

S.P. No. 736-99-1509 Questions and Answers

1. How was the reported mileage for Non-State Maintained roads calculated?
(Queries against existing TIGER implies significantly more)

The mileage given in the Scope of Work is based on a single carriageway for each roadway. This mileage does not reflect any divided segments or connectors that exist in the TIGER data. As was stated during the pre-proposal meeting, this mileage is based on the current DOTD database records for state maintained and non-state maintained roadways. The non-state maintained roadway database has not been as thoroughly maintained in the recent years.

2. The example of ramp identification on page 12 of the LADOTD LRS_ID Procedure includes Feature Type Codes '5' and '6' which are not included in the discussion on page 5 and 6. What are the definitions for Feature Type Codes 5 and 6?

Feature types 5 and 6 were formerly used to identify the opposite direction of travel on two-way frontage roads. For this project they are not applicable since a centerline representation of each frontage road will be developed and identified with a feature type of 3 or 4.

3. What is the logic in choosing the beginning or ending of any given sequential occurrence along a Control Section and do you anticipate following the same logic for the Non-State Maintained Roads LRS_ID? Or, will the only sequential occurrences be those 'disjointed' or 'non-contiguous' non-state maintained roads with the same name code? (please let me know if this questions needs further explanation)

Control sections are designed to identify a unique segment of road for the purposes of managing and reporting information about that road. Segments break at Parish boundaries and other significant points for various reasons. For example, maintenance is often funded and managed at a Parish level. The most important issue is to break the road network into manageable segments for inventory and management purposes. Sequential order is less important than uniqueness and does not imply topological order. Each state maintained control section feature's beginning and ending points are defined based on the *Control Section Manual* description. Each non-state maintained feature will begin on the southern or western end of the feature, and it will end on the northern or eastern end of the feature. Once all roadway feature types have been determined for features along the roadway, whether state maintained or non-state maintained, each occurrence of the feature type should be numbered using the sequential numbering code. These connecting

features should be numbered in the direction of travel along the roadway in both the main direction of the roadway and the opposite direction of the roadway.

4. How many Linear Referencing Systems are currently in use at LADOTD? (e.g. milepost, reference markers, etc.)

Only one linear referencing system is currently used: state maintained control sections. Numerous databases are dynamically attached to this LRS using the control section numbers and the logmile location along the roadways.

No LRS is used for non-state maintained roadways at this time. LADOTD will consider additional recommendations for LRS procedures from the selected consultant.

5. What is the spatial accuracy of the key LADOTD datasets to be utilized in the project?

Please see www.roadware.com

Also, the control sections were digitized from 1:24,000 quad maps and adjusted with DOQQs.

6. How many miles of the LADOTD Pavement Management GPS data exist?

State Maintained Main Direction	16,731 miles
State Maintained Opposite Direction	2,331 miles
State Maintained Frontage Roads	490 miles
State Maintained Ramps	760 miles
Non-State Maintained HPMS	454 miles

7. What are the known gaps in coverage of the key LADOTD datasets to be utilized in the project?

LA DOTD has a thorough amount of data to use for state maintained roadways but little information to use for non-state maintained roadways.

As was stated in the presentation, some data may be limited or incorrect due to “detours” in construction areas.

In addition, many of the 19,000 NGS Benchmarks fall along the right of ways of various roads.

8. How many Control Sections does LADOTD currently maintain?

Statewide, there are 2654 control sections for state maintained roadways.

9. What is the average length of the Control Sections?

The lengths of the control sections vary from 0.04 miles to 60.96 miles. The average length is 6.33 miles. 2133 control sections are less than 10 miles.

10. How often do you make modifications to data?

The state maintained roadway feature is updated every six (6) months. Updates are done based on notification of completed projects, state route and control section changes, and the inventory cycle of state maintained roadways.

Non state maintained roadway features will be updated based on information collected during the inventory cycle of parishes. In the past this cycle has been 3-5 years. With GIS implementation, this cycle is expected to be shortened.

11. Please describe the LRS_ID calculation procedure.

See the LRS_ID_Procedure.doc included in the sample data. It was in the packet and on the CD.

12. How extensive and current is the existing LADOTD digital orthophotography library?

DOTD has the same data that are available to everyone in Louisiana. The DOQQ imagery of the entire state is dated 2004. The southern portion of the state below I-10 was collected in 2005, after Hurricanes Katrina and Rita.

13. Will beginning/ending points be created for non-state maintained roadways?

The consultant will be creating beginning and ending points for non-state maintained roadways. As defined in the RFQ, routes will be built from south to north, and west to east (based on major axis). Contiguous roadways within the same parish and having the same name will have the same LRS_ID.

14. Will sample PMS data be issued to consultants before the 2 parish deliverables are due?

Sample PMS data for the two parishes was given at the pre-proposal meeting to assist the consultants. Only the opposite direction data was supplied for divided roadways because this was available at the time the sample packet was prepared.

The selected consultant will be able to use the statewide PMS data which should include main direction and opposite direction of all state maintained roadways as well as the right hand travel lane of ramps or connectors.

15. On page 11 of the scope of services, it looks like a cost plus. Is it a fixed fee?

It is a unit cost with a maximum limitation. An addendum may be issued to clarify this.

16. When is the deadline for consultant questions and LADOTD answers?

Questions must be received by 3:00 pm Friday, March 7 and answers will be posted by 3:00 pm Wednesday, March 12

17. Are Control Sections described by geographic features?

Control Sections are technically a description of property that is defined by a beginning and ending point. This project will further refine this concept to describe the roadways and their related facilities. Geographic features, intersections, divides, and other features are used in the Control Section Manual to describe the endpoints. The contractor will have to conflate the LRS to the line topology that will be mapped in this project.

The control section manual table and the DOTD_Inventory_GPS were provided to assist the consultant in identifying these points.

A geographic features table was provided to be used as calibration points along the LRS.

18. Is the consultant expected to be responsible for changes to the map as they are occurring for the duration of the project?

No. Once delivered and accepted, DOTD will assume responsibility for the up-keep of data. The consultant will provide training so DOTD personnel will be able to update and maintain the feature class.

19. Does the scope include the updating of existing polylines or the creation of new ones?

Attribution will be updated as necessary to maintain cartographic and topological integrity to support LRS creation. In addition, it is conceivable that minor changes may have to be made if data are clearly missing or wrong. It does include adjusting existing data to be geospatially correct. As stated during the pre-proposal meeting, the consultant is expected to notify DOTD of obvious missing roadway features so that DOTD is aware of areas that need immediate attention when updating and maintaining the data.

20. Is the LRS being used in the current database?

DOTD has a single-line version of the state maintained roadways with an LRS. A feature class has been provided in the sample data to determine the control section locations. There is no LRS presently in use for non-state maintained roadways.

21. Can the project be stopped if it exceeds current funding?

If sufficient funds are not available, the project will not be initiated.

22. How accurate are the projected miles of highway as mentioned in the scope?

See #1

23. What is the required accuracy?

As discussed in the pre-proposal meeting, our intent is to adjust the source data to the existing Pavement Management Systems data where available. This data is accurate within 1 meter. We want the adjusted data to be within 1 meter of the right hand travel lane defined by the PMS data. The standard state highway lane width is 12 Feet. Therefore, the mapped centerline will have to be placed within the middle two meters of the approximately 3.6576 meter lane (unless this is contraindicated by the data). Where there is no PMS data, the adjusted data can only be as accurate as the source data used to make the adjustment.

24. Must Phases 1, 2 and 3 be performed sequentially?

On a lot by lot basis, Phase 1 should be completed before Phase 2 can be performed. The schedule details will be negotiated with the selected consultant.

25. Will other vendors be considered if negotiations with the selected vendor fail?

The Secretary will be presented a shortlist of three consultants in ranking order. If negotiations fail with the selected consultant, then DOTD can negotiate with the second ranked consultant.

26. Is funding secure for this project?

Yes, funding has been secured for the base map project. Funding may be possible for the optional tasks, but has not been secured at this time.

27. Will metadata be provided by LADOTD?

Metadata will be provided wherever available. Any data proposed by the consultant must be documented with FGDC compliant geospatial metadata.

28. Can we have Pavement Management Systems data specifications?

Please see www.roadware.com

29. What is the last year that TIGER data was collected? Is LADOTD concerned about transitional gaps in the data?

As of March 2007, the data that was adjusted and released from the MAF/TIGER Accuracy Improvement Project (MTAIP) program was available on the TIGER website. This included 45 parishes.

In March 2008, ten (10) additional parishes will be released from the MTAIP program. As of March 2008, nine (9) parishes will remain to be updated by US Census.

30. Is there any other source data?

Each bidder has samples of all the data available for the sample areas, from DOTD. The successful bidder will have access to all DOTD data. If the successful bidder identifies “better” data, it can be used, with the prior written consent of DOTD.

31. Can we use data from the Parishes?

The selected consultant can submit requests to use other source data. The objectives of the Scope must be met and DOTD must approve the use of any source data.

32. Can we use overseas workers?

Yes, with prior approval from DOTD.