

*State of Washington
Department of Transportation
Notice to Consultants
Performance Measures for Chip Seals*

The Washington State Department of Transportation (WSDOT) solicits interest from consultants who wish to be evaluated and considered to provide research services for Performance Measures for Chip Seals. WSDOT will award one (1) agreement. The approximate dollar value of the consultant agreement will be \$160,000.00. The agreement will be for two (2) years in duration, with the option to extend for time and/or money.

Proposers are asked to develop and present a detailed research plan for accomplishing the project objectives. Proposers are expected to develop a research plan that can realistically be accomplished within the constraints of available funds. Proposals shall present the proposer's current thinking in sufficient detail to demonstrate their understanding of the issues and the soundness of their approach for meeting the research objectives. The phases under the scope of work are intended to provide a framework for conducting the research.

Project Description

This research projects objectives are to identify or design performance indicators for chip seal pavements so that WSDOT can truly identify the end of the service life of these type of pavements. The project is defined as follows:

Research Problem Description:

There is no well-defined performance measure that indicates the end of service life for a Bituminous Surface Treatment (BST), or chip seal pavement. Currently at WSDOT the same performance indicators are being used for BST surfaces as for asphalt pavements (rutting, roughness, cracking). However, a BST structure does not behave the same as an asphalt pavement structure. It is more flexible and less susceptible to fractures, but more susceptible to surface raveling, asphalt flushing, and aggregate wear. Today, most BST routes in Washington are resurfaced on a regular 6-7 year schedule instead of resurfacing based on need. It is expected that the service life could be extended, but what new performance indicator and trigger values should be used to indicate the need for BST resurfacing?

Increasing the service life of WSDOT pavements is one of the most effective ways available to reduce annual costs. If we can extend the average BST service life by just one year (from 6.5 to 7.5 years), this would reduce our annual BST costs by 15%. With BST surfaces now comprising 29% of the state road network, the savings are significant.

BST pavements have approximately one-third the life-cycle cost of asphalt pavements, and WSDOT is currently expanding the BST network from 4,500 lane-miles to possibly as high as 8,300 lane-miles over the next 10 years. Currently, BST average annual costs are approximately \$7,000 per lane-mile per year. If this could be reduced by 15% (extending the average life by one year), then a potential annual savings of \$4.7 million to \$8.7 million in BST resurfacing costs could be realized.

Research Objective:

This research project will evaluate different performance indicators for BST pavements and develop trigger values for these indicators that will indicate the end of service life and the appropriate index values for resurfacing.

The scope of work should include:

Phase I:

- Literature search of BST performance indicators used in the US and other countries.
- Discussions with BST experts from industry, state and local agencies, and academia.
- Detailed evaluations of BST procedures used by other agencies, including state and local transportation departments in the western US.
- Prepare a report that summarizes the best practices found regarding BST performance indicators and the end of BST service life. In the report propose potential performance indicators (either existing or newly developed) for WSDOT implementation.
- Meet with WSDOT to present results from Phase I and propose plan for Phase II.

Phase II:

- Using the work plan approved in Phase I, evaluate the proposed BST performance indicators using data from WSPMS (Washington State Pavement Management System). Determine potential locations where WSDOT could evaluate the proposed performance indicators using test sections.
- Work with WSDOT to implement a statistically viable multi-year test plan for specific locations around the state that represent different geographic, climatic, and traffic conditions.
- Examine the initial data collected from the multi-year test plan. Make recommendations on any changes to the test plan that may be necessary.

Based on the research conducted in Phase I and Phase II, prepare a final report that includes procedures for WSDOT to complete the multi-year test plan and eventually develop trigger values for the end of BST service life.

Evaluation Criteria

Pursuant to state and federal regulations, a qualifications-based selection process will be used to select a consultant for each of these services. The following information and criteria will be used to evaluate and rank responses:

1. Qualifications/Expertise of Firms on Team;
2. Qualifications of Proposed Project Manager;
3. Key Team Members Qualifications (Prime Consultant and Sub-Consultants);
4. Firm's Project Management System (Prime Consultant Only);
5. Research Approach; and
6. References/Past Performances (Prime Consultant Only.)

The link to the definitions and point value for each of the proposed criteria may be found on the first page of this advertisement web site.

NOTE: It is imperative that the consultant reviews the definitions of the scoring criteria. We have included requirements and/or limitations for the information that is being requested.

Submittals

Consultants are invited to submit their Statement of Qualifications (SOQ) at their own cost. WSDOT assumes no obligation of any kind for expenses incurred by any respondent to this solicitation. The SOQ should be submitted as separate Adobe Reader compatible (PDF) files and formatted as follows: submitted only on single sided typed 8.5" x 11" paper and with font size no smaller than 12 point. If charts and/or graphs are utilized text must be no smaller than 8 point.

Your SOQ submission must be broken into two (2) separate packets. Your SOQ "Packet A" must consist of:

- Your responses to scoring criteria 1 through 5; and
- Packet "A" is limited to 30 sheets, not including the front and back cover.

Your SOQ "Packet B" must consist of the following information only:

- Your letter of transmittal;
- Your response to scoring criteria 6;
- Your "Consultant Information" forms for you as the prime and all of your proposed sub-consultants; and
- Packet "B" has no page limitations.

The page limitation does not apply to the front and back covers of "Packet A" and all of "Packet B."

The SOQ shall meet the following requirements or may be deemed non-responsive and may not be eligible for consideration of this work:

- Title of the "Request for Qualifications," and your firm clearly identified on the cover of the SOQ Packets "A" and "B", and the letter of transmittal;
- SOQ broken into "Packet A" and "Packet B" as indicated above;
- Responsive to all evaluation criteria;
- Meeting page limitations and font size requirements; and
- Meeting submission deadline submission date.

Faxed submissions will not be accepted. Submissions must arrive at the following email address no later than 4:00 pm (PST) on Thursday, October 3, 2013.

CSOSubmittals@wsdot.wa.gov

NOTE: Submitters may want to consider setting your email to automatically receive a "Delivery/Read Receipt" for confirmation purposes. WSDOT will not accept or respond to inquiries of receipt by phone or email.

Multiple emails are acceptable due to file size limitations of 10MB per email.

Any questions regarding this solicitation process should be directed to the Consultant Services Office, at 360-705-7104.

Public Records

Any information contained in the response that is proprietary or confidential must be clearly designated. Marking of the entire submission as proprietary or confidential may be rejected as non-responsive.

To the extent consistent with chapter 42.56 RCW, the Public Disclosure Act, WSDOT shall maintain the confidentiality of Consultant's information marked confidential or proprietary. If a request is made to view Consultant's proprietary information, WSDOT will notify Consultant of the request and of the date that the records will be released to the requester unless Consultant obtains a court order enjoining that disclosure. If Consultant fails to obtain the court order enjoining disclosure, WSDOT will release the requested information on the date specified.

WSDOT's sole responsibility shall be limited to maintaining the above data in a secure area and to notify Consultant of any request(s) for disclosure for so long as WSDOT retains Consultant's information in WSDOT records per state law. Failure to so label such materials or failure to timely respond after notice of request for public disclosure has been given shall be deemed a waiver by Consultant of any claim that such materials are exempt from disclosure.

The department has an overall Disadvantaged Business Enterprise (DBE) Goal. The DBE goal for participation will be obtained through a combination race-neutral/race-conscience means as outlined in WSDOT's "Disadvantaged Business Enterprise Program Plan." The department encourages Office of Minority and Women's Business Enterprises certified disadvantaged, minority, women-owned and small consultant firms to respond.

Persons with disabilities may request this information be prepared and supplied in alternate formats by calling collect 206-389-2839. Persons with hearing impairments may call 1-800- 833-6388 (Washington State Telecommunications Relay Service) and ask for 206-515-3683.

Dates of publication in the Seattle Daily Journal of Commerce: Thursday, August 29, 2013 and Thursday, September 5, 2013.

Submittal Due Date: Sent by email stamp - 4:00 pm PST on Thursday, October 3, 2013.