

FLORIDA DEPARTMENT OF TRANSPORTATION
Procurement Office
605 Suwannee Street, MS 20
Tallahassee, Florida 32399-0450
Phone: (850) 414-4479

ADDENDUM NO. 1

DATE: April 17, 2020

RE: BID/RFP #: (DOT-RFP-20-9094-CA)

BID/RFP TITLE: (Near-Miss Identification Safety System)

May 12, 2020
OPENING DATE: (~~April 28, 2020~~ at 3:00 PM LOCAL TIME)

Notice is hereby given of the following changes to the above-referenced BID/RFP:

Q&A – Written responses to written inquires and revisions.

Bidders/Proposers must acknowledge receipt of this Addendum by completing and returning to the Procurement Office, by no later than the time and date of the bid/proposal opening. **Failure to do so may subject the bidder/proposer to disqualification.**

Cassandra Anderson

Procurement Agent

_____ Bidder/Proposer

_____ Address

_____ Submitted by (Signature)

Failure to file a protest within the time prescribed in Section 120.57(3), Florida Statutes, or failure to post the bond or other security required by law within the time allowed for filing a bond shall constitute a waiver of proceedings under Chapter 120, Florida Statutes.

INTRODUCTION SECTION

1) INVITATION

The State of Florida Department of Transportation, hereinafter referred to as the “Department”, requests written proposals from qualified Proposers to provide a Near-Miss Identification Safety System. It is anticipated that the term of the contract will begin July 1, 2020 and be effective until July 15, 2022.

The Department intends to award this contract to the responsive and responsible Proposer whose proposal is determined to be the most advantageous to the Department. After the award, said Proposer will be referred to as the “Vendor”. For the purpose of this document, the term "Proposer" means the prime Vendor acting on its own behalf and those individuals, partnerships, firms, or corporations comprising the Proposer team. The term "proposal" means the complete response of the Proposer to the Request for Proposals (RFP), including properly completed forms and supporting documentation.

2) TIMELINE

Provided below is a list of critical dates and actions. These dates are subject to change. Notices of changes (Addenda) will be posted on the Florida Vendor Bid System at www.myflorida.com (click on “BUSINESS”, click on “Doing Business with the State”, under “Everything for Vendors and Customers”, click on “Vendor Bid System (VBS)”, click on “Search Advertisements”) under this RFP number. It is the responsibility of all potential proposers to monitor this site for any changing information prior to submitting your proposal.

ACTION / LOCATION	DATE	LOCAL TIME
DEADLINE FOR TECHNICAL QUESTIONS (There is no deadline for administrative questions)	April 7, 2020	5:00 PM
PROPOSALS DUE, ON OR BEFORE Florida Department of Transportation Central Procurement Office Attn: Cassandra Anderson, Procurement Agent 605 Suwannee Street, MS 20, Tallahassee, Florida 32399-0450 Phone: (850) 414-4479	May 12, 2020 April 28, 2020	3:00 PM
PUBLIC OPENING (Technical Proposal) Meeting will be held via Teleconference Florida Department of Transportation Central Procurement Office Attn: Cassandra Anderson, Procurement Agent 605 Suwannee Street, Tallahassee, Florida 32399-0450 Teleconference Number: 1 (872) 240-3212 Access Code: 281-977-653	May 12, 2020 April 28, 2020	3:00 PM
PUBLIC OPENING / MEETING (Price Proposal) Florida Department of Transportation Central Procurement Office Attn: Cassandra Anderson, Procurement Agent 605 Suwannee Street Tallahassee, Florida 32399-0450	June 2, 2020 May 14, 2020	10:00 AM
POSTING OF INTENDED AWARD	June 2, 2020 May 14, 2020	

3) AGENDA FOR PUBLIC MEETINGS

Agenda – Public Opening (Technical Proposals)

Agenda for Public Opening of Technical Proposals for DOT-RFP-20-9094-CA:

Question #1	On page 3 it looks like the department has allocated a maximum budget amount of \$500k for the base. Is the expectation that this is considered a larger proposal or overall for this RFP, there is a budget of \$500k in which you plan to award multiple projects. If the latter is the case, is there an average yearly budget you are looking for?
Answer #1	The RFP noted that the maximum budget is \$500K for the base (please refer to the Special Note in the Price Proposal Form). This is a stand-alone RFP with a potential but no guarantee future deployment effort.
Question #2	If the base is limited to \$500k for the base, what is the limitation for the optional-Countermeasures Deployment Phase?
Answer #2	At this stage, only this project budget is determined. Future needs will be assessed based on this project outcomes.
Question #3	On page 25, section 37, it mentions that projects over the \$500k limit will be considered non-responsive. If we want to include an optional phase do you want us to include it in the budget or note it separately? For example, if our base is \$500k and our optional is \$100k do you want to see a budget for a total of \$600k and if so would that be considered non-responsive? Or should be have one budget for \$500k and another for the \$100k?
Answer #3	Please refer to the Bid Sheet. The base price not to exceed \$500,000 is noted. The optional pricing is also requested to be quoted.
Question #4	Is there VVDS/CCTV coverage of the intersections of interest or will the respondent need to provide additional camera and/or sensor resources for N-MISS coverage?
Answer #4	The selected vendor will need to provide all the required equipment and/or use any available infrastructure, but the current CCTV setup does not record the video for non-traffic purposes. The vendor is expected to provide solution for the purpose.
Question #5	How many intersections are included in this RFP?
Answer #5	See Attachment "1" Project Locations for more details to the three (3) regions.

Question #6	Is the \$500,000 budget for the full 3 years of the contract?
Answer #6	This is a short-term project with all requirements to be met per the RFP. The base package in the Bid Sheet is for a budget not to exceed \$500,000. The 3-year contract term is merely meant to provide enough time for completing the project.
Question #7	Is FDOT planning on storing data in the vendor's cloud environment?
Answer #7	There are no such requirements; FDOT does not anticipate providing data storage, at this time. However, this may change based on project needs. The proposers may elect to note such details in their Proposals including on data storage and management plan.
Question #8	Are Vendors expected to license the software or create a custom implementation?
Answer #8	The vendor will provide a turnkey solution and all licensing for the duration of this project only.
Question #9	Is the Department expecting use of additional equipment?
Answer #9	See Answers to #4, #7, and #8 above. This is to be a turnkey solution.
Question #10	Ref page 38, Systems Operation Support Requirement - Can you please expand on Data Collection Setup and Data Collection.
Answer #10	The Vendor needs to include the approach to data collection including what data will be collected, how the data will be stored and the overall data management plan.
Question #11	Ref page 40, Software license requirements – Is it the Department's expectation that vendors should use a COTS solution and modify it to meet the needs of this RFP?

Answer #11	The vendor may choose to provide a COTS modified to meet the project requirements as stated in this RFP or develop a new application. It is completely up to the vendor.
Question #12	Ref page 40, Software license requirements – Is the Department referring to perpetual software license requirements?
Answer #12	For the duration of the project only.
Question #13	Ref page 10, if the Department shall have full ownership of any works and inventions including software programs, why is there a reference of software license requirements?
Answer #13	See the revised Appendix II – Information Technology Resources.
Question #14	<p>It is stated that “The Department has currently allocated a maximum budgetary amount of \$500,000.00 for the base package contract resulting from this solicitation.” Please elaborate?</p> <ol style="list-style-type: none"> a. In the first page after the title page of the RFP there are 2 tables? Is the \$500K limit specific to any of the tables or units within a table? b. Will the vendor be expected to provide off the shelf solutions, and if so would the license cost for this be included within the \$500K cap? c. Does FDOT expect the vendor to develop new algorithms, methodologies, software, etc, and if so would the cost for this be included within the \$500K?
Answer #14	<ol style="list-style-type: none"> a. The \$500,000 budgetary limit applies to the base-package in the first table. b. The vendor is expected to provide a turnkey solution with all components including licensing. License terms should be provided in the Proposal. c. As noted, the vendor is expected to provide a turnkey solution with all components including licensing within the maximum allowed budget of \$500,000.
Question #15	Will the vendor be expected to use existing equipment, cameras, etc. in the 3 study locations, or provide the cameras and other hardware? If new hardware is to be procured, what is the budget for this new hardware?

Answer #15	No, the Vendor may propose a solution that involves furnishing all elements. The system should be a turnkey end-to-end solution with all functionality, equipment and elements included within the fee proposal.
Question #16	In the Price Proposal tables, does FDOT expect fixed price bids for each of the line items in each of the tables?
Answer #16	Yes.
Question #17	Please specify if the opportunity is fixed price and time and materials (training, support, etc), or if the opportunity is fixed price only.
Answer #17	See bid sheet for individual components and related cost items adding up to the grand total of the base package (fixed price).
Question #18	Is FDOT's interest solely in N-MISS system for use at intersections, or are other roadways including highways and arterials also to be supported?
Answer #18	Intersections primarily, but proposer may include the other capabilities of the proposed system on roadway segments.
Question #19	Is the system expected to be implemented in real-time?
Answer #19	The Proposal should state the proposed capabilities of the system. Low latency is desired.
Question #20	Is the intention for proposer to deploy solution at all locations identified in the RFP, Attachment "1"?

Answer #20	It is preferred that the project comprise all from the three agencies identified in Attachment "1" Project Locations.
Question #21	What are the bandwidth limitations between the proposed field deployments and the regional TMCs?
Answer #21	The vendor will have to determine the limitation and provide a complete solution.
Question #22	Can FDOT please clarify expectations regarding intellectual property created or enhanced by the proposer in conjunction with this project? We expect any proposer able to provide a solution will have significant existing IP that would be leveraged in order to meet requirements, but Appendix II – Ownership of Works and Inventions seems to indicate that if this IP were leveraged it would then be owned by FDOT.
Answer #22	See the revised Appendix II – Information Technology Resources.
Question #23	Is any of this project to be funded with federal dollars?
Answer #23	No.
Question #24	For dashboards, graphs, and other visual elements emerging from this project, does FDOT prefer that these be available within SunGuide user interface or through a separate user interface?
Answer #24	Either option is acceptable.
Question #25	For the value added solutions listed, would a proposer be considered responsive to those solutions if a large subset, but not all of the requirements, are met in the proposed solution?

Answer #25	Yes. See Exhibit “C” PRICE PROPOSAL FORM.
Question #26	The Technical Evaluation specifies a 3-person panel, and copies of the technical proposal will be supplied to each panelist. Does the submission require 1 hard copy of the Technical Proposal, and 1 hard copy of the Price proposal? Or should bidders supply 3 copies of the Technical Proposal?
Answer #26	See Page 19; Section 22.1 General Information.
Question #27	Does FDOT anticipate moving to an electronic submission process in light of the recent COVID-19 Quarantine? If so, please describe the electronic submission process.
Answer #27	<p>Due to restrictions/limitations concerning COVID-19 (Coronavirus), the Florida Department of Transportation is allowing the electronic submission of Proposals. Please follow the below instructions. Failure to follow these instructions, may result in your proposal being found non-responsive. Non-responsive replies will not be evaluated.</p> <p>Proposals shall be submitted to: CO.Purch@dot.state.fl.us</p> <p>Subject Line must show: <i>DOT-RFP-20-9094-CA – (Insert Proposer’s Company Name)</i></p> <p>All proposals submitted electronically shall contain two file attachments and be marked as follows:</p> <p style="text-align: center;">FILE I - TECHNICAL PROPOSAL</p> <p style="text-align: center;">FILE II - PRICE PROPOSAL NUMBER</p> <p><u>NOTE: Documents shall be submitted in portable document format (PDF)</u></p> <p>The body of the email shall not contain any information.</p>
Question #28	Please clarify the check box and the missing statement located at the bottom of PG 32, Section 7: Assignment and Subcontracts, Section B.
Answer #28	There was an error on the form. The check box should be next to the statement that reads, “The following provision is not applicable to this Agreement”.

Question #29	Are any vendors precluded from responding to this RFP?
Answer #29	All qualified proposers may submit a proposal to this solicitation.
Question #30	Please define the Warranty period for this opportunity.
Answer #30	See Exhibit "C" PRICE PROPOSAL FORM. This support will be provided at the completion of the project deployment.
Question #31	Is there a specific MBE percentage goal associated with this opportunity?
Answer #31	No.
Question #32	What is the Video Management System (VMS) that FDOT is using in the Traffic Management Centers?
Answer #32	The local agencies maintain their own video management systems. There is no one video management system that is being used across the state by every local agency.
Question #33	Who is the audience for the safety messages (PSM & BSM)? Will it be sent to the traffic control center, notify cars, be displayed on message board, etc.?
Answer #33	This specific RFP is to develop a pilot system (per the information contained in the RFP), and is meant for FDOT to understand how an N-MISS works. The information, on this specific assignment does not go to a Traffic Management Center, to a Roadside Unit, or to notify cars or displayed on DMSs; however, the Proposal may state if this can be done and how.

Question #34	Additionally, do we integrate the N-MISS into the safety message systems or do we provide a set of APIs?
Answer #34	The Proposal should state the proposed capabilities of the system including the ability to integrate into function systems or availability of APIs. A turnkey solution is preferred.
Question #35	One of the safety system tasks is "Demonstrate the ability to integrate the N-MISS currently deployed CAV and ITA systems". Would a technical report/reference be sufficient or would a demo be required?
Answer #35	The Proposal should state the proposed capabilities of the system. The actual pilot deployment should demonstrate the ability to integrate into a CAV and/or ITS environment, SunGuide for example. Appropriate technical reports/references may be noted in the Proposals.
Question #36	Currently our system can track and recognize various non-motor traffic. For skateboarders, can they be categorized as part of pedestrians or e-scooters or is skateboarder classification still a requirement?
Answer #36	This is under value added solution. The Proposal should state the proposed capabilities of the system.
Question #37	Real-time notifications are required. Should these notifications be in true real-time (warn if a potential near-miss is about to occur) or post-real time (indicate that a near-miss has just occurred)?
Answer #37	The Proposal should state the proposed capabilities of the system including any latency in the proposed solution.
Question #38	<p>Traffic Crash Identification' is one of the system tasks indicated in the document. Which of the following does this refer to?</p> <ol style="list-style-type: none"> 1. Detection of near-miss occurrence using video analytics, 2. Detection of crash occurrence using video analytics, or 3. Incorporation of previously recorded crash data into N-MISS

Answer #38	Detection of near-miss occurrence using video analytics.
Question #39	The document indicates that this technology will be used in 3 districts. How many intersections within these districts will this technology be used at? Is it up to the discretion of the proposer or will the State decide?
Answer #39	See Attachment "1" Project Locations.
Question #40	What is included in the 'base package' with a maximum cost of \$500,000? Particularly, does this include the value addition products? Does the base package include recommendation work?
Answer #40	See Bid Sheet. Value addition is not a part of the \$500,000.
Question #41	It is unclear as to what level of detail are countermeasures expected. Is this a requirement and is it for all the intersections noted or for a subset?
Answer #41	Countermeasures are expected to be high-level. A set of countermeasures could be proposed under various categories with relevant intersections and roadway segments.
Question #42	How is the proposer to include the cost of the countermeasures implemented when the number of countermeasures to be implemented is unknown?
Answer #42	This cost input will be a part of the countermeasures analysis and is a high-level estimate only.
Question #43	How does the DOT calculate the ROI of countermeasures?

Answer #43	It is for the selected vendor to develop an ROI analysis for the proposed countermeasures.
Question #44	Figure 1 on page 40 displays the 13 FHWA vehicle classifications. How specific are the road user classifications expected to be with this regard? For example, can classifications 11, 12, and 13 be combined? Depending on the field of view of the camera, it may not be easy to clearly discern some classification differences.
Answer #44	Yes. They can be combined. The selected vendor's report with classification system may state such constraints in the project report preparation process. "Object Identification System Requirements" and "CAV Compatible Traffic Incident Alert System Requirements" are included under Value Added Solution.
Question #45	What is the length of the project? Page 2 states that "the term of the contract will begin July 1, 2020 and be effective until July 15, 2022" while page 38 states "Provide licensing for an unlimited number of Department and partner local agency users at no additional cost to the Department for a duration of 4 years".
Answer #45	The term of the contract will begin July 1, 2020 and be effective until July 15, 2022.
Question #46	Can the web app dashboard be hosted in the Cloud or must the dashboard server be deployed on premise as well?
Answer #46	Yes.
Question #47	Is "deploying and studying a rigorous configuration management system, performance-oriented system with "furnish, install, integrate, and test' capabilities" a requirement?
Answer #47	No, but it will be required for future deployment. Demonstrating in the Proposal and actual work that this is doable is a plus.

Question #48	Is it possible to obtain clarification on the following points of page 39?
Answer #48	Yes.
Question #49	Recognizing and match an object based on unique features at different geospatial locations” – Does this mean that the road user trajectory data (exact geospatial location in every frame) is required? Is this on a frame basis or based on origin- destination observations? Is it required that the same road users be detected across different locations?
Answer #49	Not every frame.
Question #50	Is this on a frame basis or based on origin- destination observations? Is it required that the same road users be detected across different locations?
Answer #50	No. This project is to identify near misses and tie them to locations where they occur, why and how the near miss incidents can be eliminated based on a set of countermeasures. This is a value-added solution.
Question #51	“Predicting the behavior of an object based on observed behaviors” – Should the vendor predict these events and the time interval for which they will happen? Or is the vendor to give recommendations on how to predict these?
Answer #51	The former. This is a value-added solution.
Question #52	On page 36, the districts of interest are stated to be 1, 4, and 5; however, on page 38, the potential project locations are 1, 5, and 6. Which of these should we follow?
Answer #52	It is Districts 1 (Lakeland), 4 (West Palm) and 5 (Seminole County). Attachment “1” Project Locations.

Question #53	In terms of Ownership of Works and Inventions (page 10), will the FDOT still have a right to the IP beyond those in the license agreement?
Answer #53	No.
Question #54	Under section K of Compliance with Laws on page 32, it states “Any intellectual property developed as a result of this Agreement will belong to and be the sole property of the State. This provision will survive the termination or expiration of the Agreement.” Our N-MISS technology is already a company product that is being deployed in various locations. Will the State have claim on our IP?
Answer #54	No.
Question #55	Under what conditions does FDOT decide that an IP belongs to FDOT versus the proponent?
Answer #55	See responses to Question# 53 & Question# 54.
Question #56	On page 9 under Data Security and Confidentiality, the document states “Access to State Data shall only be available to approved and authorized staff, including remote/offshore personnel, that have a legitimate business need.” To confirm, does this mean that the vendor will be able to access the data from Canada?
Answer #56	Subject to approval as stated.

<p>Question #57</p>	<p>Additionally, we would like confirm that the following is not applicable to/required from a Canadian/non-US company:</p> <ul style="list-style-type: none"> ○ The Drug-free Workplace Program Certification (page 5) ○ For the Florida Department of Financial Services W-9 Requirement (page 13). Canadian companies cannot deliver a W-9, but can deliver a W-8-BEN-E. ○ Under Unauthorized Aliens (page 18), it states “The employment of unauthorized aliens by any contractor is considered a violation of Section 274A(e) of the Immigration and Nationality Act.” ○ Under Worker’s Compensation on page 29, it states “The Vendor shall also carry and keep in force Workers’ Compensation insurance as required for the State of Florida under the Workers’ Compensation Law.” ○ Under section H of Compliance with Laws on page 31, it states “The Department shall consider the employment by any vendor of unauthorized aliens a violation of Section 274A(e) of the Immigration and Nationality Act. If the Vendor knowingly employs unauthorized aliens, such violation shall be cause for unilateral cancellation of this agreement.” ○ Under section J of miscellaneous, it states that the “Vendor/Contractor shall utilize the U.S. Department of Homeland Security’s E-Verify system to verify the employment eligibility of all new employees hired by the Vendor/Contractor during the term of the contract; and shall expressly require any subcontractors performing work or providing services pursuant to the state contract to likewise utilize the U.S. Department of Homeland Security’s E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor during the contract term.”
<p>Answer #57</p>	<p>Yes.</p>
<p>Question #58</p>	<p>Are the countermeasures expected to be mainly around CAV applications, or cover other types of applications as well?</p>
<p>Answer #58</p>	<p>Countermeasures are not limited to CAV applications.</p>
<p>Question #59</p>	<p>Is the operation of N-MISS intended to be extended beyond the two years of the project and expanded to more locations?</p>

Answer #59	This RFP is specific to the three regions and locations mentioned in the document. Future effort shall be subject to the outcome of this project.
Question #60	When asking to “explain the near-miss detection, data collection, crash identification and any other information to significantly advance safety by applying emerging technology solutions”, what is understood by Explain? Does it mean that the system is expected to explain the algorithm to detect a near-miss? Or rather provide metadata on a near-miss event? In either case, would it be possible to share specific data fields already identified by FDOT as a requirement, if any?
Answer #60	The proposal should include the proposed methodology and provide a description on how the system can achieve project objectives.
Question #61	When asking to “collect, store and analyze the data generated from the N-MISS but with a focus on real-time use and valuation of the data”, how should real-time use be understood? What is the expected refresh rate for the data (e.g., 1 hour, 15 minutes, 5 minutes)?
Answer #61	The Proposal should state the proposed capabilities of the system including the refresh rate.
Question #62	When asking to “provide the data for additional capabilities such as interface with SunGuide and use of the realtime information at traffic management centers (TMC)” are there any existing interfaces that FDOT would like the system to work with? Or is the system expected to have it’s own API?
Answer #62	The Proposal should state the proposed capabilities of the system including the API and any capability to interface with FDOT’s SunGuide or other systems.
Question #63	When asking to “demonstrate the ability to integrate the N-MISS with currently deployed CAV and ITS systems, and interface with existing field equipment and communications infrastructure”, would it be possible to identify which one of the intersections listed in Attachment “1” Project Locations have CAV and ITS systems and specify the brand and model of each system?
Answer #63	No.

Question #64	When asking to “utilize the collected and any other data to develop a risk profile of intersections and roadway segments in the three proposed deployment areas of this project”, does FDOT already have an internal or standard framework for risk profile it would like the system to utilize? Or is FDOT expecting the Vendor to propose a risk profile framework? In the event the risk profile is proprietary, will the Vendor be expected to detail its framework?
Answer #64	FDOT is expecting the vendor to propose a risk profile framework. Any proprietary aspects should be submitted in accordance with revised Appendix II.
Question #65	When asking to “cross-compare the N-MISS data with known crash history at the specific intersections and roadway segments identified from the above analysis, and correlate the two streams of information to develop intelligence on RTCs”, what is the source of crash history to be used as a baseline? Is the source official crash reports or RTCs identified by the Vendor’s system? What is the time period required for the cross-comparison (e.g. Near-misses identified vs. Last year’s crashes, or Near-misses identified vs. Real-time crash reports)? Is the cross-comparison process expected to be automated?
Answer #65	The selected project vendor will be responsible for collecting, analyzing, correlating and any other function related to the crash data. The Selected vendor is expected to collect and analyze crash information on their own; typical crash data sources include the CARS database and Signal 4 Analytics. The vendor is responsible for verifying the quality and timeliness of data. The vendor will determine this and may include its plan in the proposal; typically, the near miss data may be overlaid on the historic crash information to correlate/compare. Eventually, yes. The vendor may include this in the proposal.
Question #66	When asking to “develop a causal-factor analysis from the risk profile of intersections and roadway segments”, is FDOT expecting the causal-factor analysis to be performed in real-time or as a post-mortem analysis?
Answer #66	For this a post-event/non-real-time analysis is acceptable.
Question #67	When asking to “Provide graphical user interfaces (GUI) for visualizing the data and related analytics with decision-making capabilities”, what is understood by decision-making capabilities? Is the system expected to interact with and send commands to existing traffic and ITS systems or just have reporting capabilities for decision making?
Answer #67	Within the context of this RFP, the system should have reporting capabilities for decision making.

Question #68	When asking to “Comment on the portability, scalability and replicability of the developed implementation and deployment framework”, is FDOT asking about the implementation and deployment framework of the N-MISS system, the countermeasures, or both?
Answer #68	Both. The N-MISS system should accomplish this goal in the base package. Portability, scalability and replicability with countermeasures may be proposed as value-added solutions.
Question #69	For “ <i>Communication Flow</i> ”, would it be possible to share available communication technologies available at each project location (e.g. Traffic Fiber, LTE, other)?
Answer #69	This element will be one of the first steps in the stakeholder consultation process with the FDOT Districts and the three entities noted in the RFP. The Proposer may conduct own research and seek information from the agencies concerned.
Question #70	For “ <i>System Security</i> ”, would it be possible to share any security standard internal to FDOT that the system should comply with?
Answer #70	No, the Proposal should state the proposed capabilities of the system.
Question #71	<p>The following operations support services are listed in the requirements: - Data Collection Setup and Data Collection</p> <ul style="list-style-type: none"> - Near-Miss Incident Identification - Near-Miss Incident Countermeasures - Near-Miss Incident Countermeasure Implementation - Traffic Crash Identification and Alerts - BSM/TIM/PSM Details - Object Identification Implementation, if values-added services are provided - Data Archive Implementation - Data Accessibility <p>- Data Analysis and Reporting Tools Would it be possible to identify which support services listed above are a requirement of the response and which ones are optional or value-adding?</p>

<p>Answer #71</p>	<p>Near-Miss Incident Identification (required)</p> <ul style="list-style-type: none"> - Near-Miss Incident Countermeasures (required) - Near-Miss Incident Countermeasure Implementation (required) - Traffic Crash Identification and Alerts (required) - Data Archive Implementation (required) - Data Accessibility (required) - Data Analysis and Reporting Tools (required) - BSM/TIM/PSM Details (optional service/value-add) - Object Identification Implementation (optional service/value-add)
<p>Question #72</p>	<p>There are over 480 intersections across the three counties listed in Attachment “1” Project Locations. Are all the listed intersections part of the project scope or only a subset of the proposed intersections will be selected? If it is a subset of the proposed list, is there a target number of intersections to cover?</p>
<p>Answer #72</p>	<p>It is preferred that the project comprise all locations from the three agencies identified in Attachment 1. However, if the Proposer chooses to include some representative locations, the Proposal should state the % coverage for each jurisdiction with a variety of incident types so that a risk profile and a countermeasure framework can be developed.</p>
<p>Question #73</p>	<p>From the intersections listed in Attachment “1” Project Locations, a large majority have a Signal Type of Interconnected and Monitored Traffic Signal. Are those intersections all monitored with some sort of video or camera technology? Would it be possible to identify those with video vehicle detection systems (VVDS), those with closed-circuit television (CCTV) cameras and those with both types of systems?</p>
<p>Answer #73</p>	<p>No. This element will be one of the first steps in the stakeholder consultation process with the FDOT Districts and the three entities noted in the RFP. The Proposer may conduct own research and seek information from the agencies concerned.</p>
<p>Question #74</p>	<p>From the intersections listed in Attachment “1” Project Locations with a Signal Type of Traffic Signal, which ones are monitored with some sort of video or camera technology?</p>
<p>Answer #74</p>	<p>The Department does not have this information.</p>
<p>Question #75</p>	<p>Would it be possible to specify which brand, model and specifications of VVDS is deployed on the intersections listed in Attachment “1” Project Locations?</p>

Answer #75	The Department does not have this information.
Question #76	Would it be possible to specify which brand, model and specifications of CCTV is deployed on the intersections listed in <i>Attachment "1" Project Locations</i> ?
Answer #76	The Department does not have this information.
Question #77	Would it be possible to specify what other types of roadside sensors that are not VVS or CCTV cameras are available and identify on which intersections these types are deployed?
Answer #77	The Department does not have this information.
Question #78	For the intersections without any VVDS, CCTV or other sensor technology, is the Vendor expected to propose and quote a sensor system to be installed as part of the Services in the base package?
Answer #78	Yes. The vendor will have to propose a self-contained turnkey solution.
Question #79	When asking about "Recognizing and match an object based on unique features at different geospatial locations", is it understood that FDOT will issue punctual requests to Vendor to recognize unique objects (e.g. school buses, ambulances, pedestrians using mobility aids, etc.)?
Answer #79	It is expected that the N-MISS system will be developed to have this capability. The selected vendor may collect all information and offer as a turnkey solution. This is a part of the value-added solution.

Question #80	When asking about “ <i>Predicting the behavior of an object based on observed behaviors</i> ”, what is the objective of such a requirement? Should behavior be understood as the path of the object?
Answer #80	Yes. This is a value-added solution.
Question #81	For object classifications identified in Figure 1 (FHWA Vehicle Classifications), are all individual classifications expected to be identified or can similar classifications be merged (e.g. classifications # 8, 9 and 10 or # 11, 12 and 13)?
Answer #81	This is a value-added solution. Yes, classifications can be merged.
Question #82	It is not stated in the timeline of events as to when proposers will receive responses to questions, and given that we estimate significant technical and operational questions, we respectfully request an extension of the current bid date by four (4) weeks. This will assume that all proposers will have adequate time to review the responses to questions, review any addendum that may be issued, and incorporate all into the technical and price proposal.
Answer #82	Please continue to view the Vendor Bid System for updates on Timeline.
Question #83	It has been noted that a go-live date is not listed in the requirements. With this, we are unclear as to when the full system needs to be functional and then accepted. Further July 1st, 2020 is the date listed as to when the project kicks off, or does the full system need to be operational by that date. It is assumed the schedule is up to the proposers but need to confirm how FDOT will evaluate said schedule from a scoring perspective, and if one exists to please state FDOT’s go-live date.
Answer #83	No; the full system does not have to be function on July 1 of 2020. The go-live date should be performed at the earliest possible time frame. Scoring criteria are contained in the RFP.
Question #84	<p>For the CV data:</p> <ul style="list-style-type: none"> • what value would providing near miss data to CVs with a 30 second delay provide? Is there a need to provide Travel Information Messages (TIMs) or Roadside Messages (RSMs) to CVs to alert CVs of incidents and slow traffic?

Answer #84	This could be a part of the value-add package and see if and how they work in a CV environment.
Question #85	Do we want to ask if they have a concept of operations for the system? That might help us with understanding what they are trying to do.
Answer #85	There is no concept of operations at this time. The project stated in the RFP is self-contained.
Question #86	Also, can we add a question about dashboards? "In order to provide a fair comparison/evaluation, could you indicate the anticipated, desired number of dynamic performance metrics dashboards that need to be developed in conjunction with the Purchaser as part of this project?"
Answer #86	The Proposer may include a Dashboard and any applicable performance metrics for which data can be collected from the Proposer's system.
Question #87	In reference to Exhibit A, Chapter II A: Shall the video analytics for N-MISS be performed at the intersection (edge or fog set up) or on a centralized server (deployed or cloud) by consuming video streams coming in from all the field cameras? Shall all video analytics be based on the existing cameras installed today, or shall the Proposer suggest and install additional video cameras for improved video analytics?
Answer #87	The Proposer is responsible to provide a functioning turnkey system. There are no specific requirements in terms of architecture. Existing cameras can be used, providing their existing functionality is not impacted.
Question #88	Can a list of existing video camera types incl. capabilities (video stream format, fps, night vision capabilities, etc.), which shall be used for video analytics, be provided?
Answer #88	No.

Question #89	Does the base package contract value include the Extended Support period of 2 years (for all 3 project locations)? Exhibit C – Price Proposal seems to indicate its inclusion, but it is not explicitly stated.
Answer #89	Yes. The Extended Support is for the term of the contract. Term Dates: July 1, 2020 to July 15, 2022.
Question #90	Does FDOT desire an on-premise or cloud-based deployment? If on-premise, will FDOT provide the necessary servers and other networking hardware, meaning Proposers do not need these items to be included in the price indication?
Answer #90	FDOT will not provide any on-premises equipment or support. The project is to be self-contained and all-inclusive.
Question #91	If in-cloud, does FDOT have a cloud service provider that must or should be used?
Answer #91	No.
Question #92	If in-cloud, are the recurring, monthly costs to be included in the price indication?
Answer #92	Yes.
Question #93	Does FDOT use a real-time floating car detection (FCD) provider whose data could be obtained in very-near/near real-time by the proposed N-MISS system?
Answer #93	No.

Question #94	Besides SunGuide and the 3 FDOT District TMC systems (derivatives of SunGuide), which central management systems including traffic signal central systems (which presumably manage all the traffic signals listed in Amendment 1) within the 3 districts are existing? Of those, which local central systems are to be integrated for the purpose of the price indication? This is important for FDOT to be able to compare the price indications from the bidders.
Answer #94	The Vendor should provide details on the functionality of their system in their response.
Question #95	Exhibit A, Chapter II A. (page 36/66), bullet 5: could you provide a list of existing field equipment that the N-MISS system needs to interface with? Our system was purpose-developed to interface with CAV and ITS systems, but to determine potentially needed interfaces, we need to know more about the existing field device equipment – both device type (i.e., CCTV, DMS, signals, RSU/RSEs, etc.) and device models (i.e., COHU HD Costar HD35-1000, Bosch Flexidome IP Starlight 8000i, etc.)
Answer #95	This RFP is the subject of detecting near-miss incidents for which no specific equipment interface is a requirement. However, as a part of a value-add, beyond the scope of this RFP, the Proposes may state in the Proposal about future integration/compatibility needs which can be discussed with the three local agency stakeholders after vendor selection.
Question #96	Exhibit A, Chapter II A. (page 36/66), bullet 7: In what format will the existing crash data be provided? Will the crash data be provided with time stamps to differentiate between, for example, morning rush hour versus evening rush hours, etc.?
Answer #96	The selected project vendor will be responsible for collecting, analyzing, correlating and any other function related to the crash data.
Question #97	Exhibit A, Chapter II A. (page 36/66), paragraph following bullet list: to provide a fair comparison between proposals, how many hours and separate meetings should be assumed within the price indication for coordination and consultation with the Central Office, the three Districts (1, 4 and 5) of the FDOT, and the three local agencies noted in this RFP (City of Lakeland, Seminole County and West Palm Beach)?
Answer #97	The Proposer should assume extensive consultation and collaboration with the FDOT Central Office, the three District Offices and Local Agencies.

Question #98	<p>Exhibit A, Chapter II B. (page 37/66), bullet 8: Is the bidder supposed to provide the requirements that its proposed solution needs in terms of network infrastructure, equipment, data elements, and any other aspect?</p> <p>If not, can FDOT provide a separate list of the communications infrastructures, the existing equipment, data elements supported by the existing systems as well as any other aspects that need to be considered for each, the Central Office system (SunGuide), the 3 districts and the local agency systems?</p>
Answer #98	Yes.
Question #99	<p>Exhibit A, Chapter V. (page 39/66), bullet list: the kind of data indicated in the bullets requires either video analytics with vehicle tracking capabilities, or the availability of real-time FCD data or real-time Connected Vehicle data coming from suitably equipped vehicles.</p>
Answer #99	This is an optional (value added solution) item and subject to video data collection and/or availability.
Question #100	<p>Are the items in Attachment 1 indicating signalized intersections all equipped with suitably placed cameras to allow for video analytics?</p> <p>If not all, which intersections in each district does have a suitably placed CCTV? Of these, which ones are placed to allow to perform the required FWHA 12-class vehicle classification determination?</p>
Answer #100	No. This will be a discussion item during the initial project meetings. This will be a discussion item during the initial project meetings. Inputs from the three stakeholders are key to deciding if current CCTV feeds can be used even if available.
Question #101	For FCD data, how many FCD data providing vehicles are available in each district on a continuous basis?
Answer #101	N/A
Question #102	Does FDOT have an existing provider for real-time, raw (not aggregated) FCD data that can be consumed by the N-MISS system free of charge?

Answer #102	The Department is not aware of an existing provider for real-time, raw (not aggregated) FCD data that can be consumed by the N-MISS system free of charge.
Question #103	Exhibit A, Chapter VI. (page 40/66), bullet list: typically, BSM and PSM messages are sent from equipped vehicles or personal devices, captured and aggregated by RSUs (for DSRC), and provided to a back-office such as the N-MISS system. Here it seems that the N-MISS system is to generate BSMs and PSMs for broadcast to vehicles (and presumably personal devices). Can you explain the concept behind this desired operation? Are the generated BSMs and PSMs supposed to broadcast the location of near-miss incidents to nearby, approaching vehicles? Also, how is the requirement “The created BSMs and PSMs must have the ability to be broadcast to OBU via either dedicated short-range communication (DSRC) or cellular vehicle to everything (C-V2X) technologies.” to be interpreted? Does FDOT expect that the BSMs created by the N-MISS system to include either the DSRC or C-V2X communications header and footer frame data (since these are normally added by the device that performs the actual broadcast, i.e., the RSUs)?
Answer #103	This also falls under the value-added package for a future Phase 2 deployment consideration: if any. At this stage, the Proposer may indicate if such a system is possible and if so how. These elements will be discussed during this project implementation phase for a potential future deployment consideration.
Question #104	What is the purpose of the listing of all signalized intersections in Attachment 1?
Answer #104	The purpose is to provide all known information to the Proposers and to potentially develop a risk profile of intersections during the actual project process.
Question #105	Are proposers to assume that each of the intersections is equipped with a camera or cameras providing 100% coverage of every approach and the center of the intersections?
Answer #105	No. Camera coverage is not the only way by which N-MISS could be accomplished. There is no requirement to deploy cameras at all locations. The Proposers may use sensors or any other system as well. The goal is to detect near miss incidents and draw up the risk profile of intersections and roadway segments.
Question #106	Regarding the project locations listed in Attachment “1” Project Locations, is it the intent of FDOT to have the vendor select one signalized intersection from each of the three areas (City of Lakeland, Seminole County, and City of West Palm Beach) where the N-MISS solution will be implemented? Please clarify what the department means by “the project shall be implemented at three locations”.

Answer #106	It is preferred that the project comprise all locations from the three agencies identified in Attachment "1" Project Locations. However, if the Proposer chooses some representative locations, the Proposal should state the % coverage for each jurisdiction with a variety of incident types so that a risk profile and a countermeasure framework can be developed.
Question #107	The RFP states that it is anticipated that the term of the contract will begin July 1, 2020 and be effective until July 15, 2022. Exhibit C Price Proposal Form asks for pricing for "Extended Support After Completion of the Project Deployment - Lump Sum for 2 Years for all three (3) project locations". Can you please clarify if the 2 years extended support is within or beyond the contract term of July 1, 2020 to July 15, 2022?
Answer #107	Within. The Extended Support is for the term of the contract. Term Dates: July 1, 2020 to July 15, 2022.
Question #108	Exhibit C Price Proposal Form asks for optional pricing of "N-MISS Deployment of the proposed countermeasures". Can you please clarify how the vendors are expected to estimate pricing since the specific countermeasures are unknown at this time?
Answer #108	As the countermeasure is part of value-added solution, the Proposer may provide the price based on an anticipated deployment effort. Based on the countermeasures framework developed in this project, cost estimates could be revised, with the possibility of a new solicitation package to deploy/implement the recommended countermeasure framework.

(REVISED) EXHIBIT “A”

Scope of Services

I. OBJECTIVE

The Florida Department of Transportation (FDOT) envisions a congestion-free and fatality-free transportation system with a mission to, “provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.” The FDOT has a deployment-centric connected and automated vehicle (CAV) program with a comprehensive [CAV Business Plan](#). The goal of this project is to quickly demonstrate tangible safety and operational improvements using data, information and analytics generated from both existing or innovations to be proposed by the responders to this Request for Proposal (RFP). ~~Current data resources, if available and allowable for use, include but not limited to video vehicle detection systems (VVDS), closed-circuit television (CCTV) cameras, and other roadside sensors and devices.~~ The Proposer may choose any detection method including road sensors or other equipment without reliance on any of the currently deployed equipment in the three jurisdictions presented in this RFP. After selection, the selected vendor may discuss with FDOT and the stakeholders to evaluate if any equipment could be potentially used for meeting the project objectives of the base package.

To achieve the objective, the FDOT is also interested in using any new proposed data source and cutting-edge technologies by the vendor.

II. SERVICES TO BE PROVIDED

A. Near-Miss Identification Safety System Tasks

The FDOT is seeking a Vendor to provide a Near-Miss Identification Safety System (N-MISS) with innovative solutions utilizing both traditional and emerging technologies. At a minimum, this N-MISS is expected to:

- identify near-miss traffic incidents which could have resulted in road traffic crashes (RTCs);
- explain the near-miss detection, data collection, crash identification and any other information to significantly advance safety by applying emerging technology solutions;
- collect, store and analyze the data generated from the N-MISS but with a focus on real-time use and valuation of the data;
- provide the data for additional capabilities such as interface with SunGuide and use of the real-time information at traffic management centers (TMC);
- demonstrate the ability to integrate the N-MISS with currently deployed CAV and ITS systems, and interface with existing field equipment and communications infrastructure;
- utilize the collected and any other data to develop a risk profile of intersections and roadway segments in the three proposed deployment areas of this project;
- cross-compare the N-MISS data with known crash history at the specific intersections and roadway segments identified from the above analysis, and correlate the two streams of information to develop intelligence on RTCs;
- develop a causal-factor analysis from the risk profile of intersections and roadway segments;
- transform the causal-factor analysis to proposed countermeasures for mitigating and/or eliminating RTCs;
- propose recommendations including approaches, methods, equipment provision, benefit/cost (B/C) indicators, potential return on investment (RoI) to implement the countermeasures, and a plan if the FDOT intends to pursue the deployment of the proposed countermeasures package;
- provide graphical user interfaces (GUI) for visualizing the data and related analytics with decision-making capabilities;
- comment on the portability, scalability and replicability of the developed implementation and deployment framework; and
- explain the constraints and/or limitations of the vendor-proposed N-MISS.

Proposers may note that extensive coordination and consultation will occur between the Central Office and the three Districts (1, 4 and 5) of the FDOT, and the three local agencies noted in this RFP (City of Lakeland, Seminole County and West Palm Beach). It may be noted that the vendor should be aware of all rules, regulations, aspects and any other elements pertaining to data privacy and any related aspects including the collection, retaining, use, transmission of personal identifiable information (PII). This risk should be avoided at every step of this project.

Value-Addition: The FDOT retains the option to source the implementation of countermeasures as an extension to this project or independently. The responders to this RFP may spell out, at their discretion, any and all known information from a deployment perspective. Responses may include known approaches, cost metrics or other detail.

B. Project Deliverables

The Vendor shall provide a fully functional and operational N-MISS and deliver the services as presented in Section II(A) of Exhibit A. The Vendor's project work plan and project schedule must include these tasks, broken down with subtasks and dependencies, as needed to effectively manage the project's schedule and budget.

The Vendor shall implement a comprehensive, fully integrated and functional RTC mitigation/elimination technology solution termed N-MISS with tangible safety and operational improvements and covering the capabilities, and meeting the requirements presented in Section II(A). Each Task presented in Section II(A) shall be accompanied by a corresponding deliverable. In addition to these requirements presented above, the vendor will be responsible for:

- designating a project manager and key project team members;
- providing and maintaining a detailed project work plan which covers the delivery of all elements;
- providing, monitoring and maintaining a time-bound project schedule with regular progress meetings;
- focusing on deliverables as planned, and proactively problem-solving;
- providing monthly progress reports with accomplishments and look ahead;
- completing all activities to develop, implement, configure, and test a fully operational N-MISS system, services and value-add provisions, if applicable;
- scheduling and coordinating with the Department's Project Manager, the Florida DOT District staff, local agency liaisons and any other stakeholders authorized by the PM;
- ensuring that adequate network infrastructure, equipment, data elements, and any other aspect noted in this RFP and in the responder's Proposal are fully met;
- demonstrating that the N-MISS is fully functional and delivers as noted in this RFP and the responder's Proposal;
- implementing a rigorous and structured implementation-centric and analytical-study methodology;
- deploying and studying a rigorous configuration management system, performance-oriented system with 'furnish, install, integrate, and test' capabilities;
- providing a customer-focused maintenance support of the system for the duration of the contract;
- providing standard warranty services; and
- the proposal will include information on the concept documentation; implementation, configuration and testing; and on-going support.

C. Documentation Requirements

The Vendor shall provide the following documentation, as a minimum, for the N-MISS and the value-added services, as proposed. The Vendor shall submit the following documentation, as necessary, with the Proposal in response to the RFP. The Vendor will submit all of the following documentations by the end of the project to the Department.

- System Architecture
- Communication Flow
- Installation, Integration and Configuration
- System Security
- System Operations, Data Accessibility and Security
- Data Analytics
- Troubleshooting and Support

D. System Operations Support Requirements

The Vendor shall provide the following operations support services:

Data Collection Setup and Data Collection
 Near-Miss Incident Identification
 Near-Miss Incident Countermeasures
 Near-Miss Incident Countermeasure Implementation
 Traffic Crash Identification and Alerts
 BSM/TIM/PSM Details
 Object Identification Implementation, if values-added services are provided
 Data Archive Implementation
 Data Accessibility
 Data Analysis and Reporting Tools

E. Other Support Requirements

The selected Vendor will provide the following services for a complete N-MISS:

Licensing: Provide licensing for an unlimited number of Department and partner local agency users at no additional cost to the Department for a duration of ~~(4)~~ 2 years.

Troubleshooting and User Support Services: Provide contact information for users to request support for any problems encountered. Provide troubleshooting and user support services Monday through Friday, except State of Florida holidays, between 8:00 a.m. and 6:00 p.m. Eastern time for 52 weeks per year.

Support Manuals/Documentation: Provide support manuals described in Section II (C and D) in both electronic format and within the user-accessible analytics and reporting system.

Training Materials and Sessions: Provide training materials covering near-miss and value-added identification system setup (if provided), security, access, analytics tools, reporting tools, and troubleshooting. Each session will be led by a system expert instructor and be held at locations designed by the Department (generally at district offices around Florida). Training sessions will also provide web-based access for remote attendees. Provide instructional material and manuals for Department-designated attendees at each session.

III. Potential Project Locations

The near-miss and object (optional) identification project shall be implemented at three locations:

City of Lakeland (FDOT District 1), Seminole County (FDOT District 5), and City of West Palm Beach (FDOT District 6) in Florida. Attachment "1" Project Locations contains the suggested project locations with a detail list of traffic signals at each location.

IV. VALUED ADDED SOLUTIONS (OPTIONAL)

The vendor shall submit a description of value-added solutions that can be supported by the existing and proposed items in the Exhibit "C" Price Proposal Form.

A. Object Identification System Requirements

The Vendor is encouraged to provide the following additional data collection and archival capabilities:

An overall framework to deploying the proposed countermeasures for achieving the safety benefits by mitigating/eliminating traffic crashes with not only vehicles but all modes of transportation, bicycles and pedestrianization in particular.

Additionally, comment on:

- Recognizing the location (x, y, and z) tied to the geospatial coordinate system, the trajectory, and identification for objects in Figure 1 plus pedestrians, bicyclists, scooters, and skateboarders.
- Counting all objects that cross a configurable point on the roadway.
 - Report by 30-second intervals.
 - Report by lane (autodetecting lanes).
 - Report by direction (autodetecting direction).
- Calculating the percentage of time objects are within a configurable stretch of the roadway.
 - Report by 30-second intervals.
 - Report by lane (autodetecting lanes).
 - Report by direction (autodetecting direction).
- Determining the speed of an object as it crosses a configurable point on the roadway.
 - Report by 30-second intervals.
 - Report by lane (autodetecting lanes).
 - Report by direction (autodetecting direction).
- Recognizing and match an object based on unique features at different geospatial locations.
 - Report the zone where the object entered and was next observed.
 - Restrict this action to configurable distances between observations, speed between observations, and configurable time parameters between observations.
- Predicting the behavior of an object based on observed behaviors.
 - Report predictions of the next two configurable geospatial locations and configurable time intervals where the object will appear.
 - Report confidence level for predicted locations and time intervals.
- Determining the turning movement counts of all vehicle classifications shown in Figure 1 plus bicycles at intersections.
 - Report by 60-second intervals.
 - Report by lane (autodetecting lanes).
 - Report by movement.
- Determining pedestrian, bicycle, scooter, and skateboarder paths
 - Maintain path information for individual objects in 15-minute bins.

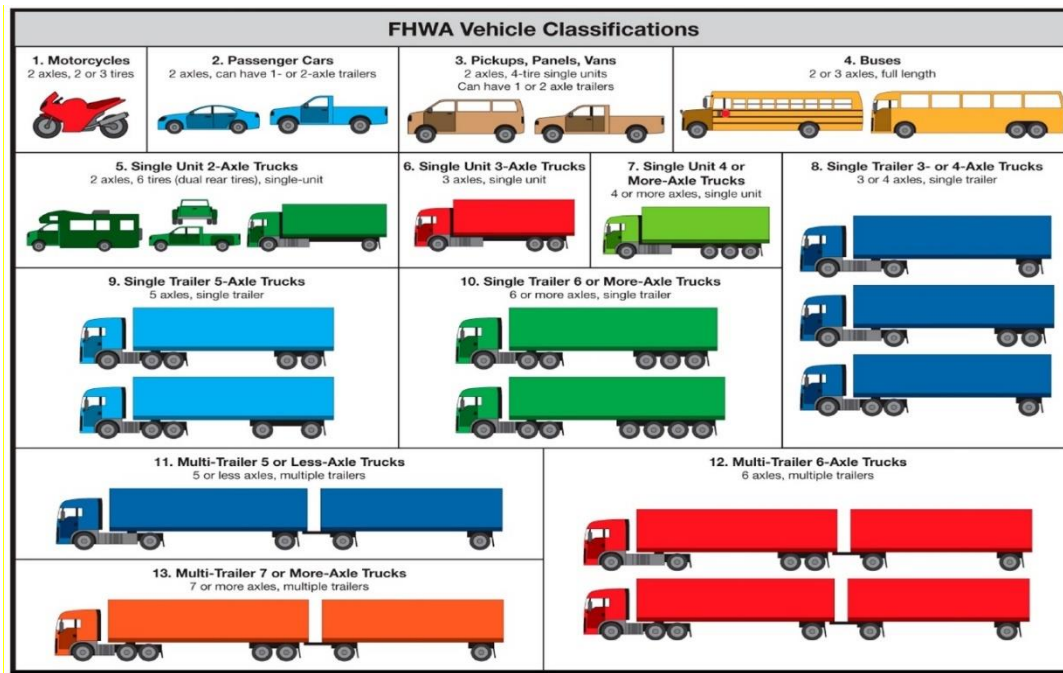


Figure 1: FHWA Vehicle Classifications

Provide access to data for planning and operations use, as follows:

- Provide the user a secure, configurable, and scalable hosting and accessibility environment providing access to object identification information, analytics tools, and reporting tools.
- The Vendor shall provide information on data accessibility parameters. Accessibility parameters may include numbers of administrators, administrative roles, numbers of users, user access security, numbers of simultaneous users, performance, latency, and/or other parameters.

B. CAV Compatible Traffic Incident Alert System Requirements

The Vendor is encouraged to provide connected and automated vehicle (CAV) compatible real-time traffic incident alerts, as follows:

Generate Basic Safety Message (BSM) and Pedestrian Safety Messages (PSM)

- Understanding that a full roll-out of CAV onboard units (OBU) will occur soon, provide the capability to analyze near-miss and crash identification data to automatically create BSMs and PSMs. The created BSMs and PSMs must have the ability to be broadcast to OBU via either dedicated short-range communication (DSRC) or cellular vehicle to everything (C-V2X) technologies. See the Department's [CAV Business Plan](#) for additional details.
- For the TSOC, TMC, or RTMC to respond in a timely manner, it is important that the BSM/PSM occur between 0 and 30 seconds after the actual incident occurrence time. The Vendor shall provide information on BSM/PSM format and configuration approaches.

V. Software Licensing Agreement

The Vendor and subcontractors shall:

- Provide a full functionality license for the Department and local agencies that provides for the number of users and signalized intersections implemented in Phase 2 (value-add deployment phase).
- Provide the N-MISS software updates for the project contractual duration noted elsewhere in this document.
- The Vendor shall provide information on software licensing, updates, and support requirements.

VI. Disentanglement Services

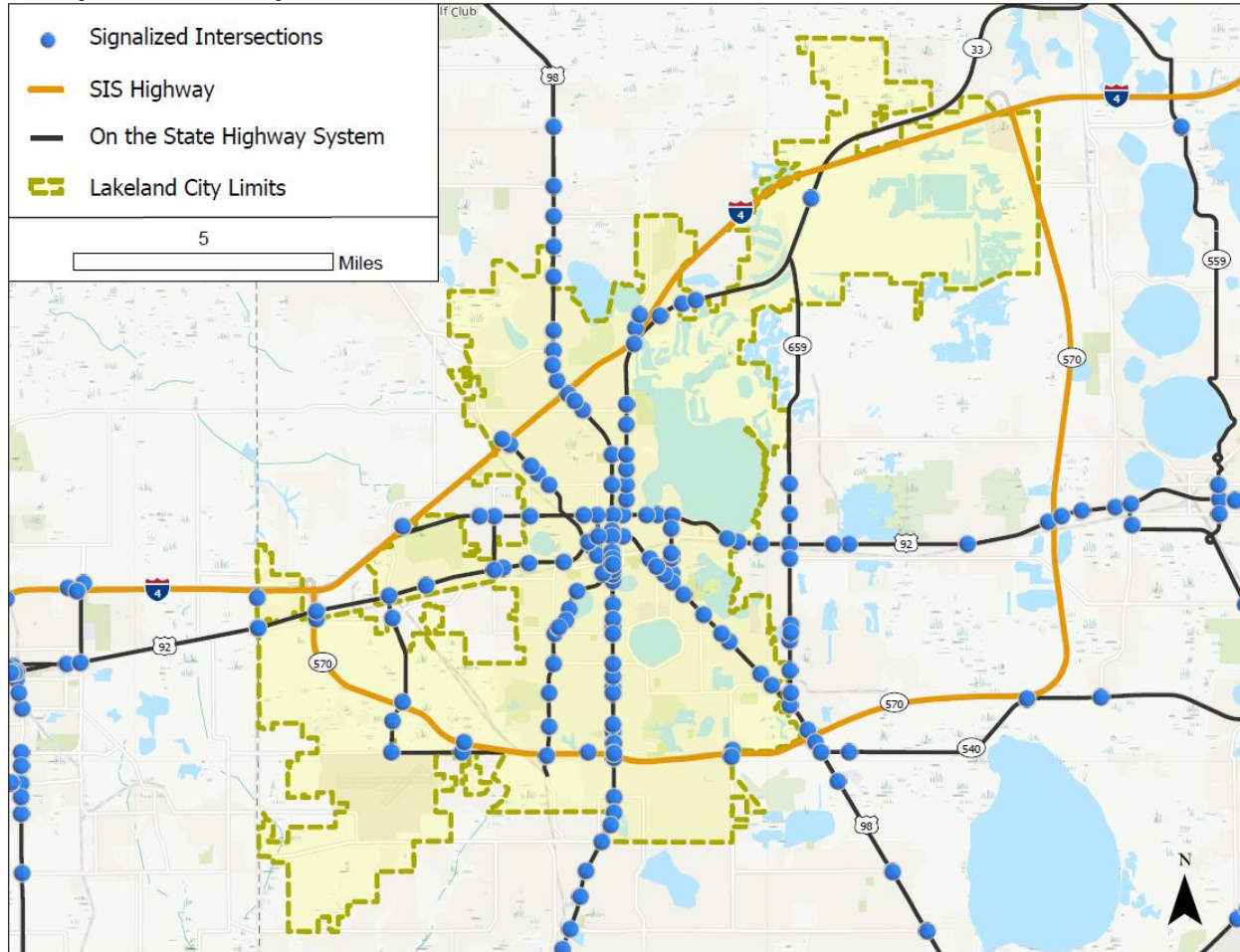
Upon termination of the agreement with the Vendor, the Vendor is expected to provide disentanglement services that must, at a minimum, address the following items:

- Develop an overall transition approach that results in minimal disruption of services provided by the Department and local agencies to the public.
- Provide the Department and local agencies with all configuration data changes for field devices so that pre-contract software and configuration can be restored.

Attachment "1" Project Locations

City of Lakeland

Project Boundary:



List of Traffic Signals:

District	MAINAUTH	SigDes1	LAT	LONG	OnStreet	AtStreet
1	City of Lakeland	IMTS	28.03503	-82.0194	SR 600/US 92/NEW TAMPA	SR 572 / AIRPORT RD
1	City of Lakeland	IMTS	27.99683	-82.0186	SR 572 / AIRPORT ROAD	DRANEFIELD ROAD
1	City of Lakeland	IMTS	28.00433	-82.0182	SR 572 / AIRPORT ROAD	CARILLON BOULEVARD/PUBLIX CORPORATE PARKWAY
1	City of Lakeland	IMTS	28.00763	-82.0165	SR 572 / AIRPORT ROAD	POLK PARKWAY RAMP #16470007
1	City of Lakeland	IMTS	28.00901	-82.0156	SR 572 / AIRPORT ROAD	POLK PARKWAY RAMP #16470010
1	City of Lakeland	IMTS	28.05216	-82.0155	SR 546 / MEMORIAL BLVD	1-4 WB RAMP
1	City of Lakeland	IMTS	28.03773	-82.009	SR 600/US 92/NEW TAMPA	PUBLIX ENTRANCE
1	City of Lakeland	IMTS	27.99668	-81.9992	SR 572 / DRANEFIELD ROAD	WARING ROAD

District	MAINAUTH	SigDes1	LAT	LONG	OnStreet	AtStreet
1	City of Lakeland	IMTS	27.99857	-81.9988	SR 570/POLK PARKWAY	WARING ROAD EASTBOUND RAMPS
1	City of Lakeland	IMTS	27.99919	-81.9984	SR 570/POLK PARKWAY	WARING ROAD WESTBOUND RAMP
1	City of Lakeland	IMTS	28.05469	-81.9941	SR 546 / MEMORIAL BLVD	CHESTNUT RD
1	City of Lakeland	IMTS	28.04147	-81.9902	SR 600/US 92/NEW TAMPA	WABASH AVE
1	City of Lakeland	IMTS	28.05464	-81.9901	SR 546 / MEMORIAL BLVD	WABASH AVE
1	City of Lakeland	IMTS	28.07346	-81.9877	SR 539 / KATHLEEN RD	I-4 WB RAMP
1	City of Lakeland	IMTS	28.04187	-81.9877	SR 600/GEORGE JENKINS	STRAIN BLVD
1	City of Lakeland	IMTS	28.07213	-81.9858	SR 539 / KATHLEEN RD	I-4 EB RAMP
1	City of Lakeland	IMTS	28.04301	-81.9805	SR 600/GEORGE JENKINS	N BRUNNELL PKWY
1	City of Lakeland	IMTS	28.05472	-81.9801	SR 546/US 92/MEMORIAL	N BRUNNELL PKWY
1	City of Lakeland	IMTS	28.06694	-81.9799	SR 539 / KATHLEEN RD	FAIRBANKS ST/INTERSTATE DR
1	City of Lakeland	IMTS	28.06517	-81.9779	SR 539 / KATHLEEN RD	MONTROSE AVE
1	City of Lakeland	IMTS	27.99577	-81.9756	SR 563 / HARDEN BLVD	S FRONTAGE RD
1	City of Lakeland	IMTS	27.99672	-81.9753	SR 563 / HARDEN BLVD	N FRONTAGE RD
1	City of Lakeland	IMTS	28.01123	-81.9749	SR 563 / HARDEN BLVD	GRASSLANDS BOULEVARD/EDGEWOOD DRIVE
1	City of Lakeland	IMTS	28.0623	-81.9749	SR 539 / KATHLEEN RD	W 10TH ST
1	City of Lakeland	IMTS	28.00291	-81.9748	SR 563 / HARDEN BLVD	TOWN CENTER BLVD
1	City of Lakeland	IMTS	28.09177	-81.9738	US 98/SR 35/PROVIDENCE	LAKELAND MALL ENT
1	City of Lakeland	IMTS	28.09534	-81.9737	US 98/SR 35/PROVIDENCE	SHOPPING CENTER/SLEEPY HILL
1	City of Lakeland	IMTS	28.10013	-81.9737	US 98/SR 35/PROVIDENCE	FOXWOOD/CARPENTERS WAY
1	City of Lakeland	IMTS	28.01852	-81.9735	SR 563 / HARDEN BLVD	W BEACON RD
1	City of Lakeland	IMTS	28.02587	-81.9733	SR 563 / HARDEN BLVD	ARIANA ST
1	City of Lakeland	IMTS	28.08794	-81.9726	US 98/SR 35/PROVIDENCE	CREVASSE ST/LAKELAND MALL
1	City of Lakeland	IMTS	28.02734	-81.9721	SR 563 / SIKES BLVD	S CENTRAL AVE
1	City of Lakeland	IMTS	28.0434	-81.9707	In-Town Bypass	Sloan Ave

District	MAINAUTH	SigDes1	LAT	LONG	OnStreet	AtStreet
1	City of Lakeland	IMTS	28.02903	-81.9701	SR 563 / SIKES BLVD	LK HUNTER DR
1	City of Lakeland	IMTS	28.08466	-81.9696	US 98/SR 35/PROVIDENCE	SR 400/I-4 RAMPS
1	City of Lakeland	IMTS	28.03173	-81.9691	SR 563 / SIKES BLVD	W GREENWOOD ST
1	City of Lakeland	IMTS	28.08289	-81.9677	US 98/SR 35/PROVIDENCE	PYRAMID PKWY / ROBSON ST
1	City of Lakeland	IMTS	28.03617	-81.9671	SR 563 / SIKES BLVD	HARTSELL AVE
1	City of Lakeland	IMTS	28.08061	-81.9654	US 98/SR 35/PROVIDENCE	CR 582 / GRIFFIN RD
1	City of Lakeland	IMTS	28.05486	-81.9653	SR 546/US 92/MEMORIAL	N LINCOLN AVE
1	City of Lakeland	IMTS	27.99675	-81.964	SR 572 / DRANEFIELD RD	UNDERPASS RD
1	City of Lakeland	IMTS	28.04831	-81.9638	SR 539	SR 548 / George J. Blvd
1	City of Lakeland	IMTS	28.04682	-81.9626	SR 563 / SIKES BLVD	SR 539 / KATHLEEN RD
1	City of Lakeland	IMTS	28.04503	-81.9614	SR 563 / SIKES BLVD	LK WIRE DR
1	City of Lakeland	IMTS	28.05488	-81.9613	SR 563 / MLK JR BLVD	SR 546/US 92/MEMORIAL BLVD
1	City of Lakeland	IMTS	28.04957	-81.9612	SR 563 / MLK Jr Blvd	In-Town Bypass
1	City of Lakeland	IMTS	27.97477	-81.9601	SR 37/S FLORIDA AVE	PIPKIN RD/LK MIRIAM DR
1	City of Lakeland	IMTS	28.04052	-81.96	SR 563 / SIKES BLVD	W LIME ST
1	City of Lakeland	IMTS	27.97885	-81.9577	S FLORIDA AVE	LK MIRIAM SQUARE MALL
1	City of Lakeland	IMTS	28.06978	-81.9574	US 98 /N FLORIDA	W BELLA VISTA ST
1	City of Lakeland	IMTS	28.05111	-81.9573	US 98 /N FLORIDA	PARKER ST
1	City of Lakeland	IMTS	28.06241	-81.9573	US 98 /N FLORIDA	10TH ST
1	City of Lakeland	IMTS	28.04967	-81.9573	N FLORIDA AVE	US 98/BARTOW RD
1	City of Lakeland	IMTS	28.04596	-81.9573	N FLORIDA AVE	PINE ST
1	City of Lakeland	IMTS	28.04412	-81.9572	N FLORIDA AVE	MAIN ST
1	City of Lakeland	IMTS	28.04276	-81.9572	S FLORIDA AVE	LEMON ST
1	City of Lakeland	IMTS	28.04155	-81.9572	S FLORIDA AVE	ORANGE ST
1	City of Lakeland	IMTS	28.04038	-81.9572	S FLORIDA AVE	LIME ST
1	City of Lakeland	IMTS	28.03863	-81.9572	S FLORIDA AVE	WALNUT ST

District	MAINAUTH	SigDes1	LAT	LONG	OnStreet	AtStreet
1	City of Lakeland	IMTS	28.03307	-81.9571	S FLORIDA AVE	CRESAP ST
1	City of Lakeland	IMTS	28.02937	-81.9571	S FLORIDA AVE	PATTERSON ST
1	City of Lakeland	IMTS	28.02575	-81.9571	S FLORIDA AVE	ARIANA ST
1	City of Lakeland	IMTS	28.0274	-81.9571	S FLORIDA AVE	East BELMAR ST
1	City of Lakeland	IMTS	28.01844	-81.9571	S FLORIDA AVE	E BEACON ST
1	City of Lakeland	IMTS	28.01525	-81.9571	S FLORIDA AVE	W OAK DR
1	City of Lakeland	IMTS	28.01256	-81.957	S FLORIDA AVE	PABLO ST
1	City of Lakeland	IMTS	28.01112	-81.957	S FLORIDA AVE	E EDGEWOOD DRIVE
1	City of Lakeland	IMTS	28.05492	-81.957	SR 546/US 92/MEMORIAL	SR 35 / N FLORIDA AVE
1	City of Lakeland	IMTS	28.00344	-81.957	S FLORIDA AVE	HILLSBOROUGH ST
1	City of Lakeland	IMTS	28.00162	-81.957	S FLORIDA AVE	IMPERIAL BLVD
1	City of Lakeland	IMTS	27.999	-81.9569	S FLORIDA AVE	MERCHANTS WALK/EASTWAY DRIVE
1	City of Lakeland	IMTS	27.99527	-81.9569	S FLORIDA AVE	PARKWAY RAMP #1647020
1	City of Lakeland	IMTS	27.99649	-81.9569	S FLORIDA AVE	PARKWAY RAMP #1647022
1	City of Lakeland	IMTS	27.98196	-81.9568	S FLORIDA AVE	W ALAMO DR
1	City of Lakeland	IMTS	27.98567	-81.9568	S FLORIDA AVE	HIGHLANDS DR W
1	City of Lakeland	IMTS	28.04973	-81.9543	SR 548/US 98/BARTOW RD	MASSACHUSETTS AVE
1	City of Lakeland	IMTS	28.05498	-81.9542	MASSACHUSETTS AVE	SR 546/SR 700/MEMORIAL BLVD
1	City of Lakeland	IMTS	28.06974	-81.9533	LAKELAND HILLS	E BELLA VISTA
1	City of Lakeland	IMTS	28.0661	-81.9533	LAKELAND HILLS	CRAWFORD ST
1	City of Lakeland	IMTS	28.07704	-81.9533	LAKELAND HILLS	GRANADA ST
1	City of Lakeland	IMTS	28.06241	-81.9533	LAKELAND HILLS	PARKVIEW PLACE
1	City of Lakeland	IMTS	28.05964	-81.9533	LAKELAND HILLS	PARK TRAMMELL BLVD
1	City of Lakeland	IMTS	28.08205	-81.9532	LAKELAND HILLS	GRIFFIN ROAD
1	City of Lakeland	IMTS	28.09694	-81.9511	SR 33	SOCRUM LOOP ROAD
1	City of Lakeland	IMTS	28.10075	-81.9507	N Socrum Loop Rd	Lakeland Park Blvd

District	MAINAUTH	SigDes1	LAT	LONG	OnStreet	AtStreet
1	City of Lakeland	IMTS	28.10414	-81.9497	I-4 WB	SOCRUM LOOP RD
1	City of Lakeland	IMTS	28.05499	-81.9477	SR 546/US 92/MEMORIAL	N LK PARKER / LAKE SHORE DR
1	City of Lakeland	IMTS	28.04416	-81.9469	US 98 BARTOW RD	MAIN ST
1	City of Lakeland	IMTS	28.04242	-81.945	US 98 BARTOW RD	S INGRAHAM AVE
1	City of Lakeland	IMTS	28.05502	-81.9446	SR 546/US 92/MEMORIAL	N INGRAHAM AVE
1	City of Lakeland	IMTS	28.10373	-81.944	SR 33	I-4 EB RAMP # 16320083
1	City of Lakeland	IMTS	28.0406	-81.943	US 98 BARTOW RD	E LIME ST
1	City of Lakeland	IMTS	28.03858	-81.9408	US 98 BARTOW RD	LK PARKER
1	City of Lakeland	IMTS	28.05152	-81.9408	SR 700 / LK PARKER AVE	PARKER ST
1	City of Lakeland	IMTS	28.04548	-81.9407	SR 700 / LK PARKER AVE	ROSE ST
1	City of Lakeland	IMTS	28.04427	-81.9407	SR 700 / LK PARKER AVE	SR 600 / MAIN ST
1	City of Lakeland	IMTS	28.04066	-81.9407	SR 700 / LK PARKER AVE	LIME ST
1	City of Lakeland	IMTS	28.05482	-81.9405	SR 546/US 92/MEMORIAL	SR 700 / US 98 / LK PARKER
1	City of Lakeland	IMTS	28.10681	-81.9379	SR 33	OLD COMBEE RD/MELODY LN
1	City of Lakeland	IMTS	28.03556	-81.9375	US 98 BARTOW RD	DREADNAUGHT DR
1	City of Lakeland	IMTS	28.10766	-81.934	SR 33	OLD COMBEE RD
1	City of Lakeland	IMTS	28.03057	-81.9321	US 98 BARTOW RD	NEW JERSEY RD
1	City of Lakeland	IMTS	28.02597	-81.927	US 98 BARTOW RD	N CRYSTAL LK DR
1	City of Lakeland	IMTS	28.04921	-81.9255	SR 546/US 92/MEMORIAL	GARY RD
1	City of Lakeland	IMTS	28.02395	-81.9248	US 98 BARTOW RD	S CRYSTAL LAKE/FREDRICKSBURG AVE
1	City of Lakeland	IMTS	27.99561	-81.9242	SR 570/POLK PKWY EB	CR 37B/LAKELAND HIGHLANDS
1	City of Lakeland	IMTS	27.99645	-81.9241	SR 570/POLK PKWY WB	CR 37B/LAKELAND HIGHLANDS
1	City of Lakeland	IMTS	28.01603	-81.9162	US 98 BARTOW RD	COMMERCE POINT DR
1	City of Lakeland	IMTS	28.01327	-81.9131	US 98 BARTOW RD	EDGEWOOD DR
1	Polk County	TS	28.02724	-82.0557	SR 600/US 92/NEW TAMPA	COUNTY LINE RD

District	MAINAUTH	SigDes1	LAT	LONG	OnStreet	AtStreet
1	Polk County	TS	28.02939	-82.0395	SR 570/POLK PKWY	OLD TAMPA HWY
1	Polk County	TS	28.03139	-82.0395	SR 600/US 92/NEW TAMPA	CLARK RD
1	Polk County	TS	28.02964	-82.0184	SR 572 / AIRPORT RD	CR 542 / OLD TAMPA HIGHWAY
1	Polk County	TS	28.19303	-82.0009	US 98	ROCK RIDGE RD
1	Polk County	IMTS	27.93837	-81.974	SR 37	SHEPHERD RD
1	Polk County	IMTS	28.11345	-81.9737	US 98/PROVIDENCE	GIBSONIA GALLOWAY RD
1	Polk County	IMTS	28.1502	-81.9736	US 98/PROVIDENCE	BANANA / WILDER RD
1	Polk County	IMTS	28.12084	-81.9736	US 98/PROVIDENCE	W DAUGHTERY RD
1	Polk County	IMTS	28.13545	-81.9735	US 98/PROVIDENCE	DUFF RD
1	Polk County	IMTS	28.12814	-81.9735	US 98/PROVIDENCE	MARCUM RD
1	Polk County	IMTS	27.94839	-81.9711	SR 37	CHRISTINA BLVD
1	Polk County	IMTS	27.95326	-81.969	SR 37	CR 540A / EWELL RD
1	Polk County	IMTS	27.96133	-81.9662	SR 37	BRANNEN ROAD
1	Polk County	IMTS	27.96749	-81.9645	FLORIDA AVE	FITZGERALD/SCHOOL HOUSE
1	Polk County	IMTS	28.04823	-81.9223	SR 600/MEMORIAL BLVD	E LK PARKER DR
1	Polk County	IMTS	28.04782	-81.9161	SR 600/MEMORIAL BLVD	FAIRWAY AVE
1	Polk County	IMTS	28.06251	-81.908	SR 659 / COMBEE RD	MORGAN / COMBEE
1	Polk County	IMTS	28.05525	-81.908	SR 659 / COMBEE RD	HARDIN / COMBEE RD
1	Polk County	IMTS	28.04788	-81.908	SR 659 / COMBEE RD	SR 600 / US 92
1	Polk County	IMTS	28.04428	-81.9079	SR 659 / COMBEE RD	E MAIN ST/ E CR 542
1	Polk County	IMTS	28.02422	-81.9079	SR 659 / COMBEE RD	S CRYSTAL LK DR
1	Polk County	IMTS	28.00821	-81.9078	SR 659 / COMBEE RD	US 98 / SR 35 / SR 700
1	Polk County	IMTS	28.01694	-81.9078	SR 659 / COMBEE RD	COMMERCE POINT DR
1	Polk County	IMTS	28.0114	-81.9078	SR 659 / COMBEE RD	MAINE AVE
1	Polk County	IMTS	28.02602	-81.9076	SR 659 / COMBEE RD	SKYVIEW DR
1	Polk County	IMTS	28.02798	-81.9075	SR 659 / COMBEE RD	N CRYSTAL LK DR

District	MAINAUTH	SigDes1	LAT	LONG	OnStreet	AtStreet
1	Polk County	IMTS	28.00214	-81.9028	US 98 BARTOW RD	POLK PARKWAY WB OFF-RAMP
1	Polk County	IMTS	27.99911	-81.9008	US 98 BARTOW RD	POLK PARKWAY EB OFF-RAMP
1	Polk County	IMTS	27.99673	-81.8992	US 98 BARTOW RD	WINTERLAKE RD
1	Polk County	IMTS	28.04776	-81.8957	SR 600 / AUBURNDALE HWY	FISH HATCHERY RD
1	Polk County	IMTS	27.98962	-81.8944	US 98 BARTOW RD	PSC / USF ENTRANCE
1	Polk County	IMTS	28.04777	-81.8915	SR 600 /AUBURNDALE HWY	REYNOLDS RD
1	Polk County	TS	27.99682	-81.8913	SR 540 / WINTERLAKE RD	REYNOLDS RD/TRAVIS VOTECH
1	Polk County	TS	27.96758	-81.8795	US 98 BARTOW RD	CLUBHOUSE ROAD
1	Polk County	TS	27.96573	-81.8783	SR 35/700/US 98/BARTOW RD	MID BLOCK PED SIGNAL

Note:

District: FDOT District

MAINAUTH: Local Agency

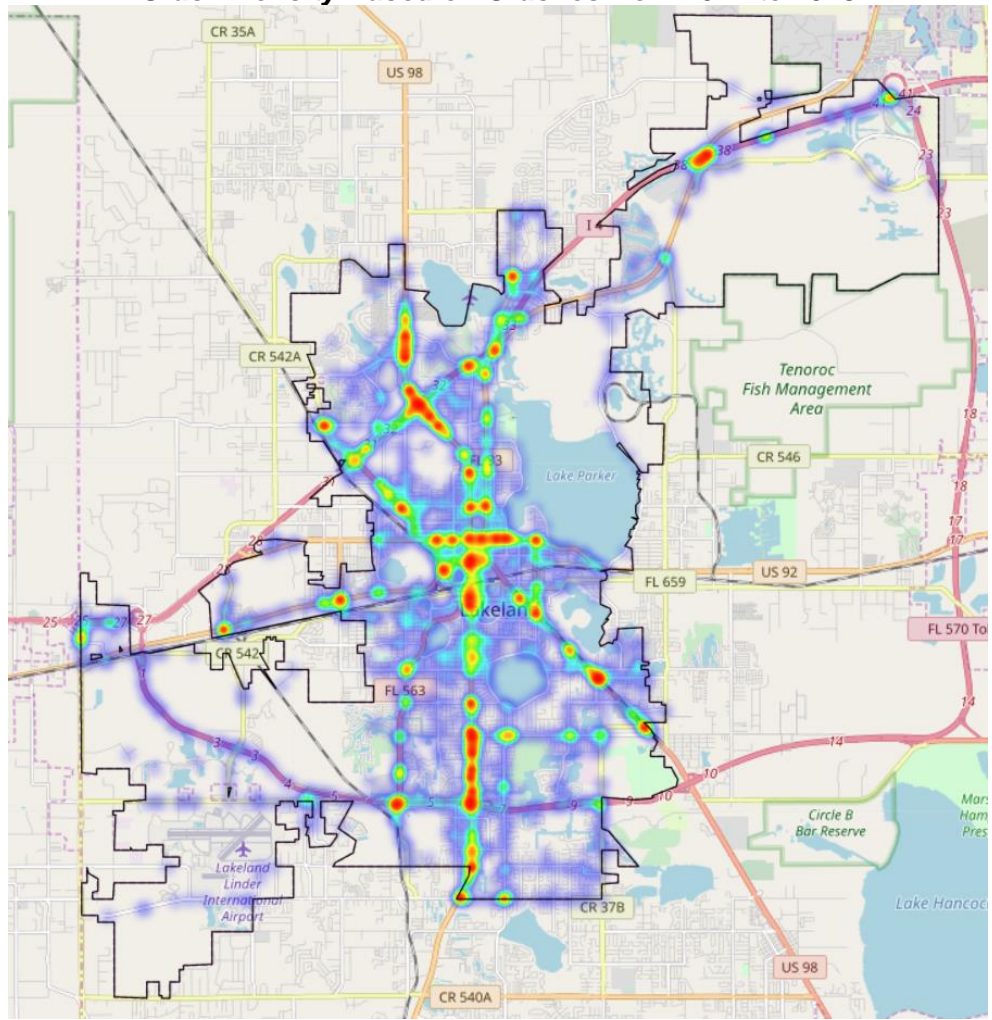
SigDes1: Signal Type (IMTS: Interconnected and Monitored Traffic Signal and TS: Traffic Signal)

LAT/LONG: Latitude and Longitude

OnStreet: State Highway System (Major Road)

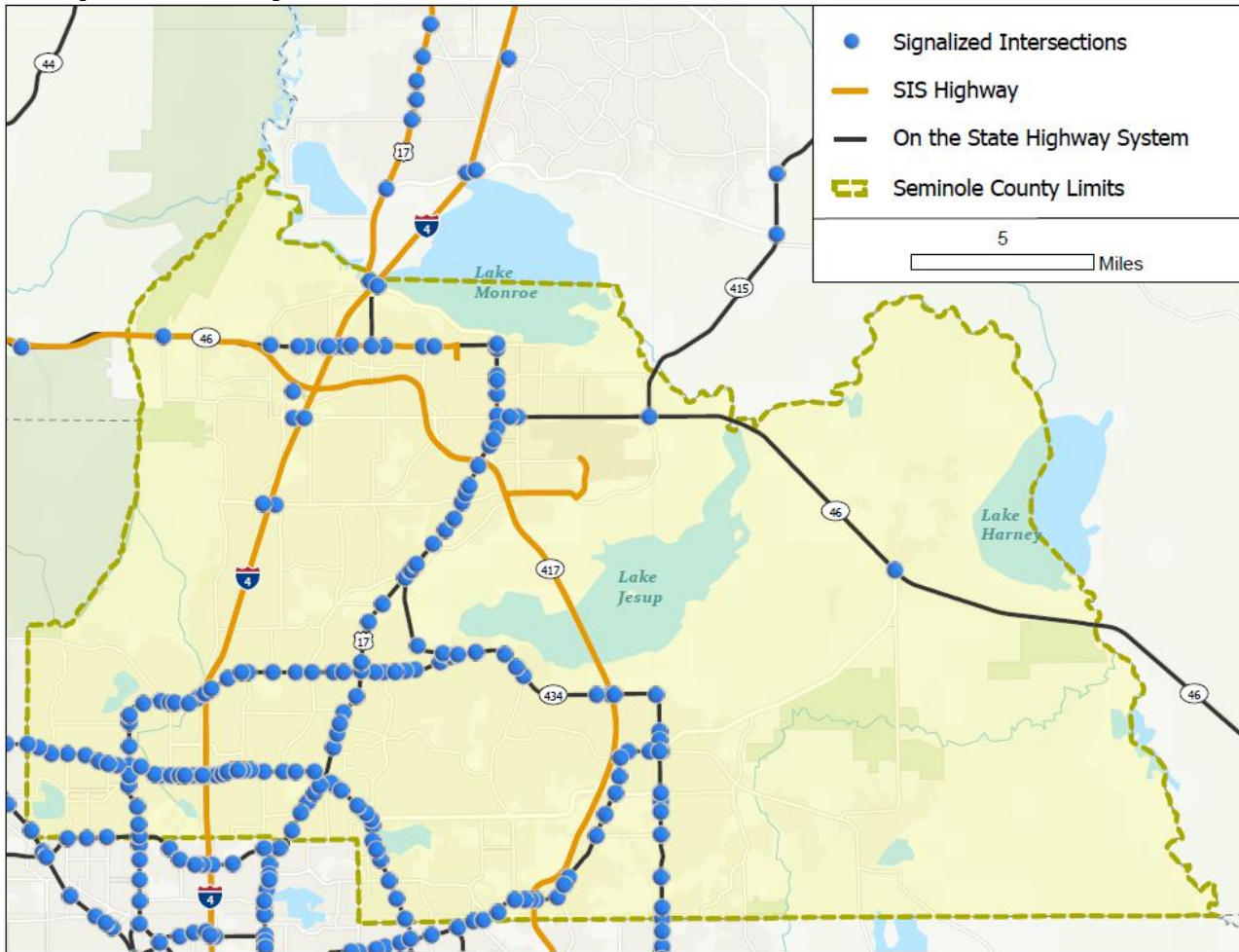
AtStreet: Local Road (Minor Road)

Crash Density Based on Crashes from 2014 to 2018



Seminole County

Project Boundary:



List of Traffic Signals:

District	MAINAUTH	SigDes1	LAT	LONG	OnStreet	AtStreet
5	City of Altamonte Springs	IMTS	28.64478	-81.4153	SR 434	GATEWAY DR
5	City of Altamonte Springs	IMTS	28.65099	-81.4159	SR 434	TRAILWOOD DR/ LOTUS LANDING BLVD
5	City of Altamonte Springs	IMTS	28.65819	-81.4193	SR 434	MAGNOLIA DR/ WEST TOWNE PKWY
5	City of Altamonte Springs	IMTS	28.66176	-81.4028	SR 436	MONTGOMERY RD/ PLAZA ENT
5	City of Altamonte Springs	IMTS	28.66184	-81.3904	SR 436	DOUGLAS AVE/ WYMORE RD
5	City of Altamonte Springs	IMTS	28.66185	-81.4189	SR 434	ORANGE AVENUE
5	City of Altamonte Springs	IMTS	28.66189	-81.3936	SR 436	WESTMONTE DR
5	City of Altamonte Springs	IMTS	28.66194	-81.3843	SR 436	NORTH LAKE BLVD/ CRANES ROOST BLVD
5	City of Altamonte Springs	IMTS	28.6621	-81.4092	SR 436	ORANGE AVENUE
5	City of Altamonte Springs	IMTS	28.66225	-81.3821	SR 436	HATTAWAY DR

District	MAINAUTH	SigDes1	LAT	LONG	OnStreet	AtStreet
5	City of Altamonte Springs	IMTS	28.66313	-81.3531	SR 436	PRAIRIE LAKE AVE/ PLAZA ENT
5	City of Altamonte Springs	IMTS	28.6632	-81.3801	SR 436	RENAISSANCE CENTRE
5	City of Altamonte Springs	IMTS	28.6632	-81.358	SR 436	CR 427 NORTH (LONGWOOD AVE)
5	City of Altamonte Springs	IMTS	28.66375	-81.3781	SR 436	ESSEX AVE/ ALTAMONTE MALL
5	City of Altamonte Springs	IMTS	28.66378	-81.3761	SR 436	PLAZA ENT/ ALTAMONTE MALL ENT
5	City of Altamonte Springs	IMTS	28.66383	-81.3741	SR 436	PALM SPRINGS DR
5	City of Altamonte Springs	IMTS	28.66392	-81.3712	SR 436	BOSTON AVE/ FLORIDA HOSPITAL ENT
5	City of Altamonte Springs	IMTS	28.66513	-81.4144	SR 436	LAUREL ST/ SAN SEBASTIAN PRADO
5	City of Altamonte Springs	IMTS	28.66528	-81.4237	SR 436	LAKE HARRIET DR/ MAPLE ST
5	City of Altamonte Springs	IMTS	28.67205	-81.4191	SR 434	SAN SABASTIAN PRADO
5	City of Altamonte Springs	IMTS	28.68282	-81.419	SR 434	JAMESTOWN BLVD/ BRANTLEY MALL
5	City of Altamonte Springs	IMTS	28.68695	-81.3952	SR 434	SAN LANDO OFFICE PARK
5	City of Altamonte Springs	IMTS	28.68711	-81.4029	SR 434	MONTGOMERY RD/ WEKIVA SPRINGS RD
5	City of Casselberry	IMTS	28.61191	-81.3095	SR 436	CASELTON DRIVE
5	City of Casselberry	IMTS	28.61895	-81.3128	SR 436	WINTER WOODS BLVD
5	City of Casselberry	IMTS	28.64437	-81.3223	SR 436	SAUSALITO BLVD
5	City of Casselberry	IMTS	28.6467	-81.3225	SR 436	NORTH WINTER PARK DRIVE
5	City of Casselberry	IMTS	28.64691	-81.323	SR 436	RED BUG LAKE ROAD
5	City of Casselberry	IMTS	28.64886	-81.3252	SR 436	KEWANNEE TRAIL
5	City of Casselberry	IMTS	28.65146	-81.3283	SR 436	WILSHIRE DRIVE
5	City of Casselberry	IMTS	28.65871	-81.3379	SR 436	OXFORD SQUARE
5	City of Casselberry	IMTS	28.67152	-81.3382	SR 15	TRIPLET LAKE DRIVE
5	City of Casselberry	IMTS	28.67606	-81.3367	SR 15	PLUMOSA AVE
5	City of Casselberry	IMTS	28.67974	-81.3356	SR 15	BUTTON ROAD
5	City of Lake Mary	IMTS	28.73534	-81.3054	SR 15	WELDON BLVD
5	City of Longwood	IMTS	28.69782	-81.3529	SR 434	SEMINOLE MEDICAL CENTER
5	City of Longwood	IMTS	28.69786	-81.3381	SR 434	GRANT STREET
5	City of Longwood	IMTS	28.6979	-81.3622	SR 434	RANGELINE ROAD
5	City of Longwood	IMTS	28.69801	-81.3339	SR 434	WAYMAN DRIVE
5	City of Longwood	IMTS	28.70083	-81.327	SR 15	CHURCH AVE
5	City of Oviedo	IMTS	28.64115	-81.2081	SR 434	CHAPMAN ROAD
5	City of Oviedo	IMTS	28.64931	-81.2081	SR 434	ALAFAYA WOODS BLVD
5	City of Oviedo	IMTS	28.65576	-81.2082	SR 434	MITCHELL HAMMOCK ROAD
5	City of Oviedo	IMTS	28.66154	-81.2244	SR 426	OVIEDO MARKET PLACE BLVD
5	City of Oviedo	IMTS	28.66804	-81.2244	SR 426	WINTER SPRINGS BLVD
5	City of Oviedo	IMTS	28.67029	-81.2209	SR 426	PINE AVE
5	City of Oviedo	IMTS	28.67029	-81.2126	SR 426	LAKE JESSUP AVE

District	MAINAUTH	SigDes1	LAT	LONG	OnStreet	AtStreet
5	City of Oviedo	IMTS	28.67399	-81.2085	SR 419	FRANKLIN STREET
5	City of Oviedo	IMTS	28.6771	-81.2085	SR 419	MAGNOLIA STREET
5	City of Oviedo	IMTS	28.65265	-81.2082	SR 434	ALEXANDRIA BLVD
5	City of Sanford	IMTS	28.75982	-81.2857	SR 15	WALMART/LOWES
5	City of Sanford	IMTS	28.76248	-81.2845	SR 15	AMERICANA BLVD
5	City of Sanford	IMTS	28.77847	-81.275	SR 15	27TH STREET
5	City of Sanford	IMTS	28.78196	-81.273	SR 15	PARK DRIVE
5	City of Sanford	IMTS	28.78669	-81.2679	SR 46	PARK DRIVE/PARK AVE
5	City of Sanford	IMTS	28.78671	-81.2648	SR 46	CR 425 (SANFORD AVE)
5	City of Sanford	IMTS	28.79399	-81.2731	SR 15	20TH STREET
5	City of Sanford	IMTS	28.79866	-81.2731	SR 15	15TH STREET/WINN DIXIE
5	City of Sanford	IMTS	28.80082	-81.2731	SR 15	13TH STREET/CR 415
5	City of Sanford	IMTS	28.80989	-81.2732	SR 15	3RD STREET
5	City of Sanford	IMTS	28.81141	-81.3342	SR 46	TOWNE CENTER/HICKMAN DRIVE
5	City of Sanford	IMTS	28.81161	-81.3174	SR 46	CENTRAL PARK DRIVE
5	City of Sanford	IMTS	28.81172	-81.2732	SR 15	1ST STREET
5	City of Winter Springs	IMTS	28.69016	-81.234	SR 419	VISTAWILLA DRIVE
5	City of Winter Springs	IMTS	28.69803	-81.3134	SR 434	SHEOAH BLVD
5	City of Winter Springs	IMTS	28.69836	-81.3096	SR 434	EDGEMON AVE
5	City of Winter Springs	IMTS	28.69873	-81.3055	SR 434	MOSS ROAD
5	City of Winter Springs	IMTS	28.69973	-81.2653	SR 419	DORAN BLVD
5	City of Winter Springs	IMTS	28.70139	-81.2958	SR 434	HAYES ROAD
5	City of Winter Springs	IMTS	28.70421	-81.2699	SR 419	CENTRAL WINDS PARK
5	City of Winter Springs	IMTS	28.70483	-81.2813	SR 419	WINDING HOLLOW BLVD
5	City of Winter Springs	IMTS	28.70705	-81.3048	SR 419	EDGEMON AVE
5	Seminole County	IMTS	28.6112	-81.2824	SR 426	OLD HOWELL BRANCH ROAD
5	Seminole County	IMTS	28.61157	-81.2785	SR 426	HALL ROAD/HOWELL BRANCH ROAD
5	Seminole County	IMTS	28.61431	-81.2727	SR 426	TRINITY PREP SCHOOL
5	Seminole County	IMTS	28.61574	-81.2077	SR 434	PALM VALLEY ROAD
5	Seminole County	IMTS	28.61863	-81.2618	SR 426	DEEP LAKE ROAD/CAGAN CROSSING
5	Seminole County	IMTS	28.61864	-81.2591	SR 426	SR 417 SB
5	Seminole County	IMTS	28.61866	-81.2579	SR 426	SR 417 NB
5	Seminole County	IMTS	28.61867	-81.266	SR 426	TUSKAWILLA ROAD
5	Seminole County	IMTS	28.61956	-81.2493	SR 426	DEAN ROAD
5	Seminole County	IMTS	28.62373	-81.2464	SR 426	LOMA VISTA PLACE
5	Seminole County	IMTS	28.62524	-81.3158	SR 436	HOWELL BRANCH ROAD
5	Seminole County	IMTS	28.62622	-81.2449	SR 426	ALOMA WOODS BLVD
5	Seminole County	IMTS	28.62653	-81.2079	SR 434	CARRIGAN ROAD
5	Seminole County	IMTS	28.63251	-81.3192	SR 436	LAKE HOWELL LANE
5	Seminole County	IMTS	28.63599	-81.3209	SR 436	LAKE HOWELL SQUARE/CARMEL BY THE LAKE

District	MAINAUTH	SigDes1	LAT	LONG	OnStreet	AtStreet
5	Seminole County	IMTS	28.63931	-81.3224	SR 436	LAKE HOWELL ROAD
5	Seminole County	IMTS	28.6399	-81.4436	SR 414	BEAR LAKE ROAD/ROSE AVENUE
5	Seminole County	IMTS	28.64016	-81.4356	SR 414	EDEN PARK ROAD
5	Seminole County	IMTS	28.64041	-81.4274	SR 414	MAGNOLIA HOMES ROAD
5	Seminole County	IMTS	28.64075	-81.4152	SR 434	SR 414
5	Seminole County	IMTS	28.64101	-81.2338	SR 426	CHAPMAN ROAD
5	Seminole County	IMTS	28.64253	-81.3547	SR 15	SPARTAN DRIVE
5	Seminole County	IMTS	28.64814	-81.2303	SR 426	SALVIA ROAD
5	Seminole County	IMTS	28.64863	-81.3513	SR 15	OBRIEN ROAD
5	Seminole County	IMTS	28.65237	-81.3484	SR 15	LAKE OF THE WOODS BLVD
5	Seminole County	IMTS	28.65533	-81.3458	SR 15	PRAIRIE LAKE DRIVE
5	Seminole County	IMTS	28.65563	-81.226	SR 426	RED BUG LAKE ROAD
5	Seminole County	IMTS	28.65633	-81.2311	SR 417	RED BUG LAKE ROAD NB
5	Seminole County	IMTS	28.65644	-81.2335	SR 417	RED BUG LAKE ROAD SB
5	Seminole County	IMTS	28.65671	-81.335	SR 436	FERN PARK ROAD
5	Seminole County	IMTS	28.65942	-81.3393	SR 436	PLAZA ENT (BED BATH/NORTHERN TOOL)
5	Seminole County	IMTS	28.6607	-81.3417	SR 15	SR 436
5	Seminole County	IMTS	28.66187	-81.397	SR 436	GRACE BLVD
5	Seminole County	IMTS	28.66189	-81.4066	SR 436	WEATHERSFIELD AVENUE
5	Seminole County	IMTS	28.66193	-81.399	SR 436	LYNCHFIELD AVENUE/FRANCES DRIVE
5	Seminole County	IMTS	28.66197	-81.3879	SR 436	I-4 EB RAMP
5	Seminole County	IMTS	28.66198	-81.3893	SR 436	I-4 WB
5	Seminole County	IMTS	28.66325	-81.3457	SR 436	ANCHOR ROAD
5	Seminole County	IMTS	28.66339	-81.3658	SR 436	CR 427 (MAITLAND AVENUE)
5	Seminole County	IMTS	28.66537	-81.4191	SR 436	SR 434
5	Seminole County	IMTS	28.66605	-81.4272	SR 436	PEARL LAKE CAUSEWAY/WILLOW AVENUE
5	Seminole County	IMTS	28.66688	-81.4313	SR 436	ACADEMY DRIVE/LAKE BRANTLY ROAD
5	Seminole County	IMTS	28.66898	-81.4364	SR 436	POST LAKE PLACE/FOREST LAKE ACADEMY
5	Seminole County	IMTS	28.6695	-81.4438	SR 436	BEAR LAKE ROAD/ROSE AVENUE
5	Seminole County	IMTS	28.66956	-81.4501	SR 436	HUNT CLUB BLVD
5	Seminole County	IMTS	28.6703	-81.2077	SR 434	CR 426/CR 419
5	Seminole County	IMTS	28.67033	-81.2085	SR 426	SR 434/419
5	Seminole County	IMTS	28.67166	-81.4551	SR 436	BALMY BEACH ROAD
5	Seminole County	IMTS	28.67283	-81.4597	SR 436	LINE DRIVE
5	Seminole County	IMTS	28.68006	-81.419	SR 434	SAND LAKE ROAD
5	Seminole County	IMTS	28.68362	-81.3342	SR 15	DOGTRACK ROAD/SEMINOLA BLVD
5	Seminole County	IMTS	28.68698	-81.4134	SR 434	LAKE BRANTLY ROAD
5	Seminole County	IMTS	28.6872	-81.4009	SR 434	GUM STREET/SPRINGS BLVD
5	Seminole County	IMTS	28.68779	-81.4065	SR 434	WEKIVA SPRINGS LANE/MANOR AVENUE
5	Seminole County	IMTS	28.68891	-81.3918	SR 434	MARKHAM WOODS ROAD
5	Seminole County	IMTS	28.68908	-81.329	SR 15	LAURA STREET
5	Seminole County	IMTS	28.69019	-81.2288	SR 434/419	SR 417 SB

District	MAINAUTH	SigDes1	LAT	LONG	OnStreet	AtStreet
5	Seminole County	IMTS	28.69021	-81.2269	SR 434/419	SR 417 NB
5	Seminole County	IMTS	28.69039	-81.3892	SR 434	I-4 WB
5	Seminole County	IMTS	28.69101	-81.3882	SR 434	I-4 EB RAMP
5	Seminole County	IMTS	28.69202	-81.3864	SR 434	RAYMOND AVENUE/LONG WOOD VILLAGE
5	Seminole County	IMTS	28.69675	-81.2624	SR 434/419	TUSKAWILLA ROAD
5	Seminole County	IMTS	28.69778	-81.3746	SR 434	TOLLGATE TRAIL
5	Seminole County	IMTS	28.69783	-81.3463	SR 434	LONGWOOD AVENUE
5	Seminole County	IMTS	28.69783	-81.3718	SR 434	PALM SPRINGS DR
5	Seminole County	IMTS	28.69792	-81.3272	SR 15	SR 434
5	Seminole County	IMTS	28.69794	-81.3216	SR 434	SUN SHADOW DRIVE
5	Seminole County	IMTS	28.70346	-81.2915	SR 434	SR 419
5	Seminole County	IMTS	28.70408	-81.2886	SR 434/419	CONSOLIDATED SERVICES
5	Seminole County	IMTS	28.70439	-81.2946	SR 419	LAYER ELEMENTARY SCHOOL
5	Seminole County	IMTS	28.71489	-81.3244	SR 15	RAVEN AVENUE/SHEPARD ROAD
5	Seminole County	IMTS	28.72135	-81.319	SR 15	GENERAL HUTCHINSON PARKWAY
5	Seminole County	IMTS	28.73056	-81.31	SR 15	SR 419
5	Seminole County	IMTS	28.73313	-81.3075	SR 15	CR 427 NORTH (LONGWOOD AVE)
5	Seminole County	IMTS	28.73343	-81.1152	SR 46	CR 426
5	Seminole County	IMTS	28.74216	-81.2988	SR 15	COUNTRY HOME ROAD
5	Seminole County	IMTS	28.74683	-81.2942	SR 15	N BUSH BLVD
5	Seminole County	IMTS	28.75078	-81.2905	SR 15	LAKE MINNIE DRIVE/COLLINS DRIVE
5	Seminole County	IMTS	28.75624	-81.3612	I-4	LAKE MARY EB
5	Seminole County	IMTS	28.75628	-81.3656	I-4	LAKE MARY WB
5	Seminole County	IMTS	28.75649	-81.2874	SR 15	LAKE MARY BLVD
5	Seminole County	IMTS	28.75677	-81.2694	SR 417	CR 427 SB
5	Seminole County	IMTS	28.75762	-81.2682	SR 417	CR 427 NB
5	Seminole County	IMTS	28.76006	-81.2707	SR 417	LAKE MARY BLVD SB
5	Seminole County	IMTS	28.76008	-81.2692	SR 417	LAKE MARY BLVD NB
5	Seminole County	IMTS	28.76928	-81.2809	SR 15	AIRPORT BLVD
5	Seminole County	IMTS	28.77638	-81.2765	SR 15	SR 417
5	Seminole County	IMTS	28.78644	-81.3542	I-4	CR 46A WB
5	Seminole County	IMTS	28.78648	-81.3027	SR 417	CR 46A SB
5	Seminole County	IMTS	28.78648	-81.3009	SR 417	CR 46A NB
5	Seminole County	IMTS	28.7865	-81.3497	I-4	CR 46A EB
5	Seminole County	IMTS	28.78668	-81.273	SR 15	SR 46
5	Seminole County	IMTS	28.78684	-81.2127	SR 46	SR 415
5	Seminole County	IMTS	28.79561	-81.3544	SR 417	INTERNATIONAL PARKWAY
5	Seminole County	IMTS	28.79718	-81.3324	SR 417	RINEHART ROAD SB
5	Seminole County	IMTS	28.80017	-81.3312	SR 417	RINEHART ROAD NB
5	Seminole County	IMTS	28.81129	-81.3521	SR 46	LAKE FORREST BLVD
5	Seminole County	IMTS	28.81129	-81.3479	SR 46	INTERNATIONAL PARKWAY
5	Seminole County	IMTS	28.81133	-81.298	SR 46	BEVIER ROAD
5	Seminole County	IMTS	28.81133	-81.3415	SR 46	WAYSIDE DRIVE/OREGON STREET
5	Seminole County	IMTS	28.81135	-81.3399	SR 46	I-4 WB
5	Seminole County	IMTS	28.81135	-81.337	SR 46	I-4 EB RAMP

District	MAINAUTH	SigDes1	LAT	LONG	OnStreet	AtStreet
5	Seminole County	IMTS	28.81141	-81.3024	SR 46	CR 427A
5	Seminole County	IMTS	28.81158	-81.3312	SR 46	RINEHART ROAD
5	Seminole County	IMTS	28.81161	-81.3227	SR 46	CR 15
5	Seminole County	IMTS	28.81189	-81.363	SR 46	CR 431 (ORANGE AVENUE)
5	Seminole County	IMTS	28.8151	-81.4159	SR 46	WEKIVA PARK DRIVE
5	Seminole County	IMTS	28.83204	-81.3199	SR 15	CR 15 UPSALA RD.
5	Seminole County	IMTS	28.83384	-81.3237	SR 15	MONROE ROAD
5	Seminole County	IMTS	28.69005	-81.2098	SR 434/419	HAMMOCK LANE
5	Seminole County	IMTS	28.70422	-81.3268	SR 15 / 600	ORANGE AVE

Note:

District: FDOT District

MAINAUTH: Local Agency

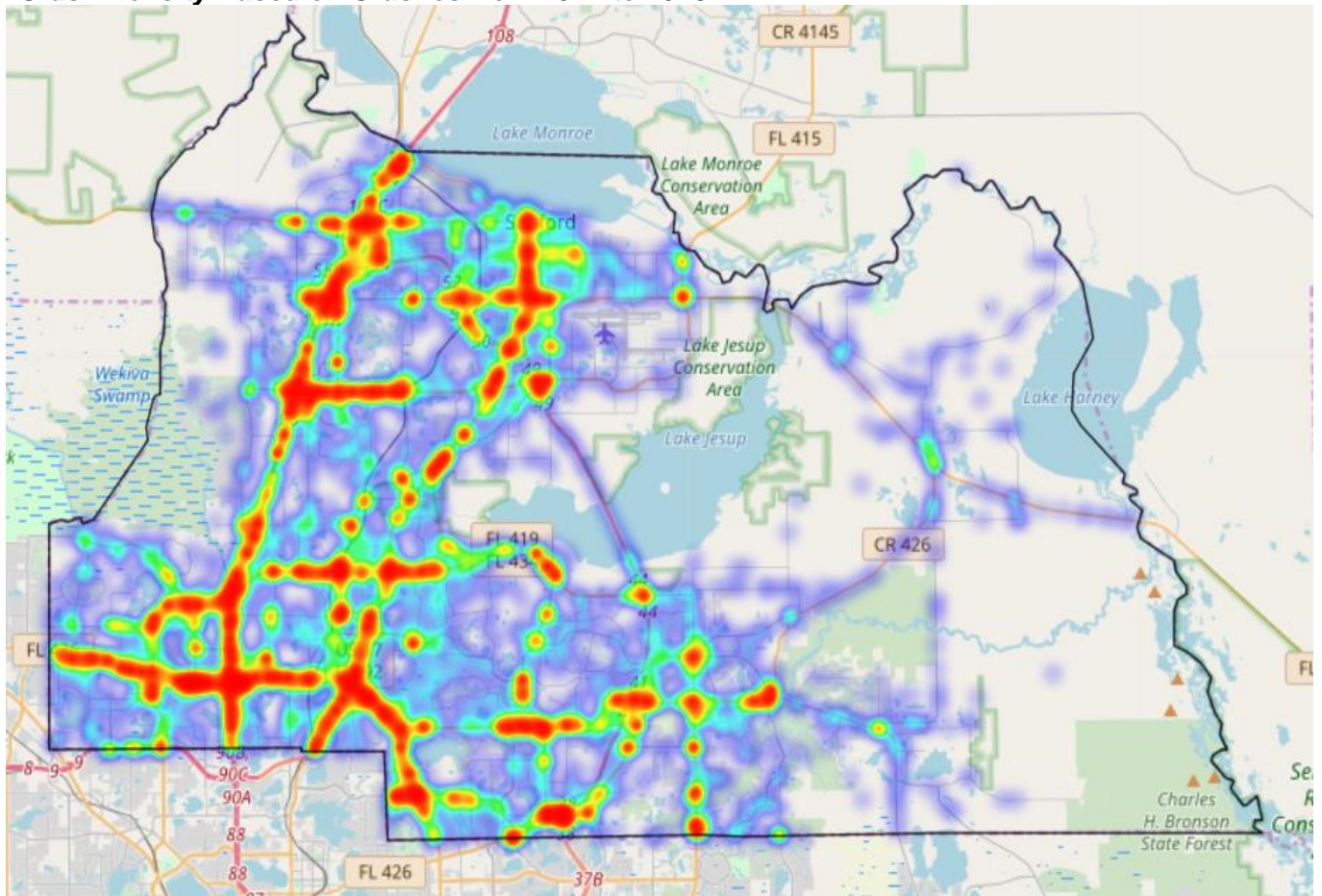
SigDes1: Signal Type (IMTS: Interconnected and Monitored Traffic Signal and TS: Traffic Signal)

LAT/LONG: Latitude and Longitude

OnStreet: State Highway System (Major Road)

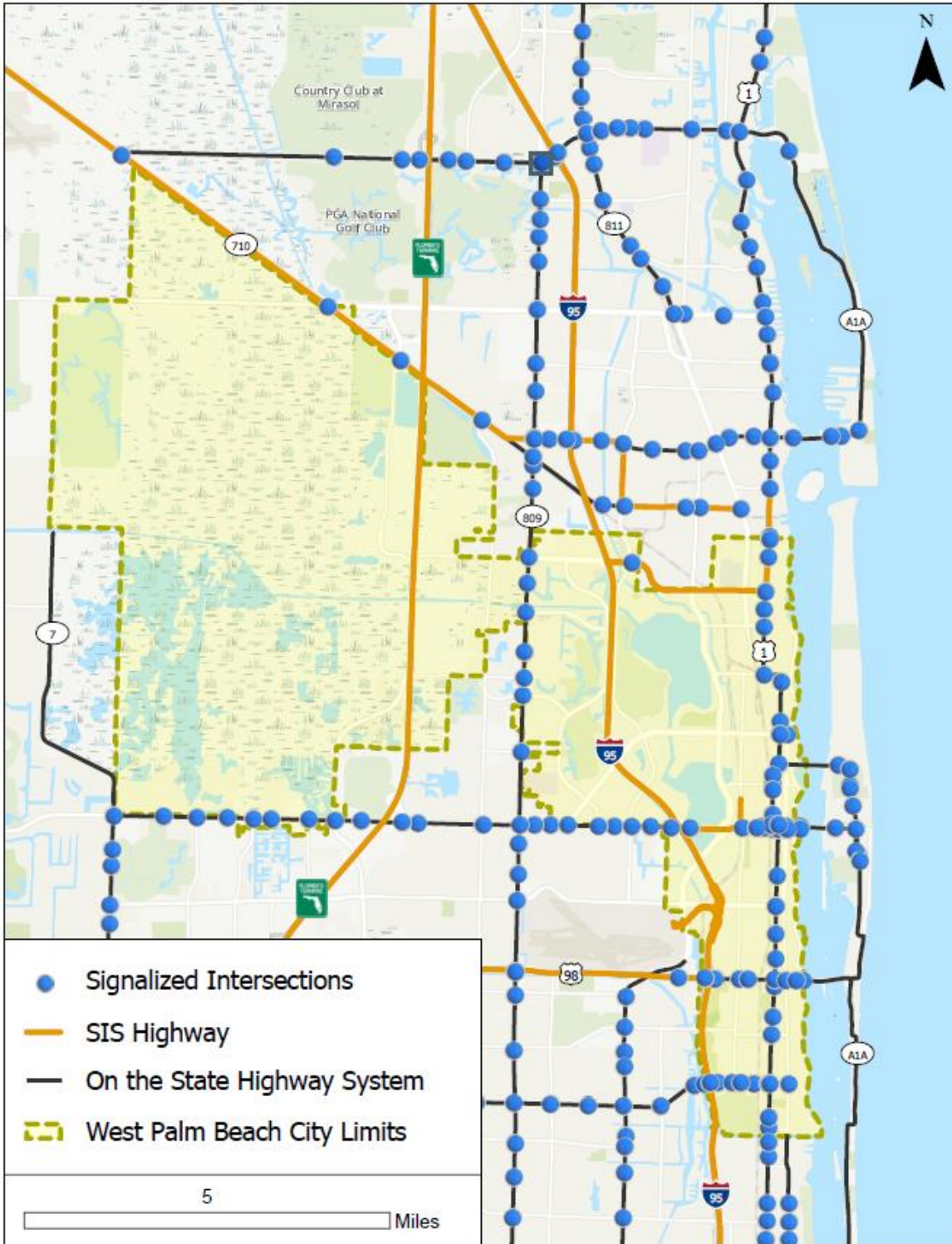
AtStreet: Local Road (Minor Road)

Crash Density Based on Crashes from 2014 to 2018



City of West Palm Beach

Project Boundary:



List of Traffic Signals:

District	MAINAUTH	SigDes1	LAT	LONG	OnStreet	AtStreet
4	Palm Beach County	IMTS	26.63746	-80.112793	Cresthaven Blvd	Military Trail
4	Palm Beach County	IMTS	26.64432	-80.112493	Purdy Lane	Military Trail

District	MAINAUTH	SigDes1	LAT	LONG	OnStreet	AtStreet
4	Palm Beach County	IMTS	26.64611	-80.056262	Gregory Road	Dixie Highway
4	Palm Beach County	IMTS	26.64716	-80.056263	Arbor Shopping Center	Dixie Highway
4	Palm Beach County	IMTS	26.64833	-80.0562	Alhambra Place	Dixie Highway
4	Palm Beach County	IMTS	26.65087	-80.088088	Forest Hill Blvd	Congress Avenue
4	Palm Beach County	IMTS	26.65091	-80.079962	Forest Hill Blvd	Fla Mango Road
4	Palm Beach County	IMTS	26.65103	-80.164705	Forest Hill Blvd	Okeeheelee Park
4	Palm Beach County	IMTS	26.65108	-80.157231	Forest Hill Blvd	Pinehurst Drive
4	Palm Beach County	IMTS	26.65115	-80.096163	Forest Hill Blvd	Davis Road
4	Palm Beach County	IMTS	26.65144	-80.104266	Forest Hill Blvd	Kirk Road
4	Palm Beach County	IMTS	26.65163	-80.112434	Forest Hill Blvd	Military Trail
4	Palm Beach County	IMTS	26.65183	-80.120557	Forest Hill Blvd	Haverhill Road
4	Palm Beach County	IMTS	26.65224	-80.132718	Forest Hill Blvd	Kudza Road
4	Palm Beach County	IMTS	26.65231	-80.13678	Forest Hill Blvd	Sherwood Forest Blvd
4	Palm Beach County	IMTS	26.65493	-80.072469	Forest Hill Blvd	Pinetree Lane
4	Palm Beach County	TS	26.65496	-80.05191	Forest Hill Blvd	Olive Avenue
4	Palm Beach County	IMTS	26.65506	-80.0560089	Forest Hill Blvd	Dixie Highway
4	Palm Beach County	IMTS	26.65515	-80.059077	Forest Hill Blvd	Georgia Avenue
4	Palm Beach County	IMTS	26.65523	-80.061998	Forest Hill Blvd	Lake Avenue
4	Palm Beach County	IMTS	26.65529	-80.070006	Forest Hill Blvd	I-95
4	Palm Beach County	IMTS	26.6553	-80.063898	Forest Hill Blvd	Parker Avenue
4	Palm Beach County	TS	26.6554	-80.0671	Forest Hill Blvd	FOREST HILL HIGH SCHOOL
4	Palm Beach County	IMTS	26.65544	-80.068858	Forest Hill Blvd	I-95
4	Palm Beach County	IMTS	26.6586	-80.088224	Riddle Road	Congress Avenue
4	Palm Beach County	IMTS	26.66155	-80.088312	Collin Drive	Congress Avenue
4	Palm Beach County	IMTS	26.66273	-80.112651	Summit Blvd	Military Trail

District	MAINAUTH	SigDes1	LAT	LONG	OnStreet	AtStreet
4	Palm Beach County	IMTS	26.66464	-80.055569	Bunker Road	Dixie Highway
4	Palm Beach County	IMTS	26.66828	-80.05526	Puritan Road	Dixie Highway
4	Palm Beach County	IMTS	26.67364	-80.112252	Gun Club Road	Military Trail
4	Palm Beach County	IMTS	26.67433	-80.054827	Nottingham Blvd	Dixie Highway
4	Palm Beach County	IMTS	26.67551	-80.048598	Southern Blvd	Flagler Drive
4	Palm Beach County	IMTS	26.67558	-80.050136	Southern Blvd	Washington Road
4	Palm Beach County	IMTS	26.67564	-80.052393	Southern Blvd	Olive Avenue
4	Palm Beach County	IMTS	26.67569	-80.054711	Southern Blvd	Dixie Highway
4	Palm Beach County	IMTS	26.67587	-80.060798	Southern Blvd	Lake Avenue
4	Palm Beach County	TS	26.67592	-80.062799	Southern Blvd	Parker Avenue
4	Palm Beach County	IMTS	26.67616	-80.06842	Southern Blvd	I-95
4	Palm Beach County	IMTS	26.67624	-80.070282	Southern Blvd	I-95
4	Palm Beach County	IMTS	26.6764	-80.076087	Southern Blvd	Glen Lakes
4	Palm Beach County	IMTS	26.6769	-80.082286	Southern Blvd	Congress Avenue
4	Palm Beach County	IMTS	26.67739	-80.103802	Southern Blvd	Kirk Road
4	Palm Beach County	IMTS	26.67809	-80.112209	Southern Blvd	Military Trail
4	Palm Beach County	IMTS	26.67828	-80.120329	Southern Blvd	Haverhill Road
4	Palm Beach County	IMTS	26.67883	-80.145228	Southern Blvd	Jog Road
4	Palm Beach County	IMTS	26.67903	-80.157547	Southern Blvd	Cleary Road
4	Palm Beach County	IMTS	26.67928	-80.163431	Southern Blvd	FL TURNPIKE (EAST)
4	Palm Beach County	IMTS	26.67937	-80.167298	Southern Blvd	Pike Road
4	Palm Beach County	IMTS	26.67971	-80.054662	Monroe Drive	Dixie Highway
4	Palm Beach County	IMTS	26.67989	-80.184234	Southern Blvd	Sansbury Way
4	Palm Beach County	IMTS	26.68011	-80.191868	Southern Blvd	Fairgrounds Road
4	Palm Beach County	IMTS	26.67956	-80.174244	Southern Blvd	Fire Station 34/ BENOIST FARMS ROAD
4	Palm Beach County	IMTS	26.68485	-80.054502	Albemarle Road	Dixie Highway

District	MAINAUTH	SigDes1	LAT	LONG	OnStreet	AtStreet
4	Palm Beach County	IMTS	26.68528	-80.165808	FL Turnpike	Pike Road
4	Palm Beach County	IMTS	26.69035	-80.054391	Belvedere Road	Dixie Highway
4	Palm Beach County	IMTS	26.69063	-80.066176	Belvedere Road	I-95
4	Palm Beach County	IMTS	26.69065	-80.068497	Belvedere Road	I-95
4	Palm Beach County	IMTS	26.692	-80.111575	Belvedere Road	Military Trail
4	Palm Beach County	IMTS	26.69614	-80.054128	Flamingo Drive	Dixie Highway
4	Palm Beach County	IMTS	26.69708	-80.111436	Cherry Road	Military Trail
4	Palm Beach County	IMTS	26.69923	-80.146629	FL Turnpike NB	Jog Road
4	Palm Beach County	IMTS	26.70157	-80.147583	FL Turnpike SB	Jog Road
4	Palm Beach County	IMTS	26.70311	-80.11122	Elmhurst Road	Military Trail
4	Palm Beach County	IMTS	26.70542	-80.049114	Okeechobee Blvd	Flagler Drive
4	Palm Beach County	IMTS	26.70544	-80.0521	Okeechobee Blvd	Olive Avenue
4	Palm Beach County	IMTS	26.70547	-80.053741	Okeechobee Blvd	Dixie Highway
4	Palm Beach County	IMTS	26.70551	-80.055155	Okeechobee Blvd EB	Quadrille Blvd
4	Palm Beach County	IMTS	26.70596	-80.073492	Okeechobee Blvd	I-95 EB
4	Palm Beach County	IMTS	26.70599	-80.061766	Okeechobee Blvd	Parker Avenue
4	Palm Beach County	IMTS	26.70599	-80.058894	Okeechobee Blvd	Sapodilla Avenue
4	Palm Beach County	IMTS	26.706	-80.057277	Okeechobee Blvd	Rosemary Avenue
4	Palm Beach County	IMTS	26.70615	-80.077628	Okeechobee Blvd	I-95 WB
4	Palm Beach County	IMTS	26.70618	-80.048725	Lakeview Avenue	Flagler Drive
4	Palm Beach County	IMTS	26.70625	-80.052066	Lakeview Avenue	Olive Avenue
4	Palm Beach County	IMTS	26.70629	-80.082284	Okeechobee Blvd	Church Street
4	Palm Beach County	IMTS	26.70638	-80.08646	Okeechobee Blvd	Congress Avenue
4	Palm Beach County	IMTS	26.70641	-80.055166	Okeechobee Blvd WB	Quadrille Blvd
4	Palm Beach County	IMTS	26.70647	-80.090257	Okeechobee Blvd	Loxahatchee Drive
4	Palm Beach County	IMTS	26.70656	-80.093655	Okeechobee Blvd	Spencer Drive

District	MAINAUTH	SigDes1	LAT	LONG	OnStreet	AtStreet
4	Palm Beach County	IMTS	26.70674	-80.100421	Okeechobee Blvd	Wabasso Drive
4	Palm Beach County	IMTS	26.70681	-80.104353	Okeechobee Blvd	Indian Road
4	Palm Beach County	IMTS	26.70686	-80.107905	Okeechobee Blvd	Biscayne Blvd
4	Palm Beach County	IMTS	26.70688	-80.111112	Okeechobee Blvd	Military Trail
4	Palm Beach County	IMTS	26.70701	-80.119388	Okeechobee Blvd	Haverhill Road
4	Palm Beach County	IMTS	26.7074	-80.133684	Okeechobee Blvd	Meridian Road
4	Palm Beach County	IMTS	26.70748	-80.137108	Okeechobee Blvd	FL Turnpike
4	Palm Beach County	IMTS	26.7079	-80.146184	Okeechobee Blvd	Vista Parkway
4	Palm Beach County	IMTS	26.70721	-80.126993	Okeechobee Blvd	FS # 23
4	Palm Beach County	IMTS	26.70803	-80.151913	Okeechobee Blvd	Jog Road
4	Palm Beach County	IMTS	26.70822	-80.157787	Okeechobee Blvd	Skees Road
4	Palm Beach County	IMTS	26.70843	-80.166057	Okeechobee Blvd	Golden Lakes Blvd
4	Palm Beach County	IMTS	26.70851	-80.052	Hibiscus Street	Olive Avenue
4	Palm Beach County	IMTS	26.70852	-80.170112	Okeechobee Blvd	Benoist Farms Road
4	Palm Beach County	IMTS	26.70884	-80.182529	Okeechobee Blvd	Sansbury Way
4	Palm Beach County	IMTS	26.70894	-80.189802	Okeechobee Blvd	Flagler Parkway
4	Palm Beach County	IMTS	26.71032	-80.051951	Fern Street	Olive Avenue
4	Palm Beach County	IMTS	26.71133	-80.051911	Evernia Street	Olive Avenue
4	Palm Beach County	IMTS	26.71135	-80.05357	Evernia Street	Dixie Highway
4	Palm Beach County	IMTS	26.71229	-80.051903	Datura Street	Olive Avenue
4	Palm Beach County	IMTS	26.71332	-80.051862	Clematis Street	Olive Avenue
4	Palm Beach County	IMTS	26.71435	-80.05185	Banyan Blvd	Olive Avenue
4	Palm Beach County	IMTS	26.71607	-80.051824	3rd Street	Olive Avenue
4	Palm Beach County	IMTS	26.71698	-80.051808	4th Street	Olive Avenue
4	Palm Beach County	IMTS	26.71701	-80.053416	4th Street	Fire Station 1
4	Palm Beach County	IMTS	26.7184	-80.050269	LOFTIN ST / FLAGLER	N FLAGLER

District	MAINAUTH	SigDes1	LAT	LONG	OnStreet	AtStreet
					MEMORIAL BRIDGE	
4	Palm Beach County	IMTS	26.71844	-80.05178	Quadrille Blvd	Olive Avenue
4	Palm Beach County	IMTS	26.71848	-80.053368	Quadrille Blvd	Dixie Highway
4	Palm Beach County	IMTS	26.71852	-80.090011	Palm Beach Lakes Blvd	I-95
4	Palm Beach County	IMTS	26.71931	-80.089249	Palm Beach Lakes Blvd	I-95
4	Palm Beach County	IMTS	26.72127	-80.11057	Community Drive	Military Trail
4	Palm Beach County	IMTS	26.7244	-80.051596	Palm Beach Lakes Blvd	Olive Avenue
4	Palm Beach County	IMTS	26.72446	-80.053191	Palm Beach Lakes Blvd	Dixie Highway
4	Palm Beach County	IMTS	26.72713	-80.053134	15th Street	N Dixie Highway
4	Palm Beach County	IMTS	26.73244	-80.110058	Lakeside Green Blvd	Military Trail
4	Palm Beach County	IMTS	26.73495	-80.052861	Northwood Road	Poinsettia Avenue
4	Palm Beach County	IMTS	26.73599	-80.109922	Roebuck Road	Military Trail
4	Palm Beach County	IMTS	26.73637	-80.056808	25th Street	Broadway
4	Palm Beach County	IMTS	26.74107	-80.109653	Willow Pond	Military Trail
4	Palm Beach County	IMTS	26.74588	-80.056548	36th Street	Broadway
4	Palm Beach County	IMTS	26.74892	-80.109309	Cumberland Drive	Military Trail
4	Palm Beach County	IMTS	26.74928	-80.056516	40th Street	Broadway
4	Palm Beach County	IMTS	26.75286	-80.056176	45th Street	Broadway
4	Palm Beach County	IMTS	26.75476	-80.108856	Shiloh Drive	Military Trail
4	Palm Beach County	IMTS	26.75898	-80.090301	45th Street	I-95
4	Palm Beach County	TS	26.75909	-80.092191	45th Street	I-95
4	Palm Beach County	IMTS	26.75956	-80.055534	US 1	54th Street
4	Palm Beach County	IMTS	26.75978	-80.10855	45th Street	Military Trail
4	Palm Beach County	IMTS	26.7997	-80.13708	Beeline Highway	FL Turnpike
4	Palm Beach County	IMTS	26.81024	-80.152785	Northlake Blvd	Beeline Highway
4	Palm Beach County	IMTS	26.84093	-80.198685	PGA Blvd	Beeline Highway

Note:

District: FDOT District

MAINAUTH: Local Agency

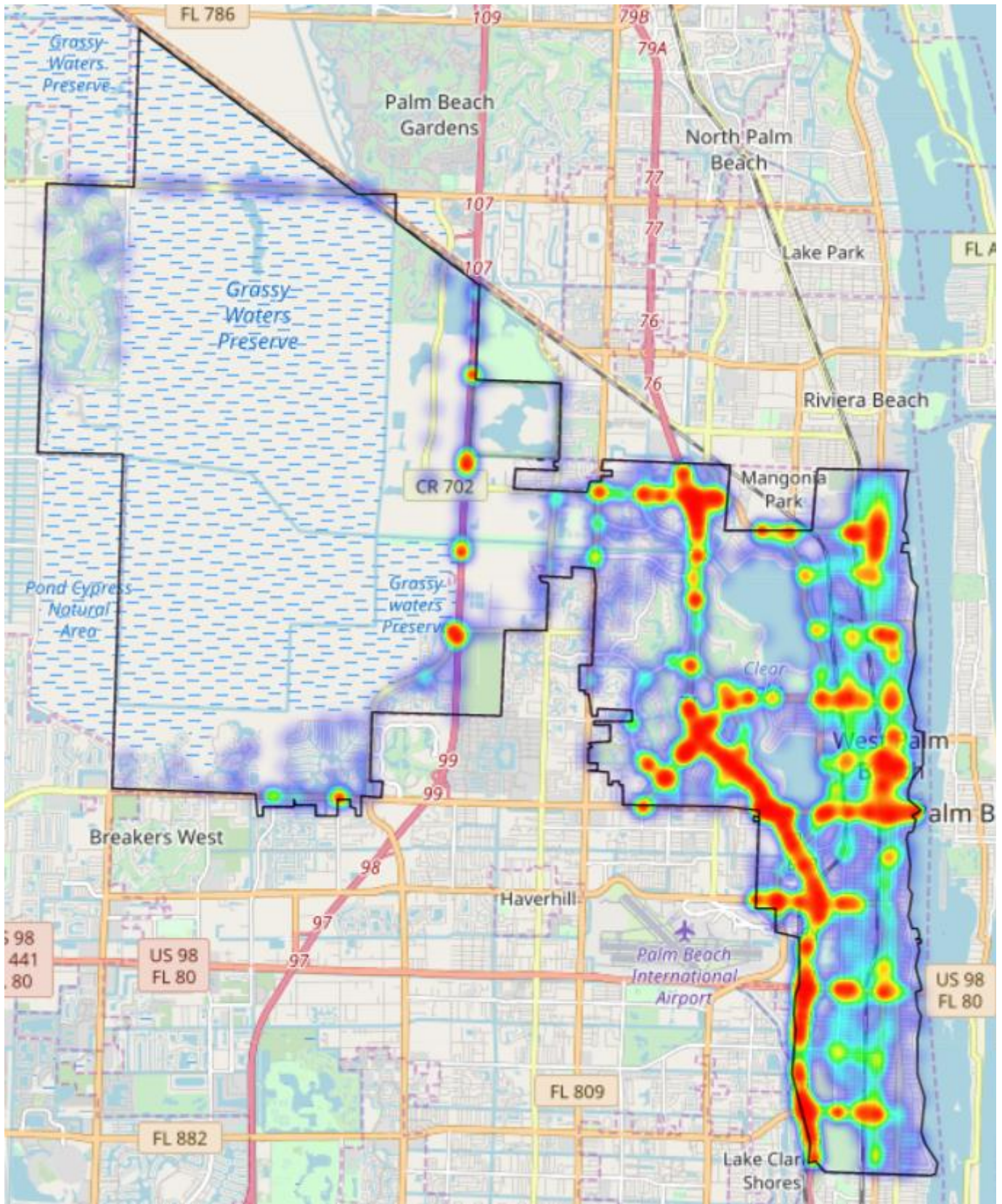
SigDes1: Signal Type (IMTS: Interconnected and Monitored Traffic Signal and TS: Traffic Signal)

LAT/LONG: Latitude and Longitude

OnStreet: State Highway System (Major Road)

AtStreet: Local Road (Minor Road)

Crash Density Based on Crashes from 2014 to 2018



Agreement (Purchase Order) #: _____

CHAPTER 60GG-1, F.A.C. – INFORMATION TECHNOLOGY PROJECT MANAGEMENT AND OVERSIGHT STANDARDS

Governed by the Department of Management Services' Division of State Technology (DST), [Chapter 60GG-1](#), Florida Administrative Code (F.A.C.), Florida Information Technology Project Management and Oversight Standards, establishes project management principles that State Agencies are required to follow when implementing information technology projects. The Department must adhere to the State project management standards and ensure that all project documentation created by the Vendor, the Department, or in collaboration, is developed and maintained in accordance with Chapter 60GG-1 F.A.C. The Vendor must be familiar with the State project management standards and be prepared to satisfy all requirements. It is important for the Vendor to recognize that documentation, monitoring, or reporting requirements may change mid-project, based on the project's DST Risk and Complexity Assessment, outlined in 60GG-1.002. The Vendor must be adaptable to changes required by Chapter 60GG-1 F.A.C., without increasing cost to the Department.

CHAPTER 60GG-2, F.A.C. – FLORIDA CYBERSECURITY STANDARDS

Governed by the Division of State Technology, [Chapter 60GG-2](#) F.A.C., Information Technology Security, also known as the Florida Cybersecurity Standards (FCS), establishes cybersecurity standards for information technology (IT) resources. State Agencies are required to follow these standards in the management and operations of state IT resources. The Department must adhere with the Florida Cybersecurity Standards for all IT projects created by the Vendor, Department, or in collaboration. The Vendor must be familiar with the State cybersecurity standards and be prepared to work with the Department to satisfy all requirements.

CHAPTER 60GG-2.002, F.A.C. SYSTEM SECURITY PLANS

In support of the Florida Cybersecurity Standards, 60GG-2 F.A.C. Section 60GG-2.002, the Department requires that all IT systems have a system security plan (SSP). The SSP must address the security setup of the system, ensuring that security controls required by Section 60GG-2.003(5)(g)(4) are in place. The SSP must be submitted by the Vendor and approved by the Department Information Security Manager (ISM) prior to system implementation. The SSP must be completed using the SSP template made available from the Department ISM. The SSP must be submitted during the System Design/Configuration phase to allow time for changes in the security design that may be required. Upon receipt of the SSP, the Department will have ten (10) business days to review. The ISM will respond with feedback, approval, or denial of the plan. The Vendor must allow time for adjustments to the plan and resubmittal to the ISM. After the SSP is approved, the Vendor shall keep the SSP updated as necessary or upon notification by the Department of a deficiency in the SSP. Any change to the SSP must be reviewed by the Department and approved by the ISM.

CHAPTER 60GG-2.002, F.A.C. BACKGROUND CHECKS FOR VENDOR STAFF

Florida Department of Transportation (Department) requires Vendor employees working on systems identified by the Department with a risk factor of moderate or higher to undergo an FBI Level II background check. The Vendor will pay the cost of their employee background checks. The Vendor will utilize the Department's Originating Agency Identifier (ORI). Contract employees must successfully pass the Level II background check before beginning work on the project.

CHAPTER 60GG-2.002, F.A.C. RISK ASSESSMENTS

The Vendor that operates as a service provider agrees to perform a third-party risk assessment on vendor owned resources that contain Department information. The assessment will follow the schedule below, and create a risk mitigation plan that assigns risk levels and proposed controls. A Plan of Action and Milestones will be shared and communicated with the Department as risk is mitigated. An annual Attestation or Certification from a third-party assessment, or report or proof of certification such as but not limited to a System and Organization Controls (SOC) 2, International Organization for Standardization (ISO) 27001, etc. will be accepted in place of a third-party risk assessment.

Assessment categorization established as per Federal Information Processing Standards (FIPS) 199 Publication standards:

1. High – will be completed every 12 months
2. Moderate – will be completed every 18 months
3. Low – will be completed every 24 months

CHAPTER 60GG-2.005, F.A.C. SECURITY INCIDENT RESPONSE

The Vendor agrees to provide a security incident response plan, which will be added as an addendum to the Department's overall security incident response plan. The Vendor's plan shall outline specific actions, response time frames, and roles and responsibilities. The Vendor agrees to align its services with the Department by monitoring and responding to security incidents of Department data and information according to section 282.318, F.S.

COMPUTER HARDWARE/SOFTWARE LIABILITY

In any Agreement for the purchase or maintenance of machines or computer hardware/software or licensed programs, the Vendor's entire liability and the Department's exclusive remedy for damages to the Department related to the machine or computer hardware/software or licensed program which is the subject of this Agreement, or maintenance thereof shall be limited to, at the

Department's discretion, 1) the correction by the Vendor of the relevant defect(s); or 2) actual damages up to the greater of an amount equal to 12 months maintenance charges for said product or the purchase price of said product. Such maintenance charges will be those in effect for the specific product when the cause of action arose. The foregoing limitation of liability will not apply to (a) the payment of cost and damage awards resulting from liability in accordance with the Copyright and Patent Infringement paragraph below, or to (b) claims for procurement costs or the cost of cover pursuant to Rule 60A-1.006, Florida Administrative Code, or to (c) claims by the Department for personal injury or damage to real property or tangible personal property caused by the Vendor's negligence or tortious conduct.

CONFIDENTIAL INFORMATION

Trade secrets are not solicited or desired as submissions with responses. Respondents are advised to submit a redacted version of the quote if the Vendor deems any portion of the documents, data or records submitted in response to this solicitation to be confidential, trade secret or otherwise not subject to disclosure pursuant to [Chapter 119](#), Florida Statutes (F.S.), the Florida Constitution or other authority. Any confidential or trade secret submission must be conspicuously marked as such, and any redacted copy must be clearly titled "Proprietary and Confidential." Failure to provide a redacted version when confidentiality is claimed by the Vendor may be cause for determination of non-conformance.

CONFLICT OF INTEREST

To prevent any bias, unfair competitive advantage, conflict of interest, or the appearance of any type of impropriety, Vendor personnel must not have been directly or indirectly involved in the development of the Scope of Services or related solicitation documentation by the Department. If Vendor personnel worked in conjunction with the Department on the development of the solicitation document, the Vendor is prohibited from submitting a bid for this solicitation. Vendor personnel assigned to other Department projects outside this Contract, shall hold and maintain any confidential information that could benefit the Vendor on future solicitations in strictest confidence. As a condition of the Agreement, the Department may require contracted personnel to sign a nondisclosure agreement. Violation of the non-disclosure agreement by contracted personnel may result in termination of the individual, and at the Department's discretion, disqualification of the Vendor from future solicitations.

COPYRIGHT OR PATENT INFRINGEMENT

To the extent permitted by Florida Law, the Vendor, without exception, shall save, defend and hold harmless the Department and its employees from liability of any nature or kind, including cost and expenses, for or on account of any copyrighted, patented or unpatented invention, process, or article manufactured or supplied by the Vendor. The Vendor has no liability when such claim is solely and exclusively due to the combination, operation or use of articles supplied hereunder with equipment or data not supplied by Vendor or is based solely and exclusively upon the Department's alteration of the article. The Department will provide prompt written notification of a claim of copyright or patent infringement. Further, if such claim is made or is pending, the Vendor may, at its option and expense, procure for the Department the right to continued use of, or replace or modify the article to render it non-infringing. If the Vendor uses any design, device, or materials covered by letters, patent or copyright, it is mutually agreed and understood that, without exception, the Agreement price shall include all royalties or other costs arising from the use of such design, device, or materials in any way involved in the work. Copyrighted material will be accepted, as part of a technical Quote, only if accompanied by a waiver that will allow the Department to make paper and electronic copies necessary for use by the Department staff and agents. It is noted that copyrighted material is not exempt from the Public Records Law, Chapter 119, F.S. Therefore, such material will be subject to viewing by the public.

DATA SECURITY AND CONFIDENTIALITY

The Vendor and its employees must comply with all Department security procedures while working on this Agreement. The Vendor shall provide immediate notice to the Department-OIT Application Services Manager and the Department – Transportation Technology Office (TTO) Information Security Manager (ISM) in the event it becomes aware of any security breach, any unauthorized transmission of State Data as described below or of any allegation or suspected violation of the Department security procedures. Except as required by law or legal process and after notice to the Department, the Vendor shall not divulge to third parties any confidential information obtained by the Vendor or its agents, distributors, resellers, subcontractors, officers or employees in the course of performing Agreement work, including, but not limited to, Chapter 60GG-2, F.A.C., security procedures, business operations information, or commercial proprietary information in the possession of the state and/or the Department.

a. Loss of Data

In the event of loss of any Department or State data or record where such loss is due to the negligence of the Vendor or any of its subcontractors or agents, the Vendor shall be responsible for recreating such lost data in the manner and on the schedule set by the Department at the Vendor's sole expense.

b. Data Protection

No state data or information will be transmitted to, stored in, processed in, or shipped to offshore locations or out of the United States of America, regardless of method, except as required by law. Examples of these methods include (but are not limited to): FTP transfer, DVD, tape, or drive shipping; regardless of level of encryption employed. Access to State Data shall only be available to approved and authorized staff, including remote/offshore personnel, that have a legitimate business need.

DELIVERABLE WARRANTY

Vendor warrants that all Deliverables provided by Vendor shall comply with the form, content, performance, and functionality specified in the Scope or each applicable TWO. If at any time within the Warranty Period, the Department discovers that a Deliverable does not comply with this Warranty, the Vendor shall, at no cost to the Department and in a timely manner, make such Deliverable conform and comply with this Warranty.

Each Deliverable and any other work product provided by Vendor in performing the Services, does not and will not infringe and is not and will not misappropriate or infringe the intellectual property rights, privacy rights or other rights of any other person or entity, nor has any claim of such infringement been threatened or asserted, nor is such a claim pending against Vendor (or to the best of Vendor's knowledge, any entity from which Vendor has obtained such Deliverable, Work Product, or rights related thereto).

ELECTRONIC ACCESSIBILITY

The Federal Electronic and Information Technology standard can be found at: <https://www.section508.gov/>. The Department standards set for section 508 compliance information for the supplies and services in this Agreement are available on the Department Standards and Guidance Set website.

ESCROW OF SOURCE CODE

The Vendor shall maintain in escrow a copy of the source code for the licensed software. With each new release of the software provided to the Department, the Vendor shall maintain the updated source code in escrow. In the event the Vendor files for bankruptcy or ceases operations for any reason, the Department shall promptly be provided the current source code in escrow. The Department will only use the source code to support the licensed software subject to the same nondisclosure provisions of this Agreement.

FACILITIES AND EQUIPMENT

Upon completion of Security Awareness Training by the Vendor's personnel assigned to this project, the Department shall provide necessary access to the Department network. The work will be conducted on-site in the Tallahassee Project Office. The Project will provide work space to use while on site. All property furnished by the Department for use by the Vendor during this Agreement will remain the property of the State of Florida.

GUIDELINES AND STANDARDS

The Vendor agrees to comply with the Department's best practices and standards, including, but not limited to, the most current version available on the [Department Standards and Guidelines Set](#) website.

OWNERSHIP OF WORKS AND INVENTIONS

The Department shall have full ownership of any works of authorship, inventions, improvements, ideas, data, processes, computer software programs, and discoveries (hereafter called intellectual property) conceived, created, or furnished under this Agreement, with no rights of ownership in Vendor or any subcontractors. Vendor and subcontractors shall fully and promptly disclose to the Department all intellectual property conceived, created, or furnished under this Agreement. Vendor or subcontractor hereby assigns to the Department the sole and exclusive right, title, and interest in and to all intellectual property conceived, created, or furnished under this Agreement, without further consideration. This Agreement shall operate as an irrevocable assignment by Vendor and subcontractors to the Department of the copyright in any intellectual property created, published, or furnished to the Department under this Agreement, including all rights thereunder in perpetuity. Vendor and subcontractors shall not patent any intellectual property conceived, created, or furnished under this Agreement. Vendor and subcontractors agree to execute and deliver all necessary documents requested by the Department to affect the assignment of intellectual property to the Department or the registration or confirmation of the Department's rights in or to intellectual property under the terms of this Agreement. Vendor agrees to include this provision in all its subcontracts under this Agreement.

All work materials developed or provided by the Vendor under this Agreement and any prior agreement between the parties shall be deemed to be work made for hire and owned exclusively by the State of Florida. Any intellectual property contained in a Deliverable and developed as a result of this Agreement shall be the sole property of the State of Florida. This provision will survive the termination or expiration of the Agreement. The Vendor retains all ownership rights in any proprietary methodologies, methods, processes, ideas, concepts, algorithms, trade secrets, software documentation, other intellectual property, or procedures of the Vendor that pre-exist or were developed outside the scope of this Agreement. If any such property of Vendor is contained in any of the Deliverables hereunder, the Vendor grants to the Department a royalty-free, paid-up, non-exclusive, perpetual license to use such Vendor intellectual property in connection with the Department's use of the Deliverables.

PROJECT PLAN SCOPE LANGUAGE

The Department requires that the Vendor create and submit a Project Plan that demonstrates how the creation and maintenance of the application will be carried out. The Project Plan template may be found at <https://www.fdot.gov/it/docs/dispFiles.shtm>, and is the template which the Department requires the Vendor to follow. The Project Plan must be submitted to the Department within thirty (30) business days after execution of Agreement or as indicated in the Scope of Work. Upon receipt of the Project Plan, the Department will have fourteen (14) business days to review and approve the Project Plan in its sole discretion. No other work may begin prior to the submission and approval of the Project Plan. After the Project Plan is approved, the Vendor shall keep the Project Plan updated as

necessary or upon notification by the Department of a deficiency in the Project Plan. Any change to the Project Plan must be approved by the Department.

Purchase of Tangible Personal Property

Contractual services that provide for the Vendor to purchase tangible personal property, as defined in Section 273.02, F.S., for subsequent transfer to the Department may be entered into only in accordance with Rule 60A-1.017, F.A.C. Technology products (e.g., software, networking equipment, etc.) purchased by the Vendor shall be subsequently transferred to the Department and shall be of first quality, supplied by the original product manufacturer or an authorized reseller, and warranted as appropriate. Technology products procured by the Contractor outside of authorized distributors/retailers are not deemed acceptable to the Department. The Agreement shall specify the quality of the technology products to be acquired, and provisions for warranty, service, and mandatory transfer of ownership to the Department.

SECURITY OF CONFIDENTIAL PERSONAL INFORMATION

The Vendor must implement procedures to ensure the protection and confidentiality of all data, files, and records involved with this Agreement.

Except as necessary to fulfill the terms of this Agreement and with the permission of the Department, Vendor and Vendor's employees shall not divulge to third parties any confidential information obtained by Vendor or its agents, distributors, resellers, subcontractors, officers, or employees in the course of performing work on this Agreement, including, but not limited to, security procedures, business operations information, or commercial proprietary information in the possession of the State or the Department. If Vendor or Vendor's employees have access to confidential information in order to fulfill Vendor's obligations under this Agreement, Vendor agrees to abide by all applicable Department Information Technology Security procedures and policies. For purposes of this Agreement, "Security Incident" means the attempted or successful unauthorized access, use, disclosure, modification, or destruction of Department information in Vendor's possession. Vendor shall make a report to the Department not more than seven (7) business days after Vendor learns of such use or disclosure.

Vendor's report shall identify, to the extent known: (i) the nature of the unauthorized use or disclosure, (ii) the confidential information used or disclosed, (iii) who made the unauthorized use or received the unauthorized disclosure, (iv) what Vendor has done or shall do to mitigate any deleterious effect of the unauthorized use or disclosure, and (v) what corrective action Vendor has taken or shall take to prevent future similar unauthorized use or disclosure.

In the event a "Security Incident" also includes a "breach of security", as defined by section 501.171, F.S., as amended, concerning confidential personal information involved with this Agreement, Vendor shall comply with section [501.171](#), F.S. When notification to affected persons is required under this section of the statute, Vendor shall provide that notification, but only after receipt of the Department's approval of the contents of the notice. Defined statutorily, and for purposes of this Agreement, "breach of security" or "breach" means the unauthorized access of data in electronic form containing personal information.

THIRD PARTY TOOLS

Vendors may not use third-party tools which impose licensing responsibility on the Department without written approval by the Department.

TRAINING

The Vendor shall provide, at its own expense, training necessary for keeping Vendor staff abreast of industry advances and for maintaining proficiency in equipment and systems that are available on the commercial market.