ADDENDUM NO. 1

DATE: April 03, 2017

RE:  BID/RFP #:  (ITB-DOT-16/17-9064-CA)

BID/RFP TITLE:  (Develop Statistical Models Quantifying the Relationship between Pavement Surface Friction Characteristics and Traffic Accident Rates)

OPENING DATE: (April 20, 2017 at 3:00PM LOCAL TIME)

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

Q&A - Written responses to written inquiries.

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.
Question: 1

Does FDOT collect state wide friction data? If yes, what is the frequency of collecting friction data?

Answer: 1:

Yes, for Inventory 33% on primary roads and 50% on Interstates, yearly. 2-Lane – one direction, 4-Lane – one lane each direction. For new construction/overlay – test all lanes within one year of construction date.

Question: 2

Does FDOT has state wide pavement texture data? If yes, what is the frequency of collecting texture data?

Answer: 2:

Collect texture data with roadway friction truck. New Construction/Overlay – have statewide texture data since 2005, collect annually. Since 2015 – collected macrotexture for inventory but data would need processed and stored in a data system (data is collected at same time as friction inventory). This is a future enhancement for database construction.

Question: 3

Does FDOT has accident information database?

- Location of accident (at intersection of road, on highway, on rural or urban roads),
- Pavement condition during accident (wet/dry),
- Speed limit of the road,
- Type of surface treatment applied on the pavement,
- Type of material applied as friction course,
- Probable reason of accident,
- Other available information if any.

Answer: 3

Yes - Location of accident (at intersection of road, on highway, on rural or urban roads).
Yes - Pavement condition during accident (wet/dry).
Yes - Speed limit of the road.
Yes - Type of surface treatment applied on the pavement.
Yes - Type of material applied as friction course.
- Probable reason of accident, Limited information – general police report information.
- Other available information if any. Since 2010 GPS information is tagged with FN and Texture (however existing database does not track GPS – future enhancement).
Question: 4

Does FDOT have or maintain an electronic database of friction data on their roadway network?

Answer: 4

Yes, it is in the Skid Hazard Reporting System.

Question: 5

If so, what metrics are measured/included in the database and how often are they collected (on average) for specific roadway segments?

Answer: 5

Friction Number, Test Speed, Location ID, Mix Type, Test Type, lane test designation.

Question: 6

Is there a referencing system available for these friction data that is consistent with the roadway inventory and crash reporting systems maintained by FDOT?

Answer: 6

The Department has a linear referencing system that is consistent with both Friction and Crash Reporting Systems.

Question: 7

We would like clarify objectives of Task 2 ("Conduct a gap analysis on the current Department's data collection and management practices and identify any gaps or shortcomings"). What are those data collection and management practices related to? Pavement surface friction data collection and management? Or crash data collection and management? Or both?

Answer: 7

The researcher should conduct a gap analysis on the data collection and management practices related to the scope of work. It is expected at a minimum the researchers should include friction, crash, and management as part of its objectives for Task 2.

Question: 8

Please provide clarification on the basis for the development of the Task 3 Statistical Models. Will the models be based solely on the results of the Task 1 Literature Review and Task 2 Gap Analysis, or will they also be based on the
collection and analysis of Florida DOT friction, crash, and other relevant data (e.g., traffic, geometrics, pavement structure and condition)?

**Answer: 8**

Based on the findings from Tasks 1 and 2, information gathered will come from available FDOT data sources meeting the goals for Task 3. Data includes surface friction characteristics, crash rates or traffic accidents, and other critical factors including, but not limited to, texture, mix design type (including aggregate sources, binder types, etc.), design speed, and traffic volume.

**Question: 9**

Does the Florida DOT have specific friction and crash data available for analysis, or are other state, regional, and national data acceptable for analysis?

**Answer: 9**

Primarily, FDOT friction and crash data will be available and should be evaluated for Florida specific conditions. However, other state, regional and national information will be taken into consideration.