



ADDENDUM

ISSUE DATE **Thursday, May 21, 2015**

TO **All Prospective Bidders/Proposers**

FROM **Jim Meeks**

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PROJECT NO. **BVB 2015015**

ADDENDUM NO. **3**

ACTION NEEDED **The Bidder and/or Proposer shall acknowledge receipt of this Addendum and his acceptance of the conditions by checking, dating and initialing the spaces corresponding to the Addendum on the Bid/Proposal Cost Form.**

This addendum is part of the Contract Documents and modifies the work. Acknowledge receipt of this addendum must be so noted, as directed in the proposal packet. Failure to do so may result in the disqualification of the submitted proposal.

1) *Get the engineer's cost estimate*

There is no engineer's cost estimate

2) *Obtain the plan holders list*

List of prospective bidders are:

**mmk@availtec.com; colin.mcgregor@aesysinc.com; lkubek@questertangent.com;
Travis.samms@tripsark.com; Travis.samms@tripsark.com; sales@daktronics.com;
dkelleher@luminatorusa.com ; sandrine.loncar@tripsark.com**

3) *What is the anticipated duration of this project following the Pilot with respect to sign purchases? It would help greatly to know the approximate annual quantity, or total number of signs that may be purchased, and over what period. With only an open-ended, unspecified future commitment for sign purchases it will be difficult for bidders to offer their best prices.*

The project will last the contract term. Sign quantity will be determined by many factors including winning bidders cost.

4) *How many of the signs may be mounted outside of the bus shelters (i.e. on buildings), and at approximately what height? To satisfy ADA requirements signs mounted at greater heights will require larger type size.*

Signs for buildings will be installed between 8 feet to 12 feet from grade to the bottom of the sign. See question 3 for sign quantity.



Forward Together

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300 SW 7
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405.235.RIDE (7433)

Administration
405.297.1331

embarkok.com

okrivercruises.com

parkingokc.com

spokiesokc.com

- 5) Does Embark or the City of Oklahoma City own the Real-Time Departure data for Embark buses that is being supplied through the TripSpark Streets software or is that data owned by TripSpark Streets software or Trapeze?

EMBARK owns the Real-Time data supplied through the TripSpark software.

- 6) Has TripSpark Streets software agreed to provide the Real-Time Departure data to third party developers including suppliers of signs? If so can you provide information on how this data will be made available?

EMBARK currently uses third party signs. Current information is provided by TripSpark Schedule application over the network to each sign.

- 7) Are you able to put real-time departure information from the TripSpark Streets software on your web site? If so can you provide a Link to this information?

EMBARK has an API to use for web access. An example can be found here:

<http://embarkok.com/use/real-time?stop=4>

- 8) Can you access your real-time departure information on a TripSpark Streets web site? If so can you provide a Link to this information?

See question 7.

- 9) Who supplied the current Wayside sign displays that you now use?

TripSpark supplied the current Wayside signs from a third party vendor Data Display.

- 10) Can you identify the locations for the initial test and is there any objection to our visiting and photographing those sites?

Initial test will be performed at EMBARK's maintenance facility. EMBARK has no objections to visiting or photographing bus shelters.

- 11) Do you want signs which display data on one side only or do you want signs which display the data on both sides of the sign?

EMBARK only uses single sided signs but is open to sign enhancements.

This Concludes Addendum No. 3 for 2015015



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