

June 5, 2017

Response to Snow Plow RFP Questions:

1. Is the project budget disclosable? If yes, what is the project budget.

The project budget is proprietary information.

2. Is participation of all 18 communities assured?

All 18 communities have been invited. We do not know if all will participate at this time.

3. Are their available GIS road centerline files (COG, Local, or State Maintained) which contain: road width, elevation, number of lanes, and entity responsible for winter maintenance (either directly maintained or able to be derived from other attributes e.g. state route number)? If yes – when were the file(s) last updated.

We have road geometry, elevation (DEM) and centerlines. Winter maintenance attributes will be obtained by the vendor per Task 1. The northern 10 municipalities were last updated in 2016 and the southern 8 were updated in 2014.

4. Are the number of municipally maintained lane miles per community (or total) available?

We do not have this information available. We can provide centerline data if useful.

5. Page 9, Task 2b, Scenario B requests inclusion of adjacent towns – does this include towns not in WestCOG?

This does not include towns outside of the 18 municipalities in the WestCOG region.

6. Page 9 Task 2b Deliverables, Iteration 1 requests two optimized snowstorm response models for each municipality. Are there specific requirements for these models (e.g. a spreading, and plowing model, or a heavy storm and light storm?) or will they be determined after project start?

The models depend on what each municipality would like to optimize. If they do not have a preference the two models default to minimizing cycle time and vehicle miles traveled (VMT).

7. Beyond the 18-named town/city public works departments, what other agencies (e.g., CT DOT) are responsible for plowing roads within the WestCOG region? To what degree are they part of this project?

CTDOT is responsible for plowing state-owned facilities, however some arrangements have been made about the responsibility of specific segments. There will be limited involvement from CTDOT but some outreach is expected (see Task 4).

8. Which roads, if any, are excluded from the study – e.g., state highways, parkways, turnpikes, private roads, etc.? Do routes need to be developed for those roadways as well?

The vast majority of state-owned facilities will not be a part of this study; however, some municipalities have agreements with CTDOT about specific roadway segments. This information will need to be collected from each municipality by the selected vendor.

9. Will a detailed list of vehicles available in each town/city be provided to the selected vendor (specifically noting the vehicle capacities, if applicable, for salt or other material and if it is a plow only or salt only or combo vehicle)?

Yes, the selected vendor will interview each municipality for asset information.

10. Can existing metrics on average spread rate, based on an “average” winter event, be provided? Accurate metrics will be needed to develop route plans.

Yes, the selected vendor will interview each municipality for metric information.

11. Is equipment shared among the towns/cities involved?

We believe not, but different information may be found during the baseline interview process.

12. Will the routing goals of this effort be universal across all towns/cities in the COG or will the goals and resulting plans be individualized?

The routing goals will not be universal for scenario A; for scenario B and C, yes.

For example, will some towns/cities require restrictions with respect to preserving existing snow zones or street priorities while other towns/cities have full flexibility to develop new plans?

The answer to this question will be developed during the baseline interview found in Task 1.

If zones or districts are involved, can these provided as a GIS shapefile that can be reviewed prior to the deadline for proposal responses?

No.

13. Our proposed routing solution requires minimum data inputs to effectively route snow removal. Minimum data include a GIS street centerline file that includes attribute fields indicating priority roadway designations, number of lanes, and agency responsibility. Additionally, the locations of salt domes and other intermediate facilities will need to be provided. The completeness and accuracy of the GIS-based routes generated in Task 2 are wholly dependent upon the availability of this data. To what extent and in what format does this data exist for each the towns/cities, and can we review it prior to proposing?

We do have GIS centerlines and road widths; however, priority roadway designation and responsible agency will be developed during baseline interviews. Road and centerline planimetrics can be provided for review.

14. Existing route plans are extremely useful in calibrating route optimization software. For the towns/cities that maintain information on existing route plans, in what format does this exist (i.e. paper map, digital polygon boundary, GIS shapefile)? Can the existing route plan information be reviewed prior to the deadline for proposal responses?

We know that the information is available in one of these formats depending on the community, part of the baseline process is to acquire this information in an appropriate format. See Addendum for relevant information. We will post the latest available information by Wednesday, June 5th.

15. There was a discrepancy between the initial grant application and the current RFP. Are 8 or 18 municipalities involved in this RFP?

The current RFP supersedes any prior documents, so we expect 18 municipalities to be involved.

16. Are bidders limited by the grant award amount or will WestCOG be providing in-kind contributions to account for the increase in consortium member municipalities?

At this time WestCOG will not be providing any in-kind contributions.