US 76?	Environmental	Revision	THe Nationwide 3 permit checklist will apply for US 76. A copy of the completed checklist will be provided to teams.
15	Attach_B	Environmental		Can SCDOT provide an expected timeframe for providing the NEPA document and Environmental Commitments and the USACE RGP? Can drafts of these documents be included in the PIP until the approvals are obtained?	Environmental	No_Revision	It is SCDOT's intent to provide the NEPA document and USACE approval prior to issuance of Final RFP. No drafts will be included.
16	Attach_A	Exhibit 6	Section 1.0 pdf 336 of 340	Will the Contractor be responsible for preparing a State Navigable Waters Permit for the US 76 crossing?	Environmental	Revision	No. The navigable water permit has been obtained and will be provided to teams.
17	Attach_A	Exhibit 6	Exhibit 6 pdf 336 of 340	Which Environmental documents are currently being prepared by SCDOT?	Environmental	No_Revision	NEPA and permitting documentation are being prepared and will be provided to the teams.
18	Attach_A	Exhibit 4f	171/2.3	When will the data for the seismic chart be made available?	Geotechnical	Revision	Downhole shear wave velocity testing is scheduled for 10/21 at US 76 and 10/23 at US 278. Information will be provided as we receive it and continue to develop seismic curves.
19	Attach_B	Geotechnical		Will geotechnical data reports for each site be provided as part of Attachment B? If so, please provide date when reports will be posted.	Geotechnical	Revision	Yes. Reports will be made available with posting of the final RFP
20	PIP	Geotechnical	CPT Logs	Can SCDOT provide the digital CPT data for the provided PDF CPT logs?	Geotechnical	Revision	Yes. Will be posted as soon as we receive them.
21	Attach_A	Exhibit 4f	Section 2.3 Sesimic pdf 171 of	Please provide ADRS curves as stated in RFP on Page 170 of 340.	Geotechnical	Revision	Downhole shear wave velocity testing is scheduled for 10/21 at US 76 and 10/23 at US 278. Information will be provided as we receive it and continue to develop seismic curves.
22	PIP	Geotechnical	Boring Logs	Please provide laboratory testing data from the US 278 borings.	Geotechnical	Revision	Lab testing is on-going and will be provided with the final geotech reports.
23	PIP	Geotechnical	CPT Logs	For US 278, can SCDOT mobilize a CPT rig with more reaction force to collect data in the Undifferentiated Miocene layer?	Geotechnical	No_Revision	No.

24	PIP	Geotechnical	CPT Logs	Please provide a downhole shear wave velocity profile, either SCPT or downhole boring, for the US 278 location.	Geotechnical	Revision	Downhole shear wave velocity testing is scheduled for 10/21 at US 76 and 10/23 at US 278. Information will be provide as we receive it.
25	Attach_A	Exhibit 4e	4/2.2.1.7	Exhibit 4e section 2.2.1.7 says to “provide required setbacks from the top of the channel bank to centerline of pile or column on the overbanks in accordance with HDB 2019-4”. However Exhibit 4b section 2.1.5 says for the US 278 bridge “there is no defined channel or specific requirements on bent placement relative to channel location”. Does Exhibit 4b control?	Hydrology	Revision	US 278 has no defined channel and setbacks are not required. A revision in 4e will be made.
26	Attach_A	Exhibit 4e	4/2.2.1.5	At US-76 over the Chauga River, can the proposed low chord of the bridge be lower than existing due to more than adequate freeboard?	Hydrology	Revision	Only when accounting for superstructure depth of the bridge. A revision in 4e will be made.
27	Attach_A	Exhibit 4e	Section 2.2 pdf 165 of 340	Sections 2.2.1.7 and 2.2.1.8 both require setbacks from top of channel banks. Please define top of channel bank for US 278 and for the east end of US 76.	Hydrology	Revision	Top of channel banks will be defined. A revision in 4e will be made.
28	Attach_A	Exhibit 4e	Section 2.2.1.5 pdf 164 of 340	RFP states, "The low chord of a replacement bridge shall not be below the low chord of the existing bridge." The 110-ft main span is going to be a significantly deeper structure than the existing bridge. We are requesting	Hydrology	Revision	Only when accounting for superstructure depth of the bridge. A revision in 4e will be made.
29	Attach_A	Agreement	53 OF 91/XIII.B. 2	It is noted here that SCDOT is responsible for only Type 2 Differing Site Conditions listed above, however there are no Type 2 conditions listed. Please clarify the intent of line 2 of this section regarding Type 2 conditions.	Legal	No_Revision	Type 2 conditions are the list in Seciton 1. a-d. The definition of Type 2 is currently included in the Agreement.
30	RFP	2	1/2.3	Please provide dates and revision numbers for all supplemental files posted on the SCDOT's website.	PM	Revision	This will be adjusted.
31	RFP	3	10	We respectfully request that due to the expedited nature of this procurement, the requirement for SCDOT to post written responses to non-confidential questions be amended from 5 business days to 2 calendar days.	PM	No_Revision	Our intent is to have these available prior to the open-forum meetings.
32	RFP	4.1	12	The Technical Proposal Narrative requires inclusion of an "organizational chart to show how crews will be allocated to the sites". Is it the Department's intent to see assigned personnel by name/role, or a numerical representation of anticipated workforce to determine sufficient labor capacity?	PM	No_Revision	We would like to see assigned personnel and general indication of crew assignments for each site in order to help SCDOT determine allocation of its resources and personnel.
33	Attach_B	Survey		Will survey files for each site be provided as part of Attachment B? If so, please provide date when information will be posted.	Roadway	No_Revision	Full surveys will not be provided, only centerline & edge of pavement shots & they will be provided as made available. Full surveys will be the responsibility of the teams.
34	Attach_B	Survey		Will any additional surveys be provided for these locations?	Roadway	No_Revision	Full surveys will not be provided, only centerline & edge of pavement shots & they will be provided as made available. Full surveys will be the responsibility of the teams.

35	Attach_A	Exhibit_4a	3/2.10	In section VIII of the Agreement it states that the contractor is not responsible for acquiring right of way or providing right of way services for proposed acquisitions shown in SCDOT conceptual acquisition plans. Is the DOT purchasing a 75 feet ROW at the bridges as described in Exhibit 4a section 2.10, second paragraph?	ROW	Revision	A R/W graphic based on minimal survey will be provided for each site in Attacment B. The graphic may be updated as R/W acquisition progresses.
36	Attach_A	Agreement	40 of 91/VII.A	There is a reference to "SCDOT conceptual acquisition plans". Can these plans be provided?	ROW	Revision	Yes when they are completed.
37	Attach_A	Exhibit_4a	137/2.10	It appears that both sites will require ROW acquisition to achieve the 75' either side of the structure requirement. Our understanding is that SCDOT is currently working on the acquisition process. What is the timeline to gain early right-of-entry permissions and/or full acquisition?	ROW	No_Revision	It is our intent to have Right of Entry complete within 30 days and full acquisitions complete within 90 days.
38	Attach_A	Agreement		Article VII states that "CONTRACTOR is not responsible for acquiring right of way or providing right of way services for proposed acquisitions shown in SCDOT conceptual acquisition plans. If necessary for the CONTRACTOR's plan, CONTRACTOR shall perform acquisition services for all rights of way outside of the Department's acquired right of way." Please confirm if SCDOT is planning to provide conceptual acquistion plans that depict any right of way being obtained by SCDOT per this statement.	ROW	Revision	Yes we will provided to the teams when available.
39	Attach_B	Survey		Will property data and existing right of way information be provided?	ROW	Revision	Yes we can provide present ROW documents.
40	Attach_A	Agreement	Section VIII pdf 71 of 340	Section VIII of the Agreement states that Contractor is not responsible for acquiring ROW or providing ROW services for proposed acquistions shown in SCDOT conceptual acquisition plans. Please provide the conceptual acquisition plans.	ROW	Revision	Yes we will provided to the teams when available.
41	Attach_A	Exhibit_4a	Section 2.10 pdf 137 of 340	Paragraphs 1 & 2: for the US76 over Chauga River Bridge, it does not appear that the ROW witdth is 75ft. Will SCDOT consider revising this section in order to expedite construction?	ROW	No_Revision	No. 75' ROW envelope will be required for this structure.
42	Attach_A	Exhibit_4b	1/2.1.3	Is the removal and disposal of the bridge constructed in 1928 at the US-76 site part of this project? This will factor into both the hydraulic analysis, and the overall project cost.	Structures	Revision	No. Avoid the older existing 1920's bridge and associated environmental and utility impacts.
43	Attach_A	Exhibit 4e		Section 2.2.1.8 refers to the "top of channel bank" and "surveyed top-of-bank elevation" in relation to requirements for bridge layout. Given the nature of the washout of the eastern end slope at US-76, will information be provided that depicts the horizontal location and elevation of the "top of bank" as it relates to these requirements?	Hydrology	Revision	Eastern top of channel bank will be defined by station 172+15 on as-built bridge plans. Exhibit 4e will be revised.

44	Attach_A	Agreement		Article XII states that "CONTRACTOR shall be responsible for the demolition, removal and disposal of all structures and their appurtenances within SCDOT Right of Way necessary for the completion of the Project…" Section 2.1.3 in Exhibit 4b states that for the US-76 bridge to "Remove and dispose of the existing bridge (singular) and appurtenances in accordance with the SCDOT Standard Specifications." Please clarify if the existing bridge adjacent to the bridge being replaced on US-76 is required to be removed by the Contractor.	Structures	Revision	No. Avoid the older existing 1920's bridge and associated environmental and utility impacts.
45	Attach_A	Exhibit 4e		Section 2.2.1.7 indicates Attachment B includes a table of minimum span lengths, minimum bridge lengths, and the minimum skew angle. There is no information included in Attachment B related to the above. Exhibit 4b includes specific requirements for the bridge layout at each site. Confirm if additional information will be provided in Appendix B or if the bridge layout criteria in Exhibit B will govern.	Hydrology	Revision	Exhibit 4b will govern. Exhibit 4e will be revised.
46	Attach_A	Exhibit 4e		Section 2.2.1.7 indicates the bridge piles / columns should be set back from the top of the channel banks in accordance with HDB 2019-4. This contradicts with the requirements in Exhibit 4b Section 2.1.5. Please clarify.	Hydrology	Revision	Exhibit 4e will be revised.
47	Attach_A	Exhibit_4b		Section 2.1.5 allows for one bent to be located within the channel. Given the washed out nature of the site, can SCDOT please define the limits of the channel for the purposes of locating interior bents?	Structures	Revision	The intent is to allow the westernmost interior bent in the river and try to provide setback to the easternmost interior bent, from the pre-flood channel bank. Eastern top of channel bank will be defined by station 172+15 on As-Built bridge plans. Exhibit 4e will be revised.
48	Attach_A	Exhibit_4b		Section 2.1.1 states that the designer shall "apply a composite dead load (DW load) of 120 lb/ft equally distributed to all girders in the cross section, for future utility accommodations" on the US-76 bridge. Is this to accomodate the relocation of the Town of Westminster waterline onto the bridge in accordance with Agreement Article VII.A.1 or is this requirement in addition to the loading associated with the waterline?	Structures	No_Revision	Yes, the load is intended to accomodate future attachment of one waterline to the bridge deck.
49	Attach_B	Structures		The REVISIONS TO THE SCDOT SEISMIC DESIGN SPECIFICATIONS FOR HIGHWAY BRIDGES document includes provisions to include 50% live load in the seismic design. This seems very conservative for these rural sites. Please confirm.	Structures	Revision	Agree. Live load requirement will be deleted from the SDS revisions.
50	Attach_A	Exhibit_4b	Section 2.1.20 pdf 144 of 340	The eastern abutment of the existing 1926 bridge over the Chauga River is very close to the existing US 76 alignment and existing 1964 bridge abutment. Will a spill-through slope, that maintains the existing alignment and ROW, be possible if the existing 1926 bridge is not to be removed?	Structures	No_Revision	A new spill-through slope with riprap is required at the eastern abutment. Slope may be constructed around adjacent 1920's existing bridge if it is in conflict with proposed slope.
51	Attach_A	Exhibit_3	1	Scope of work is missing the 8" waterline attached to the US-76 bridge.	Utilities	Revision	This will be further clarified in the RFP. SCDOT is currently coordinating with the utilities.

52	Attach_A	Exhibit 7	339/2	Regarding the 8" waterline on US-76, it is unclear whom it responsible to decommission, demolish, and replace this line. Is this the responsibility of the Contractor, or the Utility? If Contractor, does this waterline effect Substantial Completion?	Utilities	Revision	This will be further clarified in the RFP. SCDOT is currently coordinating with the utilities.
53	PIP	Utilities		Exhibit 7 indicates that information from utilities obtained by SCDOT will be included in the PIP. Please confirm if SCDOT intends to include any utility information in the PIP.	Utilities	Revision	This will be distributed to the teams either through projectwise or sharepoint.
54	Attach_A	Exhibit 7		Exhibit 7 states that “CONTRACTOR will be responsible for coordinating with utilities during construction as the utilities relocate to the farthest practical extent from the roadway as part of the Project, and will be responsible for avoiding conflicts with relocated utilities.” The Exhibit implies all utilities should be relocated to the edge of ROW instead of only relocating utilities necessary for construction of the project. Is this the intent of the SCDOT?	Utilities	Revision	The intent is only for utilities for which relocation is the only feasible accomodation/mitigation for the project.
55	Attach_A	Agreement	Section VII.A.1 pdf 68 of 340	RFP states "CONTRACTOR shall retain 8” DIP Town of Westminster waterline along the old alignment bridge throughout construction until relocated onto new US 76 bridge structure." Please clarify which structure is waterline currently attached to? If existing bridge, how will this be acheived if new bridge is on same alignment?	Utilities	Revision	This will be futher clarified in the RFP. The utility owner has multiple lines within the site, two are attached to the existing US-76 bridge. The 8" DIP water on the abandoned bridge is a bypass that will allow the lines on the existing bridge to be capped off during construction.

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