



**CITY OF SANTA MONICA PLANNING AND COMMUNITY
DEVELOPMENT DEPARTMENT
TRANSPORTATION MANAGEMENT DIVISION**

Advanced Traffic Management System, Phases 4a & 4b

Answers to Submitted Questions
July 7, 2009

Q1: How many submittals (30%, 60%, 90%, etc.) will the City require?

A1: It is anticipated that there will be 3 submittals, 80%, 90%, 100% before the final mylar plans are submitted.

Q2: In the Scope of Work, Traffic Signal Modification Plans, the RFP states, “*All traffic signal plans shall be prepared to a scale of one-inch equals 20 feet so as to identify the general location, street lighting and related geometric features along the route near the installation.*” Can you explain what is meant by “along the route near the installation”? Does the City want a full traffic signal As-Built plan for each intersection, or only the contents of the conduits affected by the installation of the new cabling?

A2: Near the installation means that the plans should show all relevant signal equipment at the intersection. This is typically up to 50’ beyond the area where the advanced detection is. As-built plans will only be needed for the 21 intersections requiring signal plans.

Q3: What is the anticipated date for construction?

A3: Construction is anticipated to begin in Spring/Summer 2010

Q4: Does the proposal have a page limit?

A4: The proposal does not have a page limit. However, as stated on page 3, they “should be prepared simply and economically”.

Q5: Can the ring binder be made of plastic

A5: Yes, the binder itself can be made of plastic or have a plastic cover that you can insert a cover page into. The idea is to limit the laminated pages and plastic coverings.

Q6: Can more than 3 representative projects be included in the proposal?

A6: Yes, feel free to include all project experience in the Southern California region relevant to this proposal.

Q7: How many copies of the proposal do you need submitted?

A7: As stated on page 5, three (3) copies are to be submitted.

Q8: Is the consultant who wrote the grant application for Metro precluded from participating on this RFP?

A8: The funding for this project is local funds. There is no Metro funding and therefore there are no exclusions for firms that have prepared Metro grant applications.

Q9: Are "All" the existing type G, K & M cabinets slated to be replaced with Type 332?

A9: Yes

Q10: According to section 6 of the proposal, will the City provide the most recent interconnect and traffic signal as-built plans on ACAD or hard copies for cost allocation purposes?

A10: All available electronic files will be provided. All hard copies will be scanned and provided in PDF format.

Q11: Is the City allocating extra points for a proposed shortened schedule?

A11: Time and schedule is one of the selection criteria. The weight of the project schedule will depend on its reasonableness for the amount of work and not necessarily on its shortness.

Q12: Are the proposed traffic signal modification plans for 21 intersections limited to the following?

- Loop Detection Relocation
- Pole Equipment Upgrades
- Intersection Rewiring
- Addition of Video Detection

A12: No, there will also be cabinet upgrades and new conduit crossings needed. Each location will have a different scope of work and may not necessarily have all of the items listed.

Q13: Will the City continue to use MRV's WDM 10 Gig technology for the traffic signal fiber optic systems Ethernet communication?

A13: Yes. (it is 1GB not 10GB)

Q14: Are the companies that manufacture CCTV or VDS equipments precluded from the design phase?

A14: No. The City realizes that companies have a product department that is separate from the design/engineering side.

Q15: For the modified signals, are there provisions for battery backup?

A15: All existing locations with battery back up in a P cabinet will remain the same. Locations where a new 332 cabinet is to be installed will have provisions for a new BBS cabinet as well. However, if the existing batteries are not in working condition, a new BBS cabinet will be installed without batteries.

Q16: Are the companies that have provided central systems to the City precluded from the PS&E phase?

A16: No.

Q17: Is the City exploring to deploy new bike detection systems at the modified signalized intersections?

A17: Yes. If where a bike lane exists at any of the intersection, the City desires to have video detection for bicycles.

Q18: When is the Phase 3 construction slated to be completed, therefore, when will the As-built plans be ready for the Phase 4a/b?

A18: Construction of phase 3 is planned for this fall. The fiber optic as-built's from phase 3 are the only relevant plans for phase 4a/b. The plans will be available to the designer of phase 4a/b and any changes in construction will be made available as well.