

**NON-CONFIDENTIAL DESIGN-BUILD QUESTIONS**  
**Carolina Crossroads Phase 3C --- I-20 Widening and Saluda River and CSX Bridge Replacements Design-Build Project**  
**Project ID P043325 - Lexington County**

**FINAL RFP - ROUND 1**

Date Posted: 11/18/2024

Non-Confidential Meeting Date: 11/21/2024

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Question No.	Category	Section	Page / Doc No.	Question/Comment	Discipline	Response	Explanation
5	Agreement_and_TPs	TP-711	711.3.3.1	Reference 2007 Specifications - 203.2.1.8 Paragraph 8, Will the DCE allow borrow or unclassified material that does not meet loss of ignition, density or moisture requirements in embankments?	Construction	No_Revision	No change will be made. SCDOT will retain sole discretion to give approval during construction on a case-by-case basis.
1	Agreement_and_TPs	TP-150	PDF Page 435 / 758	The structure shall span the entire railroad right of way. MSE walls will not be permitted in the railroad right of way. The required minimum horizontal clearance between any permanent structure, including utilities, and the railroad right of way shall be 5 feet.  Please clarify if concrete slope protection is included in "any permanent structure" description above.	Railroad	No_Revision	Concrete slope protection and engineered fill supporting the slope protection are not subject to the five-foot offset in this criterion. The contractor's design will also still be subject to CSX criteria, review, and approval.
3	Agreement_and_TPs	TP-200	200.3.15	What is the status of the design exception for reduced shoulder width per TP Section 200.3.15?	Roadway	Revision	A draft version of the Design Exception will be included in Addendum 1 in the PIP. Upon the anticipated approval and execution, SCDOT will post the approved Design Exception as a TPA in a future addendum.
4	Agreement_and_TPs	TP-200		Does all the existing guardrail on I-20 Westbound where no roadway construction work is being performed need to be replaced to match MASH standards?	Roadway	No_Revision	Only guardrail impacted by construction or adjacent to roadway improvements in the same direction is required to be improved.
6	Agreement_and_TPs	TP-650	PDF pg 497/768	Would the SCDOT provide an elevation that is required to be provided above the future pedestrian path that is adjacent to the Saluda River?	Structures	No_Revision	See TP Section 200.3.13 for design criteria including vertical clearance for the path. No profile elevations are required for the pathway design.
2	PIP	Signing		In the provided signing CAD plans, SIGN P3E_OH-7A notes that I-20 West is to Charleston, but should be Augusta. Also SIGN PE_OH-7B notes that an exit only to 378 but there is no fourth lane. Can guidance be provided on the intent of the signs that will be necessary to adequately design sign foundations for the future Phase 3E?	Traffic	Revision	Sign P3E-OH-7A in TPA 650-3 will be revised in Addendum 1 with the correct destination. OH-7 should be designed to accommodate a potential future exit only sign as shown in TPA 650-3.
7	PIP	Traffic		We would like to get the TransModeler files of all the alternatives that were considered during the initial EIS. We were able to locate the preferred alternative from CCR Phase 2 DB site but missing the rest. Where can we find the models for the rest of the alternatives?	Traffic	Revision	The requested TransModeler files will be provided in a future addendum. Per TP Section 680.1, no analysis is required, and SCDOT will not allow any changes that would impact the approved IMR.



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8	TPAs	Utilities		Please provide Force Main design criteria, specifically differential settlement limits	Utilities	Revision	Updates for City of Columbia 30" Force Main will be provided in Addendum 1.

