

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

Addendum No. 5

Issued June 10, 2021-r2

This is an Addendum to the I-485 Express Lanes Roadside Toll Collection System Request for Proposals (RFP) offered by the North Carolina Turnpike Authority.

Prospective Respondents: You are hereby notified of the following information in regard to the referenced RFP:

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

All other terms, conditions and requirements of the original RFP dated April 14, 2021 remain unchanged unless modified by this Addendum.

Section A – Official log of Proposers’ questions and NCTA’s responses

Following are the answers to questions submitted in response to the above referenced RFP from May 3, 2021 - May 14, 2021. All of the questions have been listed in the order received by the North Carolina Turnpike Authority (NCTA).

#	Page	Section	Section Description	Proposer Question	NCTA Response
12.	64 of 107	Part III	5.3.10 Uninterruptible Power Supply (UPS), #426	Can NCTA provide the TRS sign specs and site power requirements for sizing UPS and batteries at these 17 locations?	Approved TRS DMS catalog cuts are attached to this response in Attachment 3 Note that TRS signs can have 1 or 2 DMS modules.
13.	64 of 107	Part III	5.3.10 Uninterruptible Power Supply (UPS), #426	Can NCTA provide the TRS sign camera specs and site power requirements for sizing the UPS and batteries at these 11 locations?	TRS sign camera catalog cuts are not yet available. Contractor should base his design on the specifications in the I-5507 RFP, ITS Scope of Work and the RFC ITS Plans.
14.	Pages 55 & 64 of 107	Part III	5.3.4.1 Toll Rate Sign (TRS) #342 and 5.3.10 Uninterruptible Power Supply (UPS), #426 & #428	Section #342 indicates the Constructor will supply a 30 min run time UPS for all TRS sites and #426 & #428 indicate the Contractor will supply a 2 hr. run time UPS for the 28 TRS sites. Which is correct?	Section #426 & #428 is correct; Requirement #342 will be edited.
15.	Page 41 of 107	Part III	Requirement #216	Please confirm the meaning of the statement, “The Constructor will have the Express Lanes Closed until the completion of the construction work.” Is the meaning of this statement that the Express lanes will be closed until Go Live?	The Go-Live is expected to happen after the commissioning of the lanes at this time.
16.	Page 17 of 40	Part II	Table I-2: Procurement Schedule	Given the modified I-485 RFP scope and the several open bids nationwide pertaining to tolling system integrations, would the RTCA consider granting a 3-week deadline extension for the both the technical and cost proposal (from June 3, 2021 to June 24, 2021)	Yes. An addendum will be issued to update the RFP.

Section A – Official log of Proposers’ questions and NCTA’s responses

#	Page	Section	Section Description	Proposer Question	NCTA Response
17.	Page 3 of 40	Part I	4.2 Submission of Technical Proposal (4.2.2. Page Presentation)	Can we use 10pt Times New Roman for graphics and tables only?	No.
18.	14 of 107	2.3.3	System Detailed Design Document (SDDD)	"Req. 52-I “Disaster Recovery (DR) design, including servers, storage, network, database, data resiliency, and application” Please, confirm if DR design can be a functional replica or it should be an exact replica."	The Disaster Recovery system shall be provided such that it can meet all Requirements in the Contract and shall be able to run 100% of system functionality.
19.	23 of 107	2.3.7.4	RTCS Reconciliation and Audit Manual	"Audit application for transaction reconciliation and transaction accuracy verification' Please, can you provide more details about the reconciliation process? Which information has to be reconciled? Is the reconciliation process between the RSE and the TRH? Or also with the BOS?"	The Contractor shall propose a reconciliation between the RTCS and OBO/CBOS. NCTA desires the process to be automated where possible but traceable and allow NCTA and Contractor to quickly identify and resolve any issues.
20.	23 of 107	2.3.7.4	RTCS Reconciliation and Audit Manual	Reconciliation: how is the process to reconcile RTCS Transactions with BOS? Will it be performed using reports like the one defined in Req. 439: "Transactions Sent to CBOS Data View"?	Please refer to Response in Question 19.

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21.	31 of 107	3.1.3	Communications	<p>Req. 158: “The Contractor shall be responsible for providing and obtaining the WAN connectivity from any primary or secondary host locations to the NCTA CBOS.”</p> <p>Please clarify if the WAN connectivity to be provided by the contractor is required in primary and secondary host location and not in NCTA CBOS, as this CBOS is not in the scope of the contact.</p> <p>We understand that the WAN connectivity required in this section is referring to a services provider connectivity service, please clarify if this understanding is correct.</p>	<p>The WAN connectivity to be provided by the Contractor is required in primary and secondary host location and to the NCTA OBO or CBOS whichever system it interfaces to exchange data.</p>
22.	33 of 107	3.1.8	Utility Power and Stand-by Generators	<p>Req 175 “The Contractor shall supply a manual transfer switch (MTS) to enable the transfer of power from utility raw power to the Contractor-supplied portable generator.”</p> <p>Will this portable generator be permanent on each gantry? what is the reason for including a portable generator?</p>	<p>Due to space considerations at each location, the Contractor shall provide Portable Generators. The Portable Generators are not expected to be permanent at each location.</p>
23.	47 of 107	5.2	RTCS – Functional Requirements	<p>Reqs. 274 and 275, regarding BOS ICD in Attachment 9: please, can you confirm if Transaction Reconciliation Files will be received from the BOS? They appear in the ICD but not in the project requirements.</p>	<p>Yes. Please refer BOS ICD for expected data contents during exchanges. Please refer to Response in Question 19.</p>

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24.	47 of 107	5.2	RTCS – Functional Requirements	<p>"Req. 280: 'When multiple Transponders are detected within a vehicle the system shall default to a single Transponder as determined by NCTA business rules'</p> <p>Req. 281: 'The lane transaction shall indicate which Transponder is assumed to be the valid Transponder for processing by the CBOS but shall also include the other Transponders'</p> <p>Attachment 9 (ICD): The Transactions file includes just 2 Transponders in each Transaction.</p> <p>Please, can you clarify what the expected behavior is? Shall RTCS set a 'main' Transponder and send a maximum of two Transponders? Or all detected Transponders?"</p>	<p>All detected Transaction shall be provided. The ICD will be updated to receive all Transponders from the RTCS.</p>
25.	47 of 107	5.2	RTCS – Functional Requirements	<p>"Req. 278: 'The RTCS shall not delete any information included in the lane transaction. Data in the lane transaction can only be created and amended.'</p> <p>Req. 294: 'The RTCS shall support manual audit and amendments to lane transactions.'</p> <p>Please, can you clarify the 'amendments' in the Transactions? Should the system permit the modification of any transaction field? Or it is just the image review information? (lpn, state and plate type)."</p>	<p>Image review results is the primary updated information. The Contractor shall also provide updated information (ex. toll rate) if changed during Image verification or other audits performed by the TRH in the FFT. The Proposer shall describe how these changes (amendments) are received in its ICD with the OBO/CBOS.</p>

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26.	48 of 107	5.2	RTCS – Functional Requirements	<p>"Req. 290: 'The RTCS shall provide function to review the transaction accuracy, including the FFTs sent to the CBOS as well as transactions that were retained in the CBOS/OBO</p> <p>Please, can you clarify the review of transactions that were retained in the CBOS/OBO? How can the RTCS be aware of transactions retained in a different system? Is the idea to enter them manually (by an operator) in the RTCS functionalities?"</p>	All data from RTCS including RSS equipment generated in the Fully Formed Transaction or used to support the FFT to the OBO/CBOS shall be reconciled by the Contractor.
27.	50 of 107	5.2	RTCS - Functional Requirements	<p>"Req. 306 - C ""The TRH shall be configurable as determined by NCTA to manage data types and NCTA may change this policy at any time.""</p> <p>Please could you confirm the maximum retention time you wish to manage.</p>	The maximum retention time is stated in Requirement 310.
28.	58 of 107	5.3.6	Enforcement Notification	Req 367 Could you confirm if a manual update in the VEL list performed by the RCTS will need to be sent to some higher level?	NCTA does not understand the term RCTS. The VEL trigger shall be provided by the RTCS provided by the Contractor. Assuming higher level means OBO/CBOS, there is no current plan to provide the VEL from the OBO/CBOS.

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29.	58 of 107	5.3.5	Dynamic Pricing System	<p>Req 363 “The DPS shall support at least twenty (20) different pricing plans. “</p> <p>Will it be necessary the capability to include additional plans to the required 20 plans in the DPS?</p> <p>Is it necessary the implementation of a plans' simulation tool in the DPS in order to evaluate the economic impact of different plans?</p>	<p>Regarding the first question, NCTA requires 20 different pricing plans. If additional plans are needed by the Contractor to support the 20 plans, the Contractor shall provide those plans.</p> <p>A propose may use a simulation tool in the DPS in order to evaluate the economic impact of different plans.</p>
30.	63 of 107	5.3.8	Transaction Reconciliation Host (TRH)	<p>ACSMS: does NCTA have a specific system to integrate the TRH with? Or the user authentication and authorization system should be a part of the TRH design?</p>	<p>No.</p> <p>User authentication and authorization design shall be part of the TRH.</p>
31.	63 of 107	5.3.8	Transaction Reconciliation Host (TRH)	<p>"Req. 419 “This redundant TRH shall be located at a Contractor provided facility separate from the TRH.”</p> <p>Please, confirm DR site (secondary datacenter) desired location. This site shall be proposed by contractor? It can be cloud based DR solution or it should be virtualization based over physical infrastructure?"</p>	<p>The TRH DR site shall be proposed by the Contractor. NCTA does not have any additional information or Requirements other than stated in the RFP.</p>

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32.	63 of 107	5.3.8	Transaction Reconciliation Host (TRH)	"Req. 419 "This redundant TRH shall be located at a Contractor provided facility separate from the TRH." Please, confirm if connection between both, main and DR, datacenters should be provided by contractor"	Yes, a connection between both, main and DR, datacenters should be provided by the Contractor.
33.	63 of 107	5.3.8	Transaction Reconciliation Host (TRH)	Please confirm if the workstations where the operators will visualize the HRT and all its functionalities, will be provided by the contractor? if so, could you please indicate the number of workstations and if it only includes computer equipment.	NCTA is not familiar with HRT. NCTA expects all TRH functionality to be accessible by a browser and a secure connection to NCTA provided workstations. No separate workstations are required.
34.	65 of 107	5.3.8	Transaction Reconciliation Host (TRH)	Reporting: is there a reporting tool that has to be used for the design of reports? Any integration with existing reporting system?	NCTA does not have a specific preference reporting tool except it is desired to us a COTS based solution. NCTA is migrating to Microsoft Power BI.
35.	65 of 107	5.3.11	Image Verification Services	Should the automatic license plate recognition system be a centralized process or is it possible to propose a system based on cameras?	The Contractor shall provide a design that meets the Requirements including all Performance Requirements.

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36.	65 of 107	5.3.11	Image Verification Services	<p>"The Contractor shall transition the IVS to the NCTA OBO at Go-Live."</p> <p>According to the requirement, the IVS should be implemented by Indra and, later on, integrated in the OBO. Is there any constraint about the technology to be used in the development of the IVS?</p> <p>Is the idea to integrate IVS with OBO after Go Live? Or it will stay in RTCS and will be invoked from OBO?"</p>	<p>The IVS shall be provided by the Contractor. There is no constraint on the technology to be used in the development of the IVS by the Contractor.</p> <p>IVS will be integrated with the OBO in accordance with the RTCS to CBOS ICD.</p>
37.	66 of 107	5.4.1	Data Summarization	<p>Req. 440: What is the "image escalation" process? How are images escalated? Who receives the escalation? Is it related to the manual validation of images and the escalation from operators to supervisors when an operator is not able to validate a transaction?</p>	<p>Yes, image escalation refers to the rules that the Contractor will use to provide a verified accurate result.</p>
38.	73 of 107	6.2.21	Maintenance Requirements	<p>"Req 479 - I Please, confirm more details of "offsite storage" for backup solution. ("backup system monitoring (verification of successful backups), maintaining (applying Updates when needed) and managing (backup media rotation, offsite storage, etc.);").</p> <p>"Offsite storage"" is referred to locate the backup storage in a different site?"</p>	<p>Offsite storage shall meet all requirements for data retention and may be located at the DR site or separate location or provision in the cloud as required,</p>
39.	73 of 107	6.2.21	Maintenance Requirements	<p>Req 479 - I Please, confirm if the backup solution can be a disk-based solution</p>	<p>Yes, the backup solution can be a disk-based (online) solution.</p>

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40.	88 of 107	6,4	System Change and Release Management Process	<p>"Regarding to different environments defined in the 560 requirement, please, confirm location for these environment:</p> <ul style="list-style-type: none"> - Development and Test Environments at contractor facilities - Integration, UAT/Training and Production Environments at NTCA project infrastructure (main and DR site)" 	<p>Confirmed locations are Development and Test Environments at contractor facilities</p> <ul style="list-style-type: none"> - Integration, UAT/Training and Production Environments at NTCA project infrastructure (main and DR site)
41.	88 of 107	6,4	System Change and Release Management Process	<p>Regarding to different environments defined in the 560 requirement, integration and UAT/Training nonproduction environments, will be only available in the main site or they shall be also available in DR to be used in case of disaster at main datacenter?</p>	<p>Non-Production environments can be available in the main data center. Non-Production environments shall have backups. An addendum will be issued to update the RFP.</p>
42.	89 of 107	6.4	System Change and Release Management Process	<p>Req 561 “The Contract shall integrate into the Service Now IT service management system for the creation, updates, and closure of all incidents, change orders, and configuration in the RTCS.”</p> <p>As per all the requirements implying the need for RTCS to integrate all maintenance related info and workflow to the ITSM system, shall this be the NTCA ServiceNow ITSM system or an independent system?</p> <p>If RTCS were to integrate its system to the NTCA servicenow, what would be the entry point to the NTCA ServiceNow workflow? Would it be the cases/incidents</p>	<p>RTCS shall provide its own ITSM system. The Contractor shall integrate with a separate NCTA ServiceNow ITSM system. This is required to audit the Contractors RTCS.</p> <p>Yes, Cases may be initiated from the Contractors ITSM System and the NCTA ServiceNow ITSM system.</p>

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				or would it be event management through the ITOM module?	
43.	99 of 107	7.2.9	Image Verification Services - Transaction Accuracy	"Could you please confirm that the personnel to perform manual image validations should be provided by the contractor as an operational task? Are other operational validation or customer service tasks expected to be performed by the contractor?"	Yes, personnel to perform manual image validations should be provided by the contractor as an operational task. The Contractor may use automation and personnel as it sees fit as NCTA is seeking an efficient solution that meets all Requirements.
44.	100 of 107	7.2.9	Image Verification Services - Transaction Accuracy	Does Image Verification refer to the Image Review process? Or they are different functionalities? (one intended to check the transaction information and the other to modify lpn, state and plate type).	Yes, Image Verification refers to the Image Review process. Typically, Image Verification Services use a combination of OCR engines and manual verification services.
45.	100 of 107	7.2.9	Image Verification Services - Transaction Accuracy	"a) 'A statistically significant sample set of image transactions ... provided to NCTA for their review' How is the image verification data sent to NCTA? Will the interface between TRH and CBOS be used for that?"	Yes, the interface between TRH and CBOS will be used for image verification data.
46.	100 of 107	7.2.9	Image Verification Services - Transaction Accuracy	"c) 'Feedback from customers, CBOS staff, NCTA staff, and consultants shall be utilized to identify inaccurate or incomplete transactions' How is the feedback received in the IVS? "	Feedback may be provided directly to the Contractor by the NCTA in this case. There is currently no system-to-system interface but Proposers can propose this if it is in solution.

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47.	100 of 107	7.2.9	Image Verification Services - Transaction Accuracy	<p>"Please, provide more details about the ""problem plate list"". Is it maintained by the IVS? How is the information in the list populated?</p> <ul style="list-style-type: none"> - Through an interface with CBOS? - Through manual input, using a graphical user interface provided by the TRH? - Does it refer to the list of transactions that have to go through the manual review process? " 	<p>Yes, the problem plate list shall be maintained by the IVS. The Contractor shall propose how the data is updated through an interface or manual input or file update. The problem plate list require manual verification prior to sending to the OBO/CBOS.</p>
48.	101 of 107	5.3.7.5	Fare Determination	<p>7.2.12: Commercial Back Office System (CBOS) File Communications: 'NCTA CBOS/OBO shall create daily Transponder Status List (TSL) files, and periodic tolls rate files'</p> <p>How is the relationship between the periodic tolls received from the CBOS and the rates configured in the RTCS? Are the RTCS fares modifications (for Dynamic Pricing) of the default rates received from CBOS?"</p>	<p>The RTCS shall be responsible for Toll Rates in accordance with NCTA approved Toll Rate schedule that will include a table-based toll rate schedule to be used in the RTCS system. Default Rates shall be determined by NCTA and provided to the Contractor.</p>

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49.	101 of 107	5.3.7.5	Fare Determination	<p>"3.1 General Design Requirements/3.1.3 Communications: 158: 'The Contractor shall be responsible for providing and obtaining the WAN connectivity from any primary or secondary host locations to the NCTA CBOS.'</p> <p>Please clarify if the WAN connectivity to be provided by the contractor is required in primary and secondary host location and not in NCTA CBOS, as this CBOS is not in the scope of the contact.</p> <p>We understand that the WAN connectivity required in this section is referring to a services provider connectivity service, please clarify if this understanding is correct.</p>	Yes, the WAN connectivity shall be provided by the Contractor between NCTA OBO/CBOS and the TRH.
50.	Attachment 3, Page 134 and 135	Attachment 3 I-5507	Constructor Plans & Requirements	<p>The diagrams show two porticoes, a single portico and a double portico.</p> <p>Could you please indicate how many single and double porticos are contemplated?</p> <p>Could you please indicate the number of lanes and size of lanes for each gantry with its shoulder?</p>	The toll site locations, the gantry line drawings and the road cross-section under each gantry can be found in Attachment 3 in the “AET Plans” section.
51.	Attachment 5, Page 1 of 1	Attachment 5: I-485 RSS ITS Equipment List	Attachment 5	<p>" '22. Tolls 10Gbs Layer 3 Hub Switch: Qty = 3'</p> <p>Please clarify expected the location of the three “Tolls 10Gbs Layer 3 Hub Switches” listed in Attachment 5. We understand that two of them are expected at Hub I</p>	The third switch is anticipated to be located at the MRTMC, which is anticipated to serve as the head-end facility.

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				and Hub J, and is pending to clarify the location of the third device."	
52.	Attachment 5, Sheet IT-11	Attachment 5: I-485 RSS ITS Equipment List	Attachment 5, Sheet IT-11	According to I-485 ITS Communication Block Diagram drawing included in Mecklenburg County ITS Plans, it is expected to have a different edge switch for each type of ITS device connected, as follows: WWDS switches, CR/ER/ET switches, CE switches, MVDS switches, and AET switches. Please confirm if this is a project requirement, or if it's allowed to propose using the same switch for connecting all the ITS devices associated to the same cabinet.	The Proposer shall bid separate switches as shown in the plans and quantified in this RFP; upon Final Design of the project, this change may be considered.
53.	75	Part III, Requirements #485 - #490, and #491 - #497	With respect to the maintenance activities, is it expected that the Contractor monitors the system and manages the dispatching of level 1 and 2 techs for corrective and preventive maintenance?	Will NCTA please confirm that the monitoring by the contractor is an automated process that generates trouble tickets resulting in dispatching by NCTA of NCTA staff?	Yes, the Contractor shall provide automated ticketing.
54.	20	3.2.C.4	Content of Technical Proposal	Given the length of our audited financial statements, can Bidders provide these documents in electronic format only?	No.

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55.	33	4.1.1	Submission of Technical Proposal, Form of Technical Proposal	The process of printing/compiling printed proposals is a hands-on process that requires multiple persons in close proximity; no way to social distance. In the interest of both sustainability and spread of illnesses, please consider a change of delivery requirements from hard copy to an all-electronic submission, preferably via email or Portal upload.	No.
56.	33	4.1.2	Submission of Technical Proposal, Page Presentation	The RFP requires Bidders to respond using 12-point TNR font. May Bidders use a smaller, still readable font for each of the following: a) figures/graphics b) tables	No.
57.	1 of 2	Exhibit A Project Implementation Schedule	OIT test start date states Aug 2021	Please confirm the OIT Test is expected to start Aug 2022.	Yes
58.	1 of 2	Exhibit A Project Implementation Schedule And Part IV, Page 2 of 41, 1.2 Contract Term	“I-485 Express Lanes Go-Live Complete stated as 120 calendar days after NTP” And “A second Notice to Proceed will be issued for the Installation and Acceptance Phase and Operations and Maintenance Phase approximately 210 Calendar Days prior to Go-	Exhibit A states that Go Live completion will occur 120 calendar days after the 2nd NTP. Section 1.2 Contract Term states that the period from NTP 2 to Go Live will be 210 calendar days. Can the Authority please clarify this?	The GO Live milestone will be 210 days after the Installation and Acceptance Phase NTP. An addendum will be issued to update the RFP.

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			Liv59.based on the Construction Contract schedule. The 210 Calendar Day period constitutes a 90 Calendar Day notice for mobilization and purpose of equipment and a 120 calendar installation period of all Toll Zones to be ready for Go-Live.”		
59.	24 of 40	E. Proposal Section 3: Approach to Scope of Work and Requirements	E. Proposal Section 3: Approach to Scope of Work and Requirements	Per the response to question #334 in the previous solicitation, please confirm that within Section 3 of proposal responses, any drawings/exhibits/figures describing the solution can be included as an attachment to the technical proposal and will not be included within the page count.	The previous RFP is not relevant will not be referenced. Yes, any drawings/exhibits/figures describing the solution can be included as an attachment to the technical proposal and will not be included within the page count.
60.	19 of 40	RFP Part I, Section 3.2 Content of Proposal	Table 1-3: Proposal Page Limitations	Per the response to question #65 in the previous solicitation, please confirm that the front cover and vendor’s titles pages will exist outside of page limitations.	The previous RFP is not relevant will not be referenced. The front cover and Proposers titles pages will not count towards the page count.

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61.	NA	Exhibit D-6	Requirements Conformance Matrix	Per the response to question #75 in the previous solicitation, please confirm that proposers can describe use case compliance as an Appendix to the Technical Proposal and that this would not be included in the 50 page limit of Section 6 responses.	<p>The previous RFP is not relevant will not be referenced.</p> <p>Yes, use case compliance may be an Appendix to the Technical Proposal and that this would not be included in the 50 page limit of Section 6 responses.</p>
62.	NA	Form D-6	Requirements Conformance Matrix	Per the response to question #8 in the previous solicitation, please confirm that Exhibit Form D-6 Requirements Conformance Matrix is excluded from the page count of proposal response Section 6.	<p>The previous RFP is not relevant will not be referenced.</p> <p>Yes, Exhibit Form D-6 Requirements Conformance Matrix is excluded from the page count of proposal response Section 6.</p>
63.	65 of 107	Section 5.4.1	Data Summarization	Per the response to question #62 in the previous solicitation, please confirm that Attachment 6: Data Dictionary can be included as an appendix to the Technical Proposal and this would not be included in the 50 page limit of Section 6 responses.	<p>The previous RFP is not relevant will not be referenced.</p> <p>Yes, Attachment 6: Data Dictionary can be included as an appendix to the Technical Proposal and this would not be included in the 50 page limit of Section 6 responses.</p>

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64.	65 of 107	5.3.11 Image Verification Services	# 430. The Contractor shall provide image verification services to return the license plate number (LPN), jurisdiction and plate type for rear license plates. Each plate type shall have an assigned code, which could contain up to three (3) digits as agreed to by NCTA and the Contractor during design.	Please confirm that a combination of License Plate Recognition (LPR) and manual review is acceptable?	Yes
65.	65 of 107	5.3.11 Image Review Services	# 434 - NCTA desires that the Contractor provide out of state Registered Owner Vehicle information that includes name, address and phone number of the Registered Owner to be used for its billing system at no additional cost to NCTA for the Term of the Contract. NCTA may provide these services as part of its CBOS or may procure these services separately. For NC plates, the Contractor shall use	Can the NCTA please provide estimated volumes by year and state for out of state Registered Owner of Vehicle lookups?	This information is not available at this time.

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			NCDMV services provided through NCTA.		
66.	65 of 107	5.3.11 Image Review Services	# 434 - NCTA desires that the Contractor provide out of state Registered Owner Vehicle information that includes name, address and phone number of the Registered Owner to be used for its billing system at no additional cost to NCTA for the Term of the Contract. NCTA may provide these services as part of its CBOS or may procure these services separately. For NC plates, the Contractor shall use NCDMV services provided through NCTA.	Where on Form D-7, Price Proposal, should the Contractor include the costs associated with out of state (non-North Carolina) Registered Owner of Vehicle lookups? It is suggested that the Price Forms be modified to contain a separate schedule, listing each state and Canadian province, for Registered Owner of Vehicle lookup costs; as well as estimated volumes for evaluation purposes. This would allow NCTA to verify the best value solution.	An addendum will be issued to update the RFP. No volumes are available at this time. Proposers shall provide any assumptions on the rates related to ROV Lookup in its Price Proposal.
67.	98 of 107	7.2.9 Image Verification Services – Transaction Accuracy	If the Contractor choses to bid on the Image Verification Services, this Performance Requirement shall apply. If not, this Performance Requirement does not apply.	Please clarify if Image Verification Services must be bid. This seems to be inconsistent with the updated requirement for Image Verification Services.	Yes, Proposers shall include Image Verification Services in its Proposal.
68.	98 of 107	7.2.9 Image Verification Services – Transaction Accuracy	The Contractor shall correctly provide the License Plate Number, jurisdiction and Plate Type for all license plates reviewed. The Contractor	Please confirm that the 120 hours does not include the time necessary to obtain and process out of state Registered Owner of Vehicle information.	Yes, it is total time including any time required for out of state Registered Owner of Vehicle information. Out of state Registered Owner of

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			shall process image transactions to the NCTA provided Operational Back Office within 120 hours after the transaction posts to the TRH. This includes entering all required plate data or rejecting the plate if it meets the criteria to be rejected.		Vehicle information is desired but not required information.
69.	NA	Form D-7 Price Proposal	Sheet 5-1, Image Verification Services	Where should the Contractor provide the one-time costs to set-up/implement the Image Verification Services?	The Proposer shall include its cost in the Proposal but shall not be included in the bid sheets.
70.	NA	Form D-7 Price Proposal	Sheet 5-1, Image Verification Services	Excel row 3 states, “Base Contract Image Transaction Processing Costs. However, each of the requested cost rows indicates “per vehicle”. Please confirm that per transaction and per vehicle are synonymous.	A Toll Transaction is provided for each vehicle. One vehicle may have one or more image based on the Proposers design. As this is specific the Proposers design, NCTA is asking for a per vehicle cost.
71.	Page 4 of 10	Part II, I. Defined Terms	Operational back Office (OBO) NCTA Provided system that validates transactions received from the Contractor TRH in accordance with the Attachment 2: NCTA Business Policies, performs business processes including license plate image review,	Please confirm that the TRH requirements include manual image review software and operations.	Yes

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			transaction filtering prior to sending transactions to the CBOS, and determines if the vehicle is part of a toll agency’s prepaid program or if a bill will need to be sent to the registered owner of the vehicle through a post-paid invoicing program.		
72.	General	General	Maintenance Scope	<p>Could you please clarify the maintenance scope required from the Proposer? Some sections mention level III, and this is what NCTA explained as part of the mandatory meeting, however there are references in the RFP that seem to require more maintenance scope.</p> <p>In particular, please answer the following questions:</p> <ol style="list-style-type: none"> 1) Does the Proposer have to do any work on-site during the maintenance phase? E.g. replacing equipment. 2) What is the obligation of the Proposer regarding the spares? Is the Proposer required to replenish the spares used by the level I and II contractor at no extra cost to NCTA and irrespectively of why the spares are being used (e.g. defects, vandalism, accidents, etc.), just the initial set, etc.? 	<ol style="list-style-type: none"> 1) Level 3 maintenance is expected to be provided remotely. 2) The Proposer shall provide the initial spares. NCTA and/or Level 1 and 2 Vendors shall procure future spares. 3) Complete repairs including any repairs assigned in Level 3 and any repair which requires Level 3 participation with the Level 1 and 2 provider. 4) NCTA or its contractors are responsible to train future resources. NCTA may contract with the Contractor if necessary. 5) No. 6) Level III maintenance is defined as repairs needed that are not resolved by

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				<p>3) If Proposer is just responsible for Level III, please clarify Proposer’s responsibility regarding requirements 601 or 602 with timing for “complete repair”.</p> <p>4) After the initial training, who is responsible for training new resources from the Level I and II contractor?</p> <p>5) Requirement 523 states that any equipment failing must be replaced by a new one. Would NCTA accept standard industry practice for warranty where a faulty equipment is either replaced or repaired?</p> <p>6) Attachment 5, page 916 of RTCS485_RFP_Attachments pdf file lists a lot of equipment (e.g. Toll Rate Sign CCTV camera assembly or ITS 10 Gbs Layer 3 Hub Switch) provided by Constructor but with Level III maintenance required by Contractor. For any equipment not provided by Contractor but for which Contractor has any maintenance responsibility, could you provide technical information (selected equipment if possible), exact responsibility (e.g. provide spares / replacements), etc.?</p> <p>Does the Proposer have to do any active monitoring? If yes, is this 24x7, business hours, etc.?</p>	<p>level I and 2 related software failures, patches or hardware failures not resolved by Level I and 2.</p> <p>7) Yes, the Contractor shall provide 24 / 7 support to meet the requirements if Priority issues are raised by the Vendor.</p>

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73.	173	Part IV, Section 3.1	Part IV – Terms and Conditions - Liquidated Damages	Please clarify when the \$5,000 Liquidated Damage per calendar day will be used and when the “Lane Rental Fee” will be used.	Liquidated Damages apply when the deadlines are not met in accordance with Part 5.
74.	173	Part IV, 3.1	Part IV – Terms and Conditions – Liquidated Damages	Please confirm the “Lane Rental Fee” does not apply to regular installation and planned maintenance activities.	Yes “Lane Rental Fee” does not apply to regular installation and planned maintenance activities.
75.	3	Exhibit A	Project Implementation Schedule – Onsite Installation Test (OIT)	Exhibit A – Project Implementation Schedule has “Onsite Installation Test (OIT)” between Aug 2021 and Sept 2022, over a year of duration. With the FAT occurring in between (May – June 2022). Please confirm if this is correct or if it was meant to be Aug 2022 and Sept 2022.	It is Aug 2022. An addendum will be issued to update the RFP.
76.	81-83	Part III, 2.3.5.1	Master Test Plan	We understand the OIT will be performed at a “single NCTA-provided facility”. Could you provide timing of when that facility will be available for the Contractor to perform the installation and testing?	The site is expected to be available in June 2022.
77.	81-83	Part III, 2.3.5.1	Master Test Plan	Can the equipment used for OIT be re-used in one of the final tolling locations and/or as spares?	Yes. OIT is expected to be at a final tolling location.
78.	3	Exhibit A	Project Implementation Schedule – I-485 Express Lanes Go-Live Complete	We understand the intention is for all tolling points to go live at the same time. Please confirm.	Yes, all tolling points are expected to go live at the same time. However, NCTA may go live with specific segments which will be

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					determined prior to NTP of the Installation phase.
79.	68	Part III, I.2	Summary of Scope of Work	<p>Section 1.2 of the RFP mentions the following: “The Contractor provided system shall be integrated to a future Vehicle Occupancy Detection (VOD) system, which NCTA may procure separately after award of this Contract.”</p> <p>There is no other mention of this VOD system in the RFP. UC-04 in the Attachments also mentions HOV enforcement but not the required integration at the RSS level.</p> <p>Please provide further explanation regarding (i) the functionality of the VOD and the HOV enforcement systems, (ii) the integration required with the systems to be provided by the Proponent, and (iii) expected timing (e.g. prior to I-485 Express Lanes Go Live, at the same time of the future NTCA OBO...).</p>	VOD is not planned for initial Go-Live. If VOD is used on the facility, that solution and integration will be determined at a later time with the selected Contractor.
80.	68	Part III, I.2	Summary of Scope of Work	We understand the integration with the VOD and the HOV enforcement systems needs to be included in the price. Please confirm.	HOV enforcement shall be included in the price. The Contractor shall be able to integrate VOD in the future.

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81.	96	Part III, 3.1.3	Communications	Regarding requirements in this section, req 152 in particular, please confirm there will be fibers assigned to the Toll Zones, and these fibers will not be shared with other systems.	Yes, Fiber strands are dedicated but the FON conduit will be shared.
82.	General	General	Operational Back Office	<p>There are several references to the future Operational Back Office (OBO) that NCTA will procure separately. Please clarify the following questions:</p> <ol style="list-style-type: none"> 1) Will the OBO be ready prior to the I-485 Express Lanes Go-Live Complete milestone or is NCTA envisioning as a possibility that the Transaction Reconciliation Host (TRH) operates for a while interfacing directly with the Commercial Back Office System (CBOS)? 2) If there will be a period with the TRH interfacing directly with the CBOS, without the OBO, is the TRH expected to perform all the functionality of the future OBO? 3) Related with the previous item, please confirm this transition to the OBO will be done within the Implementation Phase and Installation and System Acceptance Phase and or the original Operations and Maintenance Phase. 4) Once the OBO is in operation, what happens with the modules from TRH that overlap with the OBO? In 	<ol style="list-style-type: none"> 1) Yes but the interface between the OBO or CBOS will be the same. 2) No, the Interface is the same. 3) NCTA anticipates the CBOS to OBO transition within Implementation Phase and Installation and System Acceptance Phase. 4) The functions remain the same. NCTA may transition Image Verification Services at a future date. 5) Yes, Contractor will perform the IVS using the Contractor provided TRH. 6) The Contract may send the information directly from RSS or through the OBO as long as it can meet data exchange requirements. 7) Please refer to the response in sub question 3 above.

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				<p>particular, what happens with the Image Review function?</p> <p>5) The RFP indicates in section 5.3.11, page 130, that the Contractor would provide the Image Verification Services (IVS) during the operations phase. Please confirm that the Contractor would only perform the IVS using the Contractor provided TRH. If the IVS is transitioned to the OBO, then the Contractor would not perform this service.</p> <p>6) Requirement 200 in section 4.1.6, page 104 of the RFP document, states that the Contractor may “transmit all data directly from the RSS and ITS Equipment to the OBO”. Is this intended to be through the TRH or directly from the zone controllers? Please explain further the intent of this requirement.</p> <p>Please include the expected timing for the integration with the future NCTA OBO in Exhibit A.</p>	
83.	104	Part III, 4.1.6	Summary of Scope of Work	<p>The RFP mentions that the Contractor TRH shall be “<i>expandable to other NCTA facilities in the future if NCTA decides to consolidate or move any of its facilities</i>”. Please confirm the pricing does not need to consider future expansions of the TRH (e.g. extra license required or potential hardware upgrades).</p>	<p>Yes, pricing does not need to consider future expansions of the TRH.</p>

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84.	96	Part III, 3.1.3	Communications	Please confirm the Contractor does not have to provide any fiber / ethernet cables other than to inter-connect its equipment. The connection from the on-site cabinets will be provided by the Constructor as per requirement 158.	Requirement #158 will be edited. An addendum will be issued to update the RFP.
85.	96	Part III, 3.1.3	Communications	<p>Requirement 158 states that “the Contractor shall be responsible for providing and obtaining the WAN connectivity from any primary or secondary host locations to the NCTA CBOS”. And requirement 159 requests that “The RSS at the Toll Zones shall be connected and communicate to the NCTA provided CBOS/OBO”. Please clarify if NCTA expects the Contractor to provide any equipment (e.g. firewall) and / or service (e.g. leased line) at the NCTA CBOS/OBO location(s) in order to satisfy these requirements.</p> <p>Our understanding is that the Contractor shall provide the primary / secondary host locations for the TRH (if needed) with internet connectivity and a VPN would be configured in order to connect the TRH with the NCTA CBOS/OBO, with the Contractor paying for the equipment and connectivity on the TRH side, and NCTA, or a third party, providing the same at the NCTA CBOS/OBO.</p>	For NCTA CBOS/OBO, the Contractor shall provide the network communications and all related Hardware, Software and services to the connect to the NCTA OBO or CBOS (only to one of them).
86.	98	Part III, 3.1.8	Utility Power and Stand-by Generators	Requirements 174 and 175 specify the need to supply a manual transfer switch as well as a “Contractor-supplied portable	Disregard all references to requirements updates in Addendum 3, in Attachment

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				<p>generator”. It refers to Attachment 10 but attachment 10 does not provide requirements for such portable generator to be provided by the Contractor. It does refer to an “Addendum 3” not provided within that document.</p> <p>Please clarify / provide requirements for this portable generator to be provided by the Contractor.</p>	<p>10. Requirements were instead updated in this re-issuance of this RFP.</p> <p>The Contractor is responsible for sizing the portable generator that will power the Contractor’s RTCS devices at the toll sites.</p> <p>Requirement #174 will be edited. An addendum will be issued to update the RFP.</p>
87.	General	General	ITS scope	<p>The RFP mentions the ITS in different section:</p> <ul style="list-style-type: none"> • Section 1.1 – page 8 of the RFP states that the scope is “inclusive of an Intelligent Transportation Systems (ITS)”. • Table I-1 – page 10 of the RFP contains a responsibility matrix. According to this, the Constructor is responsible for the construction of “Most ITS Equipment and Network”. The Contractor is responsible for the level III maintenance of that ITS Equipment and Network. • Section 1.2 – page 67 of the RFP states that “Most ITS equipment is provided by the Constructor and the Contractor shall provide 	<ul style="list-style-type: none"> ▪ NCTA currently has project-specific ATMS on Triangle Expressway and Monroe Expressway. ▪ The Contractor is expected to meet all contract requirements in this RFP regarding their toll system. This solution may require the Contractor to provide an ATMS. ▪ If an ATMS is provided, the Contractor will be required to configure the ITS equipment in that ATMS. ▪ For the ITS devices, note the following: <ul style="list-style-type: none"> ○ CCTV cameras are capable of multicast.

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				<p>ITS integration”. It also says that the Contractor is responsible for “I-485 Express Lanes ITS commissioning, integration and Level III Operations and Maintenance”.</p> <ul style="list-style-type: none"> • Section 3 – page 94 of the RFP states that “the Constructor will also be responsible for the design, installation and testing of ITS”. <p>Please clarify the following aspects:</p> <ul style="list-style-type: none"> • We understand NCTA has its own ITS / ATMS software solution and the Contractor does not have to provide it. Please confirm. • Assuming the answer is yes to the previous item, is the Contractor required to configure the ITS equipment in the NCTA ITS/ATMS software? • For the purposes of integrating the required ITS equipment into the Contractor-provided RTCS, please confirm the following: <ul style="list-style-type: none"> ○ Do the CCTV cameras provide multi-cast capabilities so the Contractor can access the video stream directly from each camera? 	<ul style="list-style-type: none"> ○ The Contractor shall provide whatever integration and software is required for the MVDs in order to meet the contract requirements. The Contractor does not have to use NTCIP. ○ The traffic management DMS are not anticipated to be integrated into any Contractor-supplied interface. Instead NCDOT will use the existing DMS native software for traffic management. ○ The Contractor shall provide whatever integration and software is required for the TRS in order to meet the contract requirements. ○ Since there is no current project-specific ATMS, no integration is required with the any existing ATMS. ○ The Contractor shall provide whatever integration and software is required for

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				<ul style="list-style-type: none"> ○ For the MVD, will the integration be done directly with the MVD equipment or through the ITS/ATMS software? If through the ITS/ATMS software, will it be done using NTCIP or a different protocol? ○ For the integration with the DMS and TRS: <ul style="list-style-type: none"> ▪ What software will control the signs? The ITS/ATMS, the RTCS, or both? ▪ Is there any integration required between the ITS/ATMS and the RTCS? If so, would it be done using NTCIP or a different protocol? ○ Regarding the data monitoring and reporting, is there any integration required between the ITS/ATMS software and the RTCS? 	<p>the average speed and travel times in order to meet the contract requirements.</p> <ul style="list-style-type: none"> ○ Regarding training: The Constructor will provide training on the various ITS sub-systems. See page 421 of the I-5507 RFP in Attachment 3. Any training beyond this for the Level I and II contractor, the Contractor will need to provide supplementary training. <p>Section 2.3.6 introduction will be edited. An addendum will be issued to update the RFP.</p>

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				<ul style="list-style-type: none"> ○ As per requirements 172 and 173 in section 3.17 of the RFP – page 98, the RTCS is responsible for calculating the average speed and travel times for the Express Lanes and the general-purpose lanes. Does this information need to be provided to the ITS/ATMS software? <p>Who will train the Level I and II contractor regarding equipment provided by the Constructor?</p>	
88.	122	Part III, 5.3.4.3	Automatic Vehicle Detection and Classification (AVDC) System	<p>Regarding requirement 352 with the required vehicle classification please clarify the following:</p> <ul style="list-style-type: none"> • In order for the RTCS to classify as classifications a) Low Occupancy Vehicle (LOV) and b) Registered High Occupancy Vehicle – will the information regarding occupants be provided by the VOD system? What happens if/when the VOD is not available? 	<p>Registered High Occupancy Vehicle is provided by an application or through a HOV designated Transponder.</p> <p>Yes, d) Transit Vehicles and e) First Responders Vehicles are provided by the Transponder.</p>

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				<p>Regarding classifications d) Transit Vehicles and e) First Responders Vehicles, will the NCTA CBOS provide a list of license plates and / or transponders in order to identify them correctly or how will they be identified?</p>	
89.	N/A	Exhibit D-7 Price Proposal	3-1a RW Sup Sys Staff & 10-1 Additional Services Rates	<p>The price proposal spreadsheet has two sheets for hourly rates. Sheet 3-1a RW Sup Sys Staff lists different positions and the “loaded hourly billing rates”. Sheet 10-1 Additional Services Rates also lists different position, and it has the “overhead including burden” percentage, a profit percentage and the “loaded hourly rate”.</p> <p>Please clarify the following:</p> <ul style="list-style-type: none"> • What is the difference between both sets of hourly rates? • How are they to be used in the price proposal? • We understand the “loaded hourly billing rates” of the 3-1a RW Sup Sys Staff sheet is the final hourly rate for each position that would be billed. Please confirm. <p>Does the loaded hourly rate of the 10-1 Additional Services Rates sheet include the overhead and burden but not the profit?</p>	<ol style="list-style-type: none"> 1) Sheet 3-1a is used for verification of Proposal, Sheet 10-1 is used for additional services in the future. 2) Sheet 3-1a is used for verification of the Proposal. 3) Yes 4) Yes, the loaded hourly rate of the 10-1 Additional Services Rates sheet includes the overhead and burden but not the profit which is included in the percentage at the top of the sheet.

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90.	3	Exhibit A	Project Implementation Schedule	Please confirm Final Acceptance is intended to happen on the same date as the I-485 Express Lanes Go Live Complete milestone. Is there any scenario in which both milestones would not happen on the same date?	No. please refer to section 1.11 of Part IV regarding Final Acceptance.
91.	45-46	Part I, Section 6.1	Notification of Award	<p>Regarding the bonding requirements, we want to confirm our understanding regarding what is required, amount, etc. Our understanding is as follows:</p> <ul style="list-style-type: none"> • From the start of the project and until Final Acceptance / I-485 Express Lanes Go Live, the payment and performance bonds will be for 100% of the Project Implementation, Installation and System Acceptance Phase price. The bonds may be valid until Final Acceptance and/or renewed annually. • At Final Acceptance, the bonds will be either replaced or its amounts reduced to 100% of the price of Year I of Operations and Maintenance for the first year, and then for the price of the subsequent years of Operations and Maintenance in future years. These bonds will be valid for one year, to be replaced with the bonds for the following year if 	<p>Regarding the first question, yes.</p> <p>Regarding the second question, yes.</p>

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				the Contractor is still performing Operations and Maintenance. Please confirm / clarify.	
92.	N/A	N/A	Proposal due date	Understanding that time is of the essence and that NCTA had already released a very similar RFP previously, so it is not as if this was a new RFP, we respectfully request an extension on the proposal due date.	The Proposal Due Date was extended to July 12 th . An addendum will be issued to clarify the Requirements
93.	6 of 40 2 of 107	Part I 1.4 1.2	General Overview of RTCS Scope of Work Summary of Scope of Work	"As part of the Scope of Work (SOW) of this RFP, the Contractor shall be responsible to procure, furnish, design, test, install, operate and provide Level III Maintenance of the RTCS, which shall include a Roadside System (RSS) and an Intelligent Transportation System (ITS)." "Note: Most ITS equipment is provided by the Constructor and the Contractor shall provide ITS integration." Please confirm what equipment is provided by Constructor and what equipment is provided by Contractor. Please confirm integration means only integration in the platform.	Please refer to Attachment 5 for a list of I-485 RSS and ITS Equipment.

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94.	2 of 107	1.2	Summary of Scope of Work	<p>"The Contractor shall be responsible for the following: I-485 Express Lanes ITS commissioning, integration, and Level III Operations and Maintenance Phase." Please confirm if configuration and commissioning include ITS field equipment provided by Constructor or not (only c&c at Control center level).</p>	<p>Please refer to Attachment 5 for a list of I-485 RSS and ITS Equipment.</p>
95.	3 of 107	1.2	Summary of Scope of Work	<p>"The RTCS procured under this Contract does not include: Installation of ITS elements including CCTV cameras, WAN, fiber optic network, roadway traffic detectors (Express Lanes and general-purpose lanes), DMS, and TRS;" As this statement is in conflict with previous statements, please clarify for ITS equipment: if Constructor or Contractor is responsible for design if Constructor or Contractor is responsible for installation if Constructor or Contractor is responsible for commissioning if Constructor or Contractor is responsible for testing</p>	<p>The Contractor is responsible for the design, installation commissioning and testing for ITS elements that pertain or are used by the Contractors design and use of the I-485 RTCS.</p>

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96.	7 of 107	2.1.2	Staffing and Key Personnel	<p>Req 6 c) "Technical Manager - responsible for the management of all the design, development and implementation of the technology solution and resources related to the RTCS, including the ITS, RSS, and interfaces to a NCTA provided CBOS/OBO."</p> <p>Regarding to ITS, please confirm this means only management for integration in Control center and not design and implementation of ITS equipment, according to section 3, Constructor design support.</p>	<p>Yes with one exception. The Contractor shall design and integrate equipment required to operate the I-485 Express Lanes toll collection system.</p>
97.	13 of 107	2.3.1	General Documentation Requirements	<p>Req 54 "The Contractor shall submit an electronic version of all Contractor-developed documentation for NCTA review and approval unless directed by NCTA to provide hard copies. Acceptable electronic formats are Microsoft Office 2019 Suite (or most current version), unsecured PDF and professional CAD applications for Contractor-prepared documentation."</p> <p>Please clarify if any CAD application can be used (e.g. AutoCAD, MicroStation) or there is a preferred one.</p>	<p>There is no preference on CAD software. A PDF is always required for any submission in addition to the native files.</p>

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98.	21 of 107	2.3.7.1	Manual Submissions	"RTCS (includes ITS) Maintenance Manual including any host systems provided by the Contractor" "RTCS (includes ITS) User Manual" In relation to ITS, please confirm this is only for ITS platform integration and devices provided by Contractor. Otherwise, the Constructor shall provide all documentation of procured and commissioned equipment.	The Contractor shall provide ITS maintenance user manuals for ITS equipment provided to the Contractor for integration and operations of the RTCS.
99.	21 of 107	2.3.7.2	RTCS Maintenance Manual	Req 91 b) "ITS Equipment layout throughout the project;" Please confirm this is only for ITS provided by Contractor.	The Contractor is responsible for ITS Equipment layout for those devices provided to the Contractor and any additional devices provided to the Contractor be integrated with the RTCS.
100.	22 of 107	2.3.7.2	RTCS Maintenance Manual	Req 91 e) "a general and detailed description and concepts of RSS, ITS, and TRH operations and functions;" For ITS, please confirm this is only for ITS platform integration.	The Contractor is responsible for ITS Equipment layout for those devices provided to the Contractor and any additional devices provided to the Contractor be integrated with the RTCS.
101.	24 of 107	2.3.7.5	RTCS User Manual	"The RTCS User Manual shall include RSS and ITS." For ITS, please confirm this is only for ITS platform integration.	The Contractor shall provide ITS user manuals for ITS equipment provided to the Contractor for integration and operations of the RTCS.

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102.	26 of 107	2.3.9	Maintenance Plan	<p>"The Contractor shall submit a Maintenance Plan that describes how the Contractor plans to facilitate NCTA in performing the Level III Maintenance of the RTCS that includes the ITS and RSS Hardware and Software and all Hardware at the cabinets in accordance with the Requirements of the Contract."</p> <p>For ITS, please confirm this is only for ITS platform integration and devices provided by Contractor.</p>	<p>The Contractor shall provide Maintenance Plan for ITS equipment provided to the Contractor for integration and operations of the RTCS</p>
103.	29 of 107	3	Constructor Design Support	<p>"As part of the Design-Build Contract, the Constructor is responsible for the design and construction of all roadway and Toll Zone infrastructure where the Contractor will install, test, and commission the RTCS. It should be noted that in this Project, the Constructor will also be responsible for the design, installation and testing of ITS."</p> <p>Please confirm that the Contractor is only responsible for ITS platform integration, and Constructor will design, install, commission and test ALL ITS equipment.</p>	<p>No, the Contractor is responsible for ITS Equipment layout for those devices provided to the Contractor and any additional devices provided to the Contractor be integrated with the RTCS.</p>

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104.	29 of 107	3.1	General Design Requirements	<p>Req 140 "Upon approval of shop drawings or similar design elements by the Contractor, within the context of system function and performance, the Contractor shall assume responsibility for those elements to the extent that if the civil work is installed as designed and does not meet the Performance Requirements of this SOW and Requirements, the Contractor shall be responsible for the costs of redesign, civil rework, and additional Equipment costs as further set forth in the Contract."</p> <p>Please confirm that the Contractor is responsible only for its own design based on Constructor's design. If Constructor's design changes, Contractor is not responsible of subsequent changes in its design.</p>	<p>The Contractor is responsible only for its own design based on Constructor's design. If Constructor's design changes, Contractor is not responsible of subsequent changes in its design.</p>
105.	30 of 107	3.1.2	Toll Equipment Pad	<p>Req 149 "The Contractor shall review and comment on all aspects of toll Equipment pad design drawings, power specifications, electrical and cabling design, circuit breaker and switches, and grounding design submitted by the Constructor that are related to the RSS Equipment, when applicable."</p> <p>Please confirm this means review and comments but in any case calculations and design/redesign will be developed.</p>	<p>Yes.</p>

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106.	31 of 107	3.1.2	Toll Equipment Pad	<p>Req 150 "The Contractor shall coordinate with the Constructor for the installation of the toll Equipment pads and shall ensure consistency with the detailed drawings of Equipment rack space layout provided by the Contractor." Please confirm if the Contractor has any responsibility in case there is no consensus with the Constructor.</p>	<p>The Contractor shall coordinate any disputed items with NCTA and the Constructor.</p>
107.	31 of 107	3.1.3	Communications	<p>Req 152 "The Constructor will provide, terminate, and test the fiber connections from Toll Zone to Toll Zone. The Contractor is responsible for all network Equipment/switching at the Toll Zone and is responsible for all elements of the Local Area Network (LAN). The Contractor is responsible for Wide Area Network (WAN) connections to the NCTA CBOS." Please confirm the Contractor is responsible for the design of FO layout and splice boxes, taking into account the Contractor needs.</p>	<p>Yes</p>
108.	31 of 107	3.1.3	Communications	<p>Req 162 "The Contractor shall work with NCTA in designing the network communication interfaces between the RSS, ITS and TRH systems that compromise the RTCS." Please confirm the responsibility of Contractor in this design.</p>	<p>Yes</p>

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109.	32 of 107	3.1.3	Communications	<p>Req 163 "The Contractor shall make final acceptance of the physical network that shall be designed and installed by the Constructor. The site final acceptance shall be based on the completion of all items on an NCTA developed and approved installation checklist."</p> <p>It is assumed that the Constructor is responsible of reflectometry tests and reports and once tests have been performed, the Contractor will do the network tests; please confirm.</p> <p>Please confirm the responsibility of Contractor to develop the installation checklist.</p>	Yes.
110.	32 of 107	3.1.4	Intelligent Transportation System	<p>Req 164 "The Contractor shall assist NCTA in reviewing all aspects of the ITS design revisions, construction submittals, catalog cuts, etc."</p> <p>Please clarify Contractor's responsibility for assistance.</p>	Yes, the Contractor shall assist NCTA in reviewing all aspects of the ITS design revisions, construction submittals, catalog cuts, etc
111.	32 of 107	3.1.4	Intelligent Transportation System	<p>Req 165 "The Contractor shall design, furnish, install, and commission additional ITS devices if deemed necessary to meet the Performance Requirements. The Contractor shall be responsible for any additional costs."</p> <p>Please clarify when and why additional ITS devices are considered Contractor's responsibility.</p>	The Contractor is responsible for ITS Equipment layout for those devices provided to the Contractor and any additional devices provided to the Contractor be integrated with the RTCS.

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112.	32 of 107	3.1.4	Intelligent Transportation System	<p>Req 167 "The Contractor shall complete the commissioning and integration of the ITS to the RTCS."</p> <p>Please confirm this is only for ITS platform (not the field devices) integration.</p>	<p>The Contractor is responsible for ITS Equipment layout for those devices provided to the Contractor and any additional devices provided to the Contractor be integrated with the RTCS.</p>
113.	32 of 107	3.1.4	Intelligent Transportation System	<p>Req 168 "The Contractor shall be responsible for the integration of ITS to existing tools used by the Statewide Traffic Operations Center (STOC) and the Metrolina Regional Transportation Management Center (MRTMC)."</p> <p>Please confirm this is only for integration through the ITS platform interface. Works in existing tools are not part of the Contractor's integration.</p>	<p>The Contractor is responsible for ITS Equipment layout for those devices provided to the Contractor and any additional devices provided to the Contractor be integrated with the RTCS.</p>

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114.	36 of 107	4.1.3	Construction Coordination	<p>Req 192 "The Contractor shall participate in the design and installation of the infrastructure on the Roadway, including but not limited to: a) review and reach consensus on all toll and ITS Equipment submittals; b) review and reach a consensus of the ITS network design provided by the Constructor; c) support and supply all information requested by the Constructor and civil designer in the form of a Request for Information (RFI); d) review and reach consensus on all Constructor-provided drawings with respect to the RSS; and e) of such drawings related to the RSS." Please confirm if the Contractor has any responsibility in case there is no consensus with the Constructor.</p>	<p>The Contractor shall coordinate any disputed items with NCTA and the Constructor.</p>
115.	37 of 107	4.1.5	RSS Installation Requirements	<p>Req 198 "The Contractor’s installation responsibilities for the RSS shall include but not be limited to: a) Furnish and install clean, uninterruptable power to all RSS Equipment on the overhead structures/toll gantries and in the toll Equipment cabinets." Please specify the UPS support time (e.g., 2 hours).</p>	<p>Please refer to response in Question #14.</p>

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116.	64 of 107	5.3.9	Critical Environmental Monitoring System (CEMS)	<p>Req 422 "The Contractor shall provide a Critical Environmental Monitoring System (CEMS), which shall consist of an environmental monitoring unit for the HVAC and other environmental conditions. The environments monitored shall vary as appropriate depending on the enclosure type (roadside cabinet, or Equipment enclosure) and shall include:" Please specify what environment (e.g., temperature) will be monitored in each cabinet type.</p>	<p>The Contractor shall include all necessary CEMS environment controls part of its CEMS in its Proposal that met all Requirements.</p>
117.	Part IV, Page 2	1.3.1	Liquidated Damages	<p>Would the Authority please confirm which project Milestone they intend to assess Liquidated Damages on? Per the language in Section 1.3.1 Paragraph I:</p> <p>“Liquidated damages per Calendar Day shall be assessed for the Contractor’s failure to successfully complete the Factory Acceptance Test described in Part III, Scope of Work and Requirements by the Factory Acceptance Test milestone set forth in Exhibit A, Project Implementation Schedule OR the completion of all Toll Zone commissioning for revenue service during Site Installation Test milestone date set forth in Exhibit A, Project Implementation Schedule, subject to the limits set forth herein.”</p>	<p>If applicable, both Milestones will be assessed Liquidated Damages if necessary to one or both Milestones.</p>

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				Using the conjunction “or” creates ambiguity in identifying exactly which project milestone NCTA plans to assess Liquidated Damages on. Further language in this section denotes that “the amounts reflect an estimate of impacts due to delays in open of toll traffic based on official traffic and revenue estimates” which can be reasonably quantified by the Contractor being late for “Go-Live” and not at FAT.	
118.	Part III, Page 16	2.3.5.1	Requirements 66 & 67 Master Test Plan	Does the Authority anticipate OAT starting immediately after Go-Live or is there an anticipated period after Go-Live for which SIT completes and OAT starts? Requirement 66 implies that SIT will continue for 3 weeks after Go-Live, however, requirement 67 states that OAT will start immediately following Go-Live.	Yes, OAT starting immediately after Go-Live. Requirement 66 requires additional resources to support the transition to Go-Live.
119.	Part III, Page 19	2.3.5.2	Requirement 69 Interface Test Pan	Will the Authority please elaborate on what is required in the Interface Test Plan (ITP)? Does it include just the interface to the CBOS (it is not anticipated that the OBO interface information will be available by NTP+30) or will it also include external RSS interfaces such as the Image Processing System, IT Service Now, etc.?	All Interfaces to the RTCS Shall be included in the ITP including CBOS and all external RSS interfaces.

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120.	Part III, Page 32	3.1.4	Requirement 168 Intelligent Transportation System	Will the Authority please provide additional details on the existing ITS tools used at both the STOC and MRTMC facilities? It is assumed that the described "tools" are some type of ATMS application, however no further detail has been provided.	No additional information is available.
121.	Part III, Page 45	5.1	Requirement 253 NCTA Business Policies and Operational Concepts	Will the authority please clarify the correct verbiage of this requirement? Comparing the RFP to the RCM, the language is different where the RCM is more expansive. Furthermore, in conflict with the RCM language, the "Roadside Toll Systems Operations Policies" is versioned 1.0 with a date of April 2021 in Attachment 2.	No change to the Requirement. The Requirement refers to Attachment 2, Business Policies.
122.	Part III, Page 56	5.3.4.3	Requirement 352.b & Attachment 2 – Policy 3 Automatic Vehicle Detection and Classification (AVDC) System	Will the Authority please provide more detail on the Registered Rideshare Vehicle program as mentioned in Table 3 of Roadside Toll Systems Operations Policies v1.0 and requirement 352.b?	No additional information is available at this time.
123.	Part III, Page 95		Requirements 571 & 572 General Comment	The RCM is out of sync with the RFP requirements starting at RFP Requirement 571. Will the Authority please correct this in either the RFP or the RCM?	Please use the RFP.

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124.	Part III, Page 54	5.3.4.1	Requirement 343 Toll Rate Sign (TRS)	Will the Authority please confirm that the Constructor provided CCTV cameras meet that specifications called out in Requirement 343 and are capable of PTZ?	Confirmed.
125.	Part III, Page 54	5.3.4.2	Requirement 344 Automatic Vehicle Identification (AVI) System Integration	Will the Authority please provide additional details on the Kapsch AVI equipment that will be provided as part of this project (i.e., MPR II Firmware Version, Antenna Model, etc.)	NCTA anticipates using a Kapsch JANUS Multiprotocol Reader II version 2.3 or more current if available. NCTA also anticipates using Kapsch IAG-3 Antennas. However, Proposers may propose alternative Kapsch antenna models if required to meet the Requirements.
126.	Part III, Page 55	5.3.4.2	Requirement 348 Automatic Vehicle Identification (AVI) System Integration	Will the Authority please provide additional details on the certification process of the AVI equipment prior to supplying the equipment to the Contractor for installation, tuning, and testing?	The Equipment is certified by E-ZPass. There are no additional certification processes.
127.	Part III, Page 62	5.3.7.10	Requirement 409 Receiving Data	Will the Authority please clarify the requirement for inferring the health of "some digital devices" from lane events as stated in Requirement #409?	The Proposer shall describe in its proposal how the RTCS is monitored to ensure the availability of the RTCS, and it meets all Requirement.
128.	Part III, Page 63	5.3.8	Requirement 417 Transaction Reconciliation Host (TRH)	Will the Authority please clarify if utilizing existing surplus or spare infrastructure without expanding the overall footprint of the infrastructure located at NCTA facilities is acceptable?	The Contractor shall assume that all surplus or spare infrastructure is provided as new for the project.

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129.	Part III, Page 65	5.3.1.1	Requirement 434 Image Verification Services	Will the Authority confirm that the Contractor will be required to provide DMV look-up services for all image-based transactions prior to sending the transaction to the NCTA CBOS at Go Live or will this be a future requirement for the OBO once it gets introduced into the transaction processing workflow? This is a significant cost and timeliness consideration for image-based transaction processing.	No, a DMV lookup is not required. A Proposer may offer this if desired or necessary to meet the Requirements.
130.	Part III, Page 68	5.5	Requirement 458 External Interfaces and Data Requirements	Will the Authority please provide example cloud native integrations that the Contractor would be required to use to provide unstructured log data?	Cloud solutions have native log management and orchestration tools. The Contractor shall provide full uninhibited access to this data to NCTA.
131.	Part III, Page 87	6.3.1.1	Requirement 555 & Attachment 5 ITS Maintenance Requirements	Would the Authority please clarify the Make/Model for the following ITS devices listed in Attachment 5 for which the Contractor will provide spares as well as UPS back-up power for? The following ITS devices need further clarification: Toll Rate Sign CCTV, all Dynamic Message Sign (DMS) types, and all Microwave Radar Detection Station (MVDS). If the make/model is unknown at this time, how should the respondent assume pricing for the ITS Spares?	No additional information is available at this time.

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132.	Part III, Page 96/97	7.1.1	Requirements 573/574 & Table 2 Performance Measurement 133.	Would the Authority please clarify if the Availability KPI outlined in Requirement 573 & 574 should be mentioned in Table 2?	Yes. An addendum will be issued to update the RFP.
133.	Part III, Page 97	7.1.1	Requirement 575 & Table 2 Performance Measurement	Would the Authority please confirm that Toll Rate Signs and CCTV systems integrated as part of the DP System are not included in KPI #3? Requirement #575 references "The DPS with all of its devices", however, KPI #2 is specific to Toll Rate DMS and CCTV devices.	Toll Rate Signs and CCTV systems related to the Toll Zones included in KPI #2.
134.	Part III, Page 92	7.1.1	Table 2 Performance Measurement	Would the Authority please clarify the specific requirements for KPI #5 in Table 2? There are not dedicated performance requirements related to this KPI in the following section.	Please refer to Requirement 578 and 579.
135.	Part III, Page 92	7.1.1	Table 2 Performance Measurement	Will the Authority please clarify what the expected Timeliness KPI is from the RTCS to the CBOS assuming the OBO will not be in-place at the time of Go-Live? KPI's #5 and #6 are related to Image Transaction timeliness, however, they are only from the RTCS to the "OBO".	Please refer to Section 7.2.5 and 7.2.6, all requirements pertain to posting of Toll Transactions.

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136.	Part III, Page 93/96	7.1.1	Table 2 Performance Measurement	Will the Authority please clarify what the difference is between KPI #6 and KPI #11? KPI #11 mentions the CBOS, however the Performance Requirement only mentions a Timeliness metric while the points assessed introduces an error rate. Should the required error rate be included in the Performance Requirement?	An addendum will be issued to clarify #6 and #11.
137.	Part III, Page 101	7.1.1	Requirements 591-593 & Table 2 Performance Measurement	Will the Authority please clarify the intent of Requirement 591 in relation to Tag Status List (TSL) communications from the CBOS? Requirement 591 seems to be in conflict with Requirement 592 in relation to the timeframe in which the files are supposed to be processed by the RTCS. Also, assuming incremental TSL's are passed to the RTCS every 10 minutes as alluded to in Requirement #405 (~145 files total in one day), it is statistically impossible for the Contractor to fall within the 0.05% tolerance as missing 1 file only allows for processing ~99.3% of the files.	Requirement 591 is the posting accuracy; Requirement 592 is for point assessment.
138.	Part III, Page 93/94	7.1.1	Table 2 Performance Measurement	Will the Authority please clarify if there are supposed to be detailed performance requirements for KPI's 14 - 17 similar to the previously defined KPI's?	Please refer to Section 6.5 of the Requirements.

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139.	Part III, Page 55	5.3.4.1	Requirement 342 Toll Rate Sign (TRS)	Will the Authority please provide clarification as to where the Constructor will provide a cabinet that has a 30-minute UPS dedicated to for the time server? Also, could the Authority please provide the make/model of this UPS?	Section #426 & #428 is correct; Requirement #342 will be edited.
140.	SD-21	I-485 ITS Drawings	Attachment 3 Wrong Way Vehicle Detection Cabinet	Would the Authority please confirm that the Constructor is responsible for providing 24 hours of UPS back-up for the WWVD System installed by the Constructor?	Confirmed.
141.	Part III Page 16	2.3.5	Requirement 57 Test Program	The MTP is required to have test cases as stated in 2.3.5.1 but it also states that FAT test cases are to be included with the MTP submittal. <ul style="list-style-type: none"> • What is the need for test cases in the MTP if there are subsequent test phase documents for test case inclusion and traceability? • Should the MTP focus on the execution plan for test scenarios that meet the use cases which are referenced within the subsequent test phase documents especially since the other test phase documents are not due until 90 days prior to that phase start date. 	a) Regarding the first question, the test cases are required to verify the completeness of the testing program. NCTA would expect Proposers to have standard test cases with its COTS solutions. b) Regarding the second question, yes.
142.	Part III Page 19	2.3.5	Requirement 70 Test Program	Contractor shall demonstrate data from its RTCS for all external interfaces during	For the FAT, the Contractor shall demonstrate its system integrated with all external interfaces. The Contractor

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				<p>FAT and document within the Interface Test Plan.</p> <ul style="list-style-type: none"> • Please clarify what external interfaces are required during FAT as this contradicts req 64 for end-to-end testing during OIT and SIT. • Please clarify these external interfaces for FAT given the use cases state simulated interfaces. 	<p>may use simulated interfaces for the FAT.</p> <p>End to End testing is required for OSI and SIT using the real interfaces not simulated information as used in the FAT.</p>
143.	Part III Page 60	5.3.7.5	Requirement 391 Fare Determination	Will the Authority please clarify where in the current Business Polices documentation does it list the toll rate payment type for lane health and agency codes?	The toll rates have not been determined at this time. The Contractor shall work with NCTA to develop the toll rates.
144.	Part III Page 97 & 98	7.2.5	Requirement 576 AVI Transaction Complete and Timely Transmission	<p>All AVI transactions are to be submitted within 24 hours of vehicles traveling through each toll point, but part B states there is a 2-hour rejection / correction window.</p> <ul style="list-style-type: none"> • Is this 2-hour window after BOS completes its review and responds back with correct DISP code? This portion seems to be more BOS related than RTCS given the RTCS is dependent on timely feedback from the BOS. 	Since it is an interface it’s both the RTCS and the CBOS responsible. The Contractor is responsible for the RTCS only.
145.	Part III Page 98	7.2.6	Requirement 578	Please explain how the 96-hour correction / resubmittal window is applied given the initial requirement of 120 hours for all image files to be sent to the BOS.	If a transaction is rejected the Contractor has 96 hours to correct and re-submit from

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			Image Transaction Complete and Timely Transmission		the time the transaction was rejected.
146.	2	Attachment 7	Use Cases	UC-08: Mentions maintenance operations should be in place 24/7 during UAT, however there is no mention of UAT test phase within the RFP use cases for phase execution. Please clarify.	UAT will be removed. The contractor shall simulate a 24/7 operations through the specified tests.
147.	1 & 2	Attachment 7	Use Cases	Please clarify the difference in simulated and test interfaces as it related to each applicable test phase.	Simulated tests may use test simulators and files with test data. Real interfaces must use the interface required for Go-Live.
148.	Multiple	Attachment 8	NCTA Reports and Analytics Template	Multiple Pages: There are many report examples (i.e. Pages 75 of 105) with strike through or red text that is not clear to what is being referenced or if the report is actually required. Please clarify.	The reports are provided as an samples and example only. Please refer to section 5.4 of the Requirements.
149.	1 & 2	Attachment 8	NCTA Reports and Analytics Templates	Req 580 & 581: The requirement details listed in this attachment do not trace to the RFP requirements of the same ID number. Please clarify which requirement is correct or what requirement should be referenced.	See Response to Question 148.
150.	3 & 4	Attachment 8	NCTA Reports and Analytics Templates	Req 584 & 585: The requirement details listed this attachment do not trace to the RFP requirements of the same ID number.	See Response to Question 148.

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				<p>Please clarify which requirement is correct or what requirement should be referenced.</p> <ul style="list-style-type: none"> • Req 585 in this section also details timeliness requirement of 72 hours but all relative RFP performance requirements for image transactions are listed as 120 hours in the. 	
151.	5	Attachment 8	NCTA Reports and Analytics Templates	<p>Req 584: The requirement details listed this attachment do not trace to the RFP requirements of the same ID number. Please clarify which requirement is correct or what requirement should be referenced.</p> <ul style="list-style-type: none"> • This report includes both AVI and Image transaction timeliness, but the requirement only mentioned AVI. 	See Response to Question 148.
152.	6	Attachment 8	NCTA Reports and Analytics Templates	<p>Req 589: This requirement contains more detail as compared to the same ID within the RFP. Please clarify which requirement should be referenced.</p>	See Response to Question 148.
153.	7 - 9	Attachment 8	NCTA Reports and Analytics Templates	<p>Req 591, 592: The requirements listed are specific to performance scorecard but the same req IDs within RFP is in reference to CBOS file communications. Please clarify which requirements these trace to within the RFP.</p>	See Response to Question 148.

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154.	10 & 11	Attachment 8	NCTA Reports and Analytics Templates	Req 544, 570: The requirements listed do not trace to the RFP. Req 544 in the RFP is specific to Maintenance Support Services, while Req 570 in the RFP references spare parts. Please provide the requirement IDs for this report.	See Response to Question 148.
155.	12	Attachment 8	NCTA Reports and Analytics Templates	Req 151: The requirement does not trace to the RFP. Req 151 in this section is for image review trends, however, the same ID in the RFP is for installation of conduits. Please clarify.	See Response to Question 148.
156.	16	Attachment 8	NCTA Reports and Analytics Templates	Req 557: The requirement does not trace to the RFP. Req 557 refers to reconciliation of all RSS transactions; however, the RFP ID 557 refers to Maintenance Response and Repair. Please clarify.	See Response to Question 148.
157.	17 & 18	Attachment 8	NCTA Reports and Analytics Templates	Req 579: The requirement does not trace to the RFP. Req 579 refers to File Transfer Performance; however, the RFP ID 579 is in reference to Image Transaction Timeliness for point assessment. Please clarify.	See Response to Question 148.
158.	19	Attachment 8	NCTA Reports and Analytics Templates	Req 552: The requirement does not trace to the RFP. Req 552 refers to the Transaction Audit Report; however, the RFP ID 552 is in reference to DR procedures. Please clarify.	See Response to Question 148.

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159.	20	Attachment 8	NCTA Reports and Analytics Templates	Req 566: The requirement does not trace to the RFP. Req 566 refers to the Transaction Detail Report; however, the RFP ID 566 is in reference to MOT approvals. Please clarify.	See Response to Question 148.
160.	21	Attachment 8	NCTA Reports and Analytics Templates	Req 564: The requirement does not trace to the RFP. Req 564 refers to Transaction Reports; however, the RFP ID 564 is in reference to TRS messages during MOT conditions. Please clarify.	See Response to Question 148.
161.	36	Attachment 8	NCTA Reports and Analytics Templates	Please clarify what the red text on this page is in reference to as the ID numbers cannot be located including that of Batch 7. Red Text “Combined 554 and 577 Report – Mockup in Batch 7”	See Response to Question 148.
162.	39	Attachment 8	NCTA Reports and Analytics Templates	Req 146: The requirement does not trace to the RFP. Req 146 refers to the Image Review System; however, the RFP ID 146 refers to Toll Gantry design drawings. Please clarify.	See Response to Question 148.
163.	40	Attachment 8	NCTA Reports and Analytics Templates	Are the requirements listed in this table specific to the report on page 41? If other, please identify the report name and page.	See Response to Question 148.
164.	51	Attachment 8	NCTA Reports and Analytics Templates	Please clarify red text and if this report is required for this RFP. Red text states “Potentially request omission of the report if distances cannot be calculated”.	See Response to Question 148.

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165.	57	Attachment 8	NCTA Reports and Analytics Templates	Req 569: The requirement does not trace to the RFP. Req 569 refers to the Executive Summary Traffic and Revenue report; however, the RFP ID 569 refers to controllable responsibility from a contractor performance perspective. Please clarify.	See Response to Question 148.
166.	58	Attachment 8	NCTA Reports and Analytics Templates	Req 571: The requirement does not trace to the RFP. Req 571 refers to the Traffic and Revenue report; however, the RFP ID 571 refers to Express Lane Availability. Please clarify.	See Response to Question 148.
167.	59	Attachment 8	NCTA Reports and Analytics Templates	Req 572: The requirement does not trace to the RFP. Req 572 refers to the Traffic and Revenue Comparison report; however, the RFP ID 572 refers to TRS Availability. Please clarify.	See Response to Question 148.
168.	60	Attachment 8	NCTA Reports and Analytics Templates	Req 573: The requirement does not trace to the RFP. Req 573 refers to the Transponder Status List Transmission Report; however, the RFP ID 573 refers to TRH Availability. Please clarify.	See Response to Question 148.
169.	61	Attachment 8	NCTA Reports and Analytics Templates	Req 590: The requirement does not trace to the RFP. Req 590 refers to the CSC File Communications report; however, the RFP ID 590 refers to Image Quality Monthly point assessment. Please clarify.	See Response to Question 148.

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170.	62	Attachment 8	NCTA Reports and Analytics Templates	Req 574: The requirement does not trace to the RFP. Req 574 refers to the Image Transmission Summary report; however, the RFP ID 574 refers to the TRH Availability. Please clarify.	See Response to Question 148.
171.	63	Attachment 8	NCTA Reports and Analytics Templates	Req 575: The requirement does not trace to the RFP. Req 575 refers to the Image Transmission Detail report; however, the RFP ID 575 refers to DPS Availability. Please clarify.	See Response to Question 148.
172.	64 - 66	Attachment 8	NCTA Reports and Analytics Templates	Req 576: The requirement does not trace to the RFP. Req 576 refers to the Image Processing Performance report; however, the RFP ID 576 refers to AVI Transaction Complete and Timely Transmission. Please clarify.	See Response to Question 148.
173.	67	Attachment 8	NCTA Reports and Analytics Templates	Req 577: The requirement does not trace to the RFP. Req 577 refers to the System Exceptions report; however, the RFP ID 577 refers to AVI Transaction Complete and Timely Transmission monthly point assessment. Please clarify.	See Response to Question 148.
174.	68	Attachment 8	NCTA Reports and Analytics Templates	Req 582: The requirement does not trace to the RFP. Req 582 refers to Complete Toll Facility Maintenance; however, the RFP ID 582 refers to Image Transaction Accuracy. Please clarify.	See Response to Question 148.

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175.	69	Attachment 8	NCTA Reports and Analytics Templates	Req 583: The requirement does not trace to the RFP. Req 583 refers to ITS Complete and Timely Data Transmission; however, the RFP ID 583 refers to Image Transaction Accuracy monthly point assessment. Please clarify	See Response to Question 148.
176.	69	Attachment 8	NCTA Reports and Analytics Templates	Please clarify which project KPI this report and req 583 maps to as it relates to table 2 RTCS performance requirements on page 92 of the RFP.	See Response to Question 148.
177.	70 & 71	Attachment 8	NCTA Reports and Analytics Templates	Req 586 & 587: The requirement does not trace to the RFP. Req 586 refers to AVI / Image Transaction Accuracy; however, the RFP ID 586 refers to Image Verification Services for Rejection Accuracy. Please clarify.	See Response to Question 148.
178.	72	Attachment 8	NCTA Reports and Analytics Templates	Req 588: The requirement does not trace to the RFP. Req 588 refers to Image Rejection Accuracy; however, the RFP ID 588 refers to Image Quality. Please clarify.	See Response to Question 148.
179.	SD-04 to SD-06	Attachment 3	AET Toll Gantry Plans	There are multiple yellow highlights within the AET Plan Set document that look to have potentially redacted information within them. Could the Authority please clarify if a newer version of the AET plans are available?	This is the most current set of plans available.
180.		Exhibit A	Project Implementation Schedule	In reference to the ‘Installation and System Acceptance Phase Notice to	Please refer to the response in Question 58.

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				<p>Proceed’ section, Go-Live is referenced to be 120 Calendar Days after NTP.</p> <p>However, as stated on page 2 of section Part IV, “A Second Notice to Proceed will be issued for the Installation and Acceptance Phase and Operations and Maintenance Phase approximately 210 Calendar Days prior to Go-Live based on the Construction Contract schedule. The 210 Calendar Day period constitutes a 90 Calendar Day notice for mobilization and purpose of equipment and a 120-calendar installation period of all Toll Zones to be ready for Go-Live.”</p> <p>It appears the ‘90 Calendar Day notice for mobilization and purpose of equipment’ was not factored into the timeframes referenced in Exhibit A for Go-Live and other referenced Milestones. Please clarify and/or provide an updated schedule reference.</p>	
181.	Part III, Page 18	2.3.5.1	Req. 65 – OIT	Exhibit A provides a timeframe for OIT of Aug/Sep 22 (note there is a typo for start date), meaning it would be carried out as part of ‘Phase 1’ i.e., prior to NTP of the Installation and System Acceptance Phase.	Yes

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				Exhibit B Ref# A-5 mentions OIT being carried out on the ‘first site’. Shall it be assumed that The Contractor will receive a complete location from the Constructor for OIT as part of ‘Phase I’?	
182.	Part III, Page 102	7.2.13	Req. 595 – WWVD	<p>This requirement states ‘The Contractor shall accurately detect all vehicles traveling in the wrong direction and shall send notifications and alerts in accordance with these requirements.’</p> <p>It is assumed that in line with Part III, Page 32 Req. 169, the Constructor provided WWVD system shall conform to the required accuracy of 100% (inferred from the statement “ shall accurately detect all vehicles traveling in the wrong direction’). Please confirm.</p>	Yes
183.	Part III, Page 102	7.2.13	Req. 595 a) and g) – WWVD	<p>Please clarify if these tests will be conducted simultaneously or separately. Also, will the Authority please confirm that NCTA will provide all necessary resources (i.e. labor, lane closure, etc.) for the periodic end-to-end testing of the WWVD system? Will this ultimately be a requirement for the L1/L2 Maintenance Contractor?</p>	Tests will be conducted simultaneously by the Contractor remotely with support from the L1/L2 Maintenance Contractor.
184.	Part III, Page 102	7.2.13	Req. 595 f) – WWVD	Please clarify what shall be configurable with respect to image transfer.	The transfer of the image (on or not) is configurable.

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185.	Part III, Page 32	3.1.5	Req. 170 – WWVD	Please provide the make / model of the Constructor nominated WWVDS and/or provide the interface details for determination of effort.	WWVDS catalog cuts are not yet available.
186.	General	General	General	Please clarify if “Day” refers to a Calendar Day or a Business Day when used w/out an additional descriptor.	It is Calendar Day unless otherwise specified.
187.	Part III, Page 18 of 107 (pdf 83)	2.3.5 Testing Program Documentation And Attachment 7 – Use Cases	Attachment 7 – Use Cases And Requirement 66 – Site Installation Test (SIT) And Exhibit A – Project Implementation Schedule	Site Installation Test (SIT) is defined in the Attachment 7 Use Cases and in Requirement 66. However, Exhibit A – Project Implementation Schedule does not include any reference to Site Installation Test (SIT). What is the Authority’s anticipated timeline for completion of the Site Installation Test (SIT).	An addendum will be issued to update the RFP.
188.	Pages 1-2 (PDF 3-4)	Exhibit A	Exhibit A – Project Implementation Schedule	To provide the best approach to completing the Project System Design, we request flexibility concerning the Projected Start and Projected End dates shown in the Exhibit A – Project Implementation Schedule table, specifically concerning the System Design section. As long as all System Design milestones listed complete on or before May 2022, will NCTA allow Proposers flexibility to propose alternate start/finish dates for the System Design milestones?	No.

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189.	Page 1 of 2 (PDF 3)	Exhibit A	Exhibit A – Project Implementation Schedule	Do the Projected Start and Projected End dates referenced in Exhibit A for Project Planning Documentation refer to document submissions or document approvals? If the dates are tied to submissions, which document review cycle (Preliminary Draft, Final Draft, or 100% Final) do the Projected Start and Projected End dates reference?	The projected Start and Projected End dates are for all work to be completed and Approved by NCTA inclusive of all reviews.
190.	Page 1 of 2 (PDF 3)	Exhibit A	Exhibit A – Project Implementation Schedule	In Exhibit A, Project Planning Documentation is projected to start and end in August 2021. This only allows for a maximum of 30 cd from Notice to Proceed (7/30/2021 per Table I-2: Procurement Schedule) for all documents to be submitted, reviewed, and approved. To include enough time for the (3) document review cycles (preliminary draft, final draft, and 100% final) and 10-15 wd NCTA review times (35 wd for reviews alone) noted in Requirements 43 and 44 of the RFP, Proposer requests the projected end date for Project Planning Documentation be extended to at a minimum 120 days from NTP (November 2021) or that the end date be removed from Exhibit A for this section.	Yes, additional time will be added. An addendum will be issued to update the RFP..
191.	Page 1 of 2 (PDF 3)	Exhibit A	Exhibit A – Project Implementation Schedule	For uniformity in development of the Proposal Schedule across multiple respondents, please provide an anticipated	No additional information is available at this time.

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				NTP date for the “Installation and System Acceptance” Phase.	
192.	Page 1 of 2 (PDF 3)	Exhibit A	Exhibit A – Project Implementation Schedule	Should the Contractor assume that the “Installation of I-485 Express Lanes and RSS associated ITS Equipment” milestone include the completion of Site Installation Testing (SIT) for the remaining nine toll zones given the fact that this milestone and the Go-Live milestone are both NTP + 120 Calendar days?	Yes
193.	Page 2 of 2 (PDF 4)	Exhibit A	Exhibit A – Project Implementation Schedule	Does the Contract allow for any time between completion of Site Installation Test (SIT) and Go-Live?	No
194.	PDF p. 364 of 1117	Attachment #3	Contract Time and Liquidated Damages - The Completion Date for the Civil Contract Completion “shall not be later than November 1, 2022.”	November 1, 2022 does not fit into the Exhibit A – Project Implementation Schedule timeline as presented in this RFP. What is the most current anticipated Civil Contract Completion date?	No additional information is available at this time.
195.	PDF p. 364 of 1117	Attachment #3	Contract Time and Liquidated Damages - The Completion Date for the Civil Contract Completion “shall not be later than November 1, 2022.”	What is the timeline correlation between the most current anticipated Completion Date for the Civil Contract and the Final Acceptance date for the I-485 RTCS Contract?	No additional information is available at this time.

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196.	PDF p. 365 of 1117	Attachment #3	“All-Electronic Tolling Toll Zone Infrastructure & Conduit Intermediate Contract Date #1”	What is the most current anticipated Constructor date for “All-Electronic Tolling Toll Zone Infrastructure & Conduit Intermediate Contract Date #1?”	No additional information is available at this time.
197.	PDF p. 882 of 1117	Attachment #3	Section 108 Prosecution and Progress	Please provide a copy of the current Constructor Progress Schedule for construction milestone coordination during development of the TSI proposal schedule.	No additional information is available at this time.
198.	Part I, Page 27 of 40 (PDF 34)	RFP, Part I, 3.2.F “Approach to Project Plan and Implementation”	Proposers shall note that the planned Go-Live date for the I-485 Express Lanes is NOT set forth in this RFP. NCTA will issue a notice to proceed 210 Calendar Days prior to the anticipated Go Live date that includes a 90 Calendar Day notice period and 120 Calendar Day installation period.	The Go-Live timeframe of NTP +210 cd stated in RFP Part I, Section 3.2.F conflicts with the Go-Live timeframe of NTP+ 120 cd stated in Exhibit A – Project Implementation Schedule. Please clarify the discrepancy or modify the Exhibit A – Project Implementation Schedule to reflect NTP +210cd.	Please refer to response in question 58.
199.	General	General	General references throughout RFP and Exhibit A – Project Implementation Schedule	Do the terms “Site Acceptance Test (SIT)” and “Installation and Commissioning” at each toll zone refer to the same scope of work, testing, contractual deadlines, and requirements?	Installation and Commissioning is the work required to prepare the site and Site Acceptance Test is a formal test confirm its readiness for production.
200.	P 16 of 107 (pdf 81)	Part III, Section 2.3.5.1 Master Test Plan	The Contractor shall provide a Master Test Plan (MTP) no later than sixty	Requirement 57 conflicts with Exhibit A – Project Implementation Schedule, which indicates the Master Test Plan must be approved by August 2021, which is at	Exhibit A – Project Implementation Schedule will be updated to reflect Requirement 57. A An

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			(60) Calendar Days after NTP.	most 30 days after NTP (indicated as 7/30/2021 in Table I-2: Procurement Schedule). Please clarify the timeline discrepancy.	addendum will be issued to update the RFP.
201.	Page 18 or 107 (pdf 83)	Part III, 2.3.5.1 Master Test Plan	Requirement 66 discusses SIT continuing 2 weeks prior to Go-Live and 3 weeks after Go-Live of the last commissioned toll zone.	Is a “Site Installation Test (SIT)” required to be performed for each toll zone? Or is does it occur one, single time, at the completion of all Toll Zone installations?	The Site Installation Test is performance at each Toll Zone.
202.	Page 18 or 107 (pdf 83)	Part III, 2.3.5.1 Master Test Plan	Requirement 66 mentions “Go-Live of the last commissioned Toll Zone.”	Does NCTA anticipate Toll Zones “going live” in one or multiple “segments” at a time? Or will there be a single “go-live” date for all Toll Zones at the same time?	NCTA anticipates Go-Live to be done at one time but Go-Live may be implemented in multiple segments. An addendum will be issued to update the RFP.
203.	RFP p. 33 of 107 (pdf 98)	Part II, Section 4 RTCS Installation Requirements	“ no system installation shall occur prior to the satisfactory approval of ... the FAT.”	If Notice to Proceed for the Installation and System Acceptance Phase is issued prior to the Onsite Installation Test (OIT), can Contractor begin Toll Zone field installation after approval of FAT?	Yes.
204.	RFP Part IV, p 2 of 41 and Exhibit A Page 2 of 2 (PDF 4)	Section 1.3.1 Liquidated Damages and Exhibit A – Project Implementation Schedule	“Liquidated damages per Calendar Day shall be assessed for ...the completion of all Toll Zone commissioning for revenue service during Site Installation Test milestone date set forth in Exhibit A, Project Implementation Schedule”	Exhibit A - Project Implementation Schedule does not include reference to “completion of all Toll Zone commissioning for revenue service” or a “Site Installation Test Milestone date.” Please clarify exactly what row in Exhibit A this liquidated damages clause refers to.	An addendum will be issued to update the RFP.

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205.	Part II, p 1 of 10 (pd 50)	Part II – Defined Terms and Acronyms	Final Acceptance is referenced through the RFP and requirements. However, Final Acceptance is not included in Section I. “Defined Terms.”	Please provide a contractual definition of “Final Acceptance.”	Please refer to Section 1.11.1 for Final Acceptance of Implementation Phase and Installation and System Acceptance Phase. Please refer to Section 1.11.3 for Project Acceptance of All Phases.
206.	Part IV, Page 16 of 41 (pdf 193) And Part I, Page 38 of 40 (pdf 46)	1.10.1 Phases of the Project And 6.1 Notification of Award	“The Contractor’s Operations and Maintenance Phase responsibilities at I-485 Express Lanes shall begin upon System Acceptance” and “The Operations and Maintenance Phase commence following the completion of the Go-Live.”	These two sections conflict on when O&M begins. Please clarify if the Operations and Maintenance Phase begins upon Go-Live or System Acceptance?	Operations and Maintenance Phase begins at Go-Live. An addendum will be issued to update the RFP.
207.	Part I, Page 17 of 40	Table 1-2: Procurement Schedule	Proposal Due Date	Would the Authority please issue an extension to the Proposal Due date given the previous extension provided to the Question & Answer deadline? Answers as well as RFP updates provided as part of this Addendum could potentially have impacts to Vendor’s system design and costing?	Yes, Please refer to the Response in Question 98.

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208.	22 of 40	3.2 Part I	Content of Technical Proposal D. Proposal Section 2: Key Team Qualifications	There is some work that we will subcontract and will select the subcontractor after contract award. What is your direction regarding this situation? May we communicate the main subcontractors, which are known at this time, and the other unknown (at this time) subcontractors, if there are any, when they are known?	Yes
209.	27 of 40	3.2 Part I	Content of Technical Proposal F. Proposal Section 4: Approach to Project Plan and Implementation	Even though the Contractor does not receive compensation for schedule adjustments due to these situations, is the Contractor entitled to be paid for demonstrable mobilization costs due to these delays?	No.
210.	38 of 40	6.1 Part I	Notification of Award	Is it possible to replace the required bonds for a parent guarantee or, alternatively, reduce the percentage of the bonds to a certain percentage to be agreed between Developer and the Contractor?	No.
211.	1 of 41	1.2 Part IV	Contract Term	If the scope of work is extended with additions that involve more work, is it possible to review the contract term to adapt it in accordance with the extension?	Please refer to Section 2 of Part IV, Terms and Conditions, Contract Changes and Termination.
212.	2 of 41	1.3.1 Part IV	Liquidated Damages	The total and cumulative amount assessed by NCTA for liquidated damages shall not exceed the grand total cost for the Implementation Phase for each road. Is	Yes.

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				this considered as a total cap for all the Liquidated Damages that may arise?	
213.	3 of 41	I.3.1 Part IV	Liquidated Damages	If in the performance of the Services the Contractor does not meet or exceed the Performance Requirements identified therein, NCTA shall reduce the amount it would otherwise pay to the Contractor for such Services subject to the reduction amounts and limits set forth in therein. Could it be included a cure period and, in case of not complying accordingly, would this statement be limited to a grand total cost for the Implementation phase as a Liquidated Damage?	No.
214.	3 of 41	I.3.1 Part IV	Liquidated Damages	In the event that liquidated damages are disallowed for any reason whatsoever, NCTA shall be entitled to its actual damages, including any and all consequential or incidental damages. Are actual consequential and incidental damages considered indirect damages?	Yes. Consequential and incidental damages are considered indirect damages.
215.	3 of 41	I.3.1 Part IV	Liquidated Damages	Are actual damages under the default cap of 200% (limitation of liability)?	Yes.

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216.	4 of 41	I.4.2 Part IV	Audit and Examination of Records	NCTA reserves and is granted the right (at any time and from time to time, for any reason whatsoever) to review, audit, copy, examine and investigate in any manner, any Contract Records (as herein defined) or Proposal Records (as hereinafter defined) of the Contractor or any Subcontractor. Can audits be carried out at any time? Is it possible to limit audits to once every defined period (e.g., six months) of time?	Regarding the first question, Yes. Regarding the second question, No.
217.	5 of 41	I.5 Part IV	Contractor Cooperation	We understand that the Contractor will be liable for its employees and subcontractors. However, can the contractor be exempted from this responsibility when the fault is not attributable to the contractor’s employees and subcontractors?	No.

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218.	7 of 41	I.6.2 Part IV	Software Warranties	...operate fully and correctly in the operating environment identified in Part III, Scope of Work and Requirements, including by means of the full and correct performance of the Software, and all Updates, Enhancements, or new releases of the Software, on or in connection with the Equipment, any Updates, Enhancements, or new releases to such Equipment, and any other Software used by or in connection with any such Equipment; Can we understand from this statement that the Contractor's software must work with any update of his Equipment and not with updates or new versions of third-party equipment?	Yes
219.	11 of 41	I.7 Part IV	Software and License	Will the Developer provide the software license and escrow agreement now? Or is it the Contractor who must provide the agreement?	The Contractor shall provide Software and license Agreements.
220.	11 of 41 12 of 41	I.7.1 Part IV I.7.2 Part IV	Software and License Scope of License	Can we change these provisions so that licenses will be granted only for Developer exclusive use, without any commercial right, right to resale, or to grant any permission to 3rd parties or System Integrator's competitors (to be listed)?	No.

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221.	15 of 41	1.8 Part IV	Authority of the Contractor Project Manager	The Contractor shall be bound by all determinations or orders and shall promptly obey and follow every order of the NCTA Contractor Project Manager, including the withdrawal or modification of any previous order and regardless of whether the Contractor agrees with the NCTA Contractor Project Manager’s determination or order. Can we understand that the parties shall negotiate new orders, and, in the event of early termination of the contract due to this provision, the Contractor shall be compensated?	In the event of termination, Contractor will be compensated in accordance with Section 2.6 of Part IV, Terms and Conditions, Contract Termination.
222.	21 of 41	2.5.1 Part IV	Time Extensions and Schedule Changes	NCTA will Approve Time Extensions ONLY for Force Majeure causes or acts by NCTA which have been documented to have impeded the Contractor’s Project progress. Can time extensions be possible when agreed upon by the parties?	No.

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223.	23 of 41	2.6.2 Part IV	Termination for Cause	Termination Without Notice of Cure/Warning: If NCTA has issued two Notices of cure/warning to the Contractor, upon the issuance of the third or subsequent Notice, NCTA reserves the right to terminate the Contract without further Notice. Does this statement apply only when all 3 notices refer to the same issue? Or is it not necessary for these Notices to refer to the same issues and it is referred to any Notices throughout the course of the project?	Regarding the first Question, No. It is not necessary for these Notices to refer to the same issues and it is referred to any Notices throughout the Term of the Contract.
224.	27 of 41	3.4 Part IV	Subcontracting	Usually, this type of clause has a minimum threshold, we request any portion of work less than \$100,000 in value shall not need NCTA approval for subcontracting.	No change will be made.
225.	27 of 41	3.4 Part IV	Subcontracting	NCTA shall be indemnified by the Contractor for any claim presented by the Subcontractor. Does this statement apply even when the claim is not due to the fault of the Contractor or its subcontractors?	No change will be made to the Contract. This can only be determined for specific claims that might arise and responsibility is assessed.

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226.	35 of 41	3.7.11 Part IV	Dispute Resolution	Within five (5) Days after the receipt of the Notice by the receiving Project Manager, the two Project Managers shall meet in NCTA’s offices to attempt to resolve the dispute. If the Project Managers cannot resolve the dispute then, within fourteen (14) Days after the date of written Notice by either Project Manager to the Executive Director of NCTA and the Project Principal, the Executive Director of NCTA and the Project Principal shall meet in NCTA’s offices to attempt to resolve the dispute. Is it possible to allow these meetings to be held virtually if necessary?	No.
227.	36 of 41	3.7.14 Part IV	Limitation of Contractor’s Liability	The Contractor’s liability for damages to NCTA for any cause whatsoever, and regardless of the form of action, whether in contract or in tort, shall be limited to two times the value of the Contract. Is the Contractor liable for indirect damages? If yes, is the indirect damages limit included within the limit set forth in this provision?	Regarding the first question, Yes. Regarding the second question, No.
228.	38 of 41	3.7.26 Part IV	Governing Laws, Jurisdiction, and Venue	Contractor agrees and submits, solely for matters relating to this Contract, to the jurisdiction of the courts of the State of North Carolina and stipulates that Wake County shall be the proper venue for all matters. May disputes be resolved by arbitration instead?	No. However, please refer to Section 3.7.11 of Part IV, Terms and Conditions, Dispute Resolution.

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229.	39 of 41	3.7.27 Part IV	Force Majeure	Neither party shall be deemed to be in default of its obligations hereunder if and so long as it is prevented from performing such obligations as a result of events beyond its reasonable control, including without limitation, fire, power failures, any act of war, hostile foreign action, nuclear explosion, riot, strikes or failures or refusals to perform under subcontracts, civil insurrection, earthquake, hurricane, tornado, or other catastrophic natural event or act of God. Force Majeure events shall not otherwise limit NCTA's rights to enforce contracts. Can a Covid19 related event be a Force Majeure event when it is beyond the reasonable control of the Contractor?	No.
230.	2 of 41	1.3.1 Part IV	Liquidated Damages	<p>Clause 1.2 describes that the implementation Phase “shall begin upon issuance of Implementation Phase Notice to Proceed and shall continue until Onsite Installation Test is complete.” The Exhibit B-Payment Schedule has the Implementation Phase be 38% of the total contract sum.</p> <p>Is it understood that the total and cumulative amount assessed by NCTA for liquidated damages shall not exceed 38% of the total contract sum (Implementation Phase)?</p>	Yes

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231.	6 of 149	Exhibit B	Payment Schedule	As per Table A, it seems that payment item A-7 “Installation and Commissioning,” is part of the “implementation phase”. However, as per the RFP, the Implementation phase ends with the OIT. Can NCTA clarify what Payment item A-7 is for the implementation phase?	Payments will be made for OIT in the Implementation Phase NTP. Payment will include installation and commissioning for the first Toll Zone. Subsequent Toll Zones will be paid upon NCTA approval during the Installation and System Acceptance phase. An addendum will be issued to update the RFP.
232.	6 of 149	Exhibit B	Payment Schedule	As per the Table A, it seems there is a milestone of “installation and commissioning approved”. However, this item is not described in the RFP. Will NCTA specify the requirements to achieve this payment milestone?	Yes, An addendum will be issued to update the RFP.
233.	6 of 149	Exhibit B	Payment Schedule	As per the Table B, seems there is a milestone of “installation approved”. However, seems that this item is not described in the RFP. Can NCTA describe the requirements to achieve it?	Yes, An addendum will be issued to update the RFP.

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234.	6 of 149	Exhibit B	Payment Schedule	The % of payments of each payment number of Table A and B are not clearly linked with the form “D-7 Price proposal”. Can NCTA clarify to what cells of the Price Proposal the payment number are related with?	The Payment Milestones correspond to the work as outlined in Tab 3 of Form D-7. The amount paid for those line items shall not exceed the percentages as outlined in Exhibit B based on the total amounts as specified in the Implantation Phase and the “Installation and System Acceptance Phase”
235.	17 of 107	2.3.5.I Master Test Plan Part III	During each testing in the MTP, the Contractor shall use testing data encompassing at least 24 hours of image-based transactions to demonstrate it can meet the Performance Requirements set forth in this Contract. It is desired that the Contractor captures images from an existing NCTA roadway and use a statistically significant sample size.	Item 59 states that Contractor shall use testing data encompassing at least 24 hours of image-based transactions. To obtain the most suitable images for the project, can NCTA provide the access to one of its toll facilities (preferably the I-485) to install a camera to obtain the necessary images?	Yes
236.	17 of 107	2.3.5.I Master Test Plan Part III	The FAT shall be conducted at the Contractor’s test facilities in the continental US.	Item 62 describes FAT. Would NCTA change the gantry equipment FAT to a test facility outside the US?	No.

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237.	18 of 107	2.3.5.1 Master Test Plan Part III	and proposed by the Contractor in its proposal in a single NCTA-provided facility.	Item 65 describes OIT. Can NCTA confirm that the OIT can be conducted in one of the 10 tolling locations of the project? If no, what are the possible NCTA facilities that the OIT will be performed?	Yes.
238.	2 of 41	1.2 Contract Term Part IV	The 210 Calendar Day period constitutes a 90 Calendar Day notice for mobilization and purpose of equipment and a 120 calendar installation period of all Toll Zones to be ready for Go-Live.	As per the current global situation, the shipping time of some equipment is longer than usual. Therefore, for most equipment, lead times of at least 120 to 150 days are needed. In addition, for particular long lead equipment, shipping pre-approval might be required.	No change will be made.
239.	70 of 107	6.1 Part III 6.2.7.1 Part III	Clause 3. “Level III Maintenance means corrective and preventative maintenance for all patch management, Software changes, and major changes to the system functionality. Level III Maintenance also includes 24/7 remote support for Level I and II maintenance staff provided by others. “ Table 498. The Contractor shall provide and perform onsite preventive maintenance on the RSS Hardware, host Hardware,	Please clarify if the Level III maintenance services provided by the Contractor can be provided remotely without onsite support?	Yes.

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			<p>Contractor LAN/WAN communications Equipment, and Software in accordance with the approved Maintenance Plan.</p> <p>Table 499. The Contractor shall inspect all Contractor installed Equipment, both major components and support components (fans, cables, connectors, cabinets, Equipment racks, storage units) that constitute the RTCS and shall make such repairs, cleaning, adjustments, and replacements of components as necessary to maintain the Equipment in normal operating condition in accordance with the approved Maintenance Plan.</p>		
240.	72 of 107	6.2.2.1 Part III	Maintenance Requirements	<p>Clause: “The Contractor is responsible for Level III Maintenance Services but must coordinate any escalations not resolved by the Level I and Level II maintenance providers.”</p>	<p>The Contractor will coordinate by email, phone and using the IT Service Management tools. This will be defined in the Maintenance Plan during the implementation.</p>

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				As Level I and Level II of maintenance will be part of a different contract, how does the contractor coordinate escalations? Should the requirement be changed so that the Contractor shall investigate the Level I and II responses when a maintenance response is escalated to Level III?	
241.	72 of 107	6.2.2.1 Part III	Maintenance Requirements	Could you clarify which of the maintenance incidents, activities and monitoring described in table 479 are considered within the Contractor scope of works?	All elements that fall within Level 3 maintenance are in the Contractor scope of work.
242.	72 of 107	6.2.2.1 Part III	Maintenance Requirements	Clause: “All Maintenance Requirements are listed as the Contractor shall provide a Maintenance Plan and all other related maintenance Deliverables as specified in this Part III, Scope of Work and Requirements.” Please specify the maintenance deliverables during the project execution phases and operation and maintenance phase?	The Requirements define the Maintenance Requirements to be included in the Maintenance Plan.
243.	8 of 10	2.1.3 Part III	Cooperation with Other Contractors and Providers	How will incidents be escalated to the Contractor from Level I and Level II? Through the ITSM tool only? Also by phone?	The primary communications is the ITSM tool and phone or email may also be used if necessary.

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244.	NA	NA	NA	<p>We are analyzing the equipment and locations to ensure that the dynamic pricing algorithm works correctly with the ITS data. Please confirm that if additional equipment is required:</p> <p>Will NCTA or Contractor provide the additional ITS equipment?</p>	<p>The Contractor shall provide any additional ITS equipment if required.</p>
245.	NA	NA	NA	<p>We identify that the DMS protocol is NTCIP.</p> <p>Could we have more information about the protocol of Microwave Radars?</p> <p>For CCTV cameras, will they have RTSP/ONVIF protocol?</p>	<p>No additional information is available.</p>
246.	32 of 107	3.1.4 Part III	Intelligent Transportation System	<p>“168 The Contractor shall be responsible for the integration of ITS to existing tools used by the Statewide Traffic Operations Center (STOC) and the Metrolina Regional Transportation Management Center (MRTMC).”</p> <p>Please identify the existing tools and if these tools require integration with the contractor’s ITS system.</p>	<p>Currently, the integration will be with the PC workstations within the TMC and the Jupiter Video Wall System.</p>
247.	Attachment page 417		INTEGRATION WITH MRTMC	<p>“The Design-Build Team shall ensure all proposed traffic management devices are connected and viewable on the NCDOT network. Integrate the CCTV cameras into the Jupiter video wall system. Integrate the</p>	<p>Yes</p>

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				<p>DMS into the MRTMC DMS control system.”</p> <p>Will the contractor’s ITS System be required to integrate with the Jupiter Video Wall System?</p>	
248.	45 of 107	5.2 Part III	RTCS – Functional Requirements	<p>“256 The Contractor shall provide images and video stream with playback capability of toll rate sign.”</p> <p>Please confirm if Images and video recorded have to be managed by integrating the contractor's system or can be managed through VMS (Video Management System) Software.</p>	The images and video steam shall be managed by the Contractors solution and will be integrated in the STOC or MRTMC as well.
249.	46 of 107	5.2 Part III	RTCS – Functional Requirements	<p>“270 The RTCS shall use grace periods to account for the time between when a customer sees a Toll Rate Sign (TRS) and the time they pass under a toll point. TRS data shall be made available to the CBOS and to CSR’s, available for review for at least one hundred eighty (180) Calendar Days. The history shall be viewed using a browser-based access that does not require any applications loaded on the CSR workstations.”</p> <p>Please confirm if all reports are provided by the Data Warehouse? Does the ITS system have any report requirements? If yes, what reports are required?</p>	All Reports may be provided through the Data Warehouse.

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250.	50 of 107	5.2 Part III	RTCS – Functional Requirements	<p>“305 The RTCS shall alert TMC personnel via email and SMS text message within ten (10) seconds (configurable) of the vehicle passing through the Toll Zone if the AVDC system detects the vehicle traveling in the wrong direction. The RTCS shall transmit to the MRTMC and STOC a five (5) second looping DVAS video file of the vehicle, and the message shall be prominently displayed on operators’ video wall or monitors. An audio alarm shall be received with the video message. Will NCTA specify what system is required to send the SMS and email or may the contractor choose?</p> <p>And if necessary another video wall?</p> <p>Is the operator TMC operator? Must the contractor integrate with an NCTA? IF yes, what system must the contractor integrate with? Or does the contractor provide our own method?</p>	<p>Regarding the first question, the Contractor system shall send SMS/Email to the STOC/MRTMC.</p> <p>Regarding the second question, no additional video wall systems are anticipated and not desired.</p> <p>Regarding the third question, please refer to Response in Requirement 246.</p>
251.	33 of 107	3.1.6 Part III	Westinghouse Boulevard Traffic Signal	Is the contractor responsible to integrate the Traffic Signals?	No.
252.	64 of 107	5.3.10 Part III	Uninterruptible Power Supply (UPS)	Are UPS and generators required for ITS equipment? What are their requirements?	No
253.	NA	NA	NA	Please identify any level I and II maintenance coordination tasks. Since the contractor has only Level III maintenance requirements, any Level I and II	The Contractor is responsible to develop a Maintenance Plan that will be for Level I, II and III with coordination as outlined in the Contract.

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				coordination tasks are inconsistent with Level II maintenance only.	
254.	16 of 107	2.3.5.1 Part III	Master Test Plan	Are special vehicles required for FAT, OIT, SIT or OAT testing?	Vehicle types from all NCTA Vehicle classes shall be tested during FAT and OIT. SIT may use controlled class I vehicles and production traffic is expected to be used for OAT.
255.	28 of 40	3.2 Content of Technical Proposal Part I	All major elements of the Project requirements shall be addressed in the Preliminary Project Implementation Schedule, including draft submissions, review cycles and final approvals.	Regarding the test approvals, will NCTA specify if all or some of them will be approved on the test itself (for example, SIT). If approving a test, requires a test report, please specify NCTA’s review time for each test document (FAT, OIT, SIT, OAT, SAT)?	NCTA will conduct up to two review cycles for all test documents. An addendum will be issued to update the RFP.
256.	1 of 2	Exhibit A	Final System Detailed Design Document (SDDD) Submitted - Apr 2022 - May 2022 Factory Acceptance Test (FAT) - May 2022 - June 2022	As per the current schedule, the FAT is expected to occur during the same month of Design approval. Can NCTA provide “partial approvals” to modules that need to be customized and the equipment to be installed in the gantries during the FAT?	No.

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#	Page	Section	Section Description	Proposer Question	NCTA Response
257.	4 of 107	<p>I.2 Summary of Scope of Work</p> <p>Part III</p>	<p>The Contractor shall be responsible for furnishing and mobilizing all required Equipment, facilities, and resources to carry out this SOW and to meet Contract Requirements. This includes but is not limited to:</p> <ul style="list-style-type: none"> a. Mobilization; b. Local office space; c. Installation Equipment storage; d. Demobilization and site clean-up; e. All permits, licenses, fees, insurance and bonds; f. Coordination and cooperation with NCTA, third parties, Constructor, and E-ZPass Group agencies; 	<p>NCTA has included MOT in contractor’s scope. However:</p> <p>The contractor understands that all Tolling Location installations will be conducted before the express lanes are open to traffic.</p> <p>Additionally, contractor understands that for SIT, we will not be required to close any express lanes to traffic.</p> <p>Level I and Level II provider will implement any required MOT during the maintenance term.</p> <p>Can NCTA confirm previous comments? If they are confirmed, can NCTA clarify what phase(s) level I maintenance provider implement MOT?</p> <p>Is the contractor responsible for any MOT before Go-Live?</p>	<p>If the Contractor requires lane closures in general purpose lanes, the Contractor will be responsible for all costs and work related to design, planning, implementation, maintenance and removal of MOT.</p>

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			<p>g. Maintenance of Traffic (MOT);</p> <p>h. Development and production of documentation,</p> <p>i. Design drawings, plans, and schedules;</p> <p>j. Training;</p> <p>k. Testing;</p> <p>l. Safety</p>		
258.	NA	Exhibit B Payment schedule	<p>Table A: Payments for Implementation Roadside Toll Collection System Design and Development (Implementation Phase Notice to Proceed)</p> <p>Table B: Payments Related to Hardware, Equipment and Installation (Installation Notice to Proceed)</p>	<p>Can NCTA clarify why there are 2 kinds of payment schedules?</p> <p>Is Table B related to hardware items? Is S&U taxes (or other kind of taxes) the reason for the two payment schedules?</p>	NCTA uses two payment tables for its RFP's for cost accounting purposes. No change will be made.
259.	128	Part III 5.3.8, 418	Transaction Reconciliation Host, requirement 418: “The TRH shall be accessible to NCTA via a virtual private network approved by NCTA and	Please confirm that it is acceptable to propose a solution that is not a VPN, but that provides equal security.	Yes.

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			operate on NCTA provided workstations.”		
260.			General	In order for vendors to incorporate answers to questions into our text and pricing, would NCTA consider a 30-day extension of the proposal deadline.	Yes, the Proposal Deadline was extended to July 8 th .
261.	Tabs: 4, 4-1 & 4-2	Form D-7	Price Proposal	Should bidders include the costs for spare parts replacement/replenishment in their Monthly RSS/ITS Maintenance cost/pricing or will spare parts replenishment be handled by the Level I/II Maintenance provider?	Proposers shall include the cost for spare parts for one year. An addendum will be issued to update the RFP.
262.	Tabs: 5 & 5-1	Form D-7	Price Proposal	Are bidders required to provide pricing for Image Verification Services or is this an "Optional" item and therefore bidders can no-bid the IVS if a bidder choses not to provide these services?	Image Verification Services is required for this RFP.
263.	Tabs: 5 & 5-1	Form D-7	Price Proposal	Would the Authority please provide the approximate percentage of the "Sample Monthly Units" listed in tab 5-1 of Form D-7 that will require "out of state registered owner vehicle information" lookup services?	No additional information is available this time.
264.	4/40	Part I, Administrative; I.3	Bill by Mail	A Bill by Mail invoice is mailed to the address registered with the NCDMV. Please confirm license plate lookups are not the responsibility of the Contractor.	Yes, license plate lookups are not the responsibility of the Contractor.

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265.	18/40	Part I, Administrative; 3.2	Content of Technical Proposal	Please confirm that in addition to the table of contents, the front cover and vendor’s title page exist outside the page limitation.	Yes, table of contents, the front cover and vendor’s title page are not included in the Proposal page limits.
266.	27/40	Part I, Administrative, 3.2F	Proposal Section 4 Approach to Project Plan and Implementation	<p>The referenced section states that NCTA will issue a Notice to Proceed 210 Calendar Days prior to the anticipated Go-Live date. This 210 Calendar Day period is understood to include; sequentially, a 90 Calendar Day notice to proceed, followed immediately by a 120 Calendar Day installation period. Regarding this NTP and two periods contained therein, please clarify what acceptance criteria NCTA has defined and which must be met in order for the 210 Calendar NTP to be issues as well as the acceptance criteria the NCTA has defined and which must be met in order for the 120 Calendar Day installation period to begin?</p> <p>Please confirm installation, testing and commissioning of all infrastructure, ITS equipment, power, and network necessary for I-485 TCS installation to commence and proceed without delay will, at a minimum, be the acceptance criteria NCTA has defined prior to issuing the Installation NTP to the Contractor.</p>	Yes

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#	Page	Section	Section Description	Proposer Question	NCTA Response
267.	ID 473 and 603-623	Form D-6 RCM	Maintenance	<p>The maintenance requirements, as written, do not clearly separate Contractor's responsibilities for maintenance KPIs and associated penalties from the responsibilities of those who will perform Level 1 and Level 2 maintenance.</p> <p>Please confirm that the Contractor will only be held responsible for items within Level 3 maintenance that are in Contractor's direct control and scope of work.</p>	Yes, Contractor will only be held responsible for items within Level 3 maintenance that are in Contractor's direct control and scope of work.
268.	Req 51.n	Form D-6 RCM	System Detailed Design Document (SDDD)	<p>Is this purely a design requirement? Does the scope include the design of a temporary structure for equipment mounting?</p> <p>Does it include a requirement to maintain a spares set that could be deployed in the situation detailed?</p>	The RCM will be updated. An addendum will be issued to update the RFP.
269.	Req 52	Form D-6 RCM	System Detailed Design Document (SDDD)	<p>The SDDD much be completed prior to the start of formal testing. Contractor is concerned that minor issues with the SDDD could impact the schedule.</p> <p>Please confirm submission of the final SDDD is the milestone to move on, not final acceptance of the SDDD.</p>	Yes
270.	Req 200	Form D-6 RCM	Operational Back Office (OBO) Interface Requirements	Please clarify the on-premise location the contractor can use for the primary Host location? Is there a preferred location for the secondary system?	Yes, the on-premise location will be the designated CSC by NCTA, currently its Morrisville NC CSC.

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					There is no preferred location for the secondary system but it must be separate from the primary location.
271.	Req 334	Form D-6 RCM	RTCS System Security	Please confirm that North Carolina considers that license plate data or images are categorized as (Medium Risk) Restricted data? Please clarify what type of audit is required (SOC Type II is considered industry standard) and what frequency of audit is required?	Yes. All movement, controls and monitoring of the RTCS system is subject to a SOC Type II audit. The SOC type II audit is conducted at least once per year.

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#	Page	Section	Section Description	Proposer Question	NCTA Response
272.	Req 430	Form D-6 RCM	Image Verification Services	<p>The RFP States: “The Contractor shall provide image verification services to return the license plate number (LPN), jurisdiction and plate type for rear license plates. Each plate type shall have an assigned code, which could contain up to three (3) digits as agreed to by NCTA and the Contractor during design.”</p> <p>1. Please confirm if the BOS will be appending / prepending any characters or strings that may be required for specific plate types to be processed by the various jurisdictions/states' DMVs, or if this effort should be included in the pricing and processed by the Contractor.</p> <p>2. Please confirm if the BOS will be mapping the 0 to 3 character plate types listed in Appendix B of Attachment 9 to the various DMV codes required for each state/jurisdiction, or if this effort should be included in the pricing and processed by the Contractor.</p> <p>3. Please confirm if the BOS will be providing updated lists for the plate types as these change, and if so, with what frequency (monthly, annually, etc) - so that the Contractor can include costs for implementing any corresponding changes to the image review software and/or workflow.</p>	<p>Regarding the first question, Plate types may be appended by secondary Image Verification Services after the transition is sent to the CBOS.</p> <p>The Contractor shall include pricing to provide Plate Type (enumerated list across all state DMV’s) as part of the fully formed transaction. BOS will append / map RTCS provided enumerated list to DMV specific codes.</p> <p>Regarding the second question, yes. The Contractor shall include pricing to provide Plate Type (enumerated list across all state DMV’s) as part of the fully formed transaction. BOS will append / map RTCS provided enumerated list to DMV specific codes.</p> <p>Regarding the third question, Yes, NCTA may provide additional plate type as required and may be monthly.</p>

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273.	1 of 40	Part I, Administrative	Section 1.1 Background and Purpose	With the release of a separate Level I / Level II contract, what are the expected performance requirements/KPIs associated with each contract and or phase?	The Contractor is responsible for all KPI's for its portion of the Requirements.
274.	6 of 40	Part I, Administrative	Section 1.4 General Overview of RTCS Scope of Work	What is the timeline for completion of the OBO? This will allow the contractor to plan for the interface transition? Are the costs of this transition to a future OBO intended to be priced into this scope? If so, how should these costs be bid and reflected in Form D-7 Price Proposal?	The Interface is the same for the CBOS or OBO. The Contractor shall plan to interface to the CBOS or OBO and no additional testing is anticipated other than connectivity testing. The transition to the OBO is expected during the Implementation Phase.
275.	6-7 of 40	Part I, Administrative	Section 1.4 General Overview of RTCS Scope of Work	If the transition from the CBOS to the OBO is after System Acceptance, how will the customer fund the cost for the transition?	Please refer to Response in Question 274.
276.	6-7 of 40	Part I, Administrative	Section 1.4 General Overview of RTCS Scope of Work	Please specify any additional testing that will be required after the transition of the TRH to the future OBO and how these costs should be bid and reflected in Form D-7 Price Proposal?	Please refer to Response in Question 274.
277.	6-7 of 40	Part I, Administrative	Section 1.4 General Overview of RTCS Scope of Work	Please confirm the interface to the future OBO will be the same as the CBOS and no additional testing is required.	Please refer to Response in Question 274.
278.	17 of 40	Part I, Administrative	Table 1-2 Procurement Schedule	With the delay of question submission to May 14 and the likely delay of NCTA responses to questions and addendum to May 21 and the Memorial Day holiday, will you please extend the bid submission due date by two weeks? This	Yes, please refer to response in Question 58,

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				will enable all proposers to review, understand, and implement the responses to questions into their proposals, and to also review all changes or updates made to the RFP document package.	
279.	18 of 107	Part III, Scope of Work and Requirements	2.3.5 Testing Program Documentation, Requirement 65	If OIT occurs at a third-party location (not at Contractor site, and not at the first toll zone), who owns the equipment once OIT is complete? Can this equipment be uninstalled and reinstalled at the first toll zone?	NCTA owns the Equipment. Yes, the equipment may be reused at a toll zone.
280.	37-39 of 107	Part III, Scope of Work and Requirements	Section 4.1.5 RSS Installation Requirements	Please confirm the intent of requirement 198 part h. Zone Controllers will connect to the TRH and the TRH will connect to the NCTA provided CBOS/OBO. Is this requirement related to the end-to- end connection?	Yes, Contractor Zone controllers may connect to the TRH. Yes, NCTA requires the OBO/CBOS also have access to the RSS equipment.
281.	39 of 107	Part III, Scope of Work and Requirements	Section 4.1.6 Operational Back Office (OBO) Interface Requirements	Please confirm that the ICD being requested as part of the proposal is specific to today's offering and the future web-based ICD will be jointly developed under this contract? How should these future costs be bid and reflected in Form D-7 Price Proposal?	Regarding the first question, Yes. Proposers shall include costs for this change in its Proposal.
282.	41 of 107	Part III, Scope of Work and Requirements	Requirement 218	Will the roadway be closed to all traffic during installation or will MOT be required?	Yes, the Express Lanes only is expected to be closed during installation.

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283.	45 of 107	Part III, Scope of Work and Requirements	Section 5.2 RTCS – Functional Requirements, Requirement 261	If NTP for the Installation and System Acceptance phase of the project has not been provided and thus equipment has not been installed at the first toll zone, will it be acceptable to conduct OIT at the Contractor's facility, where FAT occurred?	Yes.
284.	52-53 of 107	Part III, Scope of Work and Requirements	Section 5.3.3 RTCS System Security Requirement 324	Please confirm the location of OIT will be one of the I-485 Express Lane toll locations.	Yes
285.	52-53 of 107	Part III, Scope of Work and Requirements	Section 5.3.3 RTCS System Security Requirement 324	How should Attachment 4 compliance be submitted in the Technical Proposal? Should this be submitted as an appendix?	Yes, Attachment 4 may be submitted as an Appendix.
286.	63 of 107	Part III, Scope of Work and Requirements	Section 5.3.8, Transaction Reconciliation Host, Requirement 417	<p>If the TRH is located in a cloud environment there is not access to environmental or power monitoring is this requirement waived? If so, can the RCM please be updated to allow for "N/A" so that this example would not be considered a non-compliance?</p> <p>“The TRH shall be located at a Contractor provided facility and shall be connected to CEMS and ACSMS for environmental control and security access monitoring purposes. The Contractor shall be responsible for designing, installing, and maintaining the connection between the RSS and the TRH. “</p> <p>If it's in the cloud we won't have access to that, but can get a letter that it's covered?</p>	<p>Regarding the first question, Yes.</p> <p>Regarding the second question, Yes.</p> <p>Regarding the third question, yes a letter is sufficient.</p>

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287.	63 of 107	Part III, Scope of Work and Requirements	Section 5.3.8, Transaction Reconciliation Host, Requirement 417	Can the requirement 417 be split into two separate requirements for each sentence included within the requirement? The first sentence would be not applicable for a Cloud-based TRH solution, but the second sentence in the requirement would still be performed.	Clarifications will be added to the Requirement. An addendum will be issued to update the RFP.
288.	63 of 107	Part III, Scope of Work and Requirements	Section 5.3.8, Transaction Reconciliation Host, Requirement 417	If the contractor elects to bid an on-premise TRH, how should the cost of a System Refresh be included in the Maintenance bid to refresh aging hardware and equipment?	All costs required to operate and maintain the TRH in the contract shall be included in the Proposer’s Proposal.
289.	64 of 107	Part III, Scope of Work and Requirements	Section 5.3.10 Uninterruptible Power Supply, Items 426 and 428	In order to properly size ITS UPS units, in addition to the (2) two-hour support time please provide the load and sizing requirements associated with the 17 Toll Rate Sign sites, and 11 standalone Toll Rate Sign Camera sites provided by the Constructor.	Please refer to the response in Questions as Question #12 and #13
290.	65 of 107	Part III, Scope of Work and Requirements	Section 5.4.1, Requirement 436	Where would the customer prefer that Attachment 6: Data Dictionary be submitted in the Proposal submittal?	Proposers may include responses to the Data Dictionary as an Appendix.
291.	88-89 of 107	Part III, Scope of Work and Requirements	Section 6.4 System Change and Release Management Process, Requirement 560	What is NCTA's expectation in terms of access to Contractor's development environment? Does NCTA expect access to Contractor's product line development environments? Or does NCTA expect Proposer's to bid the cost for 5 separate environments into their proposals?	Yes, during the implementation, NCTA shall have access to the environments. The Contractor shall provide environments as required in Requirement 560.

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292.	88-89 of 107	Part III, Scope of Work and Requirements	Section 6.4 System Change and Release Management Process, Requirement 560	NCTA stated intent of a proven fielded Roadside and TRH incorporating KTA specific business rules is in conflict with the updated DevOps multi environment Release Management Process. The updated Item 560 requirements align to a full SW development program and adds considerable costs to NCTA for a project that requires little to no SW development. Would NCTA consider updating Item 560 to a System Change and Release Management Process that better reflect the scope of this RFP and provides the best value to NCTA?	No. Systems require changes to configuration, patching and other changes throughout the Term of the Contract.
293.	88-89 of 107	Part III, Scope of Work and Requirements	Section 6.4 System Change and Release Management Process, Requirement 560	If requirement 560 stands as written, where do we describe our DevOps and Release Management Process approach in the Technical Volume? How should these costs be bid and reflected in Form D-7 Price Proposal?	The DevOps and Release Management Process approach shall be included in the Technical Proposal. All costs should be included in the proposal, there is no separate line item.
294.	96-97 of 107	Part III, Scope of Work and Requirements	Section 7.2.3, TRH Availability	TRH Availability KPI value of 99.9% does not appear in Table 2: RTCS Performance Requirements please clarify.	Please refer to Requirements in Response to question 136.
295.	98 of 197	Part III, Scope of Work and Requirements	Section 7.2.6, Image Transaction Complete and Timely Transmission	The “Image Transaction Complete and Timely Transmission” does not appear capture updates to KPIs 5 and 6 as detailed in Table 2: RTCS Performance Requirements, specifically to differentiate when the Contractor or an alternative	Please refer to Requirements in Response to question 136.

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#	Page	Section	Section Description	Proposer Question	NCTA Response
				Third Party is providing Image Verification Services (IVS) please clarify.	
296.	99 –100 of 107	Part III, Scope of Work and Requirements	7.2.9, Image Verification Services - Transaction Accuracy	Image Verification Services - Transaction Accuracy KPI value of 99.5% is correctly reflected in updated KPI 11 as detailed in Table 2: RTCS Performance Requirements, however KPI 8 within the table seems to be in conflict. Please confirm KPI 8 should have been removed and replaced with updated KPI 11 within Table 2: RTCS Performance Requirements as detailed in updated Section 7.2.9.	Please refer to Requirements in Response to question 136.
297.	36 of 41	Part IV, Terms and Conditions	Section 3.7.14.2, Limitation of Contractor’s Liability,	Please clarify and confirm that the liability cap is for all causes, rather than any individual causes. As such, the cap of two times the contract value is for the aggregate liability for all damages.	Yes
298.	NA	Exhibits D Forms, D-7	Price Proposal Form	If we don't know what year installation occurs / maintenance begins, how is inflation/escalation accounted for in price submittal? How should these costs be bid and reflected in Form D-7 Price Proposal?	No additional information is available this time.

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299.	NA	Exhibits A & B	Project Implementation Schedule & Payment Schedule	Given that roadside hardware is needed to conduct OIT, how is the contractor expected to procure the required material for OIT, if material cannot be ordered until after Installation NTP has been issued, per the milestone schedule in Exhibit B?	The Contractor shall plan to procure Equipment to meet each NTP as required.
300.	NA	Exhibits D Forms, D-7	Price Proposal Form	How should cost for technology refresh for TRH hardware be reflected in the Form D-7 Price Proposal?	Please refer to response in Question 288.
301.	NA	Exhibits D Forms, D-12	Bid Bond	Bid Bond information is provided in 6. Award and Execution of Contract. Therefore, even though it is stated that proposer shall submit with its Price Proposal a bid bond, a letter stating that the bid bond will be obtained in the contract award is enough. Is this right?	Yes
302.	NA	General Question	Material Procurement	Does NCTA expect contractors to complete two rounds of material procurement - one for the first toll zone in order to complete OIT and the second for the remaining toll zones? How is this incorporated into payment milestones?	The Contract has two NTP, the material procurements are the responsibility of the Contractor.
303.	NA	NA	General Question	Please confirm all applicable responses to prior RFP questions still apply to this April 14th RTCS485_RFP and will be reflected in final contract documentation?	The previous RFP is not relevant will not be referenced.
304.	13 – 15	RFP, I.28 Insurance Requirements	Contractor’s maintenance of insurance coverage	If the work will be delivered as a Joint Venture will NCTA accept separate certificates of insurance from each JV partner that comply with the insurance requirements or will NCTA require a	Please refer to Section 3.7.20 of Part IV, Terms and Conditions, Joint Ventures are not permitted in this Contract.

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				<p>single certificate of insurance in the name of the joint venture?</p> <p>As respects Cyber/Tech E&O coverage, since such coverage is not available on a project specific basis and could not be procured in the name of the JV will NCTA accept individual certificates of insurance from each JV partner for that coverage?</p>	
305.	13	RFP, 1.28 Insurance, Paragraph 2	Copies of Policies	Contractor’s corporate insurance policies are considered proprietary and cannot be disclosed. Will NCTA consider revising this sentence to allow for provision of industry standard certificates of insurance and endorsements required by these specifications in lieu of policies?	No.
306.	14	RFP, 1.28 Insurance, 4. Professional Liability, 5. Tech E&O and 6. Cyber liability	Aggregate Limits Twice the Per Claim limit	<p>Cyber and Technology E&O coverage are generally written on a single policy with per claim limits equal to aggregate limits. They are not generally combined with a Professional Liability policy.</p> <p>Given the scope and nature of the project we believe \$10M per claim and aggregate limits is adequate on a combined policy for the project.</p>	Yes, Cyber and Technology E&O coverage may be provided in one policy. No changes will be made to the Requirements.

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				<p>Will NCTA amend their language to accept \$10M per claim and \$10M in the aggregate on a combined Tech E&O/Cyber policy?</p>	

Section B – Official revisions to the I-485 Express Lanes Roadside Toll Collection System RFP

REVISIONS: Following are the revisions to the RFP documents (Deletions are shown in red text ~~strikeout mode~~ and additions are in red text and underlined)

- I. Part I Administrative, Section 2 Schedule, *Table I-2: Procurement Schedule* has been modified as follows:

Table I-2: Procurement Schedule

Milestone	Date
RFP Issued	April 14, 2021
Mandatory Pre-Proposal Scope of Services Meeting	April 30, 2021 (1:00 p.m. to 3:00 p.m. EDT). <u>Interested parties are required to email the NCTA contact noted in Part I, Administrative, Section 1.6, to register for the meeting.</u> Due to COVID-19, the meeting will be held online via web conference. The meeting may be recorded by NCTA and all attendees must state name so the company may be counted present. See further details below.
Proposer Questions Due	May 6 <u>14</u> , 2021 (4:00 p.m. EDT)
NCTA Inquiry Responses and Addendum (if required) Issued	May 14 28, 2021 June 3, 2021 <u>June 10, 2021</u>
Proposals (Technical and Price) Due	June 3 <u>July 12</u> , 2021 (4:00 p.m. EDT)
Notification of Proposers Shortlisted for Oral Presentations	June 18 <u>August 19</u> , 2021
Oral Presentations (Proposers to be notified as to the specific schedule within the time period identified)	Week of July 5 <u>September 6</u> , 2021
Ranking of Proposers for Negotiations	July 16 <u>September 10</u> , 2021
Notice to Proceed / Award of Contract	July 30 <u>September 22</u> , 2021

2. Part III Requirements updated as follows:

- a. Requirement 57 was updated to include **“The Contractor shall provide two review cycles for the Master Test Plan and all associated test cases and test procedures. Review cycles shall be independent for test cases and test procedures.”**
- b. Requirement 158 was updated to include **“The Constructor will provide ethernet cables, jumpers and switching for the ITS network. The Contractor will provide jumpers, ethernet cable and switching for the Tolls network. “**
- c. Requirement 174 was updated to add **“RTCS”** to the last sentence to read as follows. **“The Contractor shall propose a power continuity approach and provide portable generators to meet all RTCS Performance Requirements in the Contract.”**

Section B – Official revisions to the I-485 Express Lanes Roadside Toll Collection System RFP

- d. Requirement 319 was updated to add “The Contractor shall provide costs for one year in its Price Proposal.”
- e. Requirement 342 was updated to remove “The Constructor will provide a minimum of thirty (30) minutes of battery backup for the cabinet.”
- f. Requirement 417 was updated to include “For Cloud solutions, the Contractor shall demonstrate that the cloud provider has environment and security access monitoring and controls in place. This Requirement may be verified by analysis for commercial public cloud providers.”
- g. Requirement 560 was updated to include “All Non-Production environments listed above may be available in the main data center. Non-Production environments shall have backups.”
- h. For Section III, Scope of Work and Requirements, Section 2.3.6 Training Program and Plan the following changes are made:

At the end of the paragraph, added “The Constructor will provide one-time training on the various Constructor-installed ITS sub-systems (see page 421 of the I-5507 RFP in Attachment 3). Any additional or supplementary training related to the ITS sub-systems shall be the responsibility of the Contractor.”

- i. Section III, Scope of Work and Requirements, Section 7.4.2 US-74 Express Lanes, first paragraph on page 199 of 219 (248 of 331 in original RFP PDF file) - Edit as follows: Final Design of the ITS is currently underway. This Project will be a traditional design-bid-build procurement let no earlier than ~~November 2016~~ **May 2017**. As such, finalized specifications for the ITS will not be available before ~~August 2016~~ **February 2017** at the earliest. While many of the details of the ITS Equipment to be provided can be assumed to be consistent with that provided for the Monroe Expressway Project there are some important differences including the use of a gate control System for reversible lane Operations which is described in greater detail in **Attachment 2 (US-74 Express Lanes, Concept of Design & Operations, dated October 6, 2015)**.
 - j. Section III, Scope of Work and Requirements, Transaction Host availability was added to Table 2 and Table 3 and Image Transaction Complete and Timely Transmission was removed from Table 2 item 11 as it was duplicate with item 6.
3. For Part IV, Section 1.2, the following sentence is added “At this time, NCTA plans a single **GO-Live. However, The Contractor shall support one or more Go-Lives of segments consisting of two or more Toll Zones as determined at Notice to Proceed for the Installation and Acceptance Phase and Operations and Maintenance Phase.**”
 4. In Part IV, “The Contractor’s Operations and Maintenance Phase responsibilities at I-485 Express Lanes shall begin upon System Acceptance” was changed to The Contractor’s Operations and Maintenance Phase responsibilities at I-485 Express Lanes shall begin upon “**Go-Live**”
 5. For Exhibit A, the following changes were made:
 - a. Project implementation schedule updated to 210 days

I-485 Express Lanes Go-Live Complete		210 120 Calendar Days after NTP

Section B – Official revisions to the I-485 Express Lanes Roadside Toll Collection System RFP

- b. Added “Toll Zone commissioning for revenue service during Site Installation “ and added “Site Installation Test” to “Installation of I-485 Express Lanes and RSS associated ITS Equipment.” To read as follows: **“Toll Zone commissioning for revenue service during Site Installation Test - Installation and Site Installation Test of I-485 Express Lanes and RSS associated ITS Equipment”**
 - c. NTP was Previously July 30, 2021 and now is anticipated in September, the Project Milestones were moved approximately 1 month to accommodate this change.
 - d. For Exhibit A – Project implementation Schedule, “Installation and Commissioning of first toll zone Approved” was updated to say **“Installation and Commissioning Approved Ready for Go Live - Tolling Location 1”** to match Exhibit B.
 - e. For Exhibit A – Project implementation Schedule, **“Installation and Commissioning Approved Ready for Go Live - Tolling Location 2, 3, 4, 5, 6, 7, 8, 9 and 10.”** Was added to “Installation of I-485 Express Lanes and RSS associated ITS Equipment.”.
6. Exhibit B and Exhibit D-7 were updated to add ROV Lookups.
 - a. Please refer to new Tab 11-1 was added to Exhibit D-7 for ROV Lookups.

The following section was added to Exhibit B as section 9 – **“On Sheet 11-1, the Proposer shall provide a listing of states and the cost to perform a lookup of a license plate number. The cost of the lookup shall include all Contractor costs to setup, provide and return results. License plate numbers and states without results shall not be compensated to the Contractor by NCTA. The Proposer shall provide all states in column A and the fully burdened cost for each successful lookup in Column B.”**

7. Exhibit B and Exhibit D-7 were updated to add ROV Lookups prices.
8. Regarding Attachment 3, additional information is being provided for the Toll Rate Sign as **“The “Toll Rate Sign Submittal” contains additional information regarding the Toll Rate Sign.”**