

site. This minimum violation threshold is necessary to ensure the appropriateness of enforcement at such location, as well as the financial feasibility of the program. The determination of the actual violation rate for this purpose will be done prior to construction, at sites selected by the City. The data collected will be provided to the City for its review. To the extent the City is unable to identify 25 such appropriate locations, the 12 existing ones would be substituted to meet the program's requirements. Should insufficient sites be identified (even after substituting the original 12 sites), then sites which do not meet these criteria can be constructed (at the option of the City) by IMS at our direct cost plus an 18% overhead charge. IMS will evaluate up to twice the number of intersection approaches being asked in the RFP (i.e. up to 50 sites will be evaluated at no cost to the City for the purpose of identifying 25 approaches, which meet the 18 violations/day criterion).

3. If the average violation rate for all red light enforcement sites installed falls below 10 per camera per day, then IMS reserves the right to substitute additional decoy cameras in lieu of actual red light cameras, although IMS will guarantee the City for the duration of the contract, that it will maintain a ratio of one red light camera per five active sites (the other four having a decoy installed in its place) regardless of how low the violation rate falls.
4. In the case of Red Light Camera systems being provided, IMS will provide new Gatsometer Type 36 Red Light Cameras with GLD-4 digital loop detectors as per the proposal for the straight through enforcement installations. For the five left turn enforcement installations, which will have a maximum of two lanes of enforcement, our proposal is based upon providing five of our existing Type 36 systems currently deployed in Mesa. In both straight through and left turn enforcement, each lane will be monitored separately and identified as such in each violation.
5. In the case of Photo Radar systems being provided, IMS will provide five new Ford Windstar vehicles. For three of the five vehicles, our proposal is based upon providing fully reconditioned Gatsometer Type 24 Photo Radar systems currently used in the Mesa program, along with two new Gatsometer Type 24 Photo Radar systems.
6. For red light camera intersection enforcement, the Yellow Phase of an enforcement installation will not be changed once baseline information and installation have been concluded.
7. In the event the City does not meet the RFP's stated operating commitment of 120 hours (based on a rolling three months' average), IMS would request an extension for a like period of time.
8. This offer is subject to negotiation of a mutually acceptable contract between IMS and the City.