

Addendum #1

To: All Interested Professional Service Firms

From: Ryan Purtle, MPO Coordinator

RE: Request for Proposals #18-19-17: Pavement Condition Survey

Date: February 4, 2019

The following items clarify, add to, delete from and/or otherwise change and supersede information previously issued to you in the above-referenced Request For Proposals (RFP). Please review the following items carefully and adjust your proposal accordingly.

<u>Question/Clarification:</u>	<u>Response</u>
Is this considered a professional services or engineering services project?	This effort is classified as a professional services contract.
The RFP requests a specific amount of digital copies of the response, please clarify the amount of electronic copies.	The RFP calls for twelve electronic copies, specifically twelve separate flash drives or CDs for disbursement to members of the selection committee.
What is the LIDAR data used for?	The LIDAR data will be used to establish a baseline of volumetric data of the roadway. This technique will be used to identify roadway slopes, unevenness, rutting etc... The data is essentially used to assess the environment of a specific pavement corridor. The data should be incorporated into the analysis and eventual rating of each corridor.
Is the City of Greenville specific MWBE percentages required?	The MWBE percentages are required or the responding firm must show a “Good Faith Effort” in achieving the specified percentages. Please see the subsequent links for potential resources related to HUB, MWBE and DBE firms. https://www.ips.state.nc.us/vendor/searchvendor.aspx?t=h https://www.ebs.nc.gov/VendorDirectory/VendorDirectoryDBE.csv
What type of surveys are allowed in RFP responses?	A mixture of Field and Autonomous surveys are preferred.
What type of testing is preferred for testing pavement thickness?	Limited destructive testing is preferred. Should destructive methods be used it is preferred that representative testing on corridors be coupled with other technology such as ground penetrating radar (GPR). Additional innovative methods that limit destructive testing should be outlined in RFP responses for consideration.
What amount of Falling Weight Deflectometer (FWD) Testing is	It is preferred that representative FWD testing be completed where determined to be of best fit. FWD testing should be completed on

preferred?	identified corridors as identified by need by the selected consultant and the municipal partners participating on this project.
Are the participants committed to the Micropaver software or is a different software possible.	The participants are open to any database/software system. The system utilized should be user friendly and easily updated to create ease and efficiency for local government staff.
Are surveys for this project to include a corridor from back of sidewalk to back of sidewalk?	This project is intended to include back of sidewalk to back of sidewalk unless otherwise determined during the negotiations. ADA ramp compliance is also included in this project.
What code should be utilized by contractors during the NCDOT pre-qualification process?	The proper pre-certification code is still under consideration by NCDOT. It is recommended potential consultants respond and work with the City of Greenville staff to pre-certify with NCDOT utilizing the future identified proper code.
Should priority corridors and funding considerations be included?	The project deliverables should include a prioritized list of corridors identified for improvements and a five year improvement plan (based on local jurisdiction provided funding information).

Any questions regarding this Addendum should be directed to Mr. Ryan Purtle, at telephone 252-329-4476 or email at Rpurtle@greenvillenc.gov.

cc: Scott Godefroy, PE, City Engineer
Denisha Harris, Purchasing Manager