



ADDENDUM #1

To: All Companies Interested in Submitting a Proposal
From: Diane Muench, CPPB, Purchasing Agent
Proposal: Traffic Signal System Software and Controller, RFP #PUR0216-154
Dated: March 2, 2016
Subject: Addendum #1 (5 pages)
Date: March 14, 2016

Please note the following specification changes/additions/clarifications relative to the above Request for Bid.

- 1) **Clarification:** Item 5.4.c: Both the ACTRA and the new signal system will be operational at the same time. As a signal is added to the new system it will be removed from ACTRA. Only signals that have not been added to the new system will be on ACTRA. Once all signals are on the new system, ACTRA will be disabled.
- 2) **Clarification:** If possible, upgrade controllers to ATC; if not possible, should be upgraded to be compatible.
- 3) **Clarification:** IP scheme layout has been completed by the City's IT Department. Every signal, with the exception of approximately 20 units, are connected to the current IP layout. Two to three do not have fiber connection available.
- 4) **Clarification:** There are approximately 100 M50 units that have been installed in the last 5-6 years that have been determined can potentially be upgraded. The remaining 140 units are M40s and old M50s that cannot be upgraded.
- 5) **Clarification:** Currently, the Firmware is not running NTCIP but running on an Ethernet system.
- 6) **Clarification:** The City is using the D connector as special detectors, alarms, etc.
- 7) **Clarification:** Item 6.5: Following installation of the initial 20 controllers, City staff will install the remainder. Technical support means the Contractor shall provide telephone assistance. City staff will troubleshoot any problems. Should the need arise for the Contractor to return to the City, the costs will be addressed by a contract amendment.
- 8) **Clarification:** Contractor shall upgrade the server.
- 9) **Clarification:** If any controller is damaged, the City will remove it and send it to the manufacturer or Contractor for repair.
- 10) **Clarification:** "Fully operational" means the system software is installed and working.
- 11) **Clarification:** If controller is upgraded, the warranty will only apply to the new board. If the controller is new, the warranty shall cover the entire controller.

- 12) **Clarification:** There is a potential that 2 contracts could be awarded: 1 for the system software and 1 for the controllers. The evaluation committee will review all proposals and make that determination.
- 13) **Information:** The City will host the new software system on a virtual server. Currently, all hardware is HP.
- 14) **Addition:** Contractor shall train City staff on how to create maps in the new software.
- 15) **Addition:** Contractor shall train City staff on how to upgrade the controller boards.

16) **Question:** Please provide a list of all pre-proposal meeting attendees

Answer: Those attending are listed below:

<u>Mobotrex</u> Tony Juettner Randy Dolphin	<u>Transcore</u> Brian Thyssen Yolanda Duerson
<u>General Traffic Controls, Inc.</u> Amanda Brown	<u>Voltmer, Inc.</u> Will Hageman
<u>Traffic Control Corp</u> Doug Ripley	<u>Mid American Signal, Inc.</u> Bill Droessler
<u>Traffic & Transportation Products</u> Jim Conner	

17) **Question:** Do the current M52 controllers have 4MB or 8MB of memory?

Answer: Most of our M52 controllers have 8M DRAM. A few of our older controllers do have 4M DRAM.

18) **Question:** Can the City provide cabinet prints in order to review D-connector configuration? Or can the City provide a summary of the pin connections for D-connector?

Answer: See Attachment D.

19) **Question:** In Section 6.3 it states that if existing controllers can be utilized, the contractor shall work with the City to upgrade these systems. During the upgrade process, will the vendor be expected to perform database conversions for these controllers? What level of support will be required?

Answer: If the Contractor has a solution for database migration it would be expected that it would apply to the upgradeable controllers.

20) **Question:** In Section 6.5 it states that the contractor is expected to assist with the deployment of approximately 20 controllers in the field and that the City will perform the remainder of the installations. Is the contractor expected to perform database conversion tasks on these remaining intersections, or will the agency perform these tasks if training is provided

Answer: If the contractor has a solution for database migration it is expected that this solution will convert the existing database over to electronic files that can be downloaded to the new and existing controllers.

21) **Question:** In the proposal price sheet, it says that the cost for configuration of the traffic signal system software should be included. Does configuration include the creation of map graphics and individual intersection configuration? If this is to be included in the cost, how many intersections would the contractor be expected to configure?

Answer: The signal system software shall have the capability for an overall map graphic of the entire City signal system and graphics showing individual intersection configuration. Contractor shall include the cost for this in their proposal.

- 22) **Question:** Is the Contractor required to migrate the database from ECOM to NTCIP?
Answer: Contractor shall provide available options with its RFP submittal.
- 23) **Question:** Does the software maintenance agreement include firmware?
Answer: Yes.
- 24) **Question:** Is one contractor allowed to submit multiple proposals?
Answer: Contractor may submit multiple solutions for consideration by the City.
- 25) **Question:** Will there be any work that needs to be performed during night-time hours?
Turning on new signals at busy intersections...etc.?
Answer: The prospective Contractors will not be expected to perform any work during night-time hours. All work by prospective Contractors is anticipated to be done between the hours of 8:00 AM to 5:00 PM.
- 26) **Question:** Will there be a need for traffic control when performing the installations at the first 20 locations and if so whose responsibility is the traffic control?
Answer: Traffic control is not anticipated when performing the installations of the first 20 locations. If traffic control is needed it will be provided by City staff.
- 27) **Question:** Page 11, Section 8.0 talks about the contractor employees and their need for uniforms. What is an acceptable "uniform"?
Answer: A shirt with the company's name on it is sufficient, just a way to identify the employee.
- 28) **Question:** Page 10 Section 5.6 talks about "documentation" and the need for a "bound printed manual covering the features of the traffic signal system", since there are regular updates, sometimes quarterly, would it be best or acceptable to simply have some type of system that could be added to when the new features come out? Possibly something like a three ring binder to easily incorporate new additions to the system documentation?
Answer: A system that can be added to when new documentation is available will be acceptable. In addition to printed versions of the documentation, the City will also require electronic copies of the documentation in a format such as PDF.
- 29) **Question:** Please clarify how any controller/firmware upgrades and/or replacements fit into the City's anticipated 4 to 6 months project schedule. Do all of the City's existing 232 signalized intersections need to be integrated with the new Traffic Signal System Software within the project schedule?? Or only the ~20 new traffic signal controllers that prospective Contractors are responsible for deploying per Section 4.0 – Scope-of-Work, Article 6.0 – Traffic Signal Controllers, Item 6.5 – Field Deployment & Troubleshooting?
Answer: All of the exiting 232 signalized intersections need to be integrated with the new Traffic Signal System Software within the project schedule. It is the City's intent to maintain the project schedule, however if needed the City will amend the contract for more Contractor installations.
- 30) **Question:** For Reports, please clarify what the City expects when they say "Turning Movement Counts". Typically, this is not really feasible to do with current detector setups.
Answer: The City expects the Traffic Signal System Software to allow for detector counts using existing and future detectors. These would not necessarily be turning movement counts.
- 31) **Question:** For Reports, please clarify what the City expects when they say "Custom". This is a very open-ended statement. Would prospective Contractor's current configurable reports satisfy this functionality?? Or does the City want prospective Contractors to create some reports for them in the future?? Or does the City want to create their own reports?

Answer: The prospective Contractor's current configurable reports will satisfy most of the City's needs, however the City would like the ability to create their own reports from the database if possible.

32) **Question:** "Training...Contractor shall provide training prior to the deployment of the traffic signal system software and controllers...". Please clarify why the City wants training prior to deployment, not after deployment. Typically, training is conducted after deployment (& before acceptance testing) on the City's newly deployed traffic signal system so that staff can work "hands-on" the real-world system.

Answer: The City is expecting that the training will occur after the new Signal System Software is installed, but before a significant amount of the new controllers are brought online. The City will work with the prospective Contractor on the appropriate time for training.

33) **Question:** Prospective Contractors are required to supply at least 140 new traffic signal controllers that are compatible with the traffic signal system software installed as part of this project. For the 100 Siemens EPAC M52 controllers, please identify the specific firmware version per intersection (e.g., Siemens M52 controller running Siemens SEPAC v4.01d or f firmware). For the 100 Siemens EPAC M52 controllers, please clarify how exactly the City anticipates working with prospective Contractors to determine the number of controller/firmware platforms, timeframe/schedule, and associated costs required to upgrade and/or replace as part of this project. Does the City expect prospective Contractors to identify all potential controller/firmware upgrades and/or replacements, timeframe/schedule, & associated costs now as part of their submitted proposals? Or does the City anticipate working with the selected Contractor to determine controller/firmware upgrades and/or replacements, timeframe/schedule, & associated costs as part of the resultant project?? If so, please respond that the City recognizes and accepts that there will be additional controller and/or firmware costs beyond that contained in Contractors' Financial Proposal.

Answer: The firmware versions and number of the Siemens EPAC M50 controllers is as follows:

- 3.32g = 2
- 3.33e = 6
- 3.34c = 2
- 3.34d = 1
- 3.34e = 33
- 3.34f = 1
- 3.34g = 65
- 3.34h = 13

The City expects the prospective Contractor to include in their proposal what the minimum requirements are for an M50 controller to be upgradeable. The City anticipates that approximately 100 of the M50 controllers are upgradeable and the prospective Contractor shall include a firm fixed unit price per controller to upgrade the existing controllers. The City will work with the prospective Contractor regarding cost if more or less than 100 controllers are upgradable.

The City also requires that the prospective Contractor train City staff on how to upgrade the existing controllers and show them how to perform the upgrades. City staff would then work to deploy all the upgrades in the field.

34) **Question:** Please identify if the City wants prospective Contractors to procure & set-up new workstations and/or laptops that are integrated with the new traffic signal system software? If so, how many? Similarly, please identify if the City wants prospective Contractors to install Client software on any City-provided workstations and/or laptops?? If so, how many?

Answer: The City would like prospective Contractors to install Client software on 8 City provided laptops and 4 City provided workstations. Prospective Contractors shall include the minimum requirements necessary to run the Client software in their proposals

- 35) **Question:** Proposal Information is Public: What about confidential information? How does the City handle confidential information? Do prospective Contractors need to indicate “proprietary or confidential information” on all associated pages?
Answer: From Page 17 of the RFP (Terms and Conditions): *All documents submitted with any proposal shall become public documents and subject to Iowa Code Chapter 22, which is otherwise known as the “Iowa Open Records Law”.*
- 36) **Question:** We would like to propose changes to the City’s Terms and Conditions. Are these changes acceptable?
Answer: The City will not make any changes to the Indemnification and Warranty Terms and Conditions. For any other requested changes to the Terms and Conditions, reference Item 2.8 on Page 4.
- 37) **Question:** Please confirm that prospective Contractors should not include sales tax within their Financial Proposal.
Answer: The City will provide the awarded Contractor with a contractor’s sales tax exempt certificate for materials and equipment.
- 38) **Question:** What type of contract does the City anticipate executing with the selected Contractor?
Answer: The contract will be a firm fixed fee.
- 39) **Question:** What is the budget for this project?
Answer: The Traffic Signal System Software and Controller is only 1 portion of a larger project which also includes observation cameras, fiber switches, video wall system, traffic operations center, IT hardware, staff time, etc. All these projects are under 1 budget number, so a specific budget is unable to be pinpointed for this portion.

All addenda that you receive shall become a part of the contract documents and shall be acknowledged and dated on the bottom of the Signature Page (Attachment B). The deadline for sealed proposals is Thursday, March 24, 2016, before 3:00 pm CDT at the Office of the City Clerk, 101 First Street SE, Cedar Rapids, IA 52401.