Transport Canada | Transports Canada

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OTTAWA, ONTARIO
K1A 0N5

March 14, 2018

ADDENDUM NO. 1

Subject: Request for Proposal No. FP802-170549
Link-Level Road Speed Data and Performance Analytics

Further to the above-mentioned Request for Proposal, this Addendum (#1) is to advise potential bidders of the question(s) received during this tender call to date. Both the question(s) and the response(s) are indicated in the attached *Annex A-1*.

All other terms and conditions remain unchanged.

Tenderers are to acknowledge this Addendum by signing in the space provided below and enclosing a copy of this document with their tender submission.

Yours truly,

Jianna-Lee Zomer
Contracting Specialist
Materiel and Contracting Services
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RECEIPT ACKNOWLEDGED

Name of Company _____

Signature _____

Canada

Annex A-1.

Q1. Is it the Crown's intent to utilize the "web based data access tool" and "web based data analytics service" referenced throughout the RFP document to understand the movement and nature of commercial and passenger vehicle flow:

- Between population centers throughout Canada in the form of Origin/Destination data, Select link, or similar Metrics; and
- Between international border crossing and population centers throughout Canada

A1: The intent is to understand the movement and nature of commercial and passenger vehicle flow in the form of link level travel speed and performance metrics such as Travel time index and Buffer time index. No Origin-Destination format data is required.
Traveling speed data and performance metrics should be associated to each road segment which is part of a standard road segmentation system like (TMC) which covers full Canada wide road network including all international border crossings.
The web based data analytic is also package.

Q2. In the context of your objectives as set out in section 1.3 and the background detailed in section 1.4 of the RFP please elaborate and describe your use cases for "near real time (1 or 2 days old) speed data"?

A2: Near real time data is required to feed into urgent ad-hoc request which is looking into the sudden change in the traffic behaviour pattern due to road/bridge closures or natural disasters like flooding or avalanches on certain corridors.