

Costs and Benefits of MDOT Intelligent Transportation System Deployments
Requisition #1041 QA1
10/31/2012

Q1. Does MDOT have a comprehensive list of ITS deployments statewide that must be included in the analysis?

A1: MDOT does maintain a comprehensive list of ITS deployments/devices statewide, however specific deployments to be evaluated in this project will be at the discretion of the MDOT PM upon project award in coordination with the selected researcher to meet project goals.

Q2. The RFP defines five levels of statistical qualifications, but never states which, if any, of these are required for this RFP. What is the requirement?

A2: There is no statistical qualification level defined for this project.

Q3. The RFP requires cost benefit analysis of individual ITS devices, as well as of systems. Would device level analysis include backend devices such as servers? Does it include software?

A3: The definition of “device level analysis” will need to be established and agreed upon between MDOT and the selected researcher upon project award. A component of the evaluation is determining what components should be included in the costs identified under a “device level analysis” (e.g. Closed-Circuit Television (CCTV) cameras, Dynamic Message Signs (DMS), Microwave Vehicle Detection Systems (MVDS), etc.) vs. “system level analysis” (e.g. I-75 Triangle Phase 1, Flint Area ITS, Superior Region ESS, etc.).

Q4. Are USDOT deployments (such as the Safety Pilot infrastructure) included or only MDOT systems and devices?

A4: No, USDOT deployments will not be included in the Benefit-Cost analysis for ITS systems and devices, only MDOT deployments.