STATE OF TENNESSEE
DEPARTMENT OF TRANSPPORTATION

REQUEST FOR INFORMATION # 40100-26320
AMENDMENT # 1
FOR INTELLIGENT TRANSPORTATION SYSTEMS
(ITS) ASSET MANAGEMENT SOFTWARE

DATE: 8/5/2020

RFI # 40100-26320 IS AMENDED AS FOLLOWS:

1. **State responses to questions and comments in the table below amend and clarify this RFI.**

    Any restatement of RFI text in the Question/Comment column shall <u>NOT</u> be construed as a change in the actual wording of the RFI document.

QUESTION / COMMENT	STATE RESPONSE
1　　　　Do we need connectivity to all these devices/systems and monitor their performance? What kind of data interfaces do they support? Closed-Circuit Television (CCTV) Dynamic Message Systems (DMS) Radar Detection Systems (RDS) Highway Advisory Radio (HAR) Road Weather Information Systems (RWIS) Traffic Management Center (TMC)	We do not anticipate a requirement for device connectivity. Performance tracking will be dependent on user updates. However, we are interested to see what type of connectivity and integration is available or currently being used in other states.
2　　　　There is reference to an existing system that utilizes computer generated tickets. Is the new system replacing the existing system, or going to integrate with existing system? Would the ticket generation continue as it is today, or will the ticket generation feature of new system be utilized post implementation?	We envision replacing the existing system. Ticket generation feature of the new software will be utilized.
3　　　　Does the current system automatically generate tickets/notifications by monitoring ITS components?	No. Outages are typically reported by the Traffic Management Center (TMC) operators and IT staff.

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4 How is the Tracking of regional ITS Device envisioned? If real-time monitoring of uptime/system performance is required, are the components connected to network to enable tracking performance data?	Tracking will be dependent on user updates. Performance monitoring will continue from IT and TMC operators. However, we are interested to see what type of connectivity and integration is available or currently being used in other states.
5 How would one-call tickets be entered into the new system? Manually or sent electronically from a different system?	Manually. We would like to track the following information as a minimum: Date/Time One Call Ticket was received Person/source of report Location of devices Estimated completion of work Name of person performing work Action Taken Completion date
6 Do you want pre-built reports or user-definable reports?	We are interested to learn what is available. The ability to create customized reports is important to us.
7. Any estimate of the number of users?	Approximately 80 statewide
8. What is TDOT's budget for the project?	Our Division has an ITS Technology budget, but an exact amount has not been determined for this project.
9. Can you list any systems that the new Assets Management System needs to integrate with? Replace?	Unsure of integration needs. TDOT has attempted to use a barcode system in the past for asset management, however, it is not currently being utilized. We are interested to learn what type of integration is available.
10. Is there a requirement of data migration? If so, how many data sources are there? Any legacy systems? Any manual processes?	All current data is contained within data spreadsheets
11. What are the new functionalities that TDOT desires to have?	We are in the discovery phase and are interested to see what technology/software capabilities are

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	currently available. Some functionality we have identified are: • Manage Preventive, Repair, and Special Repair Maintenance Operations • Track regional ITS Device Performance • Store System Equipment Inventory and Spare Parts Inventory • Assist completion of One-Call tickets • Provide data analytics and create reports • Ability to search records by various application fields (ie. Name, address, county, etc)
12. Does TDOT have well-defined processes or need help with that aspect?	New processes may need to be developed with the introduction of the asset management software.
13. Does TDOT have a system that manages assets across the roadway, that are not discoverable?	No
14. Can you provide an estimate of the total number of items (assets/devices) in scope to be managed? Are there more devices outside of Smartway, which cites 517 cameras, 174 message signs, 1015 roadway detection systems and 49 video detection systems?	Our current devices include:183 Dynamic Message Signs 8 Portable Variable Message Signs 548 CCTV Cameras 7 Swing Gate 949 Radar Detection Systems 9 Fog Sensors 57 HAR Transmitters 11 Portable CCTV Camera 144 HAR Beacons 11 Over-Height Vehicle Detection Systems (OVDS) In addition, we have cabinets, pull boxes, communications and electrical equipment, fiber, conduit, poles, network switches, ect.
15. Is it the intent of TDOT that this RFI schedule of events will culminate in the release of an RFP or could TDOT issue an award as a result of the August 14th, 2020 demonstrations/presentation process?	Yes, our intent is to follow the RFI with an RFP. We do not anticipate awarding based on the RFI process.

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16. What does TDOT mean by "Assist Completion One Call" requirements?; One Call is a call before you dig service that includes multiple utilities and municipalities including TDOT.	Our maintenance contractor is responsible for responding to the tickets placed through the One Call service. Asset management software is expected to track these requests similar to the Repair Authorization process.
17. Can we get more detail on the "Assist with Preventative Maintenance" asset tracking requirement in this RFI?	The maintenance contractor follows an approved schedule for the preventive maintenance activities. The software is expected to support tracking the performance.
18. Can you describe in more detail the CCTV aspect of your asset tracking needs?	This would be similar to any other ITS device being tracked for reported repair needs, inventory, and maintenance activities.
19. What is meant specifically by the requirement, "Track regional ITS Device Performance?"	Track the reported failure and network performance levels based on failure numbers as a percentage of the total device numbers per device and region and statewide.
20. Does TDOT have a preference for a cloud-based system or on-premise system?	On-premise system
21. How many software users will TDOT need to access the asset management system?	A quick assumption is 80 total licenses.

2. **RFI Amendment Effective Date.** The revisions set forth herein shall be effective upon release. All other terms and conditions of this RFI not expressly amended herein shall remain in full force and effect.