

ADDENDUM NO. 1

TO: All Vendors

FROM: Jason McGarry, Procurement/Contracts Administrator

SUBJECT: COG2025-07– Orthoimagery Vector Extraction

DATE: July 31, 2025

This Addendum No. 1 modifies the Request for Proposal (RFP) only in the manner and to the extent as stated herein.

1) Will the project include DOT-managed roads, county-owned/managed roads, or both?

- a. The data collection effort will include all state-, county-, and municipality-owned roadways in Berkeley, Charleston, and Dorchester counties in South Carolina.

2) Approximately how many linear miles are anticipated for this effort?

- a. There are approximately 7,500 linear miles of roadway anticipated for this effort.

3) How is Landscaped Buffer defined? Is it a polygonal or linear feature? Is it required only for public ROWs?

- a. Landscaped buffers are the strips of grass or other vegetation between the street and a sidewalk or pathway. It is also called a “planting strip”. This is a required feature in the RFP.

This feature should not be confused with buffer zones along rural highways and interstates that allow vehicles to run off the road without hitting a tree or other fixed object. The RFP does not request include buffer zones.

There is no requirement in our region for the inclusion of a landscaped buffer in street design, and most streets owned and maintained by the South Carolina Department of Transportation (SCDOT) do not have a landscaped buffer.

BCDCOG is open to documenting this feature as a polyline with a measured offset distance (i.e., no buffer, 3-foot buffer, 7-foot buffer, etc.) or as a polygon.

4) How are controlled and uncontrolled intersections distinguished?

- a. Controlled intersections use a form of stop control (“traffic control devices”), such as a traffic signal, stop sign, yield sign or pedestrian crossing beacon in at least one direction. This can be identified in orthoimagery through the presence of stop bars and advanced yield bars. Uncontrolled intersections have no form of stop control present.

5) For the following categories, do we also need to capture the polygon?

- **Streets, paved walkways, bikeways, shared lanes, parking, medians, crosswalks, truncated domes, driveways.**
 - a. BCDCOG prefers to capture linear features (such as streets, walkways, bikeways, and parking) as a polyline, but is open to polygons.

- b. BCDCOG prefers to capture spot features (such as medians, driveways, and truncated domes) as polygons, but is open to polylines.
- c. BCDCOG has no preference for capturing crosswalks between polylines and polygons.

6) Based on the Tiger Road files, we see the following:

	Miles
Alley/Driveway	454
Interstate	221
Major/US Highway	1373
Ramp	74
Residential Road	10716
Trail	38
Unknown Line type	88
Unpaved Roads	102

7) Shall we assume that the roads to be attributed are residential roads only (roughly 10k miles).

- a. BCDCOG recommends using SCDOT's "State Highways" and "Statewide Other Roads" shapefiles for a reference in place of FHWA's TIGER shapefile:
<https://info2.scdot.org/GISMapping/Pages/GIS.aspx>
- b. There are approximately 7,500 linear miles of streets in the BCD region, and this includes interstates, ramps, highways, other arterials, collectors, and residential streets.
- c. There is no accurate, existing database of off-street trail facilities for the BCD region. The best record available for this facility type is through OpenStreetMaps.

8) We also need clarification on the driveway. We assume the driveway is a private road leading from a public street to a house, garage, or other buildings on private property. Please confirm.

- a. For this project, "driveway" just denotes the transitional apron between the street and a private driveway/laneway or a parking lot. This transition is typically flared to allow for greater turning radii. This feature does not need to include the driveway/laneway itself.

9) In relation to this point in the RFP "BCDCOG anticipates the vendor will join the extracted data attributes that can be displayed as polylines to the OpenStreetMap layer or to SCDOT's Linear Referencing System (LRS) layer"

- a. **Is this integration with the LRS a mandatory deliverable, or a preferred but optional component?**
 - i. Integration with OpenStreetMap or the LRS is preferred but not mandatory.
- b. **Is the expectations that all layers be tagged with a "Route ID" or is there further integration that is expected. If further integration is needed, can more details be shared to anticipate workload and costs.**
 - i. Tagging to the individual Route ID is enough to satisfy the integration with OpenStreetMap or the LRS.
- c. **Is it possible to provide separate pricing for this component, so BCDCOG can decide if they would like it to be completed?**
 - i. Yes. It would have to be separate from the base requirements as "optional"

10) In relation to this point: "The vendor will ground truth the extracted data set using available mapping services (Google Maps, Apple Maps, etc.). In addition, BCDCOG can provide geospatial data sets with some existing roadway features covering a limited graphic area to support ground truthing. The vendor will share the ground-truthed data set with BCDCOG for review. BCDCOG will share back a consolidated list of comments, and the vendor will meet with BCDCOG to review the list of comments."

- a. Can BCDCOG confirm that the current aerial imagery provided for extraction will serve as the primary source of truth, and that any secondary references (e.g., Street View) are intended to support interpretation/potential ambiguous areas, not override features identified in different imagery? (what if Google is older?)**
 - i. Confirmed.
- b. Will manual edits be limited to items identified through BCDCOG's review and feedback process?**
 - i. Yes.
- c. Is the intent of ground truthing to demonstrate that the data meets specific accuracy thresholds? could a statistical analysis of the delivery also work to support this function?**
 - i. BCDCOG does not have a specific accuracy threshold for the project, but a statistical analysis showing estimated accuracy or margin of error by the vendor would be welcomed. The intention of the ground truthing task is to make sure there are not large omissions in the final deliverable.

All Firms shall acknowledge receipt of Addendum No. 1 in the space provided below and return with their proposal. Failure to do so will subject the proposal to rejection.

Authorized Signature

Company Name

Date