Proposal 16950 – Adaptive Signal Control Technology for Waterloo

Questions and Responses Set 1

Q1) On p.3 it states that the bid and performance bonds are "N/A". Can the DOT confirm that bid and performance bonds are not required?

R1) That is correct. Neither is required.

Q2) Can the DOT provide .xls or .doc version of all mandatory and desired requirements tables?

R2) Please refer to section 3.4 for information on how to respond.

Q3) On p.25 it states that the response to mandatory requirements shall not exceed 20 pages, and responses for desired requirements shall not exceed 10 pages. Is this 20 pages front and back (e.g. 40 pages)? Similarly, is this 10 pages front and back (e.g., 20 pages)?

R3) Both of these were intended to be double sided. 20 pages front and back (40 pages) and 10 pages front and back (20 pages) respectively.

Q4) On p.36, Requirement 16.0-2 states that the DOT is requesting two (2) years of routine software updates, whereas in Section 3.6.2 on p.39, the state is requesting five (5) years of routine updates. Can the DOT please clarify?

R4) Period of routine updates should be two (2) years in Section 3.6.2 on page 39.

Q5) On p.39, Section 3.7, the state details two other projects, PRN 91 and PRN 87. Can the state detail the timeline of these projects and how the adaptive project coincides with these other two project schedules? What is the expectation of the vendor with respect to coordination with these other two projects?

R5) The PRN 91 project is scheduled for a 12-20-16 letting. The PRN 87 has a yet to be determined letting date spring 2017. The completion of these two projects is expected to occur late summer of 2018. The contractor for these two projects will have installed new traffic controllers, and have installed the detection determined by the ASCT. Coordination with these other two projects will be minimal, the ASCT will be installed after the traffic signals in the two projects are completed.

Q6) On p.39, Section 3.7.1, the state details that new traffic signals will be constructed as part of PRN 87 and PRN 91. Furthermore it states that new control units shall be included in the cost of the system provided as part of this adaptive project. Are contractors hired for PRN 87 and PRN 91 going to purchase new traffic controllers from the vendor if these are required for the adaptive project? Will contractors install these new traffic controllers?

R6) The contractors for PRN 87 and PRN 91 will purchase and install new traffic controllers independent of the ASCT vendor. Any addition to the system for the adaptive project will be the responsibility of the successful responder.

Q7) On p.40, Section 3.7.2, it states that, "The development of signal timing for all the intersections outlined in this proposal must be included in the cost." By signal timing, does this refer to adaptive signal control system settings? Or actual controller signal timing, like coordinated signal timing plans? Can the State clarify?

R7) The task 3.7.2 includes both the ASCT settings and development of coordinated signal timing plans for the intersections included in the project. Development of signal timing plan is a component task of 3.7.2 and is related to the development of coordinated signal timing plans for the controllers. As the ASCT system requirements state that the system shall fail to a Time of Day (TOD), the ASCT vendor shall work with the City to develop the timing that is needed for the fail over. This shall be a TOD plan for AM, PM and Off-Peak.

Q8) On p.41, Section 3.8, the state describes a 30 day "reliability test". Furthermore on p. 56, Section 6.14, the state describes a 90 day test period? This seems redundant. Can the state clarify the differences between these testing periods and the exact sequence of events of the 30 day reliability test, and 90 day test period as it relates to system installation, system verification, etc.

R8) The 30-day reliability test is a component of the system acceptance test and is performed to verify that the system is capable of performing daily operation for 30-consecutive days. The ASCT system is formally accepted at the end of successful completion of the acceptance test. After the system is formally accepted and the initial training is provided by the vendor, 95 % of the total contracted budget amount is paid to the vendor. The remaining 5% is retained through another 90-day test period. Upon successful completion of this 90 day test period, the remaining 5% may be released. The details of the 30-day reliability and 90-day test period are described in the sections 3.9 and 6.14 respectively.

Q9) On p.41, Section 3.8 and 3.9, it is not described at what point the project is officially accepted? Can the state define at what point the project will be officially accepted considering the 30 day reliability test, 90 day test period, etc.

R9) The project is officially accepted at the end of successful completion of 30-day reliability test. The ASCT contractor will be available during the 90-day test period to discuss additional fine tuning of the system.

Q10) On p.42, Section 3.11 it is stated that he project shall be fully implemented by August 1, 2018. This is nearly a two (2) year project cycle. Can the state provide details of the schedule of events in relation to the two other concurrent construction projects PRN 87 and PRN 91?

R10) See answer to Q5.

Q11) On p.42, Section 3.11 it is stated that he project shall be fully implemented by August 1, 2018. This is nearly a two (2) year project cycle. Are prices expected to remain constant for this entire two year period? May the vendor adjust pricing for inflation, materials, labor, etc. during this two year period?

R11) Pricing shall be held for the contract period.

Q12) On p.45, Section 4.2.8, it states that the offeror may be asked to provide financial information, including audited financial statements and/or financial references. As most of the offerors are privately held organizations, would the State consider a letter of opinion from the offeror's auditor instead of financial statements and letters of reference?

R12) If the City and DOT decide to request this information, the request shall be discussed with the Vendor at that time.

Q13) On p.48, Section 5.4, can the State express why they will not release weighting of evaluation criteria?

R13) The weights are not released until the response due date for purposes of the Responder giving equal and appropriate attention to all categories of the award matrix and to not concentrate on any one category.