



**Date:** Friday, March 1, 2024 / updated Friday, March 15, 2024

**To:** Recipients

**Re:** Regional Pavement Condition Data Collection  
Questions and Answers

**Q1. The RFP indicates that robust data collection related to SJTPO's Countywide Local Road Safety Plan is in progress. While data collection is ongoing and is expected to be completed in late Spring 2024, is there any additional information that can be shared related to the anticipated deliverable or data collection effort itself?**

**A1.** As part of the separate consultant-led effort for SJTPO's Countywide Local Road Safety Plan, various point and line data are being collected, with the specific assets listed within the RFP on pages 9 and 10. Additional details related to the Line/Segment and Point/Intersection data are as follows:

**Segments**

The geometry for segments was created by isolating all roads within the latest published NJDOT Roadway Network File that reside within the SJTPO region. Segments with a functional class of 3-7 were included. Segments under the jurisdiction of NJDOT, NJ Turnpike Authority, and South Jersey Transportation Authority, and any segments whose SRIs were state roads or ramps were excluded. The final version utilized the county boundaries, jurisdiction, functional class, speed limit, and number of lanes tables from the NJDOT Straight Line Diagram (SLD) Database to generate the breaks. Segments currently vary from 9 feet to 10 miles. See the example provided.



**Intersections**

The geometry for the intersection layer was created using the latest published NJDOT Roadway Network File, which coincides with the NJDOT SLD Database. The intersection points were identified by utilizing the NJDOT SLD Database pt\_int\_junction table, which identifies every intersection point in New Jersey. The data was filtered only to include intersections within the SJTPO region. All intersections with one or more routes under state jurisdiction or whose SRIs were state routes were excluded. A 250-foot buffer was created around each intersection centroid, with the illustrative example on the next page.



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### **Additional Spatial Layers**

Sidewalk data was collected for municipal jurisdictions only. Rumble strip data was collected for county jurisdictions only. Outside barrier (guide rail) data was previously collected for the SJTPO FY 2019 (Regional Pavement Data Collection) project and was reviewed and updated for county jurisdictions only as part of the Countywide Local Road Safety Plan effort.

**Q2. Task 4, Data Integration, indicates that the pavement condition and other ancillary data collected as part of this effort shall be integrated into the database compiled as part of SJTPO's Countywide Local Road Safety Plan effort. This is likely to be a very large dataset. Does SJTPO prefer how the data is delivered or a solution for the data to be stored?**

A2. SJTPO is exploring options to store data with the [New Jersey Geographic Information Network \(NJGIN\)](#), which is intended to facilitate sharing of geospatial content in the NJ GIS community. Users can search for geospatial content, and data stewards can share their authoritative geospatial content. This data storage option is ideal as there are no additional fees.

To additionally ensure that data collected as part of this effort can be shared through NJGIN, the data deliverables for this project shall be in shapefile or geodatabase format **and include geospatial metadata according to Federal Geographic Data Committee's (FGDC) Content Standard for Digital Geospatial Metadata (CSDGM)**. The inclusion of geospatial metadata as a deliverable has been updated in the RFP, as stated under Section II (Scope of Work), Subsection C (Content), Task 3 (Ancillary Data Collection), paragraph four.

### **Additional Reference Material**

FGDC-CSDGM Standard: [FGDC-CSDGM Standard](#)

NJGIN Core using ArcOnline: [NJGIN Core using AGOL](#)

NJGIN Core using ArcPro: [NJGIN Core using ArcPro](#)



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**Q3. Could you please provide a specific list of assets and asset attributes the SJTPO wants extracted so that we can prepare an accurate cost proposal?**

A3. The RFP specifically includes the assets and asset attributes collected as part of the FY 2028 and 2019 effort along with those collected as part of the current Countywide Local Road Safety Plan effort. It is noted that the data inventory required for this project should not duplicate previous collection efforts. However, SJTPO understands that the RFP lacks specific details regarding the assets and attributes to be gathered by the consultant team.

Responses to this proposal should delineate the additional roadway assets and features proposed to collect, building upon the consultant's expertise and experience garnered from collaborating with various local public agencies. Recommendations should be informed by industry best practices and tailored to suit the project's unique needs.

Additionally, the consultant should be open to negotiation with SJTPO if adjustments to the proposed asset collection are desired.

**Q4. Do each of the counties included in the project have a pavement and asset management system? If so, what are these systems?**

A4. To SJTPO's knowledge, the counties and municipalities in the SJTPO region do not have a pavement or asset management system. This has been confirmed with Cape May and Cumberland Counties and the City of Vineland. Generally, the subregions use the PCI (or similar rating) as a general guideline to prioritize paving locations based strictly on conditions and evaluate grant funding opportunities and project complexities to schedule the projects. Emergency routes and heavily traveled corridors are given priority, and all other things are equal.

**Q5. Can you please identify the vendor that has completed the FY 2018 (City of Vineland Pilot) project?**

A5. The FY 2018 (City of Vineland Pilot) project was advanced by Michael Baker International in partnership with subconsultant Rowbear Consulting as the DBE firm. The Consultant Selection and Scope of Work associated with the Automated Pavement Condition Data Collection is available on the SJTPO website at [www.sjtpo.org/rfp/#archived](http://www.sjtpo.org/rfp/#archived), after expanding the 2017 tab.

**Q6. Can you please identify the vendor that completed the FY 2019 (Regional Pavement Data Collection) project?**

A6. The FY 2019 (Regional Pavement Data Collection) project was led by Advanced Infrastructure Design, Inc. as the DBE firm, in partnership with subconsultant AECOM. The Consultant Selection and Scope of Work associated with the Regional Pavement Condition Data Collection is available on the SJTPO website at [www.sjtpo.org/rfp/#archived](http://www.sjtpo.org/rfp/#archived), after expanding the 2018 tab.



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**Q7. Can SJTPO provide the data collected as part of the FY 2018 and the FY [2019] Project? Requested data is the rating for each segment.**

A7. The full set of pavement condition data collected for the Regional Pavement Data Collection will be provided to the winning consultant to supplement this effort. The full data set includes a folder for each county and separate folders for each route collected or not, containing a KML file and an Excel file of all assets collected with MP and coordinates, video files of the routes, and images containing pavement information.

In response to this request, SJTPO has made a small snippet of data available. The data set includes an Excel file with two worksheets, two sample images, and a single.kml file for Atlantic County Route 540. A compressed zip folder has been posted to the SJTPO website at [www.sjtpo.org/rfp/#current](http://www.sjtpo.org/rfp/#current) as **Sample Regional Pavement Data Collection, FY 2019 Data Set**.

**Q8. Typically, we perform these projects as fixed fee and price and invoice the bulk of the work on "per mile" (rather than T&M) schedules for data collection, processing and delivery. Would SJTPO be willing/able to accept this type of pricing/invoicing structure for the major data collection, processing, and delivery tasks associated with this effort?**

A8. Generally, SJTPO's professional service work is through a Time and Materials pricing structure, whereby the proposer specifies person-hours by task and an associated hourly rate. However, SJTPO is amenable to compensating the vendor on a Fixed Fee/Per Mile basis. As part of their response to this technical study, the proposer should identify the pricing/invoicing structure to be used when providing the project's total cost. Proposals based on a Fixed Fee/Per Mile payment structure shall not include the estimated hours and associated rates. Proposals based on a Time and Materials payment structure shall indicate the estimated hours and associated rates, where applicable.

The proposer must explicitly identify the specific task(s) of the DBE/ESBE staff, dollar figures or each, and the percentage of the total budget to be dedicated to the DBE/ESBE firm(s), regardless of the pricing structure selected.

**Q9. For Task 4, is an asset management system being implemented as part of the Countywide Local Road Safety Plan project through a separate consultant?**

A9. An asset management system is not being implemented as part of the Countywide Local Road Safety Plan project.

**Q10. For Task 4, with there being more than one agency included in the data collection, would each of these agencies also need access to the management tools proposed to summarize the data?**

A10. While SJTPO is administering this consultant-led effort, each local public agency for which data is collected shall have access to any management tool proposed to summarize the data. The expectation is that SJTPO and its planning partners will use the data in a multitude of ways. However, only the local public agency will have the ability to edit or manipulate their data. SJTPO and other local public agencies shall be provided read/view access only to any proposed management tool.



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**Q11. I understand [the consultant is] required to submit the Standard Contract Agreement Boilerplate “Exhibit I” with [their] proposal as stated in the RFP and listed in the Consultant Check Off List. [Must the submission] also include all of the Agreement Appendices (A through N), thereby submitting pages I-1 through I-25? And, if so, must we fill out and sign any of the Appendices that require signatures or notarization?**

A11. The RFP (see Section I.F) states that the consultant must review the terms and conditions of SJTPO's Standard Contract Agreement, which is included in Exhibit I (SJTPO Standard Contract Agreement Boilerplate). The consultant shall either accept or propose exceptions to the agreement. The consultant should clearly identify any exceptions as part of their cover letter to accompany the proposals. If applicable, the consultant should propose a specific alternative language. Any proposed changes to the Standard Contract Agreement Boilerplate will be subject to the review and approval of counsel after consultant selection is made.

The consultant is not required to submit SJTPO’s Standard Contract Agreement or any of the appendices that are part of the Standard Contract Agreement Boilerplate. The agreement is shared for information purposes only, and it will not be executed by any party until after consultant selection is made.