



**COLORADO HIGH PERFORMANCE TRANSPORTATION
ENTERPRISE**

**ADDENDUM #1 TO REQUEST FOR PROPOSAL – TRAFFIC
AND REVENUE CONSULTANT SERVICES FOR THE I-25
SOUTH CORRIDOR**

In accordance with Section 1.5 of the RFP, the HPTE has received the following questions from Respondents and hereby issue the following response to each question.

No.	Proposer Question	HPTE Response
1	Can you please confirm that it is acceptable to include full key personnel resumes, certifications and forms, and other pertinent information in clearly marked appendices that will not count towards the 20-page limit?	Confirmed
2	Since the RFP requests that this proposal be printed double sided, and include tabs, if the proposer includes a page marked "this page is intentionally left blank" to end a section inside its corresponding tab will that page be excluded from the 20-page limit?	No it will not. Only pages with text that address the issues identified in sections 1.34, 2.4, 2.5 and 2.6 of the RFP will count towards the 20 page limit.
3	The RFP refers to the PEL team completing macro-level modeling for the corridor. Is this limited to assessing total travel demand along the corridor with different alternatives or will it also include a high-level analysis of demand managed lane and other tolled facilities. Is the intent of the T&R study to use the same forecasted demand profile as the PEL team? That is, for the baseline forecasts, will the PEL team provide the traffic growth/trip tables to be used in this study?	The PEL Team will perform modeling consistent with the core needs for project design and environmental requirements. The purpose of the T&R Study is to project potential toll revenues that may be generated from the corridor. Current corridor, ramp volumes and O&D data in the form of Streetlight data will be collected and available. It is anticipated that this data will be of service to the T&R Study recognizing that the T&R Modeling has a different purpose. Please indicate in the proposal if data is of service to the T&R Study and provide any specific data points the proposer requires for conducting the Study.
4	Have traffic counts, travel times, and other related data been collected by the PEL team on I-25 ramps, cross-streets and key parallel routes in the corridor? If so, can you identify what data has been collected and the locations. We assume the data will be made available to the selected T&R consultant. Please confirm.	There are historical counts available through CDOT's OTIS system. The PEL Team has engaged a contractor to collect seven days of volumes on the mainline and on-ramps, as well as the Streetlight O&D data. The selected T&R consultant will have full access to data and modeling provided to and by the PEL Team. Recognizing that the T&R consultant may need additional days or may require days from various months to determine seasonality, the proposer should include data collection specific to the needs of the T&R Study in the proposal.
5	The RFP states that the PEL team is not performing micro-level modeling but only identifying locations for micro	The PEL Team will perform modeling consistent with the core needs for project design and environmental requirements.

	(and meso) level modeling. Can you clarify what type of operations analysis is included in the PEL team's scope (HCM freeway operations, ramp terminal intersections, etc.)	
6	<p>Page 11 of RFP states, "Currently, there is a plan by CH2M to only conduct macro level modeling on the corridor and to analyze the data to see if certain areas require either meso or micro level modeling. Micro level modeling will be conducted by the selected proposer to get a better idea about the dynamic effects of toll pricing and operational strategies. This effort will need to be coordinated with the CH2M team and the I-25 South PEL project team." Page 13 of RFP states "Based on forecasted traffic volumes and the managed lanes concept, identify potential areas for operational issues such as bottlenecks, weaving or merging issues that may affect the delivery of the intended objectives including free flow speeds in the managed lanes." - Page 13 primarily references operational performance of the managed lanes. Is it anticipated that the CH2M or the PEL team will ask the proposer to perform operational analyses that will also address the general-purpose lanes? To what degree will the proposer need to address operational performance of the general-purpose lanes as part of the traffic and revenue study?</p>	<p>The intent is to have a collaborative effort recognizing that the work product and data of the PEL Team substantially support the T&R consultant in their task, and the work product and data of the T&R consultant may assist the PEL Team in overall corridor design. It is HPTE's opinion that operational performance of the general-purpose lanes is key to the tolled lane performance and is therefore an integral part of the T&R Study.</p>
7	Toll Operation Analysis – What level of external review (outside the T&R team) is anticipated for the analysis?	<p>HPTE may utilize the services of other consultants to assess the findings of the T&R Study. The T&R Study will support HPTE and CDOT's strategic direction in the corridor.</p>
8	Sensitivity Analysis – Two analyses are called for, including "changing key parameters such as socioeconomic data assumptions..." – if we are using the baseline trip tables assumed to be provided, does an alternative forecast require rerun of the macro model? If	<p>The T&R consultant will have access to the PEL Team data and key modeling assumptions. The T&R Consultant will be responsible for the costs associated with conducting sensitivity analysis.</p>

	so, can we rely on CH2M to do that for no additional cost to us?	
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