	State of South Carolina REQUEST FOR INFORMATION RFI	Solicitation: Date Issued: Procurement Officer: Phone: E-Mail Address: Mailing Address:	N/A 11/052026 JEFFERY SCHWALK (803) 797- 1018 SchwalkJC@scdot.gov SCDOT Procurement Office PO Box 191 Columbia SC 29202-0191

DESCRIPTION: **SUPPLEMENTAL CONTRACTED PAVEMENT REPAIR CREWS**

USING GOVERNMENTAL UNIT: **DEPARTMENT OF TRANSPORTATION**

SUBMIT RESPONSE BY (Opening Date/Time) **12/03/2026 5:00 PM**

NUMBER OF COPIES TO BE SUBMITTED: **ONE ONLINE**

RESPONSES TO THIS REQUEST FOR INFORMATION (RFI) MAY BE SENT VIA EMAIL TO: SchwalkJC@scdot.gov

DISCLAIMER & CONFIDENTIALITY

This RFI is issued solely for information and planning purposes and does not constitute a solicitation for future business, an offer for procurement, or any other type of current or future procurement or contractual action and is only intended to gather input. SCDOT will not award a contract based on this RFI, nor will it pay for the information it receives. Responses to this notice are not offers and cannot be accepted by SCDOT to form a binding contract. No party is bound by the information provided in response to this RFI.

Respondents may provide market-based pricing structures and describe potential services or solutions for planning purposes only.

Respondents are solely responsible for all expenses associated with responding to this RFI. SCDOT is not liable for any costs or fees incurred by the respondent in preparing its responses.

Confidentiality

If any of the information in the vendor response is considered confidential, proprietary, or a trade secret, it must be clearly indicated on the appropriate page of the vendor response. Release of such materials is governed by the South Carolina Freedom of Information Law, which in pertinent part requires the requester to provide specific justification as to why disclosure of particular information in the response would cause substantial injury to the competitive position of the vendor. It is incumbent upon the vendor to specify company-specific trade secrets in need of protection where public disclosure of said trade secrets would harm the company.

Public Access to Procurement Information in South Carolina: -
http://www.scstatehouse.gov/code/t11c035.php

SECTION 11-35-410. Public access to procurement information.

A) Procurement information must be a public record to the extent required by Chapter 4, Title 30 (The Freedom of Information Act), except as otherwise provided by this code, and with the exception that commercial or financial information obtained in response to a request for proposals or any type of bid solicitation that is privileged and confidential need not be disclosed.

(B) Privileged and confidential information is information in specific detail not customarily released to the general public, the release of which might cause harm to the competitive position of the party supplying the information. Examples of this type of information include:

(1) customer lists;

(2) design recommendations and identification of prospective problem areas under an RFP;

(3) design concepts, including methods and procedures;

(4) biographical data on key employees of the bidder.

(C) The board shall promulgate regulations directing the public availability and disposition of documents submitted in response or with regard to a solicitation or other request where no award is made.

(D) For all documents submitted in response or with regard to any solicitation or other request, the person submitting the documents shall comply with instructions provided in the solicitation for marking

information exempt from public disclosure. Information not marked as required by the applicable instructions may be disclosed to the public.

(E) A governmental body, with the approval of the appropriate chief procurement officer, may keep portions of a solicitation confidential and release the information to prospective offerors only upon execution of a nondisclosure agreement, provided the information is otherwise exempted from disclosure by law.

(F) If requested in writing before a final award by an actual bidder, offeror, contractor, or subcontractor with regard to a specific intended award or award of a contract, the procurement officer shall, within five days of the receipt of any such request, make documents directly connected to the procurement activity and not otherwise exempt from disclosure available for inspection at an office of the responsible procurement officer. Without otherwise limiting any other exemptions granted by law, and except as provided herein, documents of and documents incidental to proposed contractual arrangements, including those used for contract negotiations, are not exempt from disclosure after the date notice of intent to award is posted, unless the notice is subsequently canceled.

RESPONSE INSTRUCTIONS

The sole point of contact for this RFI is:

Jeffery C. Schwalk
Procurement Manager
South Carolina Department of Transportation
955 Park Street, Room 101
Columbia, SC 29201
(803) 737-1018
SchwalkJC@scdot.gov

Respondents shall make no contact with other SCDOT personnel, except as permitted by the point of contact, concerning this RFI.

RESPONSE INSTRUCTIONS

Respondents should provide their responses in native Microsoft Office formatted documents (e.g., Microsoft Word or PowerPoint) via email to the point of contact listed above.

The emailed response must be received by email on or before the date and time of the RFI Response Due listed on the cover page. Please adhere to the following convention for subject lines in emailed RFI Responses:

[Company Name] – RFI Supplemental Pavement Crews

Where [Company Name] is a recognizable short-name or acronym for the respondent's company.

Each submission shall be limited to a maximum of thirty-five (35) single-sided 8" x 11 ½" pages, excluding the title page, cover letter, and table of contents. Respondents are encouraged to focus their responses on specific elements instead of including generalized or marketing statements and collateral unnecessarily.

In order to facilitate the review of the responses content, please provide the information in the order outlined in the RFI-AI-Augmented Support document.

NOTE: If you believe we missed any categories or capabilities, please include them in your Response.

REQUEST FOR INFORMATION

Supplemental Contracted Pavement Repair Crews

1. Purpose

The South Carolina Department of Transportation (SCDOT) is conducting market research regarding the availability, capability, and interest of firms to provide supplemental contracted pavement repair crews for statewide maintenance operations.

SCDOT is evaluating a crew-based contracting model to support implementation of the Pothole Mitigation Program and supplement existing SCDOT maintenance forces with dedicated specialty crews capable of performing localized asphalt pavement repairs throughout the year.

The intent is to establish dependable supplemental repair capacity that can be deployed on a planned basis throughout the state to support timely, durable pavement repairs and to distribute contracted crew capacity among counties in a manner that reasonably aligns with each county's program allocation.

This Request for Information (RFI) is intended solely for market research and planning purposes. It is not a solicitation, does not constitute a request for proposal or bid, and does not obligate SCDOT to issue a future solicitation or award a contract.

2. Proposed Geographic Lots and Crew Quantities

SCDOT is currently evaluating a statewide contract consisting of three geographic Lots. Each Lot will include a defined number of dedicated pavement repair crews together with one Contractor Project Manager responsible for overall contract coordination and management of all crews assigned to that Lot.

Lot	Geographic Coverage	Anticipated Crews	Project Manager
Lot 1	SCDOT Districts 2, 3, and 4	4	1
Lot 2	SCDOT Districts 1 and 7	3	1
Lot 3	SCDOT Districts 5 and 6	3	1

A bidder may submit for one, multiple, or all Lots. However, a bidder submitting for a Lot shall be required to provide the full number of crews identified for that Lot together with the required Project Manager. Partial staffing of a Lot will not be accepted.

The planned county rotation for each crew will be established in the solicitation. Rotations will remain within the SCDOT Districts included in the awarded Lot. The annual rotation will be developed so that planned contracted crew capacity assigned to each county is as close as practicable to that county's percentage allocation of the Pothole Mitigation Program funding.

SCDOT is considering approximately 45 regularly scheduled production weeks per crew during each annual operating period. The weeks of Thanksgiving, Christmas, and July 4 are not anticipated to be part of the regular county rotation. SCDOT is also considering reserving the month of June primarily for makeup work, schedule recovery, and year-end reconciliation of county allocations.

SCDOT may adjust planned rotations, authorize earlier makeup work, or approve supplemental crew deployment when necessary to keep actual contracted crew capacity delivered to each county as close as practicable to its intended annual allocation.

Illustrative Example - Lot 1 Weekly Rotation

ILLUSTRATIVE EXAMPLE ONLY - USES ACTUAL LOT 1 COUNTIES BUT DOES NOT ESTABLISH THE FINAL WEEKLY SCHEDULE.

The following four-week example uses actual counties within Lot 1 (Districts 2, 3, and 4) and is structured to reflect the current allocation-based rotation concept. It is provided only to demonstrate

how four crews may rotate among counties on a weekly basis. The sequence shown is illustrative and does not represent a guaranteed or final annual schedule.

Week	Crew 1	Crew 2	Crew 3	Crew 4
Week 1	Anderson (D2)	Greenville (D3)	Chesterfield (D4)	York (D4)
Week 2	Laurens (D2)	Spartanburg (D3)	Lancaster (D4)	Oconee (D3)
Week 3	Newberry (D2)	Greenville (D3)	Chester (D4)	Anderson (D2)
Week 4	Greenwood (D2)	Spartanburg (D3)	York (D4)	Pickens (D3)

The rotation is intended to avoid routinely extending a county assignment simply to recover lost time and thereby disrupting subsequent county assignments. Lost/Missed work may instead be recovered through designated makeup/reconciliation weeks or, if commercially practical, through temporary additional crew capacity, or increased hours weekend work, as approved by SCDOT.

3. Anticipated Crew and Contractor Management Concept

SCDOT intends to require a minimum six-person specialty pavement repair crew equipped and staffed to independently perform routine localized pavement repairs. One of the six required crew members shall be a designated working foreman who will supervise and direct the daily work of that crew and coordinate field activities with the appropriate SCDOT representative.

The six-person crew is the baseline minimum. SCDOT is interested in whether approved Automated Flagger Assistance Devices (AFADs), or similar approved automated traffic-control devices, could allow certain two-lane, two-way operations to be safely and efficiently performed with five personnel. Any reduced staffing configuration would require specific SCDOT approval and would not change the six-person baseline requirement for normal operations.

For each awarded Lot, the Contractor will designate one Project Manager who will serve as the Contractor's primary point of contact with SCDOT for all Contract matters. The Project Manager will be responsible for overall coordination of staffing, equipment, schedules, logistics, material coordination, and Contractor performance across the Lot. The Project Manager will also be responsible for ensuring that each crew remains fully staffed and prepared for normal employee absences, including leave, illness, training, turnover, and other personnel availability issues. The Project Manager will not be required to remain physically present with an individual crew at all times, but will be expected to remain readily available and capable of managing the Contractor's operations throughout the Lot.

4. Minimum Equipment Concept

SCDOT intends to establish the following minimum equipment package for each crew. The requirements below reflect SCDOT's current operational concept. Through this RFI, SCDOT is specifically seeking industry recommendations regarding important minimum specifications, capacities, attachments, or performance characteristics that should be included to ensure an effective and efficient equipment complement for the full scope of work.

- Two asphalt hot boxes, each with a minimum 4-ton capacity, capable of transporting HMA and maintaining material at an appropriate working temperature throughout the workday.
- Skid steer equipped with a pavement milling head attachment and additional attachments suitable for removing, handling, and cleaning loosened material from the milled repair area.
- Properly sized roller suitable for localized pavement repairs and capable of achieving required compaction of asphalt and base/subgrade materials while remaining maneuverable within typical repair areas.
- Properly sized air compressor or high-CFM blower capable of effectively removing loose material, dust, and debris from the repair area prior to tack and asphalt placement.
- Pavement saw capable of establishing clean, sound repair limits through the anticipated pavement thickness.

- Plate compactor and supplemental compaction equipment suitable for confined areas, repair edges, base/subgrade materials, and other locations that cannot be effectively compacted with the primary roller.
- Tack application equipment capable of applying Contractor-furnished tack uniformly in accordance with SCDOT requirements.
- Mechanical broom or other appropriate cleaning equipment necessary to achieve the required surface condition for the repair.
- Dump truck or dump trailer with a minimum 5-cubic-yard capacity for hauling excavated material and other repair-related materials.
- All supporting trucks, trailers, tow vehicles, and other transport equipment necessary to move crew personnel, equipment, tools, traffic-control devices, and materials between counties, reporting locations, repair sites, material sources, and disposal or stockpile locations.
- All hand tools, small equipment, traffic-control devices, signs, channelizing devices, and other incidental equipment necessary to safely and efficiently perform the proposed work and implement the required traffic-control setups.

SCDOT may supplement contracted crews with specialized Department equipment or personnel for less-frequent operations, such as a full-width paver and operator. SCDOT is seeking industry input regarding any additional equipment that should be required, any important specifications for the equipment identified above, and any specialized equipment that would be more efficiently provided at the Lot level or on an as-needed basis rather than permanently assigned to every crew.

5. Anticipated Work

The crews are intended to perform localized pavement repairs on non-interstate routes. Typical work may include:

- Removal of deteriorated or failed pavement.
- Excavation and removal of failed or unsuitable underlying material where necessary.
- Preparation and cleaning of the repair area.
- Placement and compaction of SCDOT-furnished or SCDOT-approved base/subgrade repair material.
- Application of tack material.
- Placement and compaction of approved hot mix asphalt mixtures.
- When authorized by SCDOT because hot mix asphalt is unavailable, placement and compaction of an approved cold-applied asphalt repair material in accordance with an SCDOT-defined cold-mix repair standard.
- Completion of the required riding surface and any approved supplemental sealing or reinforcement treatment.
- Removal, stockpiling, reuse, or disposal of excavated or waste material as directed or approved by SCDOT.

SCDOT will identify and prioritize repair locations and establish the repair requirements and workmanship expectations. The Contractor will be responsible for furnishing and managing the personnel, equipment, transportation, contractor-provided traffic control, material pickup/hauling, and other resources necessary to accomplish the assigned work in accordance with the Contract requirements.

6. Materials and Material Coordination

Hot mix as well as cold mix asphalt materials incorporated into the work will be purchased or furnished by SCDOT outside of this Contract. SCDOT will also furnish the base/subgrade repair material to be used for each repair. The Contractor will be responsible for pickup, handling, placement, and compaction of SCDOT-furnished materials as applicable.

Where suitable reclaimed asphalt pavement (RAP), quality asphalt millings, or other recoverable material is generated from the repair operation, SCDOT may direct that the material be segregated and stockpiled separately for future base/subgrade repair use.

The Contractor will furnish both tack material and tack application equipment. These costs are anticipated to be included in the hourly crew rate.

The Contractor will be responsible for coordinating with SCDOT and applicable material producers or suppliers regarding material availability, pickup times, crew schedules, and work locations so that required materials are available when needed to support planned operations. The Contractor will be responsible for pickup and transportation of SCDOT-furnished materials to the work location and for maintaining hot mix asphalt at an appropriate working temperature during transport and throughout the workday.

When HMA is genuinely unavailable, as determined or approved by the RME, SCDOT may direct the Contractor to perform a cold-applied asphalt repair in accordance with an SCDOT-defined repair standard. The standard may include options for the RME to require installation of supplemental sealing or reinforcement materials, including American Road Patch (or approved equivalent) materials, where the RME determines that use is appropriate. The Contractor should therefore be prepared to install such materials when directed. SCDOT will establish the applicable technical repair requirements prior to the formal solicitation.

7. Traffic Control and Work Hours

At a minimum, each crew shall be capable of furnishing the personnel, equipment, and devices necessary to provide daytime flagging operations on two-lane, two-way roadways, including locations with intersections. The Contractor will furnish all traffic-control devices and equipment necessary for the proposed baseline setups. SCDOT may assist with traffic-control requirements for operations beyond the baseline configuration when determined appropriate by SCDOT.

All contractor-provided traffic control will be required to comply with applicable SCDOT specifications, standard drawings, training requirements, and other work zone traffic control requirements.

Normal operations are anticipated to occur during weekday daytime hours. SCDOT is considering allowing flexible weekly work schedules rather than requiring a fixed 8-hour workday. For example, subject to SCDOT approval and applicable safety, traffic, daylight, and material constraints, a crew may be permitted to achieve its expected weekly hours through longer workdays over approximately 3.5 or 4 days when doing so takes advantage of favorable weather and available daylight. SCDOT may approve weekend work to recover productive hours lost during the scheduled workweek; this makeup work is not intended to create overtime capacity, an overtime premium, or additional county allocation. SCDOT may also require infrequent nighttime or off-peak operations where traffic conditions warrant such work.

8. Contractor Responsibility for Personnel, Equipment, and Quality Control

The Contractor will be responsible for furnishing, assigning, supervising, managing, and maintaining the personnel and equipment necessary to satisfy the Contract requirements.

SCDOT intends to require the full minimum crew staffing and minimum equipment package during normal payable operations. SCDOT does not intend to establish a routine prorated crew rate for crews that report with fewer than the required personnel. The Contractor, through the Lot Project Manager, will be responsible for maintaining sufficient staffing depth and replacement personnel to account for normal absences, leave, illness, turnover, and other personnel availability issues. Any alternative staffing arrangement associated with an approved AFAD or similar traffic-control configuration would require specific SCDOT authorization.

The Contractor will be responsible for training, supervision, internal quality-control practices, and documentation necessary to ensure repairs are performed consistently in accordance with SCDOT standards and workmanship expectations. Work determined to be deficient or noncompliant prior to SCDOT acceptance will be subject to correction by the Contractor in accordance with the final Contract requirements.

9. SCDOT Role, Inspection, and Acceptance

Under the current concept, SCDOT will be responsible for:

- Establishing the planned annual county rotation and adjusting assignments when necessary to maintain the intended county allocation of contracted crew capacity.
- Identifying and prioritizing repair locations.
- Establishing repair procedures, material requirements, and workmanship expectations.
- Purchasing or furnishing approved hot mix or cold mix asphalt and furnishing suitable base/subgrade materials outside of this Contract.
- Coordinating with the Contractor regarding planned work and SCDOT resources.
- Inspecting completed work and determining acceptance.
- Assisting with traffic control requirements beyond the contractor-provided two-lane, two-way baseline operation described above.

SCDOT does not intend to impose a post-acceptance warranty period for repairs performed under this Contract.

SCDOT will provide the applicable repair standards and principal materials and will inspect the work for compliance with those requirements. Work determined to be deficient or noncompliant prior to acceptance will be subject to correction by the Contractor. Once SCDOT accepts the completed repair, that acceptance will constitute acceptance of the Contractor's workmanship for that repair.

10. Compensation and Payable Time

SCDOT anticipates compensating the Contractor at an hourly rate per crew. Payment will be limited to eligible crew time associated with assigned operations. SCDOT intends to define payable and nonpayable activities as clearly as practicable in the final solicitation and specifically welcomes industry identification of circumstances that should be clarified to avoid uncertainty in pricing, invoicing, or contract administration.

Payable crew time is anticipated to begin at the established report time when the complete required crew and equipment report ready for work to the designated County Maintenance Unit or other SCDOT-directed reporting location for that workday.

From that point, payable activities are anticipated to include travel to and between assigned repair locations, travel required to pick up and transport SCDOT-furnished materials, traffic-control setup and removal, excavation, preparation, cleaning, base repair, tack application, asphalt placement, compaction, cleanup, and other activities necessary to accomplish the assigned work. Material pickup and hauling should be coordinated so that the remainder of the crew continues productive repair activities when practicable.

Travel from the Contractor's office, yard, hotel, lodging, or other Contractor location to the designated daily reporting location is not anticipated to be payable. Normal meal periods during which the crew is not performing assigned work are not anticipated to be payable.

Weather-related downtime, staffing shortages, Contractor equipment failures, Contractor-controlled inefficiency, and other Contractor-caused interruptions are not anticipated to be payable. HMA unavailability would normally be addressed by transitioning to the RME-approved cold-mix repair procedure rather than creating downtime. SCDOT-directed standby may be payable only when specifically authorized by SCDOT for an unusual SCDOT-controlled circumstance where a fully ready crew is instructed to wait and no reasonable associated productive time work can be assigned.

The hourly crew rate is anticipated to include all required labor, supervision, equipment, equipment maintenance, transportation, contractor-provided traffic control, Project Manager support, hauling, Contractor-furnished tack, and other resources necessary to provide the crew and perform the work, excluding SCDOT-furnished HMA, SCDOT-furnished base/subgrade materials, and separately reimbursable RME-approved disposal/tipping fees where applicable.

11. Production Monitoring and Performance

SCDOT does not intend to establish a single universal minimum production requirement expressed as tons per day, square yards per day, or number of repairs per day because expected production may

vary materially based on repair size and depth, base/subgrade conditions, traffic-control requirements, haul distance, material availability, location spacing, weather, and other field conditions.

SCDOT nevertheless requires the ability to identify and address crews that are clearly operating inefficiently, failing to make reasonable progress, or otherwise not meeting reasonable production expectations under the conditions encountered. Production and efficiency are anticipated to be monitored at the RME level using feedback from the SCDOT onsite inspector and Contractor work documentation. SCDOT is seeking industry input on reasonable production expectations, the factors that should be considered when evaluating performance, and objective documentation or corrective-action mechanisms that would allow SCDOT to address sustained or obvious underperformance without relying on an inflexible universal production quota.

12. Material Loss and Waste Disposal

SCDOT recognizes that some normal and reasonable material waste is inherent in localized pavement repair operations and does not intend to penalize the Contractor for waste comparable to that reasonably expected from SCDOT operations. However, material that becomes unusable because of clearly avoidable or egregious Contractor-caused circumstances will be the Contractor's responsibility. Examples include ordering materially more asphalt than can reasonably be placed, failing to maintain material at a usable temperature, or losing material because of Contractor equipment failure or another Contractor-controlled circumstance.

For excavated material, SCDOT anticipates identifying and managing designated disposal or stockpile locations. The Contractor will normally transport removed material to the designated location. Where SCDOT determines that material is suitable for reuse, such as quality asphalt millings, the Contractor may be directed to segregate and stockpile that material separately for future base/subgrade repair use. If direct disposal by the Contractor is determined to be more efficient for a particular operation and is approved by the RME, the final Contract will include provisions for reimbursement of approved tipping or disposal fees.

13. Information Requested

SCDOT requests that interested firms provide a concise response addressing the following:

1. Interest and Geographic Coverage Describe your firm's interest in providing supplemental pavement repair crews under the proposed model and identify the Lot or Lots in which your firm may be interested.

2. Capacity to Provide Required Crews Does your firm have the capability to provide the full number of six-person crews identified for an awarded Lot, together with the required Lot-level Project Manager, throughout the proposed annual operating cycle? Please identify any significant staffing, equipment, geographic, or mobilization constraints that SCDOT should understand when structuring the final solicitation.

3. AFAD Use and Alternative Staffing SCDOT intends to require a minimum six-person crew, including a working foreman. Does your firm currently use Automated Flagger Assistance Devices (AFADs), or similar approved automated traffic-control devices, for comparable pavement repair operations? If so, describe the operations where they are practical, the staffing required, and whether their use could allow an approved five-person configuration to safely and efficiently perform work that would otherwise require six personnel. Identify any setup limitations, traffic conditions, equipment costs, or other factors SCDOT should consider.

4. Minimum Equipment Package and Specifications Review the minimum equipment package described in Section 4. Identify any additional equipment you believe is necessary for a crew to perform the full scope of work safely, effectively, and efficiently. Also identify any important minimum specifications, capacities, hydraulic requirements, attachments, or performance characteristics SCDOT should include for the required equipment. Please identify any requirement you believe should be modified to improve crew productivity, mobility, reliability, or overall effectiveness and explain the basis for your recommendation.

5. Annual Schedule and Makeup Capacity As illustrated by the example rotation in Section 2, SCDOT intends to maintain approximately 45 scheduled work weeks per crew and preserve the planned weekly county rotation to the extent practicable, with several weeks reserved for makeup and year-end allocation reconciliation. When scheduled work is lost because of weather or other approved interruptions, SCDOT prefers to recover that work without displacing future county assignments and without paying to maintain standby crews. Does your firm have the ability to temporarily provide additional fully staffed and equipped crews, on an as-needed basis, while maintaining the regularly scheduled crews? If so, describe the notice, staffing, equipment, geographic, and pricing considerations. If temporary additional crews are not practical, explain whether relying on designated makeup/reconciliation weeks with the originally awarded crew count would be the more workable approach.

6. Cold-Mix Repair Capability When HMA is genuinely unavailable and approved by the RME, SCDOT may direct the Contractor to perform repairs in accordance with an SCDOT-defined cold-mix repair standard. The standard may allow the RME to require installation of supplemental sealing or reinforcement materials, including American Road Patch materials (or approved equivalent), when appropriate. Identify any training, equipment, staffing, material-handling, productivity, availability, or pricing concerns associated with performing these repairs as directed.

7. Payable and Nonpayable Time Review the payable and nonpayable time framework described in Section 10. Identify any activities, circumstances, or situations that should be further defined in the solicitation to remove ambiguity from pricing, invoicing, or contract administration. SCDOT specifically welcomes questions regarding scenarios that may not be clearly addressed by the proposed framework.

8. Flexible Weekly Scheduling SCDOT is considering allowing crews to achieve the expected weekly hours through longer weekday workdays over approximately 3.5 or 4 days, when approved by SCDOT and when weather, daylight, traffic, safety, and material availability make that approach practical. Would this scheduling flexibility be workable for your firm? Identify any staffing, labor, equipment, material-supply, safety, or pricing constraints SCDOT should consider. Weekend work may also be approved to recover productive hours lost during the week, but SCDOT does not intend this to create overtime capacity or an overtime premium.

9. Staffing Continuity SCDOT does not intend to use a prorated crew rate when a crew reports below the required staffing level. Describe how your firm would maintain the required crew complement throughout the Contract term, including replacement personnel, cross-training, and backup staffing for normal leave, illness, turnover, and other absences.

10. Production Expectations and Performance Accountability Describe the production levels or ranges your firm would reasonably expect from a fully staffed and equipped crew performing localized pavement repairs under typical conditions. Identify the factors that should reasonably be considered when evaluating whether production is acceptable; the daily records, production metrics, or other documentation that should be used to evaluate crew performance; and contractual performance standards, corrective-action procedures, or other mechanisms you recommend SCDOT use to address sustained or clearly deficient production without relying on a single inflexible production quota.

11. Infrequent Nighttime Work SCDOT anticipates a weekday, daytime baseline but may occasionally require nighttime or other off-peak work on high-volume or otherwise constrained routes. Please identify your constraints with infrequent nighttime work of this nature.

12. Material Waste Responsibility SCDOT does not intend to penalize contractors for normal and reasonable material waste associated with localized pavement repair operations. However, clearly avoidable or egregious Contractor-caused waste would be the Contractor's responsibility. Please identify any concerns with this approach or circumstances that SCDOT should further define in the solicitation.

13. Excavated Material and Disposal SCDOT anticipates providing and managing designated disposal or stockpile locations and may require suitable recoverable material to be segregated for future reuse. Where direct disposal by the Contractor is more efficient and approved by the RME, approved tipping or disposal fees would be reimbursable under the Contract. Identify any hauling, segregation, disposal, documentation, or pricing considerations SCDOT should address.

14. Training, Internal Quality Control, and Work Documentation Describe the training, supervision, and internal quality-control practices your firm believes are reasonable to ensure crews consistently perform repairs in accordance with SCDOT standards and workmanship expectations. Also describe the daily work documentation your firm could provide to support SCDOT inspection, acceptance, production monitoring, and contract administration, including the information you would typically record for each repair location and workday.

15. Subcontracting Identify any portions of the work your firm would anticipate subcontracting. The awarded Contractor will remain fully responsible for compliance with all Contract requirements, including work performed by subcontractors.

16. Cost Drivers and Pricing Risk Identify any requirement or uncertainty described in this RFI that could cause your firm to include significant contingency, risk premium, standby cost, or other protective pricing in a future bid. Please explain what clarification, specification, contract provision, or allocation of responsibility would allow SCDOT to reduce that pricing uncertainty while maintaining the operational requirements needed for successful performance.

17. Participation Risks or Barriers Identify any Contract requirement, operational constraint, insurance or bonding consideration, workforce issue, equipment-availability issue, geographic requirement, or other risk that could discourage your firm from participating or materially limit competition.

18. Relevant Experience Describe your firm's experience providing similar supplemental maintenance, paving, pavement repair, utility repair, or roadway crews for state, local, or other public agencies. Identify any lessons learned from comparable contracts that SCDOT should consider when developing the solicitation.

19. Additional Recommendations Based on your experience, identify any additional specifications, administrative practices, payment provisions, scheduling approaches, or contract requirements that SCDOT should consider to improve crew reliability, continuity, productivity, repair quality, contractor efficiency, or bid competitiveness.

14. Follow-Up Discussions

SCDOT anticipates conducting follow-up discussions with interested firms after review of written RFI responses. The purpose of these discussions will be to resolve ambiguities, test contractor assumptions, and obtain additional information regarding staffing, AFAD use, equipment specifications, schedule recovery, cold-mix operations, payable-time scenarios, production expectations, work documentation, pricing risks, geographic coverage, and other matters that may assist SCDOT in developing clear and competitively priced solicitation requirements.

Participation in the RFI process or any follow-up discussion will not be a prerequisite to participation in a future solicitation.

15. Anticipated Procurement Schedule

SCDOT currently anticipates the following approximate schedule:

- RFI advertisement: Fall 2026
- Contractor discussions: Following review of RFI responses
- Development and refinement of solicitation documents: Late 2026 through early January 2027
- Formal solicitation advertisement: Targeting mid-January 2027

These dates are preliminary and subject to change.

16. RFI Response

Interested firms should provide a concise written response addressing the information requested above and identifying an appropriate point of contact for follow-up discussions.

Responses should include the firm's name, primary contact, telephone number, email address, Lot or Lots of interest, and a brief description of relevant capabilities and experience.