

ITB-DOT-18-19-5017-INMC

Questions and Answers #1

District Five Intersection Movement Counts (IMC)

April 16, 2019

1. "Vendor shall furnish a system compatible with existing Synchro Green ASCT present at any Table 1 location."

What does it mean to be compatible with Synchro Green ASCT? As we understand it you basically need lane-by-lane stop bar capabilities, which each zone on its own channel. Is this the requirement?

Answer: From Trafficware Technical White Paper dated 2012, "Stop bar detectors must be placed on every lane, on every intersection approach... All detectors must be placed on independent channels."

2. When is projected deployment?

Answer: This contract is a purchase only contract. It is not the vendor's responsibility to deploy.

3. Do we need to be APL compliant upon application or upon completion of the project?

Answer: At the selection meeting responsiveness will be evaluated including APL compliance.

4. "The Vendor shall also complete any software interface modifications necessary—before IMC system delivery—to make their system compliant with the Department's Intelligent Transportation Systems Integration Quality and Analysis (ITSIQA) Application Programming Interface (API) for TMC data; the Interface Control Document for: ITSQA – TMC API has been attached for reference."

We'll hopefully have this fully tackled before the end of the initial project, but want to understand that our approach is an acceptable manner of integration.

Answer: No question above.

5. "The following sections describe all input request methods from the ITSQA TMC API."

There's a long list of input request methods. The ITSQA system "allows" for each of them, but are all of them required for this bid? Eg. I'd imagine some systems can't do Ped counting others can't do Speed.

Answer: Section 2.1 of the technical specifications details out the required elements. These elements must be delivered in a fashion compatible with ITSQA.