REQUEST FOR BIDS

FOR

FAIRFIELD CTC 2027 STATE ROAD PAVING PROJECT (PHASE 2 - 99 ROAD)

Advertisement Date: August 20, 2026

Project Number: 23-185.12

Bids Due: Tuesday, September 22, 2026, at 10:00 AM

Length: 2.37

Type: HMA Paving and Miscellaneous Related Items on 99 Road from Coleman Road to Buckhead Road in Fairfield County

Engineer: Infrastructure Consulting & Engineering (ICE)

Contractor: _____

Address: _____

_____

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SECTION I: NOTICE TO CONTRACTORS

PROJECT NAME: FAIRFIELD CTC 2027 PAVING STATE ROAD PROJECT (PHASE 2 - 99 ROAD)

PROJECT NUMBER: 23-185.12

PROJECT LOCATION: Fairfield County, SC

BID BOND/SECURITY: Required at 5% of the bid amount

PERFORMANCE BOND: Required at 100% of the bid amount

PAYMENT BOND: Required at 100% of the bid amount

DBE PARTICIPATION: Encouraged at 5% or greater

DESCRIPTION OF PROJECT: HMA Paving and Miscellaneous Related Items on 99 Road from Coleman Road to Buckhead Road in Fairfield County

AGENCY/OWNER: FAIRFIELD COUNTY, 250 N. Walnut Street, Winnsboro SC 29180

ENGINEER: *INFRASTRUCTURE CONSULTING AND ENGINEERING, LLC (ICE)*: Project Manager, Brian Faulkenberry, 121 Midlands Court, West Columbia, SC 29169 Email: brian.faulkenberry@ice-eng.com,

QUESTIONS: All questions, requests, and correspondence shall be addressed to the Project Manager, Brian Faulkenberry. All questions concerning the Bid Documents shall be in writing and submitted by COB **September 14, 2026.**

PLANS AND BID DOCUMENTS ON FILE: Fairfield County Procurement Office, *INFRASTRUCTURE AND CONSULTING ENGINEERING, LLC (ICE) Columbia, SC*

PLAN DEPOSIT: Bid Documents may be obtained as hard copy from the Engineer for $100.00 non-refundable fee or electronic copy for no charge.

PRE-BID CONFERENCE: There will be no pre-bid conference. Any questions or concerns should be addressed by email only to Brian Faulkenberry, at brian.faulkenberry@ice-eng.com. All questions with answers will be forwarded to all known plan holders

BID CLOSING AND OPENING: Tuesday, September 22, 2026, 10:00 AM

BID SUBMITTAL: Submit Sealed Bids clearly marked "RFB: 23-185.12" with the bidder's name, address, and South Carolina contractor license number on the envelope to: Fairfield County Procurement, Attn: Ms. Timika Beaver, County Government Complex, PO Drawer 60, 250 North Walnut Street, Winnsboro SC 29180.

SUBSTANTIAL COMPLETION: This project shall be completed by May 31, 2027.

IF YOU DOWNLOAD THIS DOCUMENT WITH INTENT TO BID,

PLEASE EMAIL BRIAN

FAULKENBERRY AT

BRIAN.FAULKENBERRY@ICE-ENG.COM

TO RECEIVE ANY ADDENDA OR OTHER MODIFICATIONS THAT MAY BE ISSUED AT A LATER DATE

SECTION II: GENERAL CONDITIONS AND CONTRACT

GENERAL CONDITIONS

1. BID INSTRUCTIONS AND SUBMITTAL:
   a. Bids shall be publicly opened at the time and place as indicated in the *Notice to Contractors*.
   b. Sealed bids shall be enclosed and secured in an envelope bearing the markings as described under Bid Submittals in the Notice to Contractors. Bids shall be addressed to the Fairfield County Procurement Office, Attention: Ms. Timika Beaver, County Government Complex, PO Drawer 60 or 250 North Walnut Street, Winnsboro, SC 29180.
   c. Bids shall be submitted no later than **September 22, 2026, at 10:00 AM,** if mailed or hand delivered in the places and manners as described in paragraph b above and on the date indicated by the *Notice to Contractors*. Bids received after these times are considered late bids. Late bids shall not be considered unless the delay was caused by improper handling by the County's employees.
   d. The County shall not accept responsibility for unidentified bids.
   e. In the event that a bid is unintentionally opened prior to the official time set for the bid opening, the employee opening such bid shall immediately inform the Procurement Officer or his/her assistant who shall, in the presence of another of equal rank or above, immediately contact the vendor submitting the bid.
   f. The vendor so contacted will be informed as to the circumstances and shall be invited to come to the office of Procurement to reseal and submit or withdraw the bid, if the vendor elects to reseal and submit the bid, such vendor shall be required to sign, date and indicate the time of resealing on the bid envelope. If the vendor directs the Procurement Office to reseal the bid, both the employee making the contact to the vendor and the owner witness present, shall sign, date and indicate the time of sealing on the bid envelope.
   g. In the event that the Procurement Office is directed by the vendor to return the bid, a statement properly witnessed stating the action taken and when, shall be duly filed.
   h. All prices and quotations shall be entered in ink or typewritten and shall remain firm for no less than sixty (60) days from the date of the bid. Mistakes may be crossed out and corrections inserted adjacent there to and shall be initialed in ink by the person signing the bid. The bidder shall insert the net price per stated unit and the extension against each item, which he/she proposed to deliver. The price shall include in the grand total column all delivery charges, installation and applicable taxes when necessary.
   i. Bids Will Not Be Considered unless the bidder is legally qualified under the provisions of the South Carolina Contractor's Licensing Law (South Carolina Code of Laws as amended).
   j. Bids Will Not Be Considered unless accompanied by a sealed, bidder's bond, for 5 percent (5%) of the amount of the bid. Bid bond will be duly executed by the bidder as principal & having as surety thereon a surety company licensed to do business in the State of South Carolina. Successful bidder will be required to furnish a satisfactory performance & payment bond each in the amount of 100 percent (100%) of the bid.
   k. The County Reserves the Right to accept or reject any & all responses, to waive technicalities & informalities, to negotiate further with the Contractor of its choice, & to request additional information, to interview & to make an award deemed in its own best interest. All submittals shall become property of the County and is subject to the Freedom of Information Act (FOIA) regulations.

2. TAXES: When applicable, South Carolina sales tax shall be shown as a separate entry on the bid total summation. In other words, there shall be a bid subtotal with South Carolina tax added in to create a grand total. When required, exemption certificates shall be furnished on forms provided by the vendor.

3. PROPRIETARY INFORMATION: Bidders shall visibly mark as "CONFIDENTIAL" each part of their bid which considers proprietary information. Price may not be considered confidential proprietary information.

4. AMBIGUOUS BIDS: Bids which are uncertain as to terms, delivery, quantity, or compliance with requirements and/or specifications may be rejected or otherwise disregarded.

5. COVENANT AGAINST CONTINGENT FEES: The vendor warrants that no person or selling agency has been employed or retained to solicit or secure this contract upon an agreement or understanding for a commission, percentage, brokerage, or contingent fee, excepting bona fide employees or bona fide established commercial or selling agencies maintained by the vendor for the purpose of securing business. For breach or violation of this warranty, Fairfield County shall have the right to annul this contract without liability or in its discretion to deduct from the contract price or consideration, or otherwise recover the full amount of commission, percentage, brokerage, or contingent fee.

6. BIDDER'S QUALIFICATIONS: Bids shall be considered only by bidders who are regularly established in the business called for and who in the judgment of the Owner are financially responsible and able to show evidence of their reliability, ability, experience, equipment supervised by them to render prompt and satisfactory service in the volume called for under this contract. Bids Will Not Be Considered unless the bidder is legally qualified under the provisions of the South Carolina Contractor's Licensing Law (South Carolina Code of Laws as amended). Interested bidders must be on current SCDOT pre-qualified prime contractors list to be eligible for Fairfield County Road paving and/or grading projects.

7. ACKNOWLEDGEMENT OF AMENDMENTS TO REQUEST FOR BIDS:
   a. Bidders shall acknowledge receipt of any amendments to this solicitation either by signing and returning one (1) copy of the amendment or by letter or by telegram or by fax, or e-mail and by acknowledging the amendment on the Bid Form.
   b. Fairfield County must receive the acknowledgment by the time, date, and at the place specified for receipt of bids.

8. AFFIRMATIVE ACTION: The successful bidder will take affirmative action in complying with all Federal and State requirements concerning fair employment, employment of the handicapped, and concerning the treatment of all employees, without regard or discrimination by reason of race, color, religion, sex, national origin and/or physical handicap and to ENSURE EQUAL EMPLOYMENT OPPORTUNITY is provided for as applicable.

9. EXPLANATION TO PROSPECTIVE BIDDERS:
   a. Any prospective bidder desiring an explanation or interpretation of this solicitation shall request it in writing soon enough to allow a reply to reach all prospective bidders before submission of their bids.
   b. Oral explanation and/or instructions given before the award of the contract shall not be binding.
   c. Any information given to a prospective bidder pertaining to this solicitation shall be furnished promptly to other prospective bidders as an amendment, if that information is necessary in submitting bids or if the lack of it would be prejudicial to other prospective bidders.

10. AWARDING POLICY: The County reserves the right to select and award on an individual item basis, lot (group) basis or an "all or none" basis, whichever the County determines to be most advantageous. Therefore, individual prices per item must be indicated on the bid form. Bidders are encouraged to offer discounts for consideration of consolidated award. Furthermore, the County in determining the lowest responsible bidder on each of the items shall consider, in addition to the bid prices, the quality, training, suitability and adaptability of the services required by this solicitation. The County reserves the right to reject or accept any or all bids and to waive any informalities and/or irregularities thereof. In the event that identical bids are received on like items, the Procurement Officer, subject to the approval of the County Administrator, shall award bids by whichever of the following procedures is deemed most appropriate under the circumstances:
    a. Award to the firm whose primary business establishment is physically located:
        i. within the boundaries of Fairfield County; and
        ii. within the boundaries of the State of South Carolina.
    b. If all the above are equal, the County shall award by a toss of a coin with all interested parties given an opportunity to witness. The County shall have a minimum of two witnesses for the coin toss.

11. WITHDRAWAL OF BIDS: Any bidder may withdraw his bid prior to the closing time scheduled for the receipt of bids. No bid shall be withdrawn for a period of sixty (60) days after the schedule closing time for the receipt of bids. The County reserves the right to award contracts for a period of sixty (60) days.

12. SUBMISSION OF DATA: Each bidder, upon request, shall submit evidence of Liability Insurance, Workmen's Compensation (if required), and other data regarding experience relating to this bid and proposes to satisfy the requirements of this solicitation and fulfillment of a contract.

13. ACCIDENTS: The vendor shall hold the County harmless from any and all damage and claims that may arise because of any negligence on the part of the vendor, his agents or employees in the performance of this contract. In case any action is brought against the County or any of its agents or employees, the vendor shall assume full responsibility for the defense thereof. Upon his failure to do so after proper notice, the County reserves the right to defend such motion and charge all costs thereof to the vendor. The vendor shall take all precautions necessary to protect the public against injury.

14. STATEMENT OF COMPLIANCES AND ASSURANCES: By submitting a bid and signing the bid schedule, vendors are providing written assurance of non-collusion and understanding, and acceptance of all general and special conditions stated in this contract. In addition, this signature certifies that the firm or agency represented in the bid submitted complies with all applicable federal and state laws and regulations.

15. BIDDERS RESPONSIBILITY: Each bidder shall fully acquaint himself/herself with conditions relating to the scope and restrictions attending the execution of the work under the conditions of this bid. It is expected that this will sometimes require on-site observation. The failure or omission of bidder to acquaint himself/herself with existing conditions shall in no way relieve the bidder of any obligations with respect to this bid or contract.

16. FAILURE TO SUBMIT BID: Recipients of this solicitation not responding with a bid should not return this solicitation, unless it specified otherwise. Instead, they should advise the issuing office by letter or postcard whether they want to receive future consideration for similar requirements. If a recipient does not submit a bid or fails to respond by submitting a "no bid" for three (3) consecutive bids for the same commodity, they shall be removed from the applicable vendor list.

17. EXAMINATION OF RECORDS:
    a. The County Administrator of Fairfield County or his duly authorized representative(s) and/or duly authorized representative(s) from the office of the County Auditor shall, until three (3) years after final payment under this contract, have access to and the right to examine any of the Contractors' directly pertinent books, documents, papers, or other records involving transactions related to this contract.
    b. He/She agrees to include in first-tier subcontracts under this contract a clause to the effect that the County Administrator of Fairfield County or his duly authorized representative(s), and/or duly authorized representative(s) from the office of the County Auditor shall, until three (3) years after final payment under the subcontract, have access to and the right to examine any of the subcontractors' directly pertinent books, documents, papers or other records involving transactions related to the subcontract(s).

18. MATERIALS REQUIRED: Materials required must be in conformity with the specifications and shall be subject to inspection and approval after delivery and shall comply in quality and type of material and method of manufacture with all applicable local or state laws pertaining thereto. The right is reserved to reject and return at the risk and expense of the vendor such portions of any shipment which may be defective or fail to comply with specifications and without validating the remainder of the order.

19. "OR APPROVED EQUAL" CLAUSES: Certain processes, types of equipment or kinds of materials are described in the specifications and on the drawings by means of trade names and catalog numbers. In each instance where this occurs, it is understood and inferred that such description is followed by the words "or approved equal". Such method of description is intended merely as a means of establishing a standard of comparison. However, the County reserves the right to select the items which, in the judgment

of the County, are best suited to the needs of the County, based on price, quality, service, availability and other related factors. Bidders must indicate brand name, model, model number, size, type, weight, color, etc., of the item bid if not the same as the item specified. Vendor's stock number or catalog number is not sufficient to meet this requirement. If any bidder desires to furnish an item different from that specifically mentioned in the specifications, he/she shall submit with his bid the information, data, pictures, cuts, designs, etc., of the material he/she plans to furnish so as to enable the County to compare the material specified; and, such material will be given due consideration. The County reserves the right to insist upon and receive the items as specified, if the submitted items do not meet the County's standards for acceptance.

20. PATENTS: The vendor shall hold the County, its officers, agents, and employees harmless from liability of any nature or kind whatsoever, on account of use by the publisher or author, manufacturer or agent, of any copyrighted or copyrighted composition, secret process, article or appliance furnished or used under this bid.

21. INSTALLATION: Where equipment is called for to be installed under this bid, it shall be placed, leveled and accurately fastened into place by the vendor. He/she shall be responsible for obtaining dimensions and other such data which may be required to assure exact fit to work under another contract or as intended by the County. The vendor shall be responsible for providing an appropriate amount of lead-in to equipment requiring electrical, water or other basic service. The County will normally be responsible for bringing the appropriate service to the lead-in. The vendor shall completely remove from the premises all packing, crating, and other letter due to his/her work. He/she shall also be responsible for the cost of repairing any damage to existing work which is caused by him/her equipment.

22. GUARANTEE: The vendor shall supply a guarantee for all workmanship for the equipment the/she is furnishing for a period comparable to the standards in the industry. When defects or faulty material is discovered during the guarantee period, the vendor shall, immediately, upon notification by the County, proceed at his/her own expense, to repair or replace the same, together with any damage to all finishes, equipment, and furnishings that may have been damaged as a result of the defective equipment or workmanship.

23. PROPER INVOICE: Invoices submitted for payment for goods or services provided under this Contract, shall contain, as a minimum the following information:
    a. Name of business concern
    b. Contract number or other authorization for delivery of service or property
    c. Complete description
    d. Price and quantity of property or service delivered or executed
    e. Name where applicable
    f. Title, telephone number and complete mailing address of the official responsible to whom payment is to be sent; and other substantiating documentation of information as required by the contract or owner.

24. CONFLICTS IN SPECIFICATIONS: When contract language or specifications are in conflict, the Engineer shall choose the language/specification that is applicable to the project condition covered, and shall generally choose the more stringent, restrictive or costly language/specification.

25. SERVICE FACILITIES: In considering the services bid upon, the County shall take into consideration past performance of existing work and installations, service and facilities provided by the bidder. The bidder shall have available a local organization that is trained in proper construction methods.

26. S.C. LAW CLAUSE: Upon award of a contract under this bid, the person, partnership, association, or corporation to whom the award is made must comply with the laws of South Carolina which require such person or entity to be authorized and/or licensed to do business in this State. Notwithstanding the fact that applicable statutes may exempt or exclude the successful bidder from requirements that it be authorized and/or licensed to do business in this State, by submission of this signed bid, the bidder agrees to subject itself to the jurisdiction and process of the courts of the State of South Carolina as to all matters and

disputes arising or to arise under the contract and the performance thereof, including any questions as to the liability for taxes, licenses, or fees levied by the State.

27. COMPETITION: There are no Federal or State laws that prohibit bidders from submitting a bid lower than a price or bid given to the United States Government. Bidders may bid lower than the United States Government Contract price without any liability because the State is exempt from provisions of the Robinson-Pitman Act and other related laws.

28. EXCUSABLE DELAY: The Contractor shall not be liable for any excess costs of the failure to perform the contract arising out of causes beyond the control and without the fault or negligence of the Contractor. Such causes may include but are not restricted to acts of God or of the public enemy, acts of the Government in either its sovereign or contractual capacity, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, and unusually severe weather; but, in every case the failure to perform must be beyond the control and without the fault or negligence of Contractor. If the failure to perform is caused by the default of a subcontractor, and if such default arises out of causes beyond the control of both the Contractor and subcontractor, and without the fault or negligence of either of them, the Contractor shall not be liable for any excess costs or failure to perform, unless the supplies or services to be furnished by the subcontractor were obtainable from other sources in sufficient time to permit the Contractor to meet the required delivery schedule.

29. ASSIGNMENT: No contract may be assigned, sublet, or transferred without written consent of the Procurement Officer.

30. SPECIFICATIONS: Any deviation from specifications indicated herein must be clearly pointed out; otherwise, it will be considered that items offered are in strict compliance with these specifications, and the successful bidder shall be held responsible thereof.

31. INCORPORATION BY REFERENCE: The contents of this Request for Bids, including all drawings, attachments, specifications, and any addenda, will become part of the contract for this Project.

32. PROTECTION OF EXISTING VEGETATION, STRUCTURES, EQUIPMENT, UTILITIES, AND IMPROVEMENTS:
    a. The Contractor shall preserve and protect all structures, equipment, and vegetation (such as grass, trees, and shrubs) or on or adjacent to the work sites, which are not to be removed, and which do not unreasonably interfere with the work required under this contract. The Contractor shall only remove trees when specifically authorized to do so and shall avoid damaging vegetation that will remain in place. If any limbs or branches of trees are broken during contract performance, or by any careless operation of equipment, or by workman, the Contractor shall trim those limbs or branches with a clean cut and paint the cut with tree pruning compound as directed by the Engineer.
    b. The Contractor shall protect from damage all existing improvements and utilities at or near the work site and on adjacent property of a third party, the locations of which are known to or should be known by the Contractor. The Contractor shall repair any damage to those facilities, including those that are the property of a third party resulting from failure to comply with the requirements of this contract or failure to exercise reasonable care in performing the work. If the Contractor fails or refuses to repair the damage promptly, the County representatives(s) may recommend that the necessary work be performed and charge the cost to the Contractor.

33. BID FORMS: Documentation contained in Section “V” shall be completed and submitted along with the Proposal. A bid bond as required by these General Conditions shall also be included.

34. TERMINATION: Subject to the provisions below, the contract may be terminated by the Procurement Officer providing thirty (30) day advance notice in writing is given to the Contractor.
    a. Termination for Convenience. In the event that this contract is terminated or cancelled upon request and for the convenience of the County without the required thirty (30) day advance notice, then the County shall negotiate reasonable termination costs, if applicable.

b. Termination for Cause. Termination by the County of cause, fault or negligence on the part of the Contractor shall be excluded from the foregoing provisions; termination costs, if any, shall not apply. The thirty (30) day advance notice requirement is waived and the default provision in this bid shall apply.

35. SAFETY AND PROTECTION: Contractor shall be solely responsible for initiating, maintaining and supervising all safety precautions and programs in connection with the Work. Contractor shall take all necessary precautions for the safety of, and shall provide the necessary protection to prevent damage, injury or loss to all persons on the Site or who may be affected by the Work, all the Work and materials and equipment to be incorporated therein, whether in storage on or off the Site; and other property at the Site or adjacent thereto, including trees, shrubs, lawns, walks, pavements, roadways, structures, utilities, and Underground Facilities not designated for removal, relocation, or replacement in the course of construction. Contractors shall comply with all applicable Laws and Regulations relating to the safety of persons or property, or to the protection of persons or property from damage, injury, or loss; and shall erect and maintain all necessary safeguards for such safety and protection. Contractors shall notify owners of adjacent property and of Underground Facilities and other utility owners when prosecution of the Work may affect them, and shall cooperate with them in the protection, removal, relocation, and replacement of their property.

36. SECURITY REQUIRED:
    a. Bid Security – Each Bid must be accompanied by a Bid Bond acceptable to the County. Bid Bonds must be issued by a corporate surety registered and authorized to do business in the State of South Carolina. Bid Bonds shall be payable to the County, shall be for at least five (5%) percent of the total amount of the Bid, and shall serve as a guaranteed deposit that the bid will be carried out to the complete satisfaction of the County.
    b. Forfeiture of Bid Security – Nonperformance by the successful Bidder, or its failure to execute the Contract and meet performance and payment bond requirements and insurance requirements within five (5) calendar days after issuance of Notice of Award, shall result in its bid security being forfeited as liquidated damages, and the Notice of Award and Contract will be rescinded and awarded to another Bidder. Withdrawal or attempted withdrawal of a Bid after the closing date and time but prior to sixty (60) calendar days after the closing date may also result in forfeiture of bid security.
    c. Return of Bid Security – Bid security will be returned to all bidders after the successful Bidder has executed the Contract and delivered all required bonds and insurance certificates. Unsuccessful Bidders will not be entitled to any interest in earnings on returned funds.
    d. Payment and Performance Security
        i. The successful Bidder shall provide Performance and Payment Bonds, in a form satisfactory to the County (see Attached “Sample Forms”), in the following amounts no later than at the time of execution of the Contract:
            - Payment Bond: 100% of the total amount of the Contract.
            - Performance Bond: 100% of the total amount of the Contract.
        ii. The aforesaid Payment and Performance Bonds must be issued by a corporate surety registered and authorized to do business in South Carolina and must be counter-signed by a licensed, authorized South Carolina agent.
        iii. Attorneys-in-fact who sign Bid Bonds or Performance Bonds must file with each Bond a certified and effective, dated copy of their power of attorney.
        iv. The time to be covered by the Performance Bond shall commence on the date of execution of any contract resulting from this RFB and terminate upon final payment to Bidder by County. The time to be covered by the Payment Bond shall commence on the date of execution of any contract resulting from this RFB and terminate twelve (12) months after the date of final acceptance of the Work by the County.
        v. Contractor shall execute the attached Form of Agreement upon contract award.

37. CHANGE ORDER:
    a. A Change Order is a written order to the Contractor, signed by the authorized County representative, directing changes in the work within the provisions of the Contract.

b. A Change Order is used to change contract quantities for items with unit prices, provide for incentives, penalties, and adjustments for unit price items as provided in the original Contract, delete contract items, and revise contract time.
c. A Change Order may include written agreement made and entered into by and between the Contractor and the Owner, covering alterations and unforeseen work incidental to the proper completion of the project, when such work is paid for at an agree unit or lump sum price. Such Change Order becomes a part of the Contract when approved and properly executed.

38. PERMITS/LICENSING: It shall be the responsibility of the contractor to comply with County Ordinances by securing necessary permits and licenses.

39. ENVIRONMENTAL MANAGEMENT: Vendor/Supplier/Contractor will be responsible for complying with all federal, state, and local environmental regulations relating to transportation, handling, storage, spillage and any other aspect of providing the services specified herein, as applicable.

40. SITE INSPECTION:
    a. The bidder is expected to have become familiar with and take into consideration site conditions which may affect the work and to check all dimensions at the site.
    b. Each bidder shall acquaint themselves thoroughly as to the character and nature of the work to be done. Each bidder furthermore shall make a careful examination of the site of the work and inform themselves fully as to the difficulties to be encountered in performance of the work, the facilities for delivering, storing and placing materials and equipment and other conditions relating to construction and labor.
    c. The bidder shall examine the premises and the site and compare them with any applicable drawings and specifications. He/she shall familiarize themselves with the existing conditions such as obstructive area levels and any problems related to erecting the required systems.
    d. No plea of ignorance of conditions that exist or may hereafter exist on the site of the work, or difficulties that may be encountered in the execution of the work, as a result of failure to make necessary investigations and examinations, will be accepted as an excuse for any failure or omission on the part of the Contractor to fulfill in every detail all the requirements of the contract documents and to complete the work for the consideration set forth therein, or as a basis for any claim whatsoever.
    e. Insofar as possible, the Contractor, in carrying out his/her work, must employ such methods or means as will not cause interruption of or interference with the work of any other Contractor or County personnel at the site.

FORM OF AGREEMENT

BETWEEN OWNER AND CONTRACTOR FOR CONSTRUCTION CONTRACT

THIS AGREEMENT is by and between **FAIRFIELD COUNTY** ("Owner") and

_____ ("Contractor").

Owner and Contractor hereby agree as follows:

ARTICLE 1 – WORK

Contractor shall complete all Work as specified or indicated in the Contract Documents. The Work is generally described as follows: HMA Paving and Miscellaneous Related Items on 99 Road from Coleman Road to Buckhead Road in Fairfield County.

ARTICLE 2 – THE PROJECT

2.01 The Project for which the Work under the Contract Documents may be the whole or only one part is generally described as follows: FAIRFIELD CTC 2027 PAVING STATE ROAD PROJECT (PHASE 2 - 99 ROAD)

ARTICLE 3 – ENGINEER

3.01 The Project has been designed by INFRASTRUCTURE CONSULTING & ENGINEERING, LLC (ICE), (Engineer), which is to act as Owner's representative, assume all duties and responsibilities, and have the rights and authority assigned to Engineer in the Contract Documents in connection with the completion of the Work in accordance with the Contract Documents.

ARTICLE 4 – CONTRACT TIMES

4.01 Time of the Essence

a. All time limits for Milestones, if any, Substantial Completion, and completion and readiness for final payment as stated in the Contract Documents are of the essence of the Contract.

4.02 Dates for Substantial Completion and Final Payment

a. **The project will be completed May 31, 2027,** and be ready for final payment in accordance with the General Conditions on or before the above dates.

4.03 Liquidated Damages

a. Contractor and Owner recognize that time is of the essence as stated in Paragraph 4.01 above and that the Owner will suffer financial loss if the Work is not completed within the times specified in Paragraph 4.02 above, plus any extensions thereof allowed in accordance with the General Conditions. The parties also recognize the delays, expense, and difficulties involved in proving in a legal or arbitration preceding the actual loss suffered by Owner if the Work is not completed on time. Accordingly, instead of requiring any such proof, Owner and Contractor agree that as liquidated damages for delay (but not as a penalty), Contractor shall pay Owner as specified in The SCDOT 2025 Standard Specification, Section 108.9 – Failure to Complete Work on Time, on **page 49** of this document.

ARTICLE 5 – CONTRACT PRICE

5.01 Owner shall pay Contractor for completion of the Work in accordance with the Contract Documents an amount in current funds equal to the sum of the amounts determined in the bid documents:

a. For all Work other than Unit Price Work, a lump sum of: $ N/A
   All specific cash allowances are included in the above price.
b. For all Unit Price Work, an amount equal to the sum of the established unit price for each
c. For all Work, at the prices stated in Contractor's Bid, attached hereto as an exhibit.

ITEM #	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	EXTENDED PRICE
1	BONDS & INSURANCE	LS	1		
2	MOBILIZATION	LS	1		
3	TRAFFIC CONTROL	LS	1		
4	MAINTENANCE STONE	TON	40		
5	H/M ASPH. FULL DEPTH PATCH (6" UNIFORM)	SY	100		
6	H/M ASPH. SURF. CR. TYPE C (Liquid Included) 175 #/SY	SY	27,778		
7	H/M ASPH. SURF. CR. TYPE E (Liquid Included) 100 #/SY	SY	27,778		
8	H/M ASPH. SURF. CR. TYPE C (Liquid Included) 220 #/SY DRIVES	SY	1,025		
9	24" WH. SLD. LINE - STOP/DIA - F.D. PNT	LF	50		
10	24" WH. SLD. LINE - THERMO 125 MIL.	LF	24		
11	4" SOLID LINES WHITE - F.D. PAINT	LF	50,000		
12	4" SOLID LINES WHITE - THERMO - 90 MIL	LF	25,000		
13	4" SOLID LINES YELLOW - F.D. PAINT	LF	50,000		
14	4" SOLID LINES YELLOW - THERMO - 90 MIL	LF	25,000		
15	PERM.YEL.PAV.MARK BI-DIR 4"X4"	EA	160		
16	VARIABLE MILLING	SY	534		
17	PERM. GRASSING FOR NON-PERMITTED RESURF. PROJ.	ACRE	3.16		
				GRAND TOTAL	$

_____
(words)

The Bid prices for Unit Price Work set forth as of the Effective Date of the Agreement are based on estimated quantities. As provided in the General Conditions, estimated quantities are not guaranteed, and determinations of actual quantities and classifications are to be made by Engineer as provided in the General Conditions.

ARTICLE 6-- PAYMENT PROCEDURES

6.01 Submittal and Processing of Payments

Contractor shall submit Applications for Payment in accordance with the General Conditions. Applications for Payment will be processed by Engineer as provided in the General Conditions.

6.02 Progress payments; Retainage

a. Owner shall make progress payments on account of the Contract Price on the basis of Contractor's Applications for Payment on or about the 15th day of each month during performance of the Work as provided in Paragraph 6.02.A.1 below. All such payments will be measured by the schedule of values established as provided in the General Conditions (and in the case of Unit Price Work based on the number of units completed) or, in the event there is no schedule of values, as provided in the General Requirements.

b. Prior to Substantial Completion, progress payments will be made in an amount equal to the percentage indicated below but, in each case, less the aggregate of payments previously made and less such amounts as Engineer may determine or Owner may withhold, including but not limited to liquidated damages, in accordance with the General Conditions.

c. 95 percent of Work completed (with the balance being retainage). If the Work has been 50 percent completed as determined by Engineer, and if the character and progress of the Work has been satisfactory to Owner and Engineer, then as long as the character and progress of the Work remain satisfactory to Owner and Engineer, there will be no additional retainment; and

d. 95 percent of cost of materials and equipment not incorporated in the Work (with the balance being retained).

e. Upon Substantial Completion, Owner shall pay an amount sufficient to increase total payments to Contractor to 95 percent of the Work completed, less such amounts as Engineer shall determine in accordance with the General Conditions and less 95 percent of Engineer's estimate of the value of Work to be completed or corrected as shown on the tentative list of items to be completed or corrected attached to the certificate of Substantial Completion.

6.03 Final Payment

a. Upon final completion and acceptance of the Work in accordance with the General Conditions, Owner shall pay the remainder of the Contract Price as recommended by Engineer.

ARTICLE 7 - INTEREST

7.01 All money not paid when due as provided in the General Conditions shall bear interest at the rate of 12 percent per annum.

ARTICLE 8 – CONTRACTOR RESPONSIBILITIES

8.01 In order to induce Owner to enter into this Agreement, Contractor makes the following representations:

a. Contractor has examined and carefully studied the Contract Documents and the other related data identified in the Bidding Documents.
b. Contractor has visited the Site and become familiar with and is satisfied to the general, local, and Site conditions that may affect cost, progress, and performance of the Work.
c. Contractor is familiar with and is satisfied as to all federal, state, and local Laws and Regulations that may affect cost, progress, and performance of the Work.
d. Contractor does not consider that further examinations, investigations, explorations, tests, studies, or data are necessary for the performance of the Work at the Contract Price, within the Contract Times, and in accordance with the other terms and conditions of the Contract Documents.
e. Contractor is aware of the general nature of work to be performed by Owner and others at the Site that relates to the Work as indicated in the Contract Documents.
f. Contractor has given Engineer written notice of all conflicts, errors, ambiguities, or discrepancies that Contractor has discovered in the Contract Documents, and the written resolution thereof by Engineer is acceptable to Contractor.
g. The Contract Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performance and furnishing of the Work.

ARTICLE 9 – CONTRACT DOCUMENTS

9.01 Contents

a. The Contract Documents consist of the following:
b. This Agreement
c. Performance bond
d. Payment bond
e. General Conditions
f. Standard Specifications and Drawings as referenced in the bid documents.
g. The contents of the Request for Bids, including all drawings, attachments, specifications, special provisions, supplemental specifications and any addenda
h. Drawings consisting of 0 pages.
i. Addenda (numbers 0 to 0, inclusive).
j. Exhibits to this Agreement (enumerated as follows):
k. Contractor's Bid
l. The following which may be delivered or issued on or after the Effective Date of the Agreement and are not attached hereto:
    1. Notice to Proceed
    2. Work Change Directives.
    3. Change Orders.
    4. The documents are listed in paragraph 9.01. and are attached to this agreement (except as expressly noted otherwise above)

There are no contract documents other than those listed in this Article 9.

The contract documents may only be amended, modified, or supplemented as provided in the General Conditions.

ARTICLE 10 – MISCELLANEOUS

10.01 Terms

a. Terms used in this Agreement will have the meanings stated in the General Conditions and the Supplementary Conditions.

10.02 Assignment of Contract

a. No assignment by a party hereto of any rights under or interests in the Contract will be binding on another party hereto without the written consent of the party sought to be bound; and, specifically but without limitation, moneys that may become due and moneys that are due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under the Contract Documents.

10.03 Successors and Assigns

a. Owner and Contractor each bind itself, its partners, successors, assigns, and legal representatives to the other party hereto, its partners, successors, assigns, and legal representatives in respect to all covenants, agreements, and obligations contained in the Contract Documents.

10.04 Severability

a. Any provision or part of the Contract Documents held to be void or unenforceable under any Law or Regulation shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon Owner and Contractor, who agree that the Contract Documents shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision.

10.05 Contractor's Certifications

a. Contractor certifies that it has not engaged in corrupt, fraudulent, collusive, or coercive practices in competing for or in executing the Contract. For the purposes of this Paragraph 10.05:
   1. "Corrupt practice" means the offering, giving, receiving, or soliciting of anything of value likely to influence the action of a public official in the bidding process or in the Contract execution.
   2. "Fraudulent practice" means an intentional misrepresentation of facts made (a) to influence the bidding process or the execution of the Contract to the detriment of Owner, (b) to establish Bid or Contract prices at artificial non-competitive levels, or (c) to deprive Owner of the benefits of free and open competition.
   3. "Collusive practice" means a scheme or arrangement between two or more Bidders, with or without the knowledge of Owner, a purpose of which is to establish Bid prices at artificial, non-competitive levels; and
   4. "Coercive practice" means harming or threatening to harm, directly or indirectly, persons or their property to influence their participation in the bidding process or affect the execution of the Contract.

10.06 Warranty

The Contractor agrees to a one-year warranty against defects, failures etc. caused by materials and workmanship, beginning on the date of final acceptance of punch list.

REMAINDER OF PAGE INTENTIONALLY LEFT BLANK

IN WITNESS WHEREOF, Owner and Contractor have signed this Agreement. Counterparts have been delivered to Owner and Contractor. All portions of the Contract Documents have been signed or have been identified by Owner and Contractor or on their behalf.

This Agreement will be effective on _____, 2026, (which is the Effective Date of the Agreement).

OWNER:	CONTRACTOR
Fairfield County, South Carolina	_____
By: _____	By: _____
Title: _____	Title: _____
	(If Contractor is a corporation, a partnership, or a joint venture, attaches evidence of authority to sign.)
Attest: _____	Attest: _____
Title: _____	Title: _____
Address for giving notices:	Address for giving notices:
Fairfield County	_____
PO Drawer 60	_____
Winnsboro, SC 29180	_____
	License No.: _____ (Where applicable)
(If Owner is a corporation, attach evidence of authority to sign. If Owner is a public body, attach evidence of authority to sign and resolution or other documents authorizing execution of this Agreement.)	Agent for service of process: _____

PERFORMANCE BOND

KNOW ALL MEN BY THESE PRESENTS, that _____, as Principal, hereinafter called Contractor, and _____, as Surety, hereinafter called Surety, are held and firmly bound unto Fairfield County, 250 N. Walnut Sreet, Winnsboro, SC 29180, as oblige, hereinafter called Owner, in the amount of: _____Dollars ($_____), for the payment whereof Contractor and Surety bind themselves, their heirs, executors, administrators, successors, and assigns, jointly and severally, firmly by these presents.

WHEREAS, Contractor has entered into a certain contract with the Owner, dated _____ day of _____, 2026, for the construction of **FAIRFIELD CTC 2027 PAVING STATE ROAD PROJECT (PHASE 2 - 99 ROAD), RFB# 23-185.12,** in accordance with the Drawings and Specifications prepared by INFRASTRUCTURE CONSULTING & ENGINEERING, LLC, which contract is by reference made a part hereof, and is hereinafter referred to as the Contract.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION is such that, if Contractor shall promptly and faithfully perform said Contract, then this obligation shall be null and void; otherwise, it shall remain in full force and effect.

The Surety hereby waives notice of any alteration or extension of time made by the Owner.

Whenever Contractor shall be, and declared by Owner to be in default under the Contract, the Owner having performed Owner's obligations there under, the Surety may promptly remedy the default, or shall promptly:

1) Complete the Contract accordance with its terms and conditions, or

2) Obtain a bid or bids for completing the Contract in accordance with its terms and conditions, and upon determination by Surety of the lowest responsible bidder, or, if the Owner elects, upon determination by the Owner and the Surety jointly of the lowest responsible bidder, arrange for a contract between such bidder and Owner, and make available as Work progresses (even though there should be a default or a succession of defaults under the contract or contracts of completion arranged under this paragraph) sufficient funds to pay the cost of completion less the balance of the contract price; but not exceeding, including other costs and damages for which Surety may be liable hereunder, the amount set forth in the first paragraph hereof. The term "balance of the contract price", as used in this paragraph, shall mean the total amount payable by Owner to Contractor under the Contract and any amendments thereto, less the amount properly paid by Owner to Contractor.

Any suit under this bond must be instituted before the expiration of two (2) years from the date on which final payment under the Contract falls due.

No right of action shall accrue on this bond to or for the use of any person or corporation other than the Owner named herein or the heirs, executors, administrators or successors of the Owner.

Signed and sealed this _____ day of _____, 2026.

PRINCIPAL

_____ (Seal)
Bidder's Name and Corporate Seal

By: _____
Signature and Title

Attest: _____
Signature and Title

SURETY

_____ (Seal)
Surety's Name and Corporate Seal

By: _____
Signature and Title
(Attach Power of Attorney)

Attest: _____
Signature and Title

PAYMENT BOND

KNOW ALL MEN BY THESE PRESENTS, that _____, as Principal, hereinafter called Contractor, and _____, as Surety, hereinafter called Surety, are held and firmly bound unto Fairfield County, 250 N. Walnut Street, Winnsboro, SC 29180, as oblige, hereinafter called Owner, in the amount of: _____ Dollars ($_____), for the payment whereof Contractor and Surety bind themselves, their heirs, executors, administrators, successors, and assigns, jointly and severally, firmly by these presents.

WHEREAS, Principal has entered into a certain contract with the Owner, dated _____ day of _____, 2026, for the construction of: **FAIRFIELD CTC 2027 PAVING STATE ROAD PROJECT (PHASE 2 - 99 ROAD), RFB# 23-185.12,** in accordance with the Drawings and Specifications prepared by: INFRASTRUCTURE CONSULTING & ENGINEERING, LLC (ICE): which contract is by reference made a part hereof, and is hereinafter referred to as the Contract.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION is such that, if Principal shall promptly make payment to all claimants as hereinafter defined, for all labor and material used or reasonably required for use in the performance of the Contract, then this obligation shall be void; otherwise, it shall remain in full force and effect, subject, however, to the following conditions:

1. A claimant is defined as one having a direct contract with the Principal or with a Subcontractor of the Principal for labor, material, or both, used or reasonably required for use in the performance of the Contract, labor and material being construed to include that part of water, gas, power, light, heat, oil, gasoline, telephone service or rental of equipment directly applicable to the Contract.
2. The above named Principal and Surety hereby jointly and severally agree with the Owner that every claimant as herein defined, who has not been paid in full before the expiration of a period of ninety (90) days after the date on which the last of such claimant's work or labor was done or performed, or materials were furnished by such claimant, may sue on this bond for the use of such claimant, prosecute the suit to final judgment for such sum or sums as may be justly due claimant, and have execution thereon. The Owner shall not be liable for the payment of any costs or expenses of any such suit.
3. No suit or action shall be commenced hereunder by any claimant:
   a) Unless claimant, other than one having a direct contract with the Principal, shall have given written notice to any two of the following: the Principal, the Owner, or the Surety above named, within ninety (90) days after such claimant did or performed the last of the work or labor, or furnished the last of the materials for which said claim is made, stating with substantial accuracy the amount claimed and the name of the party to whom the materials were furnished, or for whom the work or labor was done or performed. Such notice shall be served by mailing the same by registered mail or certified mail, Postage prepaid, in an envelope addressed to the Principal, Owner, or Surety, at place where an office is regularly maintained for the transaction of business, or served in any manner in which legal process may be served in the state in which the aforesaid project is located, save that such service need not be made by a public officer.
   b) After the expiration of one (1) year following the date on which Principal Ceased Work on said Contract, it being understood, however, that if any limitation embodied in this bond is prohibited by any law controlling the construction hereof such limitation shall be deemed to be amended so as to be equal to the minimum period of limitation permitted by such law.
4. The amount of this bond shall be reduced by and to the extent of any payment or payments made in good faith hereunder, inclusive of the payment by Surety of mechanics' liens which may be filed of record against said improvement, whether or not claim for the amount of such lien be presented under and against this bond.

Signed and sealed this _____ day of _____, 2026.

PRINCIPAL	**SURETY**
(Seal)	(Seal)
_____	_____
Bidder's Name and Corporate Seal	Surety's Name and Corporate Seal
By: _____	By: _____
Signature and Title	Signature and Title
	(Attach Power of Attorney)
Attest: _____	Attest: _____
Signature and Title	Signature and Title

SECTION III: SPECIAL PROVISIONS

SPECIAL PROVISIONS

PROJECT NUMBER	COUNTY
RFB # 23-185.12	FAIRFIELD

This project is to be constructed under the South Carolina Department of Transportation's Specifications for Highway Construction Edition of 2025, the South Carolina Department of Transportation's 2004 Construction Manual, and the Supplemental Technical Specifications in effect at the time of the letting, and the following Special Provisions.

DEFINITION AND TERMS:

Delete Paragraph 101.3.27, (the) Engineer, of the 2025 Version of the Standard Specifications for Highway Construction in its entirety and replace with the following:

Fairfield County, acting directly or through its duly authorized representative, such representative acting within the scope of assigned duties or authority. On this Project the firm of INFRASTRUCTURE CONSULTING & ENGINEERING, LLC (ICE): shall function as the Engineer's duly authorized representative with authority as described in Section 105, "CONTROL OF WORK", of the Standard Specifications for Highway Construction, latest Edition.

The project Owner is FAIRFIELD COUNTY. In the specifications where the terms "SCDOT" or "Department" or other like terms are used to describe the facility Owner, it shall be interpreted as meaning Fairfield County, as appropriate.

Add "Notice-to-Proceed" to Section 101 as follows:

Notice-to-Proceed. A written notice to the Contractor fixing the date on which the Contract Time will commence to run and on which the Contractor may start to perform obligations under the Contract Documents.

It is the intentions of the owner to have the Contractor begin work on this project as soon as practical. The owner anticipates that an award and contract will be issued within two weeks after bids are received. The owner will require that the completed contract, bonds, insurance and other information required by the contract shall be completed within two weeks after bids are received.

SUBSTANTIAL COMPLETION OF WORK:

Substantial Completion of Work is the point in the project when work has been constructed to the typical section in the Plans over the entire length of the project including tie-ins, all pay items have been installed in reasonable conformance with the plans and specifications over the entire length of the project and all lanes of traffic are open to the public in their final configuration with the final applications of thermoplastic and raised pavement markers with the only remaining work to be performed being punch list items.

Contractor shall have the work substantially complete on **MAY 31, 2027**.

STANDARD DRAWINGS:

The Bidders are hereby advised that this project shall be constructed using the Current SCDOT Standard Drawings with all updates effective at the time of the letting. The Standard Drawings are available for download at https://www.scdot.org/business/standard-drawings.aspx. All drawings that are updated are labeled with their effective letting date in red.

All references in the plans, standard specifications, supplemental specifications, supplemental technical specifications or special provisions to drawings under the previous numbering system (prior to 2007) are hereby updated to the new drawing numbers. Refer to sheets 000-205-01 through 000-205-07 to find new drawing numbers when looking for references to older drawing numbers. "Old sheet numbers" are also visible on the website when using the full set of drawings "current" search and are sortable by clicking the

header “Old Sheet #” on the results page. Be aware that some older drawings now span over multiple pages due to detailing changes.

STANDARD DRAWING ERRATA:

The Bidders are hereby advised that the following note changes apply to the published Standard Drawings

On sheet **000-205-05**, add the following information under the columns below:

OLD DRAWING NAME	NEW DRAWING NAME
720-905-01 to 720-905-05	720-901-01 to 720-993-32

On sheet **605-005-05 (ver 1-1-2013)**, replace the entire text of General Note #4 with the following text:
4. The square footage of sign panels attached to 2½” x 2½” 12-gauge sign support secured to a 3” x 3” 7-gauge breakaway anchor shall not exceed 20 square feet.

On sheet **610-005-00 (ver 5-1-18)** added the following definition to Note 1 of Flagging Operations section:
SIDE ROAD FLAGGER – This flagger is stationed on an intersecting side road and controls the side road traffic entering the roadway where the work activity area is located.

On sheet **610-005-20 (ver 5-1-18)** added Note 5:
5. When the work proceeds through a “STOP” sign controlled “SIDE ROAD” intersection continue the work operations through the intersection to a specific location point within the “DEPARTURE LANE” no less than 300 FT to 500 FT beyond the limits of the intersection to allow the work train and all portions of the lane closure to clear the intersection.

On sheet **610-005-20 (ver 5-1-18)**
Added dimension “300’-500’” for the work activity area after the intersection.

On sheet **610-005-30 (ver 5-1-18)** added Note 5:
5. When the work proceeds through a “STOP SIGN CONTROLLED “intersection continue the work operations through the intersection to a specific location point within the “DEPARTURE LANE” no less than 300 FT to 500 FT beyond the limits of the intersection to allow the work train and all portions of the lane closure to clear the intersection.

On the sheet **610-005-40 (ver 5-1-18)** added Note 5:
5. When the work proceeds through a “TRAFFIC SIGNAL CONTROLLED “intersection continue the work operations through the intersection to a specific location point within the “DEPARTURE LANE” no less than 300 FT to 500 FT beyond the limits of the intersection to allow the work train and all portions of the lane closure to clear the intersection.

On sheet **610-005-50 (ver 5-1-18)** added Note 5:
5. When the work proceeds through a “TRAFFIC SIGNAL CONTROLLED “intersection continue the work operations through the intersection to a specific location point within the “DEPARTURE LANE” no less than 300 FT to 500 FT beyond the limits of the intersection to allow the work train and all portions of the lane closure to clear the intersection.

On sheet **610-005-60 (ver 5-1-18)** Title block changed:
Title block now reads “Flagging Operations – Work Zones Beginning @ Intersections with Two-Lane Two-Way Roadways – Departure Lane.”

On sheet **610-005-70 (ver 5-1-18)** Title block changed
Title block now reads “Flagging Operations – Work Zones Terminating @ Intersections with Two-Lane Two-Way Roadways – Approach Lane.”

On sheet **610-005-80 (ver 5-1-18)** Note 6 revised:
6. Dependent upon the location of the work zone in the “Departure Lane” or the “Approach Lane” of the two-lane two-way road, when the work zone progresses to a location that requires conversion from this flagging operation traffic control setup to a standard flagging operation traffic control setup or vice versa, comply with the requirements of Standard Drawing No. 610-005-60 or Standard Drawing No. 610-005-70

as necessary regarding these conversions.

On sheet **610-005-90 (ver 5-1-18)** Note 6 revised:
6. Dependent upon the location of the work zone in the "Departure Lane" or the "Approach Lane" of the two-lane two-way road, when the work zone progresses to a location that requires conversion from this flagging operation traffic control setup to a standard flagging operation traffic control setup or vice versa, comply with the requirements of Standard Drawing No. 610-005-60 or Standard Drawing No. 610-005-70 as necessary regarding these conversions.

In **Section 714-000 – Pipe Culverts (Permanent) (ver January 2011)**
Delete and replace all references to P1 Biaxial Geogrid with B4 Geogrid on all Drawings within this Section of the Standard Drawings.

On sheet **720-305-00 (ver May 2008)**, delete the entire note directly above main detail:

On sheet **720-405-00 (ver May 2009)** Detail 2 replace dimension 2'-6" maximum with:
2'-6" minimum

On sheet **720-901-01 (ver Feb 2015)** replace note 5.04 with:
5.04 When a mid-block crossing is required, consider mid-block staggered crossing (720-955-41) to encourage eye contact between the pedestrian and the oncoming traffic. Always angle the stagger so that the pedestrian travels through the refuge facing the oncoming traffic.

On sheet **722-305-00 (ver May 2010)** Detail 4 replace note "French Drain see note 21" with:
French Drain see note 4.5.

On sheet **722-305-00 (ver May 2010)** table 722-305A, 4th column, change the following:
Delete (SF)
Replace text "up to 36" with "up to 3'X3' "
Replace text "larger than 36" with "larger than 3'X3' "

On sheet **722-305-00 (ver May 2010)** change general note 3.3 2nd sentence & Detail 4:
Place Class 2 Type C Geotextile for Erosion Control under riprap as specified in SCDOT Standard Specification.

On sheet **804-105-00 (ver May 2008)** Title Block replace text "Rirap (Bridge End)" with:
Riprap (Bridge End)

On sheet **804-105-00 (ver May 2008)** Change Note 2: Geotextile Pay Item to:
8048210 Geotextile for Erosion Control under riprap (Class 2) Type C…. SY

On sheet **804-205-00 (ver May 2009)** Change Note 2: Geotextile Pay Item to:
8048210 Geotextile for Erosion Control under riprap (Class 2) Type C…. SY

On sheet **804-305-01 (ver Jul 2017)** Change Note 4: Geotextile Pay Item to:
8048210 Geotextile for Erosion Control under riprap (Class 2) Type C…. SY

On sheet **804-305-02 (ver Jul 2017)** Change Section A: Geotextile Note to:
Geotextile for Erosion Control under riprap (Class 2) Type C

On sheet **804-310-00 (ver Jul 2017)** Change Note 3: Geotextile Pay Item to:
8048210 Geotextile for Erosion Control under riprap (Class 2) Type C…. SY

On sheet **805-001-01** Jan 2019 version, replace note 25.06 with:
25.06 FOR PROJECTS THAT SPECIFY PREMASH DEVICES (W-BEAM, TYPE T, TBBC, TYPE B, ETC.) INSTALL W-BEAM RAIL HEIGHT AT 29" +/- 1" (PREVIOUSLY NOTED AS 27.75" +3"/- 0".)

On sheet **805-220-00** (ver Jul 2018) replace note 5:
FOR SITES WITH BRIDGES, BOLT GUARDRAIL TO BRIDGE PARAPET AS REQUIRED IN STIFFNESS TRANSITION, AND HOLD FACE OF GUARDRAIL POSITION (TYPICALLY 5'-3" FROM FACE OF CURB) THROUGH STIFFNESS TRANSITION. Make any necessary adjustments to face of guardrail within the LONGITUDINAL BARRIER. INSTALL END TREATMENT so that impact head is beyond the back of sidewalk.

On websites, drawings between 805-500-00 and 805-779-99 are reserved as PREMASH standards. Do not value engineers or otherwise substitute PREMASH devices in any location where it has been determined that MASH devices fit and are specified. If MASH devices do not fit site conditions, install PREMASH only upon approval by the Resident Engineer. Note that during MASH implementation, some PREMASH details may be published with old drawing numbering and a cover sheet that addresses drawing and pay item changes.

On sheets **805-860-xx (05, 10, 15, 20, 24, 30) (ver Jan 2016):**
All references to drain details are revised to refer to drawing 805-875-10 (correct all notes pointing to drawings 805-895-00 or other incorrect drawing numbers.)

AWARD OF CONTRACT:

Subsection 103.2 of the Standard Specifications is amended to allow sixty (60) days for the award of a contract after the opening of proposals.

PROPOSAL ITEMS AND QUANTITIES:

A list of bid items and quantities is on **page 54.**

CONSTRUCTION STAKES, LINES AND GRADES:

Stakes, Lines, and Grades shall be provided by the Contractor as necessary.

QUALIFIED PRODUCT LISTINGS:

All references to “Approval Sheet” or “Approval Policy” are to be replaced with “Qualified Products Listings (QPL)” and “Qualified Products Policies (QPP)” respectively. This change includes all references in the SCDOT Standard Drawings, SCDOT Standard Specifications, SCDOT Supplemental Specifications, SCDOT Special Provisions, SCDOT Supplemental Technical Specifications, SCDOT Internet and Intranet websites, and all other documents produced by SCDOT.

SOUTH CAROLINA MINING ACT:

See Attached Supplemental Specification Dated **March 20, 2003** on **page 37.**
This Supplemental Specification is hereby modified as follows:

Paragraph 9 is hereby deleted and replaced with the following:
The deputy secretary for engineering, or his duly appointed representative, will make a final inspection of the reclaimed area and keep a permanent record of his approval thereof. A map or sketch providing the location and approximate acreage of each pit used on the project will be provided to the resident construction engineer for inclusion in the final plans.

The last paragraph is hereby deleted and replaced with the following:
The contractor shall comply with the provisions of the plan that are applicable to the project as determined by the engineer. Seeding or other work necessary to comply with the plan on pits furnished by the contractor shall be at the expense of the contractor. Seeding shall be in accordance with SC-M-810 (latest version) which can be found at http://scdot.org/doing/sup_tech_specs.shtml.

DBE PARTICIPATION:

The Bidder is encouraged to utilize DBE subcontractors on this project. All DBE participation shall be reported to the Engineer prior to Substantial Completion.

CONSTRUCTION QUALITY CONTROL AND ASSURANCE TESTING:

The contractor shall provide construction quality control and quality assurance testing for this project by a SCDOT Certified Asphalt Roadway Techncian, except for MANUFACTURER’S MATERIALS CERTIFICATIONS AND CERTIFIED TEST REPORTS where materials are furnished by others.

INSURANCE REQUIREMENTS:

"Contractor's Liability Insurance" has been significantly revised to reflect current SCDOT requirements, including the following new provisions in the 2025 Standard Specifications Section 103.8:

- º Commercial General Liability Insurance.
- º Automobile Liability Insurance o Automobile Liability Insurance
- º Requirements for claims covered by insurance

In addition, the minimum limits of insurance in the table have been increased, and a new provision on the insurance requirements for subcontractors has been added.

The Contractor shall include the Owner, and INFRASTRUCTURE CONSULTING & ENGINEERING, LLC (ICE), **as Additional Insured's**. The authorized insurance company shall provide a Waiver of Subrogation in all policies maintained by the insured for the performance of the Contract.

WORKER'S COMPENSATION	**MINIMUM LIMITS**
COVERAGE A	Statutory
COVERAGE B - EMPLOYER'S LIABILITY	
Bodily Injury by Accident	$1,000,000.00
Bodily Injury by Disease	$1,000,000.00
Disease, Policy Limit	$1,000,000.00
COMPREHENSIVE GENERAL LIABILITY	**LIMIT**
Each Occurrence	$1,000,000
General Aggregate	$2,000,000
Completed Operations	$2,000,000
Each Occurrence	$500,000
Fire Damage (any one fire)	$25,000
Medical Expense (any one person)	$10,000
BUSINESS AUTOMOBILE LIABILITY	$1,000,000.00
(Coverage includes All Owned, Hired and Non-Owned Autos	
Umbrella/Excess Liability	$10,000,000
Other Insurances	As Specified

The Contractor shall also purchase and maintain in a company or companies acceptable to the Owner, Worker's Compensation and Employer's Liability Insurance with minimum limits as shown below or as required by law, whichever is greater:

Certificates of Insurance acceptable to the Owner shall be filed not less than 10 days after notification of award.

The Certificate of Insurance shall not be changed to the extent that limits are decreased by endorsement, canceled or non-renewed without thirty (30) days prior written notice to the Owner. The Contractor shall provide and maintain the overages as required by Section 103.08 and these additional requirements. Failure to provide and maintain the required coverage will be grounds to declare the Contractor in default of the Contract.

The criteria which Insurance Company or Companies are deemed satisfactory by the Owner shall include, but not be limited to the following:

a. The above required insurance coverage shall be written by a Company or Companies licensed in the areas of required coverage by the Insurance Commissioner of the South Carolina Department of Insurance, and
b. The Insurance Company or Companies shall be assigned a rating of "A-" or better by A. M. Best
c. Company on its most recent Best's Insurance Report, and
d. The Owner considers the "ACORD Certificate of Insurance" as an acceptable form of certificate.

RETAINAGE:

If the Contractor's progress is judged to be delinquent or portions of the work are defective, the County reserves the right to withhold additional retainage. The total amount retained will be sufficient to cover anticipated liquidated damages and the cost to correct defective work.

PROMPT PAYMENT CLAUSE:

See attached Supplemental Specification dated **July 2017** on **page 43.**

MANUFACTURERS MATERIALS CERTIFICATIONS AND CERTIFIED TEST REPORTS:

The contractor shall supply the Engineer with all required materials certifications and manufacturers test reports for items to be permanently incorporated into the project, prior to their use. The County must approve these certifications and reports before payment can be made to the contractor for these items.

REQUIRED MEDIA NOTIFICATION FOR CONSTRUCTION PROJECTS:

Contractors are encouraged to co-operate with the news media since all projects are constructed with public funds. Because the scope of this project will cause disruption of normal traffic flow, the Contractor is required to notify the public, in a timely manner, of disruptive activities such as lane closures.

The Contractor is required to utilize area media to accomplish public notification of traffic disruptions.

The Contractor is required to deal directly with the news media, and all reasonable efforts should be made to co-operate with the media. However, the safety, security and construction schedule on site should not be disrupted to accomplish this. The Contractor may coordinate these activities with and receive guidance from the Engineer.

CONTRACT PROVISION TO REQUIRE CERTIFICATION AND COMPLIANCE CONCERNING ILLEGAL ALIENS:

By submission of this bid, the bidder as the prime contractor does hereby agree:

a. to certify its compliance with the requirements of Chapter 14 of Title 8 of the S.C. Code of Laws regarding Unauthorized Aliens and Public Employment.
b. to provide SCDOT with any documents required to establish such compliance upon request; and
c. to register and participate and require agreement from subcontractors and subcontractors to register and participate in the federal work authorization program to verify the employment authorization of all new employees, or to employ only workers who supply the documents required pursuant to S.C. Code 8-14-20(B)(2).

TEMPORARY SUSPENSION RESURFACING WORK:

In addition to complying with Subsection 108.7 of the 2025 SCDOT Standard Specifications, the Contractor must abide by the following:

Once work on a road commences, the Contractor must not suspend work on the road without written permission from the Engineer. In the event the Contractor suspends work without such approval, additional liquidated damages in the amount of **$500.00** per calendar day will be assessed for the unauthorized suspended work period.

PROSECUTION OF THE ROAD IMPROVEMENT WORK:

It is the County's intentions that work on this contract be performed in a sequential manner. Once a construction activity (reclamation, treatment, shoulder work) has started on the road, the Contractor will continue this activity until it is complete before moving to another road. In the event the Contractor elects to use multiple crews on this project, work may proceed on more than one area. However, in no case will construction activities be initiated in more areas than the number of work crews engaged in the work without the approval of the Resident Construction Engineer.

CONTRACT TIME AND DETERMINATION AND EXTENSION OF CONTRACT TIME:

Any extensions of these completion dates will adhere to Section 108.6 of the Standard Specifications.

FAILURE TO COMPLETE WORK ON TIME:

See attached Supplemental Specification dated **January 1, 2025,** on page **49.**

COORDINATION OF UTILITY RELOCATION WORK WITH HIGHWAY CONSTRUCTION:

As it is not economically feasible to complete the rearrangement of all utility conflicts in advance of the highway construction, such rearrangements may be underway concurrently with construction.

It shall be the responsibility of the contractor to inspect the site for potential utility conflicts.

It is the responsibility of the Contractor to call Palmetto Utility Protection Service (PUPS @ 1-888-721-7877) three (3) days prior to work so that existing utilities can be properly marked.

Contractor shall be responsible for acquiring risers for manholes and valves from utility companies.

FUEL ADJUSTMENT INDEXES:

See attached Supplemental Specification dated **January 1, 2025,** on page **50**.

CORRECTING LOW SHOULDER CONDITIONS:

See attached Supplemental Specification dated **August 1, 2014**, on **page 47**.

DRESSING OF SHOULDERS:

Prior to beginning work on the Cement Modified Recycled Base the contractor shall be required to remove all vegetation in the existing roadway and to 12 inches outside the edge of the new pavement and any other area which impedes the placement of the base and or asphalt mixture to the specified width.

The contractor shall also remove and dispose of all excess asphalt and debris which is disturbed during minor grading for widening or during removal of debris or grass from existing surface during preparation of surface for new lift. After the surfacing has been placed, the contractor shall blade the disturbed material to the extent that the shoulder is left in a neat and presentable condition. All excess material shall be removed from the project. No direct payment shall be made for this work. **All costs are to be included in the price of other items of work.**

BORROW EXCAVATION FOR SHOULDERS:

This work shall consist of satisfactory placement of all materials necessary to bring the shoulder grade to flush with the final pavement edge grade. The Contractor shall furnish all earth material necessary to eliminate any edge of final pavement drop off. Selected materials shall be used for this operation. The selected material shall consist of a friable material such as topsoil, etc., containing grass roots and having the properties of being comparatively porous; capable of growing grass and of a stable nature in that when compacted it will resist erosion and be capable of supporting vehicles when relatively wet. When the area where material is placed is greater than 4 feet in width, it shall be scarified and/or disked to a minimum depth of 3 inches prior to placing any material. Scarifying or disking is not required for areas less than 4 feet in width. Borrow shall be mixed with the existing scarified and/or disked shoulder material in such a manner as to provide a seed bed in accord with Section 810.15 of the Standard Specifications. The Contractor has the option of placing the borrow material (a) Prior to placing final surface course or (b) following the placing of the finished surface course. Payment for this work shall be included in the payment price for HMA Surface Course Type C (liquid included). **Shoulders shall be maintained at 2" drop off or less. No RED dirt.**

WORK TO BE INCLUDED IN THIS PROJECT:

Fairfield County, due to budget considerations, reserves the right to adjust the amount of work to be performed on this project. Projects may be added or deleted only at the discretion of the County. The Contractor shall, by signing this request for bids, agree to adjust, as indicated by the County, the lengths or quantities of roadways and corresponding pay items to be performed, at the times and locations determined to be beneficial to the County.

ROADWAY TYPICAL SECTION:

Each roadway or section of roadway shall have a corresponding ROADWAY TYPICAL SECTION that the final roadway surface shall be graded and surfaced to meet. The ROADWAY TYPICAL SECTION drawing is included in these bid documents starting on **page 64**. The Typical Section contains profile and cross slope criteria that shall be met for the entire length of each roadway or roadway section. Contractors shall grade the existing roadway to generally improve vertical curves and to create uniform roadway profiles and alignments. Roadway profiles shall be graded to maintain drainage and to minimize dips or steepness

(minimum of .05% or as directed by Engineer). Slope and profile shall be subject to approval by Engineer prior to cement stabilization. **All work associated with achieving the ROADWAY TYPICAL SECTION shall be included in the unit price work for Cement Modified Recycled Base.**

MAINTENANCE OF TRAFFIC:

In addition to the Contractor maintaining traffic throughout the length of this project as required by the Specifications, it will also be necessary that the Contractor, prior to beginning any work, submit to the Engineer for approval his plan for constructing this project.

MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES:

The Contractor advised that all work involving design or installation of traffic control devices, including but not limited to signs, pavement markings, elements of work zone traffic control, signals, etc., shall follow the FHWA's Manual on Uniform Traffic Control Devices (MUTCD), latest edition. The latest edition is defined as the edition that the Traffic Engineering Division of SCDOT recognizes as having been officially adopted (Engineering Directive, Memorandum 19) at the time the project is let, unless stated otherwise in the Special Provisions.

Permanent construction signs on this project will be furnished by others.

TRAFFIC CONTROL:

The Contractor shall execute the item of Traffic Control as required by the Standard Specifications, the plans, the Standard Drawings for Road Construction, these special provisions, all supplemental specifications, the MUTCD, and the Engineer. This is an amendment to the Standard Specifications to require the following:

GENERAL REGULATIONS -

These special provisions shall have priority in the plans and comply with the requirements of the MUTCD and the standard specifications. Revisions to the traffic control plan through modifications of the special provisions and the plans shall require approval by the department. **Final approval of any revisions to the traffic control plan shall be pending upon review by the Director of Traffic Engineering.**

Install and utilize changeable message signs in all lane closures installed on high volume high-speed multilane roadways. Use of changeable message signs in lane closures installed on low volume low speed multilane roadways is optional unless otherwise directed by the plans and the Engineer.

Install and use a changeable message sign within a lane closure set-up as directed by the *Standard Drawings for Road Construction*. When a lane closure is not present for any time to exceed 24 hours, remove the changeable message sign from the roadway.

Place the sign in a predetermined area on the project site, as approved by the Engineer, where the sign is not visible to passing motorists. Utilize preprogrammed messages in accordance with the *Standard Drawings for Road Construction* when using the changeable message sign as part of the traffic control set-up for lane closures. Only those messages pertinent to the requirements of the traffic control situation and the traffic conditions are always permitted for display on a changeable message sign. At no time will the messages displayed on a changeable message sign duplicate the legends on the permanent construction signs.

During operation of changeable message signs, place the changeable message sign on the shoulder of the roadway no closer than 6 feet between the sign and the near edge of the adjacent travel lane. When the sign location is within 30' of the near edge of a travel lane open to traffic, supplement the sign location with no less than 5 portable plastic drums placed between the sign and the adjacent travel lane for delineation of the sign location. Install and maintain the drums no closer than 3 feet from the near edge of the adjacent travel lane. This requirement for delineation of the sign location shall apply during all times

the sign location is within 30' of the near edge of a travel lane open to traffic, including times of operation and non-operation. Oversized cones are prohibited as a substitute for the portable plastic drums during this application.

On multilane primary routes, avoid placement of signs mounted on portable sign supports within paved median areas utilized for two-way left turns unless otherwise directed by the RCE.

When mounting signs on multiple ground mounted sign supports, ensure that each post is of the same type. Combining and installing both ground mounted u-section and square steel tube posts within the same sign assembly is prohibited.

When mounting signs on ground mounted u-section or square steel tube posts, utilize either a sign support / ground support post combination with an approved breakaway assembly or a single direct driven post for each individual sign support of a sign assembly installation. Do not combine a sign support / ground support post combination and a direct driven post on the same sign assembly installation that contains two or more sign supports. Regarding sign support / ground support post combination installations, ensure that post lengths, stub heights and breakaway assemblies comply with the manufacturer's requirements and specifications. Use approved breakaway assemblies found on the *Approved Products List for Traffic Control Devices in Work Zones*.

Temporary "Exit" signs (M1025-00) shall be located within each temporary gore during lane closures on multilane roadways. Mount these signs a minimum of 7' from the pavement surface to the bottom of the sign in accordance with the requirements of the MUTCD.

When covering signs with opaque materials, the Department prohibits attaching a covering material to the face of the sign with tape or a similar product or any method that will leave a residue on the retroreflective sheeting. Residue from tape or similar products, as well as many methods utilized to remove such residue, damages the effective reflectivity of the sign. Therefore, contact tape or a similar product with the retroreflective sheeting will require replacement of the sign. Cost for replacing a sign damaged by improper covering methods will be considered incidental to providing and maintaining the sign; no additional payment will be made.

Overlays are prohibited on all rigid construction signs. The legends and borders on all rigid construction signs shall be either reversed or screened or directly applied.

Signs not illustrated on the typical traffic control standard drawings designated for permanent construction signs shall be considered temporary and shall be included in the lump sum price bid item for "Traffic Control" unless otherwise specified. **Install "Grooved Pavement" signs (W8-15-48) supplemented with the "Motorcycle" plaque (W8-15P-30) in advance of milled or surface planed pavement surfaces. On primary routes, install these signs no further than 500 feet in advance of the beginning of the pavement condition. On interstate routes, install these signs no less than 500 feet in advance of the beginning of the pavement condition. Install two sign assemblies at each sign location, one on Each side of the roadway, on multilane roadways when the pavement condition is present. Install these signs immediately upon creation of this pavement condition and maintain these signs until this pavement condition is eliminated.**

Install "Steel Plate Ahead" signs (W8-24-48) in advance of an area of roadway where temporary steel plates are present. Install these signs no further than 300 feet in advance of locations where steel plates are present. On multilane roadways, comply with the same guidelines as applied to all other advance warning signs and install two sign assemblies at each sign location, one on each side of the roadway, when roadway conditions warrant. Install these signs immediately upon installation of a temporary steel plate and maintain the signs until the temporary steel plates are removed.

Install and maintain any necessary detour signing as specified by the typical traffic control standard drawings designated for detour signing, Part VI of the MUTCD, these Special Provisions, and the Engineer. The lump sum price bid item for "Traffic Control" includes payment for installation and maintenance of the detour signing.

The Contractor shall maintain the travel patterns as directed by the traffic control plans and shall execute construction schedules expeditiously. The Contractor shall provide the Resident Engineer with no less than a two-week prior notification of changes in traffic patterns.

During nighttime flagging operations, flaggers shall wear a safety vest and safety pants that comply with the requirements of ANSI / ISEA 107 standard performance for Class 3 risk exposure, latest revision, and fluorescent hard hat. The safety vest and the safety pants shall be retroreflectorized and the color of the background material of the safety vest and safety pants shall be fluorescent orange-red or fluorescent yellow green.

During nighttime flagging operations, the contractor shall illuminate each flagger station with any combination of portable lights, standard electric lights, existing streetlights, etc., that will provide a minimum illumination level of 108 Lx or 10 fc.

During nighttime flagging operations, supplement the array of advance warning signs with a changeable message sign for each approach. These changeable message signs are not required during daytime flagging operations. Install the changeable message signs 500' in advance of the advance warning sign arrays. Messages should be "Flagger Ahead" and "Prepare To Stop".

During surface plaining and milling operations, grade elevation differences greater than 1 inch in areas with pavements composed of hot mixed asphalt (HMA) base courses, intermediate courses or surface courses and Portland cement concrete are PROHIBITED unless otherwise directed by the Department. However, during surface plaining and milling operations for removal of Open-Graded Friction courses ONLY, a grade elevation difference of 1½ inches between adjacent travel lanes opened to traffic may exist unless otherwise directed by the Department.

During surface planing and milling operations, lane closures are always required where grade elevation differences and drop-offs are greater than the acceptable measurements specified heretofore exist adjacent to or between travel lanes open to traffic unless otherwise specified by the department.

If a grade elevation difference is more than the specified acceptable ranges exist, either mill the adjacent travel lane or pave the milled travel lane as necessary to eliminate the grade elevation difference prior to opening the travel lane to traffic at these locations. Always maintain the lane closure restrictions unless otherwise directed by these special provisions.

During surface plaining and milling operations, the length of roadway with an acceptable grade elevation difference less than or equal to 1" shall not exceed 2 miles. During paving operations, the Department always requires lane closures where grade elevation differences and drop-offs greater than 2" exist adjacent to or between the travel lanes of a roadway opened to traffic, unless otherwise specified by these special provisions. Always maintain lane closure restrictions unless otherwise directed by these special provisions.

During paving operations, the length of roadway with an acceptable grade elevation difference less than or equal to 2" shall not exceed 2 miles.

Upon completion of the final riding surface on each road, the Contractor will be allowed up to 3 working days to begin eliminating shoulder drop-offs greater than 2" and work continuously until these drop-offs are eliminated.

During construction on the ramps, the contractor shall conduct flagging operations. The flagging operations should either stop traffic or direct the traffic around the work area. Installation and operation of these flagging operations shall be according to these special provisions and the MUTCD. Always maintain lane closure restrictions unless otherwise directed by these special provisions.

Supplement and delineate the shoulder edges of travel lanes through work zones with traffic control devices to provide motorists with a clear and positive travel path. Utilize portable plastic drums unless otherwise directed by the Department.

Vertical panels may be used where specified by the plans and directed by the RCE. The installation of traffic control devices is required in all areas where those areas immediately adjacent to a travel lane open to traffic have been altered in any manner by work activities, including but not limited to activities such as grading, milling, etc. Install the traffic control devices immediately upon initiating any alterations to the areas immediately adjacent to or within 15 feet of the near edge line of the adjacent travel lane. When sufficient space is available, place the traffic control devices no closer than 3 feet from the near edge of the traffic control device to the near edge line on the adjacent travel lane. When sufficient space is

unavailable, place the traffic control device at the maximum distance from the near edge of the adjacent travel lane available.

LANE CLOSURE RESTRICTIONS -

The lane closure restrictions stated below are project specific. For all other restrictions see supplemental specification "Closure Restrictions" dated July 1,2019.

The Contractor shall install all lane closures as directed by the Standard Specifications For Highway Construction (latest edition), the Standard Drawings For Road Construction, these special provisions, the MUTCD, and the Engineer. The Contractor shall close the travel lanes of two-lane two-way roadways by installing flagging operations. The Contractor shall close the travel lanes of multilane primary and secondary routes as directed by the typical traffic control standard drawings designated for lane closures on primary routes. The Contractor shall close the travel lanes of interstate routes as directed by the typical traffic control standard drawings designated for lane closures on interstate routes.

The Department prohibits lane closures on primary and secondary routes during any time of the day that traffic volumes in the travel lanes remaining open to traffic exceed 800 vehicles per hour per lane per direction and during the hours defined in the document "Hourly Restrictions for Lane Closures on Multilane Primary and Secondary Routes." The Department reserves the right to suspend a lane closure if any resulting traffic backups are deemed excessive by the Engineer.

Maintain all lane closure restrictions as directed by the plans, these special provisions, and the Engineer.

Flagging operations are considered to be lane closures for two-lane two-way operations and shall be subject to all restrictions for lane closures as specified by this contract.

Lane closures, including flagging operations, are restricted to maximum distances of 2 miles. Install all lane closures according to the typical traffic control standard drawings. On occasions when daytime lane closures must be extended into the nighttime hours, substitute the nighttime lane closure standards for the daytime lane closure standards.

Installation and maintenance of a lane closure is PROHIBITED when the Contractor is not actively engaged in work activities specific to the location of the lane closure unless otherwise specified and approved by the Engineer. The length of the lane closure shall not exceed the length of roadway anticipated to be subjected to the proposed work activities within the work shift time frame or the maximum lane closure length specified unless otherwise approved by the Engineer. Also, the maximum lane closure length specified does not warrant installation of the specified lane closure length when the length of the lane closure necessary for conducting the work activity is less. The length and duration of each lane closure, within the specified parameters, shall require approval by the Engineer prior to installation. The length and duration of each lane closure may be reduced by the Engineer if the work zone impacts generated by a lane closure are deemed excessive or unnecessary.

The presence of temporary signs, portable sign supports, traffic control devices, trailer mounted equipment, truck mounted equipment, vehicles and vehicles with trailers relative to the installation or removal of a closure and personnel are prohibited within the 15-to-30-foot clear zone based upon the roadway speed limit during the prohibitive hours for lane closures specified by these special provisions.

SHOULDER CLOSURE RESTRICTIONS -

The Department prohibits the Contractor from conducting work within 15' of the near edge of the adjacent travel lane on the outside shoulders or the median areas of interstate and primary routes during the hours when lane closures are prohibited. The hourly restrictions for lane closures shall also apply to work activities conducted under a shoulder closure within 15' of the near edge of an adjacent travel lane or a median area. The Department reserves the right to suspend work conducted under a shoulder closure if any traffic backups develop and are deemed excessive by the Engineer. Maintain all shoulder closure restrictions as directed by the plans, these special provisions, and the Engineer.

On primary and secondary roadways, the Department prohibits the Contractor from conducting work within 1' or less of the near edge of an adjacent travel lane under a shoulder closure. All work that may require the presence of personnel, tools, equipment, materials, vehicles, etc., within 1' of the near edge of an adjacent travel lane shall be conducted under a lane closure.

The Contractor shall install all shoulder closures as directed by the typical traffic control standard drawings designated for shoulder closures, and the Engineer. Substitution of the portable plastic drums with oversized cones during nighttime shoulder closures is PROHIBITED.

MOBILE OPERATIONS –

A mobile operation always moves continuously at speeds 3 mph or greater without any stops. The minimal traffic flow impacts generated by these operations involve brief traffic flow speed reductions and travel path diversions. Conduct work operations that cannot be performed at speeds of 3 mph or greater under standard stationary lane closures.

The Department prohibits the Contractor from conducting mobile operations during the hours when lane closures are prohibited. The hourly restrictions for lane closures shall also apply to work activities conducted under mobile operations. The Department reserves the right to suspend work conducted under mobile operations if any traffic backups develop and are deemed excessive by the Engineer. Maintain all mobile operation restrictions as directed by the plans, these special provisions, and the Engineer.

The distance intervals between the vehicles, as indicated in the *Standard Drawings for Road Construction*, may require adjustments to compensate for sight distance obstructions created by hills and curves and any other conditions that may obstruct the sight distance between the vehicles. However, adjustments to the distance intervals between the vehicles should be maintained within the range of variable distance intervals indicated in the standard drawings unless otherwise directed by the Engineer.

Maintain two-way radio communication between all vehicles in the vehicle train operating in a mobile operation.

Supplement the work vehicles and the shadow vehicles with amber colored flashing dome lights. The vehicles may also be supplemented with advance warning arrow panels and truck mounted attenuators as directed in the *Standard Drawings for Road Construction* and the Standard Specifications.

The Contractor shall install, operate and maintain all advance warning arrow panels, truck mounted attenuators and truck mounted changeable message signs as required by these special provisions, the manufacturer's specifications, the *Standard Drawings for Road Construction*, the Standard Specifications, the plans and the Engineer.

TYPICAL TRAFFIC CONTROL STANDARD DRAWINGS -

Install the permanent construction signs as shown on the typical traffic control standard drawings designated for permanent construction signing.

Typical traffic control standard drawings of the "Standard Drawings for Road Construction" for this project shall be as shown below or as required: Install the permanent construction signs as shown on the typical traffic control standard drawing, "Construction Signing Permanent Primary Routes 605-010-02", or as directed by Engineer. A list of roadways for the placement of the signs can be obtained from the Engineer.

CONSTRUCTION SCHEDULE:

The successful Bidder shall, prior to commencement of work, submit to the Engineer a schedule showing the order in which he proposes to carry on the Work, indicating the periods during which he will perform work on each roadway. The County of Fairfield reserves the right to determine priority of schedule items, but unless modified by the parties, in writing, the successful Bidder shall have sole Responsibility for following and coordinating its schedule. This resurfacing is to be done on SCDOT reclamation. Upon competition of SCDOT work, the contractor shall have seven days to commence paving.

SURPLUS MATERIAL:

The contract bid price for other items of work shall be full payment for excavating, hauling, disposing of and seeding any surplus material. All milled material shall be disposed of at an approved site.

SEEDING:

Section 810.2.3.3 is hereby amended by adding the following note to the table:
The use of Annual Sudan Grass for temporary vegetation shall be prohibited statewide.
All seeding will be mulched using Method C: Hydro seeding.

MAINTENANCE STONE:

Maintenance Stone used on this project shall conform to the gradation requirements of Section 305, or to the gradation specified for Aggregate No. CR-14 in the Standard Specifications. Maintenance will be used in driveways and elsewhere as directed by the engineer.

STATION GRADING:

The quantities indicated on the bid form are estimates only. Bidders are encouraged to inspect the site to determine the actual amount of unclassified excavation, borrow and other work needed to complete the project.

Items that shall be considered as incidental to STATION GRADING are listed below:

- Borrow
- Unclassified Excavation
- Hauling
- Disposal of excess materials, drainage pipe, and other debris
- Application of temporary vegetation control prior to Bituminous Surfacing
- Pulling of ditches

It is anticipated by the Engineer that borrow and excavation will be minimal amounts. Any extra will be paid on a unit price basis, only as directed by the Engineer. Existing back slope disturbance shall be minimized to prevent erosion and sedimentation problems. The exception to this section is specifically addressed in the special provisions under BORROW MATERIAL.

LUMP SUM BID ITEMS:

It is predetermined that all lump sum bid items shall be applied equally among all roads, unless otherwise stated. This will apply to pay estimates as well as deletion or addition of roads should this occur.

HOT MIX ASPHALT (LIQUID INCLUDED):

The costs of shaping and compacting the existing or added crushed stone base in driveways or elsewhere should be included in the costs of the HMA which will cover the base. All driveways will be paved. The contractor shall furnish to the Engineer a plant mix lab report for each mix used daily. **Automatics on paver must be used on HMA Surface Course.**

WARRANTY:

The Contractor agrees to a one-year warranty against defects, failures etc. caused by materials and workmanship, beginning on the date of final acceptance of punch list.

TESTING:

The contractor will be responsible for all quality control and testing. Roller patterns, daily plant test reports, and other tests required by SCDOT will also be required on HMA.

WORK SCHEDULE:

There will be no work on this project from 6 PM on Friday to 7AM on Monday, without written

permission of the engineer. The paving will be done on roadway reclaimed in house by SCDOT.

ASPHALT BINDER ADJUSTMENT INDEX:

The Asphalt binder index on this project is the SCDOT Index for August 2026, but will be used only on HMA Surface Course Type C and Type E (liquid included) and be determined in the following manner. Each square yard of HMA Surface Course Type C (liquid included) 220 LBS/SY shall assume weigh 220 pounds or .11 tons. HMA Surface Course Type E (liquid Included) 100 LBS/SY and HMA Surface Course Type C 175 LBS/SY will be at face value. Using the daily plant mix lab report, the amount of binder will be determined and indexed up or down accordingly. The base price for this project is the SCDOT August 2026 price of $741.53. Adjustments will be made using the SCDOT Monthly Index Formula.

CLEAN UP:

Prior to beginning of placing HMA, all material left over from reclamation process and any other foreign material on the shoulders will be removed from site.

WORK BY OTHERS:

The roadway will be reclaimed, and the surface treated by SCDOT prior to placement of HMA.

LINE STRIPING:

All pavements will be striped at the end of each day with fast dry paint. Final striping will match original striping before roadway was reclaimed. **SCDOT TG-31 for Stop bars and signs, page 45.**

SECTION IV: SUPPLEMENTAL SPECIFICATIONS

March 20, 2003

THE SOUTH CAROLINA MINING ACT

The South Carolina Mining Act enacted by the General Assembly in 1973 requires that the Department adopt reclamation standards to govern activities of the Department and any person acting under contract with the Department, on highway rights-of-way or material pits maintained solely in connection with the construction, repair and maintenance of the public road systems in South Carolina.
STANDARD PLAN FOR THE RECLAMATION OF EXCAVATED AREAS ADOPTED BY THE South Carolina DEPARTMENT OF TRANSPORTATION

Reclamation plans as stated herein shall include all areas disturbed in excavations of borrow and material pits, except planned inundated areas.

The final side slopes of areas excavated for borrow and material pits shall be left at such an angle so as to minimize erosion and the possibility of slides. The minimum slope in every case shall be not less than 3:1.

Small pools of water should not be allowed that are, or are likely to become noxious, odious, or foul to collect or remain on the borrow pit. Suitable drainage ditches, conduits, or surface gradient shall be constructed to avoid collection of noxious, odious, or foul pools of water unless the borrow pit is to be reclaimed into a lake or pond.

Borrow pits reclaimed to a lake or pond must have an adequate supply of water to maintain a water sufficient level to maintain a minimum water depth of four (4) feet on at least fifty (50) percent of the surface area of the lake or pond.

Excavated areas will be drained where feasible unless otherwise requested by the property owner where, in such instances, the property owner may wish to develop the excavated area for recreational purposes or for the raising of fish, or for other uses, in compliance with the South Carolina Mining Act.

Where material is stripped from the ground surface in relatively thin layers, the area, after excavation has been completed, will be thoroughly scarified and terraced and planted to establish satisfactory vegetation necessary to control erosion. Vegetative cover should be established on a continuing basis to ensure soil stability appropriate to the area. Conservation practices essential for controlling both on-site and off-site erosion and siltation must be established. A minimum of seventy-five (75) percent vegetative ground cover, with no substantial bare spots, must be established and maintained into the second growing season.

Excavated areas that are drained will be seeded to obtain a satisfactory vegetative cover. The side slopes of excavated area will be planted to vegetation.

The State Highway Engineer, or his duly appointed representative, will make a final inspection of the reclaimed area and keep a permanent record of his approval thereof. A map or sketch providing the location and approximate acreage of each pit used on the project will be made available to the Final Plans Engineer.

All applicable regulations of agencies and statutes relating to the prevention and abatement of pollution shall be complied with by the contractor in the performance of the contract.

The Contractor shall comply with the provisions of the Plan which are applicable to the project as determined by the Engineer. Seeding or other work necessary to comply with the plan on pits furnished by the contractor shall be at the expense of the contractor. Bermuda shall not be planted on ground surface pit areas. The quantity of fescue seed specified in Subsection 810.04 of the Standard Specifications shall be increased to fifteen (15) pounds in lieu of the deleted Bermuda seed.

104.7 – Maintenance and Maintenance of Traffic

1. Unless otherwise provided, keep existing facilities that are undergoing improvements open to all traffic. Keep the portion of the project being used by public, pedestrian, and vehicular traffic in such condition that all traffic will be safely and adequately accommodated and is free from irregularities and obstructions that could present a hazard or annoyance to traffic.

2. Maintain the work, project site, construction area, and roadway from the time permanent construction signs are installed and uncovered until final acceptance with all exceptions cleared. Perform maintenance with adequate equipment and forces to keep the roadway and structures in a safe and satisfactory condition at all times and to ensure the continuous and effective day by day prosecution of the work. As determined by the RCE, SCDOT will be responsible for any maintenance of items outside the scope of the Contract. Where maintenance is necessary within the project limits but outside the scope of the Contract, the RCE may authorize the Contractor to perform the maintenance work according to Subsection 104.5.

3. When requested by the Contractor, the Department may assist in removing ice and snow from portions of the project that are open to traffic. Do not construe that such work by Department forces is a waiver of the Contractor's responsibility as set forth herein or elsewhere in the Contract.

4. Where determined necessary by the RCE, provide and maintain temporary approaches, crossings, and intersections with trails, roads, streets, businesses, parking lots, residences, garages, and farms.

5. Coordinate and perform the various phases or stages of the construction, paying attention to weather conditions, seasons of the year, etc., to afford the least inconvenience to the adjacent landowners and the traveling public.

6. 6 The Contractor is responsible for the cost of repairs for issues that arise and that are within the scope of the Contract.

7. 7 If permanent construction signs are not required on a particular road, then the start of the Contractor's obligations begins when the Contractor installs temporary signs and ends when the particular road is accepted.

105.18 – Force Majeure Event

1 A Force Majeure Event is a delay or failure of performance that materially and adversely affects the performance of the Contractor that does not constitute a breach of the Agreement if and to the extent such delays or failures of performance result in a delay to the Contract completion date. Each of the foregoing are not included in the definition of a "Force Majeure Event":

A. Any breach of Contract by the Contractor or any person or entity for whom the Contractor is legally responsible including by nor limited to subcontractors and material suppliers; or
B. Any act or omission by the Contractor or any person or entity; or
C. Any negligence, recklessness, willful misconduct, fraud, or violation of laws by the Contractor or any such person or entity; or
D. Any event that could reasonably have been avoided by the Contractor or any such person or entity by the exercise of caution, due diligence, or reasonable efforts.

2 A Force Majeure Event is defined as or are caused by:

1 Acts of God or public enemy;
2 A change in law or regulation after the effective date directly and substantially affecting project performance;
3 Acts of war (including civil and revolutionary); invasion, armed conflict, violent acts of a foreign enemy, military or armed blockade; military or armed takeover of the project or the site;
4 Declaration or order from either the President of the United States and/or the Governor of the State of South Carolina that mandates or requires the evacuation of the project area;
5 Acts of rebellion, terrorism, riot, insurrection, civil commotion or sabotage that causes direct physical damage to, or otherwise directly causes, interruption to construction or direct losses during maintenance of the project;
6 Earthquakes, including all foreshocks and aftershocks, where such earthquakes include ground shaking, liquefaction, settlement, or ground movements that directly impact and cause damage to temporary or permanent works of the project;
7 Hurricanes and tornados that cause direct physical damage to or otherwise directly causes interruption to construction or direct losses during project maintenance;
8 Extreme weather events, ice storms, snow, fires (except intentionally set fires), floods, landsides, or sinkholes caused by natural events that directly impact physical improvements of the project or the Contractor's performance of the work, if the damage caused by the event was not reasonably foreseeable and preventable by the Contractor's exercise of ordinary care, exercise of caution, or due diligence or to reasonable efforts to abate, prevent, or otherwise mitigate the risk of the event;
9 Explosions, nuclear explosions, including radioactive contamination that triggers the Contractor's obligations pertaining to hazardous materials hereunder and in each case directly impacting the physical improvements of the project or performance of the Contractor's scope of work;
10 Unavailability or shortage of materials caused directly or indirectly by any other Force Majeure Event, whether it occurs within South Carolina or whether it occurs in the area where the materials are produced, manufactured, and/or mined;
11 Embargos directly affecting materials required to perform the Contractor's work as reflected in the then-current project schedule;
12 Quarantine or suspension by the President of the United States, the Governor of South Carolina, or other authority acting on behalf of or with the authority of the same, or declared epidemic or pandemic, in each case, directly affecting the Contractor's performance of the scope of the work;
13 Declared state of emergency by the President of the United States the Governor of the State of South Carolina, or regional authority having jurisdiction over the project or the Contractor's performance of the scope of the work; or
14 Strikes (both national or regional strikes) or other concerted acts of workmen not arising out of or related to the Contractor or any person or entity for which the Contractor is responsible.

3 A Contractor shall bear the burden of proving that a Force Majeure Event exists, that it impacts the critical path of the project, and that the Contractor could not have reasonably worked around the condition, including by resequencing, relocating, or redeploying its forces to other portions of the project or other activities unrelated to

its work so as to avoid additional delay or cost. A Force Majeure Event is an excusable delay event and not a compensable event.

4 Any expense attributable to such occurrence of a Force Majeure Event shall not entitle the Contractor to additional compensation; these events shall be covered under the Contractor's appropriate insurance policy. The duration of delay to the critical path identified in the current project schedule directly caused by a Force Majeure Event shall be added to the Contract time.

January 1, 2018

SECTION 810: EROSION CONTROL MEASURES

Delete Subsection 810.4.2 of the Standard Specifications in its entirety and replace them with the following:

In addition to the erosion control measures specified in the Plans, Standard Specifications, Supplemental Technical Specifications and the Special Provisions, the Contractor advised that all land disturbing activities (clearing and grubbing, excavation, borrow, and fill) are subject to the requirements set forth in the following permits and regulations:

- South Carolina Code of Regulations 63-380, Standard Plan for Erosion, Sediment, and Stormwater Runoff Control. The regulation can be found on the South Carolina Legislature website.

- Erosion and Sediment Reduction Act of 1983 (Title 48, Chapter 18 of the South Carolina Code of Laws of 1983, as amended). Section 70 of this code authorized the South Carolina Department of Health and Environmental Control (SCDHEC) to administer this regulation with respect to lands under the jurisdiction of the South Carolina Department of Transportation. The code can be found at the South Carolina Legislature website.

- National Pollutant Discharge Elimination System (NPDES) General Permit Number SCR160000, effective January 1, 2013 (or latest version): The Environmental Protection Agency, in accordance with the Federal Clean Water Act, has granted to the South Carolina Department of Health and Environmental Control (SCDHEC) the authority to administer the Federal NPDES permit program in the State of South Carolina. The permit may be viewed at the SCDOT website.

In accordance with the NPDES General Permit SCR160000 section 2.1.E: “The Prime Contractor hired by SCDOT for a project will become a Secondary Operator with SCDOT upon signing the awarded contract. The Secondary Operator must complete the agreement found in Appendix B of the SCDOT Contract (Contractor Certification Form). The agreement is to be signed in accordance with the signatory requirements of
§122.22 of the South Carolina Regulation 61-9. The agreement is to be maintained with the SWPPP.

By signing the Contract, the contractor accepts/understands the terms and conditions of the *Storm Water Pollution Prevention Plan (SWPPP)* as required by the NPDES General Permit SCR160000 and may be legally accountable to SCDHEC for compliance with the terms and conditions of the SWPPP. In addition, the contractor is responsible for ensuring all subcontractors comply with the SWPPP and the permit requirements.

The SCDOT will complete and forward a *Notice of Intent* (*NOI*) to SCDHEC. If SCDHEC does not send a letter within 10 business days of receipt of the *NOI,* authorizing coverage, denying coverage, or advising that a review of the *SWPPP* will take place, coverage will be automatically granted.

At the pre-construction conference, with the contractor, the SWPPP will be explained and discussed so that the contractor is made aware of their responsibilities in the *SWPPP*.

Upon authorization of coverage, the SWPPP is to be fully implemented. The prompt installation of erosion coordinated with construction activities to maintain compliance with the above regulations and NPDES General Permit.

Erosion and Sediment Control Inspections are to be conducted by a qualified individual (Certified Erosion Prevention and Sediment Control Inspectors (CEPSCI), P.E., or those as stated in the permit) by the Department at least every 7 calendar days. A representative of the Contractor is also encouraged to accompany the inspection. Correct deficiencies noted during these inspections within the assigned priority period. If deficiencies are not corrected within this timeframe, the RCE can stop all work (except erosion and sediment control measures) until the deficiencies are corrected.

Give special attention to critical areas within the project limits (i.e., running streams, water bodies, wetlands, etc.). In these areas, the RCE may direct the Contractor to undertake immediate corrective action, but in no case, allow these deficiencies to remain unresolved more than 48 hours for a priority 1 deficiency or 7 days for a priority 2 deficiency. This is in accordance with their assigned priority as identified during the Erosion and Sediment Control Inspection.

Failure to adequately comply with the provisions as detailed above or any other required erosion control measures can result in stoppage of all contract operations (except erosion and sediment control measures) until corrective action has been taken. Additional sanctions may be invoked by the SCDHEC in accordance with their authority.

Fines assessed on the Department by SCDHEC as the result of the Contractor's non-compliance or violation of said permit provisions will be paid by the Department and will subsequently be deducted from any monies due to the Contractor. In case no monies are due or available, the fines incurred will be charged against the Contractor's Surety.

July 2017

PROMPT PAYMENT CLAUSE

(1) Subject to the provisions on retainage provided in Paragraph (2) below, when a subcontractor has satisfactorily performed a work item of the subcontract, the Contractor must pay the subcontractor for the work item within seven (7) calendar days of the Contractor's receipt of payment from SCDOT. A subcontractor shall be considered to have "satisfactorily performed a work item of the subcontract" when the SCDOT pays the Contractor for that work item. In the case of a second or third tier subcontractor, the 7-day time period begins to run when the 1st tier subcontractor receives payment from the Contractor or when the 2nd tier subcontractor receives payment from the 1st tier subcontractor.

(2) The Contractor may withhold as retainage up to five (5%) percent of a subcontractor's payment until satisfactory completion of all work items of the subcontract. "Satisfactory completion of all work items of the subcontract" shall mean when the SCDOT accepts the last work item of the subcontract. The Contractor must release to the subcontractor any retainage withheld within seven (7) calendar days from the date the Contractor receives payment from SCDOT for the last work item of the subcontract or within seven (7) days from SCDOT's acceptance of the last work item of the subcontract, whichever is the latest to occur. However, upon documentation of good cause provided by the contractor and written concurrence by the Director of Construction, the Contractor may continue to withhold the 5% retainage.

(3) Prior to receiving payment of each monthly estimate, the Contractor shall (a) certify to SCDOT that the construction estimate is complete and that its subcontractors have been paid for work covered by previous estimates, for which they are entitled to be paid, in accordance with paragraphs (1) and (2) above, and (b) submit verification that Contractor has received similar certifications or evidence from its subcontractors that lower tier subcontractors have been paid in accordance with paragraph (1). No payment will be made to Contractor unless such documentation/certification is received or SCDOT has issued written approval for delayed payment and required status reports as follows:

(i) The obligation to promptly pay subcontractors (all tiers) or to release retainage does not arise if there is a legitimate subcontract dispute with first tier and/or lower tier subcontractors. If there is a subcontract dispute, the Contractor may submit a written request to SCDOT to approve a delay in payment to the subcontractor which shall explain the nature of the dispute and identify relevant subcontract provisions as support. The explanation may include those reasons set forth in the SC Prompt Pay Act (S.C. Code Section 29-6-40). Payment to the subcontractor shall not be withheld without prior SCDOT written approval.

(ii) Contractor shall submit a status report of the dispute in each monthly progress payment. The status report shall contain:

- justification for the continuation of nonpayment in the form of a pending judicial proceedings, alternate dispute resolution (ADR) process or administrative proceedings, as evidence of why the delay shall continue; or
- a certification that the matter is resolved, and payment has been issued to the subcontractor (first tier and/or lower tier subcontractors).

(4) Failure to comply with any of the above provisions shall constitute a material breach of the contract and shall result in one or more of the following sanctions: (1) no further payments to the Contractor unless and until compliance is achieved; (2) monetary sanctions; and/or (3) the Contractor being declared in default and being subject to termination pursuant to Section 108.10 of the Standard Specifications.

(5) Any subcontractor who believes it is due payment in accordance with the Prompt Payment Clause may request information from the servicing Resident Construction Engineer (RCE) as to whether and when payment for the subcontractor's work has been made to the Contractor. If payment has been made to the Contractor, and a subcontractor certifies to the RCE that the subcontractor has not been paid within seven (7) calendar days of SCDOT's payment to the Contractor or paid as provided in paragraph (1) for sub-tiers, the RCE will notify the Director of Construction. If SCDOT has not approved the delay in payment pursuant to paragraph 3 above, appropriate remedies set forth in paragraph (4) will be applied. On federally funded projects, the subcontractor may contact the Federal Highway Administration should SCDOT fail to address the non-payment issue.

(6) The Contractor agrees by submitting this bid or proposal that it will include this clause titled "PROMPT PAYMENT CLAUSE," provided by the SCDOT, without modification, in all subcontracts with its subcontractors. Contractor is responsible for requiring all of its subcontractors to include this PROMPT PAYMENT CLAUSE in all lower tier subcontracts. If Contractor knowingly enters or knowingly allows a subcontractor or lower tier subcontractor to enter into a subcontract without the PROMPT PAYMENT CLAUSE, SCDOT may apply the appropriate remedies set forth in paragraph (4) or pursue other available remedies, including breach of contract.

January 1, 2018

REMOVAL OF EXISTING ASPHALT PAVEMENT BEFORE PATCHING

Delete Subsection 401.4.14 Removal of Existing Asphalt Pavement before Patching, of the Standard Specifications in its entirety and replace with the following:

The **RCE** will determine the limits of distressed pavement and will mark width and length of patches. **RCE** / **RME** will inspect the road and ensures that drainage is adequate, and no additional work needs to be done to the ditches and shoulders to promote proper drainage. The **RCE** may elect to obtain random cores if needed to determine proper depth of distressed area to be patched. Construct patches with a minimum size of 6.5 feet x 6.5 feet with at least 25 feet between patches. Care should be taken to ensure that longitudinal joints do not end up in the wheel paths. In the event that considerable quantities of full depth patching (FDP) are encountered, the RCE will consult with the State Pavement Design Engineer to consider other rehabilitation methods.

Remove the pavement to the depth indicated in the Plans, ensuring that the face of the cut is straight and vertical, with the exception of tapers needed to get equipment in and out of the patched area. If unstable material is encountered, remove additional material as directed by the **RCE**. Backfill the volume of the material removed below the patch with material meeting the requirements of **Section 305**, Graded Aggregate Base, and thoroughly compact in layers not exceeding 4 inches with a vibratory compactor. Thoroughly tack the sides of the existing pavement before placing the asphalt patch material in the hole.

Place the patch material in relatively uniform layers not to exceed the number of lifts in the table below. Ensure that the patch material is selected from the table below. Compact each layer with a vibratory compactor and a pneumatic roller. Whenever practical, allow lifts to cool down prior to placing the next lift, especially when doing multiple patches in the same area. The 175° F requirement between lifts does not apply to FDP. Conduct the work so that patches are opened and filled each day, with the roadway being opened to traffic by the end of each day's operation. Ensure that the finished patch is smooth riding by using a straight edge. Temperature and calendar restrictions found in **Section 401.4.4** do not apply, however no FDP will be permitted if the area is wet or frozen prior to removing the old pavement.

Full Depth Patching Materials		
	Select mixture type below based on Depth of FDP	
Depth of FDP	**Alternate Mixture Options**	**Typical Mixture**
4" or Less	Surface Type B / C 2 Lifts	Intermediate C 2 Lifts
6"	Surface Type B / C 2 Lifts	Intermediate C 2 Lifts
8"	Intermediate B Special 2 lifts	Intermediate C 3 lifts
10"	Intermediate B Special 2 lifts	Intermediate C 3 lifts
12" or More	Consult with the State Pavement Design Engineer	

January 27, 2014

South Carolina Department of TransportationTraffic Engineering Guidelines

NUMBER: TG-31

SUBJECT: Placement of Stop Lines and Stop Signs at Unsignalized Intersections

BACKGROUND: Stop lines should be used to indicate stop location at unsignalized intersections. Section 3B.16 of the 2009 MUTCD states that, in the absence of a marked crosswalk, the stop line should be placed at the desired stopping point but should not be placed more than 30 feet or less than 4 feet from the nearest edge of the intersecting traveled way. State law requires that a vehicle approaching a stop sign shall stop at a clearly marked stop line, but if none is present, then at the point nearest the intersecting roadway before entering it. Stop line distance, stop sign distance, and sight distance as defined in Figure TG-31-1 are the three criteria used for determining the preferred stop line and stop sign placement. This Traffic Guideline was developed to clarify use and placement of stop lines along with stop signs.

GUIDELINES: Engineering judgment should be used when considering placement of stop lines, verifying that the 4' to 30' placement allows for a clear sight trianglefor viewing in both directions. In general, stop lines should be placed at a distance of 4 to 10 feet in advance of the mainline to maximize sight distance to crossing traffic. Stop bar placement greater than 10 feet would be acceptable at skewed intersections in order to facilitate left turning movements from the major street or where significant truck volumes are present.

Per Section 2B.10 of the 2009 MUTCD, STOP (R1-1) signs should be placed no farther than 50 feet from the edge of pavement of the intersecting roadway. In general, stop signs should be placed near the edgeof the travel way (typically between 6'-12') for the minor road approach to maximize the sign visibility to approaching traffic. This placement may benear the radius return or farther back from the intersection to maximize sign visibility. The stop line and the stop sign do not have to be placed at the same location on the minor street approach.

If a situation arises where an intersection does not meet the required sight distance, the intersection should undergo further evaluation to determine ifintersection warning signs are warranted. Engineering judgment should be used when determining if intersection warning signs are warranted and thelocation in which they will be placed.

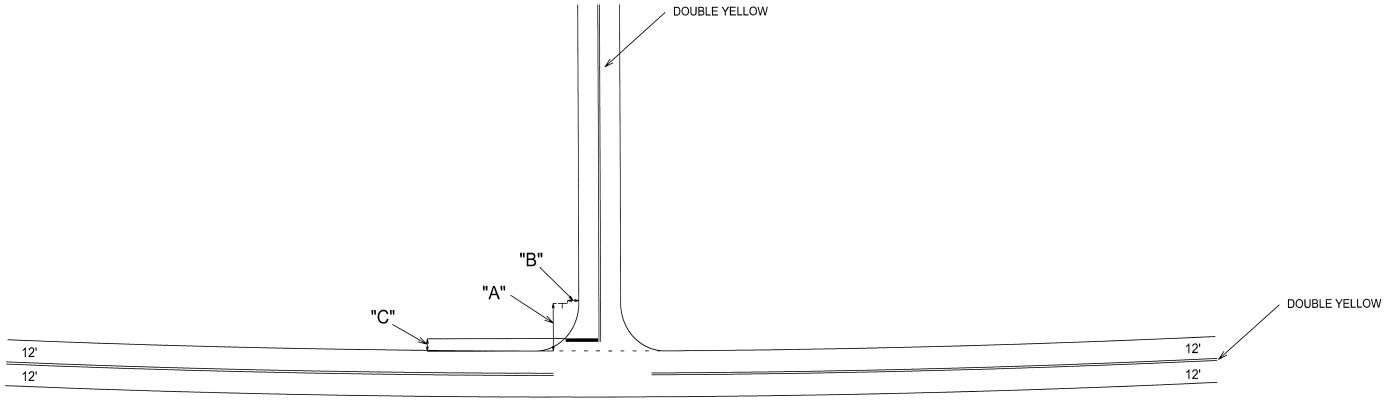
Dashed edge lines should also be placed at the intersecting roadway to enforce the stop condition, define the extended edge line or point of conflict with the intersecting roadway, and provide additionalchannelization for mainline traffic at wide or skewed intersections. Referto Figure TG-31-1.

Approved: _____
Director of Traffic Engineering

CADD FILENAME
P:\TE-Traf+Opr\TE-Operations\Traffic Operations\Manuals Updates\Traffic Guidelines Revisions\FIG-30 Stopbar Placement Figure 31-1.dgn

SCDOT

TYPICAL PLACEMENT FOR STOP SIGNS AND STOP BARS AT UNSIGNALIZED INTERSECTIONS



Drawing not to scale

"A" = 6'-50' FROM EDGE OF TRAVEL WAY TO STOP SIGN
"B" = 6'-12' FROM EDGE OF TRAVEL WAY TO STOP SIGN

NOTE: Typically placed at the beginning of the radius.

"C" = 4'-30' FROM EDGE OF TRAVEL WAY TO STOP LINE - LIMITS

NOTE: Typically placed between 4'-10' from the edge of travelway. - DESIRED
If > 10', verify that proper sight distance exists.

NOTE: Typically the stop sign preceeds the stop bar.

FIGURE TG-31-1

FIGURE TG-31-1

DIRECTOR OF TRAFFIC ENGINEERING *DATE*

August 1, 2014

107.13 Correcting Low Shoulder Conditions

107.13.1 Amending Shoulder Conditions Resultant of Roadway Resurfacing Work and Similar Types of Roadway Surface Work on Primary and Secondary Roadways

1 These specifications address the maintenance requirements for earth shoulders adjacent to the edge of pavement on Primary and Secondary roadways relative to typical roadway resurfacing work, various roadway work operations that result in a new roadway surface, work that may alter the grade elevation of the edge of pavement or any similar type work that may disturb the earth shoulder immediately adjacent to the edge of pavement. The earth shoulder immediately adjacent to the edge of pavement is the location where the edge of pavement and the earth shoulder come into contact. The edge of pavement may occur at the edge of a travel lane or a paved shoulder area.

2 Inspect and evaluate the conditions of the earth shoulders prior to, during and upon completion of all types of roadway surface work previously specified. Utilize these evaluations to determine the necessity and type of corrective actions that may be required and implemented.

3 Ensure the presence of acceptable conditions between the surface of the edge of pavement and the surface of the earth shoulder immediately adjacent to the edge of pavement immediately prior to beginning and upon completion of the roadway surface work on each road. Also, during the daily execution of the roadway surface work, ensure the presence of acceptable temporary conditions between the surface of the edge of pavement and the surface of the earth shoulder immediately adjacent to the edge of pavement prior to the end of each workday or work shift. Maintain an acceptable temporary condition, as defined in **Section 107.13.5,** during performance of the roadway surface work. Provide an acceptable final cross-section profile of the earth shoulder, as defined in **Section 107.13.6**, upon completion of the roadway surface work on each road.

107.13.2 Identifying Pre-Existing Low Shoulders Before the Commencement of the Roadway Surface Work

1 An acceptable grade elevation of the earth shoulder immediately adjacent to the edge of pavement prior to beginning the roadway surface work will not generate a grade elevation difference greater than an acceptable temporary condition of 3 inches as defined in **Section 107.13.5** during performance of the roadway surface work. An earth shoulder / edge of pavement profile that will generate a temporary grade elevation difference greater than 3 inches between the surface of the edge of pavement and the surface of the earth shoulder immediately adjacent to the edge of pavement during performance of the roadway surface work is considered low and in need of corrective action. When this condition exists prior to beginning the roadway surface work, these areas will be referred to as pre-existing low shoulders.

2 Before beginning the roadway surface work, together with the RCE, inspect the roads within the project to identify pre-existing low shoulders. On each roadway, complete the corrective shoulder work to eliminate the pre-existing low shoulder prior to beginning the roadway surface work that will alter the grade elevation of the edge of pavement of the road.

107.13.3 Correction of Pre-Existing Low Shoulders Before the Commencement of the Roadway Surface Work

1 Correct pre-existing low shoulders by bringing in and spreading borrow material where placement of borrow material is considered an acceptable corrective action unless an alternative corrective action is deemed necessary and agreed upon by the Contractor and the RCE. For each roadway, complete all work to correct pre-existing low shoulders prior to starting the roadway surface work on that roadway. Payment for the corrective actions implemented by utilization of borrow material will be at the contract unit bid price for Borrow Excavation in accordance with the requirements of **Section 203**. Alternative corrective actions and/or any corrective actions without a unit bid price item included in the contract should be implemented and payment made for through issuance of a Change Order in accordance with **Section 101.3.10**.

2 The RCE will inspect the correction of pre-existing low shoulders. If additional corrective action is determined necessary, the RCE will direct and notify, in writing, the need for additional corrective actions. The Contractor shall complete these additional corrective actions within 72 hours of receipt of this written notification from the RCE.

107.13.4 Installation and Maintenance of "Low Shoulder" Signs

1 Prior to beginning any roadway surface work that will alter the grade elevation of the edge of pavement of the road, install "Low Shoulder" signs (W8-9) on roadways where the temporary grade elevation difference between the surface of the edge of pavement and the surface of the earth shoulder immediately adjacent to the edge of pavement is anticipated to exceed 2 inches but remain less than or equal to 3 inches. These signs may be mounted on ground mounted or portable sign supports. When installing "Low Shoulder" signs, install the "Low Shoulder" signs in each direction, throughout the length of the road intended for the roadway surface work at intervals not to exceed 1 mile with the initial sign encountered by motorists installed at a location no further than 150 feet beyond the beginning of the project limits of the road subject to the roadway surface work.. Install "Low Shoulder" signs, in each direction, no further than 150 feet beyond intersections with side roads.

2 Maintain all "Low Shoulder" signs within the termini of the project until the shoulder conditions have been dressed and contoured to an acceptable final cross-slope profile as defined in **Section 107.13.6** and to the satisfaction of the RCE upon completion of all work on each road.

3 Payment for the "Low Shoulder" signs will be at the contract unit bid price for Permanent Construction Signs in accordance with the requirements of **Section 605.5**. Measure the quantity of "Low Shoulder" signs installed and mounted on ground mounted or portable sign supports by the square foot (SF) using the outside dimensions of the sign, complete and accepted. No deduction is made for the corner radii of the sign.

4 When installing these signs prior to beginning the roadway surface work, cover the signs with opaque materials and maintain the sign coverings until immediately prior to the Contractor's mobilization onto the road to begin the roadway surface work activities. Maintain the sign coverings, including repair and/or replacement of the sign coverings, as directed by the RCE, until beginning mobilization of personnel and equipment onto the road to commence the roadway surface work activities.

107.13.5 Maintenance of Temporary Shoulder Conditions During the Implementation of the Roadway Surface Work

1 During implementation of the roadway surface work, a grade elevation difference of 3 inches or less between the surface of the edge of pavement and the surface of the earth shoulder immediately adjacent to the edge of pavement is considered an acceptable temporary condition. The temporary grade elevation difference of 3 inches between the surface of the edge of pavement and the surface of the earth shoulder immediately adjacent to the edge of pavement may not exceed 3 inches. The acceptable temporary grade elevation difference of 3 inches or less may remain in place until the final corrective shoulder work is implemented as defined in **Section 107.13.6.** The presence of a grade elevation difference greater than 3 inches shall require corrective action by the Contractor. Upon discovery of a grade elevation difference greater than 3 inches, the RCE shall provide notification to the Contractor within 24 hours of the discovery. The notification shall include identification of the location(s) in need of corrective actions. The Contractor should install "Shoulder Drop Off" signs (W8-17-48) in advance of these locations and maintain these temporary sign installations in place until the condition is corrected. These signs may be mounted ground mounted or portable sign supports. The Contractor shall complete the corrective action of the identified location(s) within 72 hours of receipt of notification of discovery of the condition from the RCE.

2 Payment for the "Shoulder Drop Off" signs will be at the contract unit bid price for Permanent Construction Signs in accordance with the requirements of **Section 605.5**. Measure the quantity of "Shoulder Drop Off" signs installed and mounted on ground mounted or portable sign supports by the square foot (SF) using the outside dimensions of the sign, complete and accepted. No deduction is made for the corner radii of the sign.

107.13.6 Installation of the Final Shoulder Profile Upon Completion of the Roadway Surface Work on Each Road

1 Within 3 days of completion of the application of the final riding surface to a road during typical roadway resurfacing work, various roadway work operations that result in a new roadway surface, work that may alter the grade elevation of the edge of pavement or any similar type work that may disturb the earth shoulder, begin the corrective action to eliminate the temporary shoulder conditions created by the performance of the roadway surface work to that road. Make reasonable efforts, weather permitting, to continue the corrective shoulder work until the temporary shoulder conditions are eliminated to the satisfaction of the RCE. The corrective action for elimination of the temporary shoulder conditions shall include, but not be limited to, placing borrow material against the edge of pavement as directed by the RCE to achieve a "flush" or "near flush" condition. The final grade elevation of the earth shoulder immediately adjacent to the edge of pavement shall be "flush" or "near flush" with any grade elevation difference no greater than 1 inch between the surface of the edge of pavement and the surface of the earth shoulder immediately adjacent to the edge of pavement. The surface of the earth shoulder immediately adjacent to the edge of pavement shall not exceed the grade elevation of the surface of the edge of pavement.

2 Where the earth shoulders are 6 feet wide or wider, as measured from the edge of pavement to the beginning of the front slope of an adjacent ditch or fill slope, ensure the final cross-section profile of the earth shoulder adjacent to the edge of pavement exhibits a slope no steeper than 12 : 1 in accordance with the *SCDOT Highway Design Manual,* latest edition. In those areas where the earth shoulders are less than 6 feet wide, as measured from the edge of pavement to the beginning of the front slope of an adjacent ditch or fill slope, dress the final cross-section profile of the earth shoulder from the edge of pavement to the beginning of the front slope of the adjacent ditch or fill slope.

3 Situations may arise that require cutting of the shoulder to attain an acceptable final cross-section profile of the earth shoulder adjacent to the edge of pavement as required by these specifications. When the required cutting of the shoulder is sufficient to also require hauling of the cut material from the site, pay for this work in accordance with those requirements specified in **Subsection 203.2.1.2 Unclassified Excavation**.

4 Notify the RCE within 3 days of completing the corrective action for elimination of the temporary shoulder conditions for each road. The RCE will inspect the prescribed shoulder work within 3 working days of receipt of such notification. If additional corrective action is determined necessary, the RCE will direct, in writing, additional corrective actions.

5 Remove "Shoulder Drop Off" and "Low Shoulder" signs within 7 days of completion.

108.9 – Failure to Complete Work on Time

If the Contractor fails to substantially complete the work by the contract completion date, the Contractor is liable for liquidated damages. Liquidated damages shall be assessed for each day beyond the contract completion date that the project is not substantially complete. The date of substantial completion is determined by the RCE. Days to be charged for liquidated damages will not stop due to seasonal restrictions. The daily liquidated damages rate is determined from the following schedule. This table does not apply if a different amount for liquidated damages is specified in the Contract Special Provisions.

Schedule of Liquidated Damages for Each Day Overrun in Contract Time		
Original Contract Amount		**Daily Charge per Calendar Day at Fixed Rate**
From More Than	**To and Including**	
$0.00	$500,000.00	$600.00
$500,000.00	$1,000,000.00	$800.00
$1,000,000.00	$2,000,000.00	$1,000.00
$2,000,000.00	$5,000,000.00	$1,200.00
$5,000,000.00	$10,000,000.00	$1,700.00
$10,000,000.00	and above	$2,200.00

The punch list must be completed within 30 days of the final inspection unless another time frame is agreed upon by the RCE and Contractor at the final inspection. Seasonal restrictions and temperatures may be considered for individual items. Failure to complete the punch list may result in the RCE charging liquidated damages at the specified rate for any punch list item remaining incomplete beyond 30 days. Liquidated damages will be charged daily until all punch list items are complete. If a final inspection is held prior to the contract completion date, liquidated damages shall not be charged prior to the contract completion date for incomplete punch list items.

APPROVED:
Division Administrator
THADDEUS W KITOWICZ Digitally signed by THADDEUS W KITOWICZ Date: 2024.11.29 10:17:15 -05'00'
By: _____
FEDERAL HIGHWAY ADMINISTRATION

January 1, 2025

FUEL ADJUSTMENT INDEXES

General: The Bidder is advised that the Department will apply Fuel Adjustments *for specified items of work* when the Indexes for Diesel and Unleaded fuels vary more than 10% from Base Indexes established for the contract.

Indexes: The Department maintains Indexes for Diesel and Unleaded fuel based on fuel prices from the South Carolina Budget and Control Board – Materials Management Office, which negotiates fuel contracts for the state. The Department averages Zone 1 (upper state) and Zone 2 (lower state) prices for Diesel and Unleaded fuel to calculate the Indexes for the 1st and 17th of each month. The resulting indexes are posted in spreadsheet form on the Department's Internet site at https://www.scdot.org/business/constructionletting-monthlyindex.aspx.

Base Index: The Department sets a Base Index date for each contract subject to fuel adjustments with the date set prior to the highway letting. The Indexes for Diesel and Unleaded fuel on that Base Index date sets the framework of the 10% adjustment increments to be used for the contract. Tables showing the adjustment increments are displayed in the above noted spreadsheet (Fuel Charts tab).

Fuel Usage Factors: The following table shows the Fuel Usage factor (gallons of fuel per unit of work) for SCDOT work items that are subject to this specification. In order for contract work items to be eligible for index adjustments, the work item(s) must be specifically indicated in the Special Provisions of the Contract.

Items of Work Eligible for Fuel Adjustments	Units of Measure	Diesel Fuel	Unleaded Fuel
Excavation (Unclassified, Borrow, etc.)	Gallons/CY	0.29	0.15
Embankment in Place	Gallons/CY	0.29	0.15
Sand Clay Base Course 6" Uniform	Gallons/SY	0.05	0.02
Sand Clay Base Course 8" Uniform	Gallons/SY	0.06	0.03
Graded Aggregate Base Course 6" Uniform	Gallons/SY	0.10	0.06
Graded Aggregate Base Course 8" Uniform	Gallons/SY	0.13	0.06
Hot Mix Asphalt (Base, Binder, Surface Courses)	Gallons/Ton	2.90	0.71
Portland Cement Concrete Pavements	Gallons/SY	0.25	0.20
Structural Concrete	Gallons/CY	1.00	0.20
Reinforced Concrete Pipe (24" or less)	Gallons/LF	0.50	0.15
Reinforced Concrete Pipe (greater than 24")	Gallons/LF	0.75	0.15
Full Depth Patching - 4" (Fuel)	Gallons/SY	0.64	0.16
Full Depth Patching - 6" (Fuel)	Gallons/SY	0.96	0.23
Full Depth Patching - 8" (Fuel)	Gallons/SY	1.28	0.31
Full Depth Patching - 10" (Fuel)	Gallons/SY	1.60	0.39
Full Depth Patching - 12" (Fuel)	Gallons/SY	1.91	0.47
Smooth Wall Pipe (24" or less)	Gallons/LF	0.50	0.15
Smooth Wall Pipe (Greater than 24")	Gallons/LF	0.75	0.15
Corrugated Wall Pipe (24" or less)	Gallons/LF	0.50	0.15
Corrugated Wall Pipe (Greater than 24")	Gallons/LF	0.75	0.15

Per unit index adjustments are determined by multiplying the Fuel Usage factor by the Fuel Index Change (minimum of incremented range) for each type of fuel. The total of these two results is then applied to the construction estimate as a line item adjustment. If only one type of fuel changes in excess of 10%, then the adjustment will be based on that figure alone.

Additional Provisions:

A. The Department will calculate and apply fuel adjustments to estimates based on index values set at the beginning of the estimate period.
   - Estimate period begins on the 1st of the month and ends on the last day of the month. The 1st of the month Index will be compared to the contract Base Index to determine index adjustments for the estimate period.

B. In the event the work (on a contract item subject to fuel adjustments) continues after expiration of the contract completion date, the fuel indexes in effect on the contract completion date will become the ceiling (or maximum) of indexes to be applied for the work. Lower indexes will be applied, while higher indexes will be limited to the ceiling noted.

C. This provision shall apply to supplemental agreements, overruns and extensions to this project for the specified item(s) to be adjusted.

D. The Base Index, Current Index and Adjustments may be referenced directly on the Department's Index spreadsheet at https://www.scdot.org/business/constructionlettingmonthlyindex.aspx.

SECTION V: BID FORM

SECTION ONE

FAIRFIELD CTC 2027 PAVING STATE ROAD PROJECT (PHASE 2 - 99 ROAD), RFB: 23-185.12

BY SUBMITTING THIS BID, THE UNDERSIGNED BIDDER REPRESENTS:

A. that he has carefully examined the plans and specifications with the related documents and visited the site of the Project for which he is submitting a Bid.

B. that he is familiar with all the conditions surrounding the performance of the Work required for this Project, including the availability of materials, equipment, supplies and labor, and has visited the site and is therefore familiar with all physical conditions affecting the work and has considered same in calculating his bid

C. that, if he is awarded the Contract, he will provide all labor, material, supplies. And equipment and execute the Work in accordance with the Contract Documents.

D. that, if awarded the Contract he will commence work after the issuance of a “Notice to Proceed” as required herein.

E. that, if awarded the Contract, he agrees that if the Work or any part thereof is not completed according to the specifications and terms of the Contract Documents and within Contract Time (including any extension thereof), he and his sureties will be liable for Liquidated Damages in accordance with the Contract.

F. that he will hold his Bid open for sixty (60) calendar days after the date Bids are opened or else forfeit the Bid Security to the Owner.

G. that, if awarded the Contract, he will provide a Performance Bond and a Payment Bond together with insurance coverage as required herein.

H. that he understands that the Owner reserves the right to reject any Bids which do not meet the Bid Requirements, or all Bids in the event that the Project is canceled or postponed, or if such is in the best interests of the County.

I. that if awarded the Contract the successful Bidder will enter and execute a contract as required herein.

J. that the Bidder is legally able to enter into and perform a contract, if awarded.

K. that the Bidder is current on all taxes and fees owed to the County.

L. that the bidder agrees to commence work upon issuance of Notice to Proceed with an adequate force, carry the work forward as rapidly as possible, and complete the Project as required by the Special Provisions. .

M. that the bidder agrees that in the case of failure or refusal on his part to execute the Contract within five (5) calendar days after the issuance of a Notice of Award, the check, cash, or Bid Bond accompanying this Bid shall be paid into the funds of the County’s account set aside for this Project, as liquidated damages, and not as penalty, for such failure; otherwise the check, cash, or Bid Bond accompanying this Bid shall be returned to the undersigned.

N. that the unit price per ton, square yard, linear foot, etc., must reflect all materials, supplies, equipment, supervision, labor costs, quality control services, and sales tax necessary to complete the project. All costs for grading, sweeping, cleaning, shaping, tacking, compacting, etc.; shall also be included in the unit bid price.

O. that the unit price per ton, square yard, linear foot, etc., must reflect all materials, supplies, equipment, supervision, labor costs, quality control services, and sales tax necessary to complete the project. All costs for grading, sweeping, cleaning, shaping, tacking, compacting, etc.; shall also be included in the unit bid price.

P. that he acknowledges and understands that all Contractor "As Bid" unit measures for the various Project Elements will be reviewed by The County and, where any discrepancies are noted The County reserves the right to advise the bidder and make the necessary corrections and thereby adjust the Contractor's sum total bid amount accordingly. All adjustments, if any, will be predicated on work measurement as represented on the plans. We shall have the option to decline any reasonable unit measure adjustment that will reflect an increase in our base bid. Therefore, it is understood that unless declined, any adjustments reflecting an increase in the element costs will, when adjusted, reflect an overall increase in the base bid and will be considered in determining the most responsive

Q. that the undersigned, certify that this Bid does not violate Federal or State Antitrust Laws and I have received and read the Request for Bids and understand that this Bid is subject to all conditions thereof. A signature below indicates that the Offeror herein, his agents, servants and/or employees, have not in any way colluded with anyone for and on behalf of the Offeror, or themselves, to gain any favoritism in the award of the Contract herein.

R. that the undersigned certifies that the Contractor listed below will provide a "drug-free workplace" as that term is defined in Section 44-107-30 of the Code of Laws of South Carolina, 1976, as amended, by complying with the requirements set forth in Title 44, chapter 107

S. CONTRACTORS NAME: _____

FEDERAL IDENTIFICATION NUMBER:_____

CONTRACTOR'S CLASSIFICATIONS AND SUBCLASSIFICATIONS WITH LIMITATIONS

_____	_____	_____
(Classification)	(Sub-Classification)	(Limitations)

_____
(S.C. Contractor's License Number)

SECTION TWO

FAIRFIELD CTC 2027 PAVING STATE ROAD PROJECT (PHASE 2 - 99 ROAD),
RFB: 23-185.12

BID OF (CONTRACTOR NAME): _____

ITEM #	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	EXTENDED PRICE
1	BONDS & INSURANCE	LS	1		
2	MOBILIZATION	LS	1		
3	TRAFFIC CONTROL	LS	1		
4	MAINTENANCE STONE	TON	40		
5	H/M ASPH. FULL DEPTH PATCH (6" UNIFORM)	SY	100		
6	H/M ASPH. SURF. CR. TYPE C (Liquid Included) 175 #/SY	SY	27,778		
7	H/M ASPH. SURF. CR. TYPE E (Liquid Included) 100 #/SY	SY	27,778		
8	H/M ASPH. SURF. CR. TYPE C (Liquid Included) 220 #/SY DRIVES	SY	1,025		
9	24" WH. SLD. LINE - STOP/DIA - F.D. PNT	LF	50		
10	24" WH. SLD. LINE - THERMO 125 MIL.	LF	24		
11	4" SOLID LINES WHITE - F.D. PAINT	LF	50,000		
12	4" SOLID LINES WHITE - THERMO - 90 MIL	LF	25,000		
13	4" SOLID LINES YELLOW - F.D. PAINT	LF	50,000		
14	4" SOLID LINES YELLOW - THERMO - 90 MIL	LF	25,000		
15	PERM.YEL.PAV.MARK BI-DIR 4"X4"	EA	160		
16	VARIABLE MILLING	SY	534		
17	PERM. GRASSING FOR NON-PERMITTED RESURF. PROJ.	ACRE	3.16		
				GRAND TOTAL	$

CONTACT EMAIL: _____

_____

(*Grand Total in Words*)

The Bid prices for Unit Price Work set forth as of the Effective Date of the Agreement are based on estimated quantities. As provided in the General Conditions, estimated quantities are not guaranteed, and determinations of actual quantities and classifications are to be made by Engineer as provided in of the General Conditions.

SECTION THREE

FAIRFIELD CTC 2026 PAVING STATE ROAD PROJECT (PHASE 2 - 99 ROAD), RFB: 23-185.12

LISTING OF SUBCONTRACTORS:

Any bidder in response to this Request for Bids shall set forth in his bid the name and location of the place of business for each of the following subcontractors (if so specified) who may perform work or render services to the Prime Contractor to or about the construction, or who will specifically fabricate or install a portion of the work. If the Prime Contractor determines to use his own employees to perform any portion of the work for which he would otherwise be required to list a subcontractor, and if the Prime Contractor is qualified to perform such work under the terms of the Request for Bids, the Prime Contractor shall indicate this in his bid and not subcontract any of that work except with the approval of owner for good cause shown.

Failure to list specified subcontractors shall render the prime Contractor's bid non-responsive. No Prime Contractor whose bid is accepted shall substitute any person as a subcontractor in place of the subcontractor listed in the original bid, except as specified within the contract documents.

Subcontractor: _____

Work to be undertaken: _____

Place of Business: _____

Principal: _____

License No_____

Subcontractor: _____

Work to be undertaken: _____

Place of Business: _____

Principal: _____

License No_____

Subcontractor: _____

Work to be undertaken: _____

Place of Business: _____

Principal: _____

License No_____

Subcontractor: _____

Work to be undertaken: _____

Place of Business: _____

Principal: _____

License No_____

SECTION FOUR

FAIRFIELD CTC 2026 PAVING STATE ROAD PROJECT (PHASE 2 - 99 ROAD),
RFB: 23-185.12

Respectfully submitted this ____ day of _____, 2026

Company Name: _____

Authorized Signature: _____

Name and Title (type or print) _____

Email Address (type or print) _____

Principal of Company (e.g., Name of President, General Partner, Owner, etc.)

_____

State of Incorporation: _____

Business Address: _____

City, State, Zip Code: _____

Telephone Number: _____ Fax Number: _____

Contractor's Federal Tax I.D. No.: _____

S.C. Contractor's License No.: _____

S.C. Bidder's License No.: _____

ACKNOWLEDGMENT OF RECEIPT OF AGENDA:

(If more addenda are issued, then add to the list.)

Addendum No.1 dated: _____

Addendum No.2 dated: _____

Addendum No.3 dated: _____

BID BOND

KNOW ALL MEN BY THESE PRESENTS, that we _____, as Principal, a (___corporation, ___ partnership, ___ individual) duly authorized by law to do business as a construction contractor in the State of South Carolina, and _____, as Surety, a corporation duly authorized to transact surety business under the Law of the state of South Carolina, are held and firmly bound unto Fairfield County as oblige, in the penal sum of:

Five Percent (5%) of the Bid Amount

for the payment of which sum well and truly to be made, the said Principal and the said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a bid for the project named:

FAIRFIELD CTC 2027 PAVING STATE ROAD PROJECT (PHASE 2 - 99 ROAD)- RFB: 23-185.12

NOW, THEREFORE, if the Oblige shall accept the bid of the Principal and the Principal shall enter into a Contract with the Oblige in accordance with the terms of such bid, and give such bonds as may be specified in the bidding or Contract Documents with good and sufficient surety acceptable to the Oblige, then this obligation shall be null and void, otherwise to remain in full force and effect.

Signed and sealed this _____ day of _____, 2026.

PRINCIPAL	**SURETY**
_____ (Seal)	_____ (Seal)
Bidder's Name and Corporate Seal	Surety's Name and Corporate Seal
By: _____	By: _____
Signature and Title	Signature and Title (Attach Power of Attorney)
Attest: _____	Attest: _____
Signature and Title	Signature and Title

Note: A copy of the agent's Power of Attorney for the Surety Company must be attached to this bond form.

SECTION VI: PROJECT INFORMATION

PROJECT ESTIMATED QUANTITIES and INFORMATION

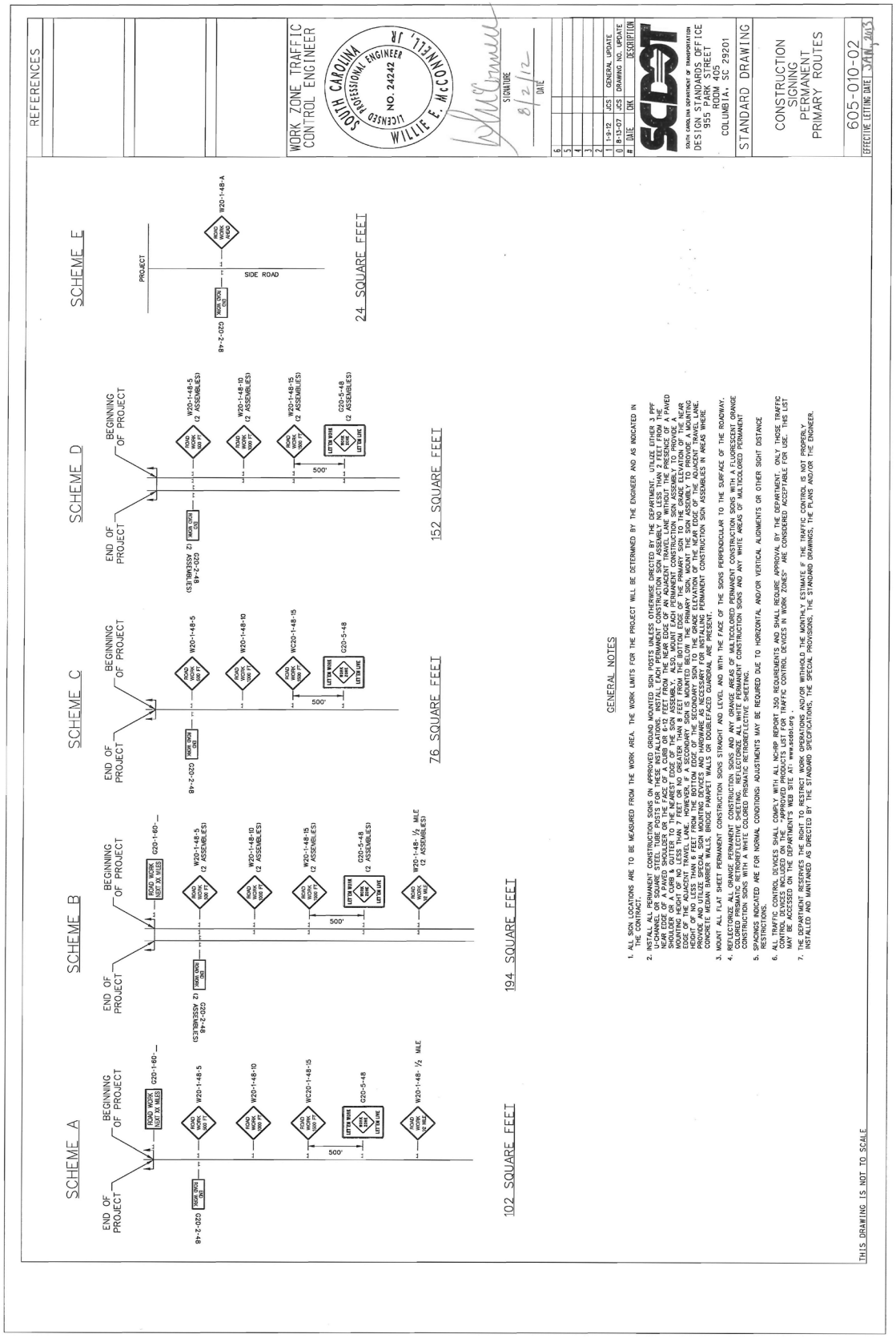
99 ROAD

Road Name: 99 Road (S-20-99)
Begin: Coleman Road
End: Buckhead Road
Width: 20
Length 12,500 LF
Drives: 35
Intersections: 3

ITEM #	DESCRIPTION	UNIT	QUANTITY
1	BONDS & INSURANCE	LS	1
2	MOBILIZATION	LS	1
3	TRAFFIC CONTROL	LS	1
4	MAINTENANCE STONE	TON	40
5	H/M ASPH. FULL DEPTH PATCH (6" UNIFORM)	SY	100
6	H/M ASPH. SURF. CR. TYPE C (Liquid Included) 175 #/SY	SY	27,778
7	H/M ASPH. SURF. CR. TYPE E (Liquid Included) 100 #/SY	SY	27,778
8	H/M ASPH. SURF. CR. TYPE C (Liquid Included) 220 #/SY DRIVES	SY	1,025
9	24" WH. SLD. LINE - STOP/DIA - F.D. PNT	LF	50
10	24" WH. SLD. LINE - THERMO 125 MIL.	LF	24
11	4" SOLID LINES WHITE - F.D. PAINT	LF	50,000
12	4" SOLID LINES WHITE - THERMO - 90 MIL	LF	25,000
13	4" SOLID LINES YELLOW - F.D. PAINT	LF	50,000
14	4" SOLID LINES YELLOW - THERMO - 90 MIL	LF	25,000
15	PERM.YEL.PAV.MARK BI-DIR 4"X4"	EA	160
16	VARIABLE MILLING	SY	534
17	PERM. GRASSING FOR NON-PERMITTED RESURF. PROJ.	ACRE	3.16

PROJECT STANDARD DRAWINGS

605-010-02 (Scheme E)
610-005-00 (Flagging Operations)


REFERENCES
WORK ZONE TRAFFIC CONTROL ENGINEER
SOUTH CAROLINA PROFESSIONAL ENGINEER
LICENSED NO. 24242
WILLIE F. McCONNELL, JR
SIGNATURE
8/2/12
DATE
SCHEME A
SCHEME B
SCHEME C
SCHEME D
SCHEME E
BEGINNING OF PROJECT
END OF PROJECT
ROAD WORK NEXT XX MILES
ROAD WORK ONE MILE
ROAD WORK 500 FT
LEFT LANE MUST MERGE
500'
SIDE ROAD
PROJECT
102 SQUARE FEET
194 SQUARE FEET
76 SQUARE FEET
152 SQUARE FEET
24 SQUARE FEET
GENERAL NOTES
1. ALL SIGN LOCATIONS ARE TO BE MEASURED FROM THE WORK AREA. THE WORK LIMITS FOR THE PROJECT WILL BE DETERMINED BY THE ENGINEER AND AS INDICATED IN THE CONTRACT.
2. INSTALL ALL PERMANENT CONSTRUCTION SIGNS ON APPROVED GROUND MOUNTED SIGN POSTS UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT. UTILIZE EITHER 3 PPF WOOD POSTS OR 2 LB/FT STEEL POSTS FOR TEMPORARY INSTALLATIONS. INSTALL ALL SIGNS SUCH THAT THE SIGN ASSEMBLY IS NO LESS THAN 2 FEET FROM THE NEAR EDGE OF A PAVED SHOULDER OR THE FACE OF A CURB OR 6-12 FEET FROM THE NEAR EDGE OF THE TRAVELED WAY IF THERE IS NO PAVED SHOULDER OR CURB & GUTTER TO THE NEAREST EDGE OF THE SIGN ASSEMBLY. ALSO, MOUNT EACH PERMANENT CONSTRUCTION SIGN ASSEMBLY TO PROVIDE A MINIMUM CLEARANCE OF 7 FEET FROM THE BOTTOM EDGE OF THE SIGN TO THE GRADE ELEVATION OF THE NEAR EDGE OF THE ADJACENT TRAVEL LANE. HOWEVER, IF A SECONDARY SIGN IS MOUNTED BELOW THE PRIMARY SIGN, MOUNT THE SIGN ASSEMBLY TO PROVIDE A MINIMUM CLEARANCE OF NO LESS THAN 5 FEET FROM THE BOTTOM EDGE OF THE SECONDARY SIGN TO THE GRADE ELEVATION OF THE NEAR EDGE OF THE ADJACENT TRAVEL LANE. REMOVE ANY ITEMS OBSTRUCTING THE VIEW OF THE SIGN FACE OR INTERFERING WITH THE SIGN'S REFLECTIVITY. PROVIDE ADDITIONAL SIGN MOUNTING DEVICES AND HARDWARE AS NECESSARY FOR INSTALLING PERMANENT CONSTRUCTION SIGN ASSEMBLIES IN AREAS WHERE CONCRETE MEDIAN BARRIER WALLS, BRIDGE PARAPET WALLS OR DOUBLE-FACED GUARDRAIL ARE PRESENT.
3. MOUNT ALL FLAT SHEET PERMANENT CONSTRUCTION SIGNS STRAIGHT AND LEVEL AND WITH THE FACE OF THE SIGNS PERPENDICULAR TO THE SURFACE OF THE ROADWAY.
4. REFLECTORIZE ALL ORANGE PERMANENT CONSTRUCTION SIGNS AND ANY ORANGE AREAS OF MULTICOLORED PERMANENT CONSTRUCTION SIGNS WITH A FLUORESCENT ORANGE COLORED PRISMATIC RETROREFLECTIVE SHEETING. REFLECTORIZE ALL WHITE PERMANENT CONSTRUCTION SIGNS AND ANY WHITE AREAS OF MULTICOLORED PERMANENT CONSTRUCTION SIGNS WITH A WHITE COLORED PRISMATIC RETROREFLECTIVE SHEETING.
5. SPACINGS INDICATED ARE FOR NORMAL CONDITIONS. ADJUSTMENTS MAY BE REQUIRED DUE TO HORIZONTAL AND/OR VERTICAL ALIGNMENTS OR OTHER SIGHT DISTANCE RESTRICTIONS.
6. ALL TRAFFIC CONTROL DEVICES SHALL COMPLY WITH ALL NCHRP REPORT 350 REQUIREMENTS AND SHALL REQUIRE APPROVAL BY THE DEPARTMENT. ONLY THOSE TRAFFIC CONTROL DEVICES INCLUDED ON THE "APPROVED PRODUCTS LIST FOR TRAFFIC CONTROL DEVICES IN WORK ZONES" ARE CONSIDERED ACCEPTABLE FOR USE. THIS LIST MAY BE ACCESSED ON THE DEPARTMENT'S WEB SITE AT WWW.SCDOT.ORG.
7. THE DEPARTMENT RESERVES THE RIGHT TO RESTRICT WORK OPERATIONS AND/OR WITHHOLD THE MONTHLY ESTIMATE IF THE TRAFFIC CONTROL IS NOT PROPERLY INSTALLED AND MAINTAINED AS DIRECTED BY THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, THE STANDARD DRAWINGS, THE PLANS AND/OR THE ENGINEER.
THIS DRAWING IS NOT TO SCALE
6
5
4
3
2
1 1-9-12 JCS GENERAL UPDATE
0 8-13-07 JCS DRAWING NO. UPDATE
DATE CHK DESCRIPTION
SCDOT
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
DESIGN STANDARDS OFFICE
955 PARK STREET
ROOM 405
COLUMBIA, SC 29201
STANDARD DRAWING
CONSTRUCTION
SIGNING
PERMANENT
PRIMARY ROUTES
605-010-02
EFFECTIVE LETTING DATE: JAN, 2013

REFERENCES

WORK ZONE TRAFFIC CONTROL ENGINEER

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER NO. 24242 WILLIE E. McCONNELL, JR.

SIGNATURE

7/27/15
DATE

#	DATE	CK'D	DESCRIPTION
6			
5			
4			
3			
2			
1			
0	1-14-15	JCS	NEW DRAWING

SCDOT

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
DESIGN STANDARDS OFFICE
955 PARK STREET
ROOM 405
COLUMBIA, SC 29201

STANDARD DRAWING

FLAGGING OPERATIONS
TWO-LANE TWO-WAY PRIMARY & SECONDARY ROUTES

610-005-00

EFFECTIVE LETTING DATE | JAN 2016

FLAGGING OPERATIONS
GENERAL NOTES

(ALL NOTES, SPECIFICATIONS AND REQUIREMENTS ON THIS STANDARD DRAWING APPLY TO ALL SUBSEQUENT STANDARD DRAWINGS REGARDING FLAGGING OPERATIONS UNLESS OTHERWISE NOTED)

FLAGGING OPERATIONS -

1. KEY FEATURES RELEVANT TO FLAGGING OPERATIONS:

APPROACH TAPER - THIS IS A ONE-LANE TWO-WAY TAPER PLACED IN THE TRAVEL LANE WHERE THE WORK ACTIVITY TAKES PLACE. THIS TAPER PRECEDES THE BUFFER SPACE AND THE WORK ACTIVITY AREA. THE LENGTH OF THIS TAPER MAY VARY FROM 50 FEET TO 100 FEET. INSTALL AND MAINTAIN NO LESS THAN FIVE (5) TRAFFIC CONTROL DEVICES EQUALLY SPACED AT 10' TO 25' INTERVALS AS NECESSARY TO CORRESPOND WITH THE LENGTH OF THE TAPER.

DOWNSTREAM TAPER - THIS TAPER, PLACED IN THE TRAVEL LANE WHERE THE WORK ACTIVITY TAKES PLACE, FOLLOWS THE WORK ACTIVITY AREA AND SERVES AS THE TERMINATION AREA FOR THE CLOSURE OF THE TRAVEL LANE. THE LENGTH OF THIS TAPER MAY VARY FROM 50 FEET TO 100 FEET. INSTALL AND MAINTAIN NO LESS THAN FIVE (5) TRAFFIC CONTROL DEVICES IN THIS TAPER.

FLAGGER STATION - THIS IS THE SPECIFIC LOCATION OF THE FLAGGER.

CLOSED LANE FLAGGER - THIS FLAGGER IS STATIONED ADJACENT TO THE FIRST TRAFFIC CONTROL DEVICE IN THE APPROACH TAPER WHO CONTROLS THE TRAFFIC THAT REQUIRES RELOCATION FROM THE TRAVEL LANE BEING CLOSED TO TRAFFIC.

OPEN LANE FLAGGER - THIS FLAGGER IS STATIONED 100 FEET BEYOND THE LAST TRAFFIC CONTROL DEVICE IN THE DOWNSTREAM TAPER WHO CONTROLS THE TRAFFIC OPERATING IN THE TRAVEL LANE REMAINING OPEN TO TRAFFIC.

BUFFER SPACE - THIS AREA IS LOCATED BETWEEN THE DOWNSTREAM END OF THE APPROACH TAPER AND THE NEAREST LIMITS OF THE WORK ACTIVITY AREA AND MAY PROVIDE SOME RECOVERY SPACE FOR AN ERRANT VEHICLE. THE PRESENCE OF PERSONNEL, TOOLS, MATERIALS, EQUIPMENT, WORK VEHICLES, ETC. WITHIN THE LIMITS OF THE BUFFER SPACE IS PROHIBITED. HOWEVER, WHEN THE MINIMUM DISTANCE REQUIREMENTS FOR THE BUFFER SPACE ARE UNAVAILABLE, A TRUCK MOUNTED ATTENUATOR MAY TEMPORARILY ENCROACH UPON THE BUFFER SPACE IN ACCORDANCE WITH THE REQUIREMENTS SPECIFIED IN THE SECTION BELOW ENTITLED, "BUFFER SPACE", WHEN APPROVED BY THE ENGINEER.

WORK ACTIVITY AREA - PERSONNEL, MATERIALS, EQUIPMENT, WORK VEHICLES, ETC. ARE PRESENT WITHIN THIS AREA TO CONDUCT THE WORK.

LIMITS of the WORK ACTIVITY AREA - THIS IS THE BOUNDARY OF THE WORK ACTIVITY AREA FIRST ENCOUNTERED, FROM EITHER DIRECTION, BY MOTORISTS PASSING BY THE WORK ACTIVITY AREA IN THE ADJACENT TRAVEL LANE OPEN TO TRAFFIC AND CONTROLLED BY THE FLAGGERS.

APPROACH LANE - TRAFFIC APPROACHES AN INTERSECTION OR A SPECIFIC LOCATION IN THIS TRAVEL LANE.

DEPARTURE LANE - TRAFFIC DEPARTS FROM AN INTERSECTION OR A SPECIFIC LOCATION IN THIS TRAVEL LANE.

MAINLINE APPROACH - THIS IS AN APPROACH TO THE WORK ACTIVITY AREA ON THE ROADWAY WHERE THE WORK ACTIVITY AREA IS LOCATED.

SIDE ROADS - THESE ROADS INTERSECT THE ROADWAY ON WHICH THE WORK ACTIVITY AREA IS LOCATED.

LIMITS of the INTERSECTION - THE LIMITS OF OR THE PHYSICAL AREA WITHIN AN INTERSECTION IS DEFINED BY THE LOCATION OF STOP BARS WHEN PRESENT. WHEN STOP BARS ARE ABSENT, THE LIMITS OF OR THE PHYSICAL AREA WITHIN AN INTERSECTION IS DEFINED BY THE LOCATION POINTS WHERE THE CORNER RADII BETWEEN ADJACENT ROADWAY APPROACHES TIE TO THE EDGE OF PAVEMENT OR THE EDGE OF TRAVEL LANE ADJACENT TO THE EDGE OF PAVEMENT OF EACH ROADWAY.

2. INSTALL, CONDUCT AND MAINTAIN FLAGGING OPERATIONS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, THE STANDARD DRAWINGS, THE MUTCD AND THE "SOUTH CAROLINA FLAGGER'S HANDBOOK" UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT. INSTALL ALL SIGNS RELATIVE TO A FLAGGING OPERATION PRIOR TO INITIATION OF THE OPERATION AND REMOVE OR COVER ALL SIGNS IMMEDIATELY UPON TERMINATION OF THE OPERATION. EQUIP EACH FLAGGER WITH A 24" x 24" STOP/SLOW PADDLE MOUNTED ON A RIGID HANDLE WITH A MINIMUM LENGTH OF 7 FEET. THE DEPARTMENT PROHIBITS THE USE OF FLAGS EXCEPT DURING EMERGENCY SITUATIONS.
3. LANE CLOSURES FOR FLAGGING OPERATIONS ARE RESTRICTED TO A MAXIMUM DISTANCE OF 2 MILES UNLESS OTHERWISE APPROVED BY THE ENGINEER. THE WORK LIMITS WILL COMPLY WITH THE CONTRACT AND SHALL REQUIRE THE ENGINEER'S APPROVAL PRIOR TO BEGINNING THE WORK.
4. INSTALL AND MAINTAIN THE PROPER ARRAY OF ADVANCE WARNING SIGNS FOR EACH "MAINLINE APPROACH" WHEN A FLAGGING OPERATION IS IN PLACE AND ACTIVE. WHEN NECESSARY TO RELOCATE THE "FLAGGER STATION" WHILE ACTIVELY MAINTAINING THE FLAGGING OPERATION, INSTALL AN ADDITIONAL ARRAY OF ADVANCE WARNING SIGNS AT THE LOCATION RELATIVE TO THE NEW "FLAGGER STATION" AND REMOVE THE ORIGINAL ARRAY OF ADVANCE WARNING SIGNS IMMEDIATELY UPON COMPLETION OF THE RELOCATION OF THE FLAGGER TO THE NEW "FLAGGER STATION".
5. INSTALL ALL ADVANCE WARNING SIGNS IMMEDIATELY PRIOR TO INITIATING A FLAGGING OPERATION AND REMOVE OR COVER ALL SIGNS IMMEDIATELY UPON TERMINATION OF THE OPERATION.
6. MAINTAIN TWO-WAY RADIO COMMUNICATIONS BETWEEN ALL FLAGGERS.

NIGHTTIME FLAGGING OPERATIONS -

1. EACH FLAGGER SHALL WEAR SAFETY APPAREL IN COMPLIANCE WITH THE REQUIREMENTS OF ANSI/ ISEA 107 STANDARD PERFORMANCE FOR CLASS 3 RISK EXPOSURE, LATEST REVISION, WHEN CONDUCTING NIGHTTIME FLAGGING OPERATIONS.
2. ILLUMINATE EACH "FLAGGER STATION" WITH ANY COMBINATION OF PORTABLE LIGHTS, STANDARD ELECTRIC LIGHTS, EXISTING STREET LIGHTS, ETC. THAT WILL PROVIDE A MINIMUM ILLUMINATION LEVEL OF 108 Lx OR 10 fc WHEN CONDUCTING NIGHTTIME FLAGGING OPERATIONS.
3. SUPPLEMENT EACH ARRAY OF ADVANCE WARNING SIGNS ON EACH "MAINLINE APPROACH" WITH A TRAILER MOUNTED CHANGEABLE MESSAGE SIGN. THESE CHANGEABLE MESSAGE SIGNS ARE NOT REQUIRED ON THE "SIDE ROADS" INTERSECTING THE ROADWAY WHERE THE "WORK ACTIVITY AREA" IS LOCATED. ALSO, THESE CHANGEABLE MESSAGE SIGNS ARE NOT REQUIRED DURING DAYTIME FLAGGING OPERATIONS UNLESS OTHERWISE DIRECTED BY THE STANDARD DRAWINGS. INSTALL THE CHANGEABLE MESSAGE SIGNS IN ADVANCE OF THE ADVANCE WARNING SIGN ARRAYS. THE MESSAGES SHOULD BE "PREPARE TO STOP", "FLAGGER AHEAD", A TRUCK MOUNTED CHANGEABLE MESSAGE SIGN IS NOT AN ACCEPTABLE ALTERNATIVE TO A TRAILER MOUNTED CHANGEABLE MESSAGE SIGN DURING NIGHTTIME FLAGGING OPERATIONS.
4. UTILIZE PORTABLE PLASTIC DRUMS OR 42" OVERSIZED TRAFFIC CONES IN PLACE OF 36" STANDARD TRAFFIC CONES DURING NIGHTTIME FLAGGING OPERATIONS.

BUFFER SPACE -

1. THE MINIMUM DISTANCE REQUIREMENTS FOR THE "BUFFER SPACE" ARE BASED UPON THE LEGAL POSTED REGULATORY SPEED LIMIT OF THE ROADWAY PRIOR TO BEGINNING THE WORK.

SPEED LIMIT	DISTANCES
LOW SPEED ≤ 35 MPH	200 FEET
INTERMEDIATE SPEED 40 - 50 MPH	300 FEET
HIGH SPEED 55 MPH	400 FEET

2. THE PRESENCE OF PERSONNEL, TOOLS, MATERIALS, EQUIPMENT, WORK VEHICLES, ETC. WITHIN THE LIMITS OF THE "BUFFER SPACE" IS PROHIBITED. A TRUCK MOUNTED ATTENUATOR IS THE ONLY WORK VEHICLE THAT MAY TEMPORARILY ENCROACH UPON THE "BUFFER SPACE" IN ACCORDANCE WITH THE CONDITIONS SPECIFIED IN THE FOLLOWING NOTE WHEN APPROVED BY THE ENGINEER. SEE NOTE NO. 3.
3. WHEN THE MINIMUM DISTANCE REQUIREMENTS FOR THE "BUFFER SPACE" ARE UNAVAILABLE DUE TO FIELD CONDITIONS, IT MAY BE NECESSARY FOR A TRUCK MOUNTED ATTENUATOR TO TEMPORARILY ENCROACH UPON THE "BUFFER SPACE" WHEN APPROVED BY THE ENGINEER. A TRUCK MOUNTED ATTENUATOR IS THE ONLY VEHICLE PERMITTED TO TEMPORARILY ENCROACH UPON THE "BUFFER SPACE" AND THIS ENCROACHMENT IS ONLY PERMITTED WHEN ALL REASONABLE OPTIONS TO AVOID DOING SO HAVE BEEN EXHAUSTED. WHEN ENCROACHMENT UPON THE "BUFFER SPACE" IS APPROVED BY THE ENGINEER, MINIMIZE THE TIME DURATION OF THE ENCROACHMENT BY REMOVAL OF THE TRUCK MOUNTED ATTENUATOR FROM THE "BUFFER SPACE" AT THE FIRST OPPORTUNITY THE MINIMUM DISTANCE REQUIREMENTS FOR THE "BUFFER SPACE" BECOME AVAILABLE.

SIGNS AND TRAFFIC CONTROL DEVICES -

1. MEASURE THE ADVANCE WARNING SIGN LOCATIONS FOR EACH APPROACH FROM THE "FLAGGER STATION" LOCATED ON THAT APPROACH.
2. INSTALL THE ADVANCE WARNING SIGNS AS SPACING INTERVALS BASED UPON THE POSTED REGULATORY SPEED LIMIT OF THE ROADWAY PRIOR TO BEGINNING ANY WORK. THE ADVANCE WARNING SIGN SPACING INTERVALS INDICATED ARE FOR NORMAL CONDITIONS. ADJUSTMENTS TO THESE DISTANCES MAY BE NECESSARY DUE TO EXISTING SIGNS, INTERSECTING ROADWAYS, HORIZONTAL AND/OR VERTICAL ALIGNMENTS OR OTHER SIGHT DISTANCE RESTRICTIONS. SEE TABLE A.
3. INSTALL ADVANCE WARNING SIGNS MOUNTED ON PORTABLE SIGN SUPPORTS NO LESS THAN 4 FEET FROM THE NEAR EDGE OF THE SIGN TO THE NEAR EDGE OF AN ADJACENT TRAVEL LANE ON ROADWAYS WITH EARTH SHOULDERS AND NO LESS THAN 6 FEET FROM THE NEAR EDGE OF THE SIGN TO THE NEAR EDGE OF AN ADJACENT TRAVEL LANE ON ROADWAYS WITH PAVED SHOULDERS. WHEN CURB & GUTTER IS PRESENT, INSTALL THE SIGN NO LESS THAN 2 FEET FROM THE NEAR EDGE OF THE SIGN TO THE FACE OF THE CURB.
4. ALL SIGNS MOUNTED ON PORTABLE SIGN SUPPORTS SHALL HAVE A MINIMUM MOUNTING HEIGHT OF 5 FEET FROM THE GROUND TO THE BOTTOM OF THE SIGN. ALL SIGNS MOUNTED ON GROUND MOUNTED U-CHANNEL OR SQUARE STEEL TUBE POSTS SHALL HAVE A MINIMUM MOUNTING HEIGHT OF 7 FEET FROM THE GRADE ELEVATION OF THE NEAR EDGE OF THE ADJACENT TRAVEL LANE TO THE BOTTOM OF THE SIGN UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT. MOUNT ALL SIGNS STRAIGHT AND LEVEL AND WITH THE FACE OF THE SIGNS PERPENDICULAR TO THE SURFACE OF THE ROADWAY.
5. REFLECTORIZE ORANGE ADVANCE WARNING SIGNS AND ANY ORANGE AREAS OF A MULTI-COLORED ADVANCE WARNING SIGN WITH A FLUORESCENT ORANGE COLORED PRISMATIC RETROREFLECTIVE SHEETING. REFLECTORIZE WHITE REGULATORY SIGNS AND ANY WHITE AREAS OF A MULTI-COLORED ADVANCE WARNING SIGN WITH A WHITE COLORED PRISMATIC RETROREFLECTIVE SHEETING.
6. ALL TRAFFIC CONTROL DEVICES SHALL COMPLY WITH THE REQUIREMENTS OF NCHRP REPORT 350 OR THE AASHTO MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) AND SHALL REQUIRE APPROVAL BY THE DEPARTMENT. ONLY THOSE TRAFFIC CONTROL DEVICES INCLUDED ON THE "APPROVED PRODUCTS LIST FOR TRAFFIC CONTROL DEVICES IN WORK ZONES" ARE CONSIDERED ACCEPTABLE FOR USE. THIS LIST MAY BE ACCESSED ON THE DEPARTMENT'S WEB SITE AT: www.scdot.org .
7. REFLECTORIZATION OF 36" TRAFFIC CONES USED DURING DAYLIGHT HOURS IS NOT REQUIRED. IN THE EVENT A DAYTIME FLAGGING OPERATION EXTENDS INTO THE NIGHTTIME HOURS, REPLACE ALL 36" TRAFFIC CONES WITH EITHER PORTABLE PLASTIC DRUMS OR 42" OVERSIZED TRAFFIC CONES. REFLECTORIZE ALL PORTABLE PLASTIC DRUMS AND 42" OVERSIZED TRAFFIC CONES WITH TYPE III OR GREATER FLEXIBLE MICROPRISMATIC RETROREFLECTIVE SHEETING UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.
8. DELINEATE THE TANGENT AREA OF THE LANE CLOSURE WITH THE NECESSARY TRAFFIC CONTROL DEVICES TO MINIMIZE ENCROACHMENT BY MOTORISTS INTO THE CLOSED TRAVEL LANE UNLESS OTHERWISE DIRECTED BY THE ENGINEER. ON ROADWAYS WITH POSTED REGULATORY SPEED LIMITS OF 35 MPH OR LESS, INSTALL THE TRAFFIC CONTROL DEVICES AT SPACING INTERVALS OF 25 FEET. ON ROADWAYS WITH POSTED REGULATORY SPEED LIMITS OF 40 MPH OR GREATER, INSTALL THE TRAFFIC CONTROL DEVICES AT SPACING INTERVALS OF 50 FEET. SEE TABLE B.

ADVANCE WARNING ARROW PANEL -

1. DURING FLAGGING OPERATIONS, AN ADVANCE WARNING ARROW PANEL SHALL OPERATE IN THE "FOUR CORNERS" CAUTION MODE WHEN LOCATED WITHIN OR IN BETWEEN THE LIMITS OF THE ADVANCE WARNING SIGN ARRAYS SPECIFIC TO A FLAGGING OPERATION. OPERATION OF AN ADVANCE WARNING ARROW PANEL IN AN ARROW, CHEVRON OR ANY OTHER TYPE OF CAUTION MODE OTHER THAN THE "FOUR CORNERS" CAUTION MODE WHEN LOCATED WITHIN OR IN BETWEEN THE LIMITS OF THE ADVANCE WARNING SIGN ARRAYS AS SPECIFIED HEREINBEFORE IS PROHIBITED.
2. ALL ADVANCE WARNING ARROW PANELS SHALL COMPLY WITH THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, LATEST EDITION. THE SPECIFIC LOCATION OF AN ADVANCE WARNING ARROW PANEL MAY REQUIRE ADJUSTMENTS DUE TO HORIZONTAL AND/OR VERTICAL ALIGNMENT OR OTHER SIGHT DISTANCE RESTRICTIONS.

TRUCK MOUNTED ATTENUATOR -

1. A TRUCK MOUNTED ATTENUATOR IS OPTIONAL. UTILIZATION OF A TRUCK MOUNTED ATTENUATOR SHOULD BE CONSIDERED WHEN THE MINIMUM DISTANCE REQUIREMENTS FOR THE "BUFFER SPACE" ARE UNAVAILABLE DUE TO FIELD CONDITIONS. HOWEVER, A TRAILER MOUNTED ADVANCE WARNING ARROW PANEL MAY BE UTILIZED IN PLACE OF A TRUCK MOUNTED ATTENUATOR DURING TRAFFIC CONTROL SETUPS FOR WORK ACTIVITIES SUCH AS ASPHALT CONCRETE PLACEMENT OPERATIONS WHEN APPROVED BY THE ENGINEER.
2. WHEN UTILIZING A TRUCK MOUNTED ATTENUATOR, ENSURE THE TRUCK HAS THE CORRECT GROSS VEHICULAR WEIGHT (GVW) REQUIRED FOR THE TYPE OF TRUCK MOUNTED ATTENUATOR BEING UTILIZED. A DIRECT TRUCK MOUNTED TRUCK MOUNTED ATTENUATOR, A UNIT MOUNTED AND ATTACHED TO BRACKETS OR SIMILAR DEVICES CONNECTED TO THE FRAME OF THE TRUCK, REQUIRES A TRUCK WITH A MINIMUM GVW OF 15,000 POUNDS (ACTUAL WEIGHT) UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT. A TRAILER TOWED TRUCK MOUNTED ATTENUATOR, A TRAILER TYPE UNIT TOWED FROM BEHIND AND ATTACHED TO THE FRAME OF THE TRUCK VIA A PINTLE HOOK / HITCH, REQUIRES A TRUCK WITH A MINIMUM GVW OF 10,000 POUNDS (ACTUAL WEIGHT) UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT. IF THE ADDITION OF SUPPLEMENTAL WEIGHT TO THE VEHICLE AS BALLAST IS NECESSARY, CONTAIN THE MATERIAL WITHIN A STRUCTURE CONSTRUCTED OF STEEL. CONSTRUCT THIS STEEL STRUCTURE TO HAVE A MINIMUM OF FOUR (4) SIDES AND A BOTTOM. A TOP IS OPTIONAL. BOLT THIS STRUCTURE TO THE FRAME OF THE TRUCK. UTILIZE A SUFFICIENT NUMBER OF FASTENERS FOR ATTACHMENT OF THE STEEL STRUCTURE TO THE FRAME OF THE TRUCK TO ENSURE THE STRUCTURE WILL NOT SEPARATE FROM THE FRAME OF THE TRUCK DURING AN IMPACT UPON THE TRUCK MOUNTED ATTENUATOR. UTILIZE EITHER DRY LOOSE SAND OR STEEL REINFORCED CONCRETE FOR BALLAST MATERIAL WITHIN THE STEEL STRUCTURE TO ACHIEVE THE NECESSARY WEIGHT. THE BALLAST MATERIAL SHALL REMAIN CONTAINED WITHIN THE CONFINES OF THE STEEL STRUCTURE IN ITS ENTIRETY AND SHALL NOT PROTRUDE FROM THE STEEL STRUCTURE IN ANY MANNER.
3. LOCATE THE TRUCK MOUNTED ATTENUATOR APPROXIMATELY 100 FEET IN ADVANCE OF THE "WORK ACTIVITY AREA" UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
4. PROVIDE, INSTALL AND MAINTAIN THE TRUCK MOUNTED ATTENUATOR AS SPECIFIED BY THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

GENERAL -

1. CONDUCT THE WORK IN SUCH A MANNER SO AS NOT TO ENCROACH ONTO THE ADJACENT TRAVEL LANE OPEN TO TRAFFIC. INSTALL, MAINTAIN AND ADJUST THE TRAFFIC CONTROL DEVICES AS NECESSARY TO ENSURE PROPER DELINEATION OF THE WORK AREA.
2. IF WORK IS BEING CONDUCTED AT TWO DIFFERENT LOCATIONS AT THE SAME TIME, SEPARATE THE TWO LOCATIONS BY NO LESS THAN 2 MILES FROM THE LAST TRAFFIC CONTROL DEVICE IN THE "DOWNSTREAM TAPER" OF THE FIRST LANE CLOSURE TO THE FIRST TRAFFIC CONTROL DEVICE IN THE "APPROACH TAPER" OF THE SECOND LANE CLOSURE ENCOUNTERED BY A MOTORIST UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
3. THE DEPARTMENT RESERVES THE RIGHT TO RESTRICT WORK OPERATIONS AND/OR WITHHOLD THE MONTHLY ESTIMATE IF THE TRAFFIC CONTROL IS NOT PROPERLY INSTALLED AND MAINTAINED AS DIRECTED BY THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, THE STANDARD DRAWINGS, THE PLANS AND/OR THE ENGINEER.

TABLE A

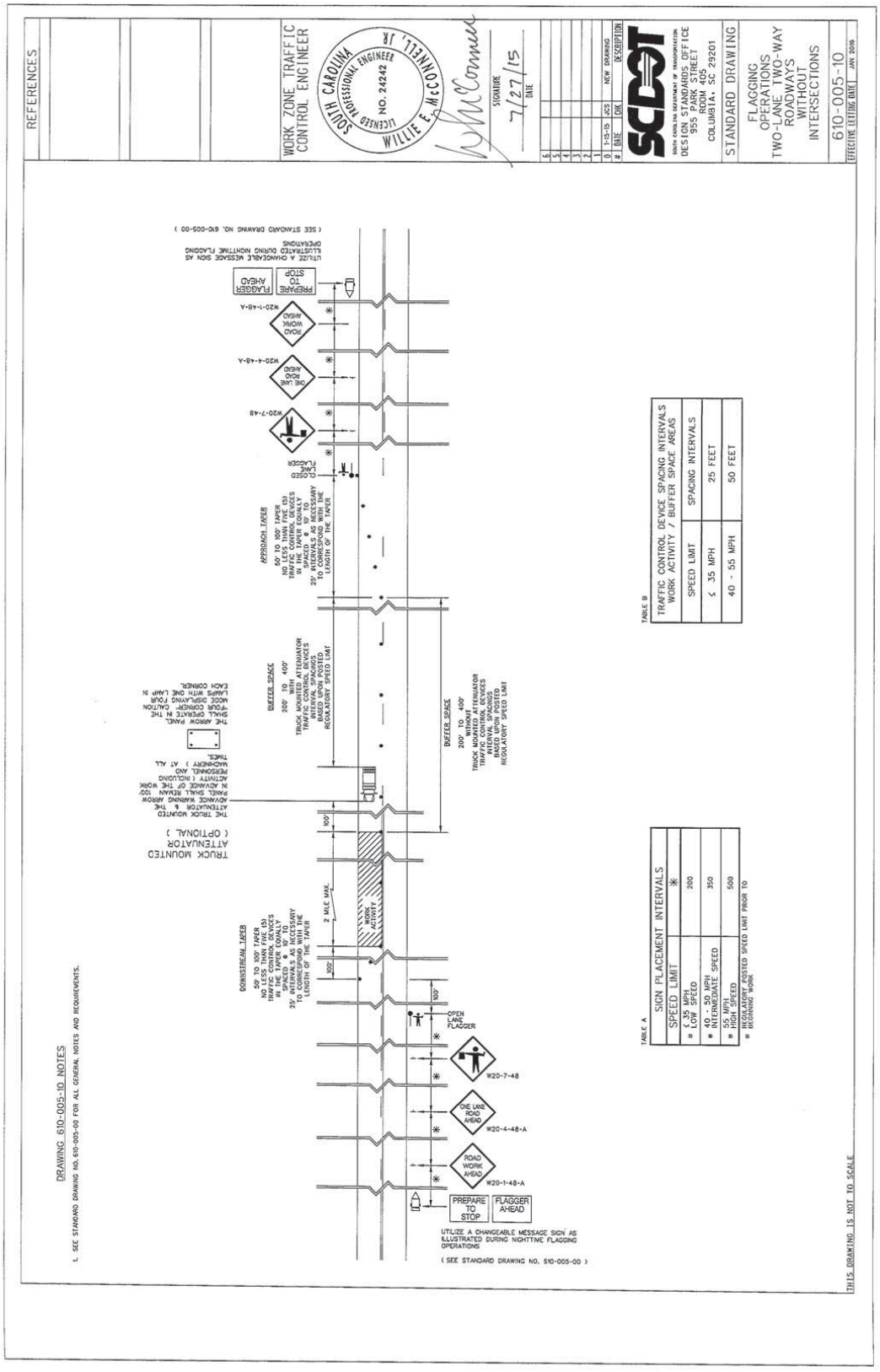
SIGN PLACEMENT INTERVALS	
SPEED LIMIT	*
# ≤ 35 MPH LOW SPEED	200
# 40 - 50 MPH INTERMEDIATE SPEED	350
# 55 MPH HIGH SPEED	500

REGULATORY POSTED SPEED LIMIT PRIOR TO BEGINNING WORK

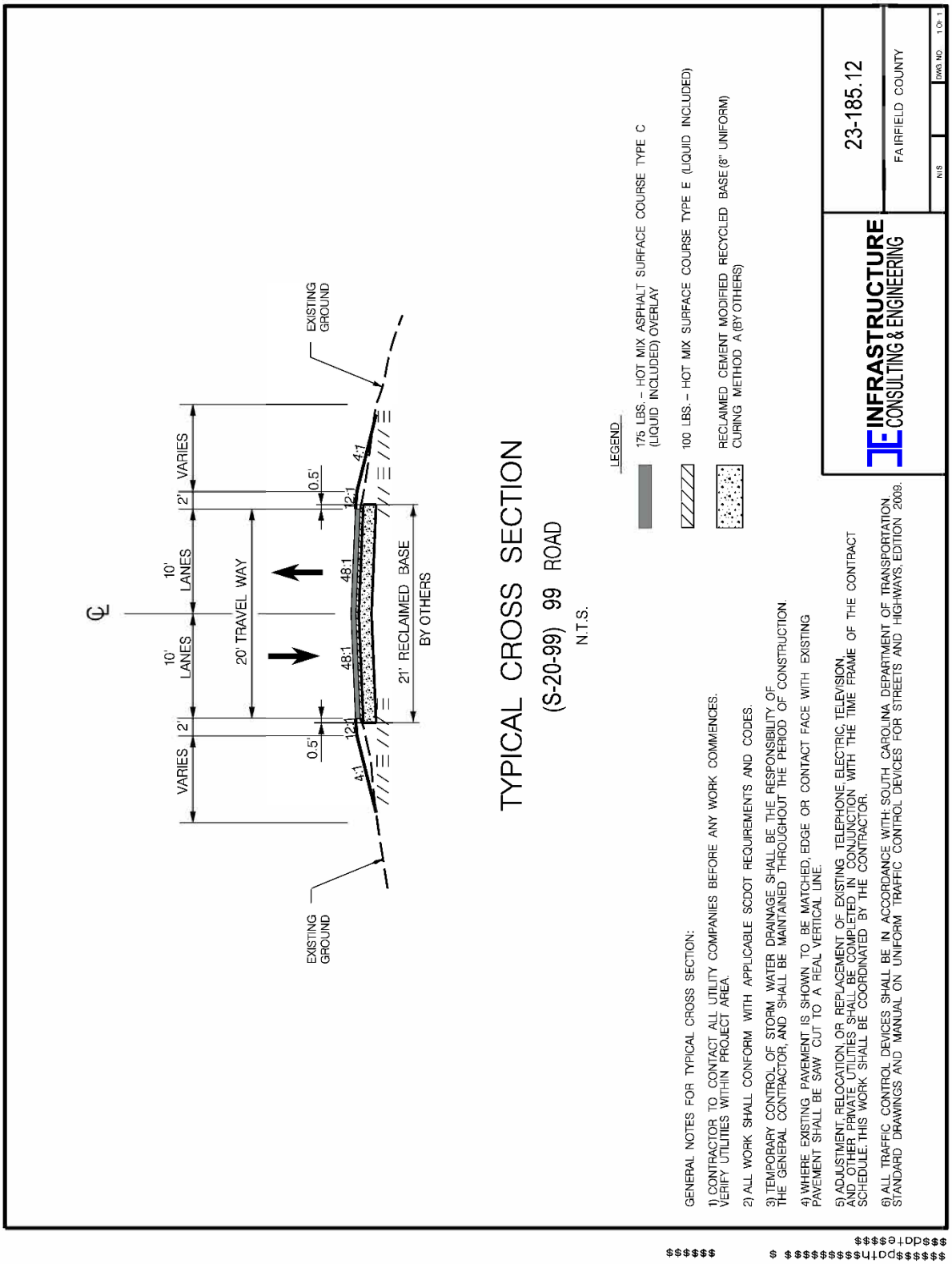
TABLE B

TRAFFIC CONTROL DEVICE SPACING INTERVALS WORK ACTIVITY / BUFFER SPACE AREAS	
SPEED LIMIT	SPACING INTERVALS
≤ 35 MPH	25 FEET
40 - 55 MPH	50 FEET

THIS DRAWING IS NOT TO SCALE

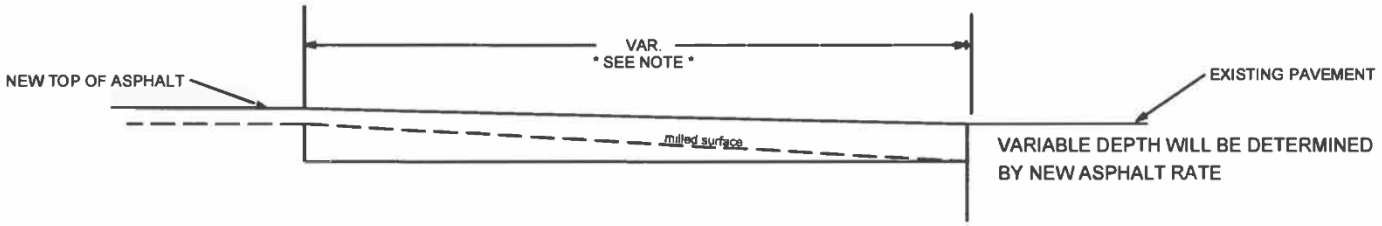

REFERENCES
WORK ZONE TRAFFIC CONTROL ENGINEER
SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER NO. 24242 WILLIE E. McCONNELL, JR.
SIGNATURE
7/27/15
DATE
SCDOT
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
DESIGN STANDARDS OFFICE
955 PARK STREET
ROOM 405
COLUMBIA, SC 29201
STANDARD DRAWING
FLAGGING OPERATIONS TWO-LANE, TWO-WAY ROADWAYS WITHOUT INTERSECTIONS
610-005-10
EFFECTIVE LETTING DATE | JAN 2015
DRAWING 610-005-10 NOTES
1. SEE STANDARD DRAWING NO. 610-005-00 FOR ALL GENERAL NOTES AND REQUIREMENTS.
TABLE A
SIGN PLACEMENT INTERVALS
SPEED LIMIT
* LOW SPEED
* INTERMEDIATE SPEED
* HIGH SPEED
* REGULATORY POSTED SPEED LIMIT PRIOR TO BEGINNING WORK
TABLE B
TRAFFIC CONTROL DEVICE SPACING INTERVALS
WORK ACTIVITY / BUFFER SPACE AREAS
SPEED LIMIT
SPACING INTERVALS
≤ 35 MPH
25 FEET
40 - 55 MPH
50 FEET
TRUCK MOUNTED ATTENUATOR (OPTIONAL)
THE TRUCK MOUNTED ATTENUATOR & THE ADVANCE WARNING ARROW PANEL SHALL REMAIN 100' OR MORE AWAY FROM THE WORK ACTIVITY (INCLUDING PERSONNEL AND EQUIPMENT) AT ALL TIMES.
THE ARROW PANEL SHALL OPERATE IN THE CAUTION MODE DISPLAYING FOUR (4) CORNER LAMPS WITH ONE LAMP IN EACH CORNER.
BUFFER SPACE
200' TO 400'
TRUCK MOUNTED ATTENUATOR TRAFFIC CONTROL DEVICES AT 25' INTERVAL SPACINGS BASED UPON POSTED REGULATORY SPEED LIMIT
BUFFER SPACE
200' TO 400'
TRUCK MOUNTED ATTENUATOR TRAFFIC CONTROL DEVICES AT 25' INTERVAL SPACINGS BASED UPON POSTED REGULATORY SPEED LIMIT
APPROACH TAPER
50' TO 100' TAPER
NO LESS THAN FIVE (5) TRAFFIC CONTROL DEVICES IN THE TAPER EQUALLY SPACED @ 10' TO 25' INTERVALS AS NECESSARY TO CORRESPOND WITH THE LENGTH OF THE TAPER
DOWNSTREAM TAPER
50' TO 100' TAPER
NO LESS THAN FIVE (5) TRAFFIC CONTROL DEVICES IN THE TAPER EQUALLY SPACED @ 10' TO 25' INTERVALS AS NECESSARY TO CORRESPOND WITH THE LENGTH OF THE TAPER
2 MILE MAX.
WORK ACTIVITY
100'
100'
100'

TYPICAL SECTION


TYPICAL CROSS SECTION
(S-20-99) 99 ROAD
N.T.S.
LEGEND
175 LBS. – HOT MIX ASPHALT SURFACE COURSE TYPE C (LIQUID INCLUDED) OVERLAY
100 LBS. – HOT MIX SURFACE COURSE TYPE E (LIQUID INCLUDED)
RECLAIMED CEMENT MODIFIED RECYCLED BASE (8" UNIFORM) CURING METHOD A (BY OTHERS)
GENERAL NOTES FOR TYPICAL CROSS SECTION:
1) CONTRACTOR TO CONTACT ALL UTILITY COMPANIES BEFORE ANY WORK COMMENCES. VERIFY UTILITIES WITHIN PROJECT AREA.
2) ALL WORK SHALL CONFORM WITH APPLICABLE SCDOT REQUIREMENTS AND CODES.
3) TEMPORARY CONTROL OF STORM WATER DRAINAGE SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR, AND SHALL BE MAINTAINED THROUGHOUT THE PERIOD OF CONSTRUCTION
4) WHERE EXISTING PAVEMENT IS SHOWN TO BE MATCHED, EDGE OR CONTACT FACE WITH EXISTING PAVEMENT SHALL BE SAW CUT TO A REAL VERTICAL LINE.
5) ADJUSTMENT, RELOCATION, OR REPLACEMENT OF EXISTING TELEPHONE, ELECTRIC, TELEVISION, AND OTHER PRIVATE UTILITIES SHALL BE COMPLETED IN CONJUNCTION WITH THE TIME FRAME OF THE CONTRACT SCHEDULE. THIS WORK SHALL BE COORDINATED BY THE CONTRACTOR.
6) ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH: SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD DRAWINGS AND MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, EDITION 2009.
℄
10' LANES
10' LANES
20' TRAVEL WAY
VARIES
2'
2'
VARIES
0.5'
0.5'
12:1
12:1
4:1
4:1
48:1
48:1
21' RECLAIMED BASE
BY OTHERS
EXISTING GROUND
EXISTING GROUND
INFRASTRUCTURE
CONSULTING & ENGINEERING
23-185.12
FAIRFIELD COUNTY
N.I.S.
DWG. NO. 1 OF 1

COUNTY	PROJECT	ROAD
LANCASTER	23-185.12	S-99

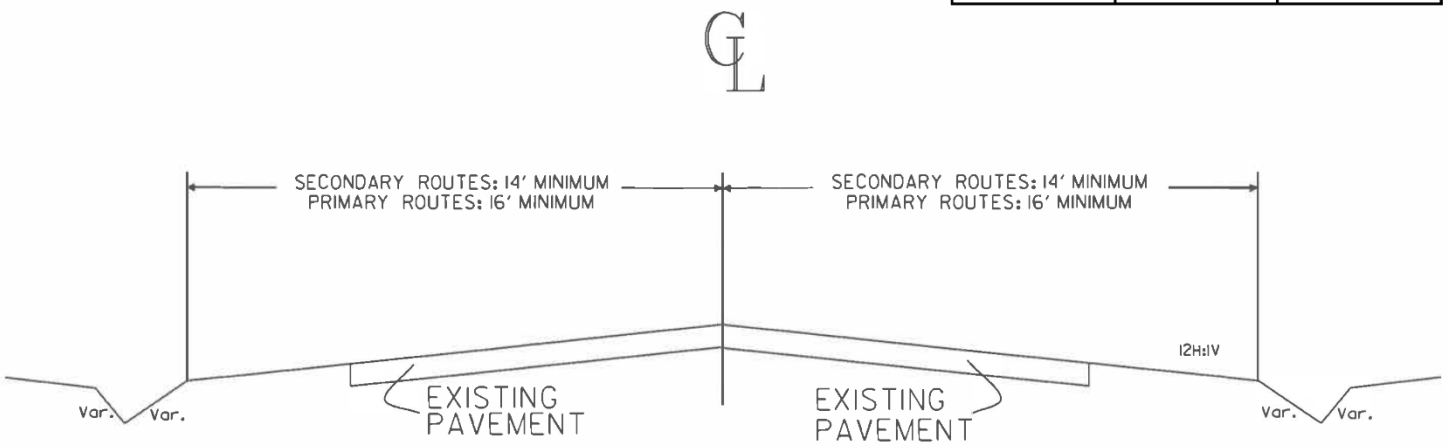
Milling at Existing Pavement Joints or Bridges



MILL EXISTING ASPHALT PAVEMENT (VARIABLE)

MILLING LENGTH IS TO BE CALCULATED AS 25' PER 1" OF ASPHALT ENTIRE WIDTH OF ROADWAY

COUNTY	PROJECT	ROAD
LANCASTER	23-185.12	S-99



Refer to Standard Drawing 805-645-00 (PreMash), 805-210-00 (Mash Standard), or 805-215-00 (Mash Compressed) for guardrail shoulder break location.

* For secondary routes a minimum of 16' will be required in compressed shoulder guardrail locations. *
* For primary routes a minimum of 18' will be required in compressed shoulder guardrail locations. *

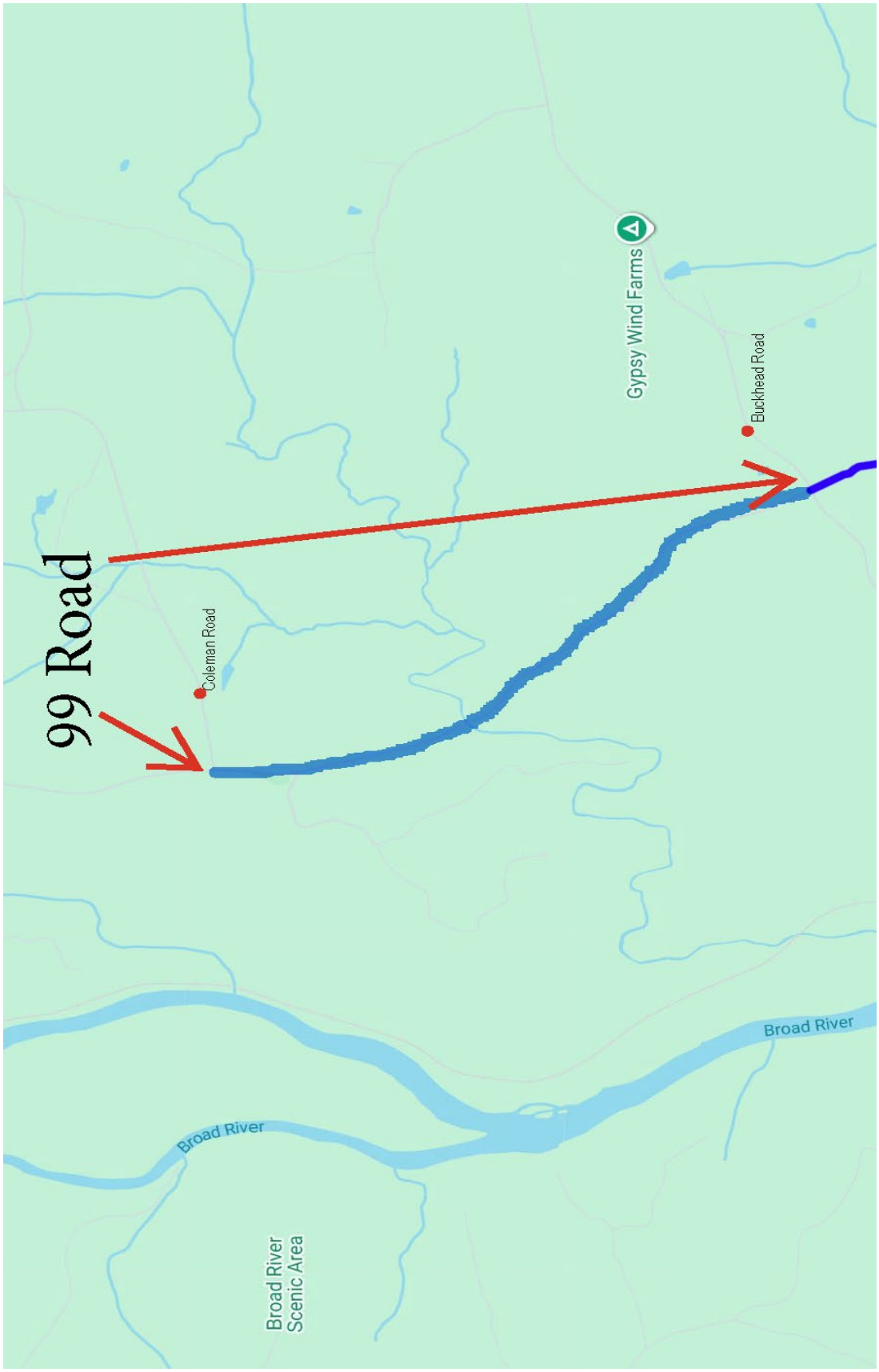
REQUIRED TYPICAL IN STATION GRADING AREAS

(TYPICAL SECTION)
NOT TO SCALE

PROJECT MAPS

1 - COUNTY MAP
2 - 99 ROAD (S-20-99)

LANCASTER COUNTY
CHESTER COUNTY
UNION COUNTY
CHEROKEE COUNTY
YORK COUNTY


99 Road
Coleman Road
Buckhead Road
Gypsy Wind Farms
Broad River
Broad River
Broad River
Scenic Area