

Citywide Traffic Signal Modernization, Phase II

SPN: 88-192

RFQ No. 3906 – Addendum No. 1

Item No. 1:

On page 4 of 7, delete the seventh bullet from the RFQ requirements “Hourly rates and expense schedule”.

Item No. 2 - Responses to consultant questions:

Q1: Has city selected the ATC system?

A1: No. The city has not selected an ATC system.

Q2: Does phase 2 require consultant to recommend hardware (controller, communication equipment, detection, etc.)?

A2: No. The City has selected city standard equipment.

Q3: Does phase 2 require consultant to design the interconnect network?

A3: No. The City is designing a fiber optic network. The selected consultant shall prepare interconnect plans based on information provided by the city.

Q4: Is phase 1 information available for review?

A4: Below is a summary of Phase I

- Evaluate City’s existing traffic signal equipment
- Establish priority for intersection / equipment upgrades
- Determine City standard traffic signal equipment
- Prepare Traffic Signal Management Plan
- Implement routine traffic signal maintenance
- Remove unwarranted traffic signal installations throughout the City
- Reestablish existing closed loop systems along Main Street and West Main Street – *this became a demo version of central system software (ATMS.now by Trafficware) for Main Street only.*

Q5: The RFQ indicates the use of Adaptive Signal Control in several sections. Has the City decided on a specific controller / system or is the choice of system part of the Phase II project?

A5: An Adaptive Traffic Control System will be evaluated for each of the corridors within the project limits. The selected consultant should provide a information/recommendation during the Preliminary Engineering phase.

Q6: What type of Master Control System software does the city use or want to use?

A6: The City is currently using a demo version of ATMS.now by Trafficware.

Q7: Is there a plan showing the existing conduit infrastructure and routing?

A7: The City will provide existing ductbank plans for the project area to the selected consultant. The existing ductback system is connected to all existing project intersection traffic control cabinets.

Q8: Will the City allow overhead fiberoptic cable runs or require underground installation for the expansion of the network?

A8: As indicated above, the existing ductback system is connected to all existing project intersection traffic control cabinets. Expansion of the system is not required for this project.

Q9: Are there established City standards for the Signal/ITS/IT equipment/system?

A9: Yes. The City has established city standard equipment for various traffic signal equipment.

Q10: Is back-up power required at the intersections?

A10: No. An Uninterruptible Power Supply (UPS) is not required by MUTCD at this time. However UPS will be considered for intersections with railroad pre-emption.

Q11: RFQ page 3 of 7 indicates that the Consultant will be evaluated on a quality-based selection process, and that a lump sum fee will be negotiated. Page 4 of 7 indicates providing hourly rates and expense schedules, which would appear to be unnecessary for a lump sum project. Is this information necessary?

A11: No. See Addendum No. 1, Item No. 1 above.

Q12: RFQ page 3 of 7 requires the submittal of a SF 330 form. This is reiterated on page 4 of 7. Form 330 includes resumes and project descriptions. On page 4 of 7 Experience of project personnel is

listed separately. Are the resumes provided in the 330 form sufficient, or does the City require duplication of this information outside of the 330 form?

A12: The resumes provided in SF330 are sufficient. Additional information may also be provided.

Q13: Can the SEAFORM document be made available for review?

A13: The SEAFORM will be made available to the firms/teams shortlisted.

Q14: What traffic signal controllers are being used?

A14: The City standard traffic signal controller is Trafficware 980 ATC

Q15: What traffic management software is being used?

A15: The City is currently using a demo version of Trafficware's ATMS.now.

Q16: Is the communication fiber single mode or multi-mode?

A16: The City is using single mode fiber optic cable.

Q17: Can you provide more information about the Central system: where is it located? How is it configured? Is there room to expand?

A17: The City's central System software is installed on a desktop workstation.