

**Specialty Service to furnish a web based Transportation Performance Measure Reporting and Analysis System (TPMRAS)**

**REQ #884 QA1**

**4/4/2012**

1. If additional hardware/servers are purchased to process and archive MDOT data, does MDOT have any restrictions on who the Consultant uses, or can the Consultant use their preferred vendors? Are there any hardware procurement restrictions or approved vendor lists to which the Consultant should be aware?

**MDOT does not have any restrictions or preferred vendors.**

2. Pertaining to the third paragraph of the RFP on page 3 of 10, *“At the request of the Department, the Consultant, during the progress of the Services, shall furnish information or data relating to the Services described herein that may be required by the Department to enable it to carry out or to proceed with related phases of the Project not described herein,.....”* can you provide an example of information or data that the Consultant may be required to furnish? We are trying to better understand the intent of this paragraph. Is this information expected to be data that would naturally be available during the normal course of executing the project, like computer connection information for establishing data feeds, background information, or something completely different?

**The intent is to allow MDOT to ask for information or clarification on how the consultant developed calculations for reporting out information provided by MDOT. An example is user delay costs calculated from the volumes, speed and hourly rate.**

3. Group 1 1<sup>st</sup> bullet - states that the requirement for “unlimited users” by state and contract employees. Can you clarify the intent of this statement? The Consultant will not be able to design a system for an unlimited number of **simultaneous** users; however, the Consultant could provide a **virtually unlimited number of user accounts** and account management functionality at no additional charge to MDOT and their partners.

**The intent is to provide an unlimited number of user accounts. It is anticipated to possibly have 5-20 users simultaneous though typically would be less than 5.**

4. Group 1 2<sup>nd</sup> bullet – Can the department clarify how often the 18,809 TMC segment probe data are updated? Is it once/minute, once/5-minutes, etc? This is needed to estimate storage and processing requirements. If there are any other documents readily available about this feed (including how to connect and parse it), the Consultant appreciate access to help better prepare estimates for completing the work?

**The probe data is updated every 2 minutes. You should contact Navteq for information about the data feed.**

5. Group 1 3<sup>rd</sup> bullet: Traffic Volumes. How often are the volumes updated? Is this AADT or is it from point sensors/loops? We need to know how many different detectors and how often they report so we can estimate costs/storage space. If there are documents on this data feed, the Consultant would appreciate seeing it so that we can better estimate the level of effort to integrate.

**The volumes come from the ADT and CADT map which is typically the previous year and is updated only once. There is potential to apply a seasonal factor to these maps. Volumes are not real time data. A different cost value is used for cars and trucks. Permanent traffic recorders are used to distribute traffic throughout the day from the ADT maps. There are roughly 70 PTRs on MDOT freeways.**

6. Group 2 1<sup>st</sup> bullet – Will the incident and/or construction data come from a single statewide feed, or will the Consultant be pulling in data from multiple traffic management centers and multiple feeds? If there is any documentation on these feeds, could they be provided to the Consultant to help with budget estimation?

**The incident and construction data will come from a single feed from the MiDrive website. There is potential for an additional feed for incidents as MiDrive does not capture all of them. This would most likely be from a FTP site and updated weekly.**

7. Group 2 2<sup>nd</sup> bullet – This bullet states that existing data will have to be imported and that out years of data will also need to be archived. Which data? Are we talking about the probe data, the construction data, the volume data, weather radar, or all of the above? The probe, weather radar, and volume data can potentially take up a significant amount of space. Answers to our previously questions about data frequency and number of detectors will affect the budget. Also, the terms of the project are 5-years, yet the Department is asking for 10-years of storage. Purchasing more storage than needed for the initial term of the contract would be a cost that the Department shouldn't take on until they decided (at a later date) to continue to use the Consultant services. We would not recommend purchasing all of this storage right up front. Instead, purchase it every 2-3 years. This brings down costs, and helps with hardware failures along the way.

**Archiving data is for all of the above data. MDOT agrees the amount of storage should equal the length of the contract which is five years plus importing historical probe data and ADT volume data from January 1<sup>st</sup>, 2009. Please break out the cost for archiving weather data.**

8. Group 2 4<sup>th</sup> bullet – implies that weather radar is needed. Can the Consultant use freely available National Weather Service radar data, or does the Department have a separate weather radar vendor that should be used?

**The department does not have a separate radar vendor so the consultant is free to choose whoever they want. The intent is to be able to clearly show where and when precipitation is occurring.**

9. Project Schedule: states that the term is for 3 years in one year increments and MDOT could extend the contract for up to 2 additional years. Does this make the project potentially a 5 year program? If it is potentially a 5 year program, should the Maintenance and Support cost be estimated for 1-year, 3-years, or 5 years?

**Please supply 3 years estimate and supply an estimate for each additional year after for 2 years.**

10. Consultant Vendor selection guidelines: Unable to access from 5100B

**There is no need for consultant to access form 5100 B, as that is part of the RFP. However, if you are referring to form 5100 D, that may be accessed at the vendor consultant webpage under Consultant Selections:**

**[http://www.michigan.gov/mdot/0,4616,7-151-9625\\_21540---,00.html](http://www.michigan.gov/mdot/0,4616,7-151-9625_21540---,00.html)**

11. Consultant Vendor selection guidelines Form 1242 is unable to be accessed.

**Form 1242 can be located at the same link listed above under the Prequalification Heading.**

**[http://www.michigan.gov/mdot/0,4616,7-151-9625\\_21540---,00.html](http://www.michigan.gov/mdot/0,4616,7-151-9625_21540---,00.html)**

12. Consultant Vendor selection guidelines Page 9 of 16 Part III – Instruction for Submitting Proposals A. Instructions for Sending in Proposal and Technical Proposals for Tier II and III Selections 1<sup>st</sup> Paragraph states that 3 copies of proposal must be sent to the MDOT Project Manager by the date and time stated and that one stapled copy must be send to MDOT Central Office within 3 business days following the due date specified in

the RFP. However, the RFP states an electronic delivery of a pdf file. Can MDOT clarify their needs? Is MDOT required that 3 pdf files be delivered electronically in separate emails? Does a stapled copy required to be sent to MDOT Central Office?

**Please disregard the guidelines, as MDOT is in the process of posting revised ones.  
Please submit your proposal electronically as stated in the rfp.**