



February 24, 2022

RE: Addendum 1, City of Marina Request for Qualifications for Pavement Resurfacing and Rehabilitation Program.

The following are questions received regarding the Request for Qualifications for Pavement Resurfacing and Rehabilitation Program.

1. Does the City of Marina prefer one proposal to provide program management, design, and construction management/inspection services, or can we submit a proposal just for one or two of these services?

Answer: The City prefers a turnkey team to qualify for the entire scope. The City is not looking to pick and choose among team elements from different SOQs or assemble the turnkey team. A proposal has to demonstrate a team's qualifications (including two or more consultants), which will provide comprehensive services in program management, design, and construction management and inspection.

2. Will it be considered a conflict of interest to provide program management, design and construction management/inspection services for the same project?

Answer: Contracts to be entered into will be separate program management, on-call civil design, and construction management (preferably each from the same SOQ). SOQ teams should be structured such that the firm proposed for design under the on-call design contract is not the same as the firm proposed for construction management on the on-call construction management contract. A firm can perform the program management and the design or the construction management, but not both.

3. Can the firm proposed for program management also perform design or construction management, or does the proposed team need to consist of three separate firms?

Answer: Contracts to be entered into will be separate program management, on-call civil design, and construction management (preferably each from the same SOQ). SOQ teams should be structured such that the firm proposed for design under the on-call design contract is not the same as the firm proposed for construction management on the on-call construction management contract. A firm can perform the program management and the design or the construction management, but not both.

4. Does this includes running street resurfacing scenarios using Street Saver and updating data at the Street Saver?



Answer: No, the list of streets for resurfacing and rehabilitation projects will be provided by City engineers by using and evaluating the StreetSaver data.

5. Does the City of Marina currently use StreetSaver pavement management software?

Answer: Yes

6. Can the City provide a copy of the latest PCI report?

Answer: The current PCI of the City's street network is 59 PCI. The frontloading scenario is attached in "Exhibit A". The City is looking for a team to deliver the first 3 years of the scenario.

7. What is the deadline for submitting questions regarding this RFQ?

Answer: The due date is mentioned in section 8 "Point of Contact" in the RFQ, and it's March 16, 2022.

Sincerely,

A handwritten signature in blue ink, appearing to read "B. McMinn", is written above the typed name.

Brian McMinn, P.E., P.L.S.  
Public Works Director/City Engineer  
City of Marina



EXHIBIT "A"  
FRONTLOADING SCENARIO – NETWORK CONDITION  
SUMMARY

# Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 1/5/2022

Scenario: Frontload \$5.7M w/ Additional GF for 70 PCI

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2022	\$2,847,000	5%	2029	\$2,447,000	10%	2036	\$2,447,000	20%
2023	\$8,547,000	5%	2030	\$2,447,000	10%	2037	\$2,447,000	20%
2024	\$7,747,000	5%	2031	\$2,447,000	10%	2038	\$2,447,000	20%
2025	\$2,447,000	5%	2032	\$2,447,000	20%	2039	\$2,447,000	20%
2026	\$2,447,000	5%	2033	\$2,447,000	20%	2040	\$2,447,000	20%
2027	\$2,447,000	10%	2034	\$2,447,000	20%	2041	\$2,447,000	20%
2028	\$2,447,000	10%	2035	\$2,447,000	20%			

## Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2022	59	63	9.24	18.76
2023	57	67	15.16	30.61
2024	54	70	9.89	18.69
2025	52	69	5.18	10.48
2026	49	69	3.69	7.22
2027	47	68	4.74	9.41
2028	45	68	4.16	8.33
2029	43	68	9.03	18.00
2030	40	68	9.01	18.30
2031	38	68	7.04	14.07
2032	36	69	9.73	19.39
2033	34	69	7.81	14.42
2034	32	69	8.77	17.59
2035	31	69	4.80	9.61
2036	29	69	9.32	18.62
2037	27	69	9.23	18.76
2038	25	69	7.42	14.74
2039	24	70	7.03	13.76
2040	22	70	8.35	15.50
2041	21	70	10.43	20.81

## Percent Network Area by Functional Class and Condition Category

Condition in base year 2022, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	17.3%	10.4%	14.9%	0.0%	42.5%
II / III	3.0%	5.5%	12.3%	0.0%	20.8%
IV	7.5%	4.0%	10.6%	0.0%	22.1%
V	3.5%	5.1%	6.0%	0.0%	14.6%
<b>Total</b>	<b>31.3%</b>	<b>25.0%</b>	<b>43.8%</b>	<b>0.0%</b>	<b>100.0%</b>

Condition in year 2022 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
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Scenarios Criteria:

## Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 1/5/2022

Scenario: Frontload \$5.7M w/ Additional GF for  
70 PCI

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<b>I</b>	17.9%	10.5%	21.9%	0.0%	50.3%
<b>II / III</b>	2.4%	5.4%	10.5%	0.0%	18.3%
<b>IV</b>	7.5%	4.0%	5.4%	0.0%	16.9%
<b>V</b>	3.5%	5.1%	6.0%	0.0%	14.6%
<b>Total</b>	<b>31.3%</b>	<b>25.0%</b>	<b>43.8%</b>	<b>0.0%</b>	<b>100.0%</b>

### Condition in year 2041 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
<b>I</b>	17.4%	22.1%	41.6%	0.0%	81.2%
<b>II / III</b>	2.3%	1.8%	2.2%	0.0%	6.3%
<b>V</b>	11.5%	1.0%	0.0%	0.0%	12.5%
<b>Total</b>	<b>31.3%</b>	<b>25.0%</b>	<b>43.8%</b>	<b>0.0%</b>	<b>100.0%</b>