

ADDENDUM ONE

Date: April 7, 2022

To: All Vendors

From: Brandy Henke, Buyer
 Nebraska Department of Transportation

RE: Questions and Answers for Request for Proposal Number RFP R213-22, Road Profiler Data Collection System and Services to be opened April 19, 2022 at 3:00 p.m..

Following are the questions submitted and answers provided for the above mentioned Request for Proposal. The questions and answers are to be considered as part of the RFP.

Solicitation Section Reference	RFP Page Number	Question	Answers
Att A - TRM 2.1	4	1. "High Roof". We recommend a mid roof, which has internal clearance of 69-70". Is this acceptable?	Yes, 69"-70" is acceptable.
Att A - TRM 2.7	5	2. An aluminum framed equipment rack for computers is not recommended. Would steel be an acceptable alternative material?	No. Aluminum is required.
Att A - TRM 11.5	20	3. Can you confirm the rutting depth precision requirement of 0.1mm?	This is incorrect. This requirement is hereby amended to read 0.1 inch precision for rutting .
Att A - TRM 12.5	22	4. Can you confirm the faulting depth precision requirement of 0.1mm?	This is incorrect. This requirement is hereby amended to read 0.1 inch precision for faulting .
Att A - PRM 2.4	31	5. Can you confirm the 60 day requirement? Custom vehicle chassis orders are being affected by international chip shortages. Any vendor that does not currently have an order placed for vehicle chassis will not be able to order and receive them for outfitting within the stated window.	Yes, the stated 60-day requirement is correct. Vehicles have already been purchased and will be delivered to vendor location for equipment installation.

<p>RFP Sec G. Insurance Requirements</p>	<p>25</p>	<p>6. Regarding Insurance Requirements, can the DOT please confirm if excess liability of 2M will be allowed for this contract?</p>	<p>Yes, the NDOT finds this acceptable. The RFP insurance requirement for Umbrella/Excess Liability is hereby amended to reflect \$2,000,000.00.</p>
<p>Attachment A Requirements Matrix TR.10 On-Board 3D Pavement Surface Imaging System TR.10.8 For safety, system includes an automated laser light shutoff triggered by a motion sensor and blinking LEDs when system is activated</p>	<p>17</p>	<p>7. From our experience, a motion sensor is not a reliable solution for safety requirements as false readings will disable the lasers and interfere with quality data collection. Would a safety interlock switch be acceptable to the DOT as this is all that is required by federal standards for the class of lasers being used?</p>	<p>No. Based on experience and preference, NDOT is requiring the motion sensor safety shutoff as specified.</p>
<p>Attachment A Requirements Matrix TR.11 3D-Based Transverse Profiler and Rutting Detection TR.11.1 3D System must display a transverse profile graph synchronized with the 3D depth image with one (1) camera that can detect cracks of 2mm or smaller and one (1) laser light in total</p>	<p>19</p>	<p>8. Is the intent on this specification to limit the bidders and acceptable equipment? As the LCMS from Pavemetrics is the leading and most accepted standard in pavement data acquisition, the system uses multiple cameras/lasers, in multiple housings. Can we have confirmation that a multi sensor system can be provided without bias?</p>	<p>The intent of this specification is to provide equipment to meet NDOT needs. If the system uses more cameras and lasers than specified, it will not be disqualified.</p>
<p>Attachment A Requirements Matrix TR.14 General Software Features for Data Processing TR.14.1 The software shall display the digital images, process sensor data, and allow photo rating of pavement surface distress per NDOT Pavement Distress Manual. The software shall: 1. Export data in compatible formats for NDOT systems in Appendix B. 2. Integrate and display data in NDOT software such as POP.</p>	<p>24</p>	<p>9. Can the DOT provide information related to the POP software mentioned?</p>	<p>Yes. See attached POP manual for the software.</p>
<p>Attachment A Requirements Matrix</p>	<p>26</p>	<p>10. With the LCMS system as the leading and most accepted pavement data acquisition</p>	<p>No. Color photo quality digital images are required for video log and visual ratings.</p>

TR.14 General Software Features for Data Processing		system, it uses monochrome cameras. Based on the response to the question regarding TR.11.1, would monochrome images be acceptable?	
Attachment A Requirements Matrix OE.2 LiDAR System Accessories	43	11. Can the DOT provide details on what LiDAR system you intend to use in the future? It would be difficult for a provider to provide wiring or attachments without knowing which system will be installed? Is the intent to have a standalone LiDAR system or have it integrated with the system provided?	A specific LiDAR system isn't known at this time, but the desire would be to integrate future LiDar into the existing system.
Section V – E Installation	31	12. What is the Make and Model of the Profiler Vans being supplied by NDOT or can this be defined?	The profiler vans are a 2021 and a 2022 Ford Transit Cargo Van. Both are equipped with 3.5 L eco boost engine, 100.8 inch roof height and include trailer tow and “upfitter” package.

This addendum will become part of the proposal and should be acknowledged with the Request for Proposal.