Questions Received regarding the Request for Proposal (RFP) for Project TR201618 Concrete Pavement Repair Best Practices

Note: The term 'team' used in these responses will refer to the submitter of the chosen proposal.

A. Task 2 – Expert Panel Formation **[Section updated June 27, 2016]**

1. It appears there will be a face to face meeting with 9 to 10 experts. We are assuming the cost of travel for State DOT expert members would be paid for outside of the current $170,000 budget.

   No, the cost for travel was factored into the $170,000 budget.

2. Would it be acceptable to use video conferencing for the face to face meeting instead of actually meeting in person? This would save a considerable amount of travel time and travel costs for the experts.

   A face-to face meeting is strongly encouraged for the initial and final meeting. Any interim meetings can be handled via video- or teleconference.

3. In forming the expert panel, Is it acceptable for team members to be members of the panel?

   Recognizing the relatively small number of technical pavement restoration experts nationwide and the likelihood that a team submitting a proposal for this RFP will also include a suitable panel member(s), up to three members from the team will be allowed on the panel. The balance of the panel should be drawn from other State DOT, FHWA, Local Planning Agency (LPA), university, industry and consultant sources.

4. **[Question Added]** Project team is expected to meet with the panel in person. Should the panel members be compensated for their time? Can their travel costs be covered with project funds?

   Compensation should only be for panel member travel expenses, and this would come out of the project funds; however, since each project team could have up to three of its members on the panel, compensation for their time could obviously be factored in the project budget.

5. **[Question Added]** Are the expert panel members who are not on the project team expected to donate their time for travel and other panel activities? Will MODOT help with reaching out to the identified panel members officially?

   Expenses for expert panel members were factored into the budget amount for the RFP. It will be the responsibility of the project team to solicit and coordinate with the panel members

B. Task 3-National Survey

1. Full & Partial Depth Repairs; Diamond Grinding; Dowel Bar Retrofitting; and Cross-stitching are the major subjects and are these the four tech brief subjects? Are additional preservation treatments to be considered?

   Upon reconsideration of key common restoration techniques for the Missouri DOT and other State DOTs, a fifth category emerged – slab undersealing. The addition of a tech brief for this repair category will not be a requirement for the RFP, but will be rated favorably in the evaluation.

C. Task 4 – Lead State Selection

1. The Lead State is to document their Best Practice for Construction. Is this the only state to be included in Best Practices and will it be in a tech brief form?

   It is anticipated that each tech brief will center primarily around the experience and best practices of one transportation agency, defined as the 'Lead State' for the particular restoration technique; however, it is not the intent of the FHWA or Missouri DOT to arbitrarily limit the effectiveness of the tech brief, so other agency practices may be referenced as deemed useful by the team. Also for clarification, it will be up to the team, not the Lead State to actually document their best practices.

2. Are Best Practices to include contracting, construction and acceptance of repair techniques and are they the only subjects to be covered?

   Other excellent resources already exist for defining the design and material aspects of concrete pavement restoration techniques. These tech briefs will focus on providing construction and materials inspectors with tools to evaluate and accept (or not) the field product.

D. Task 5 – Case Study Development

1. How many state DOT case studies are to be completed?

   Our assumption is a minimum of one thorough case study for each tech brief subject, but again, we do not wish to arbitrarily limit the tech brief content if there is benefit in providing more examples.

2. How many pages are expected for the tech briefs? Is it typical 4-8 pages or is it 20 pages or unlimited?

   The tech brief itself should be limited to four to six pages, however; it may reference appendix documents containing construction specifications, material acceptance procedures, etc. These documents would form part of the study deliverables.

E. Task 7 – Tech Brief Submittal **[Section updated June 27, 2016]**

1. Is a PowerPoint presentation to be developed for each tech brief (i.e., 4 companion tech transfer presentations) or is this just one presentation on what was learned from the entire study (i.e., a single presentation that summarizes the project work and key findings)?

   Only one Powerpoint presentation will be necessary for summarizing the findings of the study.

2. **[Question added]** Are the Technology briefs expected to serve as technical summaries or should they be formatted as guidelines for specifications, contract language, and construction procedures?

   The briefs themselves should only be 4 to 6 pages long with primarily case study best practices, but it is expected they will be accompanied by appendix documents with recommended specs and construction acceptance procedures.