MoDOT

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ADDENDUM 001
CRASH TESTING MoDOT DEVICES
Request for Proposal 6-6-150708LK

Offerors should acknowledge receipt of Addendum 001 (ONE) by **signing** and **including it** with the original proposal. The due date for receipt of proposals is **unchanged** by this Addendum. The following changes shall be included as mandatory requirements for this solicitation. All other terms and conditions remain unchanged and in full force.

Name and Title of Signer (Print or type)	Name and Title of Department Authority Leann Kottwitz Senior General Services Specialist
Contractor/Offeror Signature _____ (Signature of person authorized to sign)	Department of Transportation *Leann Kottwitz* (Authorizing Signature)
Date Signed:	Date Signed: *June 24, 2015*

Question #1:

"In Section 1 E (Page 7) - it indicates in the last sentence of the second paragraph "Upon completion of crash testing, the Offeror will analyze results, modify the design (as appropriate), and submit the findings to MoDOT." Later on in the same section in the fourth paragraph it indicates that a final report will cover "…an analysis of design problems and recommendation on how to overcome these issues." Would you please clarify what is intended by "modify the design"? Ideally if the design is modified there would be no need to provide recommendations to overcome the problems."

Response #1:

Should the article have an unsuccessful test, the Offeror may modify the design, with approval from MoDOT, and retest the article as the budget allows. However, if the article cannot be reasonably modified or would require additional testing beyond the available budget, the Offeror will analyze the results and provide MoDOT with recommendations, which may be a modified design, on how to overcome the issues identified during testing.

Question #2:

The following questions reference Exhibit 3 on pages 25 and 26.

“In Item One- Are the three ballasts that will be tested depicted in the pictures? Or will sand bags as in the picture for Item Four, be one of the types of ballast?”

Response #2:

The three trim-line base types that are shown in the pictures for Item 1 are those that will be considered for testing. The crash testing laboratory will provide their recommendation on whether each trim-line base type needs to be tested or if testing one type will be sufficient to draw conclusions for the other ballast types. If all need to be tested then the Offeror will supply separate cost estimates to test each ballast type and MoDOT will determine which one(s) will be tested.

Sandbags, shown in the picture for Item 4, are not to be included as part of the test for Item 1.

Question #3:

“Item Two, - For the two bolt two post article, is there any specifications for the soil that the anchors are in? For example, sand, AASHTO soil or concrete.”

Response #3:

The soil used to perform the testing of this device should meet AASHTO standard specifications, in accordance with guidance provided in the Manual for Assessing Safety Hardware (2009), Section 3.3.1 Standard Soil.

Question #4:

“Items Three and Five – Do you have specific number of posts or length for the Guardrail/Guard Cable system before and after the post that the test article is affixed to? Second, is there a range for the torque applied when securing the test items to the post?”

Response #4:

We do not have a specific number of posts or length of Guardrail/Guard Cable to be included as part of the test for any given device. The crash testing laboratory will provide their recommendation for this length when testing the article.

The fasteners shall be brought to the snug tight condition. Snug tight will be defined as the tightness where all faying surfaces are in firm contact as attained by the full effort of a person.