

RFB 2-080717CB – Addendum #2 - Questions Submitted/ Answers

1. Will there be a Pre-Bid Conference? If so, When and where?

No

2. Will MoDOT accept annual renewable bonds for this project?

Yes

3. Per paragraph 2.1 section j; please define “wet reflective” also what are the reflectivity requirements? How will the lines be read for wet reflectivity?

Wet reflective means using one of the wet reflective systems that MoDOT is aware of. At this time, it would be the wet reflective beads manufactured by either 3M, Swarco or Potter’s or the wet reflective tape from 3M. We are open to other systems if the contractor can show they have used it in another state and provide the state contacts that can verify the system is wet reflective. At this time, there is not a dependable way to measure the wet reflective properties of pavement markings in a large scale. Wet reflectivity will be determined by looking at random sections of the applied lines to assure that the specified system, including the wet reflective properties, are in place.

4. Under “Grooved Installation” on page 9; please elaborate on the requirements of the last bullet point regarding “sealing”

We want to avoid exposing pavement by excessive grooving. Ideally, the groove would be cut the appropriate size for the marking to be applied. If removal of the existing pavement marking involves an area 100 percent larger than the groove required for permanent marking, then the area beyond the groove will need to be sealed with an appropriate sealer for the type of pavement.

5. Please provide the pavement type for the roads in the St. Louis Area. You provided this for the roads in the Kansas City area.

All of the roads listed in the St. Louis area are concrete.

6. When will these questions be answered?

All questions will be answered and an addendum will be issued by 4:00 p.m. on July 18, 2008.

7. We were wondering what the deduction rate was between 2 1/2% and 10% when you are then in default.

The deduction would be a straight percent for percent reduction. As an example, if 5 percent of the markings needed to be replaced, the contractor payment would be reduced by 5 percent.

8. Are you stating that in your hypothetical you would restripe the job every year yourself or are you saying if we bid to install wet reflective paint the state of Missouri will be restriping our roads every year and handling the maintenance on those roads?

Our hypothetical is based if this warranty project does not happen and we maintain the markings with our current systems and process. The warranty striping is expected to be placed once and remain for the duration of the warranty period.

The example is based on our current system of 3M tape on the skips and MoDOT applied paint on the edgelines. The tape being applied once and our crews painting the edgelines each year for 4 years. This is shown as a comparison on what it would cost us if we did not do the warranty striping project versus what a per mile cost would be for the contractor's proposed system.

9. How can Missouri show yearly recapping when we can only restripe 2.5% or are you allowing for restripe every year and after the reflectivity testing we can only repair up to 2.5%?

We do not want yearly recapping. What we are ideally looking for is a system that will be put down once and will last without additional work for the full 4 years. We allow the 2.5 percent realizing that even the best designed system will have some failures out on the road.

10. Are there any performance requirements for wet reflectivity given that wet reflective markings are required under Section 2.1.j?

See number 3 above.

11. Can you clarify the statement on page 7 that reads, "Failure of more than 2.5 percent of the total pavement markings will deducted for the amount of payment due for that warranty pay period."? Does this modify the payment provisions described on page 6?

Yes. As described above in number 7, the amount due a contractor will be reduced by the percent of restriping they need to do over 2.5 percent.

12. For the purposes of defining default, does the 10% maximum failure refer to 10% of the 1.0 mile segments, or 10% of all markings?

The 10 percent is the aggregate total of all the lines placed.

13. The request document includes detail on the number of lanes in each direction for each road, tabulated with a mileage log for some, but not all segments. Is this detailed information available for all D4 segments?

We do not have the same detailed information for the roads in the Kansas City area, but we are providing the following table that lists the number of lanes per direction in the Kansas City area.

Route	TMS Starting Log Point	TMS Ending Log Point	Direction	Number of Lanes
MO 291	12.471	16.962	N	2
	32.455	36.734	S	2
I - 70	15.455	20.389	E	3
	231.114	236.053	W	3
MO 152	0.122	16.881	E	2
	0.017	16.88	W	2
US 50	12.819	28.416	E	2
	234.037	249.583	W	2
MO 291	17.779	21.065	N	2
	28.257	31.603	S	2
Rte 7	107.958	147.015	N	2
	40.105	78.902	S	2
US 71	190.995	198.632	N	3
	118.279	126.137	S	3

14. Is road surface type available for all D6 segments?

See the answer to question 5.

15. Does the current pavement marking system, provided as a means to compare pricing, meet or exceed the performance criteria of Section 2.2 at all times during the year?

No, we do not hold waterborne paint to the performance criteria in this RFB.

16. In the St. Louis area, can the state document how much pavement is concrete/asphalt, and identify the sections in the tables provided?

See number 3 above.

17. Due to the late start of this project, and the short completion date, can the project be extended for a completion date of May 31, 2009?

- a. Assuming award date August 24th, affords 67 calendar days, realistically 30% of days are lost due to weather, leaves little time for completion in a cost effective, reliable and safe environment.

We understand the time constraints a contractor will be under, but we want the work completed this year.

18. Due to the fact that the long term reflectivity on rumble strips is unknown, as well as, if contractors even have the ability to recess in rumble strips, can the reflectivity requirements be waived for rumble strips or held to a lower value?

No, we expect all of the pavement markings to meet the same performance measures.

19. If the default cut off is 10% then contractor needs to be allowed to remedy up to 10%

The contractor will be allowed to remedy up to 10 percent, however there will be a deduction in payment for that percentage over 2.5 percent.

20. Clarify the impact of %age defaults. There is ambiguity in segment, section, route and default definitions related to that.

If more than 10 percent of the total applied markings are determined to be failed, that is when default will be considered.

21. After the 3rd evaluation; if needed, can contractors be allowed a one time recapping opportunity for any/all sections of the project?

No large scale recapping will be allowed. The contractor will be allowed to replace up to 2.5 percent per year with no impact on pay. From 2.5 percent to 10 percent per year will be reduction in payment and over 10 percent will be considered default.

22. Can state clearly identify the location and length of the type 2 tape that is being excluded in project per page 10?

The only section of road that has 3M tape currently installed is MO 364.

23. Comparison of State estimates are unfair and disregard a private enterprise burdens of taxes, overheads etc.

We understand that but offer it as a guide to what we are thinking when evaluating the cost of the warranty striping.

24. Can bidders submit a revised payment plan for the state to review for considerations?

No

25. Can bidders submit a proposal with upfront payment plan?

No

26. Payment at 22% should be offered if stripes meet 48 month RR values and continue to deliver at 60 month period.

After the initial performance review, each of the four warranty performance evaluations, which will be an annual event, will pay up to 22 percent of the total contract price. The final warranty performance payment in 2012 will be the end of the contract.

27. We understand that annual renewable bonds are acceptable. Please tell us what the amount will be each year, i.e. will the bond amount be for the receipts due that year?

The Performance and Payment Bond issued annually will be based on 100% of the contracted work to be done that year.

Annual payment bond percentages:

Year 1 – 34% of contract price

Year 2 – 22% of contract price

Year 3 – 22% of contract price

Year 4 – 22% of contract price