Answers to RFP Questions

5.9 GHz DSRC Vehicle Based Road and Weather Condition Application
(RFP# MW100112B)

October 15, 2012

1. The RFP MW10012B mentions that the term of agreement is 9 months, while the website (http://cts.virginia.edu/CTSPFS_1.html) states 12 months (Period: January 2013 – December 2013). Please let us know which is correct?

*The project period is 12 months. 9 months in the RFP is a typo.*

2. Also the RFP does not mention any specifics on the budget. Please let us know how detailed should the budget be? Cost-reimbursable or fixed price?

*It is fixed price. Also the expected effort level for this project can be found from the CTS PFS website at http://cts.virginia.edu/CTSPFS_1.html.*

3. Please advise, what is the place of performance for these RFP? I wasn't sure if it is Virginia or if is it the consultants headquarters

*The place of performance is the consultant’s headquarters.*

4. The RFP mentions purchase of 2 RSEs and 6 OBES. It would seem that RSEs would already be present at test bed including the required communication backhaul and data server. Will the New York CV test beds already be equipped with RSEs prior to testing or would they need to be installed/configured/connected as part of this project?

*The two RSEs will need to be installed/configured/connected as part of this project. The New York state testbed will be equipped with their own RSEs but this project will mainly utilize two new RSEs that will be purchased from this project.*

5. On what hardware would the actual software application developed in this project be run; RSE, OBE, other device (e.g. Netway box)? Our current understanding of CVI architecture is that weather applications would run resident on RSEs.

*The CTSPFS is open to any possibilities. It is the responsibility of the selected contractor to identify and utilize the system architecture that best serves the deployment of an operational road and weather condition application.*

6. With respect to the test vehicles specified in the RFP:
   a. Would there be six vehicles since there are 6 OBEs noted?

   *Yes.*
b. Are they provided to researchers for application development and demonstration prior to and during testing?

It is envisioned that the application development and initial testing will be performed using the procured equipment and a test vehicle or environment as deemed appropriate by the proposer. The six test vehicles are used in day to day operations and accordingly have limited availability for installation of on board equipment and testing. It is not anticipated that these vehicles will be available for application development or initial testing, installation and testing of software/hardware. However, actual field testing of the “application” on the six vehicles equipped by the proposer can be conducted in coordination with the New York State Department of Transportation (NYSDOT).

c. Are vehicle operators provided?

Yes – NYSDOT will provide authorized vehicle operators for any testing and/or demonstrations as required.

d. Are fuel and other operating resourced provided?

Yes – NYSDOT will provide fully operational vehicles at no cost to the proposer.

e. Would vehicles used be VDOT vehicles or others?

These vehicles are the maintenance and highway emergency local patrol (HELP) vehicles operated by NYSDOT.

7. Scope / System Boundary: On page 4, Section 3, Paragraph A) “Goal” – it says: “… 3) sending the data from RSEs to a center server; and 4) finally converting and feeding data to the Clarus system …”

a. Is the “center server” already part of the Clarus system, or is there additional server hardware and/or software that will need to be provided as part of the proposal?

The NYS test bed has network equipment including servers. However, this effort focuses on capturing the required road weather related data from the six vehicles and transmitting that message set to the RSEs and the backhaul network. NYSDOT has the network capabilities of importing the data to its maintenance decision support system (MDSS). It is the responsibility of the selected contractor to identify and utilize the system architecture that best serves the deployment of an operational road and weather condition application.

b. Would the selected firm need to develop new software for the server, or is there existing software that is already defined and available for this application?

See a. above.
8. Vehicle networks – Documentation versus Demonstration: On page 5, “Requirements” section, Paragraph (b) it says: “The requirements developed will be specific to the following manufacturers and models or equivalent” (Mack plow truck, International plow truck, Ford HELP vehicle)

   a. Will the selected firm need to implement, install and test on all three vehicle types? Or is the intent just to document requirements and provide a report with three potential implementations, but only develop and test on one type?

      *The selected contractor should be prepared to implement, install and test on all three vehicle types.*

   b. Is there a minimum (or desired) level of testing? Is the intent to just demonstrate a ‘proof-of-concept’, or are there specific use cases or detailed scenarios that should be tested? For example, are all three vehicles expected to be tested on both NY test beds?

      *The project should focus on a real world deployable operational system that can be replicated by NYSDOT and other connected vehicle test bed operators. As such, the testing task should initially cover proof-of-concept testing but it would be more desirable to identify and test several specific use cases. The proposer should address testing of all six vehicles along NYS Test Bed and all three vehicle types.*

9. Network information and tasks

   a. Will the J1939/CAN message databases for the Mack, International, and Ford HELP vehicles be provided or will the Selected Firm have to purchase these databases?

      *The selected contractor will need to purchase these databases if needed.*

   b. Will there be any existing resources made available for the three vehicle types? For example, it would cost more if J1939 software components need to be purchased for all three vehicle types. Is this project running in conjunction with other projects that may be able to share resources like vehicle network software, or is this project completely stand-alone?

      *This project should be considered as a completely stand-alone. However, if resources are available, these issues will be discussed as appropriate after award.*

   c. Who will be responsible for installing the OBE units in the vehicles?

      *The selected contractor is responsible for installing all of the six OBE units in the vehicles.*

   d. Who will be responsible for installing the RSE units at the test beds?

      *The selected contractor is responsible for installing the RSE units at the testbed.*
10.  Other

   a.  In the ConOps section (page 5) it refers to modifying the existing ConOps developed for the Clarus initiative. Can we get the Clarus Concept of Operations documentation?  (Also, if there are any related ConOps that may be helpful, such as the “Regional Demonstrations” listed on the Clarus archive webpage, can we get access to those?)

       *There is no specific ConOps document for this effort that the proposers should review and include in their proposals. However, the Clarus and related road weather programs are well documented by USDOT. Our recommendation is to visit the Clarus website of US DOT at [http://www.its.dot.gov/clarus/index.htm](http://www.its.dot.gov/clarus/index.htm), which provides lots of materials related to the Clarus initiative. This effort should be consistent with those national programs.*

   b.  Where can we find the official requirements for “Minnesota and Nevada in the Integrating Mobile Observations project pursued by the FHWA’s Road Weather Management Program”?

       *The official requirements from the Minnesota and Nevada study are not available yet. This will be provided to the selected contractor during the project period.*

   c.  Attachment I – Section I. Can we get confirmation that the Information Technology Access Act will not apply to this deliverable?

       *The Information Technology Access Act will not apply to the deliverable generated from this project.*