

REQUEST FOR PROPOSALS

Evaluation of TRIMARC

An Activity Providing

Traffic Response and Incident Management Assisting the River Cities

Proposals Due

4:30 p.m.
Eastern Standard Time
December 1, 2006

PROJECT SCHEDULE

November 14, 2006:	RFP Posted on Division of Program Performance Website
November 24, 2006	Last date for Consultants to pose questions concerning this RFP to the Division of Program Performance
December 1, 2006:	Consultant's Proposals Due
December 19, 2006	(Date Tentative) Selection Committee Meeting

Mr. James Wathen, P.E., P.L.S., Director
Division of Program Performance
Kentucky Transportation Cabinet
200 Mero Street, Mail Code W3-22-03
Frankfort, Kentucky 40622
E-Mail: Jim.Wathen@ky.gov

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Overview of Request Process

The purpose of this Request for Proposal (RFP) is to solicit proposals from qualified Consultants to evaluate the TRIMARC Project, including the facility and associated traffic management system for the Louisville metropolitan area and surrounding region. Funds are available for this Evaluation in an amount not to exceed \$450,000. The Kentucky Transportation Cabinet (KYTC or Cabinet), in conjunction with the Indiana Department of Transportation (“INDOT”), issues this RFP.

Consultants shall be pre-qualified with the Cabinet’s Division of Program Performance in the following area: **ITS Technology/System Evaluation**

Any Consulting firm(s), and any other firm(s), associated with the construction and/or operation of the TRIMARC project will not be eligible to respond to the request nor participate in the project involving the TRIMARC evaluation. Proposals received after the deadline will not be accepted or considered.

All responses to this request, and any questions related thereto, shall be submitted to:

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Kentucky Transportation Cabinet
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Frankfort, Kentucky 40622
E-Mail: Jim.Wathen@ky.gov

Background

“TRIMARC” means Traffic Response and Incident Management Assisting the River Cities. The TRIMARC facility is located at 901 West Main Street, Louisville, Kentucky 40202. TRIMARC refers to both the “facility” and to the “system”. TRIMARC Advanced Traffic Management and Advanced Traveler Information Systems is an on-going activity of KYTC and INDOT. The coverage area for the system currently encompasses Jefferson County in Kentucky and the southern Indiana communities of New Albany, Jeffersonville, and Clarksville. TRIMARC incorporates a number of systems, including the following:

Roadway Sensor System: TRIMARC has a number of roadway sensors that allow the Operators to monitor the condition of the roadways.

Closed-Circuit Television System (CCTV): TRIMARC has a number of Closed-Circuit Television (CCTV) cameras that allow the Operators to monitor the condition of the roadways, verify system alarms, and assist responders.

Dynamic/Variable Message Signs (DMS/VMS): TRIMARC has a number of Dynamic/Variable Message Signs (DMS/VMS). These over-the-roadway message signs allow the Operators to post

messages to forewarn motorists of accidents, detours, closures or congestion, and can convey special instructions to motorists monitor the condition of the roadways.

HIGHWAY Reference Markers (0.2 Mile Spacing): TRIMARC has a number of Highway Reference Markers installed at 0.2 mile intervals that allow the Operators/Responders/Motorists to determine a more accurate roadway event location.

CARS/CARS 511 Traffic Information System: The Cabinet is a member of the CARS-511 Consortium. The Condition Acquisition and Reporting System (CARS) is a geographical/Map-based reporting system for event entry and management, using national ITS standards. It is owned by the CARS-511 Consortium States, and the purpose is to communicate event data to other systems for automated dissemination to the public. TRIMARC is one of the designated locations for CARS entry input.

Freeway Service Patrol Monitoring: TRIMARC communicates with TRIMARC Freeway Service Patrol vehicles and the INDOT Hoosier Helpers patrolling the region's freeways. TRIMARC Operators monitor, coordinate, and dispatch TRIMARC's vehicles.

Highway Advisory Radio (HAR) System: A HAR system within the TRIMARC operating area provides radio broadcast information on 530 KHZ AM. This system is shared with the Louisville-Jefferson County Convention and Visitors Bureau. TRIMARC accesses the system through the telephone network. When the system is activated, flashers on a number of freeway signs in the area are also activated, advising motorists to tune to 530 AM. TRIMARC also cooperates with the National Weather Service (NWS) to allow the NWS to access the HAR.

Wizard: This is a portable CB-based warning system that broadcasts on CB-channel 19. It is normally utilized on I-65 near the Brook Street exit ("Hospital Curve") to warn commercial truckers of the dangers of the curve. The Wizard may occasionally be used in another location, either in Highway District 5, or to another Highway District, to support critical Highway activities.

Project Summary: Evaluation of TRIMARC

The major tasks are outlined below:

Task I. Assess the Public's Perception of TRIMARC: The purpose of this task is to obtain information for determining the need for public information and for strengthening support for TRIMARC. The evaluation process should obtain public input through a method(s) that can be statistically validated, such as surveys, interviews, and/or focus groups. Public input should be evaluated to indicate the public's attitudes and opinions about the overall system and its key components, such as changeable message signs (CMS), Highway Advisory Radio (HAR), reference markers, and the freeway service patrol. It is important to assess public input from both the Kentucky and Indiana areas served by TRIMARC. It would also be helpful to know what improvements the public may suggest in delivering information.

Task II. Assess TRIMARC Benefits to Emergency Responders: This task will focus on issues affecting emergency responders, including police, fire, and emergency medical service (EMS) units. The task involves obtaining information from the responders; evaluating the input; determining TRIMARC benefits in terms of response time, possible cost savings, and other factors as appropriate; and making recommendations for improving TRIMARC operation. Feedback should be obtained on TRIMARC overall as well as its key components, such as reference markers, notification process, and interface with the control center. It is important to assess such benefits in both the Kentucky and Indiana areas served by TRIMARC.

Task III. Assess TRIMARC Benefits: The purpose of this task is to identify TRIMARC benefits in both Kentucky and Indiana, which may be used as a basis for recommending system improvements. This task involves measuring TRIMARC benefits for the following factors in both quantitative and qualitative terms, and translating them into 1) financial benefits and 2) effects on reducing the need for highway expansion. Modeling methods proposed, such as the ITS Deployment Analysis System (IDAS), must be well documented;

- A. Improvements to mobility / reductions in congestion
 - 1. Travel time
 - 2. Speed
- B. Accident reduction
- C. Incident response time and clear-up time reduction
- D. Air quality
- E. Energy conservation

Task IV. Assess TRIMARC Performance: The purpose of this task is to provide recommendations for TRIMARC operation and maintenance in its service to both Kentucky and Indiana based on the system's technical performance. This task involves documenting and assessing TRIMARC components or operations as suggested by the following list, which is subject to refinement.

- A. Accuracy of the detection system
 - 1. Volume
 - 2. Speed
 - 3. Lane occupancy
 - 4. Headway
- B. CCTV system operation
 - 1. Camera unit coverage
 - 2. Pan/tilt/zoom features
 - 3. Effects of environmental conditions
- C. Highway Advisory Radio
 - 1. Area coverage
 - 2. Traveler usage
 - 3. Message content
 - 4. Message timeliness
- D. Changeable Message Signs
 - 1. Legibility
 - 2. Hardware reliability
 - 3. Message content / clarity

4. Message timeliness
5. Driver compliance
- E. Operation Control Center
 1. Layout
 2. Staffing
 3. Procedures
 4. Hardware
 5. Software
- F. Freeway Service Patrols
 2. Ability to provide assistance in the management of freeway incidents
 1. Ability to offer appropriate assistance to disabled vehicles
- G. Alternative information sources (scanners, media, cellular phones)
 1. Accuracy of information provided (error rates, false alarms)
 2. Timeliness of information

Format

Consultants must submit an original and six (6) copies of the TRIMARC Evaluation Proposal. Each Proposal must include the following information:

- 1) The name and address of the submitting organization and the state in which it is incorporated or chiefly located; a designated contact within the organization with a telephone and fax number; a list of any proposed subconsultants that may be used on this project along with the state in which such subconsultants are incorporated or chiefly located and their designated contacts and phone numbers; and an organizational chart showing lines of authority/responsibility;
- 2) A summary, not to exceed ten (10) pages, of how the project would be conducted, what you believe to be the key issues, and the time needed to complete the project. Although this RFP does not specify a time deadline, the Cabinet's goal is to have a Draft Report available by August 1, 2007 in order to provide maximum benefit to both INDOT and KYTC. It is anticipated that the Final Report will be in the order of 40 pages in length;
- 3) Resumes of the project manager and the key personnel who will be completing the work on the project; and,
- 4) A list of similar projects completed by your firm or proposed team firms, including for each project a description of the work and the name, address, and **current** telephone number of the client/contact person.

Compliance with State and Federal Regulations

All submissions must comply with all applicable federal and state Statutes and Regulations including Equal Employment Opportunity (E.E.O.) Laws and U.S. Department of Transportation Disadvantaged Business Enterprise/Women Business Enterprise (DBE/WBE) requirements.

Review and Evaluation

Proposals will be evaluated on the basis of the following criteria. A maximum of Sixty (60) points shall be available for each Proposal as follows:

1. Summary submitted (**Format**, item number 2) (Maximum of Fifteen Points)
2. Completeness and clarity of the Proposal packet (Maximum of Ten Points)
3. Past experience in similar projects by firms/teams and their staff members assigned to this project (Maximum of Fifteen Points)
4. Qualifications and availability of key personnel to participate in the project (Maximum of Ten Points)
5. Plan/Commitment to DBE/WBE Participation (Maximum of Three Points)
6. References (Maximum of Five Points)
8. Consultant's Kentucky Office where 75% - 100% of the work is to be performed. (2 Points)
Consultant's Kentucky Office where 26% - 74% of the work is to be performed. (1 Point)

Acceptance of Proposals

The contents of the Proposal packet may become contractual obligations. Failure to accept the obligations will result in cancellation of any contract award. The Cabinet reserves the right to accept or reject any and all of the submissions, in whole or in part, and to postpone or cancel the execution of any contract, if the Cabinet deems it to be in its best interest to do so.

Cost of Preparation

The issuance of this Request for Proposal (RFP) constitutes neither a commitment by the Cabinet to award a contract nor a commitment to pay any costs incurred in the preparation of a response to this Request for Proposal. Costs of Proposal Preparation are not reimbursable, even for the selected Consultant.

Selection Committee Members

Governor's Pool:	Harvey Pelley
Secretary' Pool:	Chuck Allen
Secretary' Pool:	Danl Hall
User Group:	Hamid Beykzadeh
User Group:	Wayne Bates