



NOTICE TO ALL CONSULTING ENGINEERING FIRMS

Solicitation Number S-271-23

I-26 Bridge Rehabilitations over US-1, Southern Railway, and SC-302 in Lexington County RFP

The **SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION (SCDOT)** requests a proposal containing a technical approach from all short-listed consulting firms. The purpose of this Request for Proposals (RFP) is to select a Proposer to perform the Project services and to design the Project, as further described in this RFP. It is not the intention of SCDOT to receive complete detailed Project analysis and design prior to the selection of a Proposer and the later execution of the Contract. Rather, the response to this RFP shall provide sufficient information to be evaluated by SCDOT to determine if the Proposal is in accordance with the specified process and criteria.

Requested services include but are not limited to: project management, environmental studies and documentation, environmental permitting, bridge design, structural design, roadway structures design, roadway design, hydrology/hydraulic design, geotechnical services, hazardous materials survey, subsurface utility engineering, utility coordination, development of preliminary/final right of way plans, right of way services, value engineering, development of preliminary/final construction plans, pavement marking and signing plans, constructability review, construction phase services, engineer's estimate/project specific special provisions and other related duties deemed necessary. SCDOT intends to select and negotiate a contract with one consultant team for development of these projects. The project team should be capable of providing all services outlined above.

Disadvantaged Business Enterprise goal is established as **10%** percent and will be administered in accordance with SECTION I. INSTRUCTIONS TO CONSULTANTS.

Whether or not there is a Disadvantaged Business Enterprise (DBE) goal on this contract, proposer is strongly encouraged to obtain the maximum amount of DBE participation feasible on the contract. The selected consultant will be required to report all DBE participation through the DBE Quarterly Report required in the supplemental specification.

RFP information associated with this solicitation is located at the following link:

<http://info2.scdot.org/professionalserv/Pages/Consultants-Professional-Services.aspx#tabs-5>

For questions, please contact the SCDOT Contracting Officer, Wendy Hollingsworth at (803) 737-0746 or via email at Hollingswg@scdot.org. Electronic Submissions are due no later than 2:00 PM, **September 14, 2023**.

PROFESSIONAL CONSULTANT SERVICES REQUEST FOR PROPOSAL

AGENCY	South Carolina Department Of Transportation (SCDOT)
DESCRIPTION:	I-26 Bridge Rehabilitations over US-1, Southern Railway, and SC-302 in Lexington County
SOLICITATION NUMBER	S-271-23
ADVERTISEMENT DATE	August 29, 2023
CONTRACTS OFFICER (CO)	Wendy Hollingsworth (803) 737-0746
SUBMIT YOUR RFP TO:	All electronic proposal submissions and the letter of interest should be submitted via ProjectWise electronic submittal system no later than 2:00 PM (EST), September 14, 2023 . No proposals shall be accepted after the date and time specified.

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A. PURPOSE OF REQUEST:

The **SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION (SCDOT)** requests a proposal containing a technical approach from all short-listed consulting firms. The purpose of this Request for Proposals (RFP) is to select a Proposer to perform the Project services and to design the Project, as further described in this RFP. It is not the intention of SCDOT to receive complete detailed Project analysis and design prior to the selection of a Proposer and the later execution of the Contract. Rather, the response to this RFP shall provide sufficient information to be evaluated by SCDOT to determine if the Proposal is in accordance with the specified process and criteria.

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contract with one consultant team for development of these projects. The project team should be capable of providing all services outlined above.

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Whether or not there is a Disadvantaged Business Enterprise (DBE) goal on this contract, proposer is strongly encouraged to obtain the maximum amount of DBE participation feasible on the contract. The selected consultant will be required to report all DBE participation through the DBE Quarterly Report required in the supplemental specification.

For this Project, SCDOT chose the two-phased selection method. Phase 1, which identified a short-list of qualified Proposers, is complete. In Phase 2, SCDOT invites each of the short-listed Proposers to submit their Proposals for completion of the Project. After evaluation of the Proposals, SCDOT plans to award and execute the Contract with a single Consulting Team.

B. SCOPE OF SERVICE:

PROJECT DESCRIPTION

The scope for this contract is structural bridge design and project management services to develop three interstate bridge rehabilitation projects for the South Carolina Department of Transportation (**SCDOT**) located on I-26 over US-1, Southern Railway, and SC-302. This scope of services attempts to address tasks necessary for the delivery of complete packages, suitable for standard SCDOT construction lettings, including all necessary information to perform the proposed bridge projects. It is expected that all three bridges will be included in one construction letting package.

QUALITY CONTROL

It is the intention of the SCDOT that design consultants are held responsible for their work, including plans review. The consultant shall implement all necessary quality control measures to produce plans that conform to the SCDOT and FHWA guidelines and standards. All documents submitted to the SCDOT that require a sign and seal must be signed and sealed by a registered South Carolina Professional Engineer. The consultant shall be responsible for utilizing the necessary Quality Control procedures to verify, independently check, and review all maps, design drawings, specifications, and other documentation prepared as a part of the contract. If requested by the SCDOT, a marked up set of prints from a Quality Control Review indicating the reviewers for each component (including, but not limited to structures, geotechnical, surveys, etc.) and a written resolution of comments on a point-by-point basis shall be required with each phase submittal. The responsible Professional Engineer or Professional Land Surveyor that performed the Quality Control Review shall sign a statement certifying that the review was conducted and found to meet required specifications. The consultant shall, without additional compensation, correct all errors or deficiencies in the designs, maps, drawings, specifications and/or other services.

Engineering services may include but are not limited to:

SUMMARY OF WORK

The following tasks represent consultant's scope of services for the development/delivery of construction plans for the above projects.

- Task 1: Project Management
- Task 2: Site Visits and Field Scoping
- Task 3: Bridge/Structural Design and Plan Development
- Task 4: Surveying Services
- Task 5: Hydrology and Hydraulic Design
- Task 6: Geotechnical Investigation and Engineering
- Task 7: NEPA / Environmental Services
- Task 8: Utility and Railroad Coordination
- Task 9: Right of Way Support
- Task 10: Hazardous Material Surveys and Reports
- Task 11: Traffic Control Design, Plan Development and Coordination
- Task 12: Public Outreach
- Task 13: Construction Phase Services

Task 14: Project Closeout and Final Load Rating

Task 15: Emergency Repairs

Project tasks below that are identified with an asterisk (*) are tasks which may not be relevant to every specific site, but they are the responsibility of the consultant if site conditions and project scope dictate. Day time lane closures may be required to perform the field work. Traffic control shall be executed in accordance with SCDOT's standards and adhere to lane closure restrictions.

1. PROJECT MANAGEMENT

1.1. Project Meetings*: The management of the project requires regular coordination with SCDOT Bridge Maintenance Project Delivery personnel. Progress meetings shall be conducted every other week throughout the project duration to provide an opportunity for the key team members to review the incremental progress of the project, for general project coordination and to discuss design specifics with the SCDOT, FHWA and other involved agencies. Consultant shall coordinate and manage project meetings, prepare presentation materials, provide status updates and meeting summaries. Ensure that provisions identified in progress meetings and subsequent tasks are incorporated in construction contract documents.

1.1.1 Every other month, the consultant will schedule a coordination meeting with SCDOT Bridge Maintenance Project Delivery personnel and other consultants performing preventative maintenance work. The meeting will coincide with bi-weekly project meetings included in Section 1.1. The consultant shall coordinate and manage the coordination meetings, prepare presentation materials, provide status updates and meeting summaries.

1.2. Schedule & Progress Reporting*: A Project Target Schedule (PTS) shall be provided by the consultant within 15 days of NTP and shall provide key team members (SCDOT, FHWA, and consultant representatives) with a sequential scheme of events and dates to measure the project progress. SCDOT'S electronic Transportation Enterprise Activity Management System (e-TEAMS) shall NOT be required for use on this contract. The expectations and processes required to adhere to the SCDOT'S Program Controls procedures are outlined below.

1.2.1 Throughout the project, consultant progress shall be compared to the established target dates contained in the Project Target Schedule (PTS).

1.2.2 The consultant shall provide a progress report on the prior month's activities no later than the 10th day of each month. The report shall detail the month's activities, schedule adherence and report any upcoming project milestones. The consultant's invoice shall support the progress report and schedule update.

1.2.3 The consultant should not wait until the monthly update to advise the Project Manager of issues or concerns that could impact the schedule.

2. PROJECT DOCUMENT REVIEW, SITE VISITS, FIELD SCOPING, DESIGN FIELD REVIEWS

2.1. Project Document Review, Site Visits & Field Scoping*: The consultant shall review bridge specific project documents, perform site visits and field scoping to determine accurate site specific scopes and details for layout and design purposes. The consultant shall review bridge documents and initial scope prior to the site visit. The consultant shall coordinate the site visits in advance with the SCDOT Design Manager or Designee. Field scoping limits shall include approximately one-hundred (100) feet beyond bridge ends along roadway and extend one-hundred (100) feet either side of the existing bridge and roadway centerline. If required by the project site, perform or facilitate nondestructive testing for further project scoping and concept development.

The consultant shall propose alternate repair options to remove the load identified deficiency if feasible and economical. The consultant shall submit a Field Scoping Summary for each project site. Field Scoping Summary is to be used in conjunction with existing inspection reports, load ratings, and plans for project development. It shall include sufficient pictures and information to develop project plans and scope. Bridge repair scope must be conditionally approved by SCDOT Design Manager or Designee prior to submitting the Field Scoping Summary.

2.2. Design Field Review*: Representatives from the SCDOT and consultant, involved in bridge, environmental, traffic control and hydrologic design/analysis, may perform one (1) field review meeting on

the project during the preliminary plan development and final construction plan development (up to two (2) total per site). All information gathered during these field investigations shall be evaluated and plans revised accordingly. The consultant shall be required to provide a summary of each design field review. Assume 25% of bridge assignments will need Design Field Reviews.

2.3. Deliverable: Submit Field Scoping Summary for each site with description of deficiencies and photos. Identify conditions observed that deviate from bridge data documents, if applicable. Provide a summary of proposed repair scope and estimated construction cost. Identify site specific details and conflicts including but not limited to utilities, maintenance of traffic, and construction access. Field Scoping Summary must be submitted and approved by SCDOT prior to preliminary plan development.

3. BRIDGE/STRUCTURAL DESIGN AND PLAN DEVELOPMENT

3.1. The consultant shall develop construction plans to address the bridge deficiencies at each site location as directed by the SCDOT Bridge Design Manager or Designee. The scope of work at each site shall be focused on structural repairs to the main bridge elements to restore the original design load capacity for a minimum of 25 years. The repair designs shall meet the current, applicable AASHTO LRFD and SCDOT bridge design standards, except for specific incidents where the SCDOT Design Manager determines otherwise. Bridge preservation projects are included in this contract as well. The consultant shall be required to sign and seal the design plans, but the plans shall be submitted to the SCDOT Design Manager for final review and acceptance prior to sign and seal.

3.2. Design Standards: The consultant shall conform to the following SCDOT and FHWA design standards in preparation of the bridge plans. During plan development, the consultant shall use the most recent standards, when applicable, in effect at contract execution. It is understood that all aspects of these standards may not be applicable at the project sites. Some bridges will require design to original design standards not included below. Bridge rehabilitation work may not need to consider barrier design.

1. **SCDOT** Bridge Design Manual, 2006 edition;
2. **SCDOT** Bridge Design Memoranda to RPG Structural Engineers and Design Consultants, issued after April, 2006;
3. AASHTO LRFD-8 Bridge Design Specifications, 8th Edition, with latest Interim revisions, unless instructed otherwise.
4. **SCDOT** Bridge Drawings and Details, latest versions;
5. **SCDOT** Geotechnical Drawings and Details, latest versions;
6. **SCDOT** Geotechnical Design Manual, 2019, Version 2.0;
7. **SCDOT** Hydraulic Design Manual, latest versions;
8. **SCDOT** Standard Specifications for Highway Construction, 2007 edition;
9. ANSI/AASHTO/AWS D1.5 Bridge Welding Code, (Latest Edition) with additions and revisions as stated in the Standard Specifications;
10. **SCDOT** Load Rating Guidance Document, latest edition;
11. **SCDOT** Manual of Bridge Evaluation, latest edition; and
12. **SCDOT** Standard Specifications and Supplemental Specifications.

3.3. Preliminary Bridge Plans*: The consultant shall develop Preliminary Bridge Plans in accordance with Section 3.3 of the SCDOT Bridge Design Manual in sufficient detail and appropriate format to clearly illustrate significant design concept, features, and intent. The Preliminary Bridge Plans shall be approved by the SCDOT prior to beginning 95% Bridge Plans. Plans shall be complete and fully checked by consultant before submittal to the SCDOT for review.

3.4. 95% Bridge Plans*: The consultant shall develop 95% Bridge Plans in accordance with Section 3.5 of the SCDOT Bridge Design Manual. Development of the 95% Bridge Plans shall begin after approval of Preliminary Bridge Plans. Comments made by the SCDOT during the Preliminary Bridge Plan review shall be addressed and incorporated into the 95% Bridge Plan submittal. Draft Special Provisions shall also be included as needed.

3.4.1. Preliminary Bridge Load Rating*: For projects that involve repairs or strengthening to primary structural components, the consultant shall prepare a preliminary load rating of the As-Let design plans that shall accompany the submittal to the SCDOT, which illustrates the anticipated final load rating calculation upon project completion. All methods of structural capacity analysis, shall be performed in accordance with

the SCDOT Load Rating Guidance Document (LRGD). The preliminary load rating shall satisfy the SCDOT that no load restriction be required upon project completion.

3.5. Final Bridge Plans, Specifications and Estimate (PSE) Package

3.5.1. Bridge Plans*: The consultant shall develop final bridge plans for construction. Comments made by the SCDOT during the 95% Plan review shall be addressed and incorporated into the Final Bridge Plan submittal. Constructability of the bridge repairs shall be considered in the development of the plans, along with considerations such as maintenance of traffic, access for construction equipment, clearances required for the use of equipment, and foundation considerations. Prior to submittal to the SCDOT, all plans and documents shall be thoroughly reviewed by the consultant for completeness, correctness, accuracy and consistency with the above referenced requirements. The Final Bridge Plans shall be prepared in conformity with current practices of the SCDOT with regard to method of presentation, scales, billing of pay items, special drawings and summaries thereof. Standard drawings of the SCDOT shall be used to the extent feasible and shall be furnished by the SCDOT, to be modified by the consultant to fit the particular needs of the project. Construction drawings shall be on sheets of the size, and with standard markings utilized by the SCDOT. Scale of drawings and lettering size shall be such as to provide clear and legible reproductions when reduced to half size.

3.5.2. Special Provisions*: The consultant shall prepare special provisions concerning items of construction not covered by the SCDOT's standard specifications, supplemental specifications or standard bridge special provisions, as well as special treatments during construction. Special Provisions provided by the consultant shall include a cover sheet listing all special provisions provided by the consultant for this project.

3.5.3. Construction Cost Estimate*: The consultant shall prepare the final bridge pay item cost estimate for each site.

3.5.4. Construction Schedule*: The consultant shall prepare an approximate construction time estimate for each bridge site.

3.6. Deliverables

3.6.1. Preliminary & 95% Bridge Plans

1. One (1) electronic PDF of the Preliminary Bridge Plans
2. One (1) electronic PDF of the 95% Bridge Plans

3.6.2. Final Construction Package Submittal

1. One (1) electronic CADD file of final bridge plans
2. One (1) electronic PDF copy of electronically signed and sealed final design plans and quantity calculations.
3. One (1) electronic MS Word file of Special Provisions
4. One (1) electronic PDF copy of electronically signed and sealed Special Provisions.
5. One (1) electronic MS Excel file of detailed construction cost estimate.
6. One electronic file of construction duration estimate.

3.6.3. Load Ratings

1. All applicable files as described in the SCDOT Load Rating Guidance Document.

4. SURVEYING

4.1. Design Standards: All surveys shall conform to the SCDOT's Preconstruction Survey Manual (latest version) and The Standards of Practice for Land Surveying in South Carolina. These services must be under the direct supervision of and certified by a registered South Carolina Professional Land Surveyor.

4.2. Engineering Services*: The consultant shall perform field surveys to determine accurate elevations and locations of existing facilities, including but not limited to bridge structures, submarine cables, drainage structures, roadways and ditches, for general design purposes. Assume 3 mobilizations, 120 man-hours total.

5. HYDROLOGY AND HYDRAULIC DESIGN

5.1. Design Standards: If required, all hydrologic and hydraulic drainage designs shall be performed in accordance with SCDOT Requirements for Hydraulic Design Studies and other standards as identified by SCDOT. Updates to the scour analysis may be required, and the consultant shall include proper documentation and justification as it relates to NBI item 113. Assume 100 hours maximum.

5.2. Engineering Services: Consultant may be requested to perform the following:

5.2.1 Review Assessment of existing hydrology.*

5.2.2 Preparation of a results and recommendations memo for each bridge site.*

5.2.3 Assist SCDOT in preparation of the NPDES General Permit application and obtaining necessary approvals from SCDHEC.*

6. GEOTECHNICAL INVESTIGATIONS

6.1. CONSULTANT shall prepare a Technical Memorandum, generally limited to two pages in length, to provide the minimum tip elevation for lateral stability, estimated tip elevation for axial resistance, and hammer energy range for driven piles. Estimated construction casing depths and the minimum drilled shaft length to meet lateral stability and axial resistance design requirements shall be provided if drilled shafts will be used. Geotechnical plan notes shall also be included in the Technical Memorandum, but should be kept to a minimum. A boring location plan and soil test boring logs shall accompany the Technical Memorandum. Deliverable of the Technical Memorandum for Bridge Foundations will include one (1) electronic copy in PDF format.

7. NEPA/ENVIRONMENTAL SERVICES

7.1. The CONSULTANT shall prepare the SCDOT Environmental NEPA and Permitting Checklist for Maintenance Projects for identified assets and provide a copy to the Environmental Services Office for review.*

7.2. The CONSULTANT shall assist the SCDOT Bridge Maintenance Office in coordinating with the United States Coast Guard (USCG) and with the United States Army Corps of Engineers (USACOE). Coordination efforts are assumed to be 20 hours per bridge for 6 bridge assignments over a Navigable Waterway.*

7.3. Deliverables: SCDOT Environmental NEPA and Permitting Checklist for Maintenance Projects for all identified assets.

8. UTILITY AND RAILROAD COORDINATION

8.1. Coordinate directly with SCDOT ROW for Utilities & Railroad office to ensure all necessary projects conflicts are addressed and agreements are executed prior to project funding obligation.

8.1.1. Utility: Identify potential utility conflicts at project scoping visit (Task 2). Provide utility coordination services in accordance with the SCDOT Utility Accommodations Manual including, but not limited to, work necessary to deliver construction contract documents. Coordinate with utility owners and designers to relocate utilities and to avoid or minimize impacts to effected utilities. Provide utility coordination assistance during construction activities as requested. Assume 5 sites will require utility coordination. All sites will need Certification of Utility and Railroad Coordination for Federally Funded Projects checklist completed.*

8.1.2. Railroad: Coordinate efforts to obtain permits and agreements with effected railroads Public Projects Group. Assume one bridge with railroad coordination required. Asset ID 4050 carries six lanes of Interstate 6 over CSX Transportation (CSXT). Several spans of the bridge cross tracks used by CSXT and their agents or contractors. Since the bridge spans over RR ROW of CSXT, a formal agreement with the Railroad will be required.

8.1.2.1. Design Coordination with Railroad

Coordinate the design of the prescribed repairs with the Railroads following NTP from SCDOT. As part of the design, it is expected that a Right-of-Entry (ROE) will be required to perform field observations and non-destructive survey of the asset to verify all prescribed appropriate repairs and create the plans sets. The **CONSULTANT** will obtain required preconstruction right of entry agreements and will coordinate flagging requirements with railroads to complete field observations and survey.

8.1.2.2. Obtaining Construction Agreement

Following initial coordination of design and approval from the Railroads of repairs design, draft a construction agreement for review and approval by Railroad. Following the execution of the construction agreement, provide support to SCDOT to incorporate railroad provisions into construction contract documents.

8.1.2.1. Design Coordination with Railroad

Participate in construction coordination meetings between the Contractor, the Railroad and SCDOT.

8.2. Ensure that provisions for utilities and railroads are incorporated into construction contract documents. Deliverables may include preliminary utility report, final utility report, utility conflict analysis and remediation spreadsheet, utility relocation sheets, and railroad agreements.

8.3. Deliverable: Executed Utility & Railroad Agreement 8.3.1. Utility: Executed Utility Agreement

8.3.2. Railroad:

8.3.2.1. Design Coordination with Railroad

- Meeting Notes from Design Coordination Meetings with Railroad
- Right of Entry Agreements with CSX and NS for preconstruction investigative work.
- Flagging coordination for preconstruction investigative work.

8.3.2.2. Obtaining Construction Agreement

- Draft Agreement for Review by SCDOT and Railroads
- Final Agreement following SCDOT and Railroad Execution
- Provisions for Railroad Coordination for Construction Contract Document

9. RIGHT OF WAY SUPPORT – 40 hours Maximum

9.1. Coordinate with SCDOT Right of Way office to establishing existing limits within project sites.*

9.2. Coordinate with SCDOT Right of Way office to secure any additional right of way necessary to deliver the project.*

9.3. Deliverable: Executed Right of Way Certification and all necessary agreements.

10. HAZARDOUS MATERIAL SURVEYS AND REPORTS

10.1. Asbestos Assessment*

The **CONSULTANT** shall perform the ACM Assessments in accordance with applicable federal or state regulations. The **CONSULTANT's** field inspection personnel shall comply with procedures specified in The Environmental Protection Agency Code of Federal Regulations (CFR) Title 40, Chapter I, Subchapter R, Part 763. ACM and LBP Assessments will not be performed until the **CONSULTANT** is authorized to proceed by the SCDOT.

A sampling strategy will be developed per SCDHEC, EPA and Occupational Safety and Health Administration (OSHA) regulations to provide representative samples of each suspect asbestoscontaining material (ACM) in general accordance with State and Federal standards that may be disturbed by the proposed renovations/demolition.

The samples that are collected will be placed in air-tight containers for transportation to a laboratory accredited by the National Voluntary Laboratory Accreditation Program and then analyzed using Polarized Light Microscopy (PLM) coupled with dispersion staining. The asbestos content is estimated and expressed as a percent of the total sample.

Non-friable, organically-bound materials (NOBs) testing negative using the PLM method must be verified using Transmission Electron Microscopy (TEM) in accordance with SCDHEC Regulation 61-86.1. Significant destructive sampling and investigative techniques will not be performed. Consequently, suspect asbestos-containing materials that are not visible and readily accessible may not be included in this work.

10.2. Lead-Based Paint Assessment*

A lead-based paint survey and assessment shall be conducted for the existing bridge structure in general accordance with OSHA and EPA standards by the **CONSULTANT**.

The LBP assessment will include both a visual evaluation of the physical condition of painted bridge components as well as quantitative testing of random surfaces utilizing an X-Ray Fluorescence (XRF) Portable Analyzer.

Bridge components identified as being coated with LBP will be assessed for the condition of the paint and the likelihood for disturbance.

Provide a Report of findings that includes the following:

The project background, investigative procedures, sample analysis/findings, and conclusions and recommendations. The ACM report will identify and assess the types of materials and quantities of confirmed ACM(s) and provide recommendations for abatement. Additionally, the LBP report will identify and assess the current condition of the confirmed lead-based paints associated with the existing bridge structure and provide recommendations for abatement/stabilization and disposal of lead-based paint. Hard copy sets will not be provided by **CONSULTANT**.

The information required in 40 CFR 763.85 (a)(4)(vi)(A)-(E), as well as, project location map, photos of existing structure, the date of inspection and the name, license number, and signature of the licensed inspector who performed the inspection and completed the report. The cover sheet of the report shall include project identification information, including the **SCDOT** Project ID, route carried by structure, description of what the structure crosses.

On the cover sheet of the report include the following statements and check the appropriate boxes:

“ ☐ Yes, Asbestos was found. ☐ Yes, Lead Based Paint was found.”

“ ☐ No, Asbestos was not found. ☐ No, Lead Based Paint was not found.”

Deliverables:

- 1 Electronic PDF file of the Asbestos and Lead-Based Paint Assessment Report per site.

11. TRAFFIC CONTROL PLAN AND DEVELOPMENT - Assume three sites.

11.1. Prepare complete maintenance of traffic design, plans and special provisions as required for completion of the projects. Incorporate appropriate plans and provisions into construction contract documents.

11.2. Provide analysis and reviews of detours and lane closures to determine feasible options.*

11.3. Provide pavement marking and signing plans in accordance with SCDOT, Federal, and all other applicable standards and guidelines.*

11.4. Coordinate with SCDOT District Traffic Engineer to secure concurrence for preferred traffic control plan.*

12. PUBLIC OUTREACH

12.1. Coordinate with SCDOT Public Involvement Director to evaluate and receive recommendations for public outreach required for each project site. *

12.2. Coordinate and attend partnering/public outreach meeting with SCDOT, Federal Highway Administration, and municipalities, if necessary. Assume seven meetings.*

12.2.1. Provide all public outreach materials to include post cards distribution, complete and deliver project website form to Public Involvement Director, complete and deliver public information sign request form to local Resident Maintenance Engineer.

12.2.2. Public outreach meeting location requirements

1. Public outreach meetings need to take place a minimum of 15 calendar days prior to project letting.
2. Coordinate meeting location/facility with SCDOT Public Involvement Director and secure the meeting location/facility.
3. Contact local law enforcement to provide security for public meeting.

12.2.3. Provide material for public outreach and small group meetings to include sign-in form, comment form, project handout, and four TV monitors for display.

12.3. Deliverable: Provide meeting summary to include sign-in sheet, comment forms, demographic/Title VI report to SCDOT Public Involvement Director.

13. CONSTRUCTION PHASE SERVICES: The work shall consist of providing technical assistance during the project advertisement and construction phase of the project. The work shall be performed on an "as needed" basis as requested by SCDOT and would be limited to the following activities:

13.1 Construction Administration

13.1.1. Partnering/Pre-Construction Conference *– The consultant shall attend a partnering/preconstruction conference with the SCDOT, the contractor, utility companies, and any other concerned parties. In attendance from the consultant shall at a minimum be the project manager, structural engineer, and utility coordinator. The consultant shall respond to the Contractor's questions pertinent to the design. Assume twenty meetings.

13.1.2. Shop Drawings, Working Drawings, and Other Submittals*

The consultant shall review all drawings and submittals, as necessary, for compliance with the intent of the plans, specification, and contract provisions. Shop drawings shall be reviewed on an advisory basis. The consultant shall provide a recommendation and/or comments as appropriate to the SCDOT. Each sheet of shop drawings reviewed by the consultant shall be stamped by the consultant indicating the appropriate action to be taken with the submittal (approved, rejected, approved as corrected, etc.). Assume forty.

13.1.3. The consultant shall provide technical assistance to the SCDOT during construction of the project. This shall include responses to field questions, assist coordination with the utility companies and SCDOT as necessary to respond to field changes, and meeting on site during the construction of the project when requested.*

13.2. Design Revisions*

13.2.1. The consultant shall be prepared to provide interpretation and clarifications of the information presented in the plans and special provisions and provide recommendations for handling site conditions that differ from those presented in the plans.

13.2.2. If requested by the SCDOT, the consultant shall revise the final construction plans to incorporate any design modifications requested by the SCDOT's field construction personnel. Assume 5 revisions.

14. PROJECT CLOSEOUT AND FINAL LOAD RATING

14.1. Final Assessment and Load Rating: Upon final completion of construction, the consultant shall perform a review and assessment of the completed work to ensure the project intent has been satisfied. The consultant shall perform the official load rating of the As-Built condition and ensure all updates and documentation regarding the final load ratings of the bridges and other relevant reopening documents (including, but not limited to bridge plans, specifications, project submittals, etc) are updated in the Bridge File in accordance with the requirements of the SCDOT Bridge Inspection Guidance Document (BIGD), Load Rating Guidance Document (LRGD), and Bridge File Policy (BFP). 17 updated load ratings, 9 verify load rating, 4 new models.

14.2. Updates to the Bridge Specific Inspection Procedures and/or Bridge Maintenance Procedures:

Upon the completion of construction, the consultant shall provide SCDOT with updates to the existing Bridge Specific Inspection Procedures (BSIPs) and/or the existing Bridge Maintenance Procedures. The documents will be prepared in accordance with the BIGD, LRGD and BFP. It is assumed that one draft copy and one final copy will be prepared for 5 bridges.*

14.3. Deliverable: One (1) electronic PDF file of Final Bridge Load Rating electronically signed and sealed BrR Program input files for Bridge Load Rating. One (1) electronic PDF draft file of the Bridge Specific Inspection Procedures and/or Bridge Maintenance Procedures and one (1) electronic PDF final file of the Bridge Specific Inspection Procedures and/or Bridge Maintenance Procedures.

15. EMERGENCY REPAIRS

The Consultant shall design repairs to structures for emergency situations, including critical findings found during inspections. Such repairs may relate to scour issues, stabilizing the bridge, temporary designs to maintain essential traffic, demolition schemes, and other emergency repairs deemed necessary.

Consultant shall sign and seal any plans that are provided to SCDOT, unless otherwise instructed. Consultant shall design repairs to meet federal and SCDOT requirements, unless otherwise instructed.

Services of the SCDOT

Upon request, SCDOT agrees to provide the following at no cost to the consultant:

- Access to and use of all reports, data and information in possession of the SCDOT which may prove pertinent to the work set forth herein
- Existing Policies and Procedures of the SCDOT with reference to geometrics, standards, specifications and methods pertaining to all phases of the consultant's work
- Contract documents – except those identified in deliverables to be supplied by the consultant
- Payment of fees required by state and federal review/approval agencies
- Electronic files of all pertinent project data, design and plans in standard SCDOT format
- Existing floodplain reports
- Right-of-Way acquisition, if required, and Right-of-Way verification

SIA Reports Next Page:

IDENTIFICATION			
(1) State Name- SOUTH CAROLINA	Code	454	
(8) Structure Number # 0003210002600500	Asset ID	3023	
(5) Inventory Route (On/Under)	On -	111000260	
(2) State Highway Department District		1	
(3) County Code 63	(4) Place Code		
(6) Features Intersected US 1			
(7) Facility Carried I-26			
(9) Location 4 MI W COLUMBIA			
(11) Milepoint		111.334	
(12) Base Highway Network - PART OF NET	Code	1	
(13) LRS Inventory Route & Subroute		00I-00026000	
(16) Latitude 33 Degrees 58 Minutes 50.95 Seconds			
(17) Longitude 81 Degrees 6 Minutes 25.32 Seconds			
(98) Border Bridge State Code	% SHARE	%	
(99) Border Bridge Structure No.	#		
STRUCTURE TYPE AND MATERIAL			
(43) Structure Type Main: MATERIAL - CONCRETE			
Type - TEE BEAM	Code	104	
(44) Structure Type Main: MATERIAL - OTHER OR N/A			
Type - OTHER OR N/A	Code	000	
(45) Number of Spans in Main Unit		4	
(46) Number of Approach Spans		0	
(107) Deck Structure Type - CONCRETE CAST-IN-PLC	Code	1	
(108) Wearing Surface / Protective System:			
A) Type of Wearing Surface - MONO CONCRETE	Code	1	
B) Type of Membrane - NONE	Code	0	
C) Type of Deck Protection - NONE	Code	0	
AGE AND SERVICE			
(27) Year Built		1959	
(106) Year Reconstructed		1993	
(42) Type of Service On - HIGHWAY			
Under - HIGHWAY, WITH OR WITHOUT	Code	1	
(28) Lanes: On Structure = 6 Under Structure = 6			
(29) Average Daily Traffic		89300	
(30) Year of ADT 2022	(109) Truck ADT	09 %	
(19) Bypass, Detour Length		0 MI	
GEOMETRIC DATA			
(48) Length of Maximum Span		55 FT	
(49) Structure Length		220 FT	
(50) Curb or Sidewalk: Left .0 FT Right .0 FT			
(51) Bridge Roadway Width Curb to Curb		125.5 FT	
(52) Deck Width Out to Out		130.8 FT	
(32) Approach Roadway Width (W/Shoulders)		125.5 FT	
(33) Bridge Median - CLOSED W/NON-MNT	Code	3	
(34) Skew 15 Deg (35) Structure Flared		NO	
(10) Inventory Route Min Vert Clear	15 FT	6 IN	
(47) Inventory Route Total Horz Clear		125.5 FT	
(53) Min Vert Clear Over Bridge Roadway	99 FT	99 IN	
(54) Min Vert Underclear Ref - HWY BENEATH	14 FT	10 IN	
(55) Min Lat Underclear Right Ref- HWY BENEATH		18.0 FT	
(56) Min Lat Underclear Left		6.0 FT	
NAVIGATION DATA			
(38) Navigation Control - N/A - NO WATERWAY	Code	N	
(111) Pier Protection -	Code		
(39) Navigation Vertical Clearance		FT	
(116) Vert-Lift Bridge Min Vert Clear		FT	
(40) Navigation Horizontal Clearance		FT	
Sufficiency Rating = 79.9			
Functionally Obsolete = NO			
Structurally Deficient = NO			
CLASSIFICATION		Code	
(112) NBIS Bridge Length -		YES	
(104) Highway System - NHS		1	
(26) Functional System - URBAN-PRIN ART-INT		11	
(100) Strahnet Highway - STRAH HWY		1	
(101) Parallel Structure - NONE EXIST		N	
(102) Direction of Traffic - 2-WAY TRAFFIC		2	
(103) Temporary Structure -			
(105) Federal Lands Highways - N/A		0	
(110) Designated National Network - YES		1	
(20) Toll - ON FREE ROAD		3	
(21) Maintain - SCDOT		1	
(22) Owner - SCDOT		1	
(37) Historical Significance - NOT ELIGIBLE		5	
CONDITION		Code	
(58) Deck - GOOD		7	
(59) Superstructure - FAIR		5	
(60) Substructure - GOOD		7	
(61) Channel and Channel Protection - N/A		N	
(62) Culverts - NOT APPLICABLE		N	
LOAD RATING AND POSTING		Code	
(31) Design Load - HS 20+MOD		6	
(64) Operating Rating - LRFR		38.88	
(66) Inventory Rating - LRFR		27.86	
(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS		5	
(41) Structure Open, Posted or Closed -		A	
Description - OPEN, NO RESTRICT			
APPRAISAL		Code	
(67) Structure Evaluation - BETTER THAN ADEQUACY		5	
(68) Deck Geometry		9	
(69) Underclearances, Vertical and Horizontal		4	
(71) Waterway Adequacy		N	
(72) Approach Roadway Alignment		8	
(36) Traffic Safety Features		0111	
(113) Scour Critical Bridges - NOT OVER WATERWAY		N	
PROPOSED IMPROVEMENTS		Code	
(75) Type of Work -			
(76) Length of Structure Improvement		220.0 FT	
(94) Bridge Improvement Cost		\$0.00	
(95) Roadway Improvement Costs		\$0.00	
(96) Total Project Cost		\$0.00	
(97) Year of Improvement Cost Estimate		2023	
(114) Future AADT		110732	
(115) Year of Future AADT		2042	
INSPECTIONS			
(90) Inspection Date 11/2021	(91) Frequency	24 Mo	
(92) Critical Feature Inspection:	(93) CFI Date		
A) Fracture Crit Detail NO	Mo	A)	
B) Underwater Insp NO	Mo	B)	
C) Other Special Insp NO	Mo	C)	

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IDENTIFICATION			
(1) State Name- SOUTH CAROLINA	Code	454	
(8) Structure Number # 0003210002600700	Asset ID	3024	
(5) Inventory Route (On/Under)	On -	111000260	
(2) State Highway Department District		1	
(3) County Code 63	(4) Place Code	066	
(6) Features Intersected SC 302			
(7) Facility Carried I-26			
(9) Location 4 MI SW OF W COLA			
(11) Milepoint		113.226	
(12) Base Highway Network - PART OF NET	Code	1	
(13) LRS Inventory Route & Subroute		001-00026000	
(16) Latitude 33 Degrees 57 Minutes 21.82 Seconds			
(17) Longitude 81 Degrees 5 Minutes 36.07 Seconds			
(98) Border Bridge State Code	% SHARE	%	
(99) Border Bridge Structure No.	#		
STRUCTURE TYPE AND MATERIAL			
(43) Structure Type Main: MATERIAL - CONCRETE			
Type - TEE BEAM	Code	104	
(44) Structure Type Main: MATERIAL - OTHER OR N/A			
Type - OTHER OR N/A	Code	000	
(45) Number of Spans in Main Unit		4	
(46) Number of Approach Spans		0	
(107) Deck Structure Type - CONCRETE CAST-IN-PLC	Code	1	
(108) Wearing Surface / Protective System:			
A) Type of Wearing Surface - MONO CONCRETE	Code	1	
B) Type of Membrane - NONE	Code	0	
C) Type of Deck Protection - NONE	Code	0	
AGE AND SERVICE			
(27) Year Built		1959	
(106) Year Reconstructed		1993	
(42) Type of Service On - HIGHWAY			
Under - HIGHWAY, WITH OR WITHOUT	Code	1	
(28) Lanes: On Structure = 6 Under Structure = 6			
(29) Average Daily Traffic		99300	
(30) Year of ADT 2022	(109) Truck ADT	09 %	
(19) Bypass, Detour Length		0 MI	
GEOMETRIC DATA			
(48) Length of Maximum Span		56 FT	
(49) Structure Length		224 FT	
(50) Curb or Sidewalk: Left .0 FT Right .0 FT			
(51) Bridge Roadway Width Curb to Curb		104 FT	
(52) Deck Width Out to Out		107.0 FT	
(32) Approach Roadway Width (W/Shoulders)		102 FT	
(33) Bridge Median - CLOSED W/NON-MNT	Code	3	
(34) Skew 33 Deg (35) Structure Flared NO			
(10) Inventory Route Min Vert Clear	15 FT	7 IN	
(47) Inventory Route Total Horz Clear		104.0 FT	
(53) Min Vert Clear Over Bridge Roadway	99 FT	99 IN	
(54) Min Vert Underclear Ref - HWY BENEATH	16 FT	0 IN	
(55) Min Lat Underclear Right Ref- HWY BENEATH		8.0 FT	
(56) Min Lat Underclear Left		8.0 FT	
NAVIGATION DATA			
(38) Navigation Control - N/A - NO WATERWAY	Code	N	
(111) Pier Protection -	Code		
(39) Navigation Vertical Clearance		FT	
(116) Vert-Lift Bridge Min Vert Clear		FT	
(40) Navigation Horizontal Clearance		FT	
Sufficiency Rating = 79.0			
Functionally Obsolete = NO			
Structurally Deficient = NO			
CLASSIFICATION		Code	
(112) NBIS Bridge Length -		YES	
(104) Highway System - NHS		1	
(26) Functional System - URBAN-PRIN ART-INT		11	
(100) Strahnet Highway - STRAH ON/UNDER STRAH		2	
(101) Parallel Structure - NONE EXIST		N	
(102) Direction of Traffic - 2-WAY TRAFFIC		2	
(103) Temporary Structure -			
(105) Federal Lands Highways - N/A		0	
(110) Designated National Network - YES		1	
(20) Toll - ON FREE ROAD		3	
(21) Maintain - SCDOT		1	
(22) Owner - SCDOT		1	
(37) Historical Significance - NOT ELIGIBLE		5	
CONDITION		Code	
(58) Deck - SATISFACTORY		6	
(59) Superstructure - FAIR		5	
(60) Substructure - SATISFACTORY		6	
(61) Channel and Channel Protection - N/A		N	
(62) Culverts - NOT APPLICABLE		N	
LOAD RATING AND POSTING		Code	
(31) Design Load - HS 20+MOD		6	
(64) Operating Rating - LRFR		36.29	
(66) Inventory Rating - LRFR		26.24	
(70) Bridge Posting - EQUAL/ABOVE LEGAL LOADS		5	
(41) Structure Open, Posted or Closed -		A	
Description - OPEN, NO RESTRICT			
APPRAISAL		Code	
(67) Structure Evaluation - BETTER THAN ADEQUACY		5	
(68) Deck Geometry		9	
(69) Underclearances, Vertical and Horizontal		5	
(71) Waterway Adequacy		N	
(72) Approach Roadway Alignment		8	
(36) Traffic Safety Features		0111	
(113) Scour Critical Bridges - NOT OVER WATERWAY		N	
PROPOSED IMPROVEMENTS		Code	
(75) Type of Work -			
(76) Length of Structure Improvement		224.0 FT	
(94) Bridge Improvement Cost		\$0.00	
(95) Roadway Improvement Costs		\$0.00	
(96) Total Project Cost		\$0.00	
(97) Year of Improvement Cost Estimate		2023	
(114) Future AADT		123132	
(115) Year of Future AADT		2042	
INSPECTIONS			
(90) Inspection Date 10/2021	(91) Frequency	24 Mo	
(92) Critical Feature Inspection:	(93) CFI Date		
A) Fracture Crit Detail NO	Mo	A)	
B) Underwater Insp NO	Mo	B)	
C) Other Special Insp NO	Mo	C)	

4/27/2023

IDENTIFICATION			
(1)State Name- SOUTH CAROLINA	Code	454	
(8)Structure Number # 0003210002600600	Asset ID	2791	
(5)Inventory Route (On/Under)	On -	111000260	
(2)State Highway Department District		1	
(3)County Code 63	(4) Place Code		
(6)Features Intersected RR CSXT			
(7)Facility Carried I-26			
(9)Location 4 MI W OF W COLA			
(11)Milepoint		111.605	
(12)Base Highway Network - PART OF NET	Code	1	
(13)LRS Inventory Route & Subroute		001-00026000	
(16)Latitude 33 Degrees 58 Minutes 37.40 Seconds			
(17)Longitude 81 Degrees 6 Minutes 21.27 Seconds			
(98)Border Bridge State Code	% SHARE	%	
(99)Border Bridge Structure No.	#		
STRUCTURE TYPE AND MATERIAL			
(43)Structure Type Main: MATERIAL - CONCRETE			
Type - TEE BEAM	Code	104	
(44)Structure Type Main: MATERIAL - OTHER OR N/A			
Type - OTHER OR N/A	Code	000	
(45)Number of Spans in Main Unit		3	
(46)Number of Approach Spans		0	
(107)Deck Structure Type - CONCRETE CAST-IN-PLC	Code	1	
(108)Wearing Surface / Protective System:			
A)Type of Wearing Surface - MONO CONCRETE	Code	1	
B)Type of Membrane - NONE	Code	0	
C)Type of Deck Protection - NONE	Code	0	
AGE AND SERVICE			
(27)Year Built		1958	
(106)Year Reconstructed		1993	
(42)Type of Service On - HIGHWAY			
Under -RAILROAD	Code	2	
(28)Lanes: On Structure = 6	Under Structure =	0	
(29)Average Daily Traffic		99300	
(30)Year of ADT 2022	(109)Truck ADT	09 %	
(19)Bypass, Detour Length		1 MI	
GEOMETRIC DATA			
(48)Length of Maximum Span		60 FT	
(49)Structure Length		180 FT	
(50)Curb or Sidewalk: Left .0 FT	Right .0 FT		
(51)Bridge Roadway Width Curb to Curb		117.5 FT	
(52)Deck Width Out to Out		122.8 FT	
(32)Approach Roadway Width (W/Shoulders)		117.5 FT	
(33)Bridge Median - CLOSED W/NON-MNT	Code	3	
(34)Skew 26 Deg	(35)Struture Flared	NO	
(10)Inventory Route Min Vert Clear	99FT	99 IN	
(47)Inventory Route Total Horz Clear		117.5 FT	
(53)Min Vert Clear Over Bridge Roadway	99FT	99 IN	
(54)Min Vert Underclear Ref -RXR BENEATH	22FT	0 IN	
(55)Min Lat Underclear Right Ref -RXR BENEATH	19.0FT		
(56)Min Lat Underclear Left	.0FT		
NAVIGATION DATA			
(38)Navigation Control - N/A - NO WATERWAY	Code	N	
(111)Pier Protection -	Code		
(39)Navigation Vertical Clearance		FT	
(116)Vert-Lift Bridge Min Vert Clear		FT	
(40)Navigation Horizontal Clearance		FT	
Sufficiency Rating = 70.8			
Functionally Obsolete = NO			
Structurally Deficient = NO			
CLASSIFICATION			
(112)NBIS Bridge Length -		YES	
(104)Highway System - NHS		1	
(26)Functional System - URBAN-PRIN ART-INT		11	
(100)Strahnet Highway - STRAH HWY		1	
(101)Parallel Structure - NONE EXIST		N	
(102)Direction of Traffic - 2-WAY TRAFFIC		2	
(103)Temporary Structure -			
(105)Federal Lands Highways - N/A		0	
(110)Designated National Network - YES		1	
(20)Toll - ON FREE ROAD		3	
(21)Maintain - SCDOT		1	
(22)Owner - SCDOT		1	
(37)Historical Significance - NOT ELIGIBLE		5	
CONDITION			
(58)Deck - SATISFACTORY		6	
(59)Superstructure - FAIR		5	
(60)Substructure - GOOD		7	
(61)Channel and Channel Protection - N/A		N	
(62)Culverts - NOT APPLICABLE		N	
LOAD RATING AND POSTING			
(31)Design Load -HS 20+MOD		6	
(64)Operating Rating - LRFR		36.94	
(66)Inventory Rating - LRFR		26.24	
(70)Bridge Posting - EQUAL/ABOVE LEGAL LOADS		5	
(41)Structure Open, Posted or Closed -		A	
Description - OPEN, NO RESTRICT			
APPRAISAL			
(67)Structure Evaluation - BETTER THAN ADEQUACY		5	
(68)Deck Geometry		9	
(69)Underclearances, Vertical and Horizontal		6	
(71)Waterway Adequacy		N	
(72)Approach Roadway Alignment		8	
(36)Traffic Safety Features		0111	
(113)Scour Critical Bridges - NOT OVER WATERWAY		N	
PROPOSED IMPROVEMENTS			
(75)Type of Work -		Code	
(76)Length of Structure Improvement		180.0 FT	
(94)Bridge Improvement Cost		\$0.00	
(95)Roadway Improvement Costs		\$0.00	
(96)Total Project Cost		\$0.00	
(97)Year of Improvement Cost Estimate		2023	
(114)Future AADT		123132	
(115)Year of Future AADT		2042	
INSPECTIONS			
(90)Inspection Date 11/2021	(91)Frequency	24 Mo	
(92)Critical Feature Inspection:		(93)CFI Date	
A)Fracture Crit Detail NO	Mo	A)	
B)Underwater Insp NO	Mo	B)	
C)Other Special Insp NO	Mo	C)	

4/27/2023

METHOD OF PROCUREMENT:

This is a two-phased qualifications-based selection and the contract will be competitively negotiated. The most qualified of the responsible and responsive consultant firms will be selected for negotiations. This qualification-based selection is based on the Brooks Act (40 U.S.C. 11) and 23 CFR 172.

C. SUBMITTAL FORMAT:

All responding firms must utilize ProjectWise, SCDOT's electronic proposal submission process. Submitted proposal documents that are uploaded into ProjectWise **shall** be named with the following format: **S-XXX-XX RespondingFirmName.pdf**. Submitted proposal documents that are REDACTED shall be uploaded into ProjectWise under following format: **S-XXX-XX RespondingFirmName-REDACTED.pdf**.

Please contact Matthew Boozer at BoozerML@scdot.org or Zachary Follmer at FollmerZD@scdot.org to set up an account to begin utilizing the electronic submittal process. Consultants are REQUIRED to upload their submittals online through ProjectWise. Only one completed submittal per team will be accepted and shall be uploaded by the lead consulting firm. Please be advised of the time required to set up new account. All requests for new accounts must be received 72 hours prior to the proposal deadline indicated in the milestone schedule.

Information regarding ProjectWise can be found at:

http://www.scdot.org/doing/constructionLetting_ProjectWise.aspx

In the event that a consultant is unable to submit its RFP response through ProjectWise, consultant shall contact the CO to request authorization to submit the RFP response in another format. RFP responses which do not have prior SCDOT authorization to deviate from the ProjectWise format may be considered non-responsive.

All questions regarding the scope of work in the RFP must be submitted by e-mail to the CO or as directed in the RFP. Questions shall be received a minimum of five (5) business days prior to the date and time that the proposal is due unless otherwise stated in RFP. No further questions shall be accepted after that time specified. SCDOT will strive to place all questions and their answers as an addendum to the RFP on the SCDOT website. The names of the consultant/vendors submitting questions will not be disclosed. Proposers will be required to submit an acknowledgement of addendum receipt with their RFP submittal. Oral explanations or instructions and email exchanges with the CO are non-binding and do not become part of the contract or RFP.

RFP formatting requirements: The response shall contain no more than fifteen (15) double spaced pages with normal one (1) inch margins, typed on one side only, excluding appendices. Minimum font size shall be 12-point, and the response document page size shall be standard 8.5 inches x 11 inches. Charts, tables, and schedules used to explain or expand on the RFP narrative are to be included within the fifteen (15) pages and shall not be inserted into the appendices. Photo captions and other text that are not part of the narrative paragraphs and tables do not have font limitations. No additional information shall be accepted, including links to external websites, video clips, simulations/visualization embedded within the fifteen (15) page narrative. If the response does not conform to these requirements, the proposal may be negatively scored.

The RFP response must be submitted by the date and time listed in this RFP.

Responses also must address each of the following proposal content requirements in the same order as listed below. If a consultant does not submit responses to these items, their submittal may be considered non-responsive and returned without further review/evaluation. Consultants are advised that SCDOT reserves the right to conduct an independent investigation of any information, including prior experiences, identified in the responses. Consultants are responsible for effecting delivery by the deadline date and time; late submissions will be rejected without opening. SCDOT accepts no responsibility for misdirected or lost proposals. Responses shall be explained and identified within the fifteen (15) pages.

D. PROPOSAL CONTENT:

The Technical Proposal Narrative shall contain no more than 15 pages. Charts, tables, and schedules used to explain or expand on the Technical Proposal are to be included within the page limit. No additional information shall be accepted, including, but not limited to, links to external websites, video clips, or simulations/visualizations embedded within the Narrative.

The Technical Proposal Narrative shall contain a direct response to each of the selection criteria identified in section F.

Prior to contract execution, all consultant firms, key Individuals and all other individuals that are considered critical to the success of the project, shall hold or obtain licenses required for performing work on the Project under state and local laws. Any design reports, plans, and design calculations shall be signed and sealed by an unrestricted Professional Engineer registered in the State of South Carolina.

E. SELECTION CRITERIA AND EVALUATION PROCESS:

A selection committee comprised of subject matter experts will be established by SCDOT to review the RFP responses and score the firms based on the technical criteria provided in the RFP. The selection committee will receive copies of each responsive RFP submitted and will review and draft preliminary scores based on the technical selection criteria. The selection committee will then meet to discuss the RFPs and determine if interviews are necessary. If interviews will not be conducted, members finalize their individual scores and submit them to the Contract Officer (CO).

The CO will compile and combine the final RFP scores and SOQ scores, rank the consultant firms, and send the ranked consultant firms to the Chief Procurement Officer (CPO) with a recommendation to begin contract negotiations with the highest ranked consultant firm. The CPO may approve entering into contract negotiations with the top ranked consultant firm, or reject the selection altogether (in which case the project may be re-solicited). If negotiations fail with any of the offerors, SCDOT may terminate the negotiation and commence negotiation with the next highest ranked offeror that is not already in negotiations. Cost is NOT a factor in the ranking of consultants to provide services herein. DO NOT include any reference to consultant costs in the RFP response. Any RFP response with any discussion of cost will be disqualified. Consultants are advised that this evaluation and selection process is a competition and not simply a prequalification. Note that the method of payment for this contract will be a cost plus fixed fee, specific rates of compensation/unit rates with a contract maximum, or lump sum.

The criteria with relative point value shown below will be the basis for the submitted proposal evaluation and score.

Technical Criteria 1	50%	Description of the consultant's understanding and technical approach to the project as it relates to the bridge/structural design, hydrologic/hydraulic design, geotechnical design, and traffic design. Include any expected challenges and potential mitigation strategies.
Technical Criteria 2	20%	Description of the consultant's understanding of the project as related to environmental documentation and permitting challenges. These should include but are not limited to public involvement and external agency coordination.
Technical Criteria 3	20%	Consultant's technical approach to applying the SCDOT Bridge Design Manual and other associated/relevant manuals to these rehabilitation project.
Technical Criteria 4	10%	Consultant's approach to ensure quality in the development of the PS&E package.
Total Technical Criteria	100%	

* Note: An asterisk will be used to point out when special experience is essential within any of the above evaluation criterion. To address this, the consultant will need to provide specific projects to demonstrate

this experience to include the client's name, telephone number and email address, along with the specific role of the consultant's team member.

F. FINAL SELECTION AND NOTIFICATION:

The CO will compile and combine the final RFP scores and SOQ scores, rank the consultant firms, and send the ranked consultant firms to the Chief Procurement Officer (CPO) with a recommendation to begin contract negotiations with the highest ranked consultant firm. The CPO may approve entering into contract negotiations with the top ranked consultant firm, or reject the selection altogether (in which case the project may be re-solicited). If negotiations fail with any of the offerors, SCDOT may terminate the negotiation and commence negotiation with the next highest ranked offeror that is not already in negotiations.

The intent is to enter into a contract with the top ranked firm pending successful negotiations. All awards will be posted on the SCDOT website.

G. TIE BREAKER:

Final evaluation scores are determined from the average of the voting selection committee member's scores. Final scores will be extended to the hundredth (2 decimal points) to determine the higher ranked firm. In the event of a tie, final scores will be determined based on the value of contracts awarded in the category of work solicited during the previous 24-month period. The firm with the lowest dollar value of actual projects/tasks awarded during the period will be deemed the higher ranking firm of the tie.

H. INSTRUCTIONS TO CONSULTANTS:

ADDITIONAL INFORMATION: SCDOT reserves the right to request or obtain additional information about any and all responses to the RFP.

AMENDMENT: Any amendment will be posted at the SCDOT website. The RFP may be amended at any time prior to the RFP response submittal date. All actual or prospective consultants should monitor the SCDOT website for issuance of amendments. Consultants shall acknowledge receipt of any amendment to this RFP (1) by signing and returning the amendment, (2) by letter; or (3) by submitting a RFP response that indicates in some way that the consultant received the amendment. If this RFP is amended, all terms and conditions which are not modified remain unchanged. It is the consultant's responsibility to check the website regularly for updates and modifications.

AUDITS: Prior to contract award, an audit may be conducted by SCDOT of the selected consultant. This audit will be for the purpose of ensuring the selected firm is financially capable of performing the contract, the cost information and prices quoted are reasonable and the selected consultant has adequate accounting practices to ensure accurate tracking of contract costs.

AUTHORIZATION TO BEGIN WORK: No work shall commence until after contract execution and issuance of a Notice to Proceed (NTP). Violations of NTP may result in non-payment of work performed, termination of an impending contract, or loss of federal funds, if applicable. Consultant billing shall not date prior to contract and/or modification of execution date.

AWARD: Contract award will occur after successful negotiations with the selected firm are reached. All selected firms and awards will be posted on SCDOT website. Award will be made to the top ranked firm that has successfully negotiated a contract.

CEI CONFLICT: No member of the consulting firm, its subsidiaries and/or affiliates, shall be selected for CEI services on a design build project if they are part of the design build team. If a sub-consultant is on the design build team, the CEI consultant candidate shall request approval from SCDOT to replace the conflicting sub-consultant prior to CEI contracting in accordance with the **KEY INDIVIDUAL, STAFF AND TEAM CHANGES AFTER AWARD OF DESIGN BUILD CONTRACT.**

CLARIFICATIONS: SCDOT, at its sole discretion, shall have the right to seek clarifications from any consultant to fully understand information contained in their responses to the RFP.

COMMUNICATION: Effective the date of the advertisement of this contract, no further contact is allowed with any SCDOT personnel concerning this project except for questions of an administrative or contractual nature that shall be submitted in writing to the attention of the CO. This restriction is in effect until the selection has been announced. The employees of the proposing consultant may not contact any SCDOT staff including members of the Selection Committee, other than the CO to obtain information on the RFP. Such contact may result in disqualification. This includes any contact with any other state Department of Transportation.

CONFLICT OF INTEREST: By submitting a proposal, proposer agrees that, if an organizational conflict of interest (real or apparent) is discovered after the proposal is submitted, the proposer must make an immediate and full disclosure to SCDOT that includes a description of the action that the proposer has taken or proposes to take to avoid or mitigate such conflict. At SCDOT's discretion, SCDOT may reject the proposal as non-responsive due to the conflict of interest notwithstanding proposer's mitigation efforts. SCDOT considers it a conflict of interest for a consultant to represent more than one party in relation to any given project regardless of which phases of the service are involved. If proposer fails to disclose a conflict of interest, SCDOT may reject the proposal as non-responsive. If after award of the contract an organizational conflict of interest is determined to exist, SCDOT may, at its discretion, cancel the contract. If the proposer was aware of an organizational conflict of interest prior to the award of the contract and did not disclose the conflict to SCDOT, then SCDOT may terminate the contract for default. Consultant must complete and submit a DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION certifying it does not have any financial or other interest in the outcome of the project, that it has no agreement, enforceable promise, or guarantee with any individual or company to provide any work on the project, that it does not have any association or professional or business relationships with anyone who has a financial interest in the outcome of the project, nor does anyone with a financial interest in the outcome of the project, exercise any control over the consultant's pay, employment, bonuses, or other area subject to external influence.

CONFLICT OF INTEREST (NEPA): For all Environmental Impact Statement (EIS) and Environmental Assessment (EA) consultant selections, a DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION will be required from each firm of the project team (prime and all sub-consultants). Consultants will be required to disclose any financial or other interest they may have in the outcome of the environmental document, in accordance with Council on Environmental Quality Regulation, 40 C.F.R. §1506.5(c) (1999).

SCDOT's Procurement Manual: 9.7 NEPA Conflict of Interest A. Conflicts of Interest for Engineering and Design Related Services: In accordance with the FHWA Procurement, Management, and Administration of Engineering and Design Related Services - Questions and Answers VIII guidance: A contract may be awarded for final design services to a consulting engineering firm, prime or sub-consultant, which provided services during the environmental review and preliminary design engineering phase of the project provided a NEPA decision document has been issued or if the NEPA process is still underway, appropriate provisions are included in the solicitation and contract to indicate that the contracting agency is not obligated to proceed with final design for any alternative, that all reasonable alternatives will be evaluated and given appropriate consideration, and that the firm may not proceed with final design until the relevant NEPA decision documents have been issued.

CONFLICT OF INTEREST (SCDOT COMMISSION): Section 23 of Act 40 of 2017 [now codified as S. C. Code Section 57-1-350(G)] prohibits a member of the SCDOT Commission serving on July 1, 2017 (the effective date of the Act) or thereafter, from having an interest, direct or indirect, in any contract awarded by the department during the member's term of appointment and for one year after the termination of the appointment. Therefore, any proposal or bid submitted to SCDOT in violation of this law will be disqualified.

COST RATE: Consultants and sub-consultants must have an SCDOT approved indirect cost rate prior to contract execution. Please refer to the following link for additional information:

<http://www.scdot.org/business/ae-consultants.aspx>

CURRENT AND FORMER SCDOT EMPLOYEES: To avoid the appearance of any real or perceived favoritism, unfair advantage, undue influence, or conflict of interest, a proposal will be disqualified that names, identifies, or includes in any way a current or former SCDOT employee serving in a management level position within 365 days of the submittal. No communication or appearance shall be made by such current or former employee with SCDOT on such proposal, or the proposal will be disqualified. In addition no current or former employee, who served in a management level position or above, may work on or invoice for services performed on a project within 365 days after their last day of employment with SCDOT. For the purposes of this bright line rule, "management level position" is defined as any SCDOT Pay Band 7 and above position, which includes, but is not limited to, Directors, Assistant Directors, District Engineering Administrators, District-level Engineers, Program Managers, Assistant Program Managers and Resident-level Engineers.

DBE GOAL: The contract for this Project contains a DBE participation goal as set forth on Page 1 of this RFP. The Consultant shall comply with the requirements of the specifications titled, DISADVANTAGED BUSINESS ENTERPRISE (DBE) – SUPPLEMENTAL SPECIFICATION found on SCDOT's website at the following link:

http://info2.scdot.org/SCDOTProfessionalServ/SitePages/constructionLetting_Services.aspx.

For the purposes of applying these Specifications, the term Contractor is synonymous with Consultant. The Selected Consultant shall submit a DBE committal sheet after completion of contract negotiations and prior to contract execution. Failure to provide the committal sheet within the allotted time frame may result in the consultant being considered non-responsive and ineligible for contract execution.

DBE QUALIFICATION: To qualify as a DBE on this project, the firm must be listed as approved for the type of work to be performed in the South Carolina Unified DBE Directory at the time of the RFP submittal. Consultants shall comply with Title VI of the Civil Rights Act of 1964. The SCDOT strongly encourages the use of and involvement of Disadvantaged Business Enterprises (DBE) on this project. The directory can be found at the following link:

<http://www.scdot.org/business/bus-development-dbe-sbe-cert.aspx>

DBE REPORTING REQUIREMENTS: All executed contracts are subject to the provisions of the SCDOT DBE Program and 49 CFR Part 26. SCDOT is utilizing the DBE Quarterly Reports and DBE Status Spreadsheet as tracking tools. The DBE Quarterly Report reflects quarterly and total payments to date for all DBE firms. A separate DBE Quarterly Report must be submitted for each DBE firm for every active contract even if no payments were made to DBEs during the specified reporting period. The DBE Status Spreadsheet reflects a summary of payments to all committed and non-committed DBE firms working on the project, and must be submitted along with the DBE Quarterly Reports.

DBE UTILIZATION PLAN: A plan for use of DBE firms on the advertised project. The plan should be specific to the project and should include the firms to be used and the type of work each will perform. An estimated percentage of work for each firm should be indicated.

DEBARMENT CERTIFICATION: Federal regulations require certification by prospective consultants as to current history regarding debarment, eligibility, indictments, convictions, or civil judgments. Consultant is required to submit the Debarment certification with its RFP response. Any individual, business, organization, corporation, consortium, partnership, joint venture, or any other entity including sub-consultants currently debarred or suspended by the federal government are ineligible to participate in Federal – funded project. Any prospective consultant knowingly allowing any person disqualified, debarred or suspended pursuant to S.C. Reg. 63-306 or by any other state governmental or regulatory agency to serve as a subconsultant or supplier or to play any other role under any contract with the SCDOT without prior written authorization from the SCDOT may be disqualified.

DEBRIEFING: If a non-selected consultant would like to schedule a debriefing, consultant will have three (3) working days from the date of notification of non-selection. Only written requests (emails are acceptable) for a debriefing will be scheduled. If a consultant chooses to schedule a debriefing prior to contract signature, they can no longer be considered for award of this contract. However, the option exists to schedule a post-award debrief which will not jeopardize their opportunity for contract award should negotiations with the selected firm(s) prove unsuccessful.

DESIGN-BUILD SUPPORT ENGINEERING CONFLICT: By and large, the selection of a consulting firm for preparation services will indicate that the prime consultant will be retained through the completion of the design-build procurement process. Furthermore, any sub-consultant performing any of the following preliminary design services will customarily be retained: roadway, structural, hydraulics, geotechnical, and traffic. Those entities retained will be prohibited from participating in the pursuit of the associated design-build project. The purpose of this retention will be to primarily assist the Design-Build Group with RFP development, answering questions, and providing technical support during the RFP phase of the procurement.

Any sub-consultant performing services outside of the above referenced preliminary design services will be allowed to participate in the pursuit of the associated design-build project provided: (1) The prime consultant submits a Standard Release Letter along with all deliverables to the PM; and (2) SCDOT concurs in the release request. The Standard Release letter can be obtained on the SCDOT Design-Build website.

DRUG FREE WORK PLACE CERTIFICATION: By submitting an RFP response, consultant certifies that, if awarded a contract, consultant will comply with all applicable provisions of the Drug-free Workplace Act, Title 44, Chapter 107 of the South Carolina Code of Laws, as amended.

ETHICS CERTIFICATION: By submitting this RFP, the consultant certifies that the consultant has and will comply with South Carolina's Ethics, Government Accountability, and Campaign Reform Act of 1991, as amended. The following statutes require special attention: (a) Offering, giving, soliciting, or receiving anything of value to influence action of public employee - §8-13-790, 8-13-705, 8-13-720; (b) Recovery of kickbacks - §8-13-790, (c) Offering, soliciting, or receiving money for advice or assistance of public official - §8-13-720, (d) Use or disclosure of confidential information - §8-13-725, (e) Persons hired to assist in the preparation of specifications or evaluation of bids - §8-13-1150, (f) Solicitation of state employees - §8-13-755, §8-13-760 and §8-13-725. The state may rescind any contract and recover all amounts expended as a result of any action taken in violation of this provision.

INSURANCE and BONDS: Consultant is responsible to obtain all required statutory and contractual insurance and bonds, including but not limited to Professional liability insurance and Error and Omissions insurance, and shall be submitted to the SCDOT prior to execution of contract.

JOINT VENTURES: If consultant is a partnership, limited partnership, joint venture or other association (hereinafter joint venture), provide a copy of the organizational document or agreement committing to form the organization. Provide documentation from its surety company acknowledging the formation of a joint venture for the purpose of completing the project and that the joint venture is capable of obtaining a performance bond and payment bond in the estimated amount of the contract. Provide a statement executed by all general partners, joint venture members, or other association members, as applicable, evidencing agreement to be fully liable for the performance under the contract. Provide documentation evidencing the person signing the contract has authority to sign the contract on behalf of the joint venture. This information may be included in the appendices and will not be counted against the maximum page limitation.

KEY INDIVIDUALS: At a minimum, SCDOT considers Project Managers and major discipline leaders as "Key Individuals." Based on the specific requirements of the project, the proposer may identify other key individuals as critical to the success of the project. It is incumbent on the prime consultant to determine who they deem as "Key Individuals."

KEY INDIVIDUAL CHANGES DURING SELECTION PROCESS:

(A) If during the selection process, the CO is notified by the consultant that key individuals are not available, action must be taken as follows: (1) if notified before scoring is complete, but after deadline for submittal, the consultant shall submit the formal name (first, middle, maiden if applicable, and last) and resume of a replacement having equal or better qualifications who would be replacing the key individual. The selection committee will score using the new key individual; (2) if notified after the scoring is complete, but prior to final approval, and the change involves the top scoring consultant, the consultant can submit the resume of the person having equal or better qualifications who will replace the key individual. The selection committee must then determine if the new person would affect the selection results. If not, the CO will notate the change and the justification for keeping the selection results. If it does, the selection committee will re-score the top consultant and change the selection; or (3) if a consultant notifies the CO of a key individual

change any time after the final approval, the SCDOT must determine if the new key individual is acceptable. If not, the consultant will be rejected and the next highest qualified consultant selected.

(B) To qualify for SCDOT's authorization to replace a key individual, the firm must submit the resume and SF 330 of the replacement, a written request explaining the reason for the change and must document that the proposed removal and replacement will provide services and/or management of the Project equal to or better than that submitted with the proposal. SCDOT will use the criteria specified in the advertisement and the qualification submitted by the firm to evaluate all requests. SCDOT reserves the right to reject the firm from further consideration if the new member is not approved.

KEY INDIVIDUAL CHANGES AFTER AWARD THIS SOLICITATION: All key individuals identified in the submitted proposal shall remain for the duration of the procurement process and if the Prime Consultant is awarded a contract, the duration of the contract. Unauthorized changes to the key individuals at any time during the procurement process may result in rejection of the submitted proposal from further consideration. If the Prime Consultant is awarded a contract, unauthorized changes to any key individuals in the submitted proposal may be considered a breach of contract and result in termination.

KEY INDIVIDUAL, STAFF AND TEAM CHANGES AFTER AWARD OF DESIGN BUILD CONTRACT: If the top ranking prime consultant has a sub-consultant or subcontractor listed that is a member of the successful design-build team, the prime consultant shall request approval from SCDOT to replace the sub-consultant or subcontractor only under the following conditions: (1) the prime consultant must remain, (2) a maximum of 25% of the original team may be substituted, and (3) key individuals cannot be substituted. If the selected prime consultant cannot meet the three (3) criteria above, the next highest ranked prime consultant will be reviewed for compliance. All changes in the team must be approved by SCDOT in writing.

LAWS AND REGULATIONS: It is the responsibility of consultant to know and understand state and federal contracting and project regulations, rules, policies and procedures. Consultants shall conform to all state and federal requirements.

LEGAL NAME: This is defined as an individual's formal name: first, middle, maiden if applicable, and last. Nick names may be included as an addition to, but not a replacement of the formal, legal name.

MULTIPLE PROPOSALS: Consultants are prohibited from submitting on multiple proposals as the prime consultant in response to this advertisement.

OWNERSHIP: All materials and written qualifications submitted pursuant to this RFP shall become the property of SCDOT and will not be returned. All responders must visibly mark as "CONFIDENTIAL" or "TRADE SECRET" each part of their submission that they consider to contain proprietary information the release of which would constitute an unreasonable invasion of privacy. For every document consultant submits in response to or with regard to this RFP, consultant must separately mark with the word "CONFIDENTIAL" every page, or portion thereof, that consultant contends contains information that is exempt from public disclosure because it is either (a) a trade secret as defined in Section 30-4-40(a)(1), or (b) confidential proprietary information, as that phrase is used in Section 30-4-30(a)(5)(c). For every document consultant submits in response to or with regard to this RFP, consultant must separately mark with the words "TRADE SECRET" every page, or portion thereof, that consultant contends contains a trade secret as that term is defined by Section 39-8-20 of the Trade Secrets Act. All markings must be conspicuous; use color, bold, underlining, or some other method in order to conspicuously distinguish the mark from the other text. Do not mark the entire Proposal as confidential or proprietary. If your response, or any part thereof, is improperly marked as confidential or trade secret, consultant waives its confidentiality and the SCDOT may, in its sole discretion, determine if it should be released. All unmarked pages will be subject to release in accordance with law. By submitting a response, consultant agrees to defend, indemnify and hold harmless the State of South Carolina, its agencies, officers and employees, from every claim, demand, loss, expense, cost, damage or injury, including attorney's fees, arising out of or resulting from withholding information by the State of South Carolina or any of its agencies, that consultant marked as "confidential" or "trade secret".

SUBMITTING REDACTED PROPOSALS: If your proposal includes any information that you marked as "Confidential," or "Trade Secret," in accordance with the clause entitled "OWNERSHIP", you must also

submit one complete copy of your proposal from which you have removed or concealed such information (the redacted copy). The redacted copy should (i) reflect the same pagination as the original, (ii) show the empty space from which information was redacted, and (iii) be submitted on magnetic media. Except for the information removed or concealed, the redacted copy must be identical to your original offer, and the Procurement Officer must be able to view, search, copy and print the redacted copy without a password. If you are the selected to proceed to contract negotiation, any document you provide to SCDOT during negotiation shall be submitted along with a redacted version. Failure to redact any information from the proposal during the negotiation may subject the information to disclosure under FOIA.

PREPARATION OF RFP: Consultants and/or sub-consultants who assist the owner in the preparation of a RFP document will not be allowed to participate in this RFP or join a team submitting a proposal in response to the RFP. However, SCDOT may determine there is not an organizational conflict of interest for a consultant or sub-consultant where: (a) The role of the consultant or sub-consultant was limited to provision of preliminary design, reports, or similar "low-level" documents that will be incorporated into the RFP, and did not include assistance in development of instructions to proposer or evaluation criteria, or (b) Where all documents and reports delivered to the agency by the consultant or sub-consultant are made available to all consultants.

PROTEST PROCEDURES: Please refer to Chapter 15, page 50 of the SCDOT Manual for Procurement, Management and Administration of Engineering and Design Related Services at:

<http://info2.scdot.org/professionalserv/HostDocs/PSCO-Manual-5-1-2018.pdf>

REQUIRED PERCENTAGE OF WORK FOR PRIME CONSULTANTS: Consultant must perform work valued at not less than 30% of the total work, excluding specialized services, with its own staff. Specialized services are those services or items not usually furnished by a consultant performing a particular type of services requested.

RESPONSIBLE: Award of the contract will be to firms who have the capability in all respects to perform fully the contract requirements and the integrity and reliability which will assure good faith performance which may be substantiated by past performance.

RESPONSIVENESS: Any RFP response which fails to conform to the material requirements of the RFP may be rejected as nonresponsive. Reasons for determining a proposal to be non-responsive may result from, but are not limited to, the following: failure to provide all information requested in RFP, conflict of interests, conditional proposals, and failure to provide complete and honest information. Proposers will not be given an opportunity to correct any material nonconformity. Any deficiency resulting from a minor informality may be clarified or waived at the sole discretion of the SCDOT.

RFP PREPARATION COSTS: SCDOT assumes no liability and will not reimburse costs incurred by firms (whether selected or not) in developing responses to this RFP or participating in interviews.

RIGHT TO MODIFY and AMEND RFP: SCDOT reserves the right to modify or amend any provision of this RFP, including the determination of its intent to award a contract pursuant to this RFP. Interested engineering consultants are cautioned to rely solely on the contents of this RFP and subsequent written amendments in preparing any list of qualifications. SCDOT shall not be bound by any oral instructions, comments, or recommendations of any kind.

RIGHT TO REJECT: SCDOT reserves the right, in its sole discretion, to reject any and all RFP responses if SCDOT determines that such rejection is in the best interest of the State of South Carolina.

RIGHT TO CANCEL: SCDOT reserves the right to cancel the advertisement, negotiations, or contract at any time in the best interest of the State.

TERMS OF CONTRACT: The boilerplates terms for all SCDOT contracts are non-negotiable.

VALIDITY OF INFORMATION: Consultant shall be held responsible for the validity of all information supplied in its proposal, including that provided by potential subcontractors. Should subsequent investigation disclose that the facts and conditions were not as stated, the proposal may be rejected or

contract terminated for default if after award, in addition to any other remedy available under the contract or by law.