

Call 02 Adaptive Signal System on US 98 and US 49, known as Federal Aid Project Nos. STP-0014-03(065) / 106424301 & 302 in Forrest & Lamar Counties.

Q1. Is there a mandatory pre bid meeting?

A1. No.

Q2. Trenching detail on sheet number 10, working number FO-1 shows a spare conduit for future use and is noted required at all installations. Is this conduit already included in the bid items?

A2. As per footnote 17 on plan sheet number 4, working number SQ-1 “Conduit bank includes multiple conduits, measurement is per linear foot of bank, separate payment is not made for each.” The spare conduit is a part of the bank.

Q3. In the plans, it mentions to refer to NTB (Notice to Bidder) for more information regarding the cabinet modifications. In reading the NTB, we are not seeing where cabinet modifications are mentioned. Could you please let us know where exactly to find the needed information?

A3. See the addendum for this project.

Q4. 1. Is a Certificate of Insurance to be turned in with the bid proposal? 2. Does the Bidder need to have Subcontractors fill out the Certification with regard to the Performance of Previous Contracts or Subcontracts subject to the Equal Opportunity Clause and filing of Required Reports form? Or does just the bidder fill out and submit with bid proposal?

A4. 1. No 2. No, the certification form is for the Bidding Contractor.

Q5. The specifications section 907-663.04.1—Central Management Signal Control (CMSC) Software indicates that this software should be licensed for 50 intersections. The associated section 907-663.04.2—Full Traffic Adaptive Signal Control Software is ambiguous concerning the required number of licenses for this software. I believe the intent is for the Full Adaptive Signal Control software to be licensed for 50 intersections (matching the licensing requirement for the CMSC software). Additional, intersection licenses are not available individually. Should the Full Adaptive Signal Control Software be licensed at 50 intersections or 40 intersections? • Addendum No. 1 MDOT TMC Modifications SITE #1 under the software section indicates that “The contractor shall initially use vendor supplied software to test the CCTV to demonstrate full compliance with the contract requirements. A minimum of two (2) licenses of each system of the vendor supplied software must be provided to MDOT upon completion of the testing for each component.” The fixed IP cameras and analog dome cameras attached to video encoders are managed, operated, and viewed via web interfaces within each device which are accessed over the network with standard web browsers. Do these meet the intent of this requirement? If something other than web browsers are required are 2 per site for a total of 4 licenses required, or is a total of 2 required for the project? • Addendum No. 1

MDOT TMC Modifications SITE #1 under the software section indicates that “Update all ATMS client software within the TMC to be able to fully utilize the changes noted above.” Is the intent of this requirement for the contractor to make configuration on the ATMS client workstations to be able to utilize the cameras installed under this project? This could be interpreted (I believe erroneously) as requiring the contractor to make upgrades to all the Delcan ATMS software at both the Hattiesburg TMC and Jackson TMC. These are radically different scopes of work - one capable of being performed by the contractor and the other almost certainly only capable of being performed by Delcan. Please clarify.

- A5. 1. The licenses for the Adaptive Signal control have to accommodate up to 50 intersections, in whatever arrangement is available based on the product submitted. 2. The spec requirement is to integrate the field devices into the MDOT ATMS system. The new MDOT ATMS software does not require “licenses” as long as the software will accommodate the device proposed by the contractor. If a device driver currently exists, there will be no licensing or additional driver required. If the device type or brand is not currently integrated in the software, the proposal price should include this cost to integrate the device into our current ATMS by writing a new driver or other means necessary. 3. The intent of this requirement is to integrate the field devices into the MDOT ATMS system, which includes additional icons and control of the devices from the MDOT TMC workstations. This would be an integration of the ATMS with the new devices not an update of the entire ATMS system as a whole.