

**NON-CONFIDENTIAL DESIGN-BUILD QUESTIONS
I-77 Exit 26 Interchange - P042443 - Richland County**

RFP FOR INDUSTRY REVIEW #2

Question No.	Category	Section	Page / Doc No.	Question/Comment	Discipline	SCDOT	
						Response	Explanation
1				How will SCDOT handle coordination of traffic control between the design build project and surrounding projects? For example if the contractor performing work on the NSRR bridge over I-77 requires a SB left lane closure and the DB Contractor requires a right lane closure, which project will be given preference?	Construction	No_Revision	Contractor shall follow 2007 Standard Specification 105.7-Cooperation between Contractors.
2	Attach_A	Exhibit_3		Which SCDOT contract will be responsible for the pier protection associated with the NSRR bridge over I-77?	Construction	Revision	The Design-Build Contractor will be responsible for Pier Protection associated with the Railroad bridge. Exhibit 5 will be updated to clarify.
3	Attach_A	Exhibit_3	3	Who is responsible for the removal of existing US-21 after completion of Interim Condition # 2?	Roadway	Revision	The Design-Build Contractor will be responsible. Will update scope to clarify in the Final RFP.
4				Will the grading performed by the developer's contractor that is identified as "Scout Site Grading" and anticipated to be completed by 8/1/2024 be placed following SCDOT compaction standards for fill under roadway? Will SCDOT have inspectors present to perform QA/QC on these construction activities?	Construction	No_Revision	Scout site grading will be performed to SCDOT specs. SCDOT will have inspectors present to perform QA.
5	PIP	Roadway		There are several drainage systems that connect between the Scout property and anticipated SCDOT ROW. Who will be responsible for the design and construction of these drainage systems? If these are to be designed and constructed by the Design Build Contractor how will access for installation outside of SCDOT ROW be handled?	Hydrology	No_Revision	These systems should be part of the SCOUT site development and will be in place prior to the SCDOT project. These are not to be designed and constructed by the Design-Build Contractor. For clarity provide system locations being referred to if questions remain.
6	Attach_B	Roadway		Please provide the Scout Site grading model in Attachment B. Proposers must be able to rely upon the anticipated final grading condition as this fill work could have large cost and schedule impacts.	PM	Revision	Scout Site Grading Model will be provided in Attachment B.
7	Attach_A	Agreement	49 of 91	XI - Hazardous materials have been identified on the project. Ground monitoring wells are listed for the property located at 10447 Wilson Blvd. and a documented release was reported in 1992. Is the Contractor responsible for the removal of Hazardous Materials associated with this property as the project will impact this property? If so, the Contractor requests a defined scope for removals and relief should additional measures be required.	HazMaterial	Revision	SCDOT is in the process of conducting a Phase II Environmental Site Assessment of the property and developing a media management plan for the site based on the findings. There are no plans to fully remediate the site. The Contractor will be responsible for proper disposal of excavated materials required to construct the project and based on the findings of the Phase II ESA and media management plan.
8	Attach_A	Exhibit 4e	4	Please define the "base scope" as referenced in section 2.1.19	Hydrology	Revision	The scope of work (Exhibit 3)
9	Attach_A	Exhibit 5	107	"Base Scope Limits" is referenced twice on page 107 of Exhibit 5. Please define the "Base Scope Limits".	Hydrology	Revision	The scope of work limits (Exhibit 3)



10	Attach_A	Exhibit 4e	225 of 394	Please confirm that at locations where fill heights are greater than or equal to ten feet, the Team's are to provide a minimum five foot buffer between the toe of fill and the nearest top of bank of any proposed sideline ditch or swale, per the detail included in Attachment B. The provided plans, cross sections and limits along US 21 do not take into account this detail, which could result in impacts outside of the ROW footprint.	Hydrology	No_Revision	Attachment B toe ditch detail is confirmed.
11	Attach_B	Hydraulics	Pipe Inspection Report 7/2103	I-77, Station 631+00: The existing plans indicate the box culvert under the US-21 Loop is a double 10'x7' RCBC, but the Pipe Inspection Report states the culvert is an 84"x84" RCBC. Please confirm the actual culvert size.	Hydrology	Revision	The RCBC is confirmed to be a double 10' by 6'. Will be revised to clarify.
12	Attach_B	Hydraulics	Pipe Inspection Report 7/2104	I-77, Station 631+00: Please confirm if SCDOT intends to replace the box culvert per the Pipe Inspection Report in Package B. Based on Exhibit 4e Section 2.1.19, per Addendum 2, only pipes required for final design within the base scope, excluding rehab limits are to be repaired or replaced. The upstream section of the box culvert is not in the base scope but the downstream of this culvert is attached to a double 8'x6' RCBC that is within the base scope and will be hydraulically impacted. This downstream section of the culvert also runs under the loop ramp that is to be removed. Removal of the loop will impact the existing storm sewer systems that are attached to the box culvert.	Hydrology	Revision	Repair or replace as needed according to hydraulic design including pipes outside of scope of services (Exhibit 3) that are impacted by hydraulic design of project.
13	RFP	4	4.3	RFP Section 4.3 states that Proposer must waive stipend in order to submit a Redacted copy of tech proposal. Please update this to allow Proposers to submit a Redacted copy containing confidential and proprietary information.	Legal	No_Revision	SCDOT is not amenable to this amendment suggestion.
14	Attach_A	Agreement	27 of 91	IV.D - What is the maximum amount of liquidated damages per day that could be assessed? If Interim Condition 1 and 2 have not been met and construction has gone beyond the date required for Interim Condition 2, is the amount of liquidated damages per day \$75,000 (\$50,000 + \$25,000)?	Construction	No_Revision	Liquidated Damages are assessed independently for Interim Condition 1, Interim Condition 2, and Substantial Completion.
15	RFP	3	3.8.4	How long will the Confidential Preliminary ATC Meeting last? Both two and one are struck out and highlighted.	PM	Revision	Confidential PATC meeting will be 1 hour
16	RFP	4	4.1, 6.j	Please remove "Budgeted Total Cost" from list of required columns to be included in the Ghant Chart printout of the CPM schedule now that the cost loading requirement has been removed.	PM	Revision	Budgeted Total Cost has been removed from the list of required columns.



17	RFP	4	4.1.6	Please provide a detailed list of what should be included in the schedule narrative. SCDOT's supplemental specifications for Construction Schedules has many requirements for narratives that are mostly applicable to monthly schedule updates and will not provide value to the review of proposer's schedule during the technical RFP stage of procurement.	PM	Revision	Updated list will be provided in the Final RFP.
18	Attach_A	Exhibit 5	20	The bottom of the graphic provided on page 20 of Exhibit 5 is cutoff.	PM	Revision	This will be fixed.
19	Attach_A	Exhibit 5	2	Section 714 of Exhibit 5 is noted "TO BE UPDATED IN LATER IR". Currently there is no additional Industry Review Drafts expected per the milestone schedule in Section 8 of the RFP. Please clarify when this information will be provided.	PM	Revision	This will be updated and provided in the Final RFP.
20	Attach_B			Please update all Attachment B documents that reference Connector Road to Scout Motors Drive to match how this road is referred to in the RFP.	PM	Revision	SCDOT has officially named Connector Road and the portion of Community Road north of the Interchange Scout Motors Drive. As a result, any reference to Connector Road is now Scout Motors Drive.
21	RFP	8		Please move the submittal of Preliminary ATCs and Confidential Questions to Tuesday, March 26th at 7:30 am to allow proposers a minimum of 2 full business days to modify PATCs to accommodate changes that may have been revised in the Final RFP.	PM	Revision	We will adjust the Milestone Schedule to have submittals on 3/25.
22	Attach_A	Exhibit_3		It is stated that SCDOT values a project that is completed within budget. Please provide the budget for the DB Contract based on the revised scope provided in Industry Review RFP # 2.	PM	No_Revision	The budget will be the Awarded Contract Price.
23	Attach_A	Exhibit_3	3	Description of Interim Condition # 1 conflicts with Attachment B - Interim Construction Conditions Graphic. Please clarify if "closure of the loop ramp from US21 southbound to I-77 southbound and construction of the new intersection to provide access from southbound US21 to southbound I-77" should be included in interim condition # 1.	PM	Revision	Closure of the loop ramp is not included within Interim Condition 1. This language will be clarified in the Final RFP.
24	RFP	8	39 of 47	The dates of April 12th and April 18th are highlighted for change but no changes appear to have been made from previous Draft RFP. Were changes intended?	PM	No_Revision	No changes were made to the dates or submittals noted, this was an error.
25	PIP	Railroad		NSRR plans show NSRR ROW, not easement under US-21 bridge. Please clarify how this property will be handled.	Railroad	Revision	Exhibit 8 was revised to identify the area under US-21 Reloc as NSRR being present by encroachment. Select sheets under US-21 Reloc from the 75% plans will be added to Attachment B.



26	PIP	Railroad		Railroad plans are provided in the Project Information Package for information only. The Railroad spur alignment, profile and elevations are required to ensure vertical and horizontal clearance for the US 21 Relocated Bridge over the NSRR. Please provide this information in Attachment B.	Railroad	No_Revision	75% plans are being provided in the PIP currently. They will be replaced by 100% plans in Attachment B when received.
27	RFP	VII B	93 of 394	Would the Department consider adding an allowance item for services provided by the Railroad or the Railroad's Agent as described in section VII B. Railroad bullet 4?	Railroad	No_Revision	The work defined by the scope would not require an allowance.
28	RFP	VII B	92 of 394	Can the Department provide the number of trains per 24 hour period and the maximum authorized speed?	Railroad	No_Revision	Per NSRR, the spur is not an in-service rail.
29	RFP	VII B	93 of 394	Can the department provide an estimated total cost to include in the bid for the services provided by the Railroad or the Railroad's Agent as described in section VII B. Railroad bullet 4?	Railroad	No_Revision	Per NSRR, the spur is not an in-service rail.
30	Attach_A	Exhibit 8		Which party shall bear cost for NSRR full time inspector?	Railroad	No_Revision	NSRR's full time inspector is being provided by NSRR at their cost. This is for the construction of the entire spur line out to the new I-77 RR bridge and their duties include coordination with SCDOT for construction of the US-21 Reloc bridge.
31	Attach_A	Exhibit_4a		Roadway Design Criteria Sections 2.1, 2.2, and 2.3 should be updated to reflect the renamed Connector Road as Scout Motors Drive.	Roadway	Revision	Will update. Attachment B graphics will be updated, as well. PIP information will NOT be updated, as these items are for information only.
32	Attach_A	Exhibit_4a	3	Provide verification into RFP as to what roadways are allowed to utilize the low-speed urban superelevation criteria from SCDOT RDM Section 5.3.3.	Roadway	Revision	Will clarify in Exhibit 4a.
33	Attach_A	Exhibit_4b		Please confirm the design criteria used by the Design Build Prep firm in preparation of the conceptual geometric designs / procurement documents is the same criteria included in Exhibit 4b. If there are differences, then please identify differences.	Roadway	No_Revision	The conceptual geometric design provided in the PIP is for information only. Please clarify intent of this question.



34	Attach_B	ROW		Scout ROW limits state these are not to exceed, ROW graphic says to be determined based on proposers design, please clarify how additional ROW would be handled in this area if more is needed during final design to meet RFP design requirements.	ROW	No_Revision	Additional ROW acquisitions from Scout is not possible.
35	Attach_B	Structures		Would any element of SCDOT's conceptual Scout Motors Drive Bridge over I-77 classify for Independent Peer Review?	Structures	No_Revision	No. The superstructure should be designed in accordance with conservative approximate methods of analysis allowed by AASHTO LRFD BDS.
36	Attach_B			Minimum SOV Items includes items for Bridge Rehabilitation. Please clarify that this is no longer in the scope of the project.	Structures	Revision	Confirmed. Bridge Rehab items will be deleted from Minimum SOV list.
37	Attach_B	Structures		Please confirm that the bridge rehabilitation of I-77 over US-21 is no longer within the project scope and will not be a variable scope item. The "R1_Bridge Rehabilitation Requirements" are still in Attachment B.	Structures	Revision	Confirmed. Bridge Rehab Requirements will be removed from Attachment B.
38	Attach_B			Please clarify if Complex Independent Peer Review firms will be conflicted from pursuing SCDOT CEI QA role.	Structures	No_Revision	Confirmed. Peer Review Requirements state: "The designated Independent Peer Review firm will have no other involvement with the project for either the Proposer or SCDOT other than conducting peer review."
39	PIP	Traffic		The review of Synchro traffic modeling files indicated that the modeling files include entrances to Scout. The two entrances along community road are operating at LOS F and the Scout Main entrance intersection creates significant queues along Connector Road as well as on the Site Main Entrance Road. The LOS and queues for these two intersections are not reported in IJR Tables. Please clarify how these entrances should be handled when analyzing alternative interchange options.	Traffic	Revision	The RFP will be revised to require that modeling includes results from analysis of the driveways in the overall design.
40	PIP	Traffic		The SIDRA Files for the Scout North Entrance Road/Community Road Entrance Road (roundabout) are not included in the Traffic Modeling Files provided. Please provide these modeling files.	Traffic	No_Revision	Files are not available for Community at North Entrance Road/Tara Drive
41	Attach_A	Exhibit 4d_Pt 4	9	Per question 32 response of the R1 Non-Confidential Questions and Answers, it is SCDOT's intent to allow full closure of Community Road and coordination is on-going. No changes were made to Draft 2 of the RFP regarding closure of Community Road. Is it still the intent to allow full closure of Community Road?	Traffic	Revision	Yes. This revision is in process.
42	Attach_B	Utilities		Please provide schedules for utility relocations in Attachment B. Out of contract utility relocation schedules should be provided so all proposers include the same dates within their proposal CPM schedules.	Utilities	Revision	This information will be added to the Final RFP.
43	Attach_A	Exhibit_3		When does Scout Motors Drive need to be cleared by to facilitate the timely relocation of Dominion Energy overhead power distribution?	Utilities	Revision	Design Build team is to coordinate with Dominion Energy as defined in Exhibit 7 to facilitate timely relocation of the distribution line along Community Road to meet project schedules. Further clarification will be provided in the Final RFP.



44	PIP	Utilities		Prelim Utility Report - Please clarify if the highlighted section on page 12 should read "limited or "no vertical" adjustments?	Utilities	Revision	Dominion Energy has indicated it is "limited" due to National Electric Code requirements. The Preliminary Utility Report will be revised.
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