



*Wyoming's Statewide Public-Safety Interoperable
Radio Communications System*

**Wyoming Department of Transportation
5300 Bishop Blvd, Cheyenne, Wyoming 82009 USA**

Project Status Report

Date: May 9, 2005
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WyoLink is Wyoming's statewide public safety interoperable radio communications system.

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- B. Pilot Phase Development
- C. Phase #2 Kickoff

A. One Year Summary

This past week marked the first anniversary of my participation in the WyoLink project. Looking back, we have accomplished an amazing amount in that short time.

Six months were invested in the WyoLink procurement process. From the first of May 2 the 15th of July the WyoLink RFP was drafted and published. Thereafter, test articles were evaluated, references were checked, and evaluation criteria finalized. Proposals were received on September 27; on October 14 the Wyoming Transportation Commission awarded to Motorola contingent upon successful contract negotiations; those negotiations were completed and contract signed on October 29. From the comments received, this constitutes record time for procuring a radio system of this complexity and this scale.

The Detail Designed Review process began in December and was completed in April. The process took a little longer than expected but was the most complicated DDR of the entire project. The Pilot Phase DDR had to wrestle with all of the master site design issues as well as the radio site design issues. Subsequent project phases will take the lessons learned from this first DDR and will continue to add radio sites to the system until statewide operation is achieved.

A lot of supporting work has also been accomplished. While managing the WyoLink procurement I also traveled the state holding informational meetings in every county as well as

for other constituents. Project budget information was compiled and provided to the PSCC in support of additional funding requests, which were successful. The WyoLink Technical Lead was hired. A Project office was opened in the Qwest Building. These and other issues have been addressed as needed to keep the project moving forward.

All told, this has been an immense team effort and laurels should be distributed to everyone involved. To achieve this much in one year is something for which we may all be proud.

B. Pilot Phase Development

A significant step has been taken; the detailed design of the Pilot Phase has been completed. Equipment orders have been placed and some equipment should begin arriving in the next weeks.

Motorola Factory Staging is currently scheduled to be completed by the week of June 20-24. The staging process involves assembling all WyoLink equipment on the Motorola factory floor and conducting the complete acceptance test procedure under the supervision of the project managers. After staging the equipment is packed for delivery. Once equipment has been installed in the field the entire acceptance test procedure is repeated as a quality assurance manager.

A number of technical adjustments occurred during the Detailed Design Review process. These adjustments resulted in a change in the cost of the Pilot Phase but did not change the cost of the overall project. Upgrades that would have been addressed later in the project were implemented during the Pilot Phase that those features would be fully tested during Factory Staging and to avoid needing to take the WyoLink system off-the-air for field upgrade.

Project contingency funds were used to address an unanticipated project issue: the expansion of the WyoLink master site room. The equipment space laid out based on early assumptions proved insufficient. Expanding the equipment room has included upgrades to UPS, HVAC, and fire suppression systems. At this point, it appears that the equipment room expansion work will not delay installation of the WyoLink master site equipment.

C. Phase #2 Kickoff

The first project meeting for Phase #2 was held on Tuesday, May 3. This second project phase will focus on radio site development projected to be completed before the end of 2005. Based on site readiness, 10 additional radio sites should be added to the WyoLink system in this project phase. The attached map depicts the 10 radio sites (blue dots) along with the Pilot Phase radio sites.

When the Detail Design Review of this phase is completed the possibility of completing even more radio sites in calendar year 2005 will be evaluated based on schedule and funding issues.

The significant difference between the Pilot Phase and every subsequent phase is that the Pilot Phase involves developing the WyoLink master site. The master site is the heart brain of the WyoLink system that controls all system operations and system features. Therefore, the technical complexity of subsequent phases is greatly reduced.

