

# **Addendum No. 6**

December 19, 2017

Roadside Toll Collection System (RTCS) Request for Proposals (RFP)

Triangle Expressway and Complete 540

**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 RTCS RFP

All other terms, conditions and requirements of the original RFP dated October 10, 2017 remain unchanged unless modified by this addendum, or previous addenda to this RFP.

Note that all changes to requirements are reflected as redlines to Section III Scope of Work and Requirements and also apply to Exhibit D-6, Requirements Conformance Matrix. The Requirements Conformance Matrix will be updated once all questions have been received.

## **A. QUESTIONS AND ANSWERS**

Following are the answers to questions submitted in response to the above referenced RFP between November 13, 2017 and November 26, 2017. All of the questions have been listed in the order received by the North Carolina Turnpike Authority (NCTA).

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
25.	Page 14	Section I 3.5	Negotiations and Best and Final Offers (BAFO's)	If the NCTA determines that there will be request for BAFO and there is more than one responder selected to participate, will the negotiations with the finalists be concurrent or consecutive?	As per Section I Administrative, <i>Section 3.5 Negotiations and Best and Final Offers (BAFO)</i> , Negotiations and Best and Final Offers (BAFO's) may be conducted with Finalist Proposers concurrently or in succession at NCTA's sole determination.
26.	9 of 19	IV, I.2.E.18.a	Discuss your Maintenance Online Management System (MOMS).	<p>"A complete list of all faults automatically detected by the System and reported in MOMS in Appendix 3. Include in the list whether each fault: i) generates an automatic work order, ii) records a recovery event and automatically closes the work order upon recovery and iii) records an automatic recovery message but requires a technician to close the work order."</p> <p>Please clarify what is meant by "Appendix 3" referenced in the sentence above as this is not typically provided in the BOM. Is this meant for another section?</p>	The Proposer is being asked to provide the requested complete list of all faults automatically detected and reported in MOMS on a separate tab in Appendix 3 in addition to the BOM information.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
27.	1 of 1	Exhibit D-2	RS-2 Form (Exhibit D-2), 7	Please clarify what is meant by "Letter of Interest (LOI)" as this term is not used elsewhere in the RFP.	The RS-2 Form is a standard NCDOT form; therefore, for the purpose of this RFP, the term "Letter of Interest" refers to the Proposer's Proposal response.
28.	19 of 19	2.2.7 2.1.1.b.	Price Proposal Content and Format Submission of Technical Proposal	Please confirm that both Excel and PDF files are acceptable on the Price Proposal CD/DVD submission.	Yes, the Technical Proposal shall be provided in *.pdf format. In addition, the Requirements Conformance Matrix and Price Proposal shall also be submitted in Excel. All files are required on the CD/DVD or USB Flash Drive.
29.	1 of 19	1.2.	Content of Technical Proposal	In addition to the required cover sheet, may we include our company's title page in the Technical Proposal and have it be considered outside of the required 80-page limit?"	No. The Proposer is expected to adhere to the proposal page limitations as stated in the RFP.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
30.		Section I 4.1	Administrative – (Payment and Performance Bonds)	Please confirm NCTA requires only one Performance Bond for the total amount of the Implementation Phase which includes Triangle Expressway, Morrisville Parkway Interchange, and Complete 540. Please confirm the Operations and Maintenance Bond would start after the completion of Triangle Expressway, Morrisville Parkway Interchange, and Complete 540.	Confirmed. One Performance Bond is allowable for the total amount of the Implementation Phases.  Confirmed. As stated in 4.1.1.c (Section I, Page 15 of 19) bonding shall be continuous in that the Operations and Maintenance Bond associated with each of the Triangle Expressway, Morrisville Parkway Interchange, and Complete 540 Projects must be provided prior to the release of the Implementation Phase Bond for that roadway.
31.	156	7.1.2.1	Maintenance Requirements – Level I	What is the distinguishing factor between Level-1 maintenance activities and Level 2 maintenance activities discussed in section 7.1.2.2?	There are no distinguishing factors between Level-1 and Level-2 maintenance activities. For clarity, the Requirements in Section III, Section 7.1.2.2 have been combined with Section 7.1.2.1. Please see details in Section B of this Addendum 6 for specific details on associated changes to the RFP.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
32.	159	7.1.5	Maintenance Priorities, Response and repair Time (Req#1197)	What action needs to take place to provide adequate acknowledgement within 30 minutes?	The Maintenance issue or failure requires acknowledgement within MOMS within 30 minutes. See Requirement 635 for related information regarding MOMS. Requirement 1197 has been revised. Please see details in Section B of this Addendum 6 for specific details on associated changes to the RFP.
33.	159	7.1.5	Maintenance Priorities, Response and repair Time (Req#1199)	Priority Level 1 response and repair includes loss of redundancy in any redundant system. However, this condition fits the definition of a Priority level 2 event where the degradation does not affect the operational ability of the system. Will the Authority identify loss of redundancy as a priority level 2 issue?	Yes, the Authority will identify loss of redundancy as a Priority 3 issue; Requirements 1199 and 1201 have been revised. Please see details in Section B of this Addendum 6 for specific details on associated changes to the RFP.
34.	160	7.1.5	Maintenance Priorities, Response and repair Time (Req#1202)	Requirement 1202 specifies that delays and problems in the completion of PMs during the maintenance window may be included in the Performance Requirements Calculation. Does this include issues such as delays caused by weather or environmental circumstances?	Yes, the Contractor's Monthly Performance Scorecard and Non-Compliance Adjustments performance levels include sufficient flexibility that all delays for scheduled Preventive Maintenance may be included.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
35.	169	7.2.5.4	Corrective Maintenance	Can the Authority clarify how they should be notified prior to any/all corrective action? Is this in addition to the required acknowledgement discussed in requirement 1197?	Per Requirement 1253, the Contractor is to notify NCTA before any corrective Maintenance is performed. NCTA shall be notified via email (or other electronic means Approved during System Design). Yes, this notification is in addition to the required acknowledgement of an issue discussed in Requirement 1197.
36.	171	7.2.7.3	Procurement and Control of Spare parts (Req#1270)	This requirement identifies a specific format and control number for the barcodes used for tagging equipment. Can the Authority clarify this requirement as it is not clear if the contractor, or the Authority is responsible for producing/supplying the barcodes?	Per Requirement 1270, the Contractor is responsible for providing the label/tag with a NCTA specific part or control number and barcode.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
37.	171	7.2.7.3	Procurement and Control of Spare parts (Req#1268)	Can the Authority please elaborate on this requirement? It mentions that equipment needs to be procured in a manner such that NCTA can benefit from any associated warranties. If the contractor is completely responsible for the repair and replacement of all equipment as specified in Req#1166, it is not clear how this requirement is applied.	This Requirement is applicable per Requirement 40 which describes the spare parts inventory transition to NCTA at the end of the Maintenance term. Requirement 1268 has been revised. Please see details in Section B of this Addendum 6 for specific details on associated changes to the RFP.
38.	173	7.2.10	Emergency Response Management	Can the Authority please provide clarification of the difference between Emergency maintenance and Force Majeure events? There seems to be overlap in the details associated with what is defined as an emergency event and the definition of Force Majeure in the T&C Section V 3.7.27.	The intent of the Emergency Response Management Plan required in 7.2.10 is for the Contactor to describe the procedures they shall follow when an emergency situation, such as those listed (including a Force Majeure event) is invoked.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
39.	187	8	Performance requirements (7th paragraph)	Can the Authority clarify the situations that require a Corrective Action Plan (CAP) to be created? Currently this can be interpreted as one needing to be created for every corrective maintenance action.	The Requirement for a Corrective Action Plan (CAP) as stated is to prevent future reoccurrence of the problem(s) associated with the non-compliance to meet the Performance Requirements. Per Requirement 1372, the CAP is required when there is a failure to meet a Performance Requirement. Section 8, Paragraph 7 has been revised. Please see details in Section B of this Addendum 6 for specific details on associated changes to the RFP.
40.	203	8.2.13	Preventative and Corrective MOT	How is the response and repair time affected for corrective issues that require MOT? If an MOT is required for repair, the mean time to repair clock should not start until NCTA approval for road closure is granted. Is this a correct assumption?	Section 8.2.13 and Requirement 1418 b) has been modified to clarify that the mean time to repair clock shall not start until NCTA Approval for MOT is granted. Please see details in Section B of this Addendum 6 for specific details on associated changes to the RFP.



Proposer Questions		North Carolina Turnpike Authority (NCTA)			
#	Page	Section	Section Description	Proposer Question	NCTA Response
41.	74	Section III, 2.1.17.9	Toll Rates and Schedule	Requirement 620 states “At a minimum, capability shall be provided to establish toll rates based on facility, tolling point, vehicle class, trip segment/zone permutation...” Will NCTA please confirm what is considered a trip, and if there is a need for trip construction?	Yes, that is a valid assumption. Trip construction is not Required. Requirement 620 has been modified. Please see details in Section B of this Addendum 6 for specific details on associated changes to the RFP.
42.	9 of 19	Section I, 2.12	Oral Presentations and Interviews	The last sentence states that NCTA may provide demonstration scripts to be followed and sample demonstration date; for example, for the dynamic pricing module? Will NCTA please confirm if dynamic pricing is part of this project?	Dynamic pricing is not a part of this project and was only given as an example module to be demonstrated. The RFP has been modified to remove this reference to dynamic pricing. Please see details in Section B of this Addendum 6 for specific details on associated changes to the RFP.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
43.	48	Section III, 2.1	Roadway Support System	The RFP requirement# 377 and 378 requires a Hot standby and active-active configuration. Please confirm that all toll lane data needs to be routed to secondary only when there is failure in primary RSS. Are redundant servers expected with-in the primary to support active-active configuration within each RSS? Please clarify active-active.	The Requirements for “hot standby” and “active-active” remain as stated. The assumption that all toll lane data needs to be routed to secondary only when there is failure in primary RSS is not confirmed. Please refer to Requirement 379 for additional information on mirroring information to the secondary RSS in the event of a failure of the primary RSS. In this case, the “active-active” state refers to the relationship between the primary and secondary RSS configuration.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
44.	Page 8 of 203	Section III	1.2.1.4. Equipment Cabinets/Enclosures	<p>“The cabinets shall have monitoring sensors (including humidity and temperature) and if environmental conditions inside the cabinets exceed the Configurable threshold, alarms shall be generated and reported to the MOMS. There shall be no loss of data in such conditions and the integrity of the System shall be maintained.” Please confirm that the requirement above is applicable as long as the equipment meets the environmental specifications required by NCTA, and that the environmental conditions remain within that range.</p>	Confirmed.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
45.	Page 73 of 203	Section III	2.1.17.8 User Management	<p>“The System shall generate a user identification list (UIL) that is transmitted to the zone controllers each time there is a change that impacts toll collection Operations. It shall at a minimum contain the user ID, PIN and access level. All access to the lane System shall be validated against this list. The UIL shall become active upon receipt by the lane/zone controller.”</p> <p>PINS do not meet the security requirements for operating system access. Please confirm if this is only for application access (for the lane diagnostics utilities and tools for controlling the lane locally), as opposed to root / super user access.</p>	<p>Confirmed. As in Requirement 614, the term “PIN” is used interchangeable with the term “password/PIN” in this usage. Requirement 618 has been modified. Please see details in Section B of this Addendum 6 for specific details on associated changes to the RFP.</p>

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
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46.	Page 80 of 203	Section III	2.1.18 Time Synchronization	<p>“The zone controllers; AVI systems; AVDC systems; ICPS; image server; OCR server; DVAS, and other servers needed to support the Requirements of this Scope of Work and Requirements shall be synchronized to a Contractor-provided primary Network Time Protocol (NTP) appliance within the RSS. Such appliance shall synchronize with the Authority's NTP source and a Stratum 0 or 1 time source. The Contractor shall also supply a secondary time source. Both the primary and secondary time synchronization sources shall be Approved by the Authority.”</p> <p>Is the Contractor required to purchase/ provide the stratum 0 / stratum 1 time server(s) in addition to a secondary time source?</p>	<p>No, per Requirement 656, the Contractor is to provide the Primary NTP appliance and a secondary time source. These shall synchronize with the Authority's NTP source and a Stratum 0 or 1 time source.</p>

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
47.	Page 84 of 203	Section III	2.2 Interoperability	<p>“The Contractor shall support the conversion to National Interoperability if it becomes available during the Contract Term.”</p> <p>Please confirm if the Contractor is required to include the pricing to integrate any hardware and/or software modifications needed as part of this scope, or if that would be processed as a separate work order when required.</p>	<p>The Requirement (701) has been deleted and Requirements 700 and 702 have been edited. The Contractor pricing is not to include modifications as stated. The expectation is for the Contractor to support the current interoperability footprint, and changes will be handled via separate Contract modifications, as needed. Please see details in Section B of this Addendum 6 for specific details on associated changes to the RFP.</p>
48.	Page 84 of 203	Section III	2.2 Interoperability	<p>“The Contractor shall support the following Interoperable partners, subject to change:</p> <ul style="list-style-type: none"> <li>a) SunPass</li> <li>b) PeachPass</li> <li>c) E-ZPass” <p>Please confirm if these will be finalized during the design phase, or if the pricing should include the option to change these at any time during the contract (implementation or O&amp;M years).</p> </li></ul>	<p>Pricing should not include option to change interoperable partners during Contract. The intent is that System will support current partners and changes will be handled via separate Contract modifications, as needed. Requirement 702 has been edited. Please see details in Section B of this Addendum 6 for specific details on associated changes to the RFP.</p>

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
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49.	Page 85 of 203	Section III	3.1 Roadway System Transition – General Requirements	<p>“The Contractor shall transition the RTCS to interface with any NCTA CSC Back Office System implemented during the Contract Term.”</p> <p>Please confirm the maximum number of NCTA CSC transitions that should be included in the pricing.</p>	<p>The impact to the Contractor for the transition to any NCTA CSC Back Office System during the Contract Term is expected to be minimized using a standardized ICD. It should be assumed for level of effort and pricing purposes that the Contractor shall integrate with the existing NCTA CSC Back Office System and the new CSC BOS (currently being procured) during the Contract Term.</p>
50.	Page 85 of 203	Section III	3.1 Roadway System Transition – General Requirements	<p>“All changes to the System to accommodate technology Upgrades and meet the Contract Requirements shall be the responsibility of the Contractor.”</p> <p>Please confirm that the upgrades are limited to ensuring that the approved solution / design can continue to meet the RFP functional, security and performance requirements throughout the duration of the contract.</p>	<p>Confirmed. The objective is to make sure the Contractor continues to meet the RFP functional, security and Performance Requirements throughout the duration of the Contract. One example is if the operating system used by the Contractor becomes obsolete or contains security flaws and/or it is no longer supported by the manufacturer, the Contractor is responsible to upgrade the operating system.</p>

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
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51.	Page 57 of 203	Section III	2.1.8.3. Interface to the existing NCTA CSC Back Office 453	<p>“f) Violation Enforcement List (VEL) (if exercised)”</p> <p>For the purpose of estimating the scope, would the content of the violation enforcement list include the license plates, transponder data, or both?</p>	The Violation Enforcement List (VEL) includes both license plates and transponder data.
52.	Page 44 of 203	Section III	1.5.2 Toll Gantry	<p>“The Contractor shall also review and provide comments on all aspects of toll gantry design drawings submitted by the Constructor that are related to the toll System Equipment required to meet the Requirements of this Scope of Work and Requirements.”</p> <p>Does the NCTA have any preference towards using a single gantry solution as opposed to a dual gantry system or spaceframe gantry?</p>	NCTA does not have any preference towards a single- or dual-gantry solution, but all gantry-mounted equipment must be located between the Aesthetic Treatment/Cladding as referenced in Attachment 11 – AET Standard Drawings. As discussed in the Mandatory RTCS Pre-Proposal Scope of Services Meeting, NCTA will provide infrastructure spanning between the gantries for placement of equipment.



Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
53.	Page 57 of 203 Page 59 of 203	Section III	2.1.9 Version Tracking Requirements 2.1.15 Fare Calculation	<p>“The RSS shall maintain records of all versions of the TSL; UIL; toll rate schedules; lane configuration files; and lane executable programs that it received and/or created and that were successfully downloaded to the lanes.”</p> <p>“The RSS shall calculate the fare to be charged to the Customer Account based upon...”</p> <p>If the fares are calculated at the RSS why are the toll rate schedules transferred to the zone controllers?</p>	There are reasons (reconciliation being the most important) to include the expected toll rate in the transaction formed at the zone controller using the downloaded toll rate schedule at the zone controller even if it is re-calculated at the RSS.
54.	1 of 19	1.2	Content of Technical Proposal	Given the required information for the Technical Proposal, would NCTA increase the page count from 80 pages to 120 pages?	No, based on experience with other similar RTCS procurements, the requested information can be contained within the 80-page limit.
55.	50	Section III, 2.1	Roadway Support System	Requirement 385 (m) discusses an interface with NCTA or third party solution that facilitates occupancy declaration via web/mobile application(s). Would NCTA please provide the appropriate ICD for this interface?	Requirement 385 (m) has been deleted. Please see details in Section B of this Addendum 6 for specific details on associated changes to the RFP.
56.	7 of 19	2.1. Schedule	Table I-I Procurement Schedule	To ensure a thorough response, we respectfully request an extension to the week of January 15 for proposal submission.	In Addendum 4, NCTA revised the Proposal Due Date to January 18, 2018.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
57.		NCTA TriEx and C540 Form D-7 - Price Proposal Forms	Image Based Transactions	Please confirm that the image based transaction unit price on tabs 8-3, 8-4 "Backup Image Tras TriEx and C540" respectfully are to include a blended unit price to account for automated LPR reads as well as manual image review reads.	Confirmed.
58.	203 of 204	8.2.12	Wrong-Way Vehicle Detection and Notification (Requirement 1416)	The wrong way vehicle sign provided by others. Please provide the make and model of the wrong way vehicle sign and interface documentation.	The wrong-way vehicle sign provider and interface is not known at this time and will be determined during System Design. For planning purposes, it can be assumed that the interface is via a contact closure cable.
59.	Page 1 of 19	Section IV	Subsection 1.2 Content of Technical Proposal	Please advise whether proposers may be allowed to include table of contents (TOC) after the Cover Sheet form. If not, please advise where TOC may be included.	Yes, a table of contents (TOC) may be included after the Cover Sheet form.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
60.	all pages	Section IV	Section IV, all pages	Throughout the proposal instructions, where the Authority asks to provide a "Plan for how" certain elements are to be delivered, we understand "Plan" to mean description of the approach within the primary proposal document, and not a separate Preliminary Plan deliverable, unless a separate deliverable is specifically requested. Please confirm.	Confirmed.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
61.	Page 17 of 19	Section IV	Section IV, Page 17 of 19	<p>Requirement: "Each page header and/or footer should include the Proposer's name and Technical Proposal section, along with page numbers and date of the Proposal."</p> <p>Question: There is no known word processing functionality that we can use to reflect the corresponding Technical Proposal section in the header/footer of each page, unless we use the MS Word "sectioning" function. And even then, to make it clean, we'd have to begin each proposal section on a new page - and that will waste a lot of space, which will negatively affect proposal quality and readability, particularly with the 85-page proposal limit.</p> <p>Will NCTA consider re-wording the requirement as follows: "Each page header and/or footer should include the Proposer's name and page numbers, and date of the Proposal.?"</p>	<p>NCTA agrees to re-word the requirement as follows: "Each page header and/or footer should include the Proposer's name and page numbers, and date of the Proposal."</p> <p>Please see details in Section B of this Addendum 6 for specific details on associated changes to the RFP.</p>

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
62.	Page 16 of 19	Section IV	Section IV, Page 16 of 19, 1.2 Content of Technical Proposal, I. Proposal Section 7: Forms and Submittals –	<p>Will the Authority please release the below 6 forms in the MS Word format? The .pdf versions (that they are currently available in) frequently do not provide enough space for the entry of information that the Proposers are specifically instructed to enter in these forms.</p> <p>Form D-1 Proposal Cover Sheet            Form D-2 List of Subcontractors            Form D-4 Reference Forms Part 1            Form D-5 Reference Forms Part 2            Form D-10 Surety Commitment Letter            Form D-11 Acknowledgement of Receipt of Addenda</p>	<p>The following forms have been provided as Word documents and are “paper clipped” to the NCTA Exhibits file which is updated in this Addendum 6.</p> <p>Form D-1 Proposal Cover Sheet            Form D-2 List of Subcontractors            Form D-10 Surety Commitment Letter            Form D-11 Acknowledgement of Receipt of Addenda</p> <p>Form D-4 and Form D-5 were provided as Word documents in Addendum 5.</p>
63.	Page 16 of 19	Section IV	Section IV, 1.2 Content of Technical Proposal, subsection J. Proposal Appendices	Please confirm that NCTA will accept additional Appendices beyond Appendices 1-4 listed J. Proposal Appendices?	It is not permissible to provide other materials in addition to those required to be submitted as a part of the Proposal.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
64.	Page 11-12 of 19	Section I	Section I, subsection 2.21.6. Reporting Participation	Please confirm that the Proposer does not have to submit NCTA's Subcontractor Payment Information Form (Form DBE-IS) at the time of the proposal. it appears to be strictly an implementation (invoicing) requirement?	Confirmed. The Proposer does not need to submit the Subcontractor Payment Information Form (Form DBE-IS) with their response to the Triangle Expressway and Complete 540 RFP.
65.	Page 19 of 203	Section III	ICPS redundancy, Req't 105, Section 1.2.7.3 ( Image Capture & Processing Systems (ICPS)), Section III, Page 19 of 203,	<p>105: "The ICPS controllers/servers architecture shall have sufficient reliability and/or redundancy such that failure of a processor, the communications, board, power supply, disk or other critical unit does not result in loss of images and data."</p> <p>Does the Authority require redundant rear ALPR cameras and redundant front ALPR cameras?</p> <p>Alternatively, is one front and one rear ALPR camera per lane sufficient if all items explicitly mentioned in Requirement 105 are redundant?</p>	The Authority does not require redundant rear ALPR cameras or redundant front ALPR cameras. One front and one rear camera per lane is sufficient as long as all of the stated Performance Requirements are met.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
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66.	Page 46 of 203	Section III	Section III, Subsection 1.5.5 Communications	<p>Requirement 357 states in part: "On new facilities the Constructor will provide, terminate, and test the fiber connections from vault to vault (the Metro Area Network or MAN)."</p> <p>Requirement 361 states in part: "The MAN physical connectivity between the toll Equipment vaults within the Triangle Expressway and Complete 540 corridors shall be provided by NCTA or by the Constructor, respectively."</p> <p>With respect to vault-to-vault MAN connections please confirm the following:</p> <ol style="list-style-type: none"> <li>1. Triangle Expressway - conduit and fiber installation and termination is by NCTA. Network equipment/switching is by Contractor.</li> <li>2. C540 - conduit is by NCTA. Fiber installation and termination is by Contractor. Network equipment/switching is by Contractor.</li> </ol>	<p>With respect to vault-to-vault MAN connections, the assumption is confirmed for Triangle Expressway and is the same for the C540: The conduit and fiber installation and termination is provided by NCTA or the Constructor as it will be completed by others prior to the Contractor beginning their installation work. All network equipment/switching is by the Contractor. (Please note the difference between the Constructor and the Contractor.)</p>

Proposer Questions			<b>North Carolina Turnpike Authority (NCTA)</b>		
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67.	Attachment 18, all pages	Attachment 18, all sections	Attachment 18, all sections	Please confirm NCTA will provide, install, configure, test, and manage the ITS field communications network for the entire project (Triangle Expressway, C540 and Morrisville Pkwy) including field cabinets, network switching and equipment, infrastructure and fiber.	Confirmed. NCTA will Install, Configure, and Test the ITS field communications network for the entire project. In addition to other responsibilities, the Contractor shall Maintain the network Equipment as detailed in Attachment 10 – Responsibility Matrix, including, but not limited to, field cabinets (items 57 & 58); network switching and equipment (items 55 & 56); and infrastructure and fiber (items 22 & 54). Also, the quantities by item for which the Contractor is to Maintain are detailed in Attachment 5 - TriEx and C540 ITS Equipment List.



Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
68.	Attachments 4B and 4C, all pages	Attachments 4B and 4C, all sections	Attachments 4B and 4C, all sections	<p>Attachment 4B, Note "5" refers to an RWIS site to "...be re-located as part of the Morrisville Parkway Interchange project."</p> <p>Attachment 4C identifies one (1) Roadway Weather Information System is to be provided at the Morrisville Parkway Interchange.</p> <p>Please confirm the citations above refer to a single RWIS installation that is to be removed from Triangle Expressway and reinstalled at the Morrisville Parkway Interchange.</p>	The assumption is confirmed that a single RWIS installation will be relocated to the Morrisville Parkway Interchange project.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
69.	Page 15 of 203	Section III	AVI quantities / Req't 58, Section III, subsection 1.2.7.1 Automatic Vehicle Identification (AVI) System Integration	<p>58 "The NCTA will procure the AVI System through a selected AVI vendor based upon the quantities determined by the Contractor in consultation with and Approval by NCTA. NCTA will provide all AVI readers and antennas. The AVI Equipment provided will be compliant with the NCTA Interoperable Partner and National Interoperability requirements."</p> <p>Should the use or re-use of Kapsch JANUS MPR II Readers be assumed for all 35 toll zones when selecting quantities to include in this proposal?</p>	<p>Yes, the assumption of use or re-use of Kapsch JANUS MPR II Readers is correct.</p> <p>Requirement 58 has been edited. Please see details in Section B of this Addendum 6 for specific details on associated changes to the RFP.</p>
70.	Page 4 of 203	Section III	C540 Gantry spacing, Section III, Subsection 1.1.2 (Complete 540)	<p>Requirement: "Dual gantry design -- gantry spacing between columns of 40-50 with connecting center-lane truss members and Details to be determined during the Design. ..."</p> <p>Question: Is the Contractor able to select the final spacing between upstream and downstream gantries?</p>	<p>The Contractor should plan for 50-foot gantry spacing with flexibility provided for System Design with truss span structure provided by NCTA. For clarification, Section 1.1.2 has been revised to remove the reference to 40-foot gantry spacing.</p> <p>Please see details in Section B of this Addendum 6 for specific details on associated changes to the RFP.</p>

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
71.	Page 17 of 19, and Page 19 of 19,		Section IV, subsection 2.1. and Section IV, subsection 2.2	The electronic copies are currently required on DVD/CD. Will the Authority consider allowing thumb drives instead?	Yes, NCTA will accept the submission of a USB Flash Drive (i.e. "thumb" drive) in lieu of a DVD/CD. Please see details in Section B of this Addendum 6 for specific details on associated changes to the RFP.
72.	Page 17-18 of 19	Section IV, subsection 2.1.	Section IV, Page 17-18 of 19, subsection 2.1. Submission of Technical Proposal	Requirement text: "The hard copy of the Technical Proposal shall be included in one (1) volume only so that only one (1) three ring binder is required for the Technical Proposal." and "Number of Copies. Provide seven (7) printed copies and one (1) CD/DVD of all portions of the Technical Proposal." Question: Could you please confirm that NCTA will accept 1 printed Technical Proposal original in a 3-ring binder and 7 printed Technical Proposal copies in 3-ring binders?	Confirmed.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
73.	Page 5 of 19	RFP Section 1.2	RFP Section 1.2, page 5 of 19, 3rd bullet	<p>3rd bullet states "Facility Maintenance of all tolling and ITS equipment cabinets and vaults including fifteen (15) on Triangle Expressway (including Morrisville Parkway Interchange) and six (6) on Phase I of Complete 540, including back-up generators, heating ventilation and air conditioning (HVAC), and UPS."</p> <p>Attachment 10 - Responsibility Matrix item 20 states Contractor is responsibility for O&amp;M of RTCS toll equipment buildings/vaults for C540 only.</p> <p>Please clarify Contractor's scope of work related to RTCS toll equipment buildings/vaults for the Tri-Ex and Morrisville Parkway Interchange portions of the project.</p>	The "Complete 540 Only" comments in Attachment 10 are to distinguish that the Design and Furnish & Install activities are not required for the Triangle Expressway as the existing installations will be used. The Requirement remains as stated.
74.	5	1.2.1 Hardware and Software General Requirements	The NCTA shall have the right to purchase third-party Equipment directly from the Equipment vendor.	If NCTA decides to purchase the third - party equipment will they assume all liability for ensuring the items are procured, received, inventoried and provided to the contractor in order to meet the installation schedules?	Yes.

Proposer Questions		North Carolina Turnpike Authority (NCTA)			
#	Page	Section	Section Description	Proposer Question	NCTA Response
75.	14	I.2.6.1. Vault / Enclosure Access	The Contractor is responsible for the security of all Hardware and shall control access to the vaults and enclosures via the Access Control and Security Monitoring System. Contractor personnel shall use only assigned, individual proximity cards/keys and shall not share cards/keys with any other individuals or make copies of any assigned cards/keys. Contractor personnel shall immediately return all assigned cards/keys to NCTA upon request.	<p>Is there currently an Access Control and Security Monitoring System in place? If so, can NCTA provide the manufacturer, make and model of the equipment in use?</p> <p>Will the Access Control and Security System be required on all enclosures such as roadside cabinets?</p> <p>Will the security monitoring system require fixed or PTZ cameras?</p>	Yes, there is currently an ACSMS in place for the Triangle Expressway; however, per Requirement 277 the Contractor is to provide a new ACSMS for access and monitoring all Tolling Locations and equipment enclosures/vaults and roadside cabinets. Per Attachment 4A, the Fixed and PTZ Security Cameras may be reused, but new cameras may also be proposed. The Requirements are not specific to fixed or PTZ cameras for the ACSMS.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
76.	14	I.2.6.1. Vault / Enclosure Access	The Contractor is responsible for the security of all Hardware and shall control access to the vaults and enclosures via the Access Control and Security Monitoring System. Contractor personnel shall use only assigned, individual proximity cards/keys and shall not share cards/keys with any other individuals or make copies of any assigned cards/keys. Contractor personnel shall immediately return all assigned cards/keys to NCTA upon request.	Will the Access Control and Security System be required on all enclosures such as roadside cabinets in addition to the roadside buildings?  Will the security monitoring system require fixed or PTZ cameras?	Please see the response to Question 75 in this Addendum 6 for further clarification.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
77.	14	I.2.6.1. Vault / Enclosure Access	The Contractor is responsible for the security of all Hardware and shall control access to the vaults and enclosures via the Access Control and Security Monitoring System. Contractor personnel shall use only assigned, individual proximity cards/keys and shall not share cards/keys with any other individuals or make copies of any assigned cards/keys. Contractor personnel shall immediately return all assigned cards/keys to NCTA upon request.	Will the security monitoring system require fixed or Pan, Tilt, Zoom (PTZ) cameras?	Please see the response to Question 75 in this Addendum 6 for further clarification.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
78.	15	I.2.7.1. Automatic Vehicle Identification (AVI) System Integration	The NCTA will procure the AVI System through a selected AVI vendor based upon the quantities determined by the Contractor in consultation with and Approval by NCTA. NCTA will provide all AVI readers and antennas. The AVI Equipment provided will be compliant with the NCTA Interoperable Partner and National Interoperability requirements.	Will NCTA assume responsibility and costs associated with defective equipment prior to or during the installation and testing processes? Additionally, will NCTA manage the RMA, shipping and receiving? Lastly will NCTA ensure quantities required for the project meet the installation schedules?	Confirmed. NCTA will resolve any issues related to AVI System defects not caused by or resulting from the Contractor during the installation and testing processes. NCTA will provide all quantities of AVI equipment per the Approved Design to meet installation schedules.
79.	15	I.2.7.1. Automatic Vehicle Identification (AVI) System Integration	For the TriEx integration, the Contractor shall reuse the existing Kapsch MPR II Readers and Antennas.	Will NCTA provide the detailed configuration documentation of each Kapsch MPR II Readers and Antennas in operation, including the current power loss and Db settings of each antenna and respective reader module?	At the conclusion of this Procurement, the selected Contractor will be provided NCTA-approved Installation, Operations and Maintenance Manuals authored by the AVI vendor. The AVI vendor will also provide the Contractor with training for Maintenance and Operations of the AVI system.



Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
80.	15	I.2.7.1. Automatic Vehicle Identification (AVI) System Integration	The RTCS shall support AVI readers that have redundancy.	Does NCTA consider the Kapsch AVI Master / Slave mode as meeting the RFP redundancy requirement?	Yes, the Contractor Toll System shall support the redundant Master/Slave functionality provided by the Janus MPR II Reader to ensure continuous operations in the event of AVI reader controller failure.
81.	15	I.2.7.1. Automatic Vehicle Identification (AVI) System Integration	The Contractor shall be responsible for the physical tuning of the certified AVI Equipment, and for integrating the AVI System into the Contractor in-lane Design. In addition, the AVI vendor shall certify that the lanes are tuned to the AVI specifications. All AVI installation, configuration and tuning shall be in compliance with the AVI vendor Requirements.	The AVI vendor mandates that only they can certify and tune their product. Is the cost for that tuning, field certification, design and system approval from the AVI vendor included in the NCTA purchase or the responsibility of the winning bidder?	This question will be answered in a subsequent Addendum.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
82.	38	1.2.12 Access Control and Security Monitoring System (ACSMS)	The Contractor shall furnish and install an Access Control and Security Monitoring System (ACSMS) for access and monitoring all Tolling Locations and equipment enclosures/vaults and roadside cabinets.	Please define the term "vault" as used in Section 1.2.12.	The term "vault" is used throughout the RFP and references the Toll Zone Vault depicted in the Attachment 11 – AET Standard Drawings and described in Section III - Scope of Work and Requirements, <i>Section 1.5.3 Equipment Vault.</i>
83.	46	1.5.4 Roadway Pavement	The Contractor is responsible for any roadway pavement failure directly caused by the installation of in-pavement sensors for the Contract Term.	Will NCTA provide the current conditions of the roadway at each location and repair any and all defective roadways prior to the in-pavement sensor installation?	NCTA is not currently aware of any existing defective pavement in the toll zones.
84.	88	4.1 Installation Program	The Contractor shall install and tune the certified AVI Equipment to the AVI vendor specifications in compliance with the NCTA Interoperable Partners requirements. In addition, the AVI vendor shall certify that the lanes are tuned to the Approved AVI specifications.	There seems to be a discrepancy in the language from requirement 65 which indicates the contractor is responsible for ensuring the AVI system is tuned and requirement <b>88 [744]</b> which indicates the contractor will certify that the lanes are tuned to the approved AVI specifications. Which requirement is correct?	This question will be answered in a subsequent Addendum.

Proposer Questions			<b>North Carolina Turnpike Authority (NCTA)</b>		
#	Page	Section	Section Description	Proposer Question	NCTA Response
85.	15	I.2.7.1. Automatic Vehicle Identification (AVI) System Integration	For the TriEx integration, the Contractor shall reuse the existing Kapsch MPR II Readers and Antennas.	Do the MPR II readers have an Ethernet interface or are they still serial?	Yes, the Kapsch JANUS MPR II Readers have both an Ethernet and serial interfaces. The preferred interface is Ethernet.
86.	I	Proposal Due Date	Proposal Due Date: December 21, 2017 4:00 p.m. EST	Can NCTA extend the proposal date to January 12, 2018 at 4:00 p.m. EST?	In Addendum 4, NCTA revised the Proposal Due Date to January 18, 2018.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
87.	16 of 19	4.2	Insurance Requirements	<p>Will the NCTA agree to negotiate insurance terms? We respectfully request the following edits to Section 4.2:</p> <p><b>4.2 Insurance Requirements</b>  <b>The Contractor's Commercial General Liability policy shall be endorsed to include a per-project aggregate limit.</b>  The NCTA will be named as an "additional insured" on <del>all applicable coverage</del> <b>the Contractor's Commercial General Liability Auto Liability and Professional Liability policies with respect to liability arising out of work performed under this Contract.</b> The Contractor shall provide NCTA with certificates issued by the insurer showing the required coverage to be in effect <del>and showing NCTA to be an additional insured, including all applicable additional insured endorsements.</del> Such policies shall provide <del>that the insurance is not cancelable except upon thirty (30) Calendar Days for</del> prior written Notice <b>of cancellation</b> to NCTA. <del>The certificates and policies shall provide that in the event of any material change in or cancellation of the policies reflecting the required coverage, thirty (30) Calendar Days advance Notice shall be given to NCTA or otherwise</del> as provided in accordance with North Carolina law. Copies of all insurance policies and endorsements shall be provided to NCTA upon request.</p> <p>NCTA reserves the right to review all insurance coverage and amounts of insurance coverage on an annual basis and to require the Contractor to adjust the insurance coverage and amounts of insurance coverage based on industry standards for contracts of this size and type. Contractor shall timely pay all premiums and deductibles when due for all insurance coverage required herein. <del>NCTA will not accept self-insurance retention (SIRs).</del>  <b>NCTA shall not have any liability for deductibles, self-insured retentions (SIRs) or amounts in excess of the coverage provided under the insurance policy. All policies shall provide a</b></p>	Refer to Section IV, 1.2.1. H - Proposal Section 6: Adherence to the Scope of Work, Requirements and Terms and Conditions which addresses exceptions.

Proposer Questions			<b>North Carolina Turnpike Authority (NCTA)</b>		
#	Page	Section	Section Description	Proposer Question	NCTA Response
88.	N/A	N/A	Prevailing Wage	Is there a prevailing wage requirement for this Contract? If so, please provide the applicable prevailing wage schedule.	This question will be answered in a subsequent Addendum.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
89.	47	III / 1.5.5 / 364	Communications	<p>Does the NCTA provided dark fiber connect all tolling points in the Triangle Expressway corridor &amp; Complete 540 corridors?</p> <p>Does the dark fiber connect between the Triangle Expressway and Complete 540?</p> <p>How many strands of fiber are provided?</p> <p>If needed, can additional fiber stands be provided to build redundancy in the network?</p>	<p>Yes, NCTA provides dark fiber connecting all tolling points in the TriEx and C540 corridors.</p> <p>Yes, dark fiber will connect the TriEx and C540 corridors.</p> <p>For Tri-Ex, the cable provided is 72-fiber strands. Twenty-four (24) fiber strands are used for the current RTCS network configuration. A 24-fiber drop cable connects each toll site vault to the trunk line. For toll sites without a vault, an 8-fiber MMFO cable connects the remote site to the vault site. For Complete 540, a 144-fiber trunk line cable will be provided, in addition to a 24-fiber drop cable to each of the six (6) toll sites. For Morrisville Parkway, the Contractor must supply the communication media connecting T15 with T16.</p>

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
90.	N/A	N/A	Site Location	<p>Can NCTA provide detailed location information for all sites, including; RTCS Vault (Primary Hub) and RTCS Vault (Secondary Hub) location address or GPS coordinates for Triangle Expressway corridor?</p> <p>RTCS Vault (Primary Hub) and RTCS Vault (Secondary Hub) location address or GPS coordinates for Complete 540 corridor?</p>	<p>The GPS coordinates for the Triangle Expressway Toll Zones have been provided in a new Attachment 19. Please see details in Section B of this Addendum 6 for specific details on associated changes to the RFP.</p> <p>Detailed location information for Complete 540 does not currently exist, as the Constructor will be choosing the exact location. Approximate locations can be seen in <i>Attachment 13 - C540 ITS and AET Concept Plans</i>.</p>
91.	3-6	IV / 1.2.D.1	Key Personnel	Are proposers required to use the NCTA table provided or can it provide the information in its own format?	The Proposer may provide the Key Personnel in a different format than the provided table. However, the Proposer shall ensure that all of the requested information is presented clearly.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
92.	16	III / 1.2.7.1 / 70	Automatic Vehicle Identification (AVI) System Integration	Would NCTA confirm that all transponders to be read will be properly mounted, properly working, and within tag battery warranty period? i.e. Any transponder not meeting these conditions can be excluded from performance metrics.	Confirmed.
93.	15	III / 1.2.7.1 / 65	Automatic Vehicle Identification (AVI) System Integration	Would NCTA confirm that any site that has outside interference or requires frequency mitigation by the AVI vendor that impacts performance will be excluded from performance requirements? E.g. traffic signal wireless transmitters and meter reading systems from licensed or unlicensed equipment.	NCTA currently possesses a statewide FCC license for the 902-928 MHz band and will coordinate with the AVI vendor to perform a RF survey to identify any potential interference. The Contractor is expected to work with NCTA and the AVI vendor to resolve or limit any potential impacts to performance.
94.	16	III / 1.2.7.1 / 74	Automatic Vehicle Identification (AVI) System Integration	Would the NCTA consider relaxing the performance requirement for the case of more than one transponder present where 2 or more transponders have the same protocol? Associated jamming can result in performance degradation.	No. Per Requirement 74, the case described shall be discussed and assessed in accordance with the Approved Business Rules and Design. These cases will also be considered during the development of the test procedures.



Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
95.	189-190	III / 8.1.1 / Table 5	Performance Measures	Will NCTA provide the back office records that relate registered vehicle license plate state and plate number to the AVI transponder numbers on the account to allow integrator to track performance?	The CSC Back Office does not currently provide the license plate state and plate number associated with the AVI transponder numbers in the TSL. However, the current ICD does allow for sharing of an ICLP file (license plate file) with the RTCS. So, yes, the information can be provided if desired.
96.	15	III / 1.2.7.1 / 65	Automatic Vehicle Identification (AVI) System Integration	Please confirm that the AVI vendor RF survey will be provided from a “current survey” i.e. within a month of the new site installation or upgrade.	Not confirmed. The AVI vendor and NCTA will work with the selected Contractor to provide an RF survey at an appropriate time prior to site installation.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
97.	5	III / 1.1.3	General Description of Scope of Work	Please confirm where the ITS procurement pricing shall be entered. "The Contractor shall procure, furnish, and install ITS components to meet the Requirements of this Scope of Work and Requirements, including new Microwave Vehicle Detectors (MVD), closed circuit television (CCTV) cameras, (and Roadway Weather Information System (RWIS) sensors, if desired) to replace and upgrade existing ITS equipment on the TriEx and shall procure, furnish, and install ITS infrastructure for the C540 as defined in Attachment 5 – NCTA TriEx & C540 ITS Summary. The Contractor shall be responsible for the Maintenance of all ITS elements and Toll Facilities on both Projects."	The Intelligent Transportation System (ITS) Implementation Cost procurement pricing is to be provided by the Proposer on Sheet 12 of <b>Form D-7 Price Proposal Forms</b> and as described in <b>Exhibit C – Price Proposal Instructions</b> which were both updated in Addendum 3.

**B. REVISIONS (Deletions are shown in red text strikethrough mode and additions are in red text and underlined)**

1. Section III, Section 7.1.2.1. Maintenance Requirements, has been edited page 157 of 204 (207 of 318 in original RFP PDF file):

*7.1.2.1. Maintenance Requirements—~~Level 1~~*

The functions listed in this section are categorized as ~~Level 1~~ Maintenance tasks. Detailed listing of activities is described in Section 7.2.

2. Section III, Section 7.1.2.2. Maintenance Requirements – Level 2, has been combined with Section III, Section 7.1.2.1. Maintenance Requirements, Requirement 1183 has been edited, and sub-bullet i) has been removed on pages 158-159 of 204 (208-209 of 318 in original RFP PDF file):

~~7.1.2.2. Maintenance Requirements—Level 2~~

~~Level 2 Maintenance tasks shall be performed as described below.~~

1183	<del>Level 2</del> <u>Additional</u> Maintenance shall include but not be limited to the following:
	a) Work orders and Alerts assigned to the Contractor as defined during the Design Phase.
	b) development of defect fixes, security fixes, performance fixes and corrections to the Software and Applications as identified during audits;
	g) ongoing Software Warranty Maintenance as set-forth in the Contract; <u>and</u>
	h) change management and configuration management tasks prior to Software and Hardware changes; <del>and.</del>
	i) <del>any Level 1 escalated issue.</del> <u>(REQUIREMENT DELETED)</u>

3. Section III, Section 7.1.5 Maintenance Priorities, Response and Repair Times, Requirement 1197 has been edited on page 160 of 204 (210 of 318 in original RFP PDF file):

1197	Regardless of coverage, onsite or on-call service, <u>the Contractor shall</u> <del>acknowledgement of receipt of notification</del> of a Maintenance issue <u>within MOMS within or human acknowledgment of a failure shall not exceed</u> thirty (30) minutes after the failure notification was recorded or problem was reported.
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4. Section III, Section 7.1.5 Maintenance Priorities, Response and Repaid Times, Requirements 1199 and 1201 have been edited on page 160 of 204 (210 of 318 in original RFP PDF file):

1199	Priority 1: Defined as any malfunction or fault that results in the immediate loss of revenue; security breach; closure of lanes outside of NCTA lane closure Requirements; hazard to personnel or driving public; loss of audit data; <del>loss of redundancy in any redundant System components;</del> loss of functionality that impacts Interoperable Agencies or failure that negatively impacts the RTCS or RSS Operations.
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1201	Priority 3: Defined as any action or event that has the potential to result in a malfunction or degrading of the System performance, but has not impacted performance and is not anticipated to immediately impact performance, <u>including, but not limited to loss of redundancy in any redundant System components.</u>
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5. Section III, Section 7.2.7.3 Procurement and Control of Spare Parts, Requirement 1268 has been edited on page 172 of 204 (222 of 318 in original RFP PDF file):

1268	The spare parts shall be purchased on behalf of NCTA and shall be owned by NCTA <del>in a manner to ensure that NCTA receives the maximum benefit from any warranties associated with the spare parts.</del>
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6. Section III, Section 8 PERFORMANCE REQUIREMENTS – MAINTENANCE AND OPERATIONS, Paragraph 7 has been edited on page 188 of 204 (238 of 318 in original RFP PDF file):

The Contractor shall use best efforts to minimize the impacts that result from failure to meet the Performance Requirements, regardless of whether invoice adjustments are made. Furthermore, the Contractor shall take corrective action to immediately remedy any failures to meet the Performance Requirements and provide a Corrective Action Plan (CAP) to the NCTA for Approval that documents the corrective action taken to prevent future reoccurrence of the problem associated with the non-compliance.

7. Section III, Section 8.2.13 Preventative and Corrective MOT and Requirement 1418 b), has been edited on page 204 of 204 (254 of 318 in original RFP PDF file):

#### 8.2.13 Preventative and Corrective MOT

The Contractor shall be required to notify NCTA and NCDOT of all MOT placed on the Triangle Expressway and Complete 540 projects during the maintenance periods. NCTA must approve all MOT before work commences. For all Priority failures / events that require MOT for repair, the mean time to repair clock shall not start until NCTA Approval for MOT is granted.

1418	The Contractor shall notify NCTA and NCDOT of all MOT activities on the Triangle Expressway and Complete 540 during the maintenance period.
	a) The Contractor shall provide a schedule of all preventative and predictive maintenance MOT activities for the month by the 5th calendar day of the month.
	b) The Contractor shall provide a minimum of twelve (12) hours of notice prior to any <del>emergency corrective MOT activities or</del> changes to the monthly maintenance schedule.

8. Section III, Section 2.1.17.9 Toll Rates and Schedule, Requirement 620, page 75 of 204 (125 of 318 in original RFP PDF file) has been revised as follows:

620	At a minimum, capability shall be provided to establish toll rates based on facility, tolling point, vehicle class, <del>trip segment/zone permutation</del> or payment type and shall support time of day and Holiday toll rates as defined during the Design phase.
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9. Section I, Section 2.12 Oral Presentations and Interviews, page 9 of 19 (16 of 318 in original RFP PDF file) has been revised as follows:

### 2.12 Oral Presentations and Interviews

NCTA reserves the right to request oral presentations and interviews with Proposers if NCTA decides that oral presentation and interviews are in its best interests. If oral presentations and interviews are used NCTA will develop a short list for the oral presentations and interviews based on the scores of the Technical Proposals. See **Section I, Administrative**, Section 3 Proposal Evaluation for more details.

In advance of any oral presentations and interviews Proposers will be given detailed instructions on what the format and content of the presentation and interview will be, including what functionality, if any shall be demonstrated. Proposers should be prepared to demonstrate key elements of their proposed System and Project approach and to respond to specific questions regarding their Proposals. NCTA may also provide demonstration scripts to be followed ~~and sample demonstration data, for example, for the dynamic pricing module.~~

10. Section III, Section 2.1.17.8 User Management, Requirement 618, page 74 of 204 (124 of 318 in original RFP PDF file) has been revised as follows:

618	The System shall generate a user identification list (UIL) that is transmitted to the zone controllers each time there is a change that impact toll collection Operations. It shall at a minimum contain the user ID, <del>password</del> /PIN and access level. All access to the lane System shall be validated against this list. The UIL shall become active upon receipt by the lane/zone controller.
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11. Section III, Section 2.2 Interoperability, Requirements 700-702 have been edited on page 85 of 204 (135 of 318 in original RFP PDF file):

700	The <del>Contractor shall support expected growth of NCTA's interoperable footprint RTCS shall be Designed to accommodate future National Interoperability</del> such that it supports the inclusion of multiprotocol readers and Transponders. The Contractor solution shall allow for modifying and adapting the System Design to incorporate new readers and support the transition to the new Interoperable solution with limited interruptions to the revenue collection.
701	<del>The Contractor shall support the conversion to National Interoperability if it becomes available during the Contract Term. (REQUIREMENT DELETED)</del>
702	The Contractor shall support the following Interoperable partners, <del>subject to change:</del>

12. Section III, Section 2.1 Roadway Support System (RSS) – General Requirements, Requirement 385, sub-bullet m) has been removed on page 51 of 204 (101 of 318 in original RFP PDF file):

m)	<del>Interface with NCTA or third party solution that facilitates occupancy declaration via web / mobile application(s). Distribute occupancy declaration status to lanes on a near real-time basis; and (REQUIREMENT DELETED)</del>
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13. Section IV, Section 2.1 Submission of Technical Proposal, #2 Page Presentation, page 17 of 19 (273 of 318 in original RFP PDF file) has been revised as follows:

2. **Page Presentation.** Technical Proposal text shall be single-spaced, a minimum of 10-point Arial or 12-point Times New Roman font, printed on both sides of the page. Each page header and/or footer should include the Proposer's name and ~~Technical Proposal section, along with~~ page numbers, and date of the Proposal.

14. The following forms (in MS Word format) have been paper-clipped to the Exhibits file as a result of Addendum 6:

- a. Form D-1 Proposal Cover Sheet
- b. Form D-2 List of Subcontractors
- c. Form D-10 Surety Commitment Letter
- d. Form D-11 Acknowledgement of Receipt of Addenda

15. Section III, Section 1.2.7.1 Automatic Vehicle Identification (AVI) System Integration, Requirement 58 has been edited on page 16 of 204 (66 of 318 in original RFP PDF file):

*1.2.7.1. Automatic Vehicle Identification (AVI) System Integration*

58	<p><del>The AVI System used on the Project will include Kapsch MPR II readers and antennas. NCTA will provide</del>The NCTA will procure the AVI System through a selected AVI vendor based upon the quantities determined by the Contractor in consultation with and Approval by NCTA. NCTA will provide all AVI readers and antennas. The AVI Equipment provided will be compliant with the NCTA Interoperable Partner and National Interoperability requirements.</p>
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16. Section III, Section 1.1.2, Complete 540, page 3 of 204 (53 of 318 in original RFP PDF file) has been revised as follows:

- Optional Future Scope: Phase 2 (Segment 3): Six (6) mainline Toll Zones with three (3) lanes and two (2) shoulders in each direction;
- Dual gantry design – gantry spacing between columns of ~~40~~50 feet with connecting center-lane truss members and details to be determined during Design; and

17. Section IV, Section 1.2 Content of Technical Proposal, H. Proposal Section 6: Adherence to the Scope of Work and Requirements, Terms and Conditions and Requirements Conformance matrix, #2, page 14 of 19 (270 of 318 in original RFP PDF file) has been revised as follows:

2. Proposers are not to alter the technical Requirements listed in the Requirements Conformance Matrix in any way and must use the worksheets provided. The Proposer shall submit a PDF version of the completed matrix in this Proposal Section 6, in addition to submitting the Excel version of the matrix on CD/DVD or USB Flash Drive, as directed in **Section IV, Proposal Contents and Submission**, Section 2.1 Submission of Technical Proposal.

18. Section IV, Section 2.1 Submission of Technical Proposal, I. Form of Technical Proposal, page 17 of 19 (273 of 318 in original RFP PDF file) has been revised as follows:

- I. **Form of Technical Proposal.** Submit Technical Proposals in printed form and on CD/DVD or USB Flash Drive.
- 19.** Section IV, Section 2.1 Submission of Technical Proposal, I. Form of Technical Proposal, b., page 17 of 19 (273 of 318 in original RFP PDF file) has been revised as follows:
- b. The electronic copy shall be provided in \*.pdf format. All sections listed in Table 4-1 (Cover Letter, Executive Summary, Proposal Sections 1 – 7, and Appendices) shall be a separate \*.pdf file. Any Proposal exhibits or information prepared either as graphics or with other programs such as scheduling programs shall be viewable in a \*.pdf file without any other software required for Proposal review, with the exception of the Conformance Matrix and the Price Proposal, which shall also be provided in Excel. The Excel version of the Requirements Conformance Matrix shall be included on the Technical Proposal CD/DVD or USB Flash Drive.
- 20.** Section IV, Section 2.1 Submission of Technical Proposal, #3 Number of Copies, page 18 of 19 (274 of 318 in original RFP PDF file) has been revised as follows:
3. **Number of Copies.** Provide seven (7) printed copies and one (1) CD/DVD or USB Flash Drive of all portions of the Technical Proposal. The copy with the original cover letter and cover sheet should be marked “Original”. Each copy shall be numbered (e.g. 2 of 7, 3 of 7).
- 21.** Section IV, Section 2.2 Price Proposal Content and Format, #7, page 19 of 19 (275 of 318 in original RFP PDF file) has been revised as follows:
7. One copy of a CD/DVD or USB Flash Drive containing the Price Proposal in electronic format shall be provided. The file format for the electronic copy of the Price Proposal shall be Microsoft Excel 2010. The CD/DVD or USB Flash Drive containing the Price Proposal shall be clearly labeled with the same nomenclature identified for the outside of the sealed Price Proposal envelope.
- 22.** RFP Table of Contents, Attachments, page ii of ii (4 of 318 in original RFP PDF file) has been revised to include Attachment 19 – Triangle Expressway Toll Zone Lane Configurations, as follows:

[Attachment 18 – ITS Technical Requirements](#)

[Attachment 19 – Triangle Expressway Toll Zone Lane Configurations](#)

#### EXHIBITS

Exhibit A	Project Implementation Schedule
Exhibit B	Payment Schedule
Exhibit C	Price Proposal Instructions
Exhibit D	Forms
	D-1 Proposal Cover Sheet
	D-2 List of Subcontractors and RS-2 Form
	D-3 Recent Client List
	D-4 Reference Forms Part 1
	D-5 Reference Forms Part 2
	D-6 Requirements Conformance Matrix
	D-7 Price Proposal Form
	D-8 Proposer Questions Form
	D-9 Non-Collusion Forms
	D-10 Surety Commitment Letter
	D-11 Acknowledgment of Receipt of Addenda

#### APPENDICES

Appendix A	Standard Special Provision Required Contract Provisions Federal-Aid Construction Contracts
Appendix B	Standard Special Provision Title VI
Appendix C	U.S. Department of Transportation Hotline
Appendix D	North Carolina Turnpike Authority Policies and Procedures for the Procurement of Commodities and Services (February 2009)



23. Section III, List of Attachments, page vii of vii (50 of 318 in original RFP PDF file) has been revised as follows:

### LIST OF ATTACHMENTS

Attachment 1 – Future Project Transactions

Attachment 2 – NCTA TriEx ORT Lanes “As-Built” Drawings

[Attachment 2A – NCTA TriEx AVI System Retrofit “As-Built” Drawings](#)

Attachment 3 – NCTA TriEx – Veridea Installation Drawings

Attachment 4A – NCTA TriEx Existing Inventory

[Attachment 4B – NCTA TriEx ITS Inventory & Equipment Refresh](#)

[Attachment 4C – NCTA New ITS Installations for C540 and Morrisville Parkway Interchange](#)

Attachment 5 – NCTA TriEx & C540 ITS Summary

Attachment 6 – NCDOT Roadway Standard Drawing 1725.01

Attachment 7 – State of North Carolina, Statewide Information Security Manual

Attachment 8 – NCTA CSC Back Office System RTCS File Exchanges – ICD (DRAFT)

Attachment 9 – NC License Plate Guidebook (Updated 03-24-14)

Attachment 10 – Responsibility Matrix

Attachment 11 – AET Standard Drawings

Attachment 12 – Communications Schematic

Attachment 13 – C540 ITS and AET Concept Plans

Attachment 14 – Statewide Traffic Operations Center (STOC) Floor Plan

Attachment 15 – Toll Facilities Maintenance Scope of Work

Attachment 16 – Lane Closure Restrictions

Attachment 17 – TriEx As-Built ITS Design Plans

[Attachment 18 – NCTA ITS Technical Requirements](#)

[Attachment 19 – Triangle Expressway Toll Zone Lane Configurations](#)

24. Section III, Section 1.2.5 RTCS Toll Facility and Lane Configurations, Requirement 46, page 11 of 204 (61 of 318 in original RFP PDF file) has been revised as follows:

46	The RTCS shall support the lane configurations in <b>Attachment 2, <u>Attachment 2A, and Attachment 3, and Attachment 19</u></b> and dimensions detailed below for each type of Toll Facility.
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25. Attachment 10 - Responsibility Matrix has been revised and attached to this Addendum 6.
26. Attachment 19 - Triangle Expressway Toll Zone Lane Configurations has been added this Addendum 6.
27. Section I, Section 2.1 Schedule, page 6 of 19 (13 of 316 in original RFP PDF file) has been revised as to extend the date when “NCTA Responses to all Questions Completed” to December 21, 2017. All other dates remain as follows:

**Table I-1 Procurement Schedule**

Event or Due Date	Date
RFP Issued	October 10, 2017
Mandatory Pre-Proposal Scope of Services Meeting <u>Mandatory Triangle Expressway Site Visit</u>	October 24, 2017 (2:00 p.m. to 4:00 p.m. EDT) October 25, 2017 (8:00 a.m. to 12:00 p.m. EDT)
Proposer Questions Due	<del>November 13</del> <u>December 8</u> , 2017 (4:00 p.m. EDT)
NCTA Responses to all Questions Completed	<del>November 28</del> <u>December 21</u> , 2017
Proposals (Technical and Price) Due	<del>December 21, 2017</del> <u>January 18, 2018</u> (4:00 p.m. EDT)
Notification of Proposers Shortlisted for Oral Presentations	<del>January 19</del> <u>February 9</u> , 2018
Oral Presentations (Proposers to be notified as to the specific schedule within the <u>time period</u> identified)	Week of <del>February 12</del> <u>March 5</u> , 2018
Ranking of Proposers for Negotiations	<del>February</del> <u>March</u> 2018
Award of Contract	April 2018
Notice to Proceed	<del>April</del> <u>May</u> 2018