Addendum 1

May 20, 2016

Automated Pavement Assessment Services RFP
Questions/Answers

Question: What are the total lane miles of pavement condition data collection including City Streets and Alleys?
Answer: This RFP lists the centerline miles of streets and alleys, not the lane miles. The total centerline miles (and driving miles), are estimated as follows:
MSA street centerline mileage = 206 centerline miles x 2 (due to driving twice, see RFP) = 412 of driving
Other City or Park Board jurisdiction streets = 736 centerline miles (driving once)
Alleys = 367 centerline miles (driving once)
Therefore a total of 1,309 centerline miles and a total of 1,515 driving miles.

Question: Do you require the consultant to be registered with the State of MN and have a MN PE License?
Answer: The Consultant having a Professional Engineering License is not a requirement of this RFP. If the Selected Consultant is a firm that employs no Licensed Professional Engineer in Minnesota or any other state, then the condition in Attachment A : RFP Terms and Conditions : paragraph 3 (d) Professional Liability would be removed from the Contract.

Question: How many individual pavement sections are in MicroPaver?
Answer: City Jurisdiction Streets are comprised of 3,283 pavement sections made up out of 10,991 individual block to block, (street ON - street FROM - street TO – aka OFT), centerline segments.
City Jurisdiction Alleys are comprised of 3,731 pavement sections that are within 3,580 individual City blocks.

Question: Consultants IRI equipment will only register an IRI above 5 MPH, and the RFP states on p.20 that an IRI is required for the entire length of each section, will short gaps in the IRI be allowed?
Answer: We realize that it will be necessary to accelerate from 0 – 5 MPH and therefore there may be gaps in the equipment's ability to register an IRI for the entire length of a section when starting from a stop light, a stop sign, and other situations. Therefor we will accept an IRI for a section as long as the IRI is reasonably representative of what the actual IRI would have been had the entire section been driven above 5mph, (reasonably representative defined as within 5% of what the actual IRI would have been). In order to accomplish this the Selected Consultant may choose to drive higher ADT streets, (i.e. downtown streets and higher volume MSAS streets, etc.) during non-rush hour times.

Question: When and how (visual or automated survey) was the last data collection project conducted, and who provided the previous pavement distress collection services?
Answer: Pavement distress data was substantially completed for City streets by 1996 and about one fourth of the City has been completed each year since, therefor City streets have been rated approximately four to five times each. Alleys were substantially complete by 2002 and most have been rated once since then, therefor alleys have generally been rated twice. The City has hired interns, or in some cases utilized available full time staff, to perform the pavement condition ratings. The pavement condition ratings were performed by quantifying the distresses manually in the field.

Question: How up-to-date is the street and alley centerline, PCI and Work History data?
Answer: The street and alley centerline and pavement work history data is updated annually, so it is up to date to the end of 2015. The PCI data is updated over a four year period, so it is generally a year to four years old.

Question: How many City employees are experienced with MicroPaver, or pavement management in general?
Answer: There are two - three City employees with pavement management experience.

Question: Is City pleased with Micropaver?
Answer: MicroPaver has many useful features, and the data from it was very useful, especially in helping with the planning for our capital program since 2008, but it is always good to research the capabilities of other pavement management systems.

Question: What percent of data will be needed in 3D or extra visualization? To what extent is this RFP looking for Visualization Tools (3D, etc.) presentation tools?
Answer: The purpose of this RFP is to acquire pavement condition data using automated or semi-automated methods. 3D or extra visualization may be more useful for the planning stages of a complete reconstruction, and the City is interested in listening to options/ideas.

Question: There appears to be a conflict in the start and end date shown on p.5 vs. p.19 of the RFP, can you confirm the dates of desired product?
Answer: The end date of July 2018 shown on p.5 is intended as the formal contract end date. The actual end date for proposed work is on p.19, which paraphrasing says that it is the intent of the City that all work related to the Project is completed by December 31, 2017, with as much work completed by December 31, 2016 as possible.

Question: What is our budget?
Answer: We estimate the cost to perform the services requested in this RFP somewhere in the $200,000 to $360,000 range. Since this is an RFP the quality of the proposal and the cost will both be considered. There is a possibility that we may remove lower priority items if necessary to meet the budget.