

ATTACHMENT A-QUESTIONS & CLARIFICATIONS

1. Can you clarify exactly how many lane miles or centerline miles should be priced for the Fee Proposal? The last bullet on page 4 indicates multiple travel lanes in one direction should be collected, while the first bullet on page 6 indicates one lane should be driven. **Currently the city maintains the following mileage:**

Centerline Mileage	773.71
Lane Mileage	1658.44

This number fluctuates as new lane miles are added or deleted in our inventory annually.

2. Does the state on VA require that anyone collecting pavement data have a board that is 2/3 licensed land surveyors? Similar to NC? **For this RFP, a board with 2/3/ Licensed Land surveyors are not required.**
3. Does the City require data collection using state of the art Automated 3D pavement scanning technology (e.g., Laser Crack Measurement System (LCMS))? **YES**
4. The industry standard for pavement inspection is to collect data on one lane, in one direction for 2-lane roads and one lane in each direction for 4-lane or divided roads. The RFP is consistent with this approach except for the last bullet on p. 4, which calls for driving (presumably and testing) each travel lane in its entirety where more than two travel lanes exist in one direction and Item #6 under **Pavement Inspection and PCI Calculation** on p. 7, which recommends driving/testing every travel lane for Major Arterials. Please advise whether only one lane per direction can be tested in the latter two cases. **Drive each travel lane where more than two travel lanes exist in one direction.**
5. ASTM has approved a new standard for pavement condition evaluation using automated data collection (ASTM E3303, Practice for Generating Pavement Surface Cracking Indices from Digital Images). Is the city willing to adopt this new standard for a fully automated data collection and data processing system? If so, is the city willing to consider other pavement management software packages that allow the integration of the new ASTM standard output? Also, if the new standard is acceptable, can we use it along with other distress/performance indicators (e.g., Cracking %, Rut Depth, IRI) in lieu of PCI? **The city is willing to review and possibly adopt the new standard as well as other pavement software packages. However, a PCI number shall be produced from the information.**
6. If the new ASTM standard is not acceptable and PCI must be used, is PCI survey sampling to meet 95% confidence per ASTM D6433 acceptable or is 100% PCI surveying required? **ASTM D6433 is the current standard that must be met for this RFP.**
7. Regarding the deliverable for **Budget Optimization** on p. 8, "Optimizer spreadsheet program showing forecasted road conditions based on funding levels," will an optimized treatment planning output displayed in a spreadsheet satisfy this requirement? **At minimum a spreadsheet program is acceptable.**

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8. Should PMS software license fees be included in the fee proposal? **Yes**
9. Is any other roadway asset inventory data collection required in addition to pavement condition data and pavement length and width? **Specific work to inventory and collect other roadway asset will be on an as needed basis such as sidewalks, signs, pavement markings etc.**