

**NON-CONFIDENTIAL DESIGN-BUILD QUESTIONS
Long Point Road Interchange Improvements
Project ID P041314 - Charleston County**

FINAL RFP - ROUND 10

3/27/2026

4/8/2026

Date Received: 3/19/2026

Response:

CONTRACTOR						SCDOT	
Question No.	Category	Section	Page / Doc No.	Question/Comment	Discipline	Response	Explanation
1	RFP	5.15.4.2	105 of 696	NCQ – Round 7, #18; Is it the SCDOT's intent for the Contractor to purchase easement for Utility Adjustment Work for utilities with prior rights?	Utilities	No_Revision	No. Per SCDOT standard policy, procedures and applicable state law, the department cannot purchase easements for utilities. It is the responsibility of the utility if there are real property interests, to purchase their own easements, which becomes a compensable cost to SCDOT per SCDOTs UAM and applicable state law.
2	RFP	5.15.4.2	105 of 696	NCQ – Round 7, #18; Is it the SCDOT's intent for the Contractor to purchase easement for Utility Adjustment Work for 'In Contract' Utilities with prior rights?	Utilities	No_Revision	No. Per SCDOT standard policy, procedures and applicable state law, the department cannot purchase easements for utilities. It is the responsibility of the utility if there are real property interests, to purchase their own easements, which becomes a compensable cost to SCDOT per SCDOTs UAM and applicable state law.
3	RFP	5.15.4.4	105 of 696	NCQ – Round 7, #20; Does the SCDOT intend to enter into a Utility Agreement with all utilities with prior rights for Utility Adjustment Work, including Replacement Utility Property Interest?	Utilities	No_Revision	Yes, all agreements will be entered into per SCDOTs UAM.
4	RFP	5.15.4.4	105 of 696	NCQ – Round 7, #20; Is it the SCDOT's intent that the Contractor include an Estimated Cost Amount in the Bid to cover all anticipated Utility Adjustment Work and Replacement Utility Property Interest required for utilities with prior rights?	Utilities	No_Revision	No. Any Utility Adjustment Work associated with prior rights is not required, by this contract, to be included in the contractor's bid. The only costs technically required, by this contract, to be included in the contractor's bid is for "In-Contract Utility Adjustment Work" further described in TP 140.
5	RFP	200.3.11.C.2	pg 430 of 696	Where does SCDOT anticipate the Concrete Barrier between Line 4 and I-526 WB to begin? Can SCDOT provide a station number?	Roadway	No_Revision	Begin Barrier between approximate station 1413+00 (where shoulders are adjacent and ramps become parallel) and 1414+00 (where the last merge point of multiple ramps have been completed).
6	RFP	200.3.11.C.2	pg 430 of 696	Is it SCDOT's intent that the Concrete Barrier between Line 4 and I-526 WB begin at the end of the merge taper (in the direction of travel) where the outside Line 4 lane 3 ends and Line 4 is two lanes wide? Sta. 1414+00 on the Concept Plans.	Roadway	No_Revision	Begin Barrier between approximate station 1413+00 (where shoulders are adjacent and ramps become parallel) and 1414+00 (where the last merge point of multiple ramps have been completed).
7	RFP	8	pg 47 of 696	Please consider revising the Milestone Schedule with a Submittal of Technical Proposals date of 4/14/2026 and retain the submittal of Cost Proposals as scheduled.	PM	Revision	This was done in Addendum #5 on 3/23/26.
8	RFP	TP690	482 of 696	Section 690.0 references station ranges as identified in bullets for Line A, Rel. Line 3, Line B. The RFP also references partial interchange lighting in accordance with AASHTO standards which focus on conflict and merge areas and would not typically be needed for the entire ramp. Is the intent to light the entire ramps within the station range, or just at locations referenced in AASHTO Roadway Lighting Design Guide Figure 3-2, Typical Luminarie locations at Entrance and Exit Ramps?	Traffic	No_Revision	The intent is to provide lighting for the entirety of the station ranges (vehicular travel paths) listed, as depicted in the schematic design.
9	RFP	TP 600		Can existing rumble strips on PCC be retained during MOT?	Traffic	No_Revision	No.
10	RFP	400.3.6	pdf page 442/696	The last paragraph of Section 400.3.6 of the Technical Provisions (Addendum 4 revision) states that "outside asphalt mainline interstate shoulders shall be rebuilt prior to carrying temporary traffic." Can the Department clarify whether this requirement necessitates full removal and reconstruction in accordance with the final design prior to use for temporary traffic, or if a strengthening approach—such as a mill and resurface designed to accommodate temporary traffic—would be considered compliant?	Pavement	No_Revision	The outside shoulders must be fully removed and reconstructed prior to use for temporary traffic and the two options for temporary design are provided in Section 400.3.6. Strengthening is not permitted.



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11	RFP	TPA 700-7 & 711.3.3.8	pdf page 513/696	For clarity and to ensure consistency between teams, please provide clarification for the following: In TPA 700-7, Section 2. Materials, it states in part; Support noise barriers by drilled shafts or concrete -filled steel pipe piles." However; in TP 711.3.3.8 it states in part; "Noise barrier wall foundations may consist of either shallow or deep foundations."	Structures	No_Revision	A strengthening approach will not be permitted for this project. The foundation options in TPA 700-7 govern. Shallow foundations are not allowed on this project.
12	RFP	711.3.3.8	pdf page 513/696	For clarity and to ensure consistency between teams, please provide clarification for the following: The Wind Exposure Category (C or D) for noise barrier design is unclear. Due to the amount of walls and the increase in force, this could have a significant impact on the wall design.	Structures	No_Revision	Exposure Category C is acceptable.
CORRECTION FROM ROUND 6							
25	RFP	5.15.2.10	104	Is it the Department's intent for D/B's team to include prior rights dry utility costs if D/B team is performing some or all of that utility owner's relocations?	Utilities	No_Revision	Yes. Follow UAM, including SCDOT Form 3068-B. No. Any prior rights dry utility relocations will be paid through the UA between SCDOT & the utility. Any Utility Adjustment Work associated with prior rights is not required, by this contract, to be included in the contractor's bid. The only costs technically required, by this contract, to be included in the contractor's bid is for "In-Contract Utility Adjustment Work" further described in TP 140.

