



# Public Works Department

Capital Projects Division  
5310 Municipal Avenue  
Kansas City, Missouri 64120

Office: (816) 513-9841  
Fax: (816) 513-9761

To: Eva Steinman, Transportation Planner, MoDOT District 4

From: Srinivasa R. Veeramallu, Senior Transportation Engineer, City of Kansas City, MO

CC: Sam Akula, Project Manager, City of Kansas City, MO  
Wei Sun, City Traffic Engineer, City of Kansas City, MO

Date: April 28, 2015

RE: Project CMAQ 3476 (402)  
Proprietary Item Request – Econolite ASC Controller Firmware



Dear Eva,

With reference to the above mentioned project, the following information is provided to demonstrate that utilizing proprietary specification for the Econolite ASC controller firmware by the City of Kansas City, MO is essential for synchronization with existing traffic signal infrastructure.

City of Kansas City, MO is requesting an exemption from MoDOT Section 136.9.2.6 for the Econolite ASC controller firmware that will be used for traffic signal installations. Econolite ASC controller firmware is the only software for 2070 controllers that has been identified to meet the requirements defined by the Operation Green Light (OGL) controller firmware technical special provisions. Also, 100% of the 2070 controllers installed for the City's traffic signal installations use the ASC software. ASC/3 software is the latest supported version of the 2070 controller firmware that is being used for all ongoing traffic signal projects and is fully compatible with the Transuite Central System used by the City of Kansas City, MO. City of Kansas City, MO desires and intends to continue utilizing the proprietary Econolite ASC controller firmware for 2070 controllers. Continuing to utilize the proprietary Econolite ASC controller firmware will allow the City to standardize the controller firmware for 2070 controllers which will help the City to better utilize the available training resources.

If you have any additional questions, please feel free to contact me at 816-513-9863.

**I do hereby certify that in accordance with the requirements of 23 CFR 635.411(a)(2), this patented or proprietary item is essential for synchronization with existing highway facilities.**

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State Design Engineer



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Wei Sun, City Traffic Engineer, City of Kansas City, MO

Date: April 28, 2015

RE: Project CMAQ 3476 (402)  
Proprietary Item Request – PTZ Camera System



Dear Eva,

With reference to the above mentioned project, the following information is provided to demonstrate that utilizing proprietary specifications for the PTZ Camera System by the City of Kansas City, MO is essential for synchronization with existing traffic signal infrastructure.

City of Kansas City, MO is requesting an exemption from MoDOT Section 136.9.2.6 for the PTZ Camera System specification that will be used for traffic signal installations. The proprietary PTZ Camera System specification for traffic signal projects has been in use for last few years and is also currently being used for all ongoing traffic signal projects. City of Kansas City, MO desires and intends to continue utilizing the proprietary PTZ Camera System specifications as experience gained from the installations to date have shown cost savings during installation and maintenance. PTZ Cameras installed as a part of traffic signal projects primarily utilize conduit and cabinet space designated for existing traffic signal cables and equipment. Utilizing Power Over Ethernet (POE) as a part of the proprietary specification reduces the required amount of cabling, conduit space and cabinet space which in turn minimizes the need to add additional conduit. Also, continuing to utilize the proprietary PTZ camera specification will allow the City to standardize the equipment which minimizes the stock inventory needed to fix and repair the equipment. Also, this will help the City to better utilize the available training resources.

If you have any additional questions, please feel free to contact me at 816-513-9863.

**I do hereby certify that in accordance with the requirements of 23 CFR 635.411(a)(2), this patented or proprietary item is essential for synchronization with existing highway facilities.**

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State Design Engineer