



ADDENDUM 001
Traffic Data and Traveler Information Services
REQUEST FOR PROPOSAL
6-050719

Offerors shall acknowledge receipt of Addendum 001 (ONE) by **signing** and **including it** with the original proposal. The due date for receipt of proposals is **unchanged** by this Addendum. The following changes shall be included as mandatory requirements for this solicitation. Please see Attachment A, for further clarifications. All other terms and conditions remain unchanged and in full force.

Name and Title of Signer (Print or type)	Name and Title of Department Authority Leann Kottwitz, CPPB Senior General Services Specialist
Contractor/Offeror Signature	Department of Transportation
_____ (Signature of person authorized to sign)	_____ (Authorizing Signature)
Date Signed:	Date Signed: 06/28/05

ATTACHMENT A

Question 1: Where in Missouri will Phase One Test be conducted?

Answer: Specific locations will be determined during the negotiation of the contractual agreement. Offeror(s) may suggest potential locations and details on Phase 1 in the proposal. All Offeror(s) shall submit proposals based on a test deployment that may include any of the Missouri routes listed in Exhibit C, Roadway Map. This is the price that will be evaluated in the Cost, Fees, and Expenses category.

Offeror(s) may also propose using existing United States applications that could meet the requirements in Phase 1, including integration into our ATMS. The cost, schedule, and details should be listed as Phase 1 alternate. An updated pricing sheet is attached.

MHTC reserves the right to make multiple awards.

Question 2: By "non-intrusive data collection" page 5 do you mean any means for collecting data including cell phone probes, roadside sensors but *not* loop detectors. Is this correct?

Answer: Correct.

Question 3: Page 10 "We anticipate Phase I and Phase II Completed within six months of notice to proceed". The deadline for proposals being July 19th, when would we expect the following:

- *a notice of award?
- *a notice to proceed?

Answer: We anticipate a notice of award in late August followed by contract negotiation. We anticipate a notice to proceed in November.

Question 4: Do you mean that the 5,500 miles of highways should be either instrumented within six months, or otherwise, there should be some other means of collecting real-time traffic information for the 5,500 miles that should be operational within a six month period of time?

Answer: Real-time, reliable traffic data shall be provided in Phase 1 and Phase 2. Phase 2 deployment will be based on MoDOT's available funds and could be less than the desired total built system coverage of 5500 miles. Our desired deployment period is 6 months. All proposals should include an estimate of time to complete Phase 1 and Phase 2.

Question 5: Does the form on page 4 of the RFP have to be included in the proposal? If so, where should it be?

Answer: Yes, this page needs to be included please refer to page 15 paragraph one (1) for further information. There is not a preference as to where to place this in your proposal.

Question 6: What privacy requirements does Missouri DOT intend to impose on the selected contractor?

Answer: All parties having access to the ATMS software during integration efforts shall sign an ATMS confidentiality agreement, prior to viewing the ATMS software.

Question 7: What type of current field sensors/equipment are deployed, and where?

Answer: An existing ITS device inventory for the St. Louis area is located on www.gatewayguide.com. Sensors are spaced at approximately 1-mile intervals in the St. Louis area and one-half-mile in the Kansas City area. Additional Traffic.com sensor sites are located in the St. Louis area on Interstates 370, 170, 55, 44, and 64. Sensors in St. Louis are side fire radar units, and sensors in Kansas City are a combination of loops and side fire units. Dynamic Message Sign and camera inventory for the Kansas City areas is located on www.kcscout.net. Camera inventory for the Springfield area is located on www.ozarkstraffic.info. MoDOT also has a limited number of devices across the state that collect speed and class data.

Question 8: Is sample data available for file formats of data feeds that need to be integrated?

Answer: No. These will be determined during project scoping and integration activities.

Question 9: What current software is being utilized, and what version of same?

Answer: Software details are included on page 8 and 9 of the RFP.

Question 10: Is there a MDOT solicitation return envelope for proposals?

Answer: No, Please refer to page four (4) of the RFP first paragraph for the mailing instructions as well as page sixteen (16) paragraph six for the preparation of proposals.

Question 11: What devices does MoDOT operate or have deployed?

Answer: An existing ITS device inventory for the St. Louis area is located on www.gatewayguide.com. Sensors are spaced at approximately 1-mile intervals in the St. Louis area and one-half-mile in the Kansas City area. Additional Traffic.com sensor sites are located in the St. Louis area on Interstates 370, 170, 55, 44, and 64. Sensors in St. Louis are side fire radar units, and sensors in Kansas City are a combination of loops and side fire units. Dynamic Message Sign and camera inventory for the Kansas City areas is located on www.kcscout.net. The Kansas City area also has Highway Advisory Radio. Camera inventory for the Springfield area is located on www.ozarkstraffic.info. MoDOT also has a limited number of devices across the state that collect speed and class data.

Question 12: Of the devices MoDOT operates, which ones do MoDOT intend to use for travel times and average speeds?

Answer: Dynamic Message Signs, portable Changeable Message Signs, Highway Advisory Radio, and websites.

Question 13: What user interface does MoDOT expect/prefer to be used for displaying travel times, average speed, etc. (example: GIS interface, kcscout website)?

Answer: Dynamic Message Signs, portable Changeable Message Signs, Highway Advisory Radio, and KC Scout, Gateway Guide, and Ozarks Traffic websites, which all have links from MoDOT's webpage, www.modot.mo.gov.

Question 14: What devices would MoDOT prefer to be deployed/used in the Test phase?

Answer: Existing Dynamic Message Signs, portable Changeable Message Signs, and websites.

Question 15: Should the price/quote for "Phase Two" (on price page) include the cost of procuring, installing and deploying devices?

Answer: All costs associated with providing integrated traffic data shall be included. The cost of devices for distributing data (such as Dynamic Message Signs) should not be included.

Question 16: Is there any kind of data collection deployment based on tracking, or otherwise identifying individual vehicles or drivers. If such a system is proposed, would there be any requirements on how to handle or dispose of any personal information that might be collected as part of the effort?

Answer: The data collection procedures will be the responsibility of the Offeror(s).

Question 17: The RFP mandates any new traffic data should be integrated into the two ATMS systems in Kansas City and St. Louis. Where should these costs be included?

Answer: Integration is required for Phase 1 and Phase 2. Future integration will also be required for the Ozarks Traffic ATMS. Completion of the Ozarks Traffic ATMS is anticipated for March or April 2006.

Question 18: Is MoDOT looking for a particular non-embedded sensor technology (example: cell phone tracking) or is MoDOT considering all possible types of non-embedded sensors (example: probe vehicles, point detection, license plate matching, etc.)?

Answer: MoDOT will consider all methods of providing non-intrusive data collection.

Question 19: What are the data quality standards MoDOT plans to use to evaluate the data?

Answer: The Offeror(s) will be required to meet quality performance measures that are verifiable. These should be detailed in the proposal.

Question 20: Are there any additional data requirements MoDOT would consider (example: timeliness of data, reliability of data system, accuracy of speed data)?

Answer: Data qualities such as those listed in the question will be considered.

Question 21: Against what baseline will non-embedded data be compared (example: will our data be evaluated against and compared to loop data)?

Answer: The Offeror(s) will be required to meet quality performance measures that are verifiable. These should be detailed in the proposal.

Question 22: May we inspect the software to which we must interface and/or get a copy of the interface specification?

Answer: All parties having access to the ATMS software during integration efforts shall sign an ATMS confidentiality agreement, prior to viewing the ATMS software.

Question 23: May we follow up with a visit to the facilities and review the hardware and software to which the data must interface?

Answer: The selected Offeror(s) will have an opportunity to visit the facilities and review the hardware and software to which the data must interface.

Question 24: Does Exhibit A and Exhibit B from the RFP count against the fifty (50) page limit for the proposal?

Answer: Yes.

Question 25: The RFP calls for a test corridor of at least five miles of expressway and five miles of arterial roadway. Would MoDOT consider a larger validation area, because ten (10) miles of test roadway may be too small of an area to provide adequate assurance about the contractor's ability to complete a five thousand five hundred (5,500) mile network within six (6) months?

Answer: Specific locations will be determined during the negotiation of the contractual agreement. Offeror(s) may suggest potential locations and details on Phase 1 in the proposal. All Offeror(s) shall submit proposals based on a test deployment that may include any of the Missouri routes listed in Exhibit C, Roadway Map. This is the price that will be evaluated in the Cost, Fees, and Expenses category.

Offeror(s) may also propose using existing United States applications that could meet the requirements in Phase 1, including integration into our ATMS. The cost, schedule, and details should be listed as Phase 1 alternate. An updated pricing sheet is attached.

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Question 26: Would MoDOT consider specifying a larger area and mileage test area, possibly one hundred (100) miles, including a mix of expressways and arterial roadways over an area of approximately one hundred (100) square miles? (This will provide MoDOT with greater assurance about the ability of the contractor to complete a full 5,500 mile network within six months and help to ensure the selected candidate can meet the requirements of the full mileage called for in this RFP).

Answer: Specific locations will be determined during the negotiation of the contractual agreement. Offeror(s) may suggest potential locations and details on Phase 1 in the proposal. All Offeror(s) shall submit proposals based on a test deployment that may include any of the Missouri routes listed in Exhibit C, Roadway Map. This is the price that will be evaluated in the Cost, Fees, and Expenses category.

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Question 27: When does MoDOT plan to hold the Public/Private partnership Business Plan Meeting?

Answer: MoDOT anticipates holding this meeting in early September.

Question 28: Should additional applications be solely focused on Traffic Data and Traveler information services?

Answer: Additional services and applications could be included in the proposal.

Question 29: Software – To what extent should operations be priced in the proposal? Two years? More?

Answer: The contract period is two years with the option to renew for three additional one-year periods.

Question 30: What are MoDOT's performance measures you want included in an acceptance testing plan?

Answer: The Offeror(s) will be required to meet quality performance measures that are verifiable. These should be detailed in the proposal.

Question 31: Is Phase 3 going to be evaluated in the proposals or is it just an information item?

Answer: Phase 3 will be evaluated.

Question 32: This is a very broad RFP. Has there been any consideration to using this process as an RFI?

Answer: Yes.

COMMENT:

It would seem that the six (6) month implementation of phases one and two is very aggressive, particularly if you are looking for a thorough evaluation against your baseline data.

Response: Our desired deployment period is 6 months. All proposals should include an estimate of time to complete Phase 1 and Phase 2.

**SECTION (5):
(REVISED PRICE PAGE)**

(A) **FEE SCHEDULE:** The Offeror shall indicate below all fees for providing services in accordance with the provisions and requirements stated herein:

Any applicable cap on out-of-pocket expense also should be noted.

- A. Phase One – Test \$ _____
- B. Phase Two – Deployment (Cost per mile segment) \$ _____
- C. Phase Three – Traveler Information Services (List Proposed Services and Associated Costs) \$ _____

For this RFP, the **Department** shall consider Phase Three – Traveler Information Services as future services that will be developed and defined during the course of this project. The **Department** reserves the right to negotiate with the successful Offeror of this RFP or to seek other service providers in the performance of these services.

Phase One – Test/Alternate \$ _____

Signature of Offeror

Date