

We just had a couple questions about the RFP and the Distress Protocols. First, we found a discrepancy between the RFP and the Louisiana Cracking and Patching Protocol for Asphalt Surface Pavements. The RFP states that we have to count the number of blowups on asphalt pavements but blowups are not to be recorded according to the cracking protocol. I would assume to go by the cracking protocol but I would just like to clarify with LADOTD.

LADOTD Answer: The protocols state that the distresses that are found within a blow up should be rated, and not the blow up itself. However, we want the blow up to be counted, as it is stated in the RFP.

Also the RFP states there will be 8 half mile sections and one mile section to collect for the bid. The crew received info from Said on Monday which stated that we had to collect 9 half mile sections and the entire control section 077-02 which is 4.60 miles. I also just wanted to confirm that this was correct. We do have to do 100% distress as well? For a total of 9.10 miles and not 5 miles as the RFP states?

LADOTD Answer: At the time that the RFP was completed, the final sites location had not been completed. The sites list given during the field trials are the official trial sites that are to be collected.

The crew also had a question. Some of the mileages don't match up exactly, they are shooting by what is marked on the road as "B" and "E" at the beginning and end of the section respectively. Again wanted to ensure that is correct.

LADOTD Answer: The sites were surveyed by a Night Star DMI. The lengths represent that result. Vendor should report mileages as collected and update the data shell to the appropriate length. All sites lengths are approximate.