ENGINEERING AND RELATED SERVICES
February 15, 2008

STATE PROJECT NO. 736-99-1509
F.A.P. NO. SPR-001(031)
ROADWAY BASE MAP DEVELOPMENT
STATEWIDE

Under Authority granted by Title 48 of Louisiana Revised Statutes, the Louisiana Department of Transportation and Development (DOTD) hereby issues a Request for Qualification Statements (RFQ) on Standard Form 24-102 (SF 24-102), "Professional Engineering and Related Services", revised January 2003, from Consulting Firms (Consultant) to provide engineering and related services. One Prime-Consultant/Sub-Consultant(s) (Consultant/Team) will be selected for this Contract.

Project Manager – Ms. Leslie Mix may be reached at (225) 379-1919.

PROJECT DESCRIPTION

The Consultant/Team shall create an accurate, geo-referenced, and topologically correct public road feature for use throughout the DOTD for preconstruction engineering as well as planning purposes.

SCOPE OF SERVICES

The services to be rendered for this Project shall consist of the following:

1. General

The purpose of this project is to create an accurate, geo-referenced, and topologically correct public road feature for use throughout the Louisiana Department of Transportation and Development (LADOTD) and elsewhere in state and local government. It will consist of state maintained roads and all other public non-state maintained roads (including all divided roads defined as having two independent carriageways, one-way couplets, frontage roads, and ramps or wyes). To support business needs of the LADOTD and other government entities, the feature must support linear referencing. The terms below are defined to attain the desired deliverables:

- The **public road feature** for this project is a vector representation of the statewide public road network; including topological integrity, road naming and address attribution based on the source data. This feature will be a polyline feature developed by adjusting the Topologically Integrated Geographic Encoding and Referencing system (TIGER) vector data that represents the centerline of undivided highways, the centerline of both the primary direction and opposite direction of divided highways including one-way couplets, and the centerline of ramps, wyes, or frontage roads. From this polyline feature a polyline_m feature

will be created to support linear referencing. Where available, the polyline_m feature will be based on the actual measured distance of the roadway segments, otherwise the shape lengths of the graphic elements will be used.

- A **polyline_m feature** is defined as any linear feature that has a unique identifier and a measurement system allowing for defining discrete event locations along a linear feature.

- In accordance with the HPMS Field Manual dated December 2000, a **public road** is defined as any road or street owned and maintained by a public authority and open to public travel. [23 USC 101(a)]

> The term "maintenance" means the preservation of the entire highway, including surfaces, shoulders, roadsides, structures, and such traffic-control devices as are necessary for safe and efficient utilization of the highway. [23 USC 101(a)]
>
> To be open to public travel, a road section must be available, except during scheduled periods, extreme weather, or emergency conditions, passable by four-wheel standard passenger cars, and open to the general public for use without restrictive gates, prohibitive signs, or regulation other than restrictions based on size, weight or class of registration. Toll plazas of public toll roads are not considered restrictive gates. [23 CFR 460.2(c)]
>
> A public authority is defined as a Federal, State, county, town or township, Indian tribe, municipal or other local government or instrumentality with authority to finance, build, operate, or maintain toll or toll-free facilities. [23 USC 101(a)]

The final public road feature deliverables will be delivered in ESRI ArcGIS, version 9.2 or latest, File Geodatabase format containing a polyline feature and a polyline_m feature with FGDC-compliant geospatial metadata describing attributes and domain of the final feature, the process used to derive this feature, and statements of accuracy of the feature based on the spatial accuracy of the source data.

2. Source Data

The source data that the consultant will use to develop the initial public road feature is the Topologically Integrated Geographic Encoding and Referencing system, more commonly known as TIGER data. A list of approved Reference data for this project is provided in Section 4, Phase 1. The TIGER data are maintained and supplied by the United States Census Bureau. The data contains geographic features (roads, railroads, rivers, lakes, legal boundaries, etc.) covering the entire United States. Excerpts from Census Bureau documents concerning this product are provided below:

“Since the mid 1980s, the U.S. Census Bureau has relied on Topologically Integrated Geographic Encoding and Referencing (TIGER) files to assist in its mission of counting every American. Featuring nationwide coverage, public availability, and almost-universal geospatial software compatibility, TIGER files have also become a favorite mapping resource for state and local governments, the private sector, and academia.

Government organizations have used the data for a variety of digital mapping applications, particularly those that involve streets, addresses, or political boundaries. Numerous private mapping firms and value-added organizations have used the files to generate commercially available digital and hardcopy maps. As the use of these files for geospatial applications has increased, so too has the need for their improved accuracy and reliability. As a result, in 2002 the Census Bureau engaged in a $210-million congressionally approved update and upgrade of the TIGER program.

Because data currency is critical both immediately before each census and throughout each decade – for example, the bureau needs current address files to conduct data sampling in between census years – data are updated on an ongoing basis rather than during one massive effort. Therefore, the Census Bureau concluded that the upgrade initiative should be conducted on a long-term basis, as opposed to limiting the project to a single, relatively short span of time.

Today, the MAF/TIGER Accuracy Improvement Program (MTAIP) is well on its way to improving horizontal spatial and address accuracy and data homogeneity of the files. And private sector contracts are proving to be a critical component, shortening the workflow process by nearly half while enhancing the quality of data.

Currently, the MTAIP effort is scheduled for completion in 2007, during which time all counties in the United States will have been upgraded at a cost of approximately $500 million. Additional updates will take place throughout the upcoming 2010 census cycle as well.” The horizontal accuracy of the data resulting from the MTAIP is approximately within 7 meters.

The LADOTD will entertain proposals for the use of alternative source data provided all criteria outlined herein can be met; however, the LADOTD will not entertain any proprietary considerations regarding such alternative data nor will the LADOTD enter into any agreements concerning licensing proprietary data, databases, products, files, etc.

The consultant must grant to the Louisiana Department of Transportation and Development the right to use, modify, and distribute the geometry and content of the feature attribute data, including the basic street name and address elements that uniquely define the identity of the road segment along with all corresponding alternate name information contained in the deliverables. The Linear Referencing System (LRS) content of the deliverables and any other information generated in this project is owned by LADOTD. The deliverables will not be subject to any license agreement. The business intent is to allow LADOTD to freely distribute the deliverables of this project in accordance with Louisiana Revised Statute Title 44:1 et seq.

3. General Description of Work

The consultant will make adjustments to the polyline feature created from existing **TIGER** data to improve the positional accuracy in order to provide an accurate geo-referenced topologically correct public road feature. The LADOTD will provide existing LADOTD datasets to the consultant for this process. It will be the responsibility of the consultant to obtain any other available source data. When necessary, the LADOTD will use its status as a Louisiana state agency to facilitate in the procurement of essential data as deemed necessary and as such data is available. If metadata for alternative source data claims or otherwise demonstrates that its accuracy supersedes the data that has been approved by the LADOTD, the consultant will make a recommendation to designated LADOTD representatives concerning the use of the other source data in writing. The LADOTD representatives will make the decision to approve or disapprove use of the additional source data and respond to the consultant accordingly in writing. Source data of varying degrees of spatial accuracy will be used to produce the deliverables. The consultant should use their expertise to produce the most accurate deliverables based on the source data. The accuracy of the deliverables, spatial, geo-coding, topologically, or otherwise, should be noted in the Metadata supplied by the consultant based on the accuracy of the source data.

Once the consultant has created and adjusted the polyline feature, an eighteen (18) character text field will be added to the feature as a unique identifier (LRS_ID). The procedure for developing this LRS ID will be provided by the LADOTD. This LRS ID field in the polyline feature will be used to build the polyline_m feature to support linear referencing. The consultant will develop these deliverables based on a negotiated delivery schedule.

Control Sections are existing unique segments of state maintained roads. The Control Section descriptions, describing the main direction of the control sections, are maintained by the LADOTD Project Control office. These descriptions will be provided by the LADOTD to establish the official beginning and ending points of each control section and the established measured length of each control section along the main direction of travel. The beginning and ending points may include but not be limited to state, parish, urban, corporate, and other boundaries as specified in the Control Section manual as well as roadway intersections or points along a roadway. The final point of intersection will be based on the point where the public road polyline feature centerlines intersect relying on the graphic lines, not the GPS point data. The Consultant will adjust the log mile value for each point in the deliverables based on the correct starting point. LADOTD personnel will review any questions concerning the exact location of any beginning or ending of control sections, particularly where divided roads, wyes, or ramps are involved. All communications should be submitted via email to serve as a written record of decision for both parties.

To fully support linear referencing, all divided roads, whether state maintained or non-state maintained, will have a LRS built in <u>both directions of travel</u>. This will include one-way couplets and roads with multiple one-way couplets. The log mile designations along divided roads will remain continuous between each end of the roadway segment in the

direction of travel, regardless of the number of splits, couplets, or transitions from divided to single carriageway or single to divided carriageway.

In the case of single carriageway non-state maintained roads, the direction of travel conventions of south to north and west to east will be maintained. Establishing the attributes that define the LRS topology will be established automatically while processing the data. If the automated approach creates problems, the LRS topology will be edited to adjust the direction of the LRS segment.

4. Scope of Work

Phase 1: Public Road Feature Creation and Adjustment

A public road polyline feature will be created from the current Topologically Integrated Geographic Encoding and Referencing (TIGER) vector data. The feature will represent the centerline of undivided highways, the centerline of both the primary direction and opposite direction of divided highways including one-way couplets, and the centerline of ramps, wyes, frontage roads, and any other connectors. This polyline feature will retain all existing TIGER data attributes including road naming and address attribution. The primary spatial reference for this feature will be the LADOTD Pavement Management GPS data in order to provide an accurate geo-referenced topologically correct public road feature. **Although the Pavement Management GPS data was collected in the right hand travel lane, the consultant will use their expertise to adjust the public road polyline feature to the centerline location of all roadway elements**. Below is a list of existing LADOTD datasets which may be used in this process. Use of these datasets will depend on availability, coverage, and LADOTD approval. Additional datasets may be recommended by the consultant and approved by the LADOTD representatives in writing.

- LADOTD's current copy of the Control Section Manual
- LADOTD's current copy of the Pavement Management GPS point data
- LADOTD's current copy of the Inventory GPS data
- LADOTD's current copy of the Surface Type Log (STL) Database (One of the most common database used for linear referencing at LADOTD)
- LADOTD's current copy of the Geographic Feature Database
- Local Parish datasets (including E-911 and Tax Assessor digital maps) (if available and accuracy and full use of the data can be verified)
- Orthophoto imagery
- Any other sources recommended by the consultant and approved by LADOTD.

For parishes or locales where digital data is not available, the consultant should notify LADOTD, who will use its status as a state agency to facilitate in the procurement of essential data. LADOTD personnel will determine datasets to use

based on the available information. Communication via email can serve as a record of decision for both parties.

This task consists of spatially adjusting the existing TIGER linear road feature, but does not include the creation of new linear road features. The LRS for divided roads, including one way couplets, and undivided roads will need to support the direction and opposite direction of travel on the state maintained and non-state maintained roads, respectively. The LRS direction represents the order that events will be displayed along the resulting polyline_m feature of this project. In all cases, divided highways will have separate linear referencing systems that represent both directions of travel. With this task complete, the consultant will review the existing feature for errors and correct any errors that are found maintaining spatial and topological integrity.

The centerline mileage of all state maintained roads, excluding divided segments, is approximately 16,691 miles based on LADOTD databases.

The centerline mileage of all non-state maintained roads, excluding divided segments, is approximately 44,253 miles based on LADOTD databases.

Road centerlines that do not meet the criteria specified in the General section for a public road shall be identified and noted as non-public in the public road feature

****Lines representing public ferry boat crossings will be placed in the public road feature and labeled with a unique identifier as specified in the LRS_ID procedure.****

Phase 2: Assignment of LRS ID to Public Road Feature

The consultant will assign a LRS to the resulting public road feature developed during Phase 1 of this project. This process is described in the LADOTD LRS_ID Procedure provided by LADOTD. The first step is to create a LRS ID text field for the public road feature. Then, the state maintained road segments should be identified. The next step should be to calculate the LRS ID text field values for the state maintained feature segments using data provided by the LADOTD. Then, the LRS ID text field values for the remaining non-state maintained public road feature segments should be calculated using data from the public road feature. Finally, the polyline_m feature will be created for state maintained and non-state maintained public roads. Where available, the polyline_m feature will be based on the actual measured distance of the roadway segments, otherwise the shape lengths of the graphic elements will be used. This feature will be used for linear referencing. LADOTD will provide any information needed by the consultant to complete this task, such as verification of the polyline feature LRS ID values, the beginning/ending point locations, or the actual measured distances where available.

Phase 3: Training

The consultant will provide training to LADOTD employees for editing, updating, and maintaining the public road polyline feature, including the LRS, creating the output polyline_m feature for linear referencing, versioning, and extracting the data in an ArcGIS environment. This training will include suggested methodology of incorporating maintenance of the public road feature into the existing workflow of updating LADOTD existing mapping products. The training will be at least a two-day on-site class in the LADOTD Computer Center classroom for a maximum of fifteen (**15**) LADOTD employees.

5. Scheduling & Reporting Requirements.

Delivery of the public road feature with completed adjustments and LRS assignments will be delivered in lots per a negotiated schedule. The schedule should contain delivery lot descriptions, centerline miles, and delivery dates.

The consultant will be paid based on the negotiated schedule. Designated LADOTD personnel must approve each payment to the consultant.

LADOTD will submit a written response to the consultant within fifteen (15) working days following data submission for each scheduled delivery during the project. This response will detail LADOTD's acceptance or rejection of the data submitted based on quality criteria listed in Section 7. *Quality Requirements*. No payment will be made for any delivery until it is accepted.

6. Deliverables

The final public road feature deliverables will be delivered in ESRI ArcGIS, version 9.2 or latest, File Geodatabase format containing the polyline feature and polyline_m feature representing the statewide public road network. All data will be delivered in units defined by the Louisiana Domain, established and delivered by LADOTD. As stated in Phase 1 of Section 4, the polyline feature will retain the existing TIGER data attributes including road naming and address attribution. All data is to conform to the National Map Accuracy Standards based on Publication FGDC-STD-007.3-1998 as established by the Federal Geographic Data Committee/ United States Geological Survey.

After LADOTD personnel have had time to review the first scheduled delivery, a LADOTD/consultant workshop will be held. The consultant will demonstrate the tools, data models, and processing methodology that have been used to perform the project tasks.

Data will be made available for review throughout production via a secure portal. Each lot will be delivered via a DVD in addition to the portal. The final products will be provided on a DVD.

7. Quality Requirements

The consultant will be required to develop and submit a quality control plan for approval by LADOTD before work begins on Phase 1.

The desired horizontal spatial accuracy of the final product is one meter accuracy. Statements of accuracy should be based on the spatial accuracy of the source datasets and should be included in the Metadata of the product along with a description of the process used to derive the product.

ADDITIONAL SERVICES

The scope of services, compensation and contract time for future engineering services **(if required)** will be established by Supplemental Agreement(s) for the following:

OPTION 1: Improve Address Range Information

The consultant will improve the accuracy of the existing address range attribution in the Census Bureau's TIGER data where possible using the best available information as approved by the LADOTD. This improved data will be included in the public road polyline feature developed in this project. The desired accuracy of the address information is to accurately geo-code 85% of a random list of addresses provided by LADOTD.

The consultant will recommend the best available datasets that may be used to correct and/or improve the address attribution to designated LADOTD representatives in writing. The LADOTD representatives will make the decision to approve or disapprove use of the source data and respond to the consultant accordingly in writing.

The consultant must grant to the Louisiana Department of Transportation and Development (LADOTD) the right to use, modify, and distribute the geometry and content of the feature address elements of each road segment contained in the deliverables. The deliverables generated in this project is owned by LADOTD. The deliverables will not be subject to any license agreement. The business intent is to allow LADOTD to freely distribute the deliverables of this project in accordance with Louisiana Revised Statute Title 44:1 et seq.

OPTION 2: Create a Routing Network

The consultant will add feature connectivity attribute data such as one-way, maneuver, and turn restriction fields to the existing Census Bureau's TIGER data where available to provide routing capabilities.

The consultant will recommend the best available datasets that may be used to provide the routing attribution to designated LADOTD representatives in writing.

The LADOTD representatives will make the decision to approve or disapprove use of the source data and respond to the consultant accordingly in writing.

The consultant must grant to the Louisiana Department of Transportation and Development (LADOTD) the right to use, modify, and distribute the geometry and content of the feature navigation elements of each road segment contained in the deliverables. The deliverables generated in this project are owned by LADOTD. The deliverables will not be subject to any license agreement. The business intent is to allow LADOTD to freely distribute the deliverables of this project in accordance with Louisiana Revised Statute Title 44:1 et seq.

REFERENCES

All services and documents will meet the standard requirements as to format and content of the DOTD; and will be prepared in accordance with the latest applicable editions, supplements and revisions of the following:

1. AASHTO Standards, ASTM Standards or DOTD Test Procedures
2. DOTD Location and Survey Manual
3. DOTD Roadway Design Procedures and Details
4. DOTD Hydraulics Manual
5. DOTD Standard Specifications for Roads and Bridges
6. Manual of Uniform Traffic Control Devices
7. DOTD Traffic Signal Design Manual
8. National Environmental Policy Act (NEPA)
9. National Electric Safety Code
10. National Electric Code (NFPA 70)
11. DOTD Environmental Impact Procedures (Vols. I-III)
12. Policy on Geometric Design of Highways and Streets
13. Construction Contract Administration Manual
14. Materials Sampling Manual
15. DOTD Bridge Design Manual
16. Consultant Contract Services Manual
17. Geotechnical Engineering Services Document
18. Bridge Inspectors Reference Manual
19. DOTD Stage 1 Manual of Standard Practice

COMPENSATION

Compensation to the Consultant for services rendered in connection with this Contract shall consist of the proposed price by the Consultant for all services (Attachment “A”).

All travel related expenses will be compensated under direct expenses, and will be in accordance with Louisiana Office of State Travel regulations found at:

http://www.doa.louisiana.gov/osp/travel/travelpolicy/travelguide.pdf. Vehicle rental rates will require prior approval from the DOTD Project Manager.

CONTRACT TIME

The Consultant shall proceed with the services specified herein after the execution of this Contract and upon written Notice-To-Proceed from the DOTD. The overall contract time to complete this project is estimated to be 730 calendar days. The delivery schedule for all project deliverables shall be established by the Project Manager.

MINIMUM PERSONNEL REQUIREMENTS

The following requirements must be met by the Prime-Consultant at the time of submittal:

1. At least one Principal of the Prime-Consultant must be professionally competent in roadway mapping services.
2. At least one Principal or other Responsible Member of the Prime-Consultant must have a minimum of five years experience in managing projects that improve the geospatial positional accuracy of data.

In addition to the above requirements, the Prime-Consultant must show in Section 14 of the S. F. DOTD 24-102 expertise, personnel, and equipment necessary to perform the work as outlined in the Scope of Services.

EVALUATION CRITERIA

The general criteria to be used by DOTD (when applicable) in evaluating responses for the selection of a Consultant to perform these services are:

1. Consultant's firm experience on similar projects, weighting factor of 3;
2. Consultant's personnel experience on similar projects, weighting factor of 4;
3. Consultant's firm size as related to the estimated project cost, weighting factor of 3;
4. Consultant's past performance on similar DOTD projects, weighting factor of 6;*****
5. Consultant's current work load with DOTD, weighting factor of 5;
6. Location where the work will be performed, weighting factor of 4;*****
7. Consultant's proposed work plan (shown in Section 14 of SF 24-102), weighting factor of 6;
8. Consultant's proposed price (Attachment "A"), weighting factor of 4.

***** All respondents will receive a 4 in these categories

This is a Complex/Specialty Project.

Consultants will be evaluated as indicated in Items 1- 8. The evaluation will be by means of a point-based rating system. Each of the above criteria will receive a rating on a scale

of 0-4. Then the rating will be multiplied by the corresponding weighting factor. The proposal with the lowest proposed cost (Item 8) will receive a rating of 4. All others will receive a rating of 4, multiplied by the ratio of the lowest proposed cost to the proposed cost. The firm's ratings in each category will then be added to arrive at the Consultant's final rating.

If Sub-Consultants are used, each member of the Consultant/Team will be evaluated on their part of the contract, proportional to the amount of their work. The individual team member ratings will then be added to arrive at the Consultant/Team rating.

DOTD's Consultant Evaluation Committee will be responsible for performing the above described evaluation, and will present a short list of the three (if three are qualified) highest rated Consultants to the Secretary of the DOTD. The Secretary will make the final selection.

CONTRACT REQUIREMENTS

The selected Consultant will be required to execute the contract within 10 days after receipt of the contract.

INSURANCE - During the term of this contract, the Consultant will carry professional liability insurance in the amount of $1,000,000. The Prime-Consultant may require the Sub-Consultant(s) to carry professional liability insurance. This insurance will be written on a "claims-made" basis. Prior to executing the contract, the Consultant will provide a Certificate of Insurance to DOTD showing evidence of such professional liability insurance.

AUDIT - The selected Consultant/Team will allow the DOTD Audit Section to perform an annual overhead audit of their books, or provide an *independent* Certified Public Accountant (CPA) audited overhead rate. This rate must be developed using Federal Acquisition Regulations (FAR) and guidelines provided by the DOTD Audit Section. In addition, the Consultant/Team will submit semi-annual labor rate information, when requested by DOTD.

The selected Consultant/Team will maintain an approved Project Cost System, and segregate direct from indirect cost in their General Ledger. Pre-award and post audits, as well as interim audits, may be required. For audit purposes, the selected Consultant/Team will maintain accounting records for a minimum of five years after final contract payment.

Any Consultant currently under contract with the DOTD and who has not met all the audit requirements documented in the manual and/or notices posted on the DOTD Consultant Contract Services Website (www.dotd.louisiana.gov), will not be considered for this project.

PRE-SUBMITTAL MEETING

A ***mandatory*** pre-submittal meeting will be held at **1:30 p.m. CST, March 4, 2008** in the DOTD Executive Classroom located on the third floor of the DOTD Headquarters Building, 1201 Capitol Access Road, Baton Rouge, LA. Prospective Consultants should participate in the conference to obtain clarification of the requirements of the RFQ and to receive answers to relevant questions. Any Consultant/team intending to submit a qualification statement should have at least one duly authorized representative attend the pre-submittal meeting.

Although questions will be permitted and answers will be provided during the meeting, the only official answer or position of DOTD will be stated in writing in response to written questions. Therefore, Consultants should submit all questions in writing (even if an answer has already been given to an oral question). After the meeting, questions will be researched and the official response will be posted on the Consultant Contract Service website.

SUBMITTAL REQUIREMENTS

One original (**stamped original**) and four copies of the SF 24-102 must be submitted to DOTD. All submittals must be in accordance with the requirements of this advertisement and the Consultant Contract Services Manual. Any Consultant/Team failing to submit any of the information required on the SF 24-102, or providing inaccurate information on the SF 24-102, will be considered non-responsive.

In Section 14 of the SF 24-102, the Consultant should submit a work plan reflecting their understanding of the project, and their proposed price (Attachment "A"). The Consultant should respond to all areas requested.

Any Sub-Consultants to be used, including Disadvantaged Business Enterprises (DBE), in performance of this Contract, must also submit a SF 24-102, which is completely filled out and contains all information pertinent to the work to be performed.

The Sub-Consultant's SF 24-102 must be firmly bound to the Consultant's SF 24-102. In Section 9, the Consultant's SF 24-102 must describe the **work elements** to be performed by the Sub-Consultant(s), and state the approximate **percentage** of each work element to be subcontracted to each Sub-Consultant.

Name(s) of the Consultant/Team listed on the SF 24-102, must precisely match the name(s) filed with the Louisiana Secretary of State, Corporation Division, and the Louisiana State Board of Registration for Professional Engineers and Land Surveyors.

The SF 24-102 will be identified with State Project No. **736-99-1509,** and will be submitted **prior to 3:00 p.m. CST** on **Monday, March 17, 2008**, by hand delivery or mail, addressed to:

Department of Transportation and Development
Attn.: Mr. Edward R. Wedge, P.E.
Consultant Contract Services Administrator
1201 Capitol Access Road, **Room 405-T**
Baton Rouge, LA 70802-4438 or
Post Office Box 94245
Baton Rouge, Louisiana 70804-9245
Telephone: (225) 379-1989

REVISIONS TO THE RFQ

DOTD reserves the right to revise any part of the RFQ by issuing an addendum to the RFQ at any time. Issuance of this RFQ in no way constitutes a commitment by DOTD to award a contract. DOTD reserves the right to accept or reject, in whole or part, all Qualification Statements submitted, and/or cancel this announcement if it is determined to be in DOTD's best interest. All materials submitted in response to this announcement become the property of DOTD, and selection or rejection of a submittal does not affect this right. DOTD also reserves the right, at its sole discretion, to waive administrative informalities contained in the RFQ.

ATTACHMENT "A"

I/We propose to furnish all labor, materials, equipment, incidentals, etc. necessary to provide the scope of services as outlined in this RFQ for the rates of (include in Section 14 of S.F. 24-102):

Louisiana Public Road Feature Development:

Phase 1: Public Road Feature Creation and Adjustment
(State Maintained and Non-State Maintained Roads)

$_____ per mile (Approx. 60,944 miles) = $_____

Phase 2: Assignment of LRS ID to Public Road Feature

Assignment of LRS ID to State Maintained Public Road Features

$_____ per mile (Approx. 16,691 miles) = $_____

Assignment of LRS ID to Non-State Maintained Public Road

$_____ per mile (Approx. 44,253 miles) = $_____

Phase 3: Training

$_____ (Lump Sum)

Option 1: Improve Address Range Information*

$_____ per mile (Approx. 60,944 miles) = $_____

Option 2: Create a Routing Network*

$_____ per mile (Approx. 60,944 miles) = $_____

***Prices for Options 1 and 2 will not be included in the evaluation.**