



**To:** All Companies Interested in Submitting a Proposal  
**From:** Rebecca Johnson, CPPB, Purchasing Agent  
**RFP:** Traffic Signal Battery Backup Systems (RFP #PUR0218-136); Dated: March 2, 2018  
**Subject:** Addendum #1 (1 page)  
**Date:** March 21, 2018

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The following questions and/or clarifications were asked relative to the above-listed Request for Proposal. This memo is sent for clarification to all companies to whom the RFP was sent.

**Question:** The spec shows 2500 watts which is not how a battery string is rated. Please provide an amp hour rating that is needed to measure proper run time.

**Answer:** The City requires a minimum run time of 5 hours. If a smaller battery with a more efficient inverter will provide a minimum run time of 5 hours, it will be acceptable.

**Question:** Is the City requiring a lead-acid battery solution or will a nickel-zinc solution be considered?

**Answer:** The City will consider nickel-zinc.

**Question:** Please provide a required battery rating in amps or watts, or the required run time for the system in the event of an outage.

**Answer:** The City requires a minimum run time of 5 hours. If a smaller battery with a more efficient inverter will provide a minimum run time of 5 hours, it will be acceptable.

**Question:** Please provide the intersection current draw.

**Answer:** The City expects a run time of 5 hours with a signal that draws 3.5 amps at 120 volts.

**Question:** Will the City accept a battery connection utilizing an Amphenol type threaded connector assuring connectivity, no corrosion or loss of battery performance (section 4.2.1b)?

**Answer:** Yes

**Question:** Will the City require the cabinet to be heated (section 4.2.2f) if the batteries provided do not loose functional performance based on low temperatures?

**Answer:** No

**Question:** Will the City forego the cycling requirement in section 4.2.3d if the batteries provided do not require cycling?

**Answer:** Yes

**Question:** Will the City consider utilizing a modern intelligent two stage inverter which monitors the sine wave for potential faults and is able to provide clean conditioned power, however does not require traditional line interactive buck/boost transformers to accomplish this task and fully complies with Caltrans standards for BBS systems (4.2.3g)?

**Answer:** Yes, if the system is capable of maintaining proper output voltage to the signal during a low voltage input (95 volts) scenario without draining the battery level.

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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 C). The deadline for proposal submittal is Thursday, March 29, 2018 before 3:00 p.m. CDT.