



Addendum No. 2

LiDAR MOBILE SCANNING OF MAINE TURNPIKE AUTHORITY ROADWAY NETWORK

PROPOSALS DUE 4/27/2026

<u>Question</u>	<u>Answer</u>
1. What are the appendices to be included in the 10-page limit?	No appendices are required. If a vendor wishes to include information in appendix, it will count toward the 10 page limit.
2. Does a table of contents count towards the 10-page limit?	Table of contents shall not count toward the 10 page limit.
3. What are the requirements for vertical accuracy?	Relative vertical accuracy (e.g. the height of an overhead structure above the pavement at a location) shall be 2.5cm or less.
4. Is there any flexibility with the collection deadlines?	There is some flexibility in collection deadline; however, the Authority strongly prefers a schedule of collection and transmittal of deliverables as outlined in the RFP.
5. Is imagery required, and if yes, are there any required specifications?	Imagery is not required.
6. What extent of survey is needed at rest areas, off site rest areas, limited/restricted access ramps/roadways and maintenance yards.	Rest areas, limited access ramps, and maintenance yards do not require collection.
7. Will the entire network need to be captured in the first mobilization, or do you anticipate task orders for portions of the network over the duration?	The entire network shall be captured on the first mobilization.
8. Could you confirm whether the provided baseline KMZ file represents the full project scope, including all roadway segments? The current KMZ appears to include the mainline and only the ramps connecting to the Falmouth Spur; please clarify whether additional ramps and connectors are also within scope.	The provided .kmz is only representative of the I-95 centerline and the Falmouth Spur (the only connector). This does not represent the entire network to be scanned. Refer to Task 2 for list of segments.
9. Are spreadsheets required if we can provide a plugin to ESRI ArcGIS seamlessly?	Spreadsheets are required. Vendors are encouraged to outline other methods that could be implemented at a later date.
10. What are all of the authority defined categories? It only list 3.	The categories are those outline as elements to be captured in Section II, Task 2.
11. What is the MTA specified coordinate system?	Collection will align with MTA's .kmz baseline.



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12. What are the appendices?	No appendices are required. If a vendor chooses to include any information in an appendix, it will count toward the 10 page limit.
13. Can you provide the KMZ file?	A .kmz file is provided.
14. Does toll lane LiDAR need to be collected by driving each toll lane separately, or can multiple toll lanes be captured in a single pass? Can you clarify the expected level of detail for toll plazas and associated infrastructure (e.g., toll booths, gantries, canopy roofs, tolling equipment)? Are there specific measurements or attribution requirements beyond clearance reporting?	Given spatial limitations (e.g. obstructions and separation of facilities), some toll plazas may need to be collected with multiple passes. Collection shall include all appurtenances (lights, antennae, cameras, etc) suspended from the canopy/gantry. Reporting shall include identification of equipment and vertical clearance from pavement surface.
15. Spreadsheet Schema: Will the Authority provide templates or schemas for the required spreadsheet deliverables?	The Authority will work with the selected vendor to identify spreadsheet schemas.
16. All clearances will be measured and reported at edges of pavement and all striped lines. Is there a minimum number of measurements?	Vertical clearance will be reported as height above existing pavement at the locations (each striped line and edge of pavement) present beneath
17. Is the Kickoff meeting virtual?	Kickoff meeting may be virtual.
18. Regarding Edge of Pavement and Drop-Offs , is the reported value Yes or No based on the pavement edge greater than 1"?	When 1" or greater, value reported should be represented in inches to the nearest inch.
19. Guardrail Systems: Where should the guardrail information be listed - Ground level, Mid-level, Top?	Guardrail clearance shall be reported as the vertical difference between the top of rail, and the pavement/ground elevation beneath the face of rail at that location.
20. Which MUTCD (<i>Manual on Uniform Traffic Control Devices</i>) standard should the signs be classified to? Does Maine have any state specific classifications beyond the federal MUTCD standard?	The Authority uses the 11 th Edition of the MUTCD.
21. Under Task 3, "Extraction of roadway geometry, edges, pavement conditions as applicable" – Which pavement conditions or standards should this be extracted to?	Pavement cross slope and edge of pavement drop off as defined in Task 2.



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22. Direct Expenses section, pg 13 of General Conditions, states “The Authority does not allow any mark-up on direct expenses and Sub-consultant costs.” Does this imply that Overhead (& profit) rates cannot be applied to any Sub-consultant costs?	The prime consultant shall not apply overhead and profit to direct expenses, including subconsultant costs.
23. Because the results are in imperial units, will the results be expressed in NAD83(2011) state plane Feet? UTM? Orthometric height? If so, which geoid?	Units are to be expressed in feet and inches that correspond with .kmz baseline stations. Vertical measurements reported are relative (e.g. height of overhead structure above pavement).

All bidders are requested to acknowledge the receipt of Addendum No. 2 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