**Lake Area Planning Council**

**ADDENDUM No. 1**

**Request for Proposals**

**Pavement Management Program Update**
**And GIS Linkage Update**
**In Lake County**

Pursuant to the RFP issued by the Lake Area Planning Council (Lake APC) on October 16, 2026, the deadline to submit written questions was October 28, 2026. This Addendum addresses questions received through that date.

Q1: "Does the County use 8 distress or 20 distress model?"

**Response:** Lake County historically has used the MTC Pavement Condition Index Distress Identification Manual for Asphalt and Surface Treatment Pavements.

Q2: "Are the Vialytics condition data available for full road network or inspection will be done along with the same project window?"

**Response:** Data condition is only partially complete for all three agencies. Partial inspection will be done as needed, in the same project window.

Q3: "Is mapping between Section and GIS line segment done via a mapping key? Is it maintained well?"

**Response:** Our understanding is that StreetSaver sections are associated with GIS line segments through section identifiers or a corresponding mapping key. We have not completed a comprehensive review to confirm that every section and GIS segment is current and aligned.

Q4: "Who was the consultant who previously worked on project and what was the contract amount?"

**Response:** Nichols Consulting Engineers was the last consultant, with a contract amount of $101,572.

Q5: "Do the County and participating Cities currently maintain active StreetSaver databases?"

**Response:** While all three agencies have active StreetSaver databases, they are not currently maintained.

Q6: “Do the County and participating Cities have updated GIS shapefiles that need to be incorporated into their StreetSaver databases?”

**Response:** Yes, there are updated GIS shapefiles that need incorporation, however not all jurisdictions have maintained their GIS shapefiles.

Q7: “Are there any new roads to be added to the StreetSaver database for each agency?”

**Response:** There are no new roads currently, but should new roads be incorporated between contract signature and the project closure, those will be expected to be incorporated into the database as well.

Q8: “Can the County and participating Cities provide the existing GIS shapefiles used in the Vialytics system?”

**Response:** Lake Area Planning Council has full intention to request any files that are available to be shared by the jurisdictions.

Q9: “How many presentations are anticipated as part of this project?”

**Response:** At a minimum, one remote presentation to the Lake Area Planning Council Board and each of the three jurisdictions is expected.

Q10: “Does Vialytics currently include the entire roadway network for all three agencies? Can we assume the existing Vialytics data, including PCI results, distress information, and roadway segmentation, will be available to the consultant?”

**Response:** Vialytics does not include the full roadway network for all three agencies, however Lake APC will request all existing data within the database will be provided to the consultant.

Q11: “When did the County and participating Cities update PCI information using Vialytics?”

**Response:** June 2025.

Q12: “For validating Vialytics, would it be acceptable to review the existing data and compare PCI results and pavement distresses for a representative sample of road sections, rather than validating the entire network? Are there any specific accuracy requirements or standards the agencies would like us to follow?”

**Response:** Yes, it would be acceptable to review the existing data and compare PCI results and pavement distresses for a representative sample of road sections, rather than validating the entire network. The objective is to track how accurate Vialytics is in

comparison to actual field inspected data to determine if it will be a suitable system in the future for continuous use.

Q13: "If Vialytics is found acceptable, can we assume the StreetSaver updates would be limited to matching the roadway segmentation and developing a process for importing Vialytics data? Are we also expected to update historical PCI and maintenance records for all affected sections?"

**Response:** If Vialytics is found acceptable, please assume the StreetSaver work will include matching the roadway segmentation and developing a process for importing Vialytics data. Yes, consultant is expected to update historical PCI and maintain records for all affected sections.

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