

**July 1, 2025**

**ADDENDUM #2**

**IFB #25-063**

**Notice to Bidders:**

Addendum 2 is being issued to address questions received by the County regarding the bid.

Q: I have a question around the Advanced Traffic Detection Systems line items for 25-063. The spec lists us as an option to bid with our Approach cameras. Please see below. This is a typical example of the advanced det. zone placement, with a note saying this is approximate. With the way the advanced zones are laid out in the plans, we can actually cover the stop bar AND advanced zones with a single camera. Can you verify that advanced zones will be the typical zones based on the road speed according to the plans?

If the advanced zones here are according to plans, will you accept us proposing 360 cameras for total coverage?

A: Please see the Job Special Provisions (JSP) provided in the bid documents for specifics on the advanced detection. It is intended for project intersections to be equipped with separate stop bar and advanced detection equipment to meet the project requirements and provisions.

Q: Another question for 25-063. You currently use our Detection Plus license, which provides TMCs, etc. We are launching a new license a few days after this bid is due. The new license will be called Detection Pro. It will include everything in our Detection Plus license, along with the full Continuous Safety module (which you're piloting at Wentzville/Great Oaks). This license will be cheaper to get all functionality together instead of adding the Continuous Safety feature piecemeal.

Are there intersections in this project where you feel Detection Pro would be suitable? If so, can you provide the names of the intersections and I can get that quoted over to Shawn.

A: St. Charles County will be looking to be furnished Detection Plus to provide TMCs with stop bar detection. Other licenses/ licensing would be added on later.

Q: For the County owned intersections, you list Wavetronix Advance and Miovision Approach as the only approved advance detection systems. However, the specs repeatedly refer to Radar detection and our geared towards the Wavetronix Advance system. Looking for clarification on the specifications.

A: Both systems are approved for use for advanced vehicle detection, however job special provision specifications are written to radar specifications of the Wavetronix.

Q: Please indicate which, if any, MoDOT intersections have approaches greater than 45 MPH to aid in the selection of the correct advanced detection system.

A: MO 94 at Westwood Dr/ Florence Dr  
MO 94 at Wolfrum Rd  
MO 94 at O'Fallon Rd  
MO 94 at Siedentop Rd  
MO 94 at Cedar Glen Dr  
MO 94 at I-64  
MO 94 at I-64 SOR

Q: Are existing meter sockets and disconnects supposed to be relocated to the new cabinets?

A: Yes, unless field conditions exist such that new meter socket and disconnect need be fitted to the new cabinet, existing are to be relocated.

Q: Considering the controller exchanges, do you know of any locations where the existing fiber will need to be re-terminated due to insufficient space in the new cabinets?

A: The West Clay at Duchesne Dr/ Pundmann Way intersection could potentially need work on existing fiber due to multiple cables entering and being terminated in the signal cabinet.

**Bidders shall sign this Addendum as acknowledgement and return it with the bid.**

**Addendum #2**

**Date 07/01/2025**

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**We, the undersigned, acknowledge the receipt of the above addendum, as dated.**

**By:**\_\_\_\_\_

**Title:**\_\_\_\_\_

**Company:**\_\_\_\_\_

**Date:**\_\_\_\_\_