

ADDENDUM NO. 1

**Kansas City Area Transportation Authority
1350 E. 17th Street
Kansas City, Missouri 64108**

PROJECT NO. #18-5015-39 Visually Impaired Wayfinding Technology

Issue Date: March 14, 2019

This Addendum is hereby made a part of the Bidding Documents and Project Documents to the same extent as if it was originally included therein and is intended to modify and/or interpret the bidding documents by additions, deletions, clarifications or corrections. The Contractor shall acknowledge in the proposal the receipt of this Addendum.

GENERAL INFORMATION

The schedule has been changed. Proposals are due on April 1, 2019 at 12:00 noon Kansas City time.

QUESTIONS SUBMITTED

- Q: On page 20 Section 4, KCATA is asking for credit worthiness. I have a DUN number for my company but don't have audited financial statements and won't have enough time to generate them by the deadline. Is there any other way I can show that?**
- A: Please provide your Proposal and if your firm is selected through the evaluation process to move forward into the selection KCATA can work with your firm to determine an appropriate method for determining fiscal responsibility and financial capacity to perform the project from cradle to grave.**
- Q: Our solution to the Wayfinding Application has 3 US utility patents. KCATA will own the hardware and data but will have a license for unlimited use of the app and subscription to access the content management system. KCATA will not have any ownership of the app source code. The source code cannot be used or part of it for other purposes. Is this OK?**
- A: Yes, this is okay.**
- Q: What format is the KCATA GTFS feed in (JSON, xml, etc.)?**
- A: Please see these links. http://www.kc-metro.com/gtf/google_transit.zip
<http://kcwebsrv.kcata.org/TMGTFSTimeWebService/Vehicle/VehiclePositions.pb>**

Q: The document requires one proximity sensor for each bus stop. I was on your website and it seems the new bus stops are metal structure. The metal structure will affect the signal coverage. If so, I would recommend two for each. One at each side for pedestrians arriving from each corner of side. Can we propose a different number of proximity sensors than the ones KCATA is suggesting? And what material is used for the bus stops?

A: Proposers may include their best-fit solution for this RFP including a varied number of sensors. Proposers must identify all costs associated with their solution, however, and the unit price for each sensor, for example, will be used for the term of the contract.

Bus stops contain the following materials: galvanized steel, painted aluminum, polycarbonate and acrylic panels for bus shelters.

The kiosk portion of KCATA bus shelters contains the following:

Interactive “Smart” Kiosk Basis for Design				
The manufacturers’ equipment listed below is provided as a Basis for Design. These specific products are acceptable but not required. Alternate products may be provided if form and function meet the Basis for Design.				
The fully assembled interactive kiosk systems used as the Basis for Design is REDYREF’s Bus Shelter – Outdoor Interactive Insert, Model No. B29755C.				
	Hardware	Manufacturer	Model	Notes
1	55" Touch Display	NA	NA	Ultra-high 2500 nits panel, illuminated sensor, IR filter, anti-glare, protective capacitive touch, air curtain, Toughened glass, sturdy enclosure, External ports to attach devices, Dust Tight, Weather proof, networking features
	Interactive kiosk provider shall be responsible for providing a gasket and gasket design to Shelter/Marker fabricator to assure watertight seal between screens and marker cabinet.			
2	Amplifier	Misco	38010 Class D	
3	Speaker	Misco	RJC4C-8WI	
4	Microphone	ETS	ML1-FE	
5	Webcam	Logitech	C920	
6	Audio Jack	Batige	3.5mmF to 3.5mmF	
7	HVAC	IceQube	IQ1300mm	
8	Antenna	PCTELL	GPSHPDL TEMIMO-SF	12” leads (20’ cable)

9	Router	Cradlepointe	IBR900LP6-NA	With COR Extensibility Dock
10	Computer	Seneca	Xk-1.3	i7 Intel Processor, Ubuntu 14.04 x64, 4GBRAM, 250GB SSD, Windows Operating System
11	UPS	Cyber Power	LE850G	

Q: Does this Proposal include installation?

A: The Proposal does call for installation. The line items listed within the Proposal Response Form indicate this as well. Installation of proximity sensors, testing and integration should be included in the proposed price.

Q: Can KCATA provide additional scope requirements for the Wayfinding website as shown on Attachment D, Item 15.

A: Proposers should include on a separate sheet of paper, easily identifiable and interpreted, all costs for scope proposed above and beyond that stated in the RFP. All costs must be presented at time of response to Proposal.

Q: Is there a ballpark estimate/budget for the RFP's services?

A: \$150,000 to \$200,000

Q: Is KCATA willing to accept proposals that are not necessarily modeled after the solution described in the RFP?

A: If the RFP scope is perceived to be prescriptive in nature, Proposers are encouraged to propose an alternative solution to the scope as presented. The end solution shall not be functionally different for the end user than the way finding application RFP states.

Q: Must Proposers use specific request to use sensor broadcasts to deliver "step by step instructions? Will KCATA accept an alternative sensor model?

A: The intent is that the sensor identifies a bus stop's unique identifier. The application itself possesses the "intelligence" as the proximity sensor does not contain nor store the navigation instructions.

END OF ADDENDUM 1