

Addendum No. 6

June 22, 2016

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

Monroe Expressway and US-74 Express Lanes

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 April 14, 2016 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 has been updated now that all questions have been received.

A. QUESTIONS AND ANSWERS

Following are the answers to questions submitted in response to the above referenced RFP between Addendum 5 (issued June 3, 2016) and June 7, 2016. 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
45.	N/A	Exhibit D-7 Price Proposal Forms	Price Proposal Forms	Can the Authority please confirm that Prevailing Wage Requirements do not apply to any phases of the project including the D&B Work, base O&M periods and “Optional” O&M periods?	The Contractor must comply with the provisions of RFP Appendix A Standard Special Provision Required Contract Provision Federal-Aid Construction Contracts.
46.	N/A	Exhibit D-7 Price Proposal Forms	Price Proposal Forms	What are the “on-site” staffing requirements during the system warranty/maintenance phase (if any)?	Onsite or “on-site” support of the system with sufficient staffing is required for the Contractor to provide Maintenance and Software Support Services as defined in RFP Section III, Section 7. The Contractor’s approach to Operations and Maintenance should be described in the response to Proposal Section 5.
47.	N/A	Exhibit D-7 Price Proposal Forms, Sheet 4-2, 4-3 & 5-1	Price Proposal Forms	Question: Do proposers need to include the costs of Tolls in their monthly maintenance pricing or will the successful bidder be provided “non-revenue” transponders for their maintenance vehicles?	The NCTA does not reimburse any Contractors for the cost of tolls incurred, nor will any “non-revenue” transponders be provided for the Contractor. Reference Section B, Revisions for details.
48.	N/A	Exhibit D-7 Price Proposal Forms, Sheet 4-2, 4-3 & 5-1	Price Proposal Forms	Question: Should bidders include the costs for any Recurring SW/HW Support Licenses/Agreements in their Base System Warranty/Maintenance cost/pricing and/or “Optional” Maintenance cost/pricing if needed?	All costs for Hardware and Software Support Services should be included in the Contractor Price Proposal Forms (Exhibit D-7), including any costs required for third-party support or license agreements.

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49.	N/A	Exhibit D-7 Price Proposal Forms, Sheets 6-2 & 6-3	Price Proposal Forms	Question: Should bidders include the cost of Spares Replacement in their Monthly ITS Maintenance Price?	<p>Do not include the cost of ITS Spares Replacement in the Price Proposal Forms. Reference Section B, Revisions for details.</p> <p>As the specific ITS Equipment parts and models (to be initially provided by others) are not known at this time, the Contractor is not being asked to provide the cost of Spares Replacement for ITS equipment at this time. Replacement parts and spares quantities shall be reviewed, Approved, and paid for by NCTA.</p>
50.	N/A	Exhibit D-7 Price Proposal Forms, Sheet 7-2	Price Proposal Forms	Question: Should bidders include the cost of Spares Replacement in their Monthly Toll Facilities Maintenance Price?	<p>Do not include the cost of Facilities Spares Replacement in the Price Proposal Forms. Reference Section B, Revisions for details.</p> <p>As the specific Facilities Maintenance Equipment parts and models (to be initially provided by others) are not known at this time, the Contractor is not being asked to provide the cost of Spares Replacement for this equipment at this time. Replacement parts and spares quantities shall be reviewed, Approved, and paid for by NCTA.</p>

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51.	N/A	Exhibit D-7 Price Proposal Forms, Sheet 7-2	Price Proposal Forms	Question: Should bidders include the cost for the Facilities maintenance by 3rd Party Service Providers (HVAC Service contracts, Building Repair, Asphalt maintenance, etc.) in their Monthly Toll Facilities Maintenance Price?	Yes, the full cost for providing the detailed Scope of Work required for Toll Facilities Maintenance as described in Attachment 19 shall be included in the Price Proposal (Exhibit D-7) regardless of whether the Work is performed by the Contractor or by its potential subcontractor(s).
52.	N/A	Exhibit D-7 Price Proposal Forms, Sheet 5-1	Price Proposal Forms	Question: Should bidders include the cost for increases in Host System Storage in their Monthly Roadway Support Systems Maintenance and Software Support Services Price?	Yes, any planned or anticipated Software or Hardware upgrades required to meet the stated Requirements for the Contract Term shall be included in Exhibit D-7 Price Proposal Forms on the appropriate worksheet for each respective Toll Facility.
53.	N/A	Exhibit D-7 Price Proposal Forms, Sheet 10-1	Price Proposal Forms	Bidders are required to enter "Fully Loaded Hourly Rates" for various Staff Positions/Classifications in the Table provided. Question: What is the purpose of Cell B2 ("Overhead including Burden") and Cell B3 ("Profit"), since those percentage are included in the "Fully Loaded Hourly Rates"	The labor background is being requested for informational purposes only.

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54.	N/A	Exhibit D-7 Price Proposal Forms, Sheets 4-2a, 4-3a, 5-1a & 5-2a	Price Proposal Forms	The quantity of resources (labor hours) change year-over-year based on the cumulated quantity of Zones installed/integrated and in revenue service for each year: Question: Would the Authority please send revised Pricing Tables (Exhibit D-7) that would allow bidders to enter the labor hours for year 3-out so that bidders could more accurately enter the correct staffing levels required in those years based on the quantity of Zones installed, integrated and in revenue service (Please "un-protect" columns "L", "O", "R", "U", "X", "AA", "AD", "AG" & "AJ")?	The quantity of Toll Zones that require Maintenance should be considered constant for each Toll Facility. Please refer to the RFP Section III, Section 7.1, Requirement 1243 for information on the start of the Maintenance period.
55.	N/A	Exhibit D-7 Price Proposal Forms, Sheet 8-3 & 8-4	Price Proposal Forms	Is the Contractor allowed to use a third party subcontractor for the Image Review services associated with the project?	Yes.
56.	N/A	RFP, Section I, General	A general question	Will the Authority please advise if the Contractor is to be approved and pre-qualified by NCDOT as a general contractor or subcontractor to perform any or all work associated with installation and maintenance activities required by the project? If so, please advise the appropriate Work Class that the Contractor must be pre-qualified.	The Contractor and Subcontractors do not have to be pre-qualified by NCDOT to work on the project. However, for Subconsultants to be considered for SPSF utilization, a firm must be certified as SPSF and prequalified through North Carolina's Prequalification Unit in accordance with Section I, 2.21.5.

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57.	N/A	RFP, Attachment 7, ITS Equipment List	ITS Equipment List	As the Contractor is to be responsible for the maintenance of ITS elements provided by others, will the Authority please confirm the manufacturer's warranty provided for each of these elements (CCTV, VTMS, etc.) and when the warranty period will commence?	<p>Please refer to Question 49 in this Addendum 6. Also, the Contractor shall be responsible for coordinating with the Constructor for any ITS equipment failures which occur during the manufacturer's warranty period for ITS elements provided by others.</p> <p>Reference Section B, Revisions for details.</p>
58.	N/A	RFP, Attachment 20, Gate Control System Interface Requirements	Gate Control System Interface Requirements	As the Contractor is to provide for the interface to the gate Control System "GCS" and its maintenance, as described in Attachment 20 and other documents associated with the RFP for US-74, it is apparent that this system, the has not been advertised and awarded at this time. In order to estimate the interface and maintenance requirements, will the Authority confirm when this system, along with the other ITS elements, will be advertised and awarded by NCDOT, and design information will be provided to the Contractor?	<p>Preliminary plans and specifications are scheduled to be available for review in November of 2016. Final sealed plans and specifications are scheduled to be issued in February of 2017. The ITS project is scheduled to be let in May of 2017. This schedule is tentative and subject to change.</p>

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59.	N/A	Exhibit D-7 Price Proposal Forms, Sheets 2-1, 2-2, 2-3 & 2-5	Price Proposal Forms	Question: Where should bidders include the costs for Maintenance of Traffic (MOT) during the System Installation/Integration Phase?	Since both Monroe Expressway and US-74 Express Lanes will be closed to live traffic during the Implementation Phase, the cost for any required MOT is expected to be minimal; however, costs may be included as a component of the "Commissioning Test" section of Exhibit D-7, Price Proposal Forms for each respective roadside Implementation.
60.	N/A	Exhibit D-7 Price Proposal Forms, Sheet 3-3	Price Proposal Forms	Bidders are required to enter the price for Spare Parts for "One Tolling Location" Question: Where should bidders enter the cost for Initial Spare Parts for the other 6-Tolling Locations on the Monroe Expressway?	Please follow the instructions detailed for Sheet 3-3 of the Price Proposal Forms in Exhibit C, page 7 of 17. The intent is that the total minimum quantity of spares required is the equivalent to one (1) Tolling Location (two Tolling Zones) of equipment for Monroe Expressway AET facilities.
61.	N/A	Exhibit D-7 Price Proposal Forms, Sheet 3-3	Price Proposal Forms	Bidders are required to enter the price for Spare Parts for "One Tolling Zone" Question: Where should bidders enter the cost for Initial Spare Parts for the other Tolling Zone on the US-74 Express Lane?	Please follow the instructions detailed for Sheet 3-3 of the Price Proposal Forms in Exhibit C, page 7 of 17. The intent is that the total minimum quantity of spares required is the equivalent to one (1) tolling zone of equipment for US-74 Express Lanes facilities.

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62.	RFP Section III,, Page 40 of 219 and Attachment 2, page 21	RFP Section III, 1.2.14 Uninterruptible Power Supply (UPS), req. 317 and Attachment 2, Section 4.1.1	UPS Battery Backup	<p>Requirement 317: At Tolling Locations without generators (Express Lane facilities), the power shall switch to the UPS for a minimum of eight (8) hours...</p> <p>Attachment 2, Section 4.1.1: A three-hour onsite UPS is advisable.</p> <p>Battery run time of eight hours can require up to 8 or 10 external battery units in addition to a UPS. Can NCTA please clarify if 8 hours is required or 3 hours.</p>	See response to Question 34 contained in Addendum 4.
63.	RFP Section III,, Page 40 of	RFP Section III, 1.2.14 Uninterruptible Power Supply (UPS), req. 317	UPS Battery Backup	<p>Requirement 317: At Tolling Locations without generators (Express Lane facilities), the power shall switch to the UPS for a minimum of eight (8) hours, and prior to full power shutdown, the System shall initiate a graceful shutdown of the servers/computers.</p> <p>If a battery run time of 8 hours is required, would NCTA consider a generator instead of the batteries? Eight hours of battery runtime can require up to 8 or 10 external battery units, which generate heat and take up space inside of a cabinet. These batteries must be replaced every 3 years or so. The initial cost of the batteries is enough to purchase a permanent generator instead.</p>	See response to Question 34 contained in Addendum 4.

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64.	Attachment 9, Page 3 of 5	RFP Attach09, Item 36	Maintenance of Traffic (MOT) for Civil Contractor items of work.	Regarding: Installation. Will the contractor be able to install certain elements of the RTCS while the constructor is in control of the work zone MOT?	As described in RFP Section III, and in Attachment 9 (Responsibility Matrix), the Contractor is expected to coordinate with the Constructor (and other contractors) during each phase of the Project.
65.	N/A	N/A, general	A general question regarding: Installation, Schedule	Is it the intent of the NCTA to open the roadway to traffic after the conclusion of the constructor construction and installation activities and require the contractor to re-close (during the approved hours for closure) the roadway for contractor installation activities?	It is currently envisioned and can be assumed that the Contractor will have access to the unopened roadway to install equipment after the Constructor has turned over each Toll Location for Contractor installation. Though not completely ruled out, it is currently envisioned that each facility will be entirely closed to public traffic until all Tolling Zones are fully Installed and Commissioned for that facility.
66.	N/A	Exhibit/Form D-9, Non Collusion (Corporation)	NON-COLLUSION AFFIDAVIT, DEBARMENT CERTIFICATION AND GIFT BAN CERTIFICATION, CORPORATION	Please confirm that in the "Attest" field, the Authority expects the signature of the Secretary (Assistant Secretary) of the Corporation, and in the "By" field it must be the signature of the President, Vice President, or Assistant Vice President.	That is correct.
67.	N/A	Exhibit/Form D-3 Recent Clients List	Recent Clients List	It is hard to fit any content into the non-fillable .pdf version of Form D-3 Recent Clients List. Will the Authority consider expanding the fields/rows in the PDF form to allow up to 1000 characters per cell or, better yet, providing an MS Word version of this form?	A Word version of Exhibit D-3 (Recent Clients List) has been provided in this Addendum 6. Reference Section B, Revisions for details.

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68.	PDF Page 287	1.2, J	Proposal Appendices	Given the length of our audited financial statements, can Bidders provide these documents in electronic format only?	Yes; however, please insert an appendix cover page for Appendix 2 (Audited Financial Statements) in the hard copy proposal and state on the cover page that the financial statements are provided in electronic version only.
69.	PDF Page 288	2.1, Item 2	Submission of Technical Proposal	<p>The RFP requires Bidders to respond using either Arial 10-point or Times New roman 12-point font.</p> <p>May Bidders use a smaller or larger, still readable font for supplemental information including: headers and footers, requirement text, exhibits, graphics, project work plans, and tables?</p>	<p>Yes.</p> <p>Supplemental information other than the Proposal Cover Letter, Executive Summary and Proposal response Sections 1 through 6 may be in a different font from that specified; however, in no case should the font be smaller than 9-point and Proposers should consider the overall readability of the document when submitting. NCTA will not be responsible for reviewing portions of proposals with illegible text.</p> <p>Headers and footers may be in different size font from that specified, subject to the same caveats identified in the paragraph above.</p> <p>Reference Section B, Revisions for details.</p>

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70.	PDF Page 288	2.1	Submission of Technical Proposal	<p>Regarding the required Appendices, several requested documents/samples/reports do not comply with font restrictions, and they are not available in a native MS Office format for font adjustments.</p> <p>Would the NCTA please confirm that it is permissible to submit those documents as is?</p>	Yes, please see the response to Question 69 for further clarification.
71.	Page 200	7.4.3	Section 7.4.3, Metrolina Regional Transportation Management Center (MRTMC)	Does the climate controlled rack at the MRTMC have access to UPS and generator power sources?	<p>The climate-controlled server room at the MRTMC has access to generator power provided by others, but as stated in RFP Section III, the Contractor is responsible for providing UPS for all server equipment.</p> <p>Reference Section B, Revisions for details.</p>
72.	Page 137	5.4.10	Section 5.4.10, Disaster Recovery Plan	Would NCTA please confirm that the proposed disaster recovery site can be located outside of North Carolina?	Please refer to RFP Section III, Section 1.6.5, Requirement 400 for specific details on the location of the Disaster Recovery Site.
73.	49	1.4.11	Section 1.4.11, Express Lanes – Enforcement	<p>The heading states “Contractor shall provide a RTCS that supports the following methods of enforcement”.</p> <p>Would the NCTA please clarify the requirements for Manual Enforcement? Are Contractors required to build/provide the means for Manual Enforcement?</p>	Yes, please see the response to Question 22 for further clarification.

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74.	253	Table 4, Item 3	Performance Measures	The Contractor cannot be held responsible for this KPI since the Contractor is not involved in the selection, vetting, or providing the actual VTMS signs and cameras. Would the NCTA please clarify?	The KPI remains unchanged. Please see RFP Section III, Section 8.2.3 for additional information.
75.	61	Requirement 57	Section 1.2.7.1 Automatic Vehicle Identification (AVI) System Integration	Can vendor information and selection of the AVI Provider please be provided? If there is not an AVI provider currently selected, when will the selection of a vendor be made and communicated?	Procurement for the AVI equipment is under development. A contract with an AVI vendor(s) is anticipated to be in place shortly after RTCS contract execution.
76.	62	Requirement 67	Section 1.2.7.1 Automatic Vehicle Identification (AVI) System Integration	The requirement states contractor shall support adjustments to the antenna quantity and placement based on the final lane configuration. To provide a final price proposal and minimize differences due to vendor assumptions, the final lane configuration is necessary. Would the NCTA please provide an estimated date as to when this information will be available? Alternatively, would the NCTA communicate assumptions to be used related to this subject in order to provide appropriate responses?	The quantity of antennas will be determined by the Contractor's proposed solution to meet the stated Performance Requirements. The NCTA will provide the quantity of antennas required by the Approved Design; therefore, the cost for the Price Proposal is not impacted.
77.	N/A	Attachment 7	Monroe and US-74 ITS Equipment List	Referring to "Note 4", it states that the equipment list is currently from Triangle Expressway. When will the final equipment list/cut sheets be provided for this specific project?	There is no time table for provision of cut sheets for the equipment list. Assume that no such submittals will be received by the proposal due date.

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78.	256	Table 6	Section 8.1.3	When discussing adjustments to the Contractors' monthly invoice, is the NCTA referring to the base contract at the time of the acceptance of the bid, or would it include the value of change orders as well?	As stated, a performance adjustment will be made to the monthly invoice in each month that the Contractor exceeds the allowable number of non-compliance points. It is assumed that the monthly invoice would include any and all charges currently included in the Contract, including any Approved change orders.
79.	144		2.2.2 Dynamic Pricing System	Is this to be a standalone application or can it be a module within an existing application?	The NCTA is not prescribing a specific solution. Either a standalone application or a module within an existing application is acceptable as long as it meets the Requirements as stated.
80.	66	Requirement 114	Section 1.2.7.4	Would the NCTA please provide more specifics surrounding the top 12 states observed on NCTA roadways, such as volumes or percentage of plates over a defined time period?	For informational purposes only, the license plates for the top ten (10) states observed on the Triangle Expressway currently are North Carolina (82%), Virginia (2%), Florida (1%), South Carolina (1%), Georgia (1%), Pennsylvania (1%), New York (1%), Texas (1%), Tennessee (1%), and Maryland (1%).

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81.	Addendum page 5 and RFP page 7	Addendum 2 and Section E. Proposal Section 3: Approach to Scope Work and Requirements	Section IV, Proposal Contents and Submission, Section 1.2 Content of Proposal, Table 4 - I, Item v, and Section E. Proposal Section 3: Approach to Scope Work and Requirements, Item 21a	The addendum states: Section IV-1.2, E. Proposal Section 3: Approach to Scope of Work and Requirements, #21.a: Change Appendix 4 to Appendix 3 Currently, Appendix 3 is where Bidders are including the Preliminary BOM. Does the NCTA want Bidders to include the "list of all faults automatically detected by the system and reported to MOMS" in Appendix 3 where also the BOM will be located? Or does the NCTA want a separate appendix for the "list of all faults automatically detected by the system and reported to MOMS"	Please place the list of all faults automatically detected by the System in Appendix 3 (Preliminary Bill of Materials) as instructed.
82.	164	6.4 Installation and Commissioning Test	Requirement 1205	Is the data migration plan a formal documentation deliverable, and if so, would the NCTA please provide the requirements for the plan? What data will be migrated to the Monroe system?	Since the RTCS is to be implemented on new facilities, there is no formal data migration plan deliverable expected at this time; however, all configuration data required for the Installation and Commissioning should be documented in the SDDD.
83.	198	Section III	Monroe Expressway	Question - Can you please provide the Attachment 13 "Monroe 90% ITS Design Plans"?	Attachment 13 (Monroe Preliminary ITS Plans) has been replaced with Attachment 13A (Monroe 90% ITS Design Plans – Part A) and Attachment 13B (Monroe 90% ITS Design Plans – Part B). Reference Section B, Revisions for details.

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84.	14	Section I	Bonding Requirements	The Bid Bond Form was supplied. Question - Will NCTA supply the Performance and Payment Bond Forms or will industry standard forms be acceptable (i.e. AIA)?	The successful Proposer will have fourteen (14) Calendar Days after receipt of the notification of award to furnish the performance and payment bonds and insurance required in the notification of award letter. See Section I, 4.1. Notification of Award.
85.	11 of 20	IV, 1.2.E.21.a	MOMS Description	Requirement (a) states proposers are to provide: "A complete list of all faults automatically detected by the System and reported in MOMS in Appendix 4". There is no Appendix 4 in the RFP. Question - Please clarify where you want this list of faults.	Please refer to the RFP Section IV, 1.2 Content of Technical Proposal (J. Proposal Appendices) and Table 4 .1. There are four Appendices to be included in the Proposal. Please see the response to Question 81 for information on where to include in the list of faults in the Proposal.

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86.	12 of 20	IV, 1.2.H.2	Requirements Conformance Matrix in PDF	The RFP requirement for item 2 states: "The Proposer shall submit a PDF version of the completed matrix in this Proposal Section 6...". Question - Please clarify whether NCTA wants a CD of the PDF version of the RCM within Proposal Section 6.2 or wants a printed version of the RCM in Proposal Section 6.2, with the PDF version on the CD with the Excel version of the RCM?	<p>Section 6 shall include the PDF printed version of the RCM. Please refer to the instructions in Section IV, 1.2 Content of Technical Proposal (H. Proposal Section 6), paragraph 2 (yellow highlighted for emphasis):</p> <p>“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, as directed in Section IV, Proposal Contents and Submission, Section 2.1 Submission of Technical Proposal.”</p> <p>The Excel version of the RCM shall be included on the Technical Proposal CD. Reference Section B, Revisions for details.</p>
87.	Section III, page 8 of 219	RFP Section III, SOW	Subsection 1.2.1.5 Environmental, Requirement 27	Requirement 27 specifies that equipment not located in environmentally controlled conditions must operate in temperatures up to 70°C (158°F). A more standard temperature rating of 55°C (130°F) is common. Because fewer industry-standard products are rated to meet the 70°C requirement, the options available when selecting components will be limited. Would you consider using the 55°C (130°F) temperature rating instead?	<p>Yes. RFP Section III, Section 1.2.1.5, Requirement 27 has been revised.</p> <p>Reference Section B, Revisions for details.</p>

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88.	Section III, page 17 of 219	RFP Section III, SOW	Subsection 1.2.7.4 OCR/ALPR, Requirement 114	Of the top twelve (12) state plates observed in North Carolina, can you provide the order by state from greatest to least frequently seen, and what is the percentage of each state plate observed (including NC)?	Please see the response to Question 80 for further clarification.
89.	Section III, page 24 of 219	RFP Section III, SOW	Subsection 1.2.8 DVAS, Requirement 175	Req. 175 specifies that Authorized Users be able to remotely control the DVAS cameras. Does the Authority intend for all DVAS cameras to be remotely controlled, leading to potential situations where no cameras are aimed at the tolling zone? Or is the intent for one designated camera to remain aimed at the tolling zone at all times while the other camera(s) can be remotely manipulated?	Yes, all DVAS cameras are to be remotely controlled by Authorized Users.
90.	Section III, page 40 of 219	RFP Section III, SOW	Subsection 1.2.14 UPS, Requirement 314	Req. 314 specifies that failure of the UPS shall cause the ATS (Automatic Transfer Switch) to switch to raw utility power. Is the intent of this requirement to specify that the UPS bypass switches to raw utility power, therefore bypassing the failed UPS?	Yes, the intent of the requirement as written is for the bypass of the UPS to be automatic.
91.	Section III, page 110 of 219	RFP Section III, SOW	Subsection 4.10 Lane Closure and Traffic Control, Requirement 861	Our understanding is that the Monroe Expressway will not be open to traffic until after installation is complete. For MOT pricing purposes, shall the prospective contractor assume MOT will not be needed at the time of installation?	Please see the response to Question 59 for further clarification.

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92.	Section III, page 174 of 219	RFP Section III, SOW	Subsection 7.1.5. Maintenance Priorities, Response and Repair Times, Requirement 1278	Will the Authority reclassify the “loss of redundancy in any redundant System components” from Priority 1 to Priority 2 or 3? Priority 1 is comprised of malfunctions or faults that require quick responses due to impact on revenue, security, safety, and system operations. Redundant components allow full operation to continue while a measured repair response is arranged.	The requirement remains as stated because the “loss of redundancy” may lead to an impact on revenue.
93.				Does the Authority have any additional site plans for the US-74 tolling zone, specifically site civil and electrical plans? An understanding of the anticipated infrastructure will assist with budgeting the toll zone conversion.	No site civil or electrical plans are available at this time.
94.				Does the Authority have any roadway constructions plans, specifically the layers and material composition of which of the Monroe and US-74 roadway is/will be comprised?	Yes. Reference Section B, Revisions for details.

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95.	Section III, page 16 of 219	RFP Section III, SOW	Subsection 1.2.7.3. ICPS, Requirement 94	<p>Requirement 94 states that the “Contractor shall install high resolution front and rear color cameras to provide 100% image capture during individual camera failures and excessive glare conditions and meet the accuracy Requirements...”</p> <p>Does this statement require the installation of redundant front cameras and redundant rear cameras to prevent a single camera outage from affecting the system, or does this statement merely require both front and rear cameras, which inherently provide redundancy over just a single front or rear camera?</p>	<p>The intent is for the front and rear cameras to provide a level of redundancy for each other. Separate redundant front and redundant rear cameras are not required.</p> <p>Reference Section B, Revisions for details.</p>

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96.	Section III, page 174 of 219	RFP Section III, SOW	Subsection 7.1.5. Maintenance Priorities, Response and Repair Times, Requirement 1278	<p>Typical industry roadside building (vault) installations utilize redundant HVAC units to ensure that critical tolling server equipment is kept at an appropriate temperature.</p> <p>Attachment 11 shows only a single HVAC unit for each vault. Even properly maintained HVAC units fail, and if such failure occurs during a hot day, the operation and revenue of the toll zone will soon be affected. Such an event would be considered Priority I, and it is very unlikely that an HVAC technician would be able to reach the toll zone and complete the repair within two hours. Please consider a failure of a properly maintained vault HVAC unit as a non-chargeable failure due to the difficulty in meeting the Priority I TTRR requirement. Or will NCTA consider providing redundant HVAC units with the vaults?</p>	<p>The failure will not be considered a non-chargeable failure. Redundant HVAC units will not be provided as the current experience with the planned new HVAC units indicates the risk of failure is minimal with a properly maintained system. Furthermore, the HVAC shall be monitored by the Contractor-provided CEMS and Maintained by Contractor per the stated Requirements.</p>

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97.	Section III, page 13 of 219	RFP Section III, SOW	Subsection 1.2.7.1. AVI System Integration, Requirement 66	<p>Requirement 66 states, "The AVI System shall provide full coverage at all areas of the Tolling Zone/lane to read and report Transponders. Transponders on vehicles straddling the shoulders shall be read and reported to the zone controller."</p> <p>Is the intent for the AVI System to provide full coverage of the Toll Zone curb-to-curb? Or Is the intent for the AVI System to provide full coverage on the travel lanes and coverage for vehicles straddling the shoulder? If the coverage is for both the travel lanes and vehicles straddling the shoulder, what is the range of positions within the lane at which vehicles are considered to be straddling the shoulder?</p>	RFP Section III, Section 1.2.7.1, Requirement 66 has been revised. Reference Section B, Revisions for details.
98.	Form D-7 Pages 12, 15, 18, 23	RFP Price Proposal, Form D-7 Sheet 2-1, Sheet 2-2, Sheet 2-3, Sheet 2-5	Various Equipment Categories	Cables and Connectors are listed as separate line items and require labor estimates separate from the equipment with which they are associated. All cables and connectors will be procured and installed at the same time as the associated equipment, and they will comprise a small portion of the cost and effort to procure and install the associated equipment. Please consider combining cables and connectors with the associated equipment instead of separating them into distinct line items.	The Proposer is asked to follow the Price Proposal Forms as closely as possible to allow consistent analysis of detailed pricing, if required. Additional pricing detail may be provided in the available space if needed.

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99.	Form D-7 Pages 12, 15, 18, 23	RFP Price Proposal, Form D-7 Sheet 2-1, Sheet 2-2, Sheet 2-3, Sheet 2-5	Equipment Cabinets/Enclosures and Racks	Each toll zone type (AET 1, AET 2, AET 3, & US-74) lists quantities and pricing for a UPS. If a single UPS will service a toll plaza (two toll zones per plaza), is the intent for the price of a single UPS to be divided between the tolling zones?	Yes, that is NCTA's intent.
100.	Form D-7 Pages 13, 16, 19, 24	RFP Price Proposal, Form D-7 Sheet 2-1, Sheet 2-2, Sheet 2-3, Sheet 2-5	Access Control and Security Monitoring System	Each toll zone type (AET 1, AET 2, AET 3, & US-74) lists quantities and pricing for an Access Control Encoder and Cards. Is the intent for the price of a single Access Control Encoder and the access cards to be divided between the tolling zones?	Yes, that is NCTA's intent.
101.	Form D-7 Pages 13, 16, 19, 24	RFP Price Proposal, Form D-7 Sheet 2-1, Sheet 2-2, Sheet 2-3, Sheet 2-5	Critical Environmental Monitoring System	Each toll zone type (AET 1, AET 2, AET 3, & US-74) lists quantities and pricing for a Critical Environmental Monitoring System. If a single Critical Environmental Monitoring System will be deployed at each toll plaza (two toll zones per plaza), is the intent for the price of the Critical Monitoring System to be divided between the tolling zones?	Yes, that is NCTA's intent.

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102.	Section III, page 39 of 219	RFP Section III, SOW	Subsection 1.2.12. ACSMS, Requirement 301	Requirement 301 includes WAN cabinets and secure locations to be monitored by security access color cameras. Where will the WAN cabinets be located? What locations are considered "secured locations" beyond the cabinets, enclosures, vaults, and parking lots already identified as requiring video monitoring?	The WAN cabinets and other secure locations will be determined by the Contractor and require security camera monitoring. "Secure locations" are defined as any location not listed that contains Contractor hardware/equipment, including the MRTMC. Reference Section B, Revisions for details.

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103.	Form D-7, Pages 89-96	RFP Price Proposal, Form D-7 Sheet 8-1 to 8-4	AVI and Image Based Transaction Processing	It is not clear from the SOW or the pricing instructions the intent of these pricing forms. Specifically, the AVI Transaction processing price form, does the NCTA expect 100% review of all AVI transactions before transmission to the CSC or does the NCTA want an option to implement the system under a transaction fee basis? The same question applies to the Image based transactions form since it includes all potential image based transactions in the calculation.	As described in Exhibit C (Price Proposal Instructions), each entered amount should include the total per item costs, including labor and other direct, non-labor costs for processing each transaction type. For Image-based transactions, the amount entered for the cost should be a blend of any manual and automated costs to account for 100 percent of the Image-based transactions at each per Transaction Level. Flexibility was allowed to provide a different cost for each level to account for any economies of scale that the proposer desires to include. For AVI transactions, although there are no anticipated image processing costs, an option to include a nominal cost per transaction was included as to not incentivize complacency by the Contractor for Image-based transactions and to promote cooperation between the NCTA and Contractor to promote adoption of efficient transponder-based AVI transactions. If the Proposer deems that the cost per transaction for AVI transactions is negligible, then the cost entered should be \$0.0000 for each Transaction Level.

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104.	Exhibit A, Page I		Project implementation Schedule	Please clarify the intent of the US-74 Express Lane timeline with regard to the transition to Dynamic Pricing. It appears that the system is accepted as Time-of-Day pricing, then changes to dynamic afterward which is in conflict with the RFP requirement of all testing and documentation is complete prior to system acceptance. Does the Authority intend to have the dynamic pricing testing and documentation updates after initial system acceptance; therefore it would be its own independent track?	Please refer to Addendum 2 which includes modifications to the Project Implementation Schedule to correct the phasing of the anticipated transition from Time-of-Day pricing to Dynamic Pricing and then conduct System Operations / Acceptance.
105.	RFP Section V & Exhibit B	RFP Section V & Exhibit B	Payment Schedule	Given the requirement for a Payment and Performance Bond during implementation, will NCTA reduce the 25% and 30% hold back of contract value until system acceptance on Monroe Expressway and US 74 respectively to 5% each?	The payment milestones referred to are not hold backs but are intended to represent the value of work performed associated with the payment milestone. Payment and performance bonds are not a substitute for a milestone payment. NCTA will not make a change to the payment schedule at this time.
106.	Section V, Page 14 of 37	Section V, 1.8	Authority of Project Manager	With respect to authority of the NCTA project manager, will NCTA modify the requirement "The Contractor shall be bound by all determinations or orders and shall promptly obey and follow every order of the Project Manager" with the addition of "within scope of the project and if beyond requires mutual agreement."	NCTA will not change this requirement at this time. Please refer to RFP Section IV, 1.2 Content of Technical Proposal (H. Proposal Section 6) for instructions on proposing exceptions to the terms and conditions of the RFP.

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107.	Section V, Page 23 of 37	Section V, 2.6.3	Termination for Convenience Without Cause	Termination Liability - for cause termination on the part of NCTA should allow recovery of cost beyond deliverables and services performed in conformance with the contract. It should include work in progress and value of unavoidable commitments with third parties. Will NCTA modify the language accordingly?	NCTA will not change this requirement at this time. Please refer to RFP Section IV, 1.2 Content of Technical Proposal (H. Proposal Section 6) for instructions on proposing exceptions to the terms and conditions of the RFP.
108.	Section I, Page 6 of 18	Section I, 2.22	Policy Statement	Will NCTA confirm/deny whether Federal-Aid Construction Contracts provisions will be in effect?	Please refer to RFP Section I, 2.22 Federal Aid Requirements.
109.	N/A	Exhibit D-7	Exhibit D-7 Price Proposal Forms, Sheets 8-3 & 8-4	Bidders are requested to enter a price for an "Image-based Transaction Processing Costs per Transaction" based on the projected quantity of "Sample" monthly units (Example: In cell B-5 of sheet 8-3 it shows a quantity of 571,667 Sample Monthly Units) Question: Is this "Sample Monthly Units" after the Image Based Transaction has been processed by the OCR engine and therefore fell below the OCR Confidence Level/Rate or is this "Sample" quantity for All Image Based Transactions?	The "Sample Monthly Units" provided are the current total number of Image-based transactions from the Future Project Transactions (Attachment 1), which is expressed in Annual Transactions (in Thousands) then divided by 12 to obtain the estimated monthly rate for all Image-based transactions. The Proposer is asked to provide the total blended cost of all Image-based transactions for processing 100 percent of the Image-based transactions using Manual and Automated means to obtain the most cost-effective, efficient, and accurate process to meet the stated Requirements.
110.	N/A	Exhibit D-7	Exhibit D-7 Price Proposal Forms, Sheets 8-3 & 8-4	Question: Can Bidders assume (at their own risk) that an X% of Image Based Transactions can be fully processed by the OCR engine and therefore will Not require any Manual Review?	Yes, please see the response to Question 109 for further clarification.

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111.	N/A	Exhibit D-7	Exhibit D-7 Price Proposal Forms, Sheets 8-3 & 8-4	Question: Will All Image Based Transactions be required to have at-least one (1) manual review (verification) or only those which fall below specified OCR confidence levels?	No. NCTA is not specifying the process for obtaining the image review results that include license plate number; jurisdiction and plate type (if applicable); only that the prescribed accuracy Requirements are met.
112.	N/A	Exhibit D-7	Exhibit D-7 Price Proposal Forms, Sheets 8-1 & 8-2	<p>Bidders are required to enter a price for an “AVI Transaction Processing Costs per Transaction” based on the projected quantity of “Sample” monthly units.</p> <p>Question: What is NCTA's intentions with regards to this Fee? Is this an opportunity for bidders to move away from a more traditional Fixed Monthly O&M fee/price to a “Shared Risk” variable price based on roadway traffic volumes?</p>	No it is not. Please see the response to Question 103 for further clarification.
113.	N/A	Exhibit D Forms	Exhibit D Forms	The font size used by NCTA on some of the Exhibit D forms, such as for example, Exhibit D-4 Reference Forms Part I, appears to be the 9 pt font. Are Bidders allowed to use 9 pt sized font for some of their Exhibit D forms input/content?	Please refer to the response to Question 69 in this Addendum 6.
114.	N/A	Exhibit D Forms, Form D-1	Exhibit D Forms	Are bidders allowed to put two company officials' signatures (for two co-signers) on Form D-1 - Proposal Cover Sheet?	Only one authorized signature should be provided.

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115.	9 of 18	Section I - Administrative	2.18 Contractual Obligations	Please confirm that Exceptions that comply with Section IV, Proposal Contents and Submission, Sec. 1.2, Contents of Technical Proposal, will not be considered "additional terms and conditions" within the meaning of this Sec. 1.2.18.	Exceptions taken in conformance with the provisions of Section 1. 2.18 Contractual Obligations and Section IV, 1.2 Content of Technical Proposal (H. Proposal Section 6) will not be considered as "additional terms and conditions", subject to the clarifications already addressed in the responses to Question 10 (Add. 3)and Question 23 (Add. 4).
116.	14 of 18	Section I - Administrative	4.1.1(a), (b) Notification of Award	Payment and Performance Bonds: Question: Is the total amount of both the Contract payment bond and performance bond required to be 100% of the Contract Proposal Price, or is each of the bonds required to be 100% of that price?	The payment bond and the performance bond must each reflect 100 percent of the Contract Proposal Price.
117.	14 of 18	Section I - Administrative	4.1.1 (c) Notification of Award	Payment and Performance Bonds: Question: Please confirm that "shall be provided at 100 percent of Year I" means that the initial bonding level for the Operations and Maintenance Phase is required to be 100% of the proposed price for the first year of operations and maintenance.	Correct. The initial bonding level for the Operations and Maintenance Phase is required to be 100% of the proposed price for the first year of operations and maintenance.

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118.	14 of 18	Section I - Administrative	4.1.1 (c) Notification of Award	<p>Payment and Performance Bonds: Question: What is meant by the reference to an "initial bonding level"? Is it anticipated that a different bonding level will apply in subsequent years?</p>	<p>The initial bonding level ties to 100 percent of the Contract Proposal Price for the Implementation Phase and 100 percent of the price of year 1 Maintenance for the Maintenance Phase. The use of the term "initial" allows for the amount of the bond to change upon annual renewal based on the value of completed Work for Implementation Phases as described in Section I, 4.1 Notification of Award, Bonding Requirements 1b., and for the actual cost of Maintenance for the upcoming year upon renewal of the bond on the anniversary date.</p>
119.	14 of 18	Section I - Administrative	4.1.2 (a) Notification of Award	<p>Bid Bonds: "Proposer shall submit with its Price Proposal a bid bond or bid deposit in the amount of at least five (5) percent of the amount of the total Implementation Phase Price." Question: Can the Authority waive the Bid Bond requirement?</p>	<p>No, the Authority cannot waive the bid bond requirement.</p>
120.	2 of 219	Section III - Scope of Work and Requirements	1.1.1 Monroe Expressway	<p>Forecasted transaction and revenue for the Monroe Expressway is provided in Attachment I – Future Project Transactions. Comment: There are no forecasted revenue numbers in this Attachment, only transactions. Can the revenue forecast be found elsewhere?</p>	<p>No, the revenue numbers were not provided. This was a typographical error. Reference Section B, Revisions for details.</p>

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121.	10 of 2019	Section III - Scope of Work and Requirements	1.2.4 RTCS Software	#43: The Contractor shall have an annual information security risk assessment and a vulnerability scan performed by a third-party Approved by NCTA and in consultation with NCDOT IT Security. Question: who will be responsible for the cost associated with the third-party assessor?	The Contractor will be responsible for the cost associated with the third-party assessor for the annual information security risk assessment and vulnerability scan. Costs should be included in Exhibit D-7 (Price Proposal Forms), Sheet 5-1. Reference Section B, Revisions for details.
122.	15 of 219	Section III - Scope of Work and Requirements	1.2.7.2. Automatic Vehicle Detection and Classification (AVDC) System	#88: In the event there is a Class Mismatch between the AVDC System and the Transponder class, as defined by the Business Rules during Design, an image of the vehicle shall be captured, processed, made available to the existing NCTA CSC Back Office. The ability to enable or disable image capture for a Class Mismatch shall be Configurable. Question: Is it possible to capture images for all vehicles and implement the business rules (including image discard function) at the toll host level?	Yes, that is a valid assumption.

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123.	16 of 219	Section III - Scope of Work and Requirements	1.2.7.3. Image Capture & Processing Systems (ICPS)	<p>#94: Contractor shall install high resolution front and rear color cameras to provide one hundred percent (100%) image capture during individual camera failures and excessive glare conditions and meet the accuracy Requirements. The RTCS System shall provide a region of interest (ROI) of the license plate and a general overview for the purpose of identifying the vehicle with the transaction/image package provided to the NCTA CSC Back Office for image-based transactions.</p> <p>Question: Is it acceptable to provide color cameras that have automatic switch to black and white during night conditions?</p>	No, it is not acceptable. High-resolution color cameras are required as stated.
124.	17 of 219	Section III - Scope of Work and Requirements	1.2.7.4. Optical Character Recognition (OCR)/Automatic License Plate Recognition (ALPR)	<p>#112: The Contractor may choose to provide OCR/ALPR Software for determining the license plate data (number, jurisdiction and plate type).</p> <p>Question: please confirm that plate type refers to "specialty plate configurations" such as special interest, collegiate, civic club, NASCAR, Military. Are license plate numbers duplicated within the plate types in North Carolina? Are there accuracy requirements related to automatic identification of plate types?</p>	Yes, the understanding of plate type is correct. The license plate numbers are not duplicated within the plate types in North Carolina as the stacked characters on the specialty plates are part of the plate number to be provided. The accuracy requirements related to plate types are included in the overall image-based transaction accuracy requirements. (There is no requirement for automatic identification of plate type.)

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125.	17 of 219	Section III - Scope of Work and Requirements	1.2.7.4. Optical Character Recognition (OCR)/Automatic License Plate Recognition (ALPR)	#113: The System shall correctly identify the jurisdiction (state/province), plate type, special characters and stacked characters, and accurately determine the license plate number and provide the result in the required DMV format as required in Attachment 6. Question: Is the list of special plate codes established? Will OCR/APLR recognition of plate type be required for states other than North Carolina?	Yes, Attachment 21 – NC License Plate Guidebook (Updated 03-24-14) is being provided as guide on the specialty plate types observed in North Carolina. Reference Section B, Revisions for details. OCR/ALPR recognition is not required of any plate types, but is understood that it may be an important component of the Proposers solution for providing complete and accurate Image-based transactions from North Carolina as well as other states.

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126.	97 of 219	Section III - Scope of Work and Requirements	2.2.2 Dynamic Pricing System	<p>#770: The System shall interface with a gate control System (provided by others) for the management of gates to control the flow of reversible traffic on the Express Lanes.</p> <p>Question: We understand receiving the status of the gate (open / close and interim statuses if applicable) can be used as an input to the dynamic pricing algorithm. We do not see however a control interface from the Dynamic Pricing System (DPS) to the gate control system where the DPS would be able to order the gate to close or open. In our opinion this is an ITS / ATMS function that should be done within that system, by and operator (i.e. not an automatic system decision without human intervention), and potentially with on-site personnel for the sake of safety, depending on the physical configuration of the entrance ramps. Please confirm our understanding and expand if possible on the intended functionality and use of this interface by the RTCS, particularly the Dynamic Pricing System.</p>	<p>In general, the understanding is accurate as it is not anticipated that the Dynamic Pricing System will control the gate directly. As stated in Attachment 20 (Gate Control System (GCS) Interface Functional Requirements), the design of the GCS is currently underway. The final GCS interface shall be defined and Approved during Design phase. Without any additional information to be provided at this time, the Proposer should assume the Contractor must support the functions documented in Attachment 20.</p> <p>Reference Section B, Revisions for details.</p>

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127.	27 of 219	Section III - Scope of Work and Requirements	1.2.9 Enforcement Notification	<p># 201: If an enforcement notification was successfully transmitted to applicable personnel, the transaction shall have a flag denoting the transmission of the enforcement notification.</p> <p>Question: What should happen in the event of message failure, Escalation or just Log the event?</p>	<p>As stated throughout the requirements detailed in RFP Section III, any data transmission failures should be reported to MOMS. See RFP Section III, Section 1.2.1.18, Requirements 266, 267, and Section 2.1.19, Requirement 709, as examples.</p>
128.	44 of 219	Section III - Scope of Work and Requirements	1.4.3 Express Lanes - Basis of Toll Adjustment	<p>#334: This could include, for example, maintaining an Express Lane density that is no greater than 80% of the density in the general purpose lanes, or maintaining an Express Lane flow rate that is no greater than 75% of the flow rate in the general purpose lanes.</p> <p>Question: Can the 75% requirement be removed given how the flow is calculated.</p>	<p>At this point, the NCTA has not decided on the exact traffic parameter controls to trigger toll adjustments. The System should be flexible enough to allow NCTA to select various thresholds and adjustments as stated in the Scope of Work and Requirements. The performance ratios are provided as examples only.</p> <p>The Proposer should describe their Approach to the Scope of Work and Requirements in RFP Section IV, Section 1.2, Proposal Section 3: Approach to Scope of Work and Requirements, Question 4.</p>

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129.	45 of 219	Section III - Scope of Work and Requirements	1.4.7 Express Lanes - Signage	#340: The Contractor shall provide a RTCS with signage that communicates the following information to drivers in advance of all access points to the Express Lanes. Question: Have Advance signage locations been established? Also will the only toll rate displayed be the AVI/TAG rate?	Please see Attachment 8 (US-74 Signing Schematic). Also, please see response to Question 21 contained in Addendum 4.
130.	47 of 219	Section III - Scope of Work and Requirements	1.4.8 Express Lanes - Business Rules	#341: Rounding increment. Question: Can NCTA provide a hierarchy for the rounding increment? Will historical toll rate lookups reflect the rounded values as well?	It can be assumed that the rate per segment that is displayed shall take precedence; however, all of the required increments shall be supported as stated. The historical toll rates should reflect the rounded toll rates as charged.
131.	48 of 219	Section III - Scope of Work and Requirements	1.4.10 Express Lanes - Eligibility and Toll Payment	#347: It is envisioned that the Declaration App will require users to declare HOV status at least 15 minutes prior to reaching the Tolling Zone; therefore, the System shall process Declaration App status changes within 15 minutes or less. Question: For how long will the declaration be valid, when will it expire?	The duration of the HOV Declaration validity has not been determined at this time, but it can be assumed that the value of the duration shall be configurable and that the start/end times of the HOV status will be provided.
132.	58 of 219	Section III - Scope of Work and Requirements	2.1.1 Roadway Support Systems (RSS) Hardware and Third-party Products	#436: The System architecture shall have expansion capability to support a ten (10) year growth... Question: What is the average annual traffic growth rate to be used in the calculation?	Please see Attachment I (Future Project Transactions) for the estimated transaction counts for Monroe Expressway and US-74 Express Lanes.

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133.	97 of 219	Section III - Scope of Work and Requirements	2.2.3 Mobile Enforcement Application	<p>#772: view real-time transaction events regarding any vehicle passing through a Tolling Location; Question: How much delay can be considered real time? What are the acceptable data connection types: Wi-Fi or GPRS? If 4G GPRS coverage available along the tolling sites? Are there specific NC data security policies that the Contractor must comply with in this situation?</p>	The event is reported as it occurs minus reasonable processing time. Contractor-provided 4G GPRS is anticipated for the mobile enforcement application. This should take place over a secured connection.
134.	97 of 219	Section III - Scope of Work and Requirements	2.2.3 Mobile Enforcement Application	<p>#772: interrogate Transponders in vehicles to obtain their toll status and occupancy status including status history at Configurable number of prior Tolling Locations; Question: Please confirm this requirement refers to the manual handheld.</p>	Yes, that is a valid assumption.
135.	97 of 219	Section III - Scope of Work and Requirements	2.2.3 Mobile Enforcement Application	<p>#776: The Contractor shall support the following Interoperable partners, subject to change: Interoperability will be limited to the RFID technology and access to the TVL. Question: can it be assumed that at the commencement of operations the Contractors system will have to be interoperable with SunPass, PeachPass, and E-ZPass?</p>	Yes, that is a valid assumption.

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136.	99 of 219	Section III - Scope of Work and Requirements	3.3.1 RTCS System Transition Plan	#799: On existing Roadways where data migration is required, the Transition Plan shall describe the Contractor's data migration concept. Question: Please provide information on which of the 2 roadways will require data migration and what would be migrated?	Please see the response to Question 82 in this Addendum 6 for further clarification.
137.	100 of 219	Section III - Scope of Work and Requirements	3.3.1 RTCS System Transition Plan	#800: 'The Contractor's plan for decommissioning of the existing Equipment (where applicable) and their disposal shall be included. Question: What existing equipment?	Since the RTCS is to be implemented on new facilities, there is no existing equipment to decommission at this time; however, as stated, based on the options exercised throughout the Contract, other facilities may transition to the new RTCS.
138.	100 of 219	Section III - Scope of Work and Requirements	3.3.1 RTCS System Transition Plan	#801: The Transition Plan shall, at a minimum, include the installation, OIT, Commissioning, revenue collection and Acceptance of the new Roadside Equipment, Question: Are there current collections?	No, since the RTCS is to be implemented on new facilities, there are no current collections at this time; however, as stated, based on the options exercised throughout the Contract, other facilities may transition to the new RTCS.
139.	101 of 219	Section III - Scope of Work and Requirements	4.1 Installation Program	#814: The Contractor shall coordinate all lane closure activities with NCTA. Question: Please confirm that the Contractor will be responsible for all expenses related to MOT activities during the Implementation Phase and Maintenance Services Phase?	Yes, that is a valid assumption.

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140.	166 of 219	Section III - Scope of Work and Requirements	6.6.2 Transponder Capture Rate	#1224: Does the AVI accuracy requirement of 99.95 percent apply to configuration of AVI system when reading the three protocols: (TDM/IAG), ISOB_80K (SeGo), and ISOC (ISO 18000-63/6C)?	Yes, that is correct.
141.	185 of 219	Section III - Scope of Work and Requirements	7.2.7 Spare Parts	It is understood that all spare parts shall be purchased on behalf of NCTA and shall be owned by NCTA. Question: Will the contractor be reimbursed by NCTA for maintaining the spare parts inventory during the Maintenance Services phase?	No, please see RFP Section III, Section 7.2.7.1, Requirements 1335 – 1338. As stated, the Contractor shall be responsible for purchasing all spare parts and miscellaneous repair items and consumable materials necessary to maintain the RTCS System at the performance levels specified in the Contract.
142.	209 of 219	Section III - Scope of Work and Requirements	8.1.8.1. Non-Chargeable Failures	Can the Authority confirm that non readable license plates are non-chargeable failures? Can the Authority also confirm that fake or dirty license plates are customer or NCTA user induced?	Please refer to RFP Section III, Section 6.6.9.1, Requirement 1233. Non-human readable LPs are excluded from the overall image quality accuracy of 99.95%; however, they shall be rejected and the correct reject reason code shall be selected 99.99% of the time.
143.	3 of 20	Section IV - Proposal Content and Submission	1.2(C)(3) Content of the Technical Proposal	Question: If the Proposer is the firm responsible for this Project is it required to provide annual revenues for its affiliated companies?	If the revenue of the affiliated companies are included in your company's annual financial statement as your company's revenue then they should be included as a part of your company's revenues in your Proposal.

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144.	1 of 37	Section V - Terms and Conditions	1.2, Contract Terms, third bullet	The text reads "includes two (3)" renewal terms. Question: Which is it, two or 3?	The Optional Extension Phase includes two (2) optional renewal terms each with three (3) year optional Maintenance extensions to be executed at the sole discretion of NCTA, Reference Section B, Revisions for details.
145.	2 of 37	Section V - Terms and Conditions	1.3.2. Liquidated Damages	Question: Would NCTA consider a cap on liquidated damages?	NCTA will not change this requirement at this time. Please refer to RFP Section IV, 1.2 Content of Technical Proposal (H. Proposal Section 6) for instructions on proposing exceptions to the terms and conditions of the RFP.
146.	3 of 37	Section V - Terms and Conditions	1.3.3. Actual Damages	Question: Can the Authority confirm that the "Actual damages" , and in particular the lost revenue, are within the limitation of liability (clause 3.7.14 page 34 Section V)	Actual damages, including lost revenue are within the limitation of liability set forth in Section V, 3.7.14.
147.	3 of 37	Section V - Terms and Conditions	1.3.4.1 Risk of Loss	Question: Please confirm that the risk of loss with respect to losses "alleged to have arisen out of" the Services applies only to such allegations made by third parties, not by the Authority.	The risk of loss applies to claims made by NCTA as well as by third parties.

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148.	3 of 37	Section V - Terms and Conditions	1.3.4.2 Risk of Loss	Question: Is delivery deemed to occur upon installation or upon delivery to Contractor's warehouse?	In reference to paragraph 2 of Section 1.3.4.2 Risk of Loss for Equipment, delivery occurs upon installation(subject to NCTA's approval), as stated in the first sentence of the paragraph. For Software, delivery occurs upon submittal to NCTA for use.
149.	5 of 37	Section V - Terms and Conditions	1.5.3(b) Contractor Cooperation	Question: Please confirm that payment of Contractor's invoices will not be withheld based on the conduct of "interfacing contractors" that are not under Contractor's control.	NCTA will not unreasonably withhold payment of invoice for reasons beyond the control of the Contractor; however, it is the responsibility of the Contractor to act to fully cooperate and resolve issues to effect the timely completion of ICDs.
150.	6 of 37	Section V - Terms and Conditions	1.5.3(c)	Question: "What is meant by "forces"?"	"Forces" is meant to include third parties, teams; detachments or units of workers who work for parties that include by way of example, contractors, governmental agencies or companies such as utilities.

Proposer Questions		North Carolina Turnpike Authority (NCTA)			
#	Page	Section	Section Description	Proposer Question	NCTA Response
151.	11 of 37	Section V - Terms and Conditions	1.7.1 Description of License	Comment: Please confirm that, consistently with Sec. 3.6.1 (p. 26 of 37), the provisions of the license permitting modification of the Software and access to source code apply only to custom software, and the Authority does not expect to have access or modification rights with respect to Contractor's pre-existing software platforms.	Section 1.7.1 Description of License explains the provisions correctly. Modifications are permitted subject to the restrictions provided in Section 1.7.1. The provisions of Section V, I Contract Terms and Conditions take precedence over the General Conditions in Section 3.6.1 Internal/Embedded Software License and Escrow, as provided in Section V, 1.11 Order of Precedence.
152.	11 of 37	Section V - Terms and Conditions	1.7.2 Scope of License	Comment: Please confirm that NCTA is allowed to add as licensees only persons receiving Services from the Contractor.	Your question is not clear. If someone is receiving Services they would have already been added. We cannot respond further at this time.
153.	12 of 37	Section V - Terms and Conditions	1.7.3. Escrow	Comment: Please confirm that Commercial Off the Shelf Software is not subject to escrow under this section.	The third-party Software is not subject to escrow; however license agreements, programs that support the use of the third party software, documentation and supporting information shall be included in the escrow.
154.	12 of 37	Section V - Terms and Conditions	1.7.3.2 Escrow	Comment: Please confirm that, consistently with Sec. 3.6.1 (p. 26 of 37) Contractor is only required to deposit in escrow source code for the custom Software, and not for its pre-existing software platforms.	The Deposit Materials are clearly specified in paragraph 2 of Section V, 1.7.3.2 Escrow. Please see the response to Question 151 for order of precedence.

Proposer Questions		North Carolina Turnpike Authority (NCTA)			
#	Page	Section	Section Description	Proposer Question	NCTA Response
155.	13 of 37	Section V - Terms and Conditions	1.7.3.2 Escrow	Comment: Please confirm that Contractor will be permitted to bundle all software modifications in a given month for a single monthly deposit in escrow (as opposed to depositing each modification separately within 30 days after it is made).	Yes. NCTA and the Contractor can come to agreement on an efficient schedule. As stated in Section V, 1.7.3.2 Escrow, after Acceptance deposits will be quarterly unless a major modification has occurred.
156.	23 of 37	Section V - Terms and Conditions	2.6.3. Termination for Convenience Without Cause	Question: Would the Authority consider compensation related to demobilization of the project team? Would the Authority consider compensation for loss of profit?	NCTA will not change this requirement at this time. Please refer to RFP Section IV, 1.2 Content of Technical Proposal (H. Proposal Section 6) for instructions on proposing exceptions to the terms and conditions of the RFP.
157.	20 of 37	Section V - Terms and Conditions	2.5.1 Time Extensions and Schedule Changes	Comment: Please confirm that NCTA will be subject to a reasonable time limitation on its response to Contractor submittals, and Contractor will not be prejudiced in its contractual rights by delays caused by NCTA delay in granting Approvals.	Please refer to Section V, 2.5.2 Submittals. Your questions are covered in that section the last paragraph of that section specifically states: "... Contractor shall not be held responsible for delays in schedule due to delays in Approvals and permits completely beyond the control of the Contractor."
158.	33 of 37	Section V - Terms and Conditions	3.7.12.1 Default	Comment: Please confirm that, as indicated in Sec. V 2.6.2.3 (p. 21/37), Notices of Default will allow Contractor 30 days in which to cure any curable default notwithstanding this section's reference to a 10-day cure period.	As stated in the first paragraph in Section V, 3.7.12.1 Default, NCTA allows a 10-day cure period in the event of a failure/default and a 30-day cure period in the event of termination.

Proposer Questions		North Carolina Turnpike Authority (NCTA)			
#	Page	Section	Section Description	Proposer Question	NCTA Response
159.	34 of 37	Section V - Terms and Conditions	3.7.14.2 Default	Question: Is the amount of the liability cap negotiable? Will the Authority consider the exclusion of all special, consequential and punitive damages?	NCTA will not change this requirement at this time. Please refer to RFP Section IV, 1.2 Content of Technical Proposal (H. Proposal Section 6) for instructions on proposing exceptions to the terms and conditions of the RFP.
160.	36 of 37	Section V - Terms and Conditions	3.7.27.1 Force Majeure	Comment: Please confirm that, notwithstanding the reservation of the Authority's "rights to enforce contracts" the Contractor will not be held liable for losses suffered by the Authority due to force majeure.	The force majeure provision set forth in Section V, 3.7.27.1 is clear as stated and no further clarification is necessary.
161.	Addendum 4, page 3	Addendum 4, Q&A #22	Addendum 4, Q&A #22	The RFP documentation does not list a quantity of handheld AVI readers. Please define the quantity and clarify where to account for them in the price forms.	The quantity of mobile enforcement readers needed shall be five (5) and shall be included in Exhibit D-7 (Pricing Forms), Sheet 2-5 under "5. Mobile Enforcement Equipment"

Proposer Questions		North Carolina Turnpike Authority (NCTA)			
#	Page	Section	Section Description	Proposer Question	NCTA Response
162.	N/A	Non Collusion (Corporation).pdf form	Non Collusion (Corporation).pdf form	<p>In accordance with RFP Section IV, subsection 1.2 we intend to submit the Non Collusion form as part of the proposal in Proposal Section 7.</p> <p>However the instruction in the header at the top of this form states: "Non-Collusion Affidavit, Debarment Certification, and Gift Ban Certification are required prior to bidding. Submit to the Prequalification Office."</p> <p>Please clarify the above instruction to submit this form to the Prequalification Office prior to bidding.</p>	It is satisfactory to submit the form with your Proposal.
163.	Page 137	5.4.10	Section 5.4.10, Disaster Recovery Plan	Does the NCTA have a disaster recovery time objective? Does the NCTA have a designated disaster recovery location?	<p>The Contractor disaster recovery time objective is driven by the Performance Requirements as stated in RFP Section III, Section 8.</p> <p>Please see the response to Question 72 in this Addendum 6 for further clarification.</p>

Proposer Questions		North Carolina Turnpike Authority (NCTA)			
#	Page	Section	Section Description	Proposer Question	NCTA Response
164.		Form D-6, Requirements Conformance	Form D-6, Requirements Conformance	Column B in Form D-6, Requirements Conformance Matrix, seems to be secured/password protected, and we are unable to revise. We wanted to update the requirements text in this column per the revisions stated in Addenda 4 and 5. Would the NCTA please provide a new Form D-6, Requirements Conformance Matrix, which contains all the addenda revisions? Or would the NCTA please provide a matrix without a secure/password protected column?	An updated Exhibit D-6 (Requirements Conformance Matrix) is provided in this Addendum 6.
165.	24, 19, and 6	Section III, 24 of 219 Section III, 19 of 219 Section II: 6 of 15	1.2.8 req 179 Digital Video Audit System (DVAS) MOMS definition	There are numerous references to subsystems (such as the DVAS, MOMS) and the image review systems being fully integrated. Would the NCTA please clarify if this requirement would be met via using a single sign on to seamlessly transition between subsystems, or if something else is anticipated, particularly as it related to 3rd party off the shelf software solutions being integrated with the Contractor's software/system?	The level of integration is not limited to the single sign-on but also includes integration required to deliver the System Requirements. RFP Section III, Section 1.2.8, Requirement 179 specifically addresses the required link between the DVAS audit data stream and the lane transaction data.
166.	49 of 219	Section III, Scope of Work and Requirements	1.4.11 Express Lanes – Enforcement RCM – 350 - Manual Enforcement	“Smartphone applications to assist in the validation of transactions and Account status” What type of smartphones and operating systems will be provided to NCSHP or law enforcement personnel?	The smartphone applications may be written to support Android or iOS users. Reference Section B, Revisions for details. Smartphone applications will be used to support Android or iOS users to assist in the validation of transactions and Account status.

Proposer Questions		North Carolina Turnpike Authority (NCTA)			
		#	Page	Section	Section Description
167.	11 of 219	Section III, Scope of Work and Requirements	1.2.5 RTCS Toll Facility and Lane Configurations	RCM 47 - Table 2: US-74 Express Lanes Tolling Zone Lane Configurations. Would the NCTA please clarify whether the zone/lane numbering will be same for both directions of the US-74 Express Lanes.? If not, how can the reversible zone/lane be differentiated or represented?	The NCTA understands that it may be desirable to have separate Tolling Zone lane numbering schemes for the reversible lanes, which can be determined and Approved during System Design.

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

1. RFP Cover page - Edit as follows:

Proposal Due Date
July ~~8~~ 11, 2016, 4:00 p.m. EST

2. Section I, Section 2.I Schedule, Table I-I Procurement Schedule on page 6 of 18 (12 of 331 in original RFP PDF file) - Edit as follows:

Table I-I Procurement Schedule

Event or Due Date	Date
RFP Issued	April 14, 2016
Mandatory Pre-Proposal Scope of Services Meeting	April 28, 2016 (2:00 p.m. to 4:00 p.m. EDT)
Proposer Questions Due	June 7, 2016 (4:00 p.m. EDT)
NCTA Responses to all Questions Completed	June 24 <u>22</u> , 2016
Proposals (Technical and Price) Due	July 8 <u>11</u> , 2016 (4:00 p.m. EDT)
Notification of Proposers Shortlisted for Oral Presentations	August 5, 2016
Oral Presentations (Proposers to be notified as to the specific schedule within the time period identified)	Week of August 29, 2016
Ranking of Proposers for Negotiations	September 2016
Award of Contract	November 2016
Notice to Proceed	November 2016

3. Section III, Section I.I.I Monroe Expressway, paragraph 2 on page 2 of 219 (51 of 331 in original RFP PDF file) - Edit as follows:

Forecasted transactions ~~and revenue~~ for the Monroe Expressway is provided in Attachment I – Future Project Transactions. NCTA does not guarantee that these transaction ~~and revenue~~ levels will occur.

4. Section III, Section 1.1.2 US-74 Express Lanes, paragraph 5 on page 3 of 219 (52 of 331 in original RFP PDF file) - Edit as follows:

Forecasted transactions ~~and revenue~~ for ~~the Monroe Expressway US-74~~ over a 10-year period is provided in Attachment I. NCTA does not guarantee that these transaction ~~and revenue~~ levels will occur.

5. Section III, Section 1.2.1.5 Environmental, Requirement 27 on page 8 of 219 (57 of 331 in original RFP PDF file) - Edit as follows:

27	The lane Equipment and devices not in environmentally controlled conditions shall operate with no degradation of performance in ambient air temperature of negative thirty (-30) to fifty-five (55) seventy (70) degrees Celsius, with and without direct sunlight, and relative humidity of five to one hundred percent (5% to 100%) for Equipment installed in an outside environment and five to ninety-five percent (5% to 95%) non-condensing for Equipment installed inside cabinets.
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6. Section III, Section 1.2.4 RTCS Software, Requirement 43 on page 10 of 219 (59 of 331 in original RFP PDF file) - Edit as follows:

43	The Contractor shall have <u>provide at their cost</u> an annual information security risk assessment and a vulnerability scan performed by a third-party Approved by NCTA and in consultation with NCDOT IT Security. The Contractor shall provide the assessment results to NCTA.
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7. Section III, Section 1.2.7.1 Automatic Vehicle Identification (AVI) System Integration, Requirement 66 on page 14 of 219 (Page 62 of 331 in original RFP PDF file) - Edit as follows:

66	The AVI System shall provide full coverage at all areas of the Tolling Zone/lane to read and report Transponders. Transponders on vehicles straddling the shoulders <u>by a distance of up to four (4) feet</u> shall be read and reported to the zone controller.
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8. Section III, Section 1.2.7.3 Image Capture & Processing Systems (ICPS), Requirement 94 on page 17 of 219 (65 of 331 in original RFP PDF file) - Edit as follows:

94	Contractor shall install high resolution front and rear color cameras to provide one hundred percent (100%) image capture during individual camera failures and excessive glare conditions <u>and</u> meet the accuracy Requirements. The RTCS System shall provide a region of interest (ROI) of the license plate and a general overview for the purpose of identifying the vehicle with the transaction/image package provided to the NCTA CSC Back Office for image-based transactions.
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9. Section III, Section 1.2.7.3 Image Capture & Processing Systems (ICPS), Requirements 101 and 102 on page 17 of 219 (65 of 331 in original RFP PDF file) - Edit as follows:

101	The ICPS shall perform with no degradation under conditions where every vehicle is considered an image-based transaction (100 percent image-based of all transactions, <u>including AVI</u>). Under these conditions the System shall store images at the roadside for a minimum of seven (7) consecutive Days per lane. The System shall provide a Configurable setting for the processing of one hundred percent -(100) percent image-based transactions.
102	The ICPS shall buffer images (retaining an image until its disposition is known) such that no image is lost in order to support multiple vehicles in the lane and in accordance with NCTA Business Rules. <u>AVI transactions that successfully post to customer accounts will not require image review processing.</u>

10. Section III, Section 1.2.9 Enforcement Notification, Requirements 196, 198, and 199 on page 28 of 219 (76 and 77 of 331 in original RFP PDF file) - Edit as follows:

196	The RTCS shall support the Maintenance and update of an enforcement notification list that contains Transponder numbers and license plate numbers that NCTA requires notification on.
198	The RTCS or Roadside Support System shall provide the capability to Alert authorized personnel if the System detects a Transponder or license plate 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 license plate and/or Transponder on the enforcement notification list.
199	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 is identified. The Transponder ID and status (if any), license plate and jurisdiction and a picture shall be included in the Alert.

11. Section III, Section 1.2.7.4 Optical Character Recognition (OCR)/Automatic License Plate Recognition (ALPR), Requirement 113 on page 18 of 219 (66 of 331 in original RFP PDF file) - Edit as follows:

113	The System shall correctly identify the jurisdiction (state/province), plate type, special characters and stacked characters, and accurately determine the license plate number and provide the result in the required DMV format <u>so that the CSC may process without any additional manipulation</u> as required in Attachment 6: NCTA CSC Back Office System RTCS File Exchanges – Interface Control Document (DRAFT) . <u>The Contractor shall take into consideration individual state license plate characteristics for the identification of stacked characters, specialty plates, etc. Attachment 21 – NC License Plate Guidebook (Updated 03-24-14) is being provided as guide on the specialty plate types observed in North Carolina.</u>
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12. Section III, Section 1.2.12 Access Control and Security Monitoring System (ACSMS), Requirements 301 on page 40 of 219 (88 of 331 in original RFP PDF file) - Edit as follows:

301	All vaults; roadside cabinets/enclosures; Tolling Zones; WAN cabinets, and <u>cabinets / enclosures containing Contractor hardware, including the MRTMC</u> , secure locations shall be monitored by security access color cameras. <u>“Secure locations” are defined as any location not listed that contains (or could contain) Contractor hardware/equipment.</u>
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13. Section III, Section I.6.4 Roadway Pavement, Requirement 389 on page 54 of 219 (102 of 331 in original RFP PDF file) - Edit as follows:

389	<p>During the Design phase the Contractor shall provide the in-pavement sensor Requirements to the Constructor, if such sensors are to be used.</p> <p><u>The following pavement design information is available for US-74 Express Lanes: Mill the existing pavement in both directions to a depth of 3.0” and replace with 3.0” of S9.5C. NOTE: The existing layers are described in the pavement design:</u></p> <p><u>Intermediate: 4.0” I19.0C</u> <u>Base: 7.5” B25.0C</u></p> <p><u>The following pavement design information is available for Monroe Expressway:</u></p> <p><u>Toll Zone I thru 5:</u></p> <p><u>Surface course: 3” S9.5C</u> <u>Intermediate: 3” I19.0C</u> <u>Base: 3” B25.0C</u></p> <p><u>Toll Zone 6, 7:</u></p> <p><u>Surface course: 3” S9.5C</u> <u>Intermediate: 4” I19.0C</u> <u>Base: N/A</u></p>
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14. Section III, Section 2.2.2 Dynamic Pricing System, Requirement 770 on page 99 of 219 (146 of 331 in original RFP PDF file) - Edit as follows:

770	<p>The System shall interface with a gate control System (provided by others). <u>At a minimum, the interface will provide information to the Dynamic Pricing System on the open/closed status of individual gates, for the management of gates to control the flow of reversible traffic on the Express Lanes.</u> The gate control System interface shall be defined and Approved during Design phase. The Gate Control System Interface Functional Requirements are contained in Attachment 20. The US-74 Conceptual Plans for Gate Control System are provided in Attachment 18 for reference.</p>
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15. Section III, Section 7 Maintenance and Software Support Services, second paragraph on page 172 of 219 (218 of 331 in original RFP PDF file) - Edit as follows:

The Contractor shall provide all Maintenance activities associated with the RTCS Maintenance and Software Support Services throughout the term of the Contract as further set forth in this Scope of Work and in Section V, Terms and Conditions.

The NCTA does not reimburse any Contractors for the cost of tolls incurred, nor will any “non-revenue” transponders be provided for the Contractor.

The Contractor shall be responsible for coordinating with the Constructor for any ITS equipment failures which occur during the manufacturer’s warranty period for ITS elements provided by others.

16. Section III, Section 7.4.1 Monroe Expressway, first paragraph on page 201 of 219 (247 of 331 in original RFP PDF file) - Edit as follows:

Preliminary ITS plans can be found in **Attachment 13A: Monroe 90% Preliminary ITS Design Plans – Part A and Attachment 13B: Monroe 90% ITS Design Plans – Part B.** ~~The 90% ITS Design Plans are expected to be available in April 2016. Final ITS Plans and Construction Submittals of specific proposed Equipment are expected to be available in the summer of 2016.~~

17. Section III, Section 7.4.2.1 ITS Maintenance Requirements, Requirement 1424 on page 202 of 219 (248 of 331 in original RFP PDF file) - Edit as follows:

1424	The Requirements of Section 7.2.7 “Spare Parts” and 7.2.8 “Repair Depot” shall apply to ITS Equipment and subsystems. <u>As the specific ITS Equipment parts and models (to be initially provided by others) are not known at this time, the Contractor is not being asked to provide the cost of Spares Replacement for ITS equipment at this time. Replacement parts and spares quantities shall be reviewed, approved, and paid for by NCTA.</u>
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18. Section III, Section 7.4.3 Metrolina Regional Transportation Management Center (MRTMC), bulleted list on page 203 of 219 (249 of 331 in original RFP PDF file) - Edit as follows:

- Approximately two racks of available space in the climate-controlled server room for toll-related Equipment;
- The climate-controlled server room at the MRTMC has access to generator power provided by others. Any impact to the Contractor Performance Requirements directly due to a failed MRTMC generator should be considered non-chargeable failures;

19. Section III, Section 7.5.1 Toll Facilities Maintenance Requirements, Requirement 1429 on page 204 of 219 (250 of 331 in original RFP PDF file) - Edit as follows:

1429	The Requirements of Section 7.2.7 “Spare Parts”, 7.2.8 “Repair Depot” and 7.2.7.4 “Spare Parts Availability” shall apply to Facilities Maintenance. <u>As the specific Facilities Maintenance Equipment parts and models (to be initially provided by others) are not known at this time, the Contractor is not being asked to provide the cost of Spares Replacement for this equipment at this time. Replacement parts and spares quantities shall be reviewed, approved, and paid for by NCTA.</u>
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20. Section IV, Section 2.1 Submission of Technical Proposal, I.a. and I.b on page 18 of 20 (288 of 331 in original RFP PDF file) - Edit as follows:

- a. Provide the print copies in separate three-ring binders for each volume, and separate the major sections of each volume with tab dividers. 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. Proposers may submit Technical Proposal Appendices in a separate volume or volumes, depending upon size of documents and personal preferences.
- 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.

21. Section IV, Section 2.1 Submission of Technical Proposal, #2 on page 18 of 20 (288 of 331 in original RFP PDF file) – Add the following two paragraphs:

Supplemental information other than the Proposal Cover Letter, Executive Summary and Proposal response Sections 1 through 6 may be in a different font from that specified; however, in no case should the font be smaller than 9- point and Proposers should consider the overall readability of the document when submitting. NCTA will not be responsible for reviewing portions of proposals with illegible text.

Headers and footers may be in different size font from that specified, subject to the same caveats identified in the paragraph above.

22. Section V, Section 1.2 Contract Terms, third bullet on page 1 of 37 (295 of 331 in original RFP PDF file) - Edit as follows:

- Options to Extend – The Optional Extension Phase includes two (~~32~~) three (3)-year optional Maintenance extensions to be executed at the sole discretion of NCTA, with the first extension commencing upon the end of the base Contract Term.

- 23.** Exhibit D-3, Recent Client List has been provided in MS Word format, which has been “paper clipped” to the NCTA RTCS RFP Exhibits file for ease of completion.

- 24.** Exhibit D-6, Requirements Conformance Matrix has been replaced in its entirety, which can be found in the updated NCTA RTCS RFP Exhibits file. The updated Requirements and text are designated with a yellow highlight in the “No.” column “A”.

- 25.** Attachment 13 – Monroe Preliminary ITS Plans has been replaced with Attachment 13A: Monroe 90% ITS Design Plans – Part A and Attachment 13B: Monroe 90% ITS Design Plans – Part B.

- 26.** Attachment 21 - NC License Plate Guidebook (Updated 03-24-14) is being provided as a guide on the specialty plate types observed in North Carolina.