

Proposal 16113 – Statewide ITS Maintenance

Questions and Responses Set 2

Q1) Regarding SCHEDULE OF PRICES; ITEM 2: Does the quantity of “801” found in Item 2 (Cabinet Consistency) include the 79 RWIS stations?

R1) Yes.

Q2) Regarding SECTION 3.3.3.4 – Dynamic Message Signs: It states in the first paragraph on page 31 that the “DMS can be monitored and maintained using Successful Responder-specific DMS sign software for each sign type.” Could you explain what is meant by Successful Responder-specific DMS sign software? We understand that the DOT will provide both the Manufacturer sign software and the Successful Responder-specific DMS sign software.

R2) Replace “Successful Responder-specific DMS sign software” with “Vendor-specific DMS sign software”.

Q3) Regarding SECTION 3.3.3.7 - Road Weather Information System; Responsibility of Others: Does the Iowa DOT have a service agreement with Viasala for their ScanWeb software for any necessary updates or changes that are required?

R3) Iowa DOT will maintain software licenses, and the Successful Responder is required to install, configure, and manage the software.

Q4) Regarding SECTION 3.4.4.2 - CTRE Vehicle Sensor Consistency and SECTION 3.4.4.3 RWIS Sensor Accuracy Checks: If the TMC evaluates the reports from CTRE or the Iowa DOT’s RWIS Coordinator questions the accuracy of the RWIS sensors and decides to issue a work order to have a sensor recalibrated but the technician investigates and finds the sensors is properly calibrated will this trip be compensated by the hourly rates in the “Schedule of Prices”?

R4) Investigation of issues and recalibration of sensors are part of Ordinary Maintenance defined in *Section 3.4*.

Q5) Regarding SECTION 3.7.1 - Equipment Installation – Camera: The second paragraph on page 42 refers to Lowering Devices. We would like to confirm that the lowering devices will be supplied by the Iowa DOT. Secondly, will the mounting brackets and couplings also be supplied by the Iowa DOT after the functionality is confirmed with the manufacturer or will the Successful Responder be responsible for the purchase of these items?

- R5)** Materials relating to lowering devices will be procured by Iowa DOT.
- Q6)** Regarding SECTION 3.8.1 - Maintenance Management System (MMS): The first item in the Required Functionality table regarding the database connections with other database applications; could you supply additional detail on the capabilities that you are trying to accomplish with this connection?
- R6)** Iowa DOT plans to add data and information from the MMS into a statewide GIS-based asset management database.
- Q7)** Regarding SECTION 3.12 - Cabinet Consistency & APPENDIX E: It appears that the RWIS cabinet/layout cannot be configured per the ITS DETAILS diagram as it relates to Cabinet Consistency due to existing cabinet size and equipment configuration. Please provide an explanation of the required RWIS cabinet work to be performed in lieu of this requirement.
- R7)** The diagram provided in Appendix E is a typical layout for the majority of the ITS device cabinets, and a standard layout for the RWIS cabinets will be provided prior to December 1, 2016. Responders shall assume 1 hour per device cabinet on average.
- Q8)** Rest area DMS signs (33) have been added to the new contract. They do not have any separate specs. So we will assume they follow the same as the others.
- R8)** Routine maintenance frequency for rest area DMS will be the same as permanent DMS. Response maintenance resolution times for rest area DMS will be the same as portable device in storage.
- Q9)** Will IDOT allow us to stock parts for rest area signs in our IDOT warehouse and trucks? Or service calls could be a 2-3 trip process for repairs.
- R9)** Yes.
- Q10)** IDOT presently allows all the DMS maint. On the signs that need lane closures to be done during working hours. If this changes due to IDOT providing lane closures and the new spec that OH signs need to have exposed metal on the signs painted this could require up to 3 lane closures to accomplish, and triple the time of the site visit.
- R10)** Traffic control for DMS shall be provided as described in *Sections 3.3.3.4 and 3.10*.
- Q11)** We hope this spec could reflect painting anything reachable on all the signs and documenting with pictures any extra painting needed on an extra work basis. Without this, change please understand the sky is the limit for what may be needed money wise.
- R11)** The minimum steps required for routine DMS maintenance are listed in *Appendix C*.
- Q12)** After the TMC issues the morning reports will we be expected to still run our checks with the Skyline software?
- R12)** See *Section 3.4.4.4 and Appendix B*.
- Q13)** Right now there are several problem DMS signs that due to age go into comm. error on a regular basis and then right themselves during the normal reboot. It is presently understood on an informal basis we do not respond to any errors on these signs until they

are given the chance to reboot and correct themselves. As this could be five calls a week we need to ensure this process will still be carried forth.

R13) Issues with DMS or communications should be corrected as described in multiple sections of the RFP.

Q14) Will service calls to signs that require parts we are not allowed to carry in our inventory, still be an extra work order to make the 2nd repairs trip?

R14) Prior to December 1, 2016 the Iowa DOT and the Successful Vendor will identify any parts not to be carried in inventory. Additional work attributable to these particular parts may be eligible for compensation via Hourly Maintenance or After-hours Maintenance.

Q15) Will we be given access to any Addco and Daktonics software the IDOT presently has but has not been passed on to us due to licensing or other issues? This would allow us to perform better.

R15) The Iowa DOT will provide the Successful Vendor software required to maintain DMS, as allowed by applicable licensing agreements.

Q16) Presently portable DMS calls are not responded to when the trailers are in the yards, but just the next time when in the area. This is due to the present software not able to detect correctly pixel errors and the frequency of IDOT staff shutting down the trailers. Many times trailers are stored without solar deployed or being plugged in so batteries are dead when delivered to a site. We ask that another process be put into place than us having to haul the trailers back to the yard and plug in due to the above then staying in the area for 48 hours till charged. Contract wise this would be much more cost effective.

R16) Portable DMS shall be maintained as described in multiple sections of the RFP.

Q17) Will there be any further training offered us when the new color DMS signs are deployed in the Council Bluffs area as may be the plan?

R17) Yes, the Iowa DOT will arrange for DMS manufacturer provide training for new color DMS signs.

Q18) New spec for DMS grounding on this contract. Before it was check and document the ground reading in ohms. Now it is verify it is 10 ohms or less and then add more grounding if the reading is higher?

R18) Minimum DMS maintenance requirements are as shown in Appendix C. Any preexisting issues with ITS equipment related to out of specification sites shall be documented during the transition period or first routine maintenance visit and provided to the Iowa DOT project manager for consideration.

Q19) Regarding SECTION 6.13 – Liquidated Damages: Could you clarify what constitutes “a reduction in consistency, quality or throughput along the link”?

R19) For purposes of determination of liquidated damages, reduction in consistency, quality, or throughput along the link is defined as any of the following:

- Equipment failure of any Avaya 4800 series, Champion One DWDM Equipment or Transceivers, or Pro Labs 10 Gbps SFP transceivers.

- Loss of functionality for end use purposes (e.g., transmission of video, access to email or LAN, VOIP, video conferencing, or other data-dependent services)
- Failure to meet the following minimum thresholds:
 - ≤ 150 ms of one-way latency
 - ≤ 30 ms jitter
 - $\leq 1\%$ packet loss