Attach To Contract Document

New York City Department of Transportation

Request for Expression of Interest (RFEI)
Repository for Asset Management (AM) of Pavement Safety Markings (PSMs)
Integrated with Computer Aided
Design & Drafting (CADD), Inventory Validation, and Workflow Automation

PIN: 84116MBAD965

Addendum # 2
May 4, 2016

1. The Final Submission due date for said RFEI has been changed to July 15, 2016 at 2:00 pm. Please submit your responses to this RFEI in a PDF electronic format to nrahman@dot.nyc.gov.

2. 2nd Teleconference Pre-submission Meeting is scheduled for May 23, 2016 at 1pm. If you are interested in attending the Teleconference, please submit your request in writing to nrahman@dot.nyc.gov for the Teleconference Bridge information.

3. The Cutoff date for submission of questions has been extended to June 8, 2016 by 2:00pm

4. NYCDOT will circulate questions and answers, including those asked at the 2nd Teleconference pre-submission meeting no later than June 24, 2016.

5. Responses to vendor's questions are attached.

6. Questions must be sent in writing to the Authorized Contact Person:

   Nicola Rahman at nrahman@dot.nyc.gov.

THE CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION

<u>ACKNOWLEDGEMENT RECEIPT OF ADDENDUM #2</u>

Request for Expression of Interest (RFEI)
Repository for Asset Management (AM) of Pavement Safety Markings (PSMs) Integrated with Computer Aided
Design & Drafting (CADD), Inventory Validation, and Workflow

PIN: 84116MBAD965

Addendum # 2

TOGETHER WITH ALL WORK INCIDENTAL THERETO

I, _____

(NAME AND TITLE)

_____

A duly authorized representative of

(NAME OF PROPOSERS)

Acknowledge receipt of Addendum No. 2 dated
May 4, 2016 for PIN 84116MBAD965

Attached to RFEI Documents
The City Of New York Department Of Transportation

Request for Expression of Interest (RFEI)
**Repository for Asset Management (AM) of Pavement Safety Markings (PSMs)
Integrated with Computer Aided
Design & Drafting (CADD), Inventory Validation, and Workflow**

PIN: 84116MBAD965

Addendum # 2

RESPONSES TO VENDORS QUESTIONS

1. **QUESTION: Does NYCDOT have a Pavement Management System? If so, does that come into play with the Pavement Markings System?**
    RESPONSE: NYCDOT has systems for managing pavement resurfacing and reconstructions, street ratings condition assessment, pothole management and permitting. These systems are currently being modernized into a consolidated pavement management solution. Pavement Marking System workflow management module would potentially be a part of the consolidation, but this seems unlikely in the immediate future based on marking designs requiring strong integration with CAD and elements of the design being associated with Professional Engineer stamp that must be managed for markings and curb islands or extensions.

2. **QUESTION: What types of orders in STATUS relate to Maintenance Orders and Marking Plans?**
    RESPONSE: Signs Traffic Accident Terminal User System (STATUS) is for signs only. A relationship between signs and markings is desirable, but not in the current scope of the new Signs Information Management System (SIMS) replacing status or part of the scope of this RFEI. Integration between the databases within a data warehouse framework is more likely moving forward since signs are a point asset practically managed exclusively through a GIS framework, while pavement markings require CAD-level accuracy and tools for their design and asset management.

3. **QUESTION: Would it be possible for NYCDOT to provide a couple of samples of the AutoCAD Marking Plans in DWG format?**
    RESPONSE: Sample plans are provided in AutoCAD as well as PDF format and available at this link -
    http://s3.amazonaws.com/nycdot_software/PSM_Artefacts/PSM.zip

4. **QUESTION: Please describe how NYCDOT manages current versus historical markings plans from a CADD file storage perspective. Is this simply done using organized file names, etc.?**
    RESPONSE: Index for drawing files and scanned file are maintained by a Microsoft Excel XLS sheet. Drawing file names are alpha-numeric and created sequentially. Archived files are maintained in PDF file format in order to prevent any changes.

5. **QUESTION: Please indicate what, if any, markings data is stored in STATUS.**
   RESPONSE: No stored marking data in STATUS.

6. **QUESTION: Does this information need to be migrated into the new system?**
   RESPONSE: No, the information does not need to be migrated into the new system.

7. **QUESTION: What would be the usage ratios in the final/ideal PSMWS for NYC-DOT 20% Mobile 40% Desktop (Workflow + CADD) 30% integration (e.g.: ETL) with existing systems**
   RESPONSE: Technology Platform and Usage Ratio is anticipated to be along these lines:
   a) **Mobile (Field Inspection, Quality Assurance (pre inspection, post inspection) - 20%**
   b) **Desktop (CAD design - Engineering Specification): 25%**
   c) **Desktop (Workflow - Work Order Management): 20%**
   d) **Integration (CAD to Workflow database, Billing & post inspection, contract management): 35%**
   With Data Capture/ Acquisition, there is a one-time upfront cost/time investment to build the system foundation, then incremental updates every year thereafter.

8. **QUESTION: What is the ratio of exposure of the PSMWS 35% Internal (office)/External (in-field) Staff 10% Managers 20%   Clients 35% Vendors (Contractors)**
   Response: Breakdown of anticipated exposure for stakeholders of PSMWS system:
   Engineers – 30%   Admin – 25%   Inspector – 20%   Contractors – 20%   Engineering Audit Bureau – 5%

9. **QUESTION: What is an overall weight/focus-anticipation on the individual parts in an ideal PSMWS for NYC-DOT 15% Inventory management 30% Workflow management 20% GIS/CADD integration 15% Interfacing with other systems**
   Response: Please refer to the response to Question 7.

10. **QUESTION: How many existing systems/databases/spreadsheet are there to interface with?**
    Inbound Systems (Inventory, CADD, current work sheet, historical data)
    RESPONSE: Inventory Management interface will be built into the workflow system. No external integration expected.
    10.1 Outbound System (Accounting, SAP or other ERP)
    RESPONSE: Billing and Contract Management interface will be built into the workflow system. No external integration expected.
    10.2 Contractor/Customer/Reference Systems (CRM, NY City Systems, etc.)
    RESPONSE: Contractor interface will be built into the workflow system. No external integration expected.
    10.3 Any two way communication. If yes please list all.
    RESPONSE: CAD repository management system with Workflow System with the expectation of being able to read CAD metadata and symbology.

11. **QUESTION: Workflow factors related to Municipalities and Unions that need to be built into the system (Provide a list or percentages please): Permits/involvement of municipalities (such a new pavement)**
    RESPONSE: New pavements related activities will be coordinated outside of system and work order will be created for lane marking to be designed and installed.
    11.1 Penalties/tickets, City summons
    RESPONSE: None

11.2 Other limitations (City events: parades, marathons, etc., Weather: temperature, season etc.)
    RESPONSE: None

12. QUESTION: Describe your (NYC-DOT) average electronic package / record / project (files, etc.)
    a) 10-20 images (5 pre/5 post)
    b) 2-5 CAD/DWG ... files
    c) Invoices / WOs / check lists (surveys)
    d) Links to external systems (URLs)
    e) Signatures captured 2-3
    f) Attributes in the Master Job/Project record in database 80-100
    RESPONSE: NYCDOT is responsible for 225 million lineal feet of pavement safety markings citywide. Work orders vary dramatically in size and scope – often utilizing contract drawings. Each step in the work order development and execution process has different metadata based on its role. What you are suggesting above may be representative of metadata for a single work order x more than 1000 work orders annually for 65 MLF of PSMs.

13. QUESTION: For the Workflow module, list top 5 "Aging" elements / durations in days that you NEED to capture for the most efficient workflow. Time in days from the project start date to the final CADD approval (before it goes to Contractor)
    a) Days between Contractor WO's received to the completion of contractor work (length of work)
    b) Various Permit/Union restrictions: Aging factors (days until expiration)
    c)Time in days to inspect/QC and close a project after a project hand-off (work completed, AS-built CAS-built).
    RESPONSE: The aging elements are yet to be defined. All above workflow timing issues are helpful for both performance reporting and liquidated damages provisions.

14. QUESTION: In the event NYCDOT decides to move forward with procurement, is there an estimated time frame available for when the solicitation might be issued?
    RESPONSE: There is no timeframe for when NYCDOT might issue a solicitation.

15. QUESTION: Has any funding been allocated and if so, from where (Budget, Grant, etc.)? If not, where does NYCDOT anticipate looking for funding?
    RESPONSE: No

16. QUESTION: Does NYCDOT have an estimated cost, or desired not to exceed contract amount in mind for this and if so, how much?
    RESPONSE: No

17. QUESTION: Who is the project manager, or technical contact with regard to this project?
    RESPONSE: Allen Wong will be the main contact for this project.

18. QUESTION: I see that the REFI indicates that currently, *most* of the tasks involved in the process are manual and paper based. Will this potential solution be replacing any systems or software and if so, which ones and which vendor(s) provided them?
    RESPONSE: Current systems include a contractor payment database developed in-house on SQL server (Work Orders and any associated plans provided on paper and inspection forms input from paper), AutoCAD with windows-based file management, and ArcMap for Asset Management tracking. DOT expects respondents to elaborate on types of effective solutions.