

## Bid Proposal 14860

### Statewide Roadway Data Collection Services

#### Responses to question Set 2

Section 4.2 *Technical Proposal (Response)* details the requirements required for the submitted proposal. Sub-section 4.2.4, *Specifications and Technical Requirements*, states "The Bidder shall answer whether or not it will comply with each requirement in Section 3 of the RFP. Bidders shall explain how it will comply with each requirement in Section 3." Section 4.2.15, *Work Plan*, states "The Bidder shall address each technical requirement in Section 3 of the RFP and explain how it plans to approach each requirement." Can the Department explain in detail what information they would like to see in each of the sections, and how the information provided in 4.2.4 will differ from the information provided in 4.2.15?

**R: Bidders are to respond to the requirements in each subsection of Section 3 in as much detail as possible. Section 4 .2.4 -Work Plan should be the overall approach to meeting or exceeding the requirements by proposing the selected goods or services to meet the need of the bid proposal. In addition to the detail in Section 3, bidder's work plans should include items such as timeline, additional functionality and any other pertinent information that would assist the evaluators in making the final recommended award.**

2. In the shape files provided, we've added up the total mileage and it differs slightly from what's listed in the RFP on p. 27, Section 3.3 Scope. Our numbers are based on the length listed in the attributes, with the divide mileage doubled, since there is only one line in the geometry for both undivided and divided roadways. The totals we have are:

Interstate	1,840.9 miles
Primary NHS	5,880 miles
Primary Non-NHS	3,893.9 miles
Local Urban	10,231.5 miles
Local Rural	22,300.95 miles

If the numbers we add up are correct, should we use those mileages to estimate our data collection schedule and pricing for the response to the RFP?

**R: The mileage summary on p.27, Section 3.3 is an estimate of the mileage of paved roads in the state. The shape files provide a more accurate representation of the miles of road to be collected. The shape files are based on The DOT's current inventory of roadway data. It is fine to use what is calculated from the shape file. Please provide the mileage used with your cost per mile.**

3. For the Local Urban routes, are all the local streets and cul-de-sacs listed in the shape files to be collected as part of the project? Or is the reason we ended with more mileage in our total for that category?

R: The DOT is expecting that all local streets and Cul-de-sacs that are paved be collected as part of this RFP.

4. Does the vortex order of the geometry in the shape files indicate the positive direction of travel?

R: In most cases the line geometry is drawn in the cardinal direction of travel for the route (toward the North or Toward the East) but we have noticed a few bad data where the lines are drawn in the opposite direction.

5. It appears that ramps are included, and indicated by “Undivided Interstate” attributes. Is this true? If so, how would it be handled in the Schedule of Prices?

R: Ramps are included in the shape file and are intended to be collected by the RFP. There are approximately 272 miles of ramps on the Interstate system and 255 miles of ramps on the other DOT owned systems (Primary\_NHS and Primary\_Non\_NHS) systems. Iowa DOT would prefer that the ramp mileage was figured into the Schedule of Prices with the other roads, not as a separate item.