



## ADDENDUM THREE

Date: May 4, 2016

To: All Bidders

From: Brandy Henke, Buyer  
Nebraska Department of Roads

RE: Questions and Answers for Request for Proposal RFP R69-16  
Maintenance Decision Support System & Automated Vehicle Locator System & Svcs

Following are the questions submitted and answers provided for the above mentioned Request for Proposal. The questions and answers are to be considered as part of the bid.

Questions	Answers
1. At the bottom of every page of the RFP is the phrase "Agency RFP Revised: 01/29/2016". Is that the date when the original delivery date of October 15, 2016 was determined? (Section I.A, Page 1)	No. The date listed is the most recent revision date of the Agency Processed RFP bid template document released by the State Purchasing Bureau.
2. What is the difference between the MDSS Graphical User Interface (GUI) and the Web User Interface (WUI)? (Section I.F, Page 31)	The GUI is client-server software. The WUI uses a web browser.
3. What specific raw data is necessary to provide via a web services Application Programming Interface (API) for use in other relational database applications? (Section IV.H.3.2.4, Page 39)	Data transmitted from the vehicle hardware.
4. Is "Vehicle Diagnostics" a reference to the aforementioned optional Fleet Management Reporting section IV.H.2.7? If so, is this also optional? (Section IV.H.3.3.2.d, Page 40)	<p>Yes; Section IV.H.3.3.2.d - Vehicle Diagnostics is optional and is hereby amended as follows:</p> <p>d. GUI shall allow supervisors to click on winter maintenance vehicles identified in the GUI and gather information on the vehicle, including but not limited to:</p> <ul style="list-style-type: none"> <li>• Date / timestamps of locations reported</li> <li>• Direction of travel</li> <li>• Status of vehicle (moving or stationary)</li> <li>• Plow position (up / down)</li> <li>• Material application rate</li> <li>• Recommended application rate</li> <li>• <del>Vehicle diagnostics</del></li> </ul> <p>Revised Attachment A reflects the deletion of vehicle diagnostics and should be used for bidding purposes.</p>

Questions	Answers
5. What are examples of "plan-view graphics"? (Section IV.H.3.3.2.f, Page 40)	A GIS map with the features required to display the specified information.
6. Are consultation services with Meteorologists being requested through the phrase "phone call"? (Section IV.H.3.6.3, Page 42)	No.
7. Is this requesting a different expiration time for display of one weather observation location versus another? (Section IV.H.3.7.5.b, Page 42)	No; different expiration for different types of observations, not different locations.
8. How does NDOR envision receiving a pavement condition forecast for a region, where conditions could vary over a relatively small distance? (Section IV.H.3.9.2, Page 42)	Pavement condition forecasts should reflect the predominant condition for a given route segment. It is understood that variations will exist.
9. Do NDOR's RWIS report snow, frost and ice depth in inches today? (Section IV.H.3.10.3.f, Page 43)	No.
10. Do NDOR's RWIS report blowing snow (yes/no) today? (Section IV.H.3.10.3.g, Page 43)	No.
11. Do NDOR's RWIS report friction or grip today? (Section IV.H.3.10.3.i, Page 43)	No.
12. Is this requesting a different expiration time for display of one weather observation location versus another? (Section IV.H.3.10.5.b, Page 43)	See response to question #7.
13. Is cost also a factor when determining treatment recommendation? Or will NDOR pre-select the most cost efficient chemical for use by the pavement model? (Section IV.H.3.11, Page 44)	Yes, cost will be a factor. The availability of chemicals for a given maintenance shop will limit the number of possible treatment options for the routes serviced by that shop. The chemicals used at each location will be provided.
14. What are examples of "plan-view graphics"? (Section IV.H.3.11.2.a, Page 43)	See response to question #5.
15. What makes up NDOR's winter severity index?  Are the inputs wholly made up of variables contained in the MDSS? (Section IV.H.3.12.6, Page 45)	A research project with UNL is starting in July to define a winter severity index for NDOR.  Yes.
16. What is an example of MDSS "custom reports"? What is the expected frequency and content? (Section IV.O.4.e, Page 47)	Section IV.O.4.e on Page 47 refers to Technical Support Services for any issues related to technical issues, including report generation. Please refer to Section IV.H.3.12 Management Reports for the requirements.
17. Are "standard features" defined as 100% of the requirements spelled out in the RFP? (Section IV.U.6.d.2, Page 57)	Yes, with the exception of Section IV.H.2.7 Optional Fleet Management Reporting.
18. How does NDOR define "accurately"? Is there a specific verification method or metric that needs to be satisfied before this deliverable can be accepted? (Section IV.U.12.b.1 & 2, Page 59)	Accuracy shall be comparable to general state of the art pavement and weather forecasting. No, there is not a specific verification method.

Questions	Answers
<p>19. These sections share similar, in some cases exact language also found in the MAINTENANCE DECISION SUPPORT SYSTEM (MDSS) FUNCTIONAL SPECIFICATION TEMPLATE AND PROCUREMENT GUIDANCE document (<a href="http://www.aurora-program.org/pdf/200403report.pdf">http://www.aurora-program.org/pdf/200403report.pdf</a> or <a href="http://www.ops.fhwa.dot.gov/weather/best_practices/1024x768/transform_param2.asp?xslname=pub.xml&amp;xmlname=publications.xml&amp;keyname=537">http://www.ops.fhwa.dot.gov/weather/best_practices/1024x768/transform_param2.asp?xslname=pub.xml&amp;xmlname=publications.xml&amp;keyname=537</a>).</p> <p>These documents provide "guidance to state Department of Transportation (DOT) personnel preparing and evaluating specifications for weather forecasting services that include capabilities similar to those found in the Federal Highway Administration's (FHWA) prototype Maintenance Decision Support System (MDSS) and the Pooled Fund MDSS (PF-MDSS)." Does this imply a desire for the FHWA prototype or the PF-MDSS? (Sections 3.2, 3.3, 3.5, 3.7, 3.10 &amp; 3.11, Pages 39-44)</p>	<p>Some of the specifications come from the referenced Guidance document; however, NDOR does not have a preference as to what software is used to meet the requirements within the RFP.</p>
<p>20. Is it acceptable for an AVL provider and an MDSS provider to submit separate responses to RFP R69-16 or are the AVL and MDSS responses <b>required</b> to be submitted "together"?</p>	<p>No; the State is seeking one (1) contractor for the MDSS and AVL Systems and Services. Thus, only one (1) response should be submitted regardless of how many Sub-Contractors a Contractor may utilize to fulfill the requirements of this RFP as the Contractor bidding shall hold the sole responsibility for fulfilling the contract.</p> <p>See Section III.I.CONTRACTOR RESPONSIBILITY found on page 11 of RFP R69-16.</p> <p>Please also see Section V.A.2. Corporate Overview beginning on page 63 of RFP R69-16.</p>
<p>21. Page 25 - XX. INDEMNIFICATION - 2. INTELLECTUAL PROPERTY: is it acceptable to the State for a responder to RFP R69-16 to include the costs of intellectual property insurance coverage in their bid?</p>	<p>Vendors should consider all of the requirements and terms and conditions of this RFP and provide pricing as deemed appropriate by the Vendor to items/services as specified in the Cost Proposal.</p>
<p>22. Please clarify the scope of this paragraph. It seems to apply to all equipment supplied on the project, but this does not agree with other sections of the RFP: according to Section IV.H.1 NDOR is purchasing all equipment and accessories that are to be installed in the vehicles; according to Section IV.K, the Contractor is responsible for hosting the MDSS/AVL central system. (Section IV.C, Page 30)</p>	<p>The hardware referenced in Section IV.C refers to the Contractor's hosting solution hardware. Section IV.H.1 references Vehicle System Components and Interfaces. Section IV.K refers to the Contractor's Hosting services of the MDSS/AVL system components.</p>

Questions	Answers
<p>23. Are Verizon, US Cellular, and Viaero (Section IV.J) the only cellular providers from which NDOR will provide data plans? At what time will the Contractor be notified of which cellular provider will be associated with each AVL unit? (Table 1, Page 32)</p>	<p>Yes. The selected Contractor will be advised which cellular provider(s) will be utilized at the Project Management meeting.</p>
<p>24. The RFP requires the camera to capture an image “with no sight of the exterior vehicle hood or the top roof of the vehicle in the images captured.” What is the intent of this requirement? Does this requirement apply to both static and video images? Is the intent to have exterior mounted cameras, or just to refine the view of the cameras that are mounted in the interior of the cab? (Section IV.H.1.4.7.a, Page 35)</p>	<p>A properly mounted camera will have minimal view of the hood and none of the roof; the snow plow will likely be seen in the bottom of the image. The intent is to provide a clear view of the road ahead using a camera mounted inside the cab.</p>
<p>25. This paragraph requires that the vehicle hardware support both cellular and 802.11 b/g Wi-Fi communications. The WiFi data channel is not shown in Figure 1 – Full System Winter Maintenance Tools and MDSS Applications. The user need is described as being able “to do automatic data downloads if necessary”.</p> <p>Is it the intent that NDOR will install Wi-Fi stations at each garage, and each Wi-Fi station will have access over the NDOR network and the Internet to the MDSS/AVL Server to perform software updates? Is there a requirement that software updates not be performed over the cellular network? (Section IV.H.2.4.3, Page 37)</p>	<p>No, it is the intent for NDOR to be capable of software updates using either Wi-Fi or the cellular network.</p>
<p>26. Are air/road temperature sensors to be provided by contractor? If air/road temperature sensors are existing, what brand(s) are installed? Are they integrated with the spreader controllers? If they are standalone, are RS-232 converters existing? (Section IV.H.3.1.9, Page 39)</p>	<p>No, NDOR will provide sensors. Any temperature sensor data (regardless of brand) will be included in the spreader controller data output. NDOR does not intend to collect temperature data from stand-alone sensors.</p>
<p>27. This section requires information to be provided regarding vehicle diagnostics. However, Section IV.H.2.7 indicates that engine data monitoring, including DTC – Trouble Codes, is OPTIONAL. What vehicle diagnostics are required to be provided under 3.3.2.d? (Section IV.H.3.3.2.d, Page 40)</p>	<p>See response to question #4.</p>
<p>28. What model Raven spreader controller(s) are in use by NDOR? (Section IV.I.1, Page 45)</p>	<p>Model – DCS400 (no data capability) and Model – DCS410</p>

Questions	Answers
<p>29. Where are the details of the Demonstration Phase? Is this referring to the demonstration described under Section F on Page 3? (Section IV.U.2.b.1, Page 55)</p>	<p>Once the Evaluation Committee completes the Technical and Cost Proposal Evaluation, the State will provide the details of the Demonstration Phase to the top scoring bidders should the Evaluation Committee determine that oral interviews/ presentations/ demonstrations are required.</p> <p>Please see Section III.F. ORAL INTERVIEWS/ PRESENTATIONS AND/OR DEMONSTRATIONS.</p> <p>Yes; Section IV.U.2.b.1. is simply stating that when the contractor is in Installation Phase, the installations of the AVL systems shall be the same functional configuration as approved by NDOR during demonstration phase.</p>
<p>30. Please verify that NDOR will be responsible for providing and paying all charges associated with the cellular data plans. (Section IV.J, Page 45)</p>	<p>Cellular data plans will be provided and paid for by NDOR.</p>
<p>31. Please verify that the cellular data plans will be provided with public static IP addresses, allowing the Contractor to remotely access the vehicle hardware for configuration and diagnostics. (Section IV.J, Page 45)</p>	<p>Yes.</p>
<p>32. Is the ability to monitor plow position optional or required? Under which entry should this pricing be placed? How many plows and of which type (front, right, left, scraper/underbelly, tow) are to be monitored on each vehicle? (Attachment A: Pricing Summary Table, Page 68-71)</p>	<p>The ability to accept digital (on/off) inputs is a base requirement of the AVL hardware; plow position monitoring is an example of a digital input (see Section IV.H.2.2.1). Pricing shall be included in the unit price of Vehicle AVL Hardware. NDOR is not asking for sensors or switches to be provided or installed.</p>
<p>33. P. 68 requests pricing for "On-Board Camera". P. 71 includes "Live Feed – On-board Video Camera?". The RFP, however, does not make a distinction between two types of cameras. For example, Section 1.4 specifies a camera that supports both capturing still images and providing a live video feed. Is it the intent of NDOR to purchase still- image cameras, with the option to purchase a camera that supports streaming live video? What are the specified requirements for each type of camera? (Attachment A: Pricing Summary Table, Page 68, 71)</p>	<p>The On-Board camera shall be a single camera capable of providing both still images as well as streaming video. See Section IV.H.1.4 Vehicle Cameras.</p>

Questions	Answers
<p>34. Are there any requirements as regards installation of equipment, including:</p> <ul style="list-style-type: none"> <li>- Mounting location and method for AVL unit</li> <li>- Mounting location and method for On-Board Camera</li> <li>- Mounting location and method for Touchscreen Display</li> <li>- Mounting location and method for cellular, Wi-Fi, and GPS antennas</li> <li>- Mounting location and method for optional On-Board Video Camera (Attachment A: Pricing Summary Table, Page 68)</li> </ul>	<p>The equipment will be installed in several years, makes and models of trucks so the location cannot be specified in detail.</p> <p>On-Board camera must include video capability; there will not be a separate video camera.</p> <p>Installation requirements will be addressed in the Project Management Meeting.</p>
<p>35. Optional Item “Fleet Management Reports” is listed as a Quantity 1 Lump Sum item. However, in the RFP Section 2.7 lists the Optional Fleet Management Reporting item as requiring that the AVL hardware collect engine data, which would require the possible addition of hardware, cabling, and software modules in the AVL Hardware. Should this be two optional items, one for the additional AVL hardware required and priced per vehicle, and the existing item for the Fleet Management Reports in the AVL Server? (Attachment A: Pricing Summary Table, Page 71)</p>	<p>Yes. Please see Revised Attachment A; the State has amended the Pricing Summary Table to include this change.</p>
<p>36. Our bond company has asked if the state consider an annually renewable bond format. (Section GG, Page 19)</p>	<p>Section III GG Performance Bond states “...The selected Contractor will be required to supply a bond executed by a corporation authorized to contract surety in the State of Nebraska, payable to the State of Nebraska for the life of the contract to include any renewal and/or extension periods....”</p> <p>The bond is held for the life of the contract including renewals. If the bond has an annual expiration date, the State will require a bond continuance prior to expiration of the bond. It should be stated in the proposal response if the bidder wants to provide a renewable bond instead of a bond that will be valid for the entire life of the contract including renewals.</p> <p>Additionally, please see Addendum One to R69-16 posted on April 21, 2016 at <a href="http://das.nebraska.gov/materiel/purchasing/R69-16/R69-16.html">http://das.nebraska.gov/materiel/purchasing/R69-16/R69-16.html</a>.</p>
<p>37. For the new schedule of installations for the fleet, under which year of the contract do the installation of the 150 vehicles with touchscreens fall? (Addendum 1, Page 1)</p>	<p>The schedule of installations will be determined at the Project Management Meeting. The number of touchscreens installed each year may vary from none to 150.</p>
<p>38. For the new schedule of installations for the fleet, what is the schedule or priority to determine which vehicles will be receiving the equipment first? Will equipment be installed in vehicles in every district and garage every year? (Addendum 1, Page 1)</p>	<p>The installation schedule will vary from year to year. It is possible that equipment will be installed at all locations each year.</p>

Questions	Answers
39. Will the pricing sheet for vehicle equipment and installation be amended to account for the new installation schedule described in Addendum 1, so that installations in Year 2 and Year 3 can be differentiated from the installation cost in Year 1? (Attachment A: Pricing Summary Table, Page 68)	No; Attachment A: Pricing Summary Table will not be amended to reflect pricing per contract year. Bidders are to provide a per unit installation cost for the entire contract period.
40. Can Form A.5 be adjusted to include the year of the contract to which the rate applies? (Attachment A: Form A.5)	No; Attachment A: Form A.5 only applies to any additional work after installation, implementation and system acceptance. Bidders shall bid as stated in Section V.B.2 CHANGE MANAGEMENT.
<p>41. Can Nebraska DOR describe the level of self-service the vendor can expect from the NDOR's on-site technical personnel after successful training? In particular, we are trying to understand the purpose of the AVL Technician Training when looking at the expectations and timelines for vendor on-site repair and replacement services. Specifically as it relates to the work performed by NDOR staff prior to the dispatch of vendor technician. For example:</p> <ul style="list-style-type: none"> <li>- Can the vendor expect NDOR staff to assist in telephone based troubleshooting of a unit and its functionality?</li> <li>- Can the vendor expect NDOR staff to replace a broken or damaged sensor cable or antenna?</li> <li>- Can the vendor expect NDOR staff to swap out a faulty or damaged unit sent to the appropriate NDOR garage or location? (Section IV.P.1 AVL Technician Training, Page 48)</li> </ul>	NDOR expects to have our technical personnel perform basic diagnostic, troubleshooting, and repairs as described in the question. This would be a normal level of work done to determine whether warranty service is required.
42. Does NDOR anticipate training as described in the RFP being a one-time training, or a yearly training? If not a yearly training, should an additional requirement for yearly training, perhaps online, as well as the associated cost item, be added to the requirements to ensure system success and correct usage over the system life? (Section IV.P, Page 48)	Training sessions under Section IV.P.11.1, 11.2, 11.3, 11.4 and 11.5 are intended as initial training sessions which will occur in alignment with the proposed installation schedule as determined by the NDOR at the Project Management meeting. These training sessions shall be held as written in the RFP. The training session listed under Section IV.P.11.6 is the only on-going annual training for the contract period.
43. Most of the functionality requested within this RFP will function better in newer versions of Internet Explorer. Will Nebraska DOR upgrade their browsers during the contract period? (Section IV.H.3.3.8, Page 41)	It is a possibility that Internet browsers may be upgraded over the course of the contract period; however Bidder should adhere to the requirements listed at this time in Section IV.H.3.3.8.
44. Does NDOR currently have a severity index established to support the ability to view winter severity index in tables, graphs, and maps? (Section IV.H.3.12.6, Page 45)	See response to question #15.

Questions	Answers
<p>45. Like most firms we reserve the right to conduct a vetting of any potential partners, for financial capacity, business integrity, etc. If the State awards this contract jointly will the State expect joint and several liability of the Parties; i.e. will each awardee be required to sign the Prime Contract? If yes, will this be limited to proposals that are submitted jointly? (Section III.G, Page 11)</p>	<p>The State does not intend to award this contract jointly. The Contractor bidding shall hold the sole responsibility for fulfilling the contract. See Section III.I.CONTRACTOR RESPONSIBILITY found on page 11 of RFP R69-16.</p> <p>Also, see response to question #20.</p>
<p>46. For the lump sum portion of the proposal we would not expect the State to audit a proposer's cost and pricing data. Is it the State's intention to do so? (Section III.LL, Page 20)</p>	<p>As stated in Section III. LL. on page 20:</p> <p>The State and its authorized representatives shall have the right to audit, to examine, and to make copies of or extracts from all financial and related records (in whatever form they may be kept, whether written, electronic, or other) relating to or pertaining to this contract kept by or under the control of the Contractor...</p> <p>Please refer to Section III.LL. RIGHT TO AUDIT found on page on page 20 of RFP R69-16 for the entire language included in RIGHT TO AUDIT.</p> <p>Additionally, as a part of the RFP process the State shall evaluate pricing data from each bidder's proposal as specified in the posted "Evaluation Criteria".</p> <p><u>In addition, please see language on the Front Page of RFP R69-16 regarding Neb. Rev. Stat. § 84-602.02.</u></p> <p>Furthermore, please see Section III. RR. PROPRIETARY INFORMATION found on page 23 of RFP R69-16, which includes the language below:</p> <p><b>"...Bidders may not mark their entire Request for Proposal as proprietary. Bidder's cost proposals may not be marked as proprietary information....."</b></p>
<p>47. Can the insurance requirements be reduced for subcontractors relative to the scope and risk of their work? In particular, can the cyber liability amount be reduced or eliminated depending on the scope of work by that subcontractor? For instance, an equipment installation or maintenance subcontractor would not need the level of cyber liability insurance listed in the RFP. (Section III.F, Page 10)</p>	<p>The State is eliminating the requirement for Cyber Liability found in Section III.F INSURANCE REQUIREMENTS.</p>
<p>48. Can the cyber liability amount be reduced for this project, or can NDOR provide additional risk analysis to justify the coverage amount? (Section III.F, Page 10)</p>	<p>The State is eliminating the requirement for Cyber Liability found in Section III.F INSURANCE REQUIREMENTS.</p>