



South Carolina
Department of Transportation

Non-Confidential Questions

Industry Question Submittal

Project: US 176 Emergency Bridge Replace
Location: Newberry County
Team: United Infrastructure Group, Inc.

Project ID: P029279
RFP Version: Final
Date: 10/14/2015

Question No.	Category	Section	Page or Doc No.	Question/Comment	Response
1	RFP	IV	6 of 17	Section A - Technical Proposal requires submission of conceptual Typical Sections of proposed roadway and bridge, and Plan and Profile of proposed roadway showing existing Right of Way limits. Does the Department want a Plan & Elevation of proposed bridge?	Revision
2	RFP	VI	7 of 17	Section C - Since the technical proposals will be submitted electronically via upload to ProjectWise and SCDOT can circulate to the review team electronically, can the requirement to deliver ten paper copies of the Technical Proposal be eliminated?	Revision
3					
4	AttachA	Agreement	10 of 49	I, Paragraph I.9 The Community and Public Relations Plan is missing from EXHIBIT 5	Revision
5	AttachA	Agreement	25 of 49	VI.A.8 - Insurance - Please revise as follows: CONTRACTOR (through its Lead Design Firm) shall at the time of execution of this Agreement, obtain Errors and Omissions insurance for their Professional Liability, for all claims arising from the performance of professional services on the Project. The insurance coverage shall be for not less than Three Million Dollars (\$3,000,000) per claim and in the aggregate. The coverage shall be continued for three (3) years after the date of Final Completion of the Project. Evidence of such insurance shall be provided to SCDOT at the time of the execution of the Agreement.	Revision
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7	AttachB	Pavement	Page 1	Exhibit 4c - Pavement - 2.1 Existing Mainline Pavement & 2.2 "New Location Pavement" - The project will likely be constructed on the existing mainline location. The headings could potentially be interpreted incorrectly. Clarification is suggested to note what treatment other than a 200 psy overlay should the new profile grade require excavation or lowering.	Revision
8	AttachB	Traffic	Page 1	Exhibit 4d - Part 1 (Permanent Pavement Marking) - The RFP states: "THERMOPLASTIC PAVEMENT MARKINGS (ASPHALT SURFACES): All thermoplastic markings installed on the interstate mainline or any crossing routes shall meet the requirement of Section 627 of the Standard Specifications" Since US 176 is not an interstate and at this location is not a "crossing route", SCDOT may consider removing the reference to "interstate mainline or any crossing routes"	Revision
9	AttachB	Hydraulics	Page 1	Exhibit 4e - Hydraulic Design - Section 2.1.2 - Given the uncertainty of the location of channel banks and width of creek and lack of adequate survey data, SCDOT may consider specifying a range of acceptable center span lengths (i.e. minimum of 90' to maximum of 120'), depending on the final hydraulic design and obtaining adequate riverine survey data. Alternately, SCDOT could stipulate a 90' span as baseline and should final hydraulic design result in a longer center span than 90', a contract price adjustment without additional time would be mutually agreed.	Revision





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10	AttachB	Geotechnical	Page 2	Exhibit 4f - Section 2.2 - Given that SCDOT has specified a pavement design for any new pavement, consider removing the requirement for roadway geotechnical explorations just to verify subgrade for the pavement.	Revision



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Project: US 176 Emergency Bridge Replace
Location: Newberry County
Team: Crowder

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Date: 10/14/2015

Question No.	Category	Section	Page or Doc No.	Question/Comment	Response
1	AttachA	Exhibit 4a	Section 2.7	The RFP states that unpaved shoulders will be sloped at 12:1. However Drawing 805-710-SP (provided 10/12/2015 by SCDOT) reflects that a 10:1 or flatter shoulder is acceptable. Which is correct?	Revision
2				Can the D/B team place a 50 mph design vertical curve (post at 45 mph) north of the bridge on US-176 and treat the remainder of the project to the north as a resurfacing. See the attached cross section taken 1000' (current project limit) from north end of bridge. Allowing a 50 mph design curve will allow the profile to tie at approximately 750' from the north end of the bridge. Resurfacing could still be performed to 1000' but would eliminate the additional 20' of additional R/W and embankment excavation near the residence at the end of the project. Additionally, this will save cost by reducing R/W and reduce project duration.	Revision
3	RFP	IV	Section A	RFP does not require a separate Conceptual Plan and Profile for the bridge. The required Conceptual Roadway Plan and Profile plans will show the outline of the proposed bridge. Is the D/B Team required to include a Conceptual Bridge Plan and Profile in the Technical Proposal?	Revision
4	AttachA	Exhibit 4e	Section 2.1.4	The criteria states "The edge of the proposed piles, shafts, columns, or piers shall be 5 ft. or more from the top of the creek banks (channel overbanks). During discussions at the on-site meeting with SCDOT personnel, the 5 ft. limitation in the RFP should be removed as it was SCDOT's intent to have the drilled shafts inside the waterline as opposed to outside of the creek banks. This appeared to be a carryover from a previous RFP that restricted piles from being placed inside of a creek channel.	Revision





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5				Can RFC plans be released in segments, for example? A) Foundation Package B) Substructure Package C) Superstructure Package, Similar for roadway plans.	Revision
6				Crowder was able to probe and find the spans of the existing bridge in Cannons Creek within the existing ROW limits. Based on this information, what provisions will SCDOT have the in permit to allow access in the creek to remove the existing bridge spans?	No Revision
7				It is our understanding F&ME was on site performing CPT tests for SCDOT on October 14th. Can this information be distributed with the addendum?	No Revision



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Team: Lane

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Question No.	Category	Section	Page or Doc No.	Question/Comment	Response
1	AttachA	Exhibit 5	Section E, pg. 20; Also Standard Spec 401.4.4	Will the department provide written permission to place HMA surface course asphalt during December, January, and February as required in the Black Box? This will allow the contractor to achieve early completion and "No Excuse Incentives."	Revision
2	AttachA	Exhibit 4g	Section 2.0, Item 3	Without survey information showing the limits of the wetlands in the southwest quadrant, the potential impacts cannot be determined. Was avoidance of wetland impacts included in the required 210 foot minimum bridge length?	No Revision
3				Are there any restrictions for accessing the bridge bents within the creek? If so, please provide restrictions	No Revision