



144-2023 ADDENDUM 2

CENTRALIZED SOLUTION FOR EMERGENCY VEHICLE PREEMPTION PILOT AT TRAFFIC SIGNALS

URGENT

PLEASE FORWARD THIS DOCUMENT TO WHOEVER IS IN POSSESSION OF THE BID/PROPOSAL

ISSUED: June 14, 2023
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THIS ADDENDUM SHALL BE INCORPORATED INTO THE BID/PROPOSAL AND SHALL FORM A PART OF THE CONTRACT DOCUMENTS

Template Version: A20190115

Please note the following and attached changes, corrections, additions, deletions, information and/or instructions in connection with the Bid/Proposal, and be governed accordingly. Failure to acknowledge receipt of this Addendum in Paragraph 10 of Form A: Bid/Proposal may render your Bid/Proposal non-responsive.

PART B – BIDDING PROCEDURES

Revise: B14.1(b)(iii) to read: Integrate with the TSB’s ATMS **and/or** various traffic controllers to request emergency vehicle preemption at intersections.

PART D – SUPPLEMENTAL CONDITIONS

Revise: D2.2(a) to read: Hexagon computer-aided dispatch (CAD) software version 9.4, including I/Tracker AVL interface.

Revise: D2.3(a) to read: McCain Transparency version 1.8.0.71 for its advanced traffic management software. It communicates with all 685 signalized intersections via LTE network connectivity.

Revise: D2.3(b) to read: McCain 170E style controllers running MC1 V1.B or RV v2.0 software and McCain 2070. style controllers running McCain Omni 1.11 software. The City currently has 546 170E controllers and 139 2070 style controllers. The Pilot intersections will include 9 170E controllers and 1 2070 controller.

Add: D2.3(d) The City has 336, 332, 332L, and 332LS cabinets in use. Cabinets are built to current TEES specifications at time of manufacture.

Add: D2.3(e) The City’s existing controllers do not support NTCIP 1211. McCain has its own version of Low Priority Request in their proprietary MIB for 2070 controllers. McCain has historically shared this MIB with agencies or 3rd Party Vendors when requested and does not charge for its use.

PART E – SPECIFICATIONS

Add: 3.3(a)(iii): If hardware is required in the traffic signal cabinet to direct preemption requests to the controller, the interface cards must have CAT5 ports to provide network connectivity to our LTE gateway. The cards need to be compatible to function within the input files of the 332/332L cabinet. If more than one port is required to connect to the gateway, a network switch with a minimum of 5 ports must be included, along with the appropriate cables to allow network access to each function card.

QUESTIONS AND ANSWERS

- Q1: Are preemption requests required to go through the ATMS? Can we propose an alternative of sending preemption requests directly to the controller or an existing device?
- A1: In accordance with E3.3(a)(ii), the Solution is not required to communicate through the ATMS.
- Q2: Are the vehicles GPIOs connected to the MP70 modems? IF so, what GPIOs are connected?
- A2: Vehicle GPIOs are not connected to the modems.
- Q3: Is there an active Octave subscription for the Sierra Wireless modems?
- A3: No. The City has a subscription with Sierra AirVantage.
- Q4: Is the City willing to accept a solution with hardware installed at each intersection, which will provide additional functionalities, including remote passthrough communication and connected vehicle capabilities, and overall, a more robust performance other than specified in the tender documents?
- A4: The City of Winnipeg is willing to accept hardware installed at each intersection as long as all requirements set out in D3, E3, and Form N are met. Functionalities and features outside those listed in sections B13, B14, and B15 will not be evaluated as part of the Proposal. Refer to D2.3(d) for cabinet details, and E3.3(a)(iii) for requirements for hardware at the intersection.
- Q5: Will the City accept hardware modules installed in the vehicles that will provide more reliable, robust performance and functionalities?
- A5: No. The Solution shall make use of the existing modems in vehicles.
- Q6: Can the City provide additional information on CAD/AVL system currently used by WFPS?
- A6: Refer to clause D2.2(a).
- Q7: Will the security clearances in Part F be required, or given the nature of the services, can the security clearance provisions be struck?
- A7: The security clearances will be required.
- Q8: Will the City negotiate the terms of the definitive agreement upon contract award, or otherwise, what form will the final contract document take?
- A8: The Proponents may include their EULA in accordance with clause E1.3 and will be evaluated in accordance with B24.2.
- Q9: In regards to Form A, please confirm that no bid security will be required?
- A9: Bid security is not required.
- Q10: Will the city confirm that there is no requirement of integration to the McCain Transparency ATMS software?
- A10: See A1 above.
- Q11: Please verify if the 170E or 2070 controllers are capable of utilizing the current NTCIP 1211 SCP protocol or equivalent?
- A11: Refer to D2.3(d).
- Q12: If the current controllers used in the city are not NTCIP 1211 or equivalent compliant will the city entertain proposals to equip the city with modern controllers?
- A12: Replacement of controllers is out of scope for this RFP.

Q13: Can you please define 'Cooperative Purchase'?

A13: Refer to D4.