



861-2021 ADDENDUM 2

CONSULTING SERVICES FOR EMERGENCY VEHICLE PRE-EMPTION FEASIBILITY STUDY

URGENT

**PLEASE FORWARD THIS DOCUMENT TO
WHOEVER IS IN POSSESSION OF THE
BID/PROPOSAL**

ISSUED: March 18, 2022
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**THIS ADDENDUM SHALL BE INCORPORATED
INTO THE BID/PROPOSAL AND SHALL FORM
A PART OF THE CONTRACT DOCUMENTS**

Template Version: Add 2021-03-05

Please note the following and attached changes, corrections, additions, deletions, information and/or instructions in connection with the Bid/Proposal, and be governed accordingly. Failure to acknowledge receipt of this Addendum in Paragraph 10 of Form A: Bid/Proposal may render your Bid/Proposal non-responsive.

QUESTIONS AND ANSWERS

- Q1: Could the City advise the allocated budget for this project?
A1: The City will not be informing proponents on the budget for this project.
- Q2: In the evaluation criteria, can the 40% allocation to fees be reduced?
A2: The 40% allocation to project evaluation is standard for projects when the budget is not stated. The evaluation criteria scoring allocation will not change.
- Q3: Regarding item D3.1(d) could the City provide further content about the Winnipeg systems that make this different from other municipalities in Canada, or does this item refer to the lack of reports available on the impacts of the EVP systems on traffic flow?
A3: The item is referring to the lack of reports and information available on the benefits and impacts of emergency vehicle pre-emption (EVP) systems in Canada.
- Q4: Regarding items D4.2(a)(i) and D4.3.3(a) are the Monthly progress meetings and the Monthly Technical Working Group meetings referring to the same meeting or two different meeting types?
A4: The Technical Working Group Meetings and Monthly progress meetings are referring to the same meeting.
- Q5: Can meetings between the consultant and the City be held virtually?
A5: Yes, meetings can be held virtually and are not required to be in-person.
- Q6: For the examples of traffic feasibility studies required in the proposal submission as stated in items B10 Experience of Proponent and Subconsultants, B11 Experience of Key Personnel Assigned to the Project, and B14 Examples of Traffic Feasibility Studies, can the same project be referenced in all three sections? If so, is the project judged on its merits in each section and able to achieve maximum points?
A6: The same project can be used as an example in all three sections. There will be no deduction for listing the same project under the different sections.
- Q7: Will the City have all related data on Day 1 of the project?

A7: The City will provide the data at the start of the project and will promptly respond to any additional data requests.

Q8: Can the City advise when the 2nd stage of the EVP procurement will begin?

A8: Future EVP studies and projects are based on the outcomes of this project. There are no set dates for the second stage of this project.

Q9: Can the City provide an overview of the existing pre-emption system?

A9: The City currently utilizes hardwired pre-emption that is manually activated within the fire paramedic station. In Winnipeg, there are a total of 14 stations that have hardwired pre-emption and 24 intersections that are connected to stations via hardwired pre-emption.

Q10: Can the City confirm whether the EVP detection system has to be integrated with the Winnipeg Fire Paramedic Services (WFPS) automated vehicle location (AVL) systems?

A10: Yes, the City is looking for a centralized system that integrates with traffic signal software and an AVL system. We are not considering an emitter/receiver based system.

Q11: Can the City provide details of the existing central software with which the EVP will integrate?

A11: The Traffic Signals Branch uses McCain Transparency software. WFPS uses a combination of Sierra routers for location data and an onboard computer aided Dispatch (CAD) system.

Q12: Are there critical integration requirements with other departments or external agencies for this study?

A12: This study only focuses on the integration of EVP with WFPS and traffic signals.

Q13: Is there any additional detailed WFPS routing information than what is available via the City of Winnipeg open data portal?

A13: WFPS uses a series of rules within the CAD system that determines which station or resource is being dispatched. WFPS does not currently have prescriptive routing or a recommended route; the routing is at the discretion of the driver. Information about the incident location, and responding station, and response time is available.