



Florida Department of Transportation

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Question and Answers

ADVERTISEMENT NUMBER: ITB-DOT-17-18-5003-SEM

DESCRIPTION: Intersection Movement Count (IMC) Equipment for Seminole County

DATE: March 15, 2018

1. 2.2.1 Data Accuracy: Question. You are stating the system will be compared against ground truth data collected by manual counts. Who is responsible for the manual counts? If the supplier is responsible for these counts how often and for how long will these counts be required?

Answer: The Department will determine if the system is meeting quality requirements, including the collection of any needed data.

2. 4. Method of Measurement: Question What type of shop drawings will be required?

Answer: The vendor will not be expected to prepare site specific installation plans. The vendor will be expected to supply documentation (such as specification cut sheets), in PDF format, describing the materials the vendor plans to furnish, including but not limited to cabling/wiring harnesses, mounting hardware, vehicle detectors, and other equipment slated for installation in the traffic signal controller cabinet.

3. 12. Installation: Question. This section references where installation is required. Is installation required at any intersection for this ITB? If installation is required, where should this cost be included on the bid sheet?

Answer: Installation will be performed by the Department.

4. Exhibit "B" II. Compensation: Question. There is a unit cost column and a total cost column as part of this section. Is total cost the same as an extended unit price?

Answer: Yes, because the quantity of each line is 1, the total cost will be the same as the extended unit price.

5. Is there a specific APL category/section the proposed solution must meet?

Answer: APL category 660 – Vehicle Detection Systems.

6. Is the intention that desired IMC equipment also provide traditional actuation capabilities to the intersections where it will be deployed?

Answer: The IMC equipment is not required to provide traditional vehicular calls to the traffic signal controller. The IMC equipment must not disrupt operation of the current vehicle detection system that places such calls at an intersection, unless the proposed solution is capable of both the required IMC functionality and traditional vehicular calls meeting or exceeding the capabilities of the existing vehicle detection system.