ROADSIDE TOLL COLLECTION SYSTEM I-485 EXPRESS LANES REQUEST FOR INFORMATION

Addendum No. 1

Issued December 6, 2019

This is an addendum to the Roadside Toll Collection System I-485 Express Lanes Request for Information (RFI) offered by the North Carolina Turnpike Authority. The Table of Contents and page numbering have been updated for ease of reference. Note that all changes to RFI are reflected as redlines.

Prospective Respondents: You are herby notified of the following information in regard to the referenced RFI:

- Section A – Official log of Respondents' questions and NCTA's responses
- Section B – Official revisions to the Roadside Toll Collection System I-485 Express Lanes RFI

All other information in the original RFI dated November 18, 2019 remain unchanged unless modified by this addendum.

Section A – Official log of Respondents' Questions and NCTA's Responses

#	Respondent Question	NCTA Response
1	Do you happen to know the estimated funding source, or budget for this project? If so, has funding for an RFP been secured?	The procurement and implementation of the Roadside Toll Collection System for the Project is considered part of the Total Project Cost, as identified in the NCDOT's 2020-2029 State Transportation Improvement Program (STIP). Additional information is available at the following link: https://www.ncdot.gov/initiatives-policies/Transportation/stip
2	Is this a new requirement? Or is there an incumbent vendor providing these services? If there is an incumbent, would you be able to provide the contract number, vendor name, and term of the contract?	The RTCS will be a new system installation.
3	Is there a timeline for an RFP to be released? If not, what steps are expected to make a decision on releasing an RFP?	It is expected that an RFP for the I-485 Express Lanes Roadside Toll Collection System will be released in early 2020.
4	In review of Appendix F, Sheet A-5, is the design open to revision in order to raise the gantry cantilever by another 1-2 feet? Essentially looking for confirmation if the design is final or if it can be modified with the DB Contractor.	The RFI and Appendices provide information regarding the Project as currently designed. NCTA welcomes input regarding any potential issues with RTCS performance inherent to the current design, and reasoning for suggested design modifications.
5	In Appendix F, Sheet E-4a, would one large, or larger cabinet be acceptable as opposed to the two smaller cabinets that are referenced?	The RFI and Appendices provide information regarding the Project as currently designed. NCTA welcomes input regarding any potential issues with RTCS performance inherent to the current design, and reasoning for suggested design modifications.
6	General note in Appendix F: since the toll pad is on the outside of the EL area, NCTA should take note that if the Toll pad is too far from the gantry/express lane, it may be necessary to have an intermediate cabinet on the gantry column for the AVI reader. AVI coaxial cable runs cannot exceed 115 cable feet.	NCTA has noted this comment.

Section A – Official log of Respondents' Questions and NCTA's Responses

#	Respondent Question	NCTA Response
7	NCTA's RFI includes a level of detail on the Roadside Toll Collection System that is unusual for an RFI, including 100 pages of design drawings and several pages of specific design, functionality, and integration requirements. Given that responding to the RFI will require a substantial analysis and solution design exercise by our Engineering Team, and given than the RFI's timeline falls within the Thanksgiving and Christmas holidays, would NCTA consider granting an extension to the RFI's due date?	Because the NCDOT I-485 Express Lanes Design-Build construction project is underway, NCTA included the available design drawings as information that may be referenced for developing a response. Per Section IV.1 of the RFI, "Respondents are encouraged to respond to each topic in the written RFI response and are encouraged to expand in areas where they can and omit those areas where they do not have experience." The RFI response due date will not be extended.
8	RFP Section 1. Intent: Page 7. Question: For the Image-Based transactions will the complete transaction need to occur in the lanes or can that transaction be assembled in the Host if there are performance benefits as measured by KPIs? REFERENCE PARAGRAPH: *"NCTA defines "complete transaction" as a transaction formed within the RTCS that has all information required to accurately bill the customer. For an AVI transaction, a complete transaction must include the transponder number, both agency and serial numbers, vehicle classification, and fare. For an Image-Based transaction, a complete transaction must include an overview and ROI image of the plate designated for revenue collection, plate state, number and type for the plate in the provided images, vehicle classification and fare assignment.*"	Transactions can be assembled in the RTCS Host. Transactions must include all required information before they are sent to the Back Office.
9	Can NCTA please provide further information on their proposed business model for the I-485 Rideshare program?	The Business Rules for the I-485 Express Lanes project have not yet been finalized. Section III contains current guidance on the rideshare program. As an example, Florida Department of Transportation's I-95 Express project in south Florida operates a program similar to NCTA's interest: http://95express.com/usage-guidelines/registration-process-forms/

Section A – Official log of Respondents' Questions and NCTA's Responses

#	Respondent Question	NCTA Response
10	Please clarify the overall intent of bullet 2 within the Anticipated Business Rules and Policies section. Is it NCTA's expectation that the integrator will need to describe in the RFI response how they would deploy I-485 based on the I-77 HOV model that is not applicable to this project? If so, please provide further information as to how I-77 is currently classifying and identifying HOV users and their occupancies.	NCTA does not expect Respondents to describe deployments relative to the I-77 Express HOV model. NCTA is interested in learning more about the vendor's recommended technology, tools, and methods to detect and accurately process pre-registered HOV transactions associated with a rideshare program. Section III has been revised to further clarify NCTA's request for information.
11	What are the typical AM and PM peak periods on I-485 both directions?	Existing traffic information has been provided as Appendix M; the Appendices file has been updated accordingly.
12	Can NCTA provide current average traffic speed and volumes on I-485 for both AM peak and PM peak periods?	Existing traffic information has been provided as Appendix M; the Appendices file has been updated accordingly.
13	Does NCTA intend to have dynamic prices 24/7 on I-485 express lanes?	The Business Rules for the I-485 Express Lanes project have not yet been finalized. It is likely that NCTA would require that the system would have the flexibility to run throughout the day fully with programmed time of day pricing, fully with dynamic pricing or a combination of the two.

Section B – Official Revisions to the Roadside Toll Collection System I-485 Express Lanes RFI

REVISIONS: The following are the revisions to the RFI documents for Addendum I.

1. RFI cover page has been modified as follows:

   Updated through Addendum 1 (December 6, 2019)

2. Part II Project Overview, Appendix M was added:

   - **Appendix M – Existing Traffic Information**
     Includes average weekday hourly volumes and weekday peak period speed summaries for the existing I-485 corridor.

3. Part III Anticipated Business Rules and Policies, bullets 1 & 2 have been modified as follows:

   - NCTA ~~will be developing~~ currently expects to develop a new High Occupancy Vehicle (HOV) rideshare program for the Project where ~~these~~ vehicles will be required to pre-register to travel on the express lanes at no cost. The rideshare program could use Automatic Vehicle Identification (AVI) technology ~~and a pre-registered program~~ or other methods to qualify HOV customers.
   - ~~The rideshare program would be independent from the existing I-77 HOV program (which as currently planned not to be applicable to the I-485 Express Lanes) that uses declarable transponders and the NC Quick Pass HOV App. However, for the purposes of this RFI, NCTA is interested in information related to the classification and identification of HOV users, as currently operating on the I-77 Express Lanes.~~
   - The rideshare program is expected to be independent from the existing I-77 Express HOV program, which uses declarable transponders and the NC Quick Pass HOV App. NCTA does not currently expect the business rules for I-77 Express to be applicable to the I-485 Express Lanes. However, for the purposes of this RFI, NCTA is interested in information related to technology and methodologies for detecting and identifying HOV customers, as well as system configuration capabilities in the event HOV business rules are revised to match I-77 Express.

4. Part IV Request for Information, Section 2.B. Intelligent Transportation System Design, an additional item has been added as follows:

   1) System's flexibility to integrate to the Wavetronix SS HD detectors expected to be installed by the Design-Build team.
   2) Recommended additional ITS devices to support pricing strategy.
   3) Identify connected vehicle data solutions to support dynamic pricing systems.
   4) System's compatibility with variable message sign communication protocols.
   5) Recommended UPS capabilities for cameras and toll rate signs.
   6) System's flexibility to integrate to wrong-way detection systems.