

Delaware Department of Transportation  
**QUESTIONS AND ANSWERS**  
**DOT1505**  
**VEHICLE LICENSE PLATES**  
**Tuesday, May 12, 2015**

Q #	Question	Answer
9	<p>Section III. A. TECHNICAL SPECIFICATIONS, Subsection 10. LICENSE PLATE LIFE / WARRANTY states: - “A maximum liability assessment of \$25.00 per plate will be invoked for failed plates associated with that specific lot. Reimbursement to the Department shall be in U.S. dollars and/or materials equal to the assessed damage, at the Department’s direction.” The \$25.00 per plate seems high, would the state consider reducing this to the value of the plate(s) or the value of \$5.00?</p> <p>In addition would the state please confirm that the sheeting manufacturer is responsible for the damages mentioned?</p>	<p>The liability assessment of \$25.00 per plate remains.</p> <p>Concerning the sheeting manufacturer, the Department will hold the plate manufacturer responsible since the Department’s agreement is with the plate manufacturer and not with the sheeting manufacturer.</p>
8	<p>Will all questions be published in a question and answer document for review by all potential vendors?</p>	<p>Yes. Refer back to the Questions and Answers page often during the advertisement.</p>
7	<p>Could the State please confirm the initial deadline for the first round of questions and the subsequent deadline for any clarification questions that may be necessary following the publishing of answers to the initial questions? If questions are asked right up to the deadline for submitting a bid, and these questions lead to an addendum, there may be insufficient time for Vendors to respond.</p>	<p>QUESTIONS regarding this project are to be e-mailed to <a href="mailto:dot-ask@state.de.us">dot-ask@state.de.us</a> no less than six business days prior to the proposal opening date in order to receive a response. Responses to inquiries are posted on-line at <a href="http://bids.delaware.gov">http://bids.delaware.gov</a>. If the Department determines vendors may need additional time to adjust for answers to questions, the Department will revise the bid due date.</p>
6	<p>SECTION II. subsection 8. Basis of Award states: - “The Delaware Department of Transportation reserves the right to reject any or all bids in whole or in part, to make multiple awards, partial awards, award by types, item by item, or lump sum total, whichever may be most advantageous to the State of Delaware.” It becomes very difficult for any Vendor to price each item as though it may be the only item they are going to manufacture. Could Delaware please confirm that it will be awarding this contract on an all or none basis?</p>	<p>The Department anticipates awarding this contract to one vendor.</p>

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5	SECTION I. A - GENERAL PROVISIONS subsection 15.g. states that “Non-attendance of mandatory pre-bid meetings may be cause of disqualification”. Please advise as to whether a mandatory pre-bid meeting will take place for this tender?	There is no pre-bid meeting for this project.
4	SECTION I. A, subsection 10. PROPOSAL GUARANTY; BID BOND: -With regards to the value of the performance bond and bid bond, please confirm that the “total value of the bid” refers to the annual contract value versus the total value of the contract over three years.	That is incorrect. See Answer to question 3.
3	Would the state please confirm that a performance bond of 100% is required for this contract? This is common for construction projects, but generally considered unnecessary for a license plate contract, as has been the case with previous Delaware license plate RFP’s? The cost of such a bond is not trivial and will unnecessarily add to the ultimate cost of quotations that the State receives from vendors.	The Department is issuing Addendum 1 to change the bid bond and the performance bond requirements. Bidders must now submit a BID/PERFORMANCE/PAYMENT BOND in the amount of 10% of the Total Bid Price (Items A1 through A12). This change is reflected on page 8 and page 38 of the bid documents.
2	Can a .022” aluminum be used for potential savings?	No. 0.022” is too thin. We understand the savings of using a thinner material, but the tradeoff in durability does not warrant it.
1	Would a flat plate proposal for all plate types be accepted? This would be with no embossing or debossing. This has been used successfully in several states. An image of a rim could be printed on the flat plate reflective sheeting to give the visual effect of a rim.	A flat plate is possible. Since debossing the rim adds rigidity, a flat plate would have to use thicker material to maintain the same rigidity. The spec calls for .027” aluminum with debossing. <u>A flat plate would have to be .032” at a minimum.</u>