Addendum No. 1

LiDAR MOBILE SCANNING OF MAINE TURNPIKE AUTHORITY ROADWAY NETWORK

ALL QUESTIONS DUE BY 4/23/2026, PROPOSALS DUE 4/27/2026

Question	Answer
1. On Page 2 under Task 2.1, does "ASPRS Class 2.5" refer to Table B.4 of the *ASPRS Positional Accuracy Standards for Digital Geospatial Data (Edition 2, Version 2, 2024)*, meaning horizontal accuracy of ±2.5 cm RMSE (95% confidence)?	Yes
2. On Page 2 under Task 2.2, for roadway element Structure and overhead Clearances, for "clearances to appurtenances… reported for each individual piece of equipment," could the Authority clarify how "equipment" is defined and provide representative examples (e.g., tolling devices, sensors, lighting, structural components)?	Appurtenances include any hardware suspended from the gantries and canopies. These include but are not limited to antennae, cameras, and lights. The Authority will work with the selected vendor to identify each piece of hardware.
3. On Page 3 under Task 2.2.4, regarding pavement cross slope: o Could the Authority clarify what is meant by "quarter point" within each lane? o Are slope measurements expected to be reported as: Two values per lane (representing each half lane), or more granular segmentation?	Quarter point is defined as the transverse mid-point of each individual lane. Measurement shall be reported as two values of slope per each lane.
4. On Page 3 under Task 3, the RFP indicates that storage should support routine access for "review, validation, and follow-on analysis". Could the Authority clarify the expected level of functionality for this access? Specifically, is the intent to provide: o Secure hosting with download access to point cloud and GIS deliverables for use within the Authority's internal systems, o A web-based interface for visualization and basic querying (e.g., point cloud viewing and asset inspection), or o A more comprehensive platform supporting interactive analysis within a hosted environment	Web-based storage with basic querying is expected.

Addendum No. 1
LiDAR MOBILE SCANNING OF MAINE TURNPIKE AUTHORITY ROADWAY NETWORK

5. Could the Authority provide an overview of the current GIS and asset management systems in use (e.g., ESRI-based systems), and any anticipated future systems the deliverables should support?	The Authority uses ESRI for a GIS system and their .kmz is available as a reference file. Deliverables should reference this. Asset inventories such as signs and bridges will be provided to the selected vendor.
6. Does the Authority maintain a Linear Referencing System (LRS) that deliverables are expected to align with?	MTA's network contains a continuous KMZ reference line of stationing that these deliverables should align with. This file will be made available to proposers.
7. For assets to be extracted, does the Authority maintain existing asset IDs and attribute schemas that should be incorporated into the deliverables?	The Authority maintains asset IDs for existing signs and bridges along its network. These will be provided to the selected vendor and shall be incorporated into deliverables.
8. On Page 3 under Task 4, for the spreadsheet deliverables, could the Authority clarify whether they are intended to function as: o A data dictionary, o A tabular asset inventory dataset, o Or both?	A tabular asset inventory is required. The Authority does have an existing asset inventory for each sign within its network. Reference to these unique data ID's is preferred.
9. On the spreadsheets, should each asset record include a unique identifier (UID) to enable traceability to the source LiDAR data and GIS datasets?	This is preferred for signs.
10. Could the Authority provide the applicable data specifications and classification schemas (e.g., attribute structures, naming conventions, classification codes, QA/QC requirements)?	The Authority will provide applicable naming conventions to the selected vendor. Vendors shall outline their QA/QC protocols and procedures in the proposal for evaluation by the Authority.
11. The Engineering Consultant General Conditions V8 reference the Authority's Electronic Exchange of Data Standard. Could the Authority confirm whether this project is expected to follow that standard, or if a different data standard applies?	Data standards for CAD and survey files will not apply to this contract.
12. Will the Authority accept a self-developed provisional overhead rate supported by a breakdown of indirect costs and direct labor base?	The Authority will accept an overhead rate based on the most recent audit by the Federal Highway Administration, and approved audit by a state agency, or as to be determined by the Authority if federal or state audits are not available.

13. Is there a preferred format or level of detail for such submissions?	In the absence of approved federal or state audited overhead rates, the vendor may submit a commercial overhead rate in any format. The Authority will evaluate and work with the selected vendor to establish the overhead rate for this contract.
14. Does the Authority typically establish or cap an interim overhead rate in these cases?	If federal or state audits are unavailable, the Authority with work to establish an acceptable overhead rate with the selected vendor.
15. Could the Authority confirm which profit rate category is anticipated for this contract: o Routine engineering/design/studies (10%) or, o Technical/specialty services (12%)	Profit rates shall be 10%.
16. If classification is determined at the task order level, are there specific criteria used to distinguish between these categories?	Profit rate shall be 10% for any classification of employee needed to perform the work in this contract
"All plans, specifications, estimates, and data prepared by the Consultant shall be signed and sealed with a State of Maine seal by the Consultant's Licensed Professional Engineer, Landscape Architect, Geologist, Site Evaluator, Surveyor, Soil Scientist, Master Plumber or other professional, as applicable under Maine State Law and as interpreted by the Authority." 17. In regard to the requirement above, what is the specific requirement for the LiDAR MOBILE SCANNING RFP?	State of Maine Seal shall not be required for these deliverables. The selected vendor shall ensure to the Authority that Quality Control and Assurance has been performed on the information contained within the deliverables.
18. Please confirm that a Vertical Accuracy standard is not required with this collection.	Relative vertical accuracy (e.g. the difference in elevation of pavement surface to overhead structure) is required.
19. Legacy ASPRS standards included a Table with a Horizontal Accuracy Class of 2.5, please confirm if it is the intent to use these superseded standards for this work.	Horizontal accuracy must 2.5cm at a minimum. The Authority will accept any standard meeting or exceeding this tolerance.
20. The current 2024 and Legacy ASPRS standards define the centimeter as the unit for its accuracy class designation, please confirm that the 2.5 is intended to be this unit.	Accuracy shall be 2.5cm at a minimum. Data represented in deliverables shall be expressed in imperial units.

21. To assure an accurate assessment of a signs retroreflectivity value; the tested method evaluates mobile collected LiDAR intensity in combination with a static sensor focused onto the sign to provide a correct retroreflectivity value. Can you confirm that only the mobile LiDAR data was intended to be used for this retroreflectivity assessment.	The Authority will consider accepting other methods of retroreflectivity measurements as described within the proposal.
22. Section III notes that cost proposals are required for data collection and processing (both with and without the signing inventory) and a per annum price for the storage and retrieval of data. Would it be acceptable for these cost proposals to be lump sum proposals, one for data collection and processing with signing inventory, one for data collection and processing without signing inventory, and one for the per annum cost for the storage and retrieval of data? If lump sum cost proposals are not acceptable, is a complete cost plus fixed fee proposal breakdown required and, if so, are those proposals included in the 10-page limit?	Initial cost proposals may be lump sum with the vendor's overhead rate noted. Cost proposals are excluded from the 10 page limit.
23. Is the Cover Letter & Statement of Interest excluded from, or included in, the 10-page limit?	These are excluded from the 10-page limit.
24. Are there defined accuracy targets or acceptance criteria that the Authority expects for this project?	Relative horizontal and vertical accuracy (e.g. height and location of guardrail relative to edge of pavement at a location) of 2.5 cm or less is expected.
25. Does the Authority plan to perform independent QA/QC in addition to the vendor standard QA/QC processes?	No. The vendor shall assure proper QC and QA has been performed on all deliverables. QA/QC protocols can be outlined in your proposal.
26. Is there a .kmz, shapefile, or other GIS file that highlights the full scope area?	The Authority's baseline .kmz will be made available to proposers.
27. What coordinate system will be used for the deliverables?	Deliverables shall include station and offset referencing, as well as shapefiles compatible with, the Authority's baseline kmz.
28. Is there a preferred LiDAR density per square foot/met?	The preferred density is that which is required to report desired deliverables (e.g. height of guardrail, pavement drop off) to the desired accuracy and frequency specified in the RFP.

Addendum No. 1

LiDAR MOBILE SCANNING OF MAINE TURNPIKE AUTHORITY ROADWAY NETWORK

29. Can the Authority confirm the intended vertical accuracy tolerance for acceptance? Is this tolerance to be at or greater than 0.01 feet (0.12 inches)?	Vertical accuracy shall be 2.5cm or less.
30. Is the expectation that this level of accuracy be achieved uniformly across the entire corridor, or primarily within specific critical areas (e.g., overpasses, and toll booths)?	Accuracy is intended to be uniform for all areas requiring deliverables (e.g. guardrail, overhead structures, etc.).
31. Additionally, can the Authority provide any guidance on how this accuracy will be evaluated or applied in downstream use (e.g., clearance validation, pavement analysis, asset compliance)?	Data will be applied downstream to report clearances to overhead structures, and influence aspects of maintenance and improvements, such as correcting guardrail lean, correcting deficient pavement cross slope, and addressing pavement drop off.
32. Is there a preferred or required ground control density, or should proposers define their own control methodology provided the accuracy requirements are met?	Proposers should define their own methodology to ensure accuracy requirements are met
33. Does the Authority have any existing survey control available that may be utilized?	The Authority's baseline .kmz is now provided
34. Are there anticipated requirements for lane closures or Maintenance of Traffic (MOT) operations during data collection, particularly at toll plazas or structures?	Collection methodology requiring no lane closures is strongly preferred. Proposers should outline their need for lane closures and, should they be required, the Authority will work with the selected vendor to determine the timing and method of closures.

Addendum No. 1

LiDAR MOBILE SCANNING OF MAINE TURNPIKE AUTHORITY ROADWAY NETWORK

All bidders are requested to acknowledge the receipt of Addendum No. 1 by signing below and email this sheet to Lauren Fleming, Engineering Program Manager, Maine Turnpike Authority at lfleming@maineturnpike.com. Bidders are also required to acknowledge receipt of Addendum No. 1 in their submitted proposals

Business Name

Print Name and Title

Signature

Date