1. I was wondering if there is an incumbent vendor that currently provides NYSDOT with a Traffic Data System? If so, who is the vendor and would it be possible to obtain any contract documents or details?
   ANSWER: Presently there is no incumbent vendor. When this project started in 2008, NYSDOT selected a vendor called Chaparral Systems, a vendor who is no longer in business.

2. Can companies from outside the USA can apply for this (like from India or Canada)?
   ANSWER: Yes, if you are qualified to do business in New York state.

3. Whether we need to come over there for meetings?
   ANSWER: The RFI is an information gathering exercise. NYSDOT may request a product demo, for which vendor participation can be done remotely.

4. Can we perform the tasks (related to RFP) outside the USA (like from India or Canada)?
   ANSWER: The RFI is an information gathering exercise. This is NOT an RFP.

5. Can we submit the proposals via email?
   ANSWER: RFI responses are to be submitted via e-mail.
6. What time (Eastern Time) is the RFI response due to you on August 7?
   ANSWER: Before BOB the next business day.

7. When does NYSDOT expect that an RFP could be released that would potentially produce a contract for a Vendor?
   ANSWER: Yes, that is the ultimate intent of conducting the RFI process, to more completely inform the RFP development process, to then run an RFP process to selected the best value Consultant and then consummate that offer under the resulting contract.

8. Please explain the difference between Product Literature and Company Literature in the checklist on page 4 of the RFI.
   ANSWER: These may be one and the same, depending upon how a company does and advertised its business. NYSDOT is simply seeking basic information regarding a company and the services and goods it provides.

9. Can we leave the Comments fields blank in the tables for Attachment 1 and 2 if we have nothing to add?
   ANSWER: Yes.

10. Vendor Information and Descriptions in the checklist seems to be redundant. You already asked us to provide company literature and contact information in the checklist.
    ANSWER: It’s okay to only provide vendor information and associated descriptions once/in one location.

11. How can we get more information regarding the NYS Road Inventory System (RIS)?

12. When is the currently “Under Development” Roadway Inventory System expected to be completed?
    ANSWER: The “under development” Roadway Inventory System is anticipated to be completed in May 2018.

13. What are the expected requirements for interfacing for the new, GIS-based NYSDOT Roadway Inventory System?
    ANSWER: These are covered in the RFI Attachment 2, Page 5 under the section ‘Mapping’. The traffic data must push data to a DataStore/Warehouse for publishing HPMS Reports.

14. What is the current LRS system used by NYSDOT? Will the LRS system be migrated to another system in the near future?
    ANSWER: NYSDOT’s RFP will define and provide any LRS system requirements.
15. Regarding Attachment 2 under A. General Item 12, the solution must allow users to access a field system server on a mobile device via the Internet using a remote desktop connection or direct connection to the NYSDOT network, yet is unclear on the definition and function of ‘field system server’.

ANSWER: NYSDOT envisions a Field System server that would function to pass data to and from field devices and the central traffic database. This may include providing site location and header information to field devices and receiving GPS locations, photographs, and site layout drawings amongst other data items from the field devices. The Field System server described is as NYSDOT envisions, and similar functionality may be provided using different solutions depending on the product. NYSDOT’s RFP may further define this requirement.

16. Is the state open to evaluating a hybrid solution such as implementing a COTS solution while also developing customized software functionality to meet all of the NYSDOT’s needs/requirements?

ANSWER: Yes, NYSDOT is open to evaluating hybrid solutions.

17. When does NYSDOT expect to have a new COTS system fully implemented as described in the RFI?

ANSWER: NYSDOT will review information provided by vendors regarding installation timeframes, and will have reasonable estimates included in any RFP issued.

18. In Section 2 CURRENT ENVIRONMENT, the RFI states that “In 2009, a COTS product was implemented to handle the traffic data but that product should be supported.” Is this a typo or should the previous COTS application be supported?

ANSWER: The sentence referenced should conclude “is not currently supported.” At this time NYSDOT does not intend to support any legacy traffic data systems.

19. What database/file format will the legacy data be provided from the previous COTS application and the current system to the awarded vendor upon contract?

ANSWER: Legacy data will be provided in comma separated files, with the fields defined by NYSDOT. This information should be provided in the RFP.

20. What Devices are being used for the collection of Permanent count data by NYSDOT?

ANSWER: Devices used in New York state include but are not limited to Peek ADR 1000, 2000, 3000, and Sabre, Diamond Phoenix II, IRD TCC-540, TCC-540WIM, and iSync, as well as Smartek Acoustic sensors.

21. What Devices are being used for the collection of short term count data by NYSDOT?

ANSWER: Devices currently used in New York state include but are not limited to Metrocount MC5600, Jamar Trax II, Apollyon, Diamond Unicorn, the ITC TRS, and the MioVision Scout.
22. How many Turning Movement count studies are performed each year? Are they part of this RFI and future RFP?
   ANSWER: NYSDOT performs 250 to 300 Turning Movement Counts each year. Turning movement counts are not a focus item in the RFI, but may be included and specified in the RFP for possible future application.

23. Is the Tracking System for Counts the only current process for Collection Vendors to provide invoices to NYSDOT?
   ANSWER: Yes.

24. What are the current QC rules for both Permanent and Portable counts for NYSDOT? Will you provide the current parameters (upper and lower) for each rule?
   ANSWER: NYSDOT does not currently use automated QC checks for portable counts (but might be interested in learning more about this from the vendor community). Rules applied to permanent locations include but are not limited to Midnight vs Noon volume check, Hourly and Daily directional split checks, consecutive zero hour checks, percentage of class F1 check, percentage of class F3-F13 check, percentage of class F4-F13 check, class F2>F3 check, Class F8>F9 check, Class F9>F11-F13 check, unclassified vehicle percentage check. All quality control checks should be user configurable and easily adjusted. NYSDOT’s RFP may further define this requirement.

25. Does NYSDOT currently collect the data at the Per Vehicle Record level? If no, is there an expected move to collect the data in this format?
   ANSWER: NYSDOT does not currently collect any PVR data other than at WIM locations. At this time there are no plans to expand collection of PVR data.

26. Are NYSDOT field technicians currently provided state phones, tablets, etc? What types of devices are provided? Are they Android, IOS, Windows, etc.?
   ANSWER: NYSDOT employees are provided with IOS phones and Windows tablets. Contractor staff may use Android or other OS devices.

27. Does the state have a preference for database: A) Oracle, B) SQL Server, C) both, or D) something else?
   ANSWER: Both.

28. Does the state have a preference for where the service is hosted: A) Onsite, B) Offsite, C) Options for either (e.g. production offsite and test onsite)?
   ANSWER: NYSDOT’s initial preference may be to have such services hosted on site yet it still interested in learning more from the vendor community regarding offsite hosting options. NYSDOT’s RFP may further define this requirement.