

## ADDENDUM No. 2

### RFP No. 25-11

#### Street Surface Condition Rating and Analysis Services

**Due: February 20, 2025 at 2:00 P.M. (local time)**

The information contained herein shall take precedence over the original documents and all previous addenda (if any) and is appended thereto. **This Addendum includes two (2) pages.**

**The Proposer is to acknowledge receipt of this Addendum No. 2, including all attachments in its Proposal by so indicating in the proposal that the addendum has been received. Proposals submitted without acknowledgement of receipt of this addendum may be considered non-conforming.**

**The following forms provided within the RFP Document should be included in submitted proposal:**

- **Attachment B - City of Ann Arbor Non-Discrimination Declaration of Compliance**
- **Attachment C - City of Ann Arbor Living Wage Declaration of Compliance**
- **Attachment D - Vendor Conflict of Interest Disclosure Form of the RFP Document**

**Proposals that fail to provide these completed forms listed above upon proposal opening may be rejected as non-responsive and may not be considered for award.**

#### I. QUESTIONS AND ANSWERS

The following Questions have been received by the City. Responses are being provided in accordance with the terms of the RFP. Respondents are directed to take note in its review of the documents of the following questions and City responses as they affect work or details in other areas not specifically referenced here.

Question 1: My firm, (Transconomy - [www.transconomy.ai](http://www.transconomy.ai)), does AI-based pavement condition evaluations using the PASER system. We collect videos of the pavements and perform the PASER rating using this video and AI procedures for detection and classification. We also use a human-in-the-loop process to QC the data to make sure the AI got it right. Can this type of approach be used or is this a “boots on the ground” survey only?

Answer 1: The City of Ann Arbor will accept proposals that use AI procedures supplemented by a credentialed human rating team. The level of human involvement shall be explained in detail. The QC process must include an opportunity for the City to review rating samples completed independently by the AI procedure and the human rater. All rating data must be input using the Roadsoft Laptop Data Collection method.

Question 2: Do our raters (our human-in-the-loop QC process) need to be fully certified prior to the due date or before starting the rating?

Answer 2: Raters must be certified prior to the due date to allow City staff to assess their credentials in the proposal review process. A minimum requirement of the proposal response is demonstration of a team credentialed with PASER certification. Including documentation of certification with the proposal responses allows us to ensure we select a properly credentialed team.

Question 3: Can you provide a copy of the current TAMC Pavement Asset Management Plan for the City?

Answer 3: The City of Ann Arbor [Transportation Asset Management Plan](https://www.a2gov.org/engineering/) is available online: <https://www.a2gov.org/engineering/>. This plan fulfills the TAMC requirements for pavement and bridge asset management plans.

Offerors are responsible for any conclusions that they may draw from the information contained in the Addendum.