

**ADDENDUM No. 2  
TO APPROVED PLANS AND SPECIFICATIONS  
July 8, 2009**



**Re: Letting of July 17, 2009**

**ADDENDUM**

<u>No.</u>	<u>CN/PROJECT No.</u>	<u>COUNTY</u>	<u>ISSUE DATE</u>
1.	<b>M200113/SP-2-10(359)</b>	<b>Otero</b>	<b>7/1/09</b>
2.	<b>4086/CAQ-7601(15)</b>	<b>Bernalillo</b>	<b>7/8/09</b>

**4086/CAQ-7601(15)**

**YOU ARE HEREBY ADVISED OF THE FOLLOWING:**

Reference is made to Item No. 750000 – Intelligent Transportation System. The Contractor is responsible for programming and integration of all existing and new fiber switches. This work shall be considered incidental to this item and no separate measurement or payment will be made therefore.

Reference is made to the Double Cabinet Details on Sheet 5-1 of the plans. The following notes have been added:

Air Conditioning Unit is not required.

Ruggedcom Ethernet switch, RuggedSwitch RS900G or equivalent is recommended by NMDOT. Contact Mathew Yannoni at (505)-238-5697 for City of Albuquerque requirements on Ethernet switches.

The UPS battery backup is required to provide 1700 VA of continuous draw for a period of 6 hours.

Twenty four (24) patch cords are required at the Double Door Cabinet. Twelve (12) patch cords for COA to NMDOT and twelve (12) patch cords for NMDOT to COA.

NMDOT will occupy the red COA buffer tube running along Coors, and it will consist of two (2) collapsible rings running north along Coors and two (2) collapsible rings running south along Coors will be connected at the Double Door Cabinet. Ring one (1) South along Coors is Blue/Orange & Red/Black. Ring two (2) South along Coors is Green/Brown & Yellow/Violet. Ring one (1) North along Coors is also Blue/Orange & Red/Black. Ring two (2) North along Coors is also Green/Brown & Yellow/Violet. These Strands will need to be patched to strands within the NMDOT's blue buffer tube running east/west along I-40. To the best of our knowledge, the blue buffer tube is being used for the trunk line, which also has ring configuration. That configuration is documented as blue/orange & Slate/White. However, this is subject to field verification. It is the Contractor's responsibility, knowing what the specified configuration for Coors is, and after verifying the configuration of the trunk line along I-40, to ensure the network that they are reconfiguring as part of this project will function properly and communicate with the switches at the Hilltop facility.

**ADDENDUM No. 2**

**July 8, 2009**

**Page 2**

The same holds true for COA's configuration, however, the contractor should verify trunk line information specific to COA and the patch configuration back to the COA network with Matt Yannoni of the COA.

**Gary L.J. Giron, Cabinet Secretary  
New Mexico Department of Transportation**

**GG:JM**