

**ARLINGTON COUNTY, VIRGINIA
OFFICE OF THE PURCHASING AGENT**

INVITATION TO BID NO. 21-DES-ITB-424

ADDENDUM NO. 01

Arlington County Invitation to Bid No. 21-DES-ITB-424 for Sidewalk Condition Assessment Survey is amended as follows:

1. THE COUNTY HAS RECEIVED THE FOLLOWING QUESTIONS IN RESPONSE TO THIS ITB. QUESTIONS AND RESPONSES ARE INCLUDED BELOW.

- **Question 1: The RFP uses the word “survey” throughout the document. Is the expectation that the field data collected be survey-grade accuracy? If not, what is the expected accuracy for horizontal (X/Y) and vertical (Z, slopes, vertical clearance, etc.) measurements?**

Answer 1: The accuracy for horizontal (X/Y) locations must be within one (1) meter (+- 1M) as best as possible, which will be the majority of the County. However, for areas located within the high-density areas, the accuracy may vary due to the location and density of large buildings in those areas. Also note that all distresses shall also be populated with the corresponding County GIS segment IDs and street IDs, which indicate the street block centerline, as well as which side of the street a sidewalk is located. This will allow the distress points to be spatially overlaid over the corresponding segment and street IDs.

In regard to measurement accuracy, as noted in the bid specifications this sidewalk condition survey shall be based on modified ASTM D6433 pavement distress protocols. According to ASTM D6433 “inspectors should identify distress types accurately 95% of the time. Linear measurements should be considered accurate when they are within 10% if re-measured, and area measurements should be considered accurate when they are within 20% if re-measured” (ASTM International, 2017).

- **Question 2: Is it expected that all features have an associated photograph/image attached?**
Answer 2: Yes, each feature must include photos of all recorded defects on that segment. If a segment does not have any defects, a simple overall photo(s) showing the overall condition of the segment must be added as documentation of a lack of defects.
- **Question 3: Are we permitted to pursue this contract as a Joint Venture with another firm?**
Answer 3: Yes; however, a firm submitting a bid as part of a Joint Venture may not also submit a separate bid for this solicitation. In addition, the Joint Venture must meet all firm and qualification requirements listed in the solicitation.
- **Question 4: Have the “unique segment IDs” of the elements to be surveyed been generated already? (If so) How many “unique segment IDs” of sidewalk exist in the county’s current dataset? How many unique segment IDs of ADA ramps? Crosswalks?**
- **Answer 4:** This data has not yet been created and finalized; however, we are currently working on pulling together this data, which we anticipate will be completed soon. Upon award of the contract, this data will be shared with the winning vendor. Per the County’s current GIS data, the County has approximately 500-600 sidewalk miles, and segments will be for each block face

of sidewalk, intersection to intersection, and segment lengths will vary depending on block size. ADA ramps are present at most, but not all, intersections. The number of brick/concrete paver crosswalks (which is the only type of crosswalk covered in this survey) is a relatively low number as compared to the overall number of crosswalks, and while a number is not currently available, it can be assumed it will be approx. 1% or less of the number of crosswalks in the County.

- **Question 5: What is the maximum length of segments? Are the segments divided per the definition of 2.1.7 of ASTM D6433? Will it be determined by the unique segment IDs?**
- **Answer 5:** This data has not yet been created and finalized; however, we are currently working on pulling together this data, which we anticipate will be completed soon. Upon award of the contract, this data will be shared with the winning Bidder. Based on a very quick overview of our street network (not sidewalk segment layer since it is not completed yet), a large majority of sidewalk segments will most likely be in the 100' to 1000' range, with a very small percentage of sidewalk segments being longer up to around 1500' or 2000'. Per the County's current GIS data, the County has approximately 500-600 sidewalk miles, and each sidewalk segment will correspond to a block face of sidewalk, intersection to intersection, and as such segment lengths will vary depending on block size. Each individual segment will have a unique ID that will correspond to a street block (i.e. 300 block of Wilson Blvd), as well as which side of the street. For example, for one block of 2000 Wilson Blvd, there will be two segments, one on each side of Wilson Blvd from intersection to intersection, each with a unique segment ID.

- **Question 6: What is the expectation for the frequency of recordings of grade and cross slope?**
- **Answer 6:** The grade and cross slope measurements should be taken every 100' and/or anytime there is a significant change in grade and/or cross slope. The goal is to provide a representative cross slope and grade condition of an entire segment of sidewalk, with the number and frequency of cross slope and grade issues to have a weighted effect on the overall segment score/rating. If a 100' section of sidewalk has little to no change in grade or cross slope, one measurement is sufficient for that 100', and it can be weighted into the overall score for that segment of sidewalk with the other 100' sections; however, for a segment that has a number of significant changes, measurements at the points where the changes are the greatest can help summarize the overall segment condition. The goal is not to take a measurement of every sidewalk panel, rather it is more to take an average of the sidewalk every 100' or less, as needed.

- **Question 7: Is there a particular spatial accuracy requirement? Do you require high-accuracy GPS?**
- **Answer 7:** Please see Answer 1 for the first part of Question 7. We are requiring high-accuracy submeter (+- 1M) accuracy for this survey.

- **Question 8: Could you please clarify the meaning of Section 21, Alternate Bid (p. 6)? Specifically, our Company has the following questions related to the possible meaning of this Section: 1: Will submitting an Alternate Bid cause our Company's standard, responsive bid to also be deemed nonresponsive? 2: Will the material in the Alternate Bid be considered alone, in combination with the standard bid, or not considered at all?**
- **Answer 8:** Alternate bids submitted will not be considered for award. Should a Bidder submit a separate bid clearly marked "ALTERNATE BID," the Bidder's standard bid would not be deemed non-responsive for also submitting an Alternate Bid under this clause. The standard bid must conform to all aspects of the ITB. The County will review the Alternate Bid and, if interested in the other items being offered, would cancel the solicitation and issue a new solicitation to include those items.

- Question 9:** The level of detail and quality of data collected has the potential to vary widely. Below are some examples of potential sources of variation. Given this ambiguity, it is probable that Offerors will submit proposals that vary widely in cost, intended scope, and level of quality control. This will make it very difficult to fairly compare bids from different Offerors. Will the County consider “best value”, allowing Offerors to explain their proposed scope and cost, and how it benefits the County? Example 1: The County proposes the use of ASTM D6433, which involves a careful survey of distresses, and the County proposes that a QA/QC process to check the distresses, but the County also suggests that the method need only be “based on” ASTM D6433, and use a minimum number of attributes listed. It is unclear whether the County wants to receive only the minimum factors, or if they prefer a more comprehensive approach, which will have different value and cost. Example 2: the ADA compliance of the assets surveyed is to be determined “using agreed upon parameters with the Project Officer.” Since the County has given no indication of what these parameters are, Offerors may reasonably assume either a very minimal set of parameters or a comprehensive set. This will affect the quality of the ADA compliance evaluation and the cost of performing it. Example 3: the “Digital Images & QA/QC” deliverable can be provided via “the County’s GIS environment, prepare for upload to a third-party asset management program, and/or supply via a browser-based data viewing tool”. These three options all have different advantages and disadvantages in terms of development complexity, security, cost, and features. A GIS environment, an asset management program, and a data viewer are three very different objects.

Answer 9: No, the County will not consider a best value approach for this solicitation. The County is seeking a sidewalk assessment survey to document and record various distress types, a minimum of which is included in the specifications, to help give an overall aggregate weighted score/rating for each segment of sidewalk. The vendors can choose to add in additional distress types, but the attributes listed are the minimum and primary distresses we seek to capture. The QA/QC is for the vendor to perform QA/QC on their own data prior to being delivered to the County to ensure accuracy and completeness of data. We are seeking aggregated scores of segments, which vary in length, and the documented distresses can be documented and attached to the line segment. Reoccurring distresses can be estimated on the total length (i.e. 80% of sidewalk area/length has significant lifting/cracking/etc.), and this will have a weighted score on the segment as compared to the other various distress types. We do not need to measure every single distress throughout a sidewalk length, but often enough that an overall rating/score can be calculated and attributed to the appropriate segment. The goal is to have a comparative score/rating system that can prioritize sidewalk segments based on the overall condition, which is based on a variety of distress types. ADA compliance of ADA Ramps and Crosswalks shall be determined using an extremely minimal set of criteria, to provide a simple classification based on a quick observation, with minimal measurements. If the ADA compliance is not known or unable to be determined easily, the County would be open to adding an “undetermined” or similar option for this observation to be used, but the goal is not to spend too much time taking numerous measurements to determine ADA compliance, rather an abbreviated approach. The primary goal of this survey is to provide an overall condition of the sidewalk segments that can be analyzed further for work planning and budgeting development. The secondary goal is to provide quick observational data for any brick/concrete paver crosswalks and/or ADA ramps that are clearly not ADA compliant based on the required minimum and primary criteria. For the digital Images deliverable, it must be in a GIS format that has the capability to be uploaded or integrated into other software programs that the County can use to view the data in different ways. The deliverable we expect from the vendor is in GIS format, along with appropriate data in the requested summary report showing the overall data collected.

- **Question 10: What is the virtual bid opening, and when will the meeting occur? The link provided has no date/time listed**
Answer 10: In accordance with the Bid Form, “Bids will be opened at 4:01 p.m., on December 29, 2020.”

2. THE SOLICITATION IS AMENDED AS FOLLOWS:

i. Section II, Paragraph 1 under Data Collection is amended as follows:

1. Sidewalks: The Contractor shall conduct a detailed sidewalk condition assessment survey of all Arlington maintained public sidewalks. The technician shall collect the required data and images and perform a sidewalk condition assessment on a 1 to 5 rating scale (ranging from Very Good to Very Poor). A list of minimum preferred distress types and observations is listed in the scope of work, however additional observations and/or distresses may also be added per discussion with vendor and County. Each distress shall have an individual rating depending on severity. Sidewalk survey data shall be aggregated to the block face level (i.e. on one side of street between intersections). Each block face segment shall have a condition assessment score and associated survey data shall be tied to it through a unique segment ID provided by the County in the form of GIS Data. All survey methodology, including defect and severities, must comply with ASTM D6433 standard.

ii. Section II, Paragraph 2 under Data Collection is amended as follows:

2. ADA ramps: The technician shall perform an ADA ramp inventory and assessment to document location, material, whether the ramp is an older or newer style ADA ramp, as well as if it is ADA complaint using agreed upon parameters with the Project Officer. The technician shall collect the required data and images and perform an ADA ramp condition assessment on a 1 to 5 rating scale (ranging from Very Good to Very Poor). Associated survey data shall be tied to it through a unique ID, provided by the County in the form of GIS Data. If a ramp doesn't exist in the current dataset, a point and unique ID shall be created by the Contractor following the County's existing ID format to reference survey data for that particular ramp.

iii. Section II, Paragraph 3 under Data Collection is amended as follows:

3. Brick/Concrete Paver Crosswalks: The technician shall perform a brick/concrete paver crosswalk inventory (across County-maintained roads only) and assessment to document the crosswalk location, material, and condition and whether it is ADA compliant using agreed upon parameters with the Project Officer. Note that asphalt and/or brick stamped asphalt crosswalks are not included in this survey. The technician shall perform a crosswalk condition assessment on a 1 to 5 rating scale (ranging from Very Good to Very Poor).

The balance of the solicitation remains unchanged.

Arlington County, Virginia

Kaylin Schreiber
Procurement Officer

RETURN THIS PAGE, FULLY COMPLETED AND SIGNED, WITH YOUR BID:

BIDDER ACKNOWLEDGES RECEIPT OF ADDENDUM NUMBER 01.

FIRM NAME: _____

**AUTHORIZED
SIGNATURE:** _____ **DATE:** _____