SSAV-Pavement Data Collection
(SSAV-Street Surface Assessment Vehicle)

- COH acquired 6-years of Pavement Condition Data from 2 runs of Street Network which COH never had before
- SSAV was State-of-the-Art in 2008 but the technology is now outdated
- Value is in the Pavement Condition Data collected, not the SSAV itself
- Shift staff focus from “Data Collection” to “Data Analysis”
- Recommend using a Service Provider for Data Collection rather than a new SSAV
Existing SSAV Van Status

- Crackscope no longer operational/repairable – SSAV out-of-service
- Profiler – Manufacturer issued End-of-Life Notice
- Profiler computer system (MDR-Mobile Data Recorder) is based on Windows XP which is no longer supported and requires replacement
- Video Camera is no longer supported and has low resolution compared to current technology
- Do not recommend investing $500k for newer Crackscope technology
1st Run Data 2009-2011 Mapped
Similar Map for 2nd Run Data 2012-2014
Who is DTS (Data Transfer Solutions, LLC) ?

Corporate History

- Formed in 2004 and Headquartered in Orlando, Florida
- Regional offices in San Antonio and Dallas
- Over 100 Data Collection projects totaling over 150,000 miles of pavement data collection and asset condition assessment
- Over 1,000,000 assets collected and rated in the last 5 years
- HGAC-Buy approved vendor
DTS City & County Clients

In TEXAS:
- Arlington, TX
- Bexar County, TX
- San Antonio, TX
- Fredericksburg, TX
- Duncanville, TX
- New Braunfels, TX
- Bastrop County, TX
- El Campo, TX
- Lewisville, TX
- Brownsville, TX
- Little Elm, TX
- Sherman, TX
- Colleyville, TX
- Williamson County, TX

OUTSIDE of TEXAS:
- Albuquerque, NM
- Jefferson County, CO
- Charleston County, SC
- West Palm Beach, FL
- Charlotte, NC
- Des Moines, IA
DTS – GIS Display

Street segment pavement condition
Blue/Green = Good/Fair
Orange/Red = Poor/Failed
DTS -- Asset Extraction - ROW Assets
Sidewalks, Curb Ramps, Curb & Gutter, Pavement Width, Obstructions
DTS – Quality Control/Quality Assurance

Pre-Data Collection:

- **Calibration Site** - Collected at the beginning and end of each day to ensure accuracy

- **Perform a daily check** - camera's exposure rate, image quality, GPS and Inertial Measuring Unit operation.
DTS - QA/QC

Post-Data Collection:

- **Distress Maps** - created using GIS

- **Field Sheets** - created from GIS layers

- **Field Verification** - conducted to validate results

- **Anomalies** - investigated and corrected

- **Final Deliverables are mapped and delivered**
**Quote via HGAC-Buy for SSAV Services for 3rd RUN w/Discount from DTS and Comparisons (Low to High - descending)**

Note: DTS runs Locals Streets in Both Directions

<table>
<thead>
<tr>
<th>Description</th>
<th>Major Streets +</th>
<th>Local Streets =</th>
<th>All Streets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subtotal Group 1 - Pavement</td>
<td>$400,540</td>
<td>$1,056,400</td>
<td>$1,456,940</td>
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<tr>
<td>Subtotal Group 2 - Street Asset Tagging</td>
<td>$164,970</td>
<td>$659,020</td>
<td>$823,990</td>
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<tr>
<td>Totals</td>
<td>$565,510</td>
<td>$1,715,420</td>
<td>$2,280,930</td>
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</table>

<table>
<thead>
<tr>
<th>Description</th>
<th>Major Streets +</th>
<th>Local Streets =</th>
<th>All Streets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subtotal Group 1 - Pavement</td>
<td>$262</td>
<td>$215</td>
<td>$226</td>
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<tr>
<td>Subtotal Group 2 - Street Asset Tagging</td>
<td>$108</td>
<td>$134</td>
<td>$128</td>
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<tr>
<td>Totals</td>
<td>$371</td>
<td>$349</td>
<td>$354</td>
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</table>

<table>
<thead>
<tr>
<th>City of Tyler (Fugro)</th>
<th>Major</th>
<th>Local</th>
<th>All (640 mi)</th>
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<tbody>
<tr>
<td>Total Cost</td>
<td>$146,150</td>
<td></td>
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<tr>
<td>Cost per Mile</td>
<td>$228</td>
<td></td>
<td></td>
</tr>
<tr>
<td>San Antonio (DTSGIS)</td>
<td>Major</td>
<td>Local</td>
<td>All (4,000 mi)</td>
</tr>
<tr>
<td>Total Cost</td>
<td>$1,000,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cost per Mile</td>
<td>$250</td>
<td></td>
<td></td>
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<tr>
<td>City of Arlington (DTSGIS)</td>
<td>Major</td>
<td>Local</td>
<td>All (1,500 mi)</td>
</tr>
<tr>
<td>Total Cost</td>
<td>$396,896</td>
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<tr>
<td>Cost per Mile</td>
<td>$265</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bexar County (with some Asset Tagging)(DTSGIS)</td>
<td>Major</td>
<td>Local</td>
<td>All (1,200 mi)</td>
</tr>
<tr>
<td>Total Cost</td>
<td>$400,000</td>
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</tr>
<tr>
<td>Cost per Mile</td>
<td>$333</td>
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</table>
**Estimated Comparison for SSAV covering:**

<table>
<thead>
<tr>
<th>Description</th>
<th>ACTUAL IN-HOUSE</th>
<th>DTS</th>
<th>ESTIMATED IN-HOUSE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2 RUNS in 6-Years</td>
<td>1 RUN in 1-Year *</td>
<td>1 RUN in 3-Years *</td>
</tr>
<tr>
<td>Initial Capital Costs to acquire 1 SSAV or 1 DTS MAC Van</td>
<td>$1,300,000</td>
<td>$0</td>
<td>$953,389</td>
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<tr>
<td>Annual SSAV or DTS MAC Maintenance/Service Contract</td>
<td>$529,418</td>
<td>$0</td>
<td>$330,000</td>
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<tr>
<td>Pavement Data Collection/Rating Costs by DTS or COH Labor Costs</td>
<td>$1,915,000</td>
<td>$1,456,940</td>
<td>$911,891</td>
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<tr>
<td>Street Asset Tagging by DTS or COH Labor Costs</td>
<td>N/A</td>
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<td>$1,900,125</td>
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<tr>
<td>Totals =</td>
<td>$3,744,418</td>
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<td>$4,095,404</td>
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<tr>
<td>Average Cost per RUN</td>
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<td>$2,280,930</td>
<td>$4,095,404</td>
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<tr>
<td>Average Cost per Mile</td>
<td>$344</td>
<td>$354</td>
<td>$636</td>
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</tbody>
</table>

* 1-way pass LOCAL Streets

**14-way pass LOCAL Streets**

* 2-way pass LOCAL Streets

**1-way up to 4-way pass MAJOR Streets**

Vendor has fleet of 5 MAC Vans & ~22-50 staff/sub-contractors thus they can complete in 1-year

= no asset tagging  
= w/asset tagging
DTS - MWBE Commitment

- The proposed MWBE goal is 15%.
  - Identified local certified COH MWBE subcontractors

- Proposed MWBE Types of Work
  - Route planning, local vehicle driver, providing ground control survey points, field QA/QC and field operators

- DTS Previous MWBE Achievements:
  - Brownsville, Texas Pavement Condition Survey – No Goal; achieved 5%
  - TxDOT Traffic Analysis & Reporting – No goal; achieved 6%
Questions ?