

RFP 03-2026; Design-Build Services for the SS4A Demonstration of Intelligent Transportation Systems Safety Infrastructure Improvements in Escambia County
 Responses to Submitted Questions

1	What is the specific rack space and power availability within the current RTMC for the localized AI processing nodes?	Based on the current plans for the server room, the new localized AI processing nodes for the demonstration grant will have approx. 15U to work with. There may be additional; rack space available in other racks after the contractor installs the video wall and security system. Since the RTMC was designed to replace the existing infrastructure, Any server needs for the demonstration grant should be in addition to the already planned servers. The rack space can support the additional power needs and connectivity.
2	Does the current fiber backbone support the low-latency switching required to hit our 500ms sensor-to-intervention target?	There is nothing in the ground now to support it, but multiple projects are underway to provide the needed fiber network. The fiber being completed by the County should be operational by some point during this project. Exact dates are not currently available. The fiber component of this RFP will complete the loop needed to operationalize.
3	What are the resolution and input requirements for the Immersive Data Visualization Room to ensure our 3D mesh renders correctly?	To be proposed by the Contractor. Official coordination of final design for visualization room will be coordinated at time of construction with vendor to ensure the newest technology integration and allow for flexibility to achieve maximum functionality long term.
4	What are the Open API standards we must mandate for third-party sensor vendors to ensure data flows into ArcGIS Velocity without proprietary silos?	ECRC does not have any components operational at this time. ECRC expects the Contractor to propose appropriate systems and standards for operability.
5	Given the ECRC's existing enterprise geospatial infrastructure and Advantage Program, does the Council envision the SS4A Digital Twin and AI-visualization components as an extension of this current environment? Furthermore, will the Council prioritize solutions that ensure native compatibility with these existing schemas to maintain regional data continuity?	ECRC does not have existing enterprise geospatial infrastructure. To be proposed by the Contractor.
6	To maximize the impact of the Council's current technology investments, will the successful Proposer be encouraged to leverage the ECRC's existing Advantage Program and its resources to support initial architecture and data normalization for the proposed digital twin? Would the Council view the strategic use of these pre-purchased credits as a favorable approach to accelerating the project timeline and reducing redundant costs?	The ESRI Advantage Program contract has been postponed until this project is awarded. The ultimate utilization of the credits has not been decided upon. To be proposed by the Contractor.

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7	Does the Council view the use of its existing enterprise GIS platform as a primary strategy for ensuring that the SS4A Demonstration is scalable and interoperable with future regional transportation initiatives and subsequent implementation grant applications?	ECRC does not have an existing enterprise GIS platform.
8	Can ECRC clarify the current RTMC/TSOC operational environment, specifically regarding the localized rack space, power availability, and compute capacity required to support AI processing nodes and 3D mesh rendering for the Immersive Visualization Room?	There is only a proposed RTMC at this time. The specs for the RTMC are available upon request. Immersive space has separate server space and will have a dedicated computer specific to room function. Official coordination of final design for visualization room will be coordinated at time of construction with vendor to ensure the newest technology integration; however, additional power can be added to the building as needed for server support.
9	For connected vehicle (V2X) integrations, will the Council require full compliance with SAE J2735/J3224 standards for all roadside units (RSUs) and onboard units (OBUs)?	The Council requires full compliance with all FHWA required SAE standards.
10	Is Near-Miss/Conflict analytics considered an acceptable supplemental performance metric for SS4A reporting objectives to demonstrate a proactive reduction in potential fatalities during the 855-day period?	Near-miss/Conflict analytics are not explicitly requested by FHWA as part of the Performance Measures and reporting requirements outlined in the grant agreement. To be proposed by the Contractor.
11	Can ECRC clarify whether capabilities such as predictive analytics and real-time simulation are expected as part of the initial demonstration, or if these are viewed as phased capabilities to be scaled during the subsequent implementation grant phase?	To be proposed by the contractor. The proposed capabilities shall meet the requirements and expectations as detailed in the RFP.
12	Does ECRC envision the Digital Twin as a long-lived enterprise capability that remains the property of the Council after the demonstration, including full ownership of underlying models, schemas, and configurations?	The Council shall have the full ownership of all project products and deliverables.
13	Regarding the mention of Vertalys in the pre-bid call: Can the Council clarify their specific role and ensure all hardware/software components provided meet Build America, Buy America (BABA) compliance requirements?	No, to be proposed by the Contractor. The Contractor must ensure all infrastructure comply with current BABA requirements.

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14	To ensure proposers can accurately scope the effort for the Digital Twin MVP, can the Council provide an inventory of existing geospatial data layers currently available for the Pensacola and Fairfield corridors? Specifically, does the Council maintain current high-resolution 3D mesh, LiDAR, or highly granular asset inventories (e.g., lane widths, turn radii, signage, and signal infrastructure) within its existing ArcGIS environment?	The Council does not possess an inventory of mentioned data.
15	If critical data gaps are identified during the initial design phase of the Digital Twin, does the Council expect the Design-Build firm to perform primary data collection (e.g., new mobile LiDAR or drone flights), or should proposers assume that the demonstration will be built using existing Council and FDOT datasets supplemented by real-time sensor feeds?	To be proposed by the Contractor.
16	Can ECRC clarify the expectations for the long-term operational maintenance of the Digital Twin throughout the 855-day period? Specifically, should Proposers include the necessary cloud consumption and enterprise credit requirements within their technical cost proposal to ensure uninterrupted real-time data ingestion?	As indicated in the RFP, the CONTRACTOR shall be responsible for the operations and maintenance of all hardware and software designed and deployed under the Project during the contract term.
17	Will the Council provide the successful Proposer with access to existing video archives or historical conflict/near-miss studies for these corridors? Access to this data is vital for calibrating the Digital Twin’s predictive models and establishing the safety baseline required for the future implementation grant?	The Council does not maintain video archives. Historical conflict/near-miss studies do not exist and are not available for the project limits.
18	The LOI advertisement (page 2) lists the submittal deadline as Wednesday, May 27, 2026, while the RFP cover page (page 3) states Tuesday, May 26, 2026. Which date is correct?	The correct date is Wednesday, May 27, 2026. An Addendum will be issued.
19	Define geometric improvement, i.e. would the installation of a HAWK signal be considered a geometric change?	Per RFP, the proposed improvements shall not have negative impacts on the mobility of the arterial network such as speed limit reduction or lane elimination that will change the roadway environment. All improvements need to be maintained within the existing right of way.
20	Section 1.2 states that if three (3) or fewer LOIs are received, the ECRC will shortlist all responsive firms. However, Section 1.3 states that if less than 3 LOIs are received that	Section 1.2 states that “If three or less responsive firms submitted LOIs, all firms will be shortlisted.” There may be cases where the LOIs received are not considered as <u>responsive</u> . If three or fewer

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	this job will be re-advertised. Can the ECRC clarify?	responsive LOIs are received, ECRC will shortlist all responsive firms.
21	Section II states an Addendum shall be issued if the ECTC determines that an approved ATC proposal results in significant changes to the scope. Can you provide additional information on what ECRC would consider significant changes?	Subject to ECRC's review upon receiving the ATC proposals.
22	Section II.I and III require all ITS field devices to comply with FDOT's Approved Product List (APL). As has been done in previous projects, a permitting process with FDOT Traffic Engineering Research Laboratory (TERL) has been established to allow equipment not on the APL to be used under a specific permit approval process. Will equipment proposed under this project be allowed under this permitting process?	Yes
23	Section III discusses the delivery of an AI based Safety analytics System with requirements to provide push notifications via an "app based-platform". What . What specifically is this app pushing notifications of? Who are the intended end users — traffic operators, motorists, VRU's or combination of all?	To be proposed by Contractor.
24	How will accuracy of the App platform be measured as the app functionality is directly tied to the equipment owned by the individuals and their service providers. Older mobile devices do not have the location accuracy as the latest equipment and may not function properly.	The performance measures of the proposed system are defined in the RFP.
25	What is the contractors' liability if mobile devices display wrong information to the user due to the location inaccuracies or time delays?	It is the responsibility of the contractor to determine liability in performance of the contract objectives.
26	Can you elaborate on the requirements of risk monitoring as part of the AI safety analytics system?	It is the responsibility of the contractor to manage the risk in performance of the contract objectives.
27	Is the intent of the real time optimization based on traffic conditions to provide recommended signal timings? If so, are these project intersections all the intersections within the control zones within the timing network.	To be determined by the Contractor.
28	Can you define real time? Anything communicating with a cloud-based software will have some type of delay.	The Contractor shall propose a functional product to meet the project requirements as defined in the RFP.
29	Who is responsible for marketing and integrating the mobile application into the region for users to understand how to obtain it, what it is and how to use it in order to be effective in the one-year evaluation period? If the CONTRACTOR is responsible for this,	To be proposed by the Contractor.

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	where should the costs for these services be covered?	
30	Within the established cost limits from section VI, what category do costs for post design support and software support during the post deployment study fall under, Design or Construction?	The funds available must cover all elements of the project.
31	According to the Scope of Services section II.E contractor shall coordinate and obtain most current survey information from ECRC and that any missing survey data shall be collected by the contractor. Can the ECRC provide information on what survey data is currently available on the project corridors? How are the DB teams to estimate survey costs, without understanding what survey data is needed?	FDOT right of way maps are available. ECRC has not collected survey data for the corridors.
32	On page A-12 of the Scope of Services, it states the integration meetings shall include the CONTRACTORS proposed connection and splicing diagrams, and later it discusses the termination/patch panels. Yet on page A-18 in the last paragraph, it states splicing with the existing signals will be performed by others. These statements are in conflict. Please clarify.	The splicing with the existing signals will be performed by others. Any splicing or terminal patch diagrams associated with the RTMC are the responsibility of the Contractor.
33	Under the Digital Twin section, it states the CONTRACTOR is responsible for all hardware and software to be installed in the immersive room at the FL/AL TPO RTMC. Can the ECRC clarify if they are using Esri Enterprise software for on premise or if Esri Arc Online (cloud based) should be utilized?	To be proposed by the Contractor.
34	Under the Digital Twin section, it states the contractor shall develop a geospatial ecosystem with a foundational digital twin platform with integrated AI analytics, telemetry, roadway, lighting, and other data required by the ECRC. Can the ECRC explain what other data required would be?	To be proposed by the Contractor.
35	In light of the RTMC contract being re-advertised, the construction timeframe of the RTMC has been pushed back and having the responsibility of this CONTRACTOR to install servers and software in the immersive room may have two contractors working in the same space together which will complicate delivery. Is this the intent of the ECRC to have two contractors working in the RTMC simultaneously?	The Contractor is responsible for coordinating with ECRC and other agencies to minimize the impacts as stated in the RFP.
36	If not, how many software licenses will be required for the digital twin immersive room integration and for how long? Where are the costs for this software to be allocated in the bid? If this is to be included in the design section of the budget, has the ECRC confirmed that the budget allocated can support the licensing costs?	The funds available must cover all elements of the project.

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37	Can ECRC identify the traffic model that should be utilized for the model requirements of the digital twin? Is this model capable of ingesting real time traffic data?	To be proposed by the Contractor.
38	Based on the schedule included in the Scope of Services section II.J, Is the ECRC expecting software support during the 337-day monitoring period. How is reimbursement considered during this time frame?	As indicated in the RFP, the CONTRACTOR shall be responsible for the operations and maintenance of all hardware and software designed and deployed under the Project during the contract term. The funds available must cover all elements of the project.
39	Are costs related to permitting, utility relocations/adjustments/establishments, or railroad flagging been allocated under a separate funding source for this project?	The funds available must cover all elements of the project.
40	Is the ECRC able to clarify the number of licenses required for the Safety Analytics software?	To be proposed by the Contractor.
41	What is the minimum timeframe required for any software licenses to be provided under this project?	At minimum, software licenses should be available for the entirety of the 337-day monitoring period.
42	Our company 360 Network Solutions, LLC is interested in responding to this opportunity as the Prime Contractor. Does the qualification requirement under Rule 14-22, Florida Administrative Code, Major Work Class: 16 - Intelligent Transportation Systems apply to the Prime firm leading the response effort, or can the Prime offeror list a Team Member (Subcontractor) with this prequalification status to meet the project requirements? Please provide clarity if this qualification is required to hold by the Prime Offeror.	The required qualification for major work class 16 must apply to the Prime.