

Addendum No. 7

December 21, 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 27, 2017 and December 8, 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
81.	15	1.2.7.1. 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?	NCTA will provide the certified AVI equipment and is responsible for cost of the AVI vendor certification. Per the revised Requirement 744, the Contractor is responsible for installing, configuring, and tuning the lane using the certified AVI Equipment to the AVI vendor specifications. Please see details in Section B of this Addendum 7 for specific details on associated changes to the RFP.
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 88 [744] which indicates the contractor will certify that the lanes are tuned to the approved AVI specifications. Which requirement is correct?	Please see the response to Question 81 in this Addendum 7 for further clarification. The Contractor is responsible for tuning the RTCS using the NCTA-provided AVI Equipment and the AVI vendor will then certify that the lanes are tuned to the AVI vendor Requirements and specifications.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	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.	Yes, the Project as a Prevailing Wage Requirement. Please see details in Section B of this Addendum 7 for specific details on associated changes to the RFP.
98.	2		Attachment 1 – Future Project Transactions	Can NCTA please provide the expected traffic volume for the new Morrisville Parkway Interchange?	NCTA has provided segment volumes for the Triangle Expressway in Attachment 1; these volumes include projected traffic volumes for the new Morrisville Parkway.
99.	2		Attachment 12 – Communications Schematic	Can NCTA please provide approximate addresses for the locations of the C540 Vaults? This information is needed to properly estimate WAN cost for the failover circuit that is being requested per Attachment 12.	Detailed location information for Complete 540 does not currently exist, as the Constructor (Design-Build) will be choosing the exact location. Approximate locations can be seen in <i>Attachment 13 - C540 ITS and AET Concept Plans</i> . Please see the response to Question 90 in Addendum 6 for further clarification.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
100.	18	1.2.7.3 Requirement 101	Image Capture & Processing Systems (ICPS)	Please clarify what percentage of time that 100% image capture will be required.	The percentage of time is not known. It is not anticipated that the 100% image-based transactions Configuration would be used under normal operating conditions, but only as a temporary Configuration for a period of seven (7) days minimum. If NCTA has misinterpreted the question as stated; a future response to a follow-up question will be considered at such time, if submitted.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
101.		Form D-7 - Price Proposal Forms	Sheet 6-4, Line Item 2	Is the Contractor supplying the 9 DMS for the C540 roadway? If so, what are the specifications and requirements for these 'Full Color DMS'? If not, what are the specifications so maintenance spare parts and services can accurately be proposed?	<p>No. The Contractor does not supply the DMS. The DMS signs will be provided by the Constructor. There are no technical requirements for the DMS for C540 at this time; however, for Maintenance and spare parts planning, each DMS assembly for Complete 540 shall include:</p> <ul style="list-style-type: none"> • Color, full matrix LED technology • Maximum pixel spacing of 1.30 inches (34mm) center-to-center • Minimum 54 pixels high by 210 pixels wide display • DMS controller • Cabinet and accessories with interconnect, power cabling and conduit • Electrical service and related equipment • All other equipment and incidentals required for furnishing, installing, and testing system and system components • Use only UL listed and approved electronic and electrical components in the DMS system • Walk-in housing with access ladder (Qty = 4) or front access and mounted on toll gantry (Qty = 5) as shown on the ITS Concept Plans

Proposer Questions		North Carolina Turnpike Authority (NCTA)			
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102.	54	2.1.6 Requirement 429 (e)	Archive and Purge Control Mechanisms	Are the storage requirements for the CCTV and Access Control and Security Monitoring System the responsibility of the Contractor? If it is the Contractor/s responsibility, please provide the storage requirements.	Yes, the storage requirements are responsibility of the Contractor. DVAS video shall be retained online for one-hundred and twenty (120) days as stated in Requirement 168 and other video data shall be retained online for ninety (90) days as stated in 429 i).
103.	47	1.5.7	Generators	Please provide the Generator make and model along the Roadside.	All of the current generators on the TriEx are "Generac" and consist of the following models: Generac 80kW – SG0080 (QTY=2) Generac 45kW – SG0045 (QTY=8) Generac 60kW – SG0060 (QTY=3) Generac 45kW – SG0080 (QTY=2) Generac 80kW – SG0045 with upsized 60kW alternator (QTY=1) The C540 & Morrisville Parkway generator make/models will be determined during System Design and provided by the Constructor.
104.	Tabs 4-1, 6-1, 7-1	Form D-7 - Price Proposal Forms	Columns M and N related to C540	How does The Authority plan to handle columns M or N if in contract year 5 there is less than 12 months of maintenance? Per the current timeline it appears that C540 will only have 10 months of maintenance in contractual maintenance year 5.	The planned schedule is subject to change. For the purposes of this procurement, Proposers should submit pricing for 5 full years of Operations and Maintenance as requested.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
105.		Section 6.6.2, Requirement 1147	Transponder Capture Rate	Requirement 1147 states “Design specification described in this Scope of Work and Requirements with an accuracy of 99.9 percent (no more than ten (10) missed reads or incorrect captures in ten thousand (10,000) equipped vehicle passages).” Our recent experience demonstrates that the specified AVI vendor has agreed to a performance requirement lower than the requirement listed in the Section 6.6.2. Is there an AVI design change expected - such as addition of antennae, etc.?	The Performance Requirement remains as stated at this time.

Proposer Questions		North Carolina Turnpike Authority (NCTA)			
#	Page	Section	Section Description	Proposer Question	NCTA Response
106.	Section 1, Page 13 of 19	Section 3.3, 2.b.	<p>3.3. Price Proposal Evaluation</p> <p>1. After compilation of the updated scores for Technical Proposals following the oral presentations and interviews, the Evaluation Committee will open the sealed Price Proposals only for those Proposals with a technical score that meets the minimum requirement of 45 points or more.</p> <p>2. The Evaluation Committee will review the Price Proposals for:</p> <p>a. Completeness of the Price Proposal packages,</p> <p>b. Overall Proposal prices within a reasonable proximity to the NCTA Engineers' Estimate.</p>	<p>This section states that pricing will be evaluated based on the following criteria, "Overall Proposal prices within a reasonable proximity to the NCTA Engineers' Estimate.". Will NCTA provide the Engineers' Estimate?</p>	<p>No, NCTA will not provide the Engineer's Estimate.</p>
107.	Item names, Sheets 2-1 to 2-4 and 3-1 to 3-3 in "NCTA TriEx and C540 Form D-7 - Price Proposal Forms_Add_3.xlsx"	Item names, Sheets 2-1 to 2-4 and 3-1 to 3-3 in "NCTA TriEx and C540 Form D-7 - Price Proposal Forms_Add_3.xlsx"	Item names, Sheets 2-1 to 2-4 and 3-1 to 3-3 in "NCTA TriEx and C540 Form D-7 - Price Proposal Forms_Add_3.xlsx"	Price sheets 2-1 to 2-4 and 3-1 to 3-3 include some item descriptions that cannot be altered. Please confirm that bidders are permitted to enter a quantity of 0 if that named item is not needed by their proposed solution.	Confirmed.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
108.	Shoulder quantities and widths, Future Roadside Pricing (Sheet 9) in NCTA TriEx and C540 Form D-7 - Price Proposal Forms_Add_3.xlsxNew	Shoulder quantities and widths, Future Roadside Pricing (Sheet 9) in NCTA TriEx and C540 Form D-7 - Price Proposal Forms_Add_3.xlsxNew	Shoulder quantities and widths, Future Roadside Pricing (Sheet 9) in NCTA TriEx and C540 Form D-7 - Price Proposal Forms_Add_3.xlsxNew	<p>Sheet 9 refers to travel lanes and shoulders. However it does not indicate the width of the shoulders. Please confirm that these shoulder are all "wide" shoulders and indicate the maximum width.</p> <p>Please confirm that Future Zone Types 4 & 6 (cited as having only one shoulder) have a "narrow" left shoulder (no more than 4' wide) and a "wide" right shoulder.</p>	<p>Confirmed. The shoulder widths can be assumed to be a maximum of twelve (12) feet.</p> <p>Confirmed. Future Zone Type 4 and Type 6 have only one instrumented shoulder and it can be assumed to be a maximum of twelve (12) feet.</p>
109.	Travel lane, Future Roadside Pricing (Sheet 9) in NCTA TriEx and C540 Form D-7 - Price Proposal Forms_Add_3.xlsx	Travel lane, Future Roadside Pricing (Sheet 9) in NCTA TriEx and C540 Form D-7 - Price Proposal Forms_Add_3.xlsx	Travel lane, Future Roadside Pricing (Sheet 9) in NCTA TriEx and C540 Form D-7 - Price Proposal Forms_Add_3.xlsx	<p>"Future Zone Type 7 - AET: 1 Fat (13' or 18') travel + 2 shoulders"</p> <p>Different quantities/types of equipment are required for 13' Fat travel lanes and 18' Fat travel lanes. Would NCTA consider revising this table to include different "zone types" for each so they can be priced appropriately?</p>	<p>For planning purposes, an 18-foot "Fat" travel lane can be assumed. Sheet 9 has been updated to have only the 18-foot Fat travel lane and to remove the reference to the 13-foot "Fat" travel lane.</p> <p>Please see details in Section B of this Addendum 7 for specific details on associated changes to the RFP.</p>

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
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110.	Extra T13 outer shoulder, Roadside Sum (Sheet 2) in "NCTA TriEx and C540 Form D-7 - Price Proposal Forms_Add_3.xlsx"	Extra T13 outer shoulder, Roadside Sum (Sheet 2) in "NCTA TriEx and C540 Form D-7 - Price Proposal Forms_Add_3.xlsx"	Extra T13 outer shoulder, Roadside Sum (Sheet 2) in "NCTA TriEx and C540 Form D-7 - Price Proposal Forms_Add_3.xlsx"	<p>In Table-I of RFP Section III, it shows Zone T13 as having three 12' travel lanes and three 12' shoulders (one 12' inner shoulder and two 12' outer shoulders). In the pricing tables Sheet-2, it lists the Toll Zone Type for T13 as a AET (1-12' inside should, 3-12' travel lanes & 1-12' shoulder)</p> <p>How are bidders to account for the extra outer shoulder, shown in Table-I, when completing the pricing tables?</p>	<p>T13 only has two shoulders; however, T14 has three travel lanes and three "shoulders" which can be assumed to be three travel lanes and two shoulders for pricing purposes to match the pricing sheet standard "AET" Toll Zone Type configuration.</p> <p>Please see the response to Question 111 in this Addendum 7 for further clarification.</p>
111.	T29, T30, T31 and T32, Roadside Sum (Sheet 2) in "NCTA TriEx and C540 Form D-7 - Price Proposal Forms_Add_3.xlsx"; and Table I in Section III on PDF page 61 of 316 in RTCS_RFP.pdf	T29, T30, T31 and T32, Roadside Sum (Sheet 2) in "NCTA TriEx and C540 Form D-7 - Price Proposal Forms_Add_3.xlsx"; and Table I in Section III on PDF page 61 of 316 in RTCS_RFP.pdf	T29, T30, T31 and T32, Roadside Sum (Sheet 2) in "NCTA TriEx and C540 Form D-7 - Price Proposal Forms_Add_3.xlsx"; and Table I in Section III on PDF page 61 of 316 in RTCS_RFP.pdf	<p>In Table-I of RFP Section III, it shows a single 16' travel lane for T01, and it shows T15, T16, T29 and T30 as each having a single 18' travel lane.</p> <p>In the pricing tables Sheet-2, the Toll Zone Type for T01, T15, T16, T29 and T30 is shown as Ramp I (one 4' inside shoulder, one 12' travel lane and one 12' outer shoulder).</p> <p>How are bidders to account for the extra equipment that may be needed for the 16' and 18' fat travel lanes, shown in Table-I, when completing the pricing tables?</p>	<p>For pricing purposes, these fat 16' and 18' travel lanes are to be priced as Toll Zone Type – Ramp I configurations. The Price Proposal Forms in Exhibit Form D-7, Exhibit C, Price Proposal Instructions, Table I of the RFP, and Attachment 19 have been updated to indicate the proper lane widths and Toll Zone Type assignments.</p> <p>Please see details in Section B of this Addendum 7 for specific details on associated changes to the RFP.</p>

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
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112.	Additional instrumented shoulder at T22, Roadside Sum (Sheet 2) in "NCTA TriEx and C540 Form D-7 - Price Proposal Forms_Add_3.xlsx"; and Table I in Section III on PDF page 61 of 316 in RTCS_RFP.pdf	Additional instrumented shoulder at T22, Roadside Sum (Sheet 2) in "NCTA TriEx and C540 Form D-7 - Price Proposal Forms_Add_3.xlsx"; and Table I in Section III on PDF page 61 of 316 in RTCS_RFP.pdf	Additional instrumented shoulder at T22, Roadside Sum (Sheet 2) in "NCTA TriEx and C540 Form D-7 - Price Proposal Forms_Add_3.xlsx"; and Table I in Section III on PDF page 61 of 316 in RTCS_RFP.pdf	<p>In Table-I of RFP Section III, it shows T22 as having one 16' travel lane, one 8' (wide) shoulder, and one 12' (wide) shoulder.</p> <p>In the pricing tables Sheet-2, the Toll Zone Type for T22 is listed as Ramp I (one 4' inside shoulder, one 12' travel lane and one 12' outer shoulder).</p> <p>How are bidders to account for the extra equipment needed for the additional "wide" shoulder, shown in Table-I, when completing the pricing tables?</p>	<p>The lane widths for T22 have been updated throughout the RFP to have a 12' travel lane, one 8' shoulder, and one 12' shoulder and are to be priced as Toll Zone Type – Ramp I configuration.</p> <p>Please see the response to Question 111 in this Addendum 7 for further clarification.</p>
113.	SOW and Requirements: Requirement ID 385	SOW and Requirements: Requirement ID 385	SOW and Requirements: Requirement ID 385	"m) 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" There are no other functional requirements. Are there discounts for declared vehicles on this project? Is there an ICD?	<p>Requirement 385 m) has been deleted.</p> <p>Please see details in Section B of Addendum 6 for specific details on associated changes to the RFP.</p>

Proposer Questions		North Carolina Turnpike Authority (NCTA)			
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114.	40	1.2.15 RTCS Business Continuity Solution	Requirement 302: The RTCS Business Continuity Solution shall support the following assumptions: a) no equipment shall be placed over the active traffic lanes; j) only rear images will be captured by the Business Continuity Solution;	Given the limitation in Assumption a) and the image capture requirement in Assumption j) of RFP Requirement 302, it is unclear what equipment the Agency would expect or permit to provide reliable tolling capabilities in the event the gantry at a Toll Point is damaged. Can the Agency provide some guidance on what type of solution they envisioned in this situation?	NCTA envisions a low-cost, quickly deployable, and temporary tolling zone solution to meet the Requirements stated in Section III, <i>Section 1.2.15 RTCS Business Continuity Solution</i> .
115.	41	1.3.3 Lane Mode	Requirements 307 – 309 identify three (3) modes: Maintenance, Emergency and Closed	Requirement 209 identified four (4) lane modes: Maintenance, Emergency, Closed and Save Image. Can the Agency please clarify if the lanes must support three (3) modes or four (4)?	For clarity, Requirement 209 and <i>Section 1.3.3</i> have been revised. Please see details in Section B of this Addendum 7 for specific details on associated changes to the RFP.
116.	26	1.2.9 Enforcement Notification	Requirements 178 - 184	Can we assume that the enforcement list referenced in the requirements in Section 1.2.9 is identical to the Violation Enforcement List (VEL) referenced in Requirements 448 b) and 453 f)?	Yes. For clarity, Requirements 178 - 181 have been revised. Please see details in Section B of this Addendum 7 for specific details on associated changes to the RFP.
117.	26	1.2.9 Enforcement Notification	Requirements 178 - 184	If the enforcement list referenced in Section 1.2.9 is identical to the Violation Enforcement List (VEL) referenced in Requirements 448 b) and 453 f), can we assume that the requirements in Section 1.2.9 are also options to be exercised at the Agency's discretion?	Yes. Please see the response to Question 116 in this Addendum 7 for further clarification.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
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118.	74	2.1.17.9. Toll Rates and Schedule	Requirement 620: At a minimum, capability shall be provided to establish toll rates based on facility, tolling point, vehicle class, trip segment/zone permutation or payment type and shall support time of day and Holiday toll rates as defined during the Design phase.	This requirement is the only reference to tolling based on trips (segment or zone-based) in this RFP although the BOS ICD appears to support both trip and transaction based tolling. Will any type of trip creation/processing be required for the toll roads in this project?	No. Please see the response to Question 41 in Addendum 6 for further clarification.
119.	9	2.12 Oral Presentations and Interviews	NCTA may also provide demonstration scripts to be followed and sample demonstration data, for example, for the dynamic pricing module	There is a reference in Section 2.12 and Item 4 in Table 5 to dynamic pricing (“100% of required traffic data is transmitted to the DPS for processing in time to be used in the calculations 99.5% or greater of the time.”), but no other DPS specific requirements are contained in the RFP. Will a true DPS solution be required for this project?	No. Dynamic pricing is not a part of this Project. <i>Table 5: RTCS Performance Measures</i> in Section III Scope of Work and Requirements has been revised to update Performance Measure #4 to remove the reference to DPS. Please see details in Section B of this Addendum 7 for specific details on associated changes to the RFP.

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120.	31	1.2.11.5	Requirement ID 213: d) each transaction shall contain, and be reported with, various classification data, including AVDC class; Transponder class, default class, and fare class (if applicable); f) each transaction shall contain the toll amount due (based on when the vehicle passed under the AET Toll Zone) and the toll amount collected (based on the NCTA CSC Back Office posting disposition); and	Can NCTA clarify why, in an AET based system, fare class tables and toll amount due are needed at the toll point? Could this not be completely handled by RSS? Also Requirement 221 appears to allow a flexibility on where fare determination occurs	Please see the response to Question 53 in Addendum 6 for further clarification. Requirement 221 has been modified. Please see details in Section B of this Addendum 7 for specific details on associated changes to the RFP.
121.	40-41	1.2.15	Requirement ID 302: g) the solution shall be for a single lane and shall be able to expand to cover up to two lanes of operation; o) the Business Continuity Solution shall be capable of capturing sufficient data for revenue collection on 75% of all traffic that passes through the tolling point.	As there are numerous toll points with 3 lanes, is the performance requirement of part o) only applicable for the lanes that are covered?	Requirement 302 g) has been deleted. Requirements 302 b) and 302 o) have been modified to allow innovation in the Business Continuity Solution and to maximize revenue collection. Please see details in Section B of this Addendum 7 for specific details on associated changes to the RFP.

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#	Page	Section	Section Description	Proposer Question	NCTA Response
122.	150	6.6.2	Requirement ID: 1147 A Transponder mounted in accordance with the manufacturer mounting instructions shall be captured by the AVI System under all conditions within the Design specification described in this Scope of Work and Requirements with an accuracy of 99.9 percent (no more than ten (10) missed reads or incorrect captures in ten thousand (10,000) equipped vehicle passages). Modifications to this AVI accuracy requirement may be required based on future implementation decisions required by the AVI System vendor and Approved by the NCTA.	As NCTA is providing the transponders, antennas, and readers, will the OEM of this equipment be providing certification that their equipment performs to these levels?	Yes.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
123.	16	III / 1.2.7.1 / 59	Automatic Vehicle Identification (AVI) System Integration	Please confirm that even though the RFP AVI section requirement 59 on pg 16 of 204 states reuse of the antennas, and addendum 3 attachment 02A shows the antennas mounted in a straight line, the current configuration is not properly optimized and instead the triangular antenna pattern detailed in Kapsch documentation shall be used.	Detailed AVI design elements will not be provided at this time, but will be coordinated between the selected Contractor, NCTA and the AVI Vendor during the Design phase of this project.
124.	16	III / 1.2.7.1 / 59	Automatic Vehicle Identification (AVI) System Integration	Please provide all other details of the Kapsch AVI Vendor Requirements as referenced. Please provide details on the current AVI reader frequency plan used at each plaza-direction and ramp.	Please see the response to Question 123 in this Addendum 7 for further clarification.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
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125.	86	III / 3.1 / 710 and 711	Roadway System Transition – General Requirements	In order to gauge the expected range of a “sufficiently flexible,” Contractor schedule, [REDACTED] requests that the NCTA Approved Schedule for external projects (particularly Schedules for the Morrisville Parkway Interchange and Complete 540 Civil Projects) be provided for review and use during our proposal schedule development. Should a full schedule not be available, [REDACTED] requests that anticipated site access dates, gantry erection dates, power and communications infrastructure available dates, pavement completion at toll zone dates, and substantial completion dates for the Morrisville Parkway Interchange and Complete 540 (Phase I) be provided.	The requested schedules for Morrisville Parkway Interchange and Complete 540 are not currently available as these projects have not been let for construction. The Proposer is asked to develop their proposed Preliminary Project Implementation Schedule based on the milestones provided in Exhibit A. Then, as stated in Section V, <i>Section 2.5.1 Time Extensions and Schedule Changes</i> , the Contractor shall submit a revised Preliminary Project Implementation Schedule for Approval.
126.	150	III / 6.5 / 1133	RTCS Operational and Acceptance Test	Should we assume the Operational and Acceptance Test is a 60 calendar day test based on "minimum of 2 monthly audit cycles?"	The Operational and Acceptance Test will require at least a 60-day test to cover the required "minimum of 2 monthly audit cycles", but likely will require additional days allocated in the schedule to cover the required monthly cycles.

Proposer Questions		North Carolina Turnpike Authority (NCTA)			
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127.	10	IV / F / Proposal Section 4: Approach to Project Plan and Implementation	"The Complete 540 and Morrisville Parkway Interchange will be active construction projects with schedule affected by delays or acceleration due to many factors including weather, resource availability, etc. The Contractor shall be able to accommodate these schedule adjustments for Complete 540 without a change to the Contract price, subject to NCTA notifying the Contractor of the change in milestone date(s) at least nine months in advance of the Go-Live date"	For pricing and schedule consideration in developing our plan to accommodate these potential schedule adjustments, can NCTA provide a maximum and minimum limit to the time period of acceleration or delay which Proposer could reasonably expect due changes in the active construction projects.	No. NCTA cannot provide the requested information since the Morrisville Parkway Interchange and Complete 540 projects have not been let for construction. See also response provided in Question 125 in this Addendum 7.
128.	2	V / P / 1.3.1	Bonus Payments for Substantial Completion	Will "acts of God" be taken into account for extending the Go-Live date for the Substantial Completion Bonus?	No.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
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129.	2	Exhibit A	Implementation Schedule - Complete 540	<p>The Projected End date shown in the table for Maintenance Plan is Oct. 2021 and Training Complete is Nov. 2021.</p> <p>These dates appear early based on Fall 2022 Complete 540 Go-Live date. Is NCTA requesting Training be held almost 1 year prior to Go-Live of all Segments?</p>	<p>The dates for the 'Maintenance Plan' and 'Training Complete' are intentionally suggested to be completed prior to any planned Go-Live activity for Complete 540 at any time in 2022.</p>

Proposer Questions		North Carolina Turnpike Authority (NCTA)			
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130.	1	Exhibit A	Implementation Schedule – ITS Implementation	<p>Is any/all ITS Implementation tied to Go-Live of any/all corridors?</p> <p>Will the ITS Implemented equipment need to be tested and accepted at the same time as the original RTCS equipment?</p> <p>Will the ITS Implemented equipment require any additional design or documentation? If so, what is the anticipated timeline for ITS design and documentation?</p> <p>What is the anticipated timeline for ITS Implementation training? Does it need to be held at the same time as the original RTCS training?</p> <p>What are the access dates for starting ITS Implementation at each Corridor?</p> <p>Will ITS Implemented equipment need to be included as a part of RTCS Operational and Acceptance Testing, or will a separate operational testing period be required for ITS Implementation?</p>	<p>Yes, the ITS Implementation and RTCS Go-Live should be considered as a parallel activity, but not strictly tied to one another.</p> <p>No, the ITS equipment can be implemented and tested in advance of the RTCS equipment.</p> <p>Yes, the ITS Implementation will require some Design discussions with NCTA and documentation to be submitted. The timeline for this activity is flexible and is to be proposed by the Contractor so that it best suits their overall Approach to Scope of Work and Requirements. The ITS training should occur prior to ITS Implementation, which may be independent of RTCS training.</p> <p>Access dates for starting the ITS Implementation is after NTP and limited by ITS Design Approval. For C540, access dates are subject to the Construction schedule.</p> <p>The ITS Implemented Equipment Operational and Acceptance Testing (OAT) can be a separate activity from RTCS OAT.</p>

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
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131.	131	III / 5.5.2.5 / 5.5.1_Table 4	Documentation and Manual Requirements	Section 5.5.2.5 requires a RTCS System User Manual. Table 4 requires a Roadway Support System (RSS) User Manual. Please clarify the discrepancy in Manual names, for proposer to determine if one (1) or two (2) User Manuals for RSS and RTCS are required.	Table 4 has been revised. The reference to an RSS User Manual should be an RTCS System User Manual. Please see details in Section B of this Addendum 7 for specific details on associated changes to the RFP.
132.	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?	Please see the response to Question 54 in Addendum 6 for further clarification.
133.	Page 1 of 19	Section IV, 1.1	Section IV, 1.1	Given the page limitations, in lieu of repeating the full RFP text before each response, is a brief heading description and the related RFP section number a sufficient reference?	Yes, a brief heading description and the related RFP section number is a sufficient reference.
134.	Page 17 of 19	Section IV, 2.1.2	Section IV, 2.1.2	Are the RFP-specified headers and footers required NCTA-provided forms and our Cover Letter?	Additional headers and footers are not required on NCTA-provided forms or the Cover Letter.
135.	Page 2 of 19	Section IV, 1.2.C	Section IV, 1.2.C	Due to the page limitations, will NCTA consider limiting the requirements related to subcontractors to major subcontractors (i.e., subcontracted dollar value of over \$100K per year)?	Firm qualifications shall be provided for Proposer and all subcontractors intended to perform any Work under this Project.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
136.	Page 2 of 19	Section IV, 1.2.C	Section IV, 1.2.C	<p>Due to the page limitations, please confirm that subcontractor information is only required in Section C. Proposal Section 1: Firm Qualifications, when subcontractors are specifically referenced in the requirement. If this is not correct, please clarify what specific information is required for subcontractors as part of our response to Proposal Section 1: Firm Qualifications.</p>	<p>As noted in Section IV, <i>Section 1.2 Content of Technical Proposal</i>, the following sections require a response which include Subcontractor information:</p> <ul style="list-style-type: none"> B. Executive Summary C. Proposal Section 1: Firm Qualifications D. Proposal Section 2: Key Team Qualifications <p>In addition, Subcontractor Forms must be completed as noted in IV, <i>Section 2.21.4 Listing of Subcontractors</i>. Further, depending upon Subcontractor roles there may be other areas of Proposers' responses that would require mention of Subcontractors.</p> <p>Notwithstanding the above information, it is the Proposer's responsibility to thoroughly review the RFP to determine where Subcontractors should be mentioned.</p>

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
137.	Exhibit D-5, Page 1 of 1	Form D-5	Form D-5	Would NCTA please clarify whether it expects the Reference Company Name and Project Manager information to be for an outside client reference (e.g., tolling agency) or whether internal company reference information may be provided especially for those positions with more limited interaction with the agency clients?	Proposers must provide external references from an outside client/agency for which services were provided for all positions. Internal company references will not be accepted for Form D-5 Reference Forms Part 2.
138.	Sheet 5-1 Backup RW Sys Maint TriEx	Form D-7 Price Proposal	Form D-7 Price Proposal	For the Price Proposal Forms, regarding Sheet '5-1 Backup RW Sys Maint TriEx', cell H2 references Sheet 5-2, whereas the formulas in column H are referencing Sheet 5-1a. Is the correct reference point Sheet 5-1a?	The heading for column H on Sheets 5-1 and 5-2 have been corrected to reference Sheet 5-1a and Sheet 5-2a, respectively. The heading changes have no impact on the price calculation or formula. Please see details in Section B of this Addendum 7 for specific details on associated changes to the RFP.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
139.	Sheets 4-1, 5-1, 6-1, 7-1, 8-2, 8-4	Form D-7 Price Proposal	Form D-7 Price Proposal	For the Price Proposal Forms, Sheets 4-1, 5-1, 6-1, 7-1, 8-2, 8-4, each assume a full 12 months for each operation year for either Morrisville Pkwy Interchange or Complete 540 roadways. However, based on the schedule provided in the RFP, there will be one partial year (< 12 months) for both of these roadways. Would NCTA consider adjusting the price sheets so that the appropriate number of months is used for the calculation in these forms?	No. The planned schedule is subject to change. For the purposes of this procurement, Proposers should submit pricing for 5 full years of Operations and Maintenance as requested.
140.	262	IV, 1.2.J	Proposal Appendices – Appendix I – Hardware Cut Sheets	Please confirm that Appendix I is to contain Hardware and Software Cut Sheets; or alternatively, Product Cut Sheets.	Appendix I shall contain Hardware and Software; therefore, has been renamed to Product Cut Sheets. Please see details in Section B of this Addendum 7 for specific details on associated changes to the RFP.
141.	8	I, 1.1	Background and Purpose: “...NCTA is requesting written Technical and Price Proposals from qualified Proposing contractors (“Proposers”) interested in providing an All-Electronic Tolling (AET) Roadside Toll Collection System (RTCS)...	Please advise if Proposers are required to be prequalified with NCDOT prior to submitting a Proposal.	There is no prequalification Requirement except as stated in Section I, <i>Section 2.21.5</i> . Also see Section I, <i>Section 2.20</i> . For the purpose of this RFP, Proposers must also meet the minimum project and experience requirements set forth in this RFP.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
142.	26	III, 1.2.9	Enforcement Notification	Is the enforcement notification list the same as the violation enforcement list (VEL) as mentioned in item j) of section 2.1, requirement # 385?	Yes. Please see the response to Question 116 in this Addendum 7 for further clarification.
143.	48	III, 2.1	378: The secondary RSS shall be configured as a “hot stand-by” in an active-active state to allow continuous Operations in the event of a failure of the primary RSS.	Please expand on the intent of the "active-active state" terminology. Is it supposed to communicate the type of failover cluster? Would a secondary RSS configured in an active-passive high-availability cluster meet the requirement?	The term “active-active” is industry standard and used as intended for the Primary and Secondary RSS nodes. An “active-passive” high-availability cluster would not meet the Requirement as stated. Please see the response to Question 43 in Addendum 6 for further clarification.
144.	16-18	I, 4.2 (1-6)	Insurance Requirements	Can Umbrella policies be held by a parent company global insurance programs, (example Cyber)?	Yes, umbrella policies may be held by a parent company global insurance program. Proof of insurance coverage is required and shall be submitted with all required insurance documentation.
145.	18	I, 4.2	Subcontractor Insurance	Since NCTA is recommending using MBE/WBE/DBE subcontractors, the limits of required insurance for the prime may be too high for smaller subcontractors. Can there be reduced limits or limits associated to only the type of work being subcontracted?	Refer to Section IV, <i>Section 1.2.1. H - Proposal Section 6: Adherence to the Scope of Work, Requirements and Terms and Conditions</i> which addresses exceptions.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
146.	16	I, 4.1(2)	Bid Bond	Can the bid bond or bid deposit be in the form of a Letter of Credit?	No, a letter of credit is not an acceptable substitute for the bid bond. Section I, <i>Section 4.1 (2)</i> states that certified and cashier's checks are acceptable substitutes.
147.	22	I, 4.1.1(a)	Payment and Performance Bonds	By what amount will the bond amount be decreased upon Final Acceptance of each of the Triangle Expressway, Morrisville Parkway, and Complete 540 implementation phases? Will the decrease be in an amount equal to the Contract price for each such facility?	Upon acceptance of the Implementation Phase for each of the individual projects (e.g. Triangle Expressway), the Implementation Phase bond shall be decreased in an amount equal to the value of the completed Implementation Phase Work for the individual project.
148.	105	III, 5.1.4	838: The Contractor shall cooperate to the fullest extent with the Constructor, Civil Designer, NCTA, NCDOT, and existing system integrators to ensure the Roadway System Implementation and Maintenance do not conflict with or cause any interruption in capability or service or safety issues to the traveling public or customers or impede NCTA's ability to collect tolls.	Please confirm that the phrase "cooperate to the fullest extent" shall not require the Contractor to perform any tasks outside its scope of work.	Confirmed.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
149.	109	III, 5.2	End of Contract Transition	Please confirm that “best efforts and cooperation” shall not include any tasks that are not defined in the Transition Plan.	The Contractor shall provide those Transition Services identified in Section III, <i>Section 5.2</i> prior to end of Contract as a part of the Contract price; however, Contractor shall also be required to perform additional services requested by NCTA in accordance with Section V, <i>Section 2.7, End of Contract Transition</i> at rates specified in the Contract, for a term of up to six months after end of Contract.
150.	3	V, 1.3.2.5	Liquidated Damages	Consequential and incidental damages create unreasonable and unquantifiable risk for the Contractor. Will NCTA agree to delete the reference to “consequential or incidental damages”?	Refer to Section IV, <i>Section 1.2.1. H - Proposal Section 6: Adherence to the Scope of Work, Requirements and Terms and Conditions</i> which addresses exceptions.
151.	4	V, 1.3.4	Risk of Loss	It is not reasonable for the Contractor to be made to assume the risk of damage to NCTA property based on mere allegations that such damage was caused by the Services. Will NCTA agree to delete this provision?	Refer to Section IV, <i>Section 1.2.1. H - Proposal Section 6: Adherence to the Scope of Work, Requirements and Terms and Conditions</i> which addresses exceptions.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
152.	4	V, 1.4.2.1	Audit and Examination of Records	Please confirm that Contract Records and Proposal Records shall not include documents covered by legal privilege.	Contract Records, Proposal Records and any and all materials submitted in response to this RFP are subject to public inspection, upon completion of the procurement process. Proposers that decide to submit information they believe should be exempt from disclosure under the Public Records Act shall clearly mark such items confidential as set forth in G.S. 132-1.2. Please consult your legal counsel for questions regarding legal privilege.
153.	5	V, 1.4.2.2	Audit and Examination of Records	Please confirm that audits will be conducted during regular business hours and upon reasonable notice.	Audits by the State Auditor will be conducted as set forth in G.S.147-64.7
154.	6	V, 1.5	Contractor Cooperation	Please confirm that the “cooperation” required by this section will not include tasks beyond the Contractor’s scope of work.	Confirmed.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
155.	9	V, 1.6.2(13)	Software Warranties	If NCTA's refusal to use the latest version of the Software results in damage to the RTCS, it is not reasonable to require the Contractor to repair such damage without interfering with the operation of the system during such repairs. Please confirm (a) that Contractor shall not be liable for the effect of any error or defect that could have been avoided if RTCS had installed all recommended Software versions or updates and (b) Contractor will be compensated by Extra Work Order for all work required to correct adverse consequences of RTCS's failure to allow installation of recommended Software versions or updates.	a) Please review the entirety of subparagraph 13 which clearly releases the Contractor from liability for errors if the conditions identified in the paragraph have been met by the Contractor. b) NCTA will not commit to agreeing to an Extra Work Order for a hypothetical and unsubstantiated change in advance of a Contract.
156.	12	V, 1.7.1	Description of License	Please confirm that the License shall be non-assignable.	No, NCTA cannot confirm this. Please refer to Section V, <i>Section 1.7.2 Scope of License</i> which identifies terms regarding assignment and use of the license.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
157.	19	V, 2	Contract Changes and Termination	Please confirm (a) that Contractor shall be entitled to request that NCTA issue a Change Order, Extra Work Order, Maintenance Task Order, Time Extension, or Schedule Change if Contractor believes it has been instructed to perform Work requiring issuance of any such Order, Extension, or Schedule Change and (b) that Contractor shall be entitled to submit a claim if such a request is refused.	Confirmed.
158.	22	V, 2.6.2	Termination for Cause	Please confirm that Contractor shall be entitled to payment, less any deductions authorized by the Contract, for all Work confirming to the Requirements that are performed before the effective date and time of termination for cause.	The assumption is confirmed; however, with the caveat that only work that is Approved by NCTA shall be considered to be Work conforming to the requirements and that the Contractor would not be entitled to payment for partial or incomplete Work performed.
159.	24	V, 2.6.2.2(n)	Termination for Cause	Please explain what is meant by the phrase "failed in the representation of any warranties." What is a representation of a warranty?	This sub-paragraph refers to an event where the Contractor specifically made or represented warranties as a part of this agreement, upon which it then failed to meet the warranty obligation.

Proposer Questions			North Carolina Turnpike Authority (NCTA)		
#	Page	Section	Section Description	Proposer Question	NCTA Response
160.	24	V, 2.6.3	Termination for Convenience Without Cause	Please confirm that in case of termination for convenience Contractor will be entitled to reasonable compensation for its breakage and demobilization costs.	Contractor will be entitled to payment only as stated in Section V, <i>Section 2.6.3</i> . NCTA cannot confirm that Contractor will be entitled to compensation for these specific items.
161.	34	V, 3.7.12.2	Default	Please explain (a) how the “penalty” for failure to cure will be determined, (b) that such “penalty” shall not be in addition to liquidated damages for delay or any other damages claimed by NCTA to arise from the same alleged default.	The RFP has been updated in Section V, Terms and Conditions, <i>Section 3.7.12 Default</i> to replace the term “penalty” with “liquidated damages” as described in Section V, Terms and Conditions, <i>Section 1.3.2</i> Please see details in Section B of this Addendum 7 for specific details on associated changes to the RFP.
162.	35	V, 3.7.14	Limitation of Contractor's Liability	(a) Please confirm that the “penalty” mentioned in Section 3.7.12.2 is subject to the limitation on Contractor's liability. (b) Excluding liquidated damages from the limitation on Contractor's liability would result in unfair double compensation because liquidated damages are intended as an estimate of actual damages caused by delay and not as a penalty. Will NCTA agree to delete Subsection 3.7.14.3	Please see the response to Question 161 in this Addendum 7 for further clarification. In addition, Section V, <i>Section 3.7.14</i> has been modified. Please see details in Section B of this Addendum 7 for specific details on associated changes to the RFP.

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

- I. Section III, Section 4.1 Installation Program, Requirement 744 has been edited on page 89 of 204 (139 of 318 in original RFP PDF file):

744	The Contractor shall install, <u>configure</u> and tune <u>the RTCS using the NCTA-provided</u> , certified AVI Equipment to the AVI vendor specifications <u>and shall be</u> in compliance with the NCTA Interoperable Partners requirements. In addition, the AVI vendor shall <u>will then</u> certify that the lanes are tuned to the Approved AVI specifications.
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2. Section I, Section 2. General Information for Proposers, page 12 of 19 (19 of 318 in original RFP PDF file) has been added as follows:

2.22. Federal Aid Requirements

Due to the potential of Federal Aid in the development of various portions of the NCTA Roadside Toll Collection System, NCTA has provided related instructions and information in Appendix A, Standard Special Provisions Required Contract Provisions Federal-Aid Construction Contracts and Appendix C, U.S. Department of Transportation Hotline. Proposers shall also include the appropriate completed Non-Collusion Forms provided in **Exhibit D-9, Forms** in Proposal Section 7.

2.23. Prevailing Wages

Contractor shall pay or cause to be paid to applicable workers employed by it or its subcontractors to perform the Work not less than the prevailing rates of wages, as provided in the statutes and regulations applicable to public work contracts, including the Davis-Bacon Act, and as provided in Appendix E. Contractor shall comply and cause its subcontractors to comply with all laws pertaining to prevailing wages. For the purpose of applying such laws, the Project shall be treated as a public work paid for in whole or in part with public funds (regardless of whether public funds are actually used to pay for the Project). It is Contractor's sole responsibility to determine the wage rates required to be paid. In the event rates of wages and benefits change while this Contract is in effect, Contractor shall bear the cost of such changes and shall have no claim against NCTA on account of such changes. See the US DOL's Wage and Hour Division Web site for additional information regarding labor policies (<http://www.dol.gov/whd/contracts/dbra.htm>.)

3. RFP Table of Contents, Appendices, page ii of ii (4 of 318 in original RFP PDF file) has been revised to include Appendix E – Standard Special Provision Minimum Wages, as follows:

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)
<u>Appendix E</u>	<u>Standard Special Provision Minimum Wages</u>

4. Appendix E – Standard Special Provision Minimum Wages has been added to RTCS_RFP_Appendices.pdf
5. Exhibit D – Form D-7 Price Proposal Forms has been updated in its entirety and “paper clipped” to the NCTA RTCS Exhibits file for ease of completion. Changes include the following:

Sheet 9 – Future Roadside Pricing, Item 7 has been updated to remove the reference to the 13-foot Fat travel lane and only reference the 18-foot Fat travel lane.

7	Future Zone Type 7 - AET: 1 Fat 18' travel + 2 shoulders	\$	-	\$	-
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Sheet 2 – Roadside System Cost by Roadway Summary has been updated and Backup Sheets 2-4 and 2-4a have been replaced with Backup Sheets 2-4a1, 2-4a2, 2-4b1, and 2-4-b2 to differentiate between AET 3 and AET 4 Toll Zone Type configurations.

Exhibit B – Payment Schedule has been updated to add Payments Related to ITS Implementation.

6. Exhibit C – Price Proposal Instructions has been updated in the NCTA RTCS Exhibits file to replace Backup Sheets 2-4 and 2-4a with Backup Sheets 2-4a1, 2-4a2, 2-4b1, and 2-4-b2.
7. Attachment 19 – Triangle Expressway Toll Zone Lane Configurations has been replaced in its entirety and attached to this Addendum 7.
8. Section III, Section 1.3.3 Lane Modes has been edited on page 42 of 204 (93 of 318 in original RFP PDF file):

1.3.3 Lane Modes

The System shall support configuring an individual lane, Toll Zone, or Tolling Location in the **following** operating modes **specified above in Section 1.2.**

307	Maintenance Mode: Opened by Maintenance technicians to service the lanes. Transactions created in Maintenance are transmitted to the RSS but not to the existing NCTA CSC Back Office.(REQUIREMENT DELETED)
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308	Emergency Mode: Invoked by Authorized User either by lane, Toll Zone, or Tolling Location where tolls are suspended for the selected duration for all modes of payment. Transactions in emergency mode are transmitted to the RSS and to the existing NCTA CSC Back Office for reporting.(REQUIREMENT DELETED)
309	Closed Mode: Invoked when the lane is closed for toll collection. The System shall use a virtual user ID (a special user ID specifically designed for tracking transactions in certain modes) or an alternative method for tracking vehicles and activity in the closed lanes. The lane shall process transactions similar to an open lane and support the creation of automatic shifts (for transaction reconciliation purposes) if applicable.(REQUIREMENT DELETED)

9. Section III, Section 1.2.11.4 Zone Operations, Requirement 209 has been edited on page 31 of 204 (82 of 318 in original RFP PDF file):

209	The RTCS shall support the following modes of Operations:
	a) Open Mode: All transactions shall be processed normally in an open mode;
	b) Closed Mode: <u>Invoked when the lane is closed for toll collection. The System shall use a virtual user ID (a special user ID specifically designed for tracking transactions in certain modes) or an alternative method for tracking vehicles and activity in the closed lanes. The lane shall process transactions similar to an open lane and support the creation of automatic shifts (for transaction reconciliation purposes) if applicable.</u>
	b)c) Maintenance Mode: Transactions created in Maintenance mode are processed as normal transaction but are identified as Maintenance mode transactions and transmitted to the RSS. Transactions that occur during Maintenance mode are not reported as traffic or revenue transactions.
	e)d) Emergency Mode: Transactions created during emergency mode shall be identified as emergency mode transactions and processed in accordance with NCTA Business Rules to be determined during the Design phase.
	e)e) Save Image Mode: Capability shall be provided whereby Authorized Users can enable and disable a zone controller to save one hundred (100) percent of vehicle images processed through the ICPS based on various selection criteria. Transactions under such condition shall be processed normally; however, these transactions and images shall be flagged with the save image mode and processed according to the NCTA Business Rules (for example audit purposes).

10. Section III, Section 1.2.9 Enforcement Notification, Requirements 178 – 181 have been edited on pages 27-28 of 204 (78-79 of 318 in original RFP PDF file):

1.2.9 Enforcement Notification

178	The RTCS shall support the Maintenance and update of a an <u>Violation Enforcement List (VEL)</u> enforcement notification list that contains Transponder and/or license plate numbers that NCTA requires notification on.
179	The enforcement notification list <u>VEL</u> will be provided to the RTCS at frequent Configurable increments and when changes to the list take place.
180	The RTCS or Roadside Support System shall provide the capability to Alert authorized personnel if the System detects a Transponder passing through the Tolling Location that is identified for enforcement notification. The criteria for notification shall include the status of the Transponder and presence of the Transponder on the enforcement notification list <u>VEL</u> .
181	The System shall Alert personnel within ten (10) seconds (Configurable) of the vehicle passing through the Tolling Location if a vehicle on the enforcement notification list <u>VEL</u> is identified. The Transponder ID and status (if any), and a picture shall be included in the Alert.

11. Section III, Section 8.1.1. Performance Measurement, Table 5: RTCS Performance Measures has been edited to remove Performance Measurement #4 on page 190 of 204 (240 of 318 in original RFP PDF file):

4	Operations	ITS - Complete and timely data transmission	100% of required traffic data is transmitted to the DPS/NCTA for processing in-time-to-be used in the calculations . 99.5% or greater of the time.	Monthly	1 point for each 0.1% or portion thereof below the requirement
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12. Section III, Section 1.2.11.8 Fare Determination, Requirement 221 has been edited on page 33 of 204 (83 of 318 in original RFP PDF file):

1.2.11.8. Fare Determination

221	The System shall support the determination of the fare class at the tolling zone or <u>and</u> the RSSs based on the type of Toll Facility.
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13. Section III, Section 1.2.15 RTCS Business Continuity Solution, Requirement 302 g) has been deleted and Requirements 302 b) and 302 o) have been edited on page 41-42 of 204 (91-92 of 318 in original RFP PDF file):

302	The RTCS Business Continuity Solution shall support the following assumptions:
	a) no equipment shall be placed over the active traffic lanes;
	b) the solution shall consist of a stable, temporary structure which is placed outside of the MOT, where the MOT is assumed to be concrete barrier wall between shoulder <u>and travel lanes</u> ;
	c) the solution shall be implemented with only minor, reversible modifications to the lane equipment;
	d) the solution shall consist of all cabling, cabinetry, fasteners, etc. to readily accept existing Toll Zone equipment from spare stock or functional equipment removed from the damaged gantry;
	e) the zone controller, roadside cabinetry and loops are unaffected by the gantry damage and in good working order;
	f) the current zone controller is to be used for implementation of the temporary tolling solution;
	g) the solution shall be for a single lane and shall be able to expand to cover up to two lanes of operation; (REQUIREMENT DELETED)
	o) the <u>goal of the</u> Business Continuity Solution shall is to be capable of capturing sufficient data for revenue collection on 75% of all traffic that passes through the tolling point.

14. Section III, Section 1.2.5 RTCS Toll Facility and Lane Configurations, Table 1: Triangle Expressway Toll Zone Lane Configurations, has been edited on page 13 of 204 (63 of 318 in original RFP PDF file):

Table 1: Triangle Expressway Toll Zone Lane Configurations

Zone	Plaza	Location	Total Number Lanes	Number of Travel Lanes	Number of Shoulders	Travel Lane Width (feet)	Inside Shoulder Width (feet)	Outside Shoulder Width (feet)	Mile Marker	Dir
T01	8-1	Ramp NC 147 NB, On from Hopson/Davis	3	1	2	16	4	12	3.1	NB
T02	8-2	Ramp NC 147 SB, Off to Hopson Rd/Davis	3	2	1	12	4	10 12	3.1	SB
T05	7-1	Ramp NC 540 NB to NC 147 NB	3	2	1	12	4	10	67.7	NB
T06	7-2	Ramp NC 147 SB to NC 540 SB	3	2	1	12	4	10	67.6	SB
T09	6-4	Ramp NC 540 SB to NC 147 NB	3	1	2	16	4	10	68.2	SB
T10	6-3	Ramp NC 147 SB to NC 540 NB	3	2	1	12	4	10	68.2	SB
T13	6-1	Mainline NC 540 SB at NC 147	5	3	2	12	12 74	12	68.2	NB
T14	6-2	Mainline NC 540 NB at NC 147	6	3	3	12	12	24	68.2	NB
T17	5-1	Mainline NC 540 NB, North of Green Level Rd	5	3	2	12	12	12	62.7	NB
T18	5-2	Mainline NC 540 SB, North of Green Level Rd	5	3	2	12	12	12	62.7	SB
T21	4-1	Ramp NC 540 NB, On from US 64	4	2	2	12	8	12	59.6	NB
T22	4-2	Ramp NC 540 SB, Off to US 64	3	1	2	12 12	8	12	59.6	SB
T25	3-1	Mainline NC 540 NB, North of US1	5	3	2	12	12	12	57.3	NB
T26	3-2	Mainline NC 540 SB, North of US1	5	3	2	12	12	12	57.3	SB
T29	2-1	Ramp NC 540 NB, Off to US1	3	1	2	18	4	12	56.8	NB
T30	2-2	Ramp NC 540 SB, On from US1	3	1	2	18	4	12	56.8	SB
T31	1-3	Toll NC-540 NB On from Veridea Parkway	3	2	1	12	4	10	55.0	NB
T32	1-4	Toll NC-540 SB Off to Veridea Parkway	3	1	2	12 16	4 12	10 12	55	SB
T33	1-1	Mainline NC 540 NB, North of NC 55	6	4	2	12	12	12	54.3	NB
T34	1-2	Mainline NC 540 SB, North of NC 55	6	4	2	12	12	12	54.3	SB
Total Lanes			80	4344	2736					

15. Section III, Section 5.5.1 Manual Submissions and Quantities, Table 4: Manual Requirements, has been edited on page 129 of 204 (180 of 318 in original RFP PDF file):

Table 4: Manual Requirements

Manual Name	Quantity
RTCS System Maintenance Manual	5
Standard Operating Procedures for Image Review	10
Roadway System Reconciliation and Audit Manual	5
Roadway Support System (RSS) Administration Manual	5
Roadway Support RTCS System (RSS) User Manual	10

16. Section IV, Section 1.2, Table 4-1 Proposal Page Limitations, page 1 of 19 (257 of 318 in original RFP PDF file) has been revised as follows:

Table 4-1 Proposal Page Limitations

Proposal Sections to be Completed by a Proposer	Page Count Limitations
Cover Letter	1 to 2 pages
Executive Summary	2 to 5 pages
Section 1: Firm Qualifications	Limited to a combined total of 80 printed pages (excluding all table of contents, table of tables, or table of figures)
Section 2: Key Team Qualifications	
Section 3: Approach to Scope of Work and Requirements	
Section 4: Approach to Project Plan and Implementation	
Section 5: Approach to Operations and Maintenance	
Section 6: Adherence to the Scope of Work and Requirements, Terms and Conditions and Requirements Conformance Matrix	No limitations
Section 7: Other-Required Materials Forms and Submittals	No limitations
Price Proposal	No limitations
Appendix 1: Hardware-Product Cut Sheets	No limitations
Appendix 2: Audited Financial Statements (Two Years)	No limitations
Appendix 3: Preliminary Bill of Materials (BOM)	No limitations
Appendix 4: Sample Reports	No Limitations

17. Section IV, Section 1.2. J. Proposal Appendices has been edited on page 16 of 19 (272 of 318 in original RFP PDF file):

J. Proposal Appendices – The Proposer shall submit the following materials in the form of Proposal Appendices:

- Appendix 1 – ~~Hardware-Product~~ Cut Sheets
- Appendix 2 – Audited Financial Statements (Two Years)

18. Section V, Section 3.7.12 Default has been edited on page 34 of 39 (313 of 318 in original RFP PDF file):

2. If Contractor fails to deliver Deliverables within the time required by this Contract, NCTA may provide written Notice of said failure to Contractor, and by such Notice require payment of liquidated damagesa penalty.

19. Section V, Section 3.7.14 Limitation of Contractor's Liability has been edited on page 35 of 39 (314 of 318 in original RFP PDF file):

4. For avoidance of doubt, the parties agree that the liquidated and actual damages provisions and the Warranty Terms set forth in this Contract are intended to provide the sole and exclusive remedy available to the NCTA under the Contract for the Contractor's failure to comply with the requirements stated therein.