# Adaptive Signal Control System Phases I & II

**Addendum No. 1**

**November 14, 2018**

## ATTENTION: All Proposers

You are hereby notified that in Addendum No. 1, the Request for Proposal is amended as follows:

## REQUEST FOR PROPOSAL

1. **Page 2, Section II – TIME SCHEDULE, first paragraph:**

DELETE “[insert date]” and REPLACE with “February 15, 2019”*.*

1. **Page 3, Section III – INSTRUCTIONS TO PROPOSERS, Subsection C:** DELETE “November 16, 2018, 4:00 pm” and REPLACE with “November 21, 2018, 12:00 noon.”
2. **Page 3, Section III – INSTRUCTIONS TO PROPOSERS, Subsection E:**

DELETE “November 9, 2018” and REPLACE with “November 14, 2018.”

## ATTACHMENT A – PROPOSAL SUBMITTAL REQUIREMENTS

1. **Page 4, Section VI – PROPOSED DEPLOYMENT SCHEDULE, Second paragraph, 3rd sentence:**

DELETE “Month Date” and REPLACE with “May 15”.

1. **Page 4, Section VI – PROPOSED DEPLOYMENT SCHEDULE, Second paragraph, 4th sentence:**

DELETE “Month Date” and REPLACE with “September 27”.

## Page 6, Section VIII – COST PROPOSAL, ninth bullet:

## APPEND with “Multiple identical training sessions in multiple locations is not anticipated.”

## Page 7, Section VIII – COST PROPOSAL, Table 1:

## INSERT “Item #: 13; Description: Other Costs for 33 Intersections; Quantity: 1; Unit: LS”.

## Page 7, Section VIII – COST PROPOSAL, Table 2:

## APPEND to “Item #: 8; Description: Review Existing Detection” the following “…for 11 Secondary Intersections”.

## ATTACHMENT B – SCOPE OF SERVICES

## Page 1, Section I, first paragraph, 1st sentence:

## INSERT to the beginning of the sentence the following: “Following contract execution,…”

## Page 1, Section I, second paragraph, 2nd sentence:

## APPEND to the end of the sentence the following: “…in order to attain minimum system functionality. The System Provider may also propose an alternative form of detection as an optional feature.”

## Page 2, Section III, first paragraph, last sentence:

APPEND after the end of the sentence the following: For workstations, the City uses HP Elite Desk 800 (latest gen) and Lenovo P320/M710S workstations with the following minimum specifications; the vendor can upsize as needed by its software requirements:

* The latest Intel Core i7 processor (currently 8th Generation)
* 512GB SSD primary hard drive
* 16GB DDR4 system memory
* Optical DVD-RW
* A 22” 1920x1080 display with necessary Display Port
* Discrete video card as needed by software
* 1Gbps Ethernet Port
* Keyboard & mouse
* Windows 10 Professional license

## APPENDIX A – CONCEPT OF OPERATIONS

## Page 32, Table 8:

## DELETE the contents of the Controller Software field and REPLACE the contents with “Intelight MaxTime 1.9.12” for the following intersections:

## S 320th Street & I-5 Southbound Ramps

## S 320th Street & I-5 Northbound Ramps

## SR 18 Westbound Off-Ramp & SR 161 / Enchanted Pkwy S

## SR 161 / Enchanted Pkwy S & Milton Rd S

## SR 161 / Enchanted Pkwy S & 19th Way S

## I-5 Southbound Off-Ramp & SR 18 (except that this location is using version 1.9.15)

## Page 45, Reference 4.15.0-1.0-1, second bullet:

## DELETE the following: “…- Econolite ASC/3 and Cobalt”

## 

## Page 55, Section 6.4, first paragraph:

## DELETE “2 years” and REPLACE with “5 years”.

## Page 57, Section 7.4:

INSERT after the second sentence the following: “The cost of supplying new or additional equipment shall be included in the cost proposal. The City will design and bid for construction and installation of new equipment, and an estimate of the cost of that construction contract shall be included in the proposal, but not in the bid items. The City reserves the right to consider if the estimated cost of the construction contract realistically reflects local market conditions in its review of the proposal.”

## QUESTIONS FROM PROPOSERS

## Question: Our company has been able to find the bid posting via your procurement site, but there is no solicitation, just an “ad only” document and a missing FTP document.

## 

## Response: The full RFP with all attachments is too large to email, but it is posted at: <ftp://ftp.cityoffederalway.com/Outbox/Public%20Works/Adaptive%20Traffic%20Control%20System/Adaptive%20Signal%20Control%20RFP.pdf>

## Question: Can a copy of Appendix E – As-Builts be provided?

## Response: Most of our as-builts have been scanned full-size as TIFF documents. Therefore, due to the size of these documents, we have provided electronic access to the as-builts on our ftp site: <ftp://ftp.cityoffederalway.com/Outbox/Public%20Works/Adaptive%20Traffic%20Control%20System/As%20Builts/>

## Question: Can a copy of the Systems Requirements be provided in MS Word or Excel format?

## Response: The native document was prepared in MS Word, and can be found at:

## <ftp://ftp.cityoffederalway.com/Outbox/Public%20Works/Adaptive%20Traffic%20Control%20System/Appendix%20B%20-%20System%20Requirements.docx>

* 1. Question: The RFP has various locations where controller hardware is addressed with slightly different statements; Can you clarify the vision of Federal Way as it pertains to the existing controllers?

*Reference Locations: CON OPS 4.15.0-1/4.15.0-1.01, CON OPS 6.2, CON OPS 7.4 Attachment A; Section 8, Item 5*

▪ CON OPS 4.15.0-1/4.15.0-1.01 “The system operator is constrained to use the following controller types…2070, Econolite ASC/3 and Cobalt”

▪ CON OPS 6.2 “The adaptive signal control technology will not be constrained by the existing signal controllers; however, the City envisions the Vendor utilizing existing signal system equipment when feasible to reduce deployment cost” ……”The adaptive signal control system ideally will be compatible with existing detection and controller systems currently operated by Federal Way and WSDOT”.

▪ CON OPS 7.4 “The vendor shall specify any hardware that needs to be replaced including……signal controllers..”

▪ Attachment A; Section 8, Item 5; “Local Controller Hardware for 33 Intersections”

**Response: CON OPS statement 6.2 represents the vision of the City. It is recommended, but not required, to provide an alternative estimate in addition to the baseline estimate. The baseline estimate reflects costs associated with using existing field equipment to the greatest extent possible to meet the system requirements. The alternative estimate reflects replacement of existing field equipment beyond the baseline. The alternative estimate should include descriptions of the modifications highlighting the added features and value. CON OPS 4.15.0-1.01 is revised to read “Controller type: 2070; NEMA”. Strike “Econolite ASC/3 and Cobalt”.**

* 1. Question: Is the intention of CON OPS 7.4 to state “If the Vendor requires new controllers, cabinets, detection systems or communication systems that these need to be included in the cost proposal and supplied by the Vendor?

Reference Locations: CON OPS 7.4

**Response: Correct. The cost of supplying new or additional equipment shall be included in the cost proposal. The City will design and bid for construction and installation of new equipment, and an estimate of the cost of that construction contract shall be included in the proposal, but not in the bid items. The City reserves the right to consider if the estimated cost of the construction contract realistically reflects local market conditions in its review of the proposal.**

* 1. Question: What is the vision of the statement “Full control of signal operations at local signal controller”?

Reference Locations: CON OPS 4.10.0-1.0-7

**Response: The intent is that signal technicians would be able to access the system by physically connecting to a local signal controller and adjust signal timing parameters in real time.**

* 1. Question: What is the vision for integrating mid-block pedestrian crossings”?

Reference Locations: CON OPS 4.9.0-1.0-22

**Response: This is a future compatibility consideration. The intent is to have the system be able to service pedestrian calls to RRFB’s or HAWK’s while minimizing platoon disruption using ASC logic.**

* 1. Question: Our Project Managers are responsible for multiple projects simultaneously.Can you clarify what your expectations are for a dedicated Project Manager?

Reference Locations: Appendix A; Section III

**Response: Our expectation is that the Project Manager will be assigned to the project for its entire duration of the project and be available for timely coordination and communication with City staff. It is not our expectation that a project manager would be assigned exclusively to our project.**

* 1. Question: Training is required for multiple agencies.Will Federal Way require all key stakeholders to be present for a single training session, or will multiple training and locations be required?

Reference Locations: Appendix A; Section 8 Cost Proposal, Appendix B; Scope of Services Section 5

**Response: We anticipate that we can schedule most, if not all City and County staff to be assembled at one location; it is more difficult to assure that WSDOT staff can be scheduled at the same location, although remote access to the training sessions would improve those odds. The City does not anticipate the vendor to repeat training material over multiple identical sessions.**

* 1. Question: Is any preliminary detection review or recommendations required during the proposal submittal stage? Or will this all be completed during the initial stage of the project after award (First 60 days).

**Response: This work is expected to be completed after project award.**

* 1. Question: It is stated in the RFP, page 16 that the City will assume responsibility for modifying existing detection and communications, can the vendor recommend technology for detection and communications?

**Response: Yes.  Please be sure to explain why this would be cost-effective solution, and be clear about whether this is part of the base proposal or an optional feature.**

* 1. Question: In Table 2 on page 17 of the RFP (Attachment A Page 7), item #8 is a line item for “Review of Existing Detection.” Can it be assumed that this review pertains only to the 11 additional intersections included as options?

**Response: Yes.**

* 1. Question: What vendors provide TSP equipment for King County Metro’s existing TSP along SR 99?  What TSP equipment is onboard the transit vehicles, and what traffic central management system and controller software are involved in the current configuration?

**Response: The system in use in by King County Metro uses a roadside Transit Priority Request Generator (TPRG) and TSP interface panel, both manufactured by McCain Traffic. Onboard the bus, the CoPilot PC manufactured by Init generates the initial request messages that are sent to the TPRG via a roadside wireless network (owned by King County), then wired to the controller via 6 pair cables. The ASC/3 controllers use a special data key that must be enabled and resident in the controller. The Cobalt controllers have the TSP software enabled full time.**

**Pierce Transit is currently using OptiCom for TSP.  They haven’t requested to use it in Federal Way, but I’m sure that day is coming.**

**Both Metro and Pierce Transit are in the process of evaluating replacement alternatives for their respective systems. For Metro, the CoPilot PC will continue to be the onboard source of vehicle location, but will be modified to provide a continuous location stream rather than the location trigger based system used today. The location stream will be received by a central King County Server via cellular communication. From there, TSP requests will either be forwarded to a standard detector card in the signal cabinet (C2I), or, the requests or raw location stream will be forwarded to the traffic agency’s central system (C2C). For an adaptive system, we would generally expect to use the C2C configuration and that the central system would be able to accept TSP-related messages from King County’s TSP server.**

* 1. Question: Requirement 3.0-1.0-2 states that, “The ASCT shall receive and process priority requests and parking facility egress data from external systems.”  Can the City provide a list of external systems that would need to be compatible with the ASCT, this includes manufactures and any versioning information?

**Response: We do not have any particular system in mind.  We are only trying to make sure that future systems can be accommodated.**

* 1. Question: Requirement 18.0-7 states that, “the ASCT shall be capable of reporting performance data in real time to an Application Programming Interface”.  Can the City provide information regarding this API? What it does, and what performance data is expected to be exchanged?  Can the City provide an interface control document for this API?

**Response: We do not have any particular system in mind.  We are only trying to make sure that future systems can be accommodated. One vendor has approached the City about obtaining SPaT data.**

* 1. Question: P. 196 of the RFP document, *Intelligent Transportation Systems (ITS) Systems Engineering Analysis Worksheet*, states that the project is for the *City of Federal Way – Citywide Variable Lane Use Control Project*.  Was this document inserted in error, or can the City provide more information regarding how the Variable Lane system integrates into this ASCT project?

**Response: We have one location (Pacific Hwy S @ S 348th St) that is soon to be operated with this technology (plans for which can be found in the as-built plans), and have a grant application pending with FHWA to add four more locations, three of which are in the project limits.  We are programming Cobalt controllers to manage the variable lane use control signs in real time.  We provided this document to assure ASCT compatibility. A PowerPoint file that graphically describes the intended operation of these four locations is at:** [**ftp://ftp.cityoffederalway.com/Outbox/Public%20Works/Adaptive%20Traffic%20Control%20System/Variable%20Lane%20Use%20Funding%20Application%20Attachments.pptx**](ftp://ftp.cityoffederalway.com/Outbox/Public%20Works/Adaptive%20Traffic%20Control%20System/Variable%20Lane%20Use%20Funding%20Application%20Attachments.pptx)**.**

* 1. Question: Can you please define special bindings? – We typically spiral bound our proposals, would this be ok, or do you want something else? Colored displays – do you want the proposal to be in black and white? We typically use colored screen shots to demonstrate our software capabilities, would this be ok?

**Response: Spiral bound is fine.  We just don’t want anything gratuitous and audacious just to get attention. Color that assists in understanding features of the proposal is fine.  Again, colors used to merely grab attention are not desired.**

* 1. Question: Can you please send us the terms and conditions/ contract language for this proposal?

**Response: A sample agreement can be found at:** [**ftp://ftp.cityoffederalway.com/Outbox/Public%20Works/Adaptive%20Traffic%20Control%20System/Goods%20and%20Services%20Agreement.doc**](ftp://ftp.cityoffederalway.com/Outbox/Public%20Works/Adaptive%20Traffic%20Control%20System/Goods%20and%20Services%20Agreement.doc)

* 1. Question: In RFP Section I, the last paragraph (Page 3 of pdf, Page 2 of printed doc) indicates that detection and communications are “to be procured and installed by others” and the costs for this equipment are excluded from the stated budget for this ASC procurement.  Appendix A, Section 7.4 Equipment (Page 78 pdf, Page 57 printed) indicates that detection equipment required to support the ASC “needs to be identified ***and furnished***” (emphasis added) by the Vendor under this procurement (ASC vendor).  And in the pricing tables in Attachment A (Page 17 pdf, Page 7 printed doc) there are no pay items identified for Detection equipment.

Can the City clarify who may be responsible for furnishing detection equipment that is required to support the proposed ASC solution, and, if this may be furnished by the ASC Vendor, whether the costs of this equipment are to be identified within this proposal?

**Response: See response to Question 5 above. The costs for additional detection equipment can be added to the new bid item in Table 1 of Attachment A, “Other Costs for 33 intersections (please breakout and describe)”.**

* 1. Question: Appendix A, Section 7.4 Equipment indicates that another Contractor, under separate contract, will perform various installation activities, including “any rewiring required in the cabinet.” The pricing tables in Attachment A include pay items for “ASCT Local Controller Hardware.”  Should the costs for installation of all necessary controller hardware or other in-cabinet field equipment be included by the ASC Vendor within this pay item, or is this pay item intended to include the cost of furnishing and *delivering* the necessary hardware only, with installation and associated costs provided by others under separate contract?

**Response: Item 7 in both Table 1 and Table 2 are intended for supplying and delivering the necessary hardware. Installation is to be provided by a Contractor under a separate bid. Also see response to Question 5 above.**

* 1. Question: Attach. A, Section VI includes placeholder language regarding an expected award date for the separate contract to include installation of detection and communications, i.e. “Month Date, 2019.”  Has the City identified an expected timeframe for the *completion* of installation of detection and communications which will support the ASC implementation by Nov 30, 2019?

**Response: Expected award is May 15, 2019. Expected completion is September 27, 2019.**

* 1. Question: Detection is part of our ASC solution. Have plans for detection to be installed been finalized? If so, has a contractor been selected? Have contracts been finalized?

**Response: Plans for detection will not start design until after the selected Vendor has checked existing installations and communicated its needs. See response to Question 21 above.**

* 1. What are the specifications for the required workstation as mentioned in attachment B?

**Response: The City uses HP Elite Desk 800 (latest gen) and Lenovo P320/M710S workstations with the following minimum specifications; the vendor can upsize as needed by its software requirements:**

* **The latest Intel Core i7 processor (currently 8th Generation)**
* **512GB SSD primary hard drive**
* **16GB DDR4 system memory**
* **Optical DVD-RW**
* **A 22” 1920x1080 display with necessary Display Port**
* **Discrete video card as needed by software**
* **1Gbps Ethernet Port**
* **Keyboard & mouse**
* **Windows 10 Professional license**
  1. The system requirements reference a 5-year maintenance period, while the Concept of Operations references a 2 year period of maintenance. Which maintenance is period is correct?

**Response: The 5-year maintenance period is correct.**

* 1. Section 3.1.1.5 references King County Roads as being available for preventative maintenance of the ACS. Are King County Roads staff available to provide installation services for the project?

**Response: King County Roads staff will be available for support to the vendor and the Contractor installing field equipment, but should not be relied upon for installation services.**

* 1. How do you currently collect travel time data through your signals?

**Response: Our last travel time data collection effort was conducted in 2012 using the “floating car” technique, as described in ITE’s Manual of Traffic Engineering Studies.**

* 1. What brand of traffic controllers are being used at the intersections listed as unknown in Table 8 of the concept of operations?

**Response: The controller software is Intelight MaxTime Version 1.9.12 running on Intelight MaxView central system software.**

* 1. Item 22 on page 52 of the concept of operations references integration with RRFB and hawk signals. How many such locations are in the network?

**Response: Please refer to Figure 2 on Page 10 of the Concept of Operations, Appendix A.**

## CITY OF FEDERAL WAY

Rick Perez, PE

City Traffic Engineer